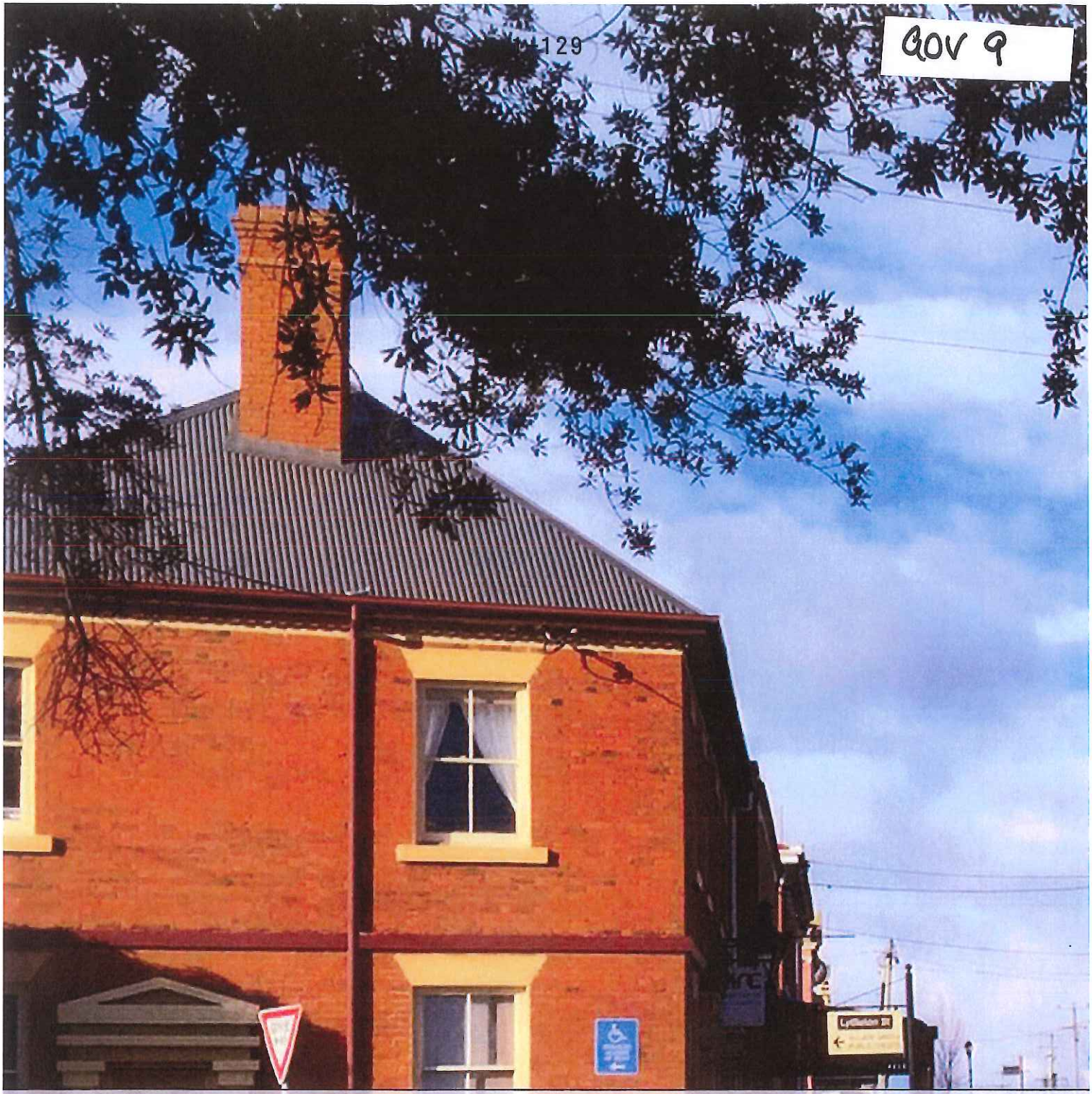

LONGFORD

Urban Design Strategy

September 2017

CLIENT

Northern Midlands Council

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1 INTRODUCTION

Northern Midlands Council appointed LANGE Design and LOOP Architecture to produce an Urban Design Strategy for Longford's 'Main Street' which comprises of Tannery Road South, Wellington Street (to Marlborough Street), and Marlborough Street (to High Street).

The relationship between Longford's 'Main Street', public open space and the South Esk River is considered an integral component of the town and will therefore be a significant feature within this strategy.

In addition to the above, Council have requested that the merits of a cycleway connection between Longford and Perth be considered as well as the potential for a horse trail linking Longford, Perth and Cressy also be investigated.

The full extent of the Longford Urban Design Strategy study area is shown on Figure 1.

The fundamental aim of this strategy is to provide a suite of activation projects with objectives, action steps and design ingredients within the study area that Council can rollout as early as 2018/19. The determination, development and establishment of these activation projects are disclosed in the following sections of this strategy.

Above all, the intention of this strategy is to ensure the image of Longford enhances the affection held by the past, present and future residents of Longford. Furthermore, it proposes to strengthen the image of the town where visitors are welcomed and encouraged to explore Longford and the South Esk River and enjoy a positive and wonderful experience uncovering Longford's history, culture and community.

Readers of this strategy shall also become familiar with other important Council documents including;

- Longford Urban Design Strategy 'Site Investigation Report' 2016.
- Northern Midlands Council Strategic Plan 2017 - 2027.
- Northern Midlands Council Interim Planning Scheme 2013.
- Longford Development Plan (Revision 2, May 2012).

Figure 1 – Longford Urban Design Study Area

2 BACKGROUND

The Longford Urban Design Strategy is the pinnacle of a long running Council initiative to re-invigorate the 'Main Street' of Longford.

The initiative and ambition of this strategy is to provide a resource that Council's planners and decision makers utilise to ensure the Vision for Northern Midlands (below), is achieved.

> *"Northern Midlands Council is an enviable place to live, work and play. Connected communities enjoy safe secure lives in beautiful historical towns and villages. Our clean, green agricultural products are globally valued. Local businesses and industry is strongly innovative and sustainable"*
>
> (Northern Midlands Strategic Plan 2017 – 2027)

As part of this appointment, the preliminary research for this strategy is contained within the Longford Urban Design Strategy 'Site Investigation' document. This investigation collated valuable information from previous studies and provided a realistic connection between the theory of ideas and the reality of what is currently happening on the ground.

In short, the Site Investigation phase compiled all the available background information that Council has on record, included Council files on the 'Longford Main Street Project' which commenced around 1994. As recent as 2015, Council engaged several consultants from interstate to prepare separate studies to revitalise Longford. The findings of these studies relating to this strategy are discussed within the Site Investigation document.

It is the findings and connections between theory and reality that have ultimately formed the activation projects, objectives and recommended actions contained within this Urban Design Strategy.

Most importantly, the activation projects reflect the People and Place objectives as set out in the Northern Midlands Strategic Plan 2017 – 2027.

3 THE URBAN FRAMEWORK OF LONGFORD

The urban framework of Longford grew from a small settlement with basic structures to the municipality hub that the town is today. This section of the strategy reveals the foresight that the early surveyors had when they determined the arrangement of land parcels, streets and public reserves of Longford, and how this layout has evolved and defined the business, industry and well-being of the community today.

3.1 EVOLUTION OF LONGFORD

Unlike the master planned communities we see today, early settlements across Australia typically occurred near a ready supply of fresh water and suitable land for farming. The settlement of Longford is no different.

The Panninher clan (Pennyroyal Creek Tribe) of the North Midlands Nation occupied the Midlands Plains well before European settlement. In 1807, Lieutenant Thomas Laycock of the 102nd NSW Rum Corp, may well have been the first European to have followed trade routes to the central highlands that were formed by the Panninher People.

An early survey map of the Longford Parish documents the formal layout of streets concentrating around the Christ Church grounds, Market Square (Village Green), and Georges Square. Phantom streets are also shown branching off to the north, west and south, as well as large parcels of land to the north and south of the young township for farming.

At the time of production, the survey map only indicated a handful of buildings including Williatt House, Christ Church, Market Square Inn and several buildings around Noake's Brewery on the Banks of the Lake River (Macquarie River). Research indicates that there were many more buildings in Longford at this time, but were not illustrated on the plan.

Since then, Longford has achieved the classification as a Heritage Town. Longford has flourished and the layout of the town has developed into an elongated format that runs parallel to the South Esk and Macquarie Rivers. The streets illustrated on the early survey maps still remain as trade routes between the surrounding farming regions, the central highlands, Launceston, and state wide.

This modern day 'trade route' that runs through Longford is the focus of this strategy.

3.2 LONGFORD'S NORTHERN ENTRY

The northern entry into Longford has remained since the early 1800's when horse and cart traffic either crossed the South Esk River by punt, through Fenton's Ford (down river from near Mill Dam Reserve), across Long Bridge (down river from Fenton's Ford) or across Kings Bridge (end of Union Street). In the 1970's, Long Bridge and Kings Bridge were made redundant with the construction of the new Illawarra Road Bypass.

The new highway provided better access into Longford during times of flood, however, it also redirected all traffic into town along Tannery Road South.

3.3 LAND USE ZONES

According to the Tasmanian Interim Planning Scheme Zoning overlays, Longford accommodates the same land uses associated with a typical Australian rural town of similar size and population. Figure 2 illustrates the Open Space, Community Purpose, Business, Industrial, and Utility Zones within Longford. The other zones relevant to Longford are General Residential and Rural Resource. For the purposes of legibility, these have been omitted from the illustration.

Figure 2 illustrates spatial arrangements of each land use, in particular the industrial precinct which is confined to the north east of Longford. The location and placement of the Illawarra Road Bypass allows industry traffic ease of access in and out of Longford's industrial precinct without the need to traverse the full length of 'Main Street'. Unfortunately from a visitor's point of view, the industrial precinct adjoins the primary entry into town.

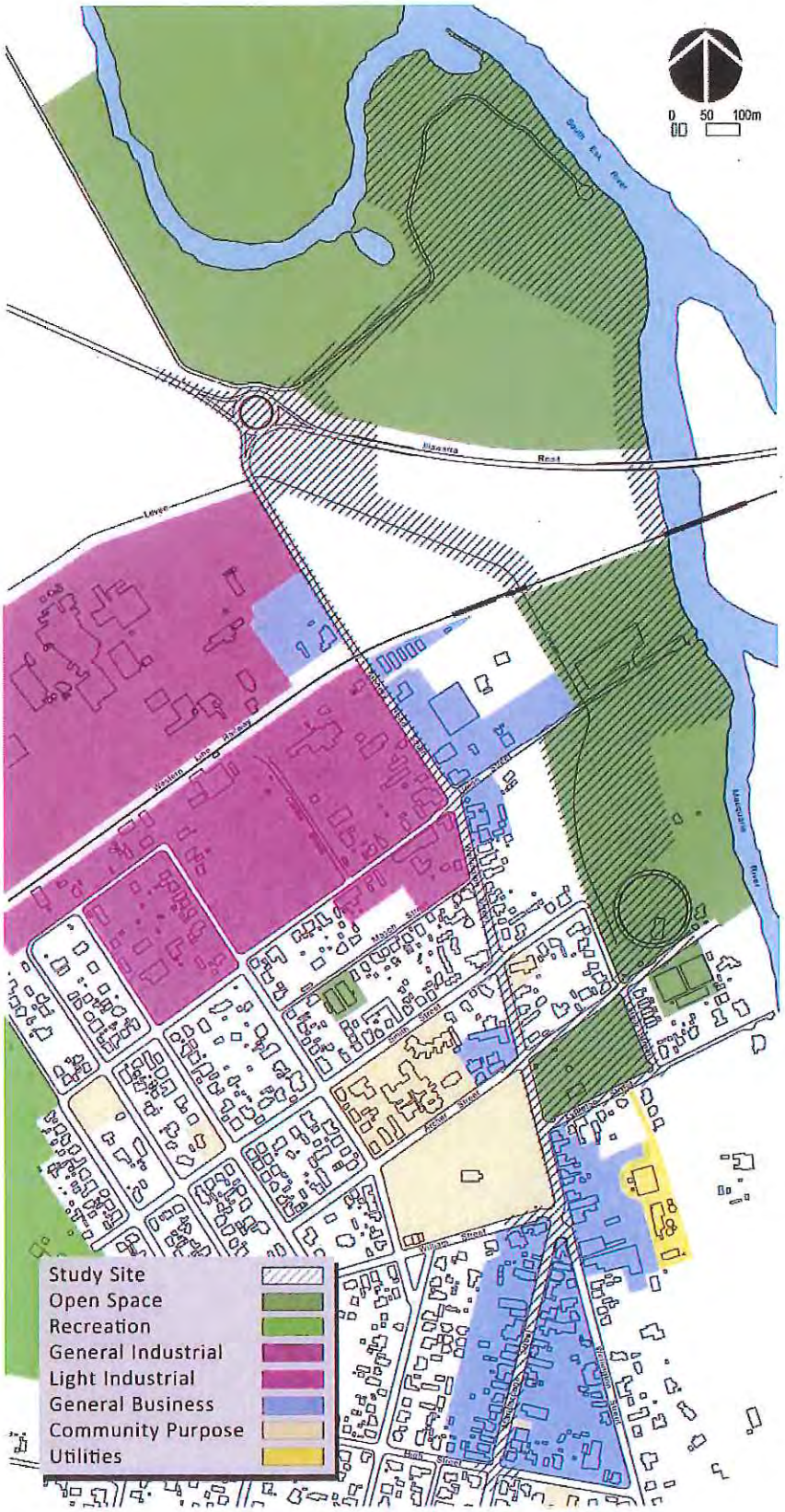
Figure 2 clearly demonstrates that there is no core general business area, and that it is dispersed along 'Main Street'. However, Figure 2 only identifies blocks of colour through a collective grouping of business activities. The primary business precinct is actually concentrated to the south of the study area being the northern end of Marlborough Street.

With the exception of Browns IGA supermarket and the bottle shop, the general business areas adjoining the industrial precinct do compliment the adjoining land uses. The Country Club Hotel could also be considered an exception, however, hotels are commonly found in industrial areas of Australian rural towns.

Other than the industrial, business and community land uses, Longford's most underutilised asset is the expanse of open space to the north and east of the town. Furthermore, this open space forms a corridor from Wellington Street through to Mill Dam Reserve. This corridor is an integral component of this strategy and will focus on enhancing this asset for the community's and visitor's benefit.

The opportunities and constraints of these land use zones will be addressed within the 'Design Opportunities' section of this Urban Design Strategy. All land uses within the town are fundamental in the fabric and prosperity of Longford.

Figure 2 – Longford Land Use Zoning.



3.4 LONGFORD'S "MAIN STREET"

Longford's 'Main Street' incorporates Tannery Road South (from the Illawarra Road roundabout south), Wellington Street (to Marlborough Street intersection), and Marlborough Street (to High Street). This section of road is classed as a state secondary route (B51) providing a link north of Longford with Cressy, Poatina and the Central Highlands.

Longford's 'Main Street' has always provided the primary means of traffic flow. Modes of transport from bullock drays and horse drawn carts of the mid-19th century, to semi-trailers, oversize farm machinery and family sedans of today. 'Main Street' has always provided the primary route through town as it is the bloodline of Longford's prosperity.

The activation projects within the strategy address the continued use and revitalisation of 'Main Street' and forms objectives and design ingredients for creating a vibrant, comfortable and safe environment for all road users and pedestrians.

Although the activation projects address traffic movement and pedestrian safety, semi-trailers and oversized farm machinery will continue to traverse through Longford's shopping precinct. There is a need to strongly consider a heavy vehicle bypass that diverts this traffic around the shopping precinct, or Longford itself.

3.5 LONGFORD'S ARCHITECTURAL HERITAGE

Williatt House, originally the 'Longford Inn', was built in 1827 and was one of the first significant buildings constructed in Longford, and is the longest lasting structure within Longford's town centre. Over the following years, more substantial buildings were constructed in the Georgian style, of which most still remain today.

According to the Tasmanian Heritage Register, there are 80 structures registered in Longford that are of historical significance. Twenty-nine of which are within the study area, and twenty-three of those are along Main Street. Furthermore, between Lyttleton Street and Heritage Corner, there are ten intact Georgian style buildings with a continuous street frontage of around 140m.

The composition, style and preservation of these buildings as well as their context within the urban fabric of the town, provides a substantial insight into colonial settlement in Tasmania and Australia. The Local Heritage Code (E13), of the Northern Midlands Council Interim Planning Scheme 2013, ensures the protection and enhancement of these buildings and the historical urban fabric is upheld. There are also other state authorities such as Heritage Tasmania, and the National Trust that also provide protection for historically significant built forms.

4 OPPORTUNITIES AND CONSTRAINTS

In preparing an urban design strategy, the opportunities and constraints of a town need to be explored and identified. For the purpose of this strategy, the arrangement of land use, traffic and pedestrian movements and connections, and natural boundaries of Longford are investigated.

Opportunities are those potential improvements and favourable elements within the fabric of Longford that have been identified within study area, and refer to potential future conditions that can influence the perception and vibrancy of the town.

Constraints are unfavourable components identified within Longford including manmade and natural landscapes, built forms, current land uses, and the beliefs within the community. Constraints must be acknowledged and understood in order to achieve success in revitalising the town.

Following are significant components of Longford, including their specific opportunities and constraints, which influence the town's appearance and character.

4.1 LOCATION

Longford is located approximately twenty minutes south west of Launceston via Illawarra Road (B52), to the north of town. Illawarra Road itself is easily accessible from the Bass Highway to the north (near Carrick), and to the east (via Perth).

The connection between Hobart and Devonport will strengthen with the construction of the Perth Bypass, which will see an increase in traffic flow along Illawarra Road, and therefore through the Illawarra Road roundabout that currently forms the informal northern entry statement for Longford.

4.2 TOWN ENTRY

The intersection of Illawarra Road Bypass and Tannery Road South is considered the town entry. The roundabout and adjoining traffic islands, have the potential to establish a vibrant entry statement for Longford that celebrates the town's values and character and encourages visitors to turn off Illawarra Road and explore Longford.

Opportunities:

- Existing roundabout and traffic islands provide a 'blank canvas' for new works.
- Significant potential for art installations that celebrate the spirit of Longford.
- Continue the entry theme along Tannery Road South.

Constraints:

- Austroad guidelines and limitations.
- Cost of developing a durable and limited maintenance entry statement.

4.3 TANNERY ROAD SOUTH

Tannery Road South is the main transport artery coming into Longford from the north. The road is heavily used every day, in particular by truck transport for the industrial precinct that adjoins the western side of the road, and also through traffic heading to Cressy, the Central Highlands, and beyond.

This section of Longford's 'Main Street' is affected mostly from the visual impact of industry and manufacturing. It is therefore significantly important that the adjoining land uses are acknowledged and consideration is given to maintaining their day to day business operations.

Opportunities:

- Potential for screen hedge and tree planting from the levee to the railway line.
- Incorporate street trees, street furniture and traffic calming.

Constraints:

- Steep batters to both sides of the road.
- Large truck movements turning in and out of adjoining businesses.
- Existing services above and below ground.
- Reluctance for change from business owners and the community.

4.4 WELLINGTON STREET AND MARLBOROUGH STREET

Early surveyors generally mapped out a town centred on an existing route, and included 'phantom' streets for future expansion. Existing routes became the first formalised street in a town, with clearly defined property boundaries. They provided the platform for commerce and through traffic and were typically designed to allow stage coaches to make U-turns and bullock drays to navigate large sweeping turns.

Although the bullock drays and stage coaches are long gone, traffic is still very much a part of a town's fabric. Bullock drays gave way to semi-trailers, and horses gave way to cars, but the width of the street remains.

The inherited widths of Wellington and Marlborough Street tend to encourage speeding through Longford as there are few obstructions to psychologically slow drivers down. This is an issue that is of very high concern amongst the community of Longford. Thankfully, street trees have been re-established and the 'gun barrel' vista will be reduced. Potential for revitalising the community and visitor experience travelling through Longford still remains.

Opportunities:

- Provide more street trees for future generations to appreciate.
- Provide more pedestrian friendly crossings and 'rest' nodes along the streets.
- Incorporate traffic calming options to enhance public safety.

Constraints:

- Austroad regulations and limitations.
- Reluctance for change from business owners and vocal community members.
- Implications with existing services above and below ground.
- Large truck and farm machinery movements through town.

4.5 HISTORIC TOWN CENTRE

There are many significant heritage listed buildings of the Georgian style within Longford, not only along the main street, but also dispersed throughout the residential areas. This preserved heritage has given Longford its historic town classification, and is the primary incentive to showcase how Longford established itself as a significant town in Australia's colonial history.

Longford has an exciting character which the majority of the community wants to preserve. Retaining this character is paramount, however there are more constraints than opportunities when it comes to revitalising the streetscape and building facade interface along Main Street, in particular the historic heart of Longford.

Opportunities:

- Celebrate the heritage and character through streetscape enhancement works.
- Preservation of heritage buildings.
- Preserve the 'setting' that these historic buildings contribute to the urban fabric.
- Encourage flexibility and multiple-use within existing historic buildings.
- Encourage sympathetic infill development behind historic buildings.
- Inclusion of high density living opportunities within the historic framework.
- Potential for off-street public parking on vacant land behind businesses.
- Provision of safer pedestrian crossing nodes.
- Provision of more seating and interpretation nodes along Main Street.

Constraints:

- Reluctance from property owners to enhance or restore buildings or shop fronts.
- Vocal business owners and community members dominating decision making.
- Beliefs that car parking is the highest priority in a streetscape.
- Inability by some to visualise the need for shade and safety for future generations.
- Resistance against planting of street trees for future generations.
- Planning regulations that prohibit inappropriate development or treatments.
- Inconsistent business operations within the historic centre.
- Reluctance for streetscape enhancement works from some state authorities.
- Existing service infrastructure above and below ground.
- Heavy vehicle and farm machinery movements through town.
- Vandalism of streetscape improvements from disgruntled community members.

4.6 BUILT FORMS AND ARCHITECTURAL HERITAGE

The architectural heritage of Longford forms the main characteristic of the town. Most of the surviving buildings, since the 1820's, consist primarily of brick. Not only are the built forms themselves historic, but the area and setting around them are as important as the structure itself.

In providing enhancements to the streetscape or facades that incorporate historic buildings, local, state and federal authorities such as Heritage Tasmania and the National Trust, must be involved prior to any works, to ensure the value and integrity of the historically significant built forms are conserved.

Opportunities:

- Celebrate the heritage and character through interpretation nodes.
- Preservation of heritage buildings.
- Encourage flexibility and multiple-use within existing historic buildings.
- Preserve the 'setting' that these historic buildings contribute to the urban fabric.
- Encourage sympathetic infill development behind historic buildings.
- Inclusion of high density living opportunities within the historic framework.

Constraints:

- Reluctance from property owners to enhance or restore buildings or shop fronts.
- Planning regulations that prohibit inappropriate development or treatments.
- Vocal business owners and community members dominating decision making.
- Reluctance from property owners to lease buildings for business.

4.7 OPEN SPACE CORRIDOR

Longford has a strong connection between the town centre and the South Esk River due to the open space corridors. For residents that reside within close proximity to the town centre, they can easily access open spaces by foot or by cycling.

The open space corridor consists of the Village Green, St Georges Park, Stokes Park, Carins Park, Riverside Park, and Mill Dam Reserve. There is also a pedestrian link between Mill Dam Reserve and Tannery Road South which provides a loop back to the Town Centre.

There is great potential for providing a world class pathway network that could access a wide variety of outdoor experiences for not only the local community, but also visitors from regional Tasmania and abroad.

Opportunities:

- Address the open space corridor holistically.
- Strengthen the consistency on existing pathway and parkland infrastructure.
- 'Discover Longford' pathway loop connecting the town centre with Mill Dam.
- Provide an access-for-all network.

- Provide natural and man-made experiences unique to Longford's character.
- Cultivate sustainable long term use of the open space network.
- Strengthen natural shade through planting more trees.
- Development of Stokes Park to strengthen the connection.

Constraints:

- Restricted access to open space due to seasonal closures.
- Reluctance for change from members of the community.
- Capital funding.
- Vandalism.

4.8 INTERPRETATION AND WAY FINDING SIGNAGE

Currently there are far too many variances with interpretation and wayfinding signage not only within Longford, but across the Northern Midlands. There is a significant need to establish a Northern Midlands Council 'Signage Manual' to ensure Council's branding is easily recognised across the municipality.

Opportunities:

- Enhance visitor experience and navigation.
- Consistency in promotion across the municipality.
- Address motorists, cyclists and pedestrians.
- Increase tourist visitation opportunities.
- Provide consistency in interpretative signage layout and construction.
- Simplicity in design, manufacturing and maintenance requirements.

Constraints:

- Reluctance to change existing infrastructure.
- Capital funding.
- Roll-out program.

5 VISION AND OBJECTIVES

5.1 VISION

To establish a strong directive, this urban design strategy requires a strong vision. The vision for the Northern Midlands municipality, as defined earlier, is a holistic vision, and not specific to Longford.

In 2015, Village Well prepared the Longford 'Place Activation Plan', and actively engaged with the Community in developing a vision specific for the revitalisation of Longford. The Vision reads;

"Connecting our vibrant community and celebrating the gems of our history"

This vision provides clarity and direction for revitalising the urban and open space landscape within Longford. With this vision, broad objectives are developed and endorsed to ensure proposed revitalisation projects are relevant to Longford and are considerate to the character of Longford.

5.2 OBJECTIVES

Further to establishing a Vision for Longford, the "Place Activation Plan" (Village Well 2015), also provided objectives in collaboration with the community.

The specific objectives most relevant to this Urban Design Strategy are;

1. *Invigorate the town centre.*
2. *Broadcast the Longford story.*
3. *Beautify the town centre with art and greenery.*
4. *A deeper connection to place for locals, allowing visitors to connect with an authentic local way of life.*
5. *Shade trees, places to sit and a more pleasurable pedestrian environment.*

These broad objectives provide a platform for cultivating and developing activation projects across the study area. Whilst developing such projects, however, five key points must be thoroughly acknowledged during the initial stages of developing a project;

1. Relative to context.
2. Simplicity.
3. Clarity through reduction of visual clutter.
4. Sustainability in manufacture, construction and maintenance.
5. Provide resistance to vandalism.

6 ACTIVATION PROJECTS

The following pages are dedicated to individual 'Activation Projects' that address a particular section of the study area. They provide on-the-ground projects that Council can schedule into a capital works program and commence immediately.

All Activation Projects are inter-connected and correspond to the Vision for revitalising Longford. Council has the option of scheduling each Activation Project in order as presented in this document, or in an order as determined by Community demand or the allocation of capital funding from either state or federal government.

The Activation projects within this strategy are in line with the 'Mission' as stated the Northern Midlands Strategic Plan 2017 – 2027, and in particular the Municipal Goals of;

- *Sustainable progress creates a vibrant future.*
- *We strategically plan and deliver infrastructure.*
- *Our culture respects the past in building the future.*
- *Our historical landscapes are cherished and protected.*
- *Connected communities are strong and safe.*

The Activation Projects are;

1. Illawarra Road Roundabout.
2. Tannery Road South - Roundabout to Railway Crossing.
3. Tannery Road South - Railway Crossing to Union Street.
4. Wellington Street - Union Street to Smith Street.
5. Wellington Street - Smith Street to Archer Street.
6. Wellington Street - Archer Street to Lyttleton Street.
7. Wellington Street - Lyttleton Street to William Street.
8. Heritage Corner.
9. Marlborough Street - Heritage Corner to High Street.
10. Marlborough Street and High Street Intersection.
11. Village Green.
12. St Georges Square.
13. Stokes Park.
14. Carins Park.
15. Riverside Park (Carins Park to Mill Dam Reserve).
16. Mill Dam Reserve.
17. Mill Dam Reserve to Tannery Road South.
18. Flood Levee.

6.1 ILLAWARRA ROAD ROUNDABOUT

OBJECTIVE: Provide an entry statement within the roundabout that welcomes visitors to Longford with a design that defines the community, character and heritage of Longford.

BENEFITS: The benefits of creating a vibrant entry statement at this location signifies to visitors that Longford is a town well worth visiting and exploring, and is the heart of the Woolmers and Brickendon World Heritage Estates.

ACTION STEPS:

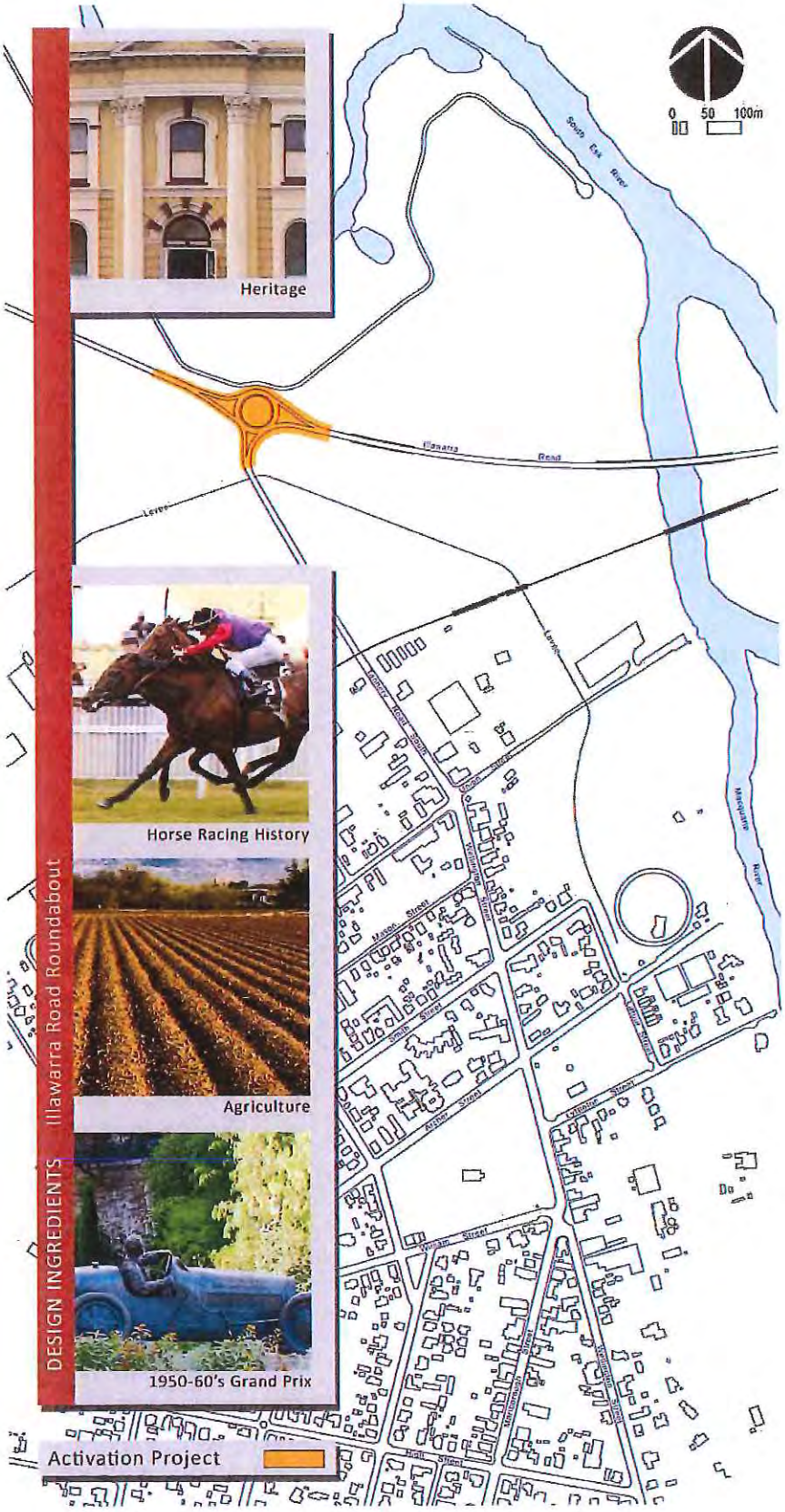
1. Prohibit or reduce semi-trailer parking on both sides of Illawarra Road on the western approach to the roundabout.

2. Prepare drawings for Longford's northern entry statement within the roundabout, and adjoining traffic islands in accordance with Austroads and State Growth design parameters.

DESIGN INGREDIENTS:

- Refer Longford Urban Design Guidelines.
- Reference Heritage, Farming, Agriculture and Racing (horses, bicycle and motor) through landscape treatments and public art within the roundabout and approaching traffic islands.
- Consider anti-hooning pavement textures and vandal resistant treatments.
- Bitumen over weed problem areas above gabion retaining wall.
- Consider low maintenance materials and structures.
- Spring bulb planting around trees and along the levee bank.

Figure 3 – Illawarra Road Roundabout Activation Project



6.2 TANNERY ROAD SOUTH - ROUNDABOUT TO RAILWAY CROSSING

OBJECTIVE: Reduce the 'Industrial' interface along the western side of Tannery Road South and provide colour and greenery to reduce the visual impact of the adjoining industrial premises.

BENEFITS: Enhancing the streetscape along this section of Tannery Road South will guide the visitor through the industrial section of Longford with vibrancy and visual amenity.

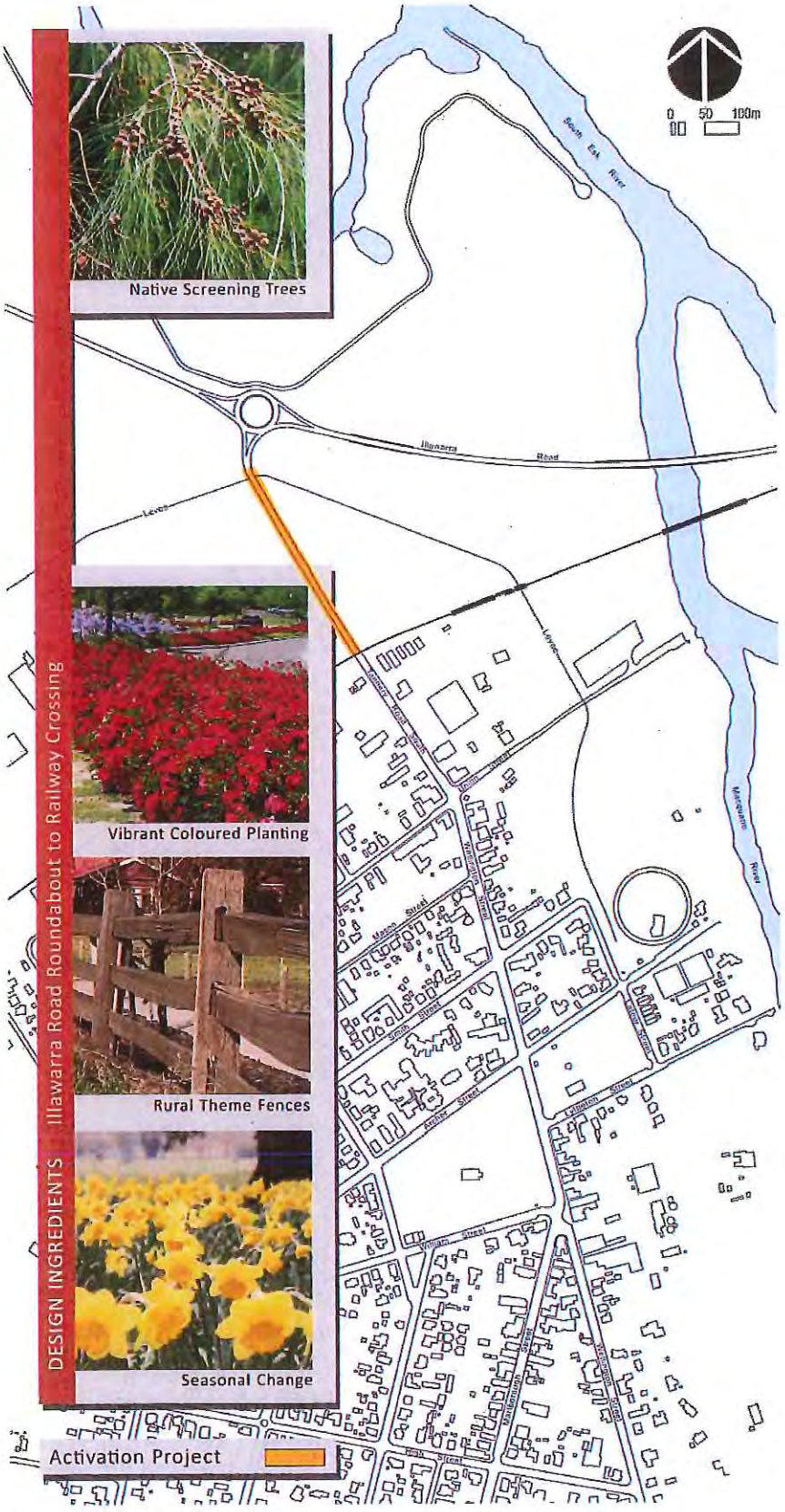
ACTION STEPS:

1. Prepare landscape drawings for tree and roadside planting works and continue the 'Post and Rail' fence element as a key feature of this section of road.
2. Demolish 'Longford 1814' entry wall.
3. Amend the planning scheme to restrict future development of large scale industrial operations requiring heavy and frequent semi-trailer traffic.

DESIGN INGREDIENTS:

- Refer Longford Urban Design Guidelines.
- Continue the design intent of the roundabout entry statement.
- Continue the post and rail fence along both road sides.
- Include hardy tussock planting under rails.
- Screen unwanted views with evergreen trees or tall hedging.
- Upgrade the existing Mill Dam Reserve track to a 2.6m wide concrete pathway, creating the 'Discover Longford' pathway loop.
- Provide 'Discover Longford' pathway markers providing direction to the Town Centre, South Esk River and Mill Dam Reserve.
- Provide clear directional signage for pedestrians and drivers.
- Enhance the current streetscape fronting 'Kingsley House'.

Figure 4 – Tannery Road South - Roundabout to Railway Crossing Activation Project



6.3 TANNERY ROAD SOUTH - RAILWAY CROSSING TO UNION STREET

OBJECTIVE: Extend the welcoming journey experience from Longford's entry statement into Wellington Street with a streetscape design that continues to reinforce the character and heritage of Longford.

BENEFITS: The benefits of continuing a vibrant and positive welcoming journey experience signifies that the Longford community is proud of their town and that they are enthusiastic about sharing their character and culture.

ACTION STEPS:

1. Amend the planning scheme to re-zone the remaining residential allotments on the western side of Tannery Road South to industrial allotments.

2. Provide incentives for commercial premises to provide feature trees and low level planting along their street frontage where possible to add interest to the streetscape.

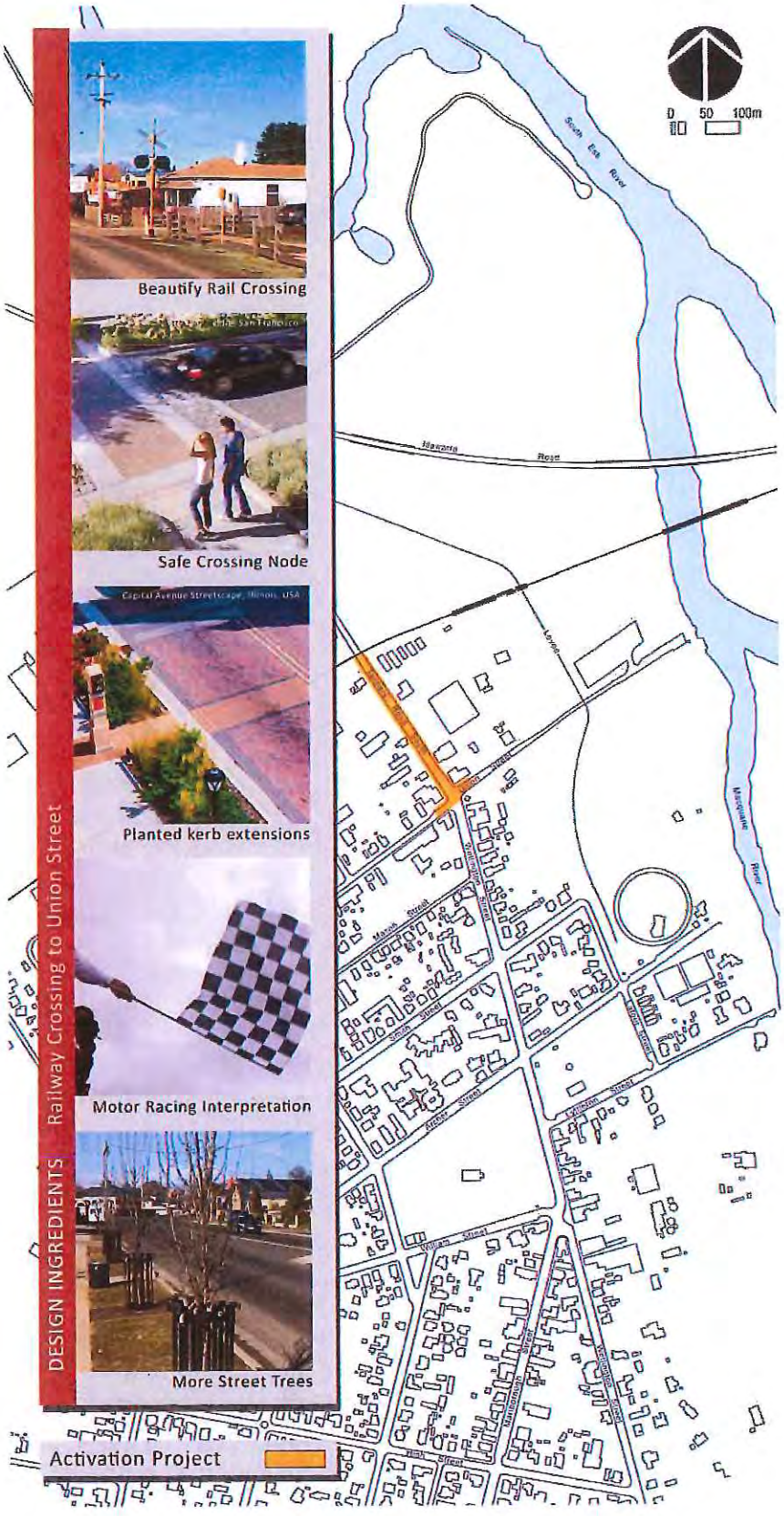
3. Enforce the minimum driveway threshold requirements to reduce the spread of vehicle traffic traversing over pedestrian pathways and to increase kerbside low level planting.

4. Prepare streetscape drawings for revitalisation works in accordance with State Growth and other major service provider design parameters.

DESIGN INGREDIENTS:

- Refer Longford Urban Design Guidelines.
- Enhance the visual appeal of the railway crossing junction.
- Clearly defined car parking bays along the street.
- Clearly define the entry/exit of Browns IGA and the service station.
- Kerbside planting beds.
- Continuation of street tree planting where possible.
- Pedestrian crossing node fronting Browns IGA supermarket.
- Provide 'Discover Longford' pathway markers providing direction to the Town Centre, South Esk River and Mill Dam Reserve.
- Kerb extensions to Wellington Street and Union Street intersection.
- Grand Prix interpretation node outside the Country Club Hotel.

Figure 5 – Tannery Road South - Railway Crossing to Union Street Activation Project



6.4 WELLINGTON STREET - UNION STREET TO SMITH STREET

OBJECTIVES: To enhance the visual amenity of the streetscape and slow down traffic.

BENEFITS: The revitalisation of the streetscape will reduce the 'gun barrel' effect along Wellington Street and create a safe and pleasant environment for residents whilst also provide visitors with historical and cultural experiences.

ACTION STEPS:

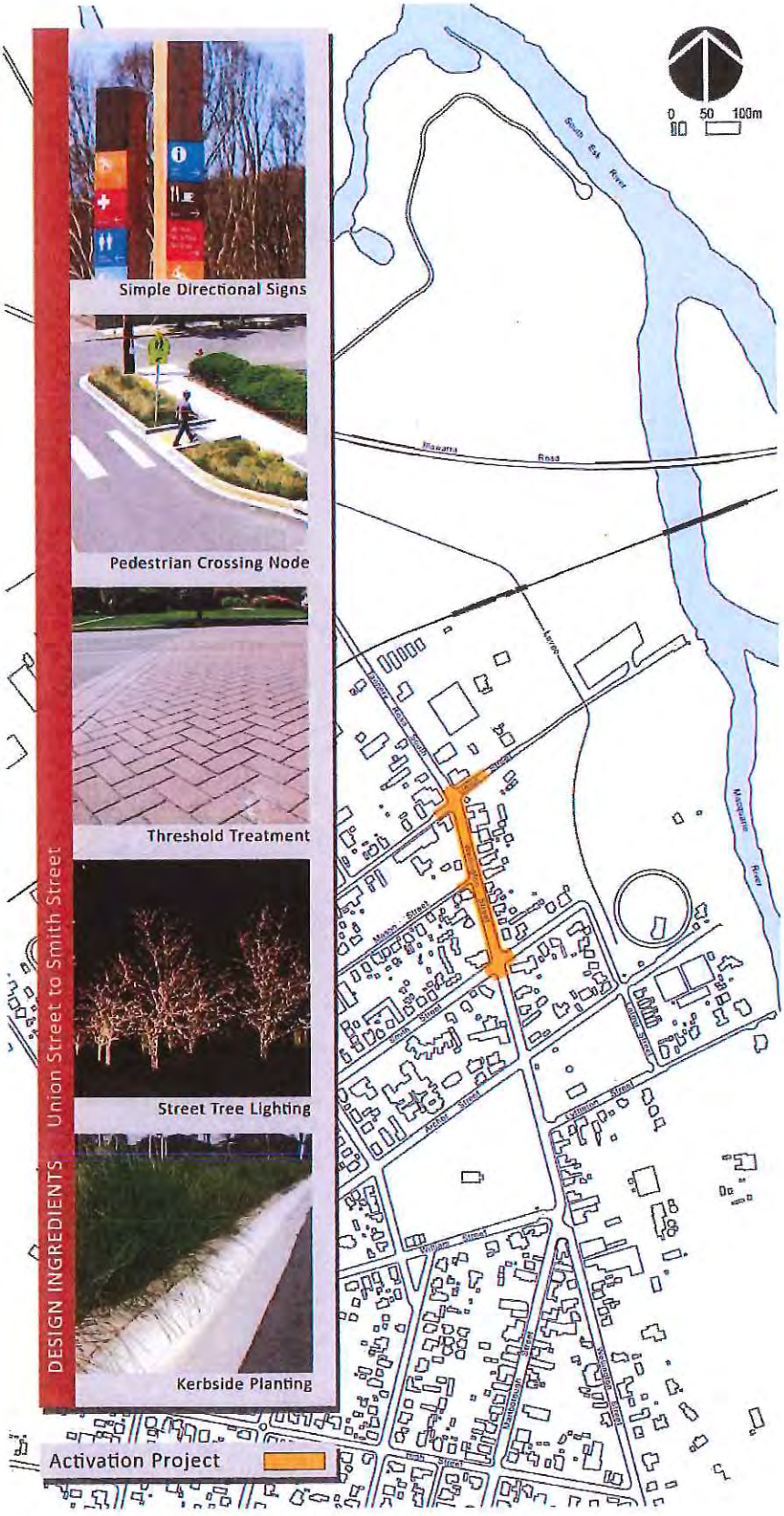
1. Enforce the minimum driveway threshold requirements to reduce the spread of vehicle traffic traversing over pedestrian pathways and to increase kerbside low level planting.

2. Prepare streetscape drawings for revitalisation works in accordance with State Growth and other major service provider design parameters.

DESIGN INGREDIENTS:

- Refer Longford Urban Design Guidelines.
- Enhance the visual appeal fronting commercial premises.
- Directional signage to South Esk River parklands and boat ramp.
- Clearly define car parking bays along the street.
- Threshold treatments to side streets.
- Remove unnecessary driveway crossovers along kerbing.
- Provide kerbside planting beds fronting the BP Service Station.
- Pedestrian crossing node fronting 27 Wellington Street, with 100mm high central median to allow for wide vehicle access roll over movement.
- Kerb extensions to Wellington and Smith Street intersection.
- Provide 'Discover Longford' pathway markers providing direction to the Town Centre, South Esk River and Mill Dam Reserve.
- Consistency in street furniture and bus shelter design.
- Commercial grade fairy lighting to street trees.

Figure 6 – Wellington Street - Union Street to Smith Street Activation Project



6.5 WELLINGTON STREET - SMITH STREET TO ARCHER STREET

OBJECTIVES: To enhance the visual amenity of the streetscape, slow down traffic and showcase the history of Longford.

BENEFITS: The revitalisation of the streetscape will reduce the 'gun barrel' effect along Wellington Street, and create a safe and pleasant environment for residents whilst also providing visitors with historical and cultural experiences.

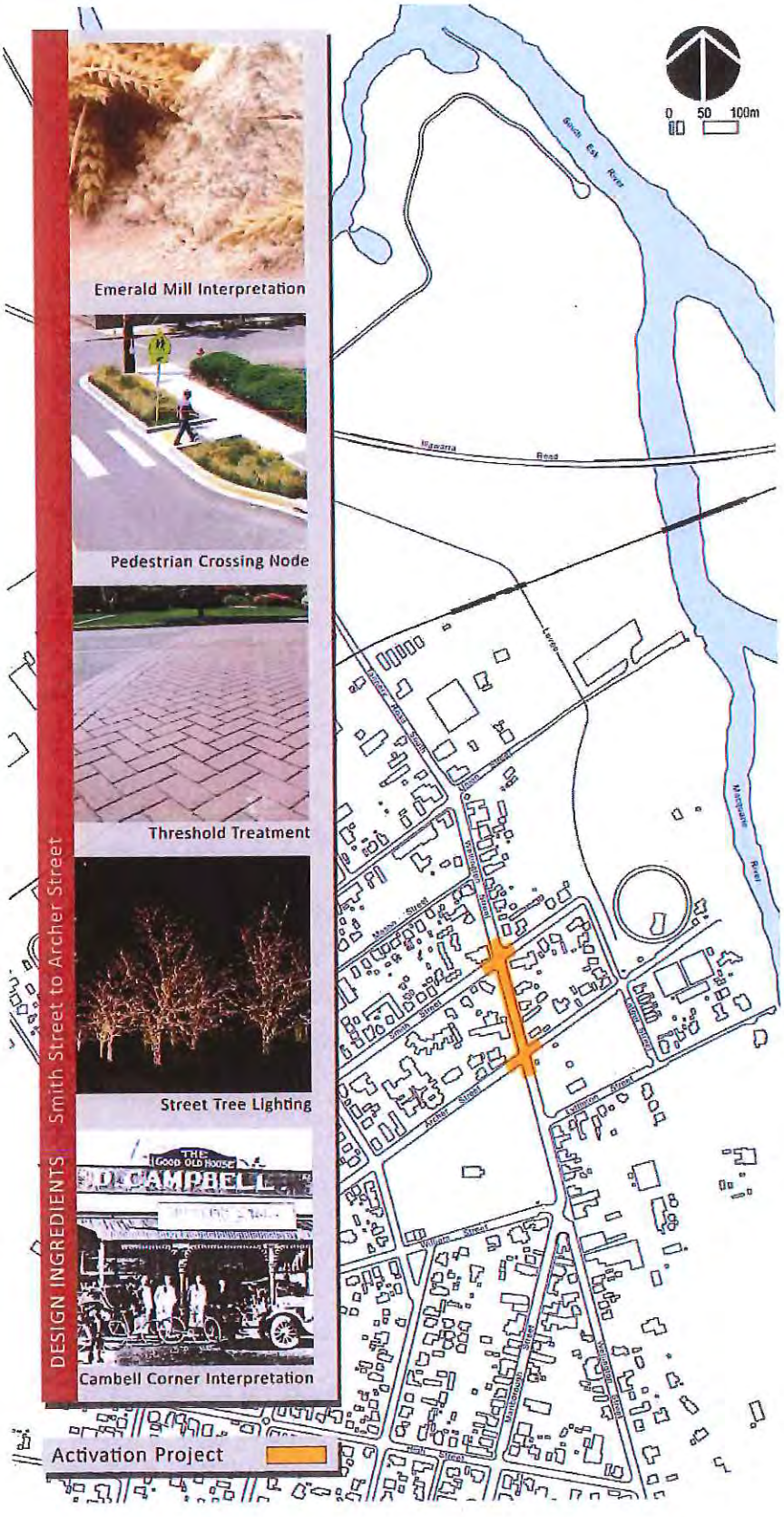
ACTION STEPS:

1. Prepare streetscape drawings for revitalisation works in accordance with State Growth and other major service provider design parameters.

DESIGN INGREDIENTS:

- Refer Longford Urban Design Guidelines.
- Threshold treatments to side streets.
- Pedestrian crossing node near the Smith Street intersection, with 100mm high central median to allow for wide vehicle access roll over movement.
- Interpretation node for the old 'Emerald Flour Mill' site.
- Clearly define car parking bays along the street.
- Kerb extensions to Wellington and Archer Street intersection.
- Pedestrian crossing node near the Archer Street intersection, with 100mm high central median to allow for wide vehicle access roll over movement.
- Interpretation for "Campbell's Corner" site.
- Provide 'Discover Longford' pathway markers providing direction to the Town Centre, South Esk River and Mill Dam Reserve.
- Consistency in street furniture.
- Commercial grade fairy lighting to street trees.

Figure 7 – Wellington Street - Smith Street to Archer Street Activation Project



6.6 WELLINGTON STREET - ARCHER STREET TO LYTTLETON STREET

OBJECTIVES: To enhance the visual amenity of the streetscape, slow down traffic and encourage visitors to stop, park and explore Longford on foot.

BENEFITS: Creating a safe and pleasant environment for residents whilst also providing visitors with historical and cultural experiences.

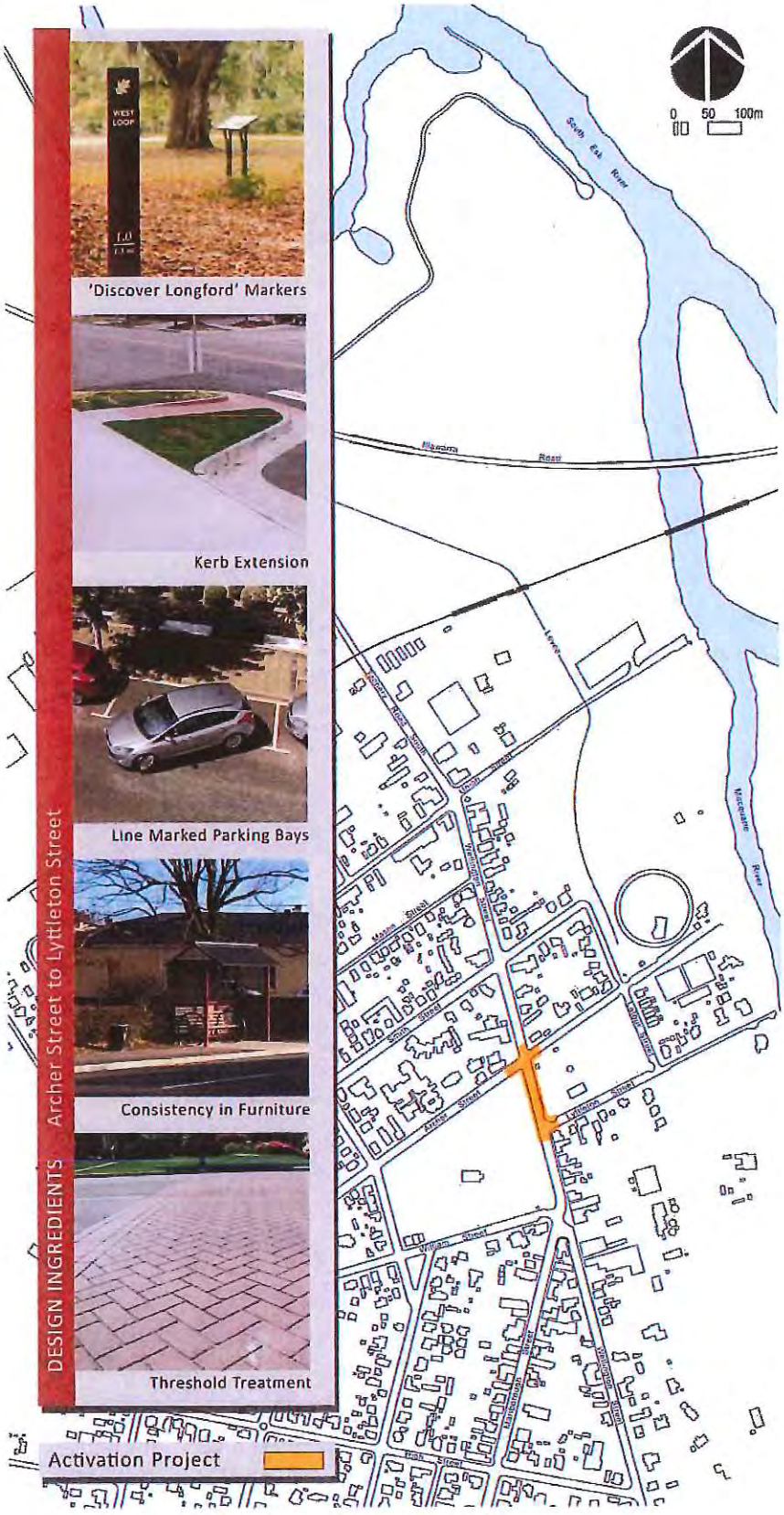
ACTION STEPS:

1. Consolidate directional signage at the corner of Wellington and Archer Streets.
2. Prepare streetscape drawings for revitalisation works in accordance with State Growth and other major service provider design parameters.
3. Remove Hawthorne hedge along the Christ Church boundary to open up the accessibility and visual open space between the Village Green and the grounds surrounding Christ Church.

DESIGN INGREDIENTS:

- Refer Longford Urban Design Guidelines.
- Coordinate removal of hedge with the Christ Church Committee.
- Threshold treatments to side streets.
- Pedestrian crossing node near the Lyttleton Street intersection, with 100mm high central median to allow for wide vehicle access roll over movement.
- Provide 'Discover Longford' pathway markers providing direction to the Town Centre, South Esk River and Mill Dam Reserve.
- Clearly define car parking bays along street.
- Kerb extensions to Wellington and Archer Street intersection.
- Consistency in street furniture and bus shelter.

Figure 8 – Wellington Street - Archer Street to Lyttleton Street Activation Project



6.7 WELLINGTON STREET - LYTTLETON STREET TO WILLIAM STREET

OBJECTIVES: To enhance the visual amenity of the streetscape, inspire new business opportunities and encourage visitors to stop, park and explore Longford on foot.

BENEFITS: Enhancing the streetscape along this section of the town centre to compliment the architectural heritage and encourage visitors to pull over and explore Longford, with the intention of increasing visitor stop overs and expenditure.

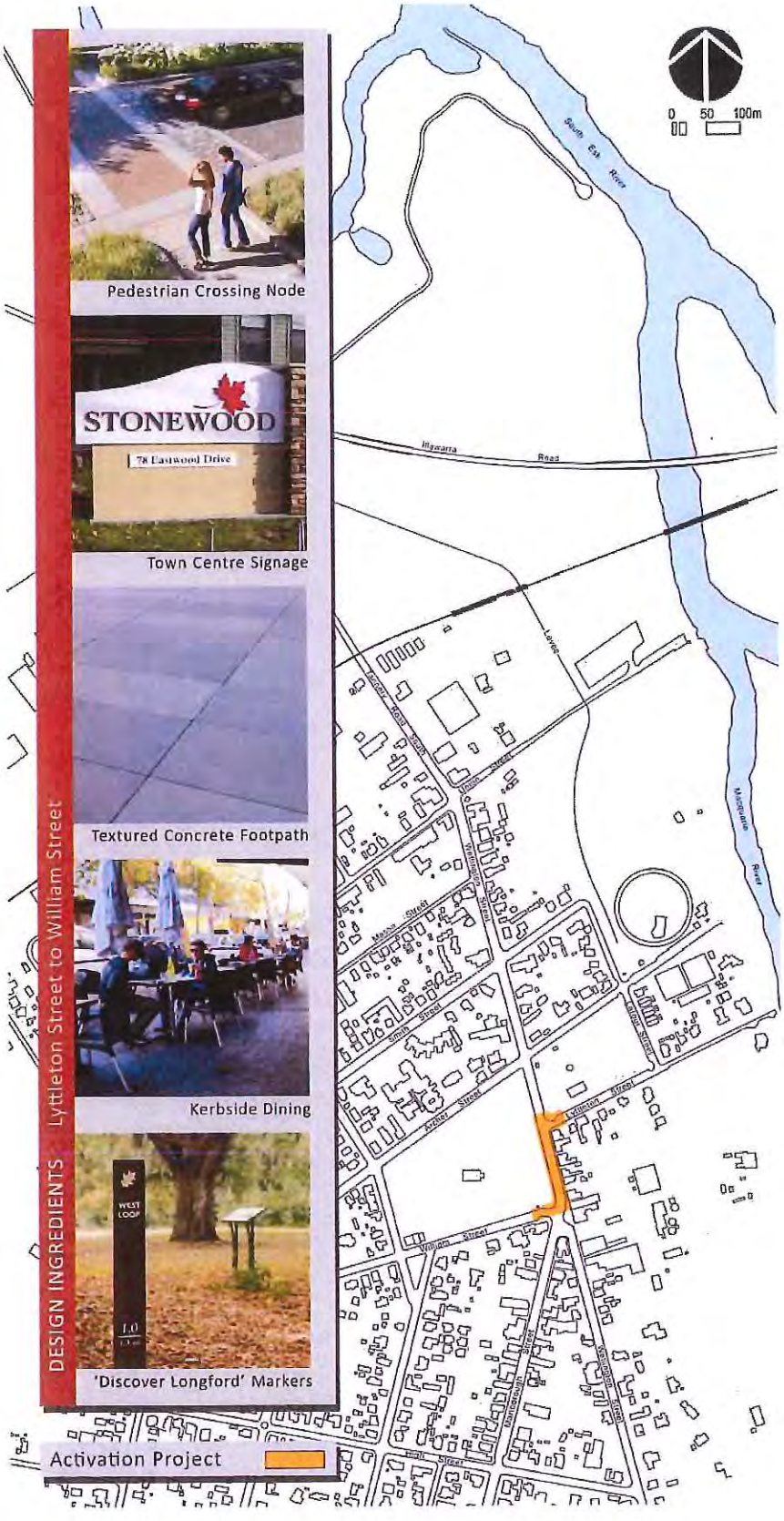
ACTION STEPS:

1. Prepare streetscape drawings for revitalisation works in accordance with State Growth and other major service provider design parameters.
2. Remove Hawthorne hedge along the Christ Church boundary to open up the accessibility and visual open space between the Village Green and the grounds surrounding Christ Church.
3. Preserve the quantity and dominance of heritage buildings.
4. Amend the planning scheme to encourage infill development behind the historic street front with the intent of providing high density living opportunities.

DESIGN INGREDIENTS:

- Refer Longford Urban Design Guidelines.
- Coordinate removal of hedge with the Christ Church Committee.
- Clearly define car parking bays along the street.
- Pedestrian crossing node outside the library.
- Kerb extensions to Wellington and William Street intersection.
- 'Welcome to Longford Town Centre' signage at crossing node.
- Interpretation node for the architectural heritage.
- Provide 'Discover Longford' pathway markers providing direction to the South Esk River and Mill Dam Reserve.
- Replace asphalt pavement with textured concrete pavement.
- Kerb side dining pavement markers.
- Pedestrian orientated lighting.

Figure 9 – Wellington Street - Lyttleton Street to William Street Activation Project



6.8 HERITAGE CORNER

OBJECTIVES: To enhance the visitor experience around Heritage Corner and increase pedestrian and driver safety at the intersection of Marlborough, Wellington and William Streets.

BENEFITS: Distinguished heritage precinct within the heritage fabric of Longford's main street and the provision of a safer environment for pedestrians and drivers to navigate.

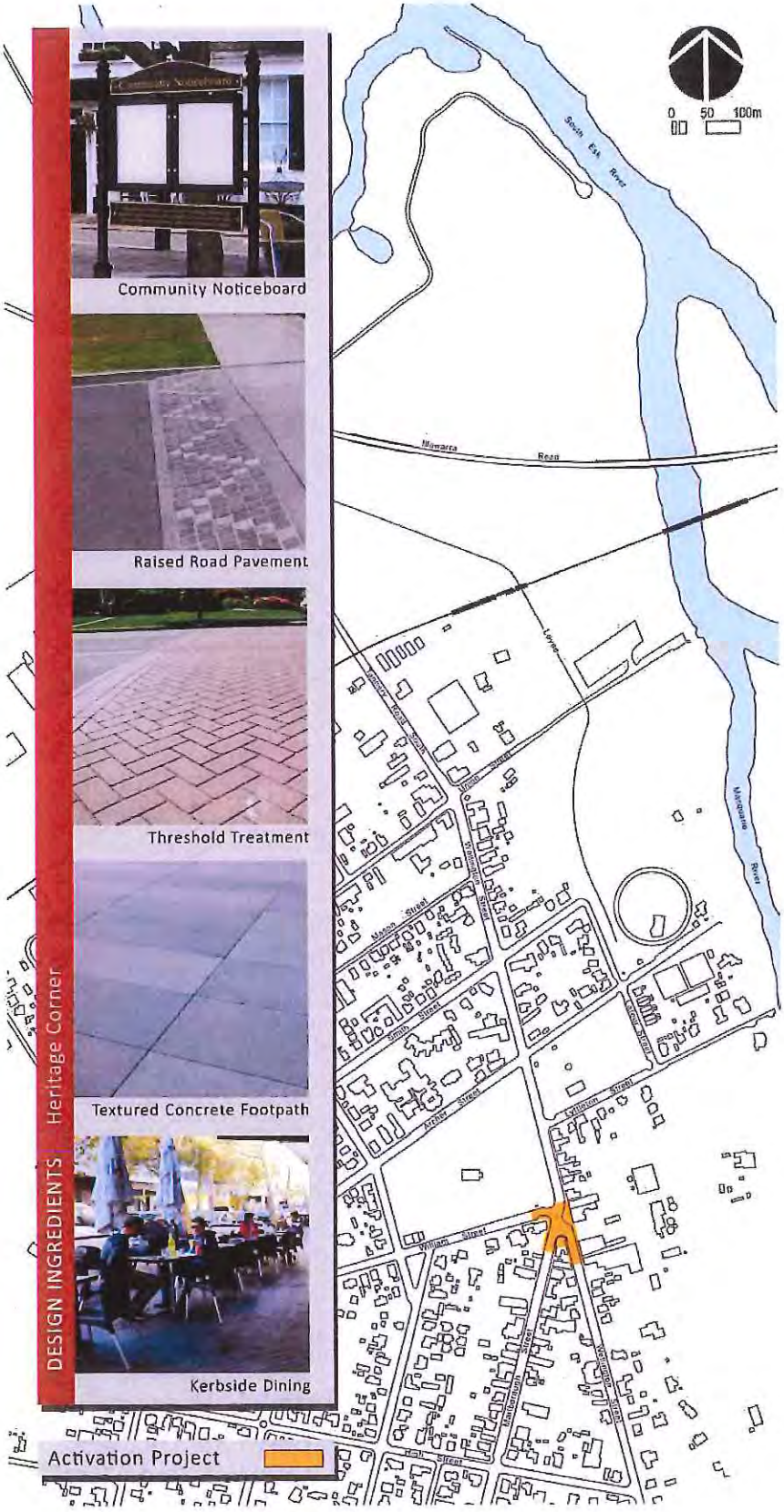
ACTION STEPS:

1. Prepare streetscape drawings that raise the road pavement and provide contrasting thresholds to highlight the pedestrian and driver interface and encourage slow traffic speeds through the intersection in accordance with State Growth and other major service provider design parameters.

DESIGN INGREDIENTS:

- Refer Longford Urban Design Guidelines.
- Pedestrian orientated lighting.
- Community notice board within existing park.
- Raise road pavement to act as a traffic calming, with 100mm high central median to allow for wide vehicle access roll over movement.
- Contrasting thresholds to indicate driver/pedestrian interface.
- Interpretation nodes for the architectural heritage.
- Provide 'Discover Longford' pathway markers providing direction to the South Esk River and Mill Dam Reserve.
- Replace asphalt pavement with textured concrete pavement.
- Kerb side dining pavement markers.
- Consistency in street furniture.
- Avoid street trees that will obstruct visual connections between buildings.

Figure 10 – Heritage Corner Activation Project



6.9 MARLBOROUGH STREET - HERITAGE CORNER TO HIGH STREET

OBJECTIVES: To enhance the visitor experience along the shopping precinct and increase pedestrian and driver safety along Marlborough Street.

BENEFITS: Distinguished heritage precinct within the heritage fabric of Longford's main street and the provision of a safer environment for pedestrians and drivers to navigate.

ACTION STEPS:

1. Prepare streetscape drawings for revitalisation works in accordance with State Growth and other major service provider design parameters.

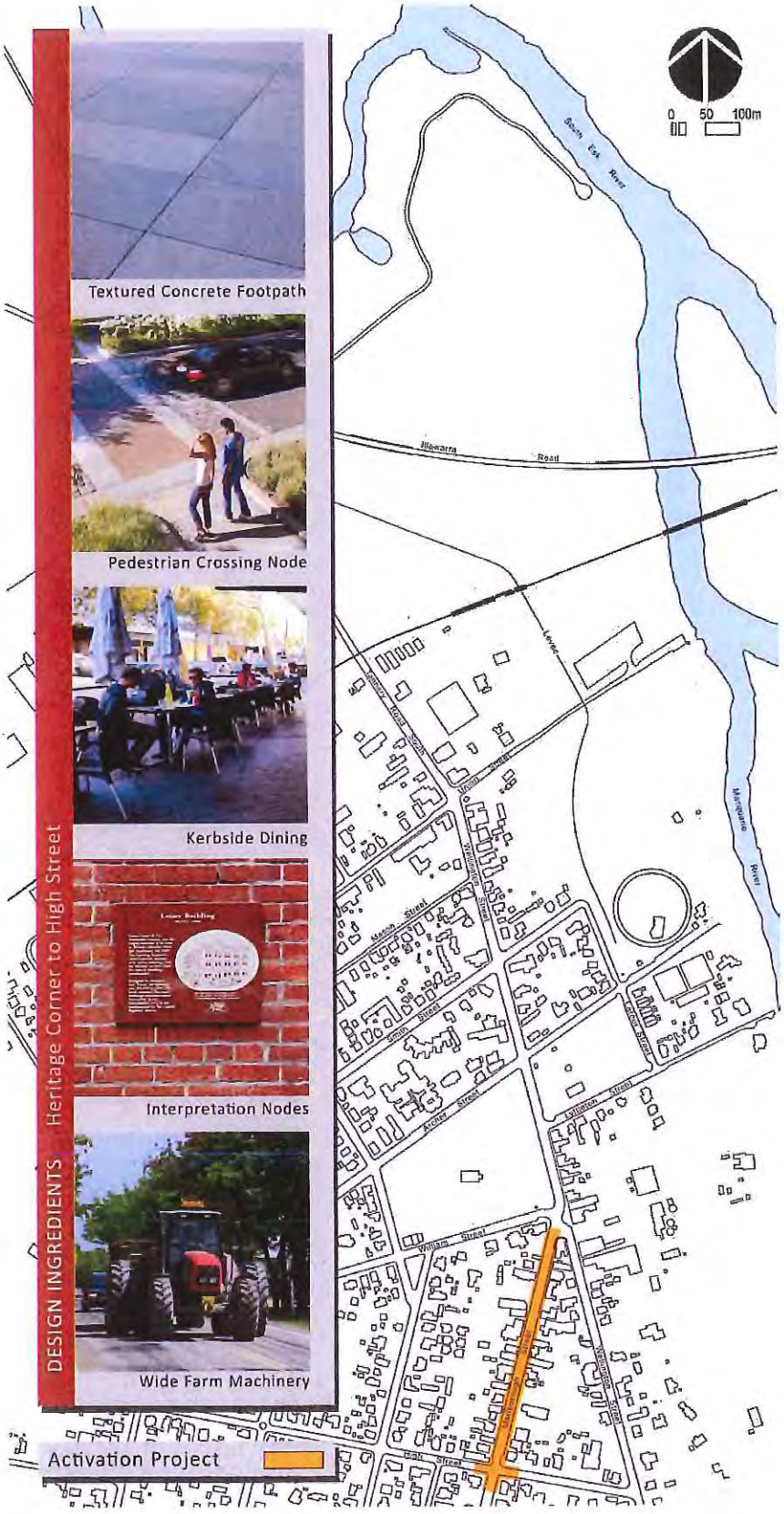
2. Preserve the quantity and dominance of heritage buildings and provide incentives for property owners to enhance building facades.

3. Amend the planning scheme to encourage infill development behind the street front buildings, with the intent of providing high density living opportunities and off-street car parking areas.

DESIGN INGREDIENTS:

- Refer Longford Urban Design Guidelines.
- Replace asphalt pavement with textured concrete pavement
- Pedestrian crossing node next to the old ANZ Bank building, with 100mm high central median to allow for wide vehicle access roll over movement.
- Pedestrian crossing node outside the IGA, with 100mm high central median to allow for wide vehicle access roll over movement.
- Interpretation nodes for the architectural heritage.
- Provide 'Discover Longford' pathway markers providing direction to the South Esk River and Mill Dam Reserve.
- Standardised parking bays for consistency and potential for more street trees.
- Explore potential for easily accessible off-street parking behind buildings.
- Clear trunk existing tree to 2m.
- Kerb side dining pavement markers.
- Consistency in street furniture.

Figure 11 – Marlborough Street - Heritage Corner to High Street Activation Project



6.10 MARLBOROUGH STREET AND HIGH STREET INTERSECTION

OBJECTIVES: To create an entry statement at the southern entry of Longford's Town Centre and increase pedestrian and driver safety at this intersection by slowing down traffic.

BENEFITS: Enhancing the southern entry leading into the Town Centre creates a welcoming statement and provides a clear indication for traffic to slow down. This will benefit both the community and visitors in creating a safer pedestrian orientated shopping precinct.

ACTION STEPS:

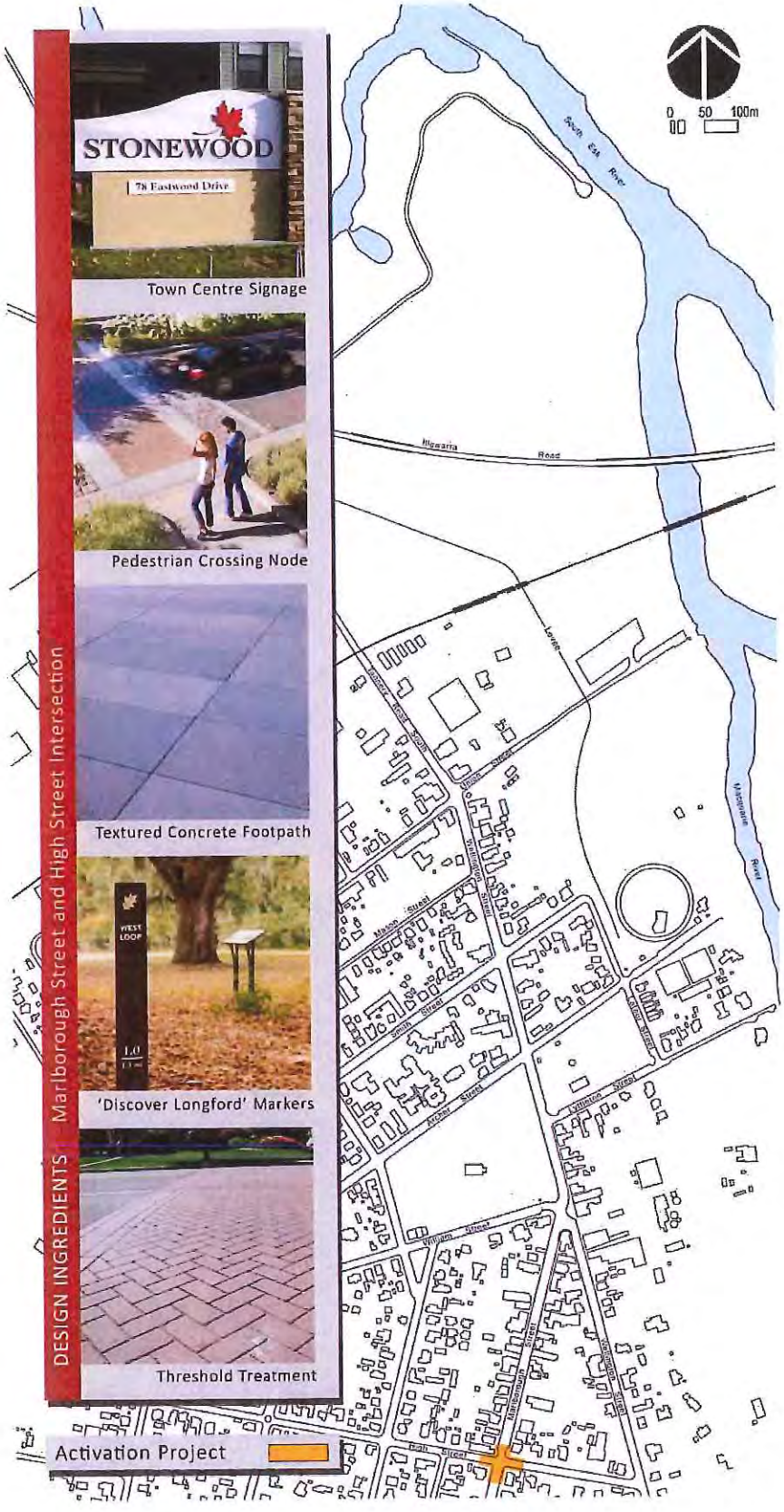
1. Prepare streetscape drawings with kerb extensions and central traffic islands to highlighting the pedestrian and driver interface in accordance with State Growth and other major service provider design parameters.

2. Provide incentives for property owners to reinstate original facades of heritage listed buildings to add to the historical value of Longford's culture.

DESIGN INGREDIENTS:

- Refer Longford Urban Design Guidelines.
- 'Welcome to Longford Town Centre' signage at crossing node.
- Provide 'Discover Longford' pathway markers providing direction to the South Esk River and Mill Dam Reserve.
- Kerb extensions to Wellington and High Street intersection.
- Pedestrian crossing node outside the Druids Hall, with 100mm high central median to allow for wide vehicle access roll over movement.
- Pedestrian orientated lighting.
- Contrasting thresholds to indicate driver/pedestrian interface.
- Interpretation nodes for the architectural heritage.
- Replace asphalt pavement with textured concrete pavement.
- Consistency in street furniture.
- Avoid street trees that obstruct sight lines.

Figure 12 – Marlborough Street and High Street Intersection Activation Project



6.11 VILLAGE GREEN

OBJECTIVES: To enhance the visual amenity of the Village Green and bring order to the layout and functionality to the park.

BENEFITS: The Village Green is a significant component of Longford and by enhancing the visual amenity, usability and control of the spatial relationships, the park will continue to be one of the Gems of Longford.

ACTION STEPS:

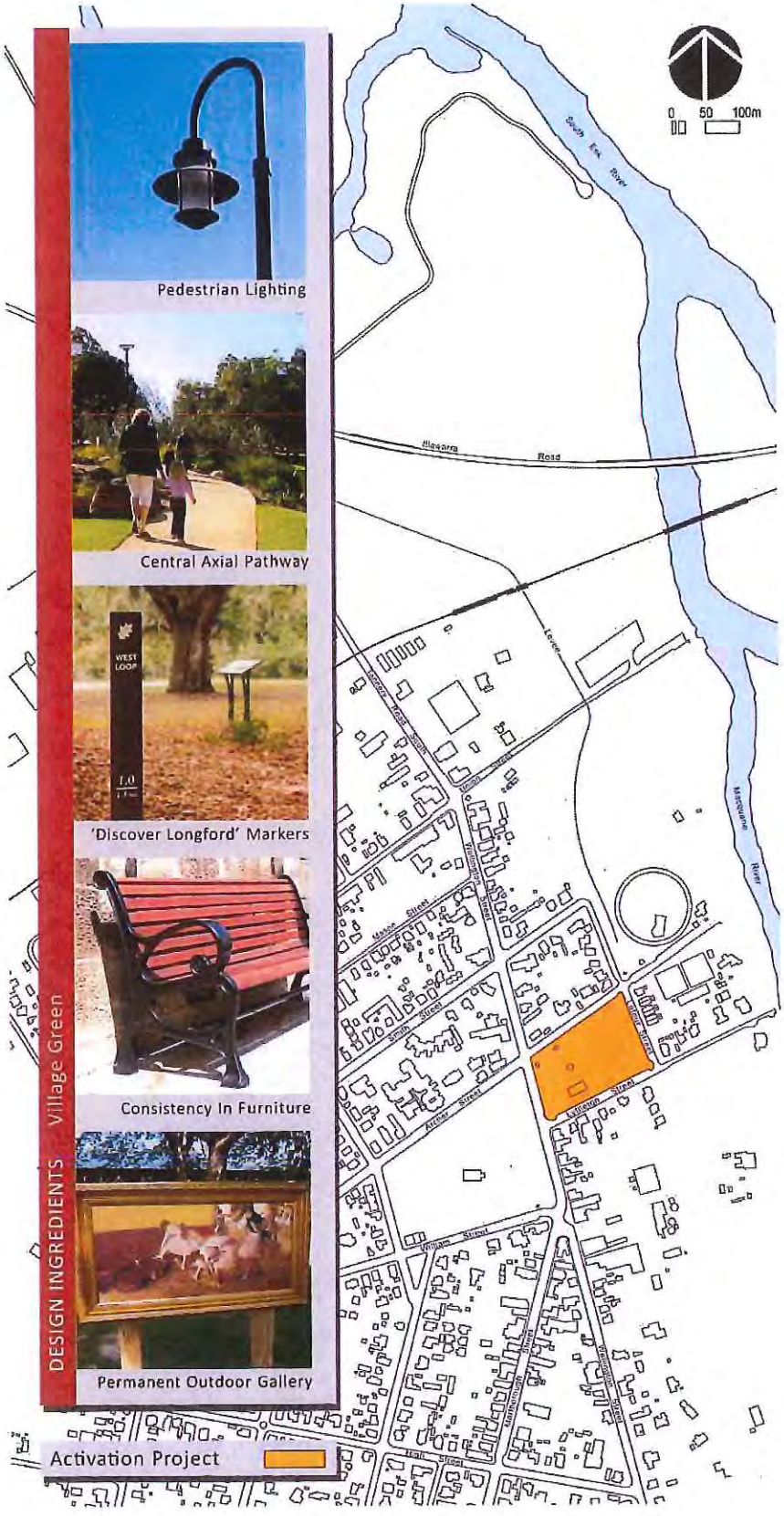
1. Prepare a master plan and construction drawings to provide order to the current uses within the park and strengthen the connections with adjoining streetscapes and open spaces.

2. Consolidate driver orientated directional signage within the park at the corner of Wellington and Archer Streets.

DESIGN INGREDIENTS:

- Refer Longford Urban Design Guidelines.
- Start the 'Discover Longford' pathway loop with a 2.6m wide concrete path connection from the war memorial through to the Archer and Latour Street intersection, linking the Village Green with St Georges Square.
- Provide 'Discover Longford' pathway markers providing direction to the Town Centre, the South Esk River and Mill Dam Reserve.
- Provide order in the layout and function of the park.
- Integration of similar spatial uses.
- Consistency in street furniture.
- Pedestrian orientated lighting.
- 'Tom Roberts' permanent outdoor art gallery and interpretation signage.
- Interpretation signage with historical, photos and stories about the Village Green and the relevance of Latour Street, Longford's original name.
- Retention of open space for large community events.

Figure 13 – Village Green Activation Project



6.12 ST GEORGE SQUARE

OBJECTIVES: To enhance the visual amenity of St Georges Square and retain the existing activities and built forms.

BENEFITS: Enhancing the visual amenity with trees and low decorative plantings will add to the comfort, appreciation and visual identification of the space.

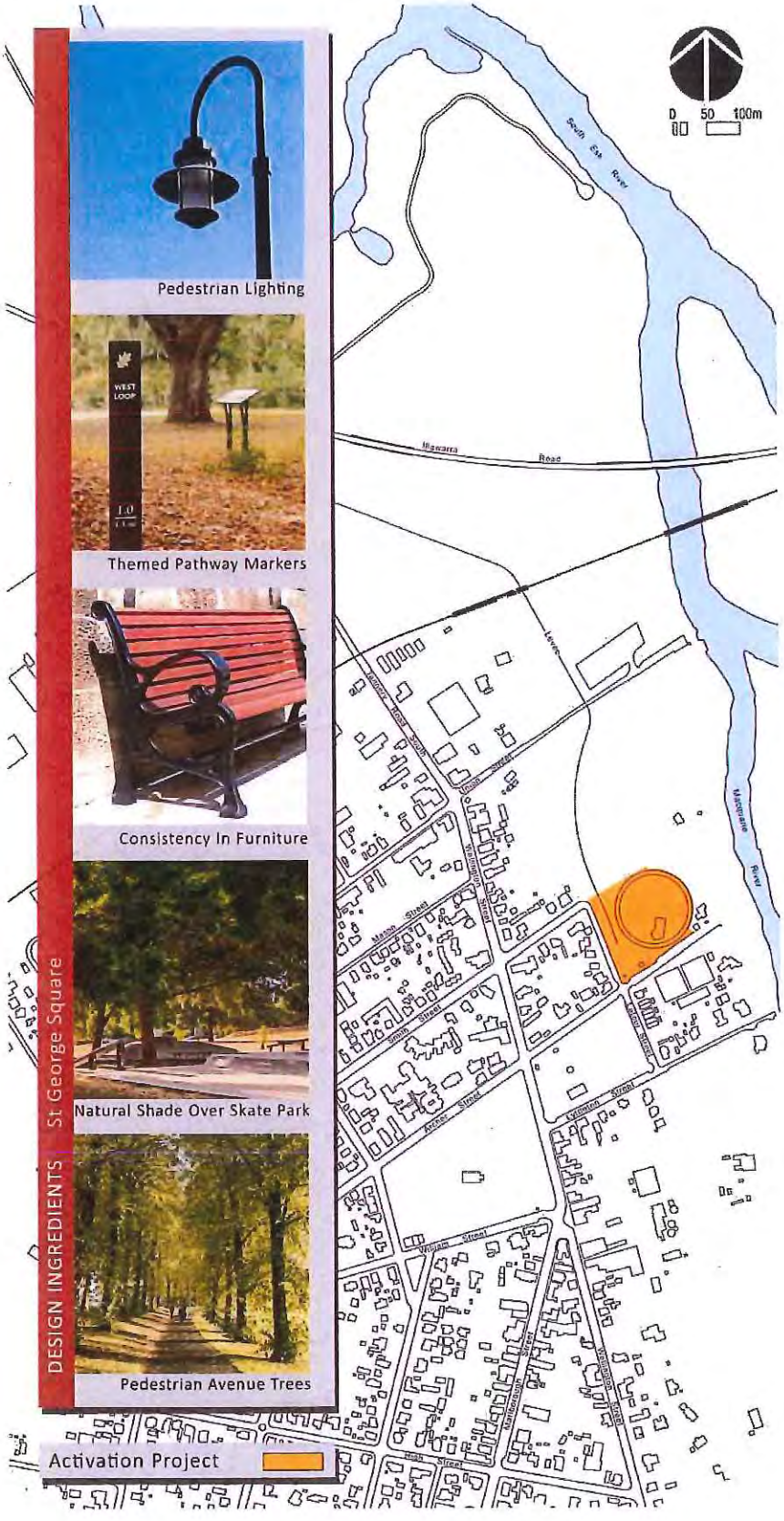
ACTION STEPS:

1. Create an avenue of single species ornamental trees to one side of the path as a visual and physical marker along the 'Discover Longford' walking network from the Town Centre, to the river and back along Tannery Road South from Mill Dam Reserve.

DESIGN INGREDIENTS:

- Refer Longford Urban Design Guidelines.
- Provide 'Discover Longford' pathway markers along the existing pathway providing direction to the Town Centre, the South Esk River and Mill Dam Reserve.
- Provide path along top of levee with 1:20 access path to town side as required.
- Consistency in street furniture.
- Pedestrian orientated lighting.
- Ornamental shade tree planting around skate facility.
- Ornamental avenue of single species trees along the pathway.

Figure 14 – St Georges Square Activation Project



6.13 STOKES PARK

OBJECTIVES: Connect adjoining open spaces, provide an elevated viewing platform over the landscape and to create an educational simulated road system.

BENEFITS: Connects the 'Discover Longford' pathway between St Georges Square and Carins Park, providing a safe environment for children to learn and experience Tasmania's road rules and creates an opportunity for people to look out over Longford's surrounding landscape.

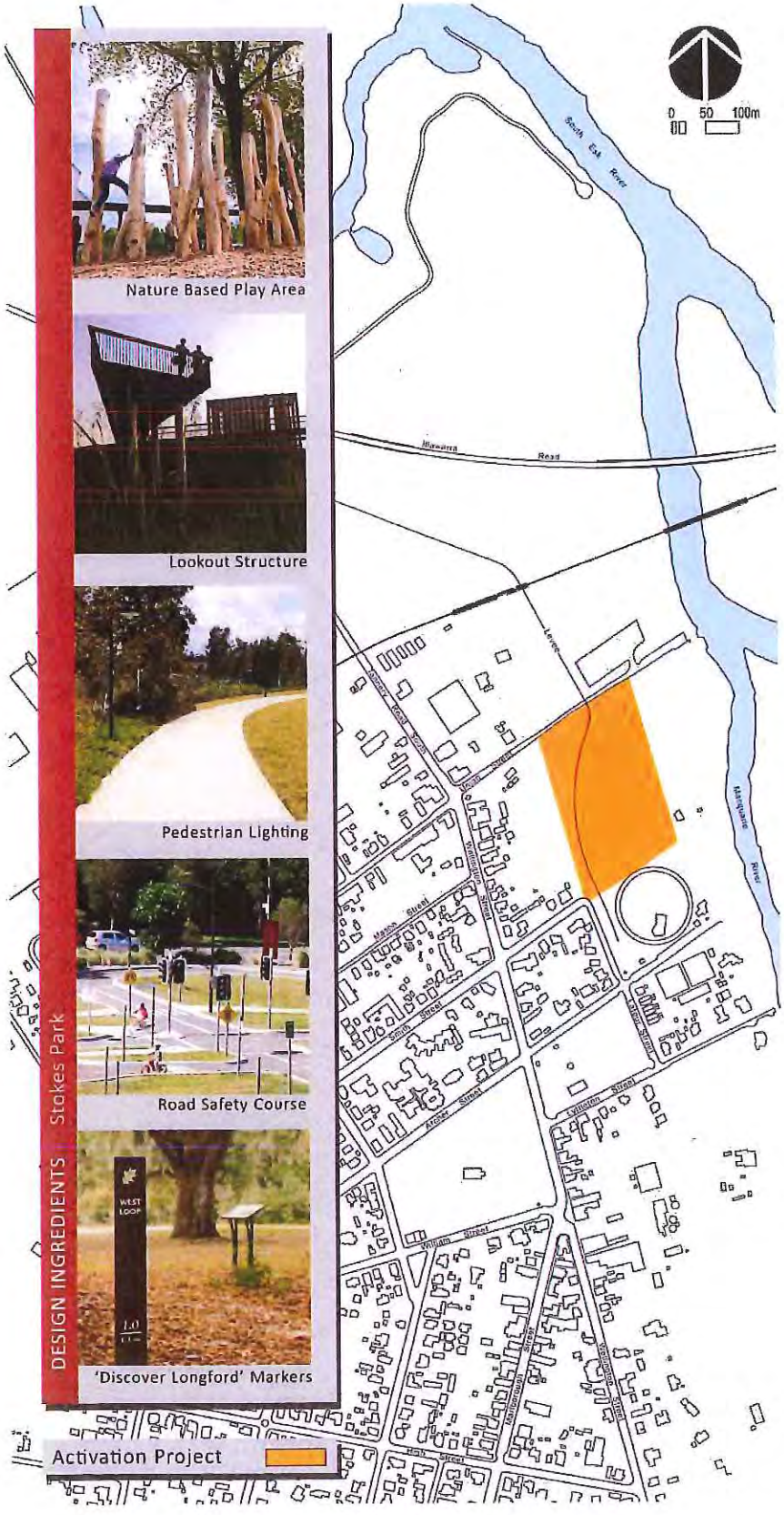
ACTION STEPS:

1. Prepare a master plan and construction drawings to provide a simple park that meets the objectives and provides a link with adjoining open spaces.

DESIGN INGREDIENTS:

- Refer Longford Urban Design Guidelines.
- Consider impact of annual flooding events.
- Provide 'Discover Longford' pathway markers along the existing pathway providing direction to the Town Centre, the South Esk River and Mill Dam Reserve.
- Provide a 'Road Safety Course' with a simulated road network with road signs, traffic lights, railway crossing, pedestrian crossing, children's school crossing, etc.
- Provide path along top of levee with 1:20 access path to town side as required.
- Look-out structure cantilevered over the park from the levee.
- Provision of a small nature based play area.
- Pedestrian orientated lighting.
- Consistency in street furniture.
- Ornamental avenue of single species trees along the pathway.

Figure 15 – Stokes Park Activation Project



6.14 CARIN'S PARK

OBJECTIVES: Enhance the visual appearance, picnicking and accessibility within the park.

BENEFITS: Provides a relaxing parkland environment with adjoining street access for the community and visitors to enjoy whilst overlooking the South Esk and Macquarie Rivers.

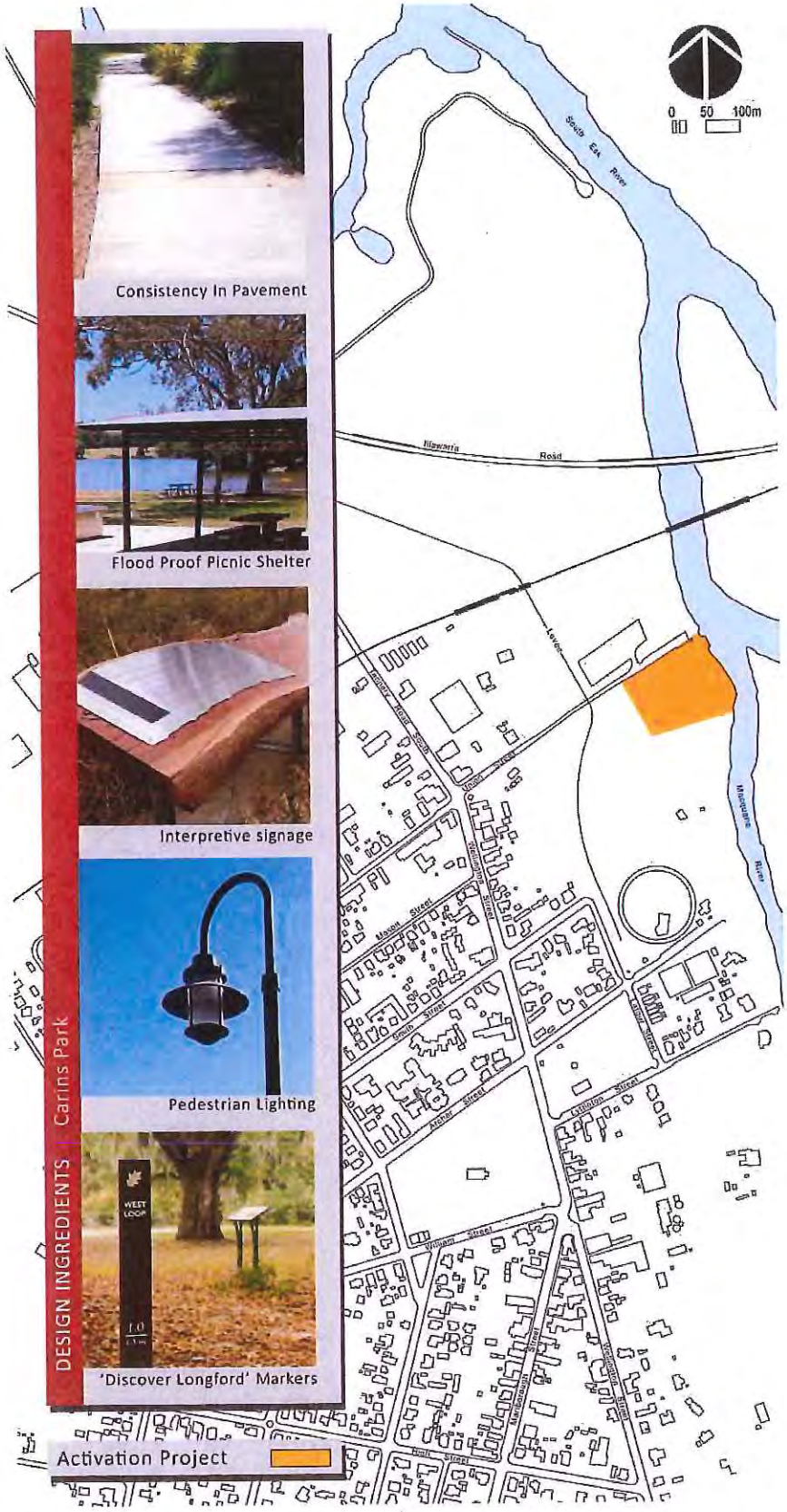
ACTION STEPS:

1. Prepare a master plan and construction drawings to provide low planting buffers, picnicking opportunities and access for all pathway connections.

DESIGN INGREDIENTS:

- Refer Longford Urban Design Guidelines.
- Consider impact of annual flooding events.
- Flood proof picnic shelters with wood fire BBQ facilities.
- Provide concrete pavement path to shelter.
- Seating opportunities overlooking the rivers.
- Interpretive signage about the history of the various types of river crossings.
- Mass plantings of native tussock species along steep banks and under Eucalyptus trees to restrict access and prevent erosion.
- Pedestrian orientated lighting.
- Consistency in street furniture.
- Provide loop road to alleviate traffic congestion to boat ramp area, and provide additional hard seal car parking bays for boat trailers and single vehicles.

Figure 16 – Carin's Park Activation Project



6.15 RIVERSIDE PARK (Carins Park to Mill Dam Reserve)

OBJECTIVES: Enhance the visual amenity and usability of the existing parkland and dog off-leash exercise area and strengthen the 'Discover Longford' pathway loop.

BENEFITS: Strengthens the 'Discover Longford' pathway loop between Mill Dam Reserve and the Town Centre and provides a pleasant and exciting open space for dog exercise area, set within a relaxing parkland environment, with adjoining street access, for the community and visitors to enjoy whilst overlooking the South Esk and Macquarie Rivers.

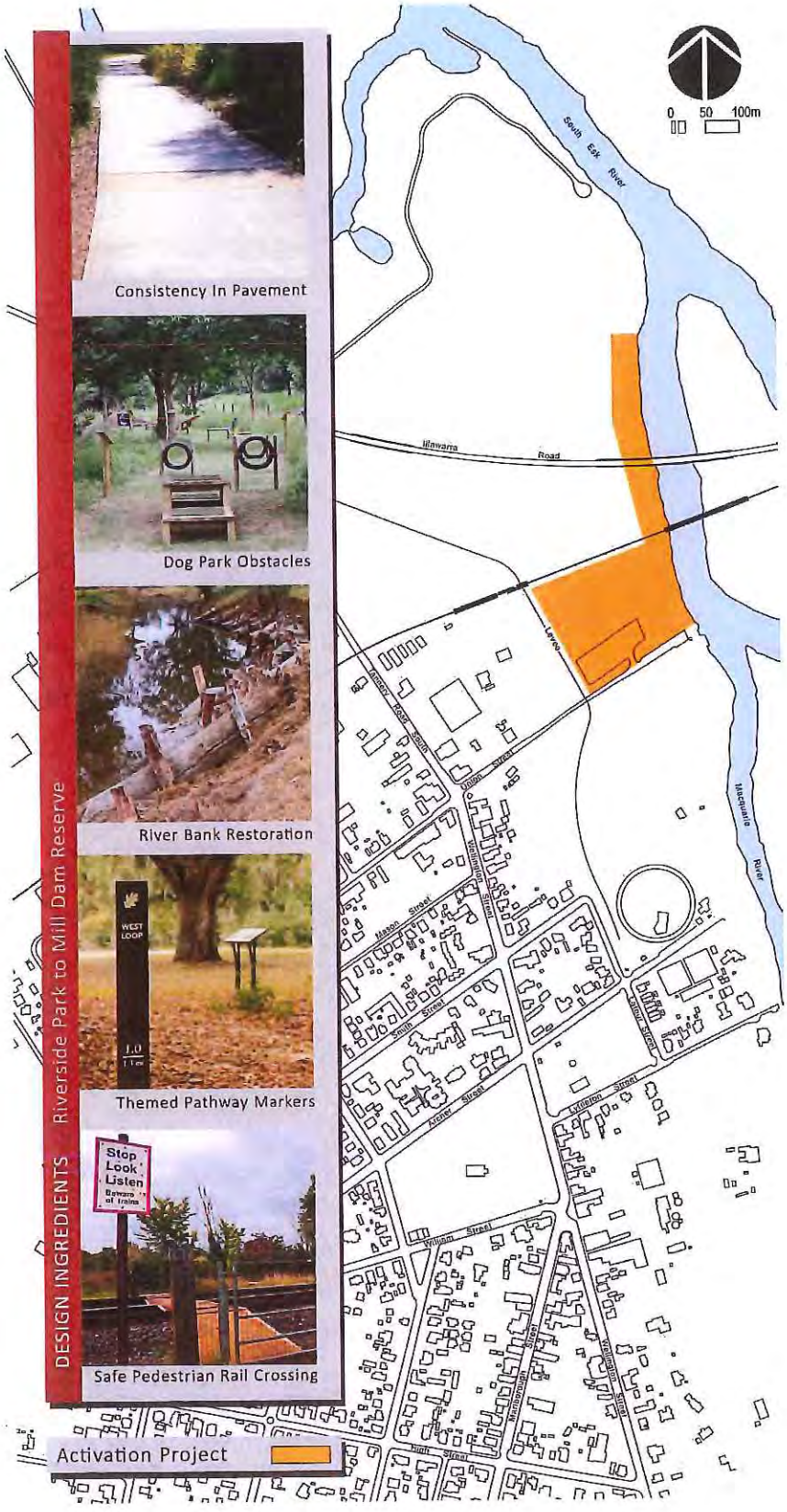
ACTION STEPS:

1. Prepare a master plan and construction drawings to provide a parkland that meets the objectives and provides a strong link with the adjoining open spaces.

DESIGN INGREDIENTS:

- Refer Longford Urban Design Guidelines.
- Consider impact of annual flooding events.
- Replica cast iron railway bridge columns as park art.
- Continue the 'Discover Longford' 2.6m wide concrete pathway loop from Carins Park through to Mill Dam Reserve, and include 'Discover Longford' pathway providing direction to the Town Centre and Mill Dam Reserve.
- Utilising the existing maintenance vehicle access to the railway line, continue the 'Discover Longford' loop over the railway line and provide a safe pedestrian crossing.
- Demolish the existing pathway under the railway bridge.
- Add more fill to the dog off-leash area, plant native trees and native grass areas, provide flood proof shelter and seating for dog owners and flood proof, durable obstacles for dogs.
- Consistency in street furniture.
- Stabilise and rehabilitate the South Esk and Macquarie riverbanks utilising flood debris as log revetment.

Figure 17 – Riverside Park to Mill Dam Reserve Activation Project



6.16 MILL DAM RESERVE

OBJECTIVE: Upgrade picnicking facilities and provide a strong and consistent connection between Mill Dam Reserve, Tannery Road South and the Town Centre and restore endemic plant communities and stabilise the riverbank.

BENEFITS: Connects the 'Discover Longford' pathway between Mill Dam Reserve and the Town Centre and provides a natural setting for passive recreation and picnicking and celebrates the cultural heritage of the site.

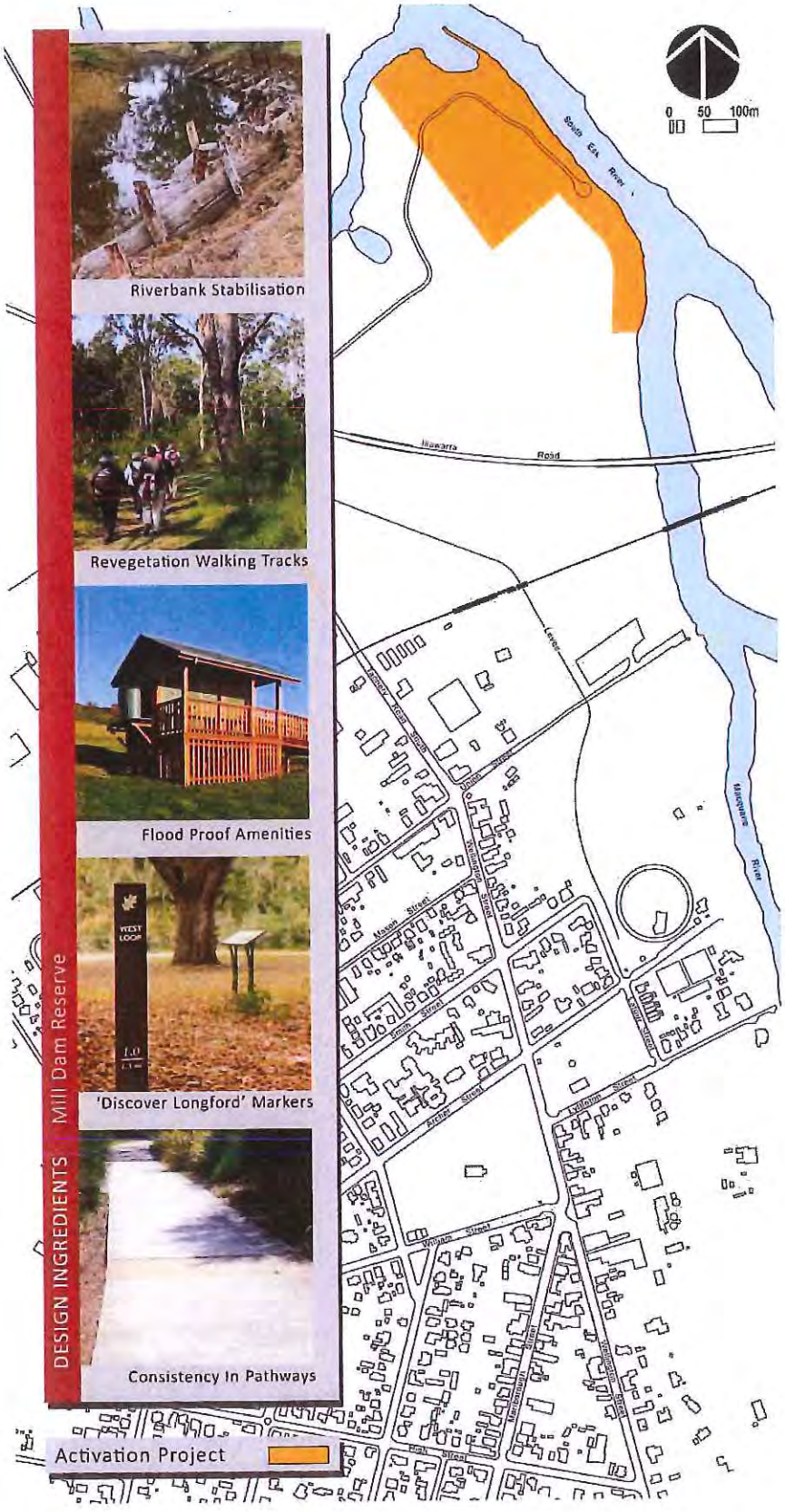
ACTION STEPS:

1. Prepare a master plan and resulting construction drawings, in conjunction with stakeholders, which achieves the objectives and provides consistency in design throughout Longford's public open space network.

DESIGN INGREDIENTS:

- Refer Longford Urban Design Guidelines.
- Consider impact of annual flooding events.
- Coordinate and consult with all stakeholders and environmental agencies in achieving sustainable long term rehabilitation and management outcomes.
- Stabilise and rehabilitate the South Esk and Macquarie riverbanks utilising flood debris as log revetment.
- Improve pedestrian access to swimming hole and provide a seasonal (removable) Canoe launch and pontoon.
- Develop an expansive endemic species revegetation including walking tracks, seating and educational interpretive signage along the banks of the river and surrounding the existing picnic area.
- Maintain passive recreational use within Mill Dam Reserve, consolidate structures and further restrict vehicle movements.
- Design and implementation of sustainable flood proof public amenities.
- Continue the 'Discover Longford' 2.6m wide concrete pathway loop from Riverside Park through Mill Dam Reserve and out to Tannery Road South, and include 'Discover Longford' pathway providing direction to the Town Centre and Mill Dam Reserve.
- Consistency in street furniture.

Figure 18 – Mill Dam Reserve Activation Project



6.17 MILL DAM RESERVE TO TANNERY ROAD SOUTH

OBJECTIVE: Upgrade picnicking facilities and provide a strong and consistent connection between Mill Dam Reserve, Tannery Road South and the Town Centre and restore endemic plant communities and stabilise the riverbank.

BENEFITS: Connects the 'Discover Longford' pathway between Mill Dam Reserve and the Town Centre and provides a natural setting for passive recreation and picnicking and celebrates the cultural heritage of the site.

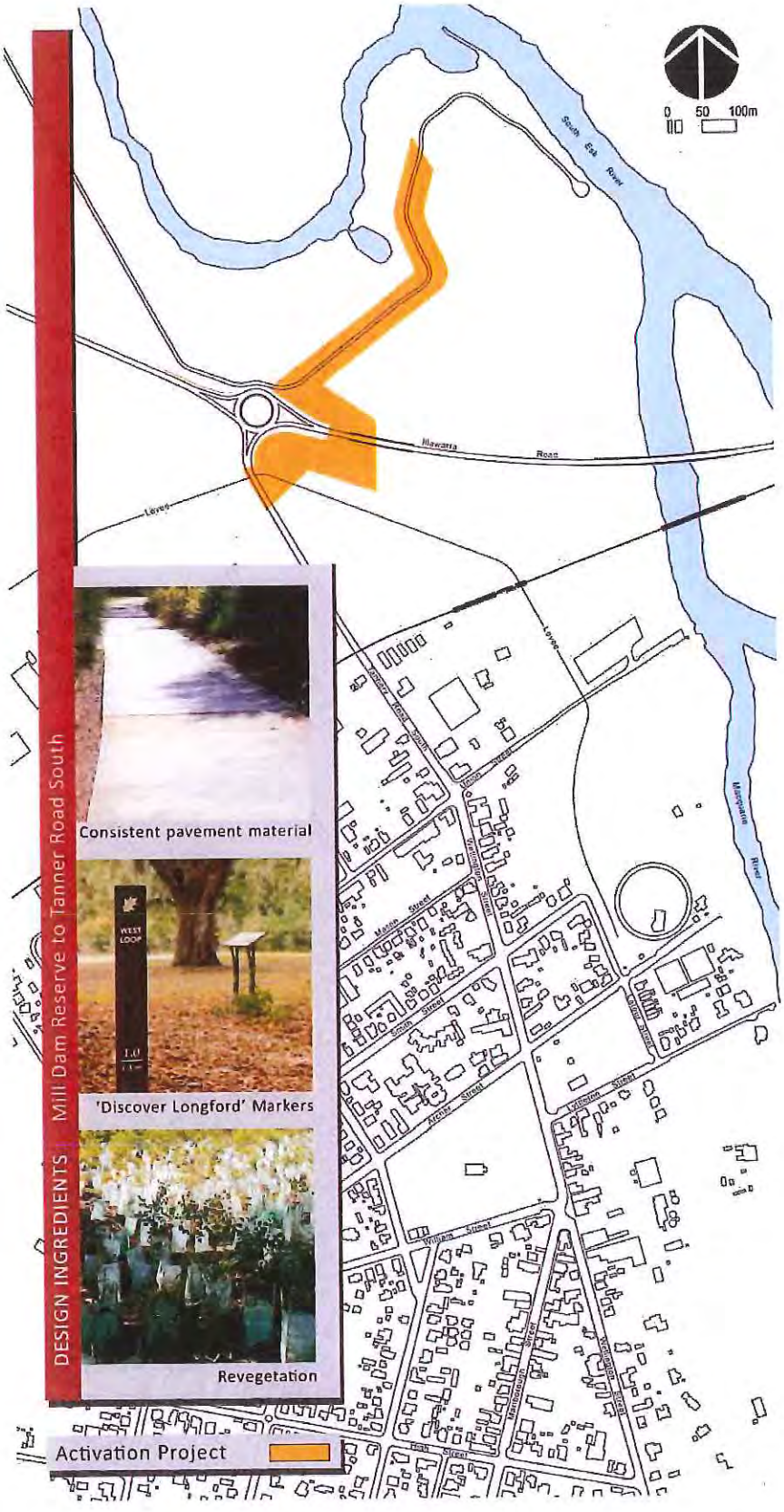
ACTION STEPS:

1. Prepare a master plan and resulting construction drawings, in conjunction with stakeholders, that achieves the objectives and provides consistency in design throughout Longford's public open space network.

DESIGN INGREDIENTS:

- Refer Longford Urban Design Guidelines.
- Consider impact of annual flooding events.
- Coordinate and consult with all stakeholders and environmental agencies in achieving sustainable long term rehabilitation and management outcomes.
- Develop an expansive endemic species rehabilitation garden including walking tracks, seating and educational interpretive signage along the banks of the river and surrounding the existing picnic area.
- Continue the 'Discover Longford' 2.6m wide concrete pathway loop from Riverside Park through Mill Dam Reserve and out to Tannery Road South, and include 'Discover Longford' pathway providing direction to the Town Centre and Mill Dam Reserve, including 1:20 graded access parallel to levee.
- Consistency in street furniture.

Figure 19 – Mill Dam Reserve to Tannery Road South Activation Project



6.18 FLOOD LEVEE

OBJECTIVES: To utilise the existing levee as a pathway link and to add colour and interest along the Illawarra Road side of the levee with low level planting patterns.

BENEFITS: Adds another pathway to the 'Discover Longford' network and provides seasonal colour and texture along the levee bank that compliments the entry statement on the Illawarra Road Roundabout.

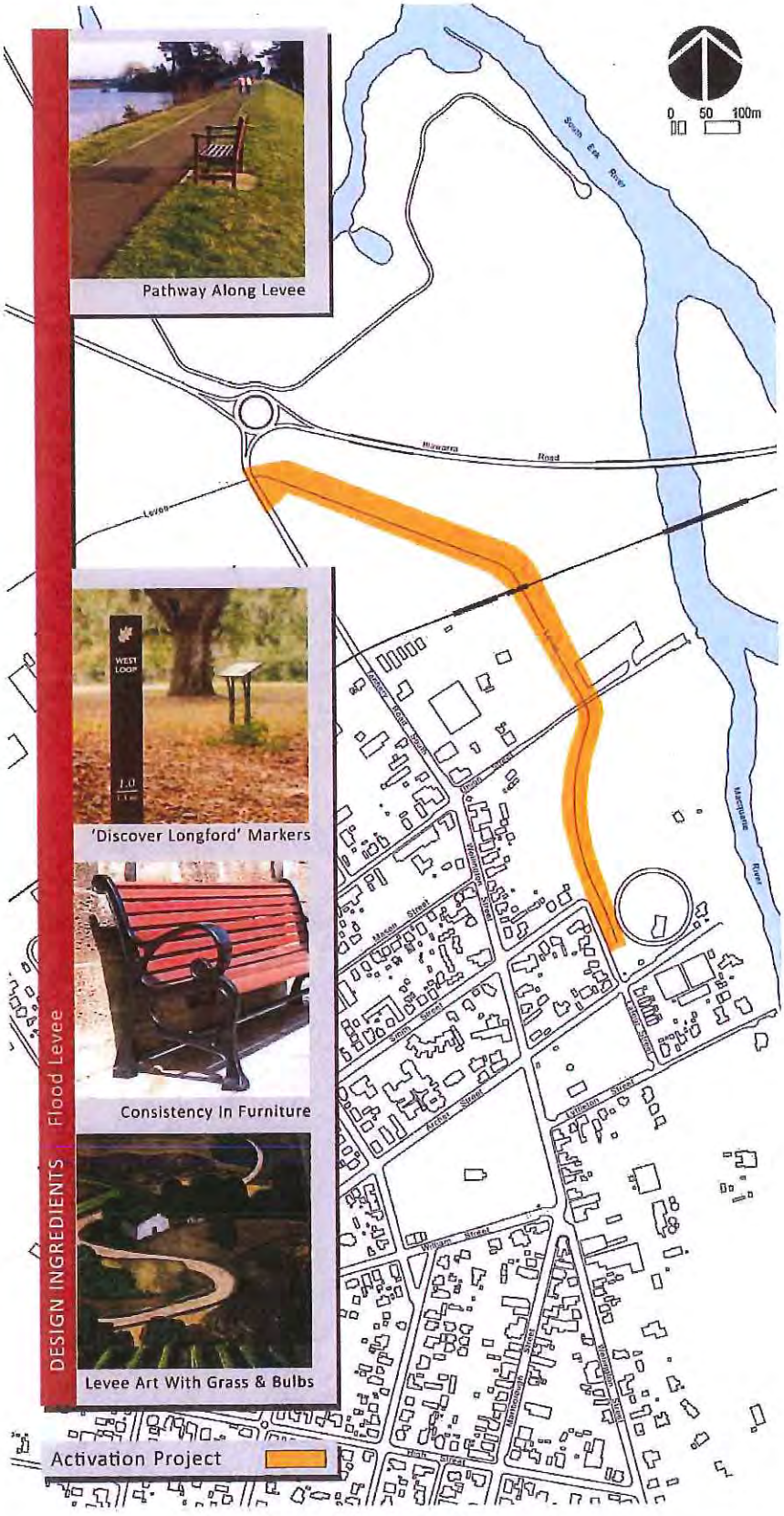
ACTION STEPS:

1. Prepare a master plan and construction drawings to provide a pedestrian only pathway along the top of the levee with access ramps at the railway line and Union Street crossing points.

DESIGN INGREDIENTS:

- Refer Longford Urban Design Guidelines.
- Provide 'Discover Longford' pathway markers along the pathway providing direction to the Town Centre, the South Esk River and Mill Dam Reserve.
- Cantilevered seating areas, with consistency in street furniture.
- Colour and texture patterns along the levee bank with bulbs and native tussocks.
- Consider safety balustrade along the river side of the levee.
- Provide 1:20 graded access parallel to levee to allow access for all.

Figure 18 – Flood Levee Activation Project



7 PROGRESSING THE ACTIVATION PROJECTS

Since 1994, the 'Main Street' project has had many consultations, reports, concept plans, directions and applications. This Urban Design Strategy consolidates all of these and brings forth all the actions which the majority of the community have accepted.

To achieve the Vision and Objectives of this Urban Design Strategy, Council must be committed and endorse the implementation of the 18 Activation Projects with the holistic view of revitalising Longford. It must be highlighted that there will always remain a very small minority of the community who wish to reject a particular idea or deter progress generally.

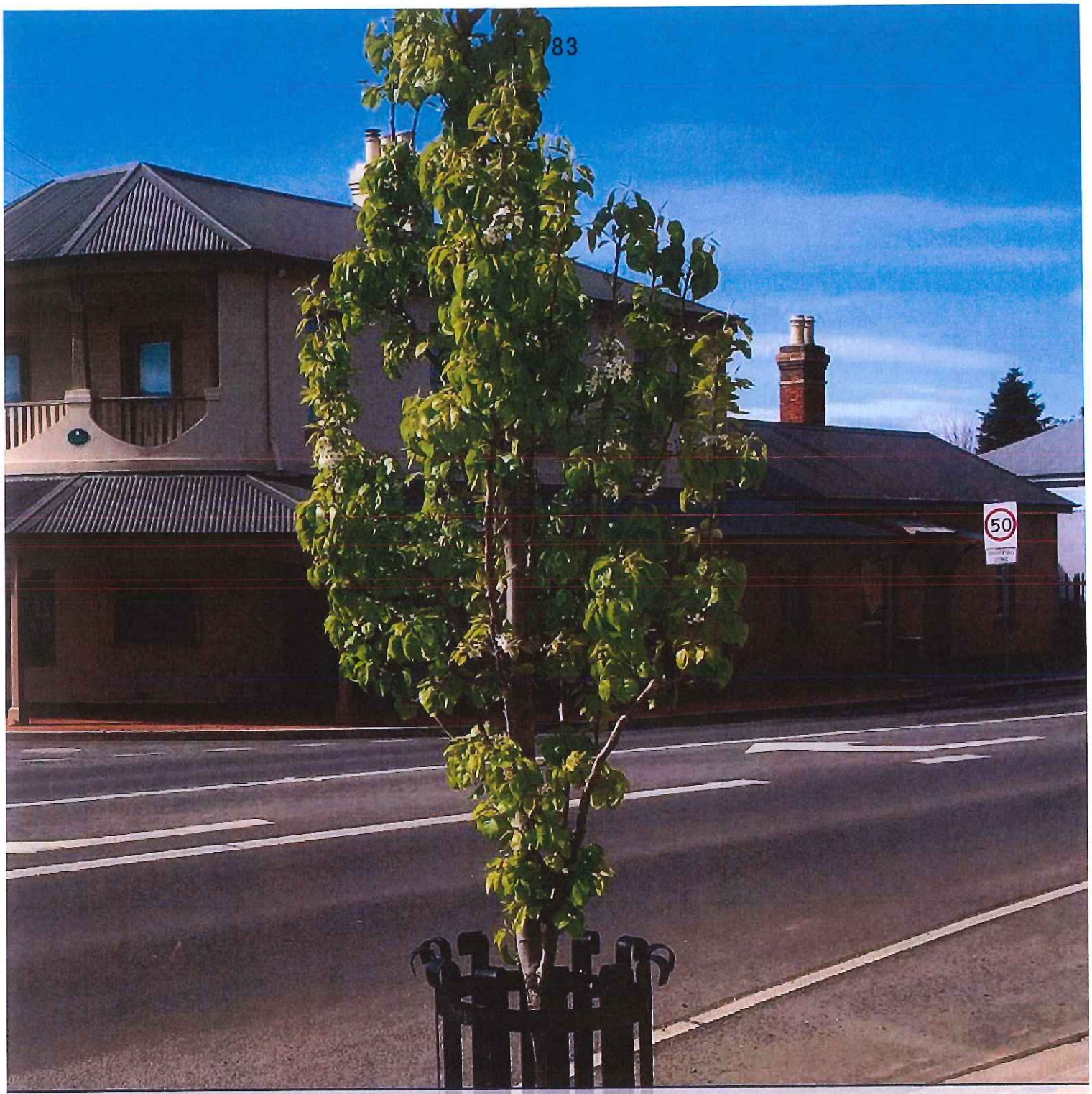
Council must be united and take responsibility in foreseeing the long term prosperity and economic sustainability of Longford. As the hub of the Northern Midlands Municipality, it is imperative that Council revitalises the town setting which encourages visitors to stop and spend time exploring Longford instead of heading straight through to Woolmers and Brickenden. This Urban Design Strategy provides the directive for achieving this long term vison.

The implementation of the Longford Urban Design Strategy requires Council to carry out the following aspects;

- Amend the Northern Midlands Planning Scheme.
- Develop a Longford signage manual.
- Associate within capital works program over a 10 year period.
- Include within the Longford development and expansion strategy.

This strategy shall also be linked to the Longford Urban Design Guidelines as the strategy determines specific Activation Projects and their associated objectives and benefits, whilst the Guidelines set the performance requirements for detailed works including design and construction.

Any proposed works whether by Council, business or residential that will impact on the ground surface or built form either physically and/or visually, must follow the objectives and guidelines set out within both the Longford Urban Design Strategy and the Longford Urban Design Guidelines. This will ensure that any new development regardless of size, will conform with the holistic achievement of the Longford and the Northern Midland Vision and Objectives.



LONGFORD

Urban Design Guidelines Manual

September 2017

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Disclaimer

CONTENTS

1.0 INTRODUCTION

As an integral component of the Longford Urban Design Strategy, the guidelines contained within this manual, focus on the urban streetscape of Longford from the Illawarra Road roundabout through to the shopping precinct on Marlborough Street. The urban parks and park reserves that are linked to the urban precinct of Longford are also included within these guidelines to ensure consistency in furniture and treatments of other significant landscape components.

The full extent of the urban, urban park and park reserve areas that these guidelines focus on are shown in Figure 1.

Prior to applying the guidelines contained within this manual, the reader is encouraged to read the Longford Urban Design Strategy to gain an understanding of the integration of land use, built forms, public places, and networks within the study area. The ambition of the Urban Design Strategy is to provide a resource that Council's planners and decision makers utilise to ensure the vision for Longford as a vibrant community and an exciting tourism destination is achieved.

The objective of this guidelines manual is to achieve a durable, consistent, vibrant and comfortable urban and parkland environment for the community of Longford that compliments the landscape and historical fabric that has forged the character of the town. It is not intended to provide kitsch 'theme-park' like furniture and treatments, but to provide elements that blend into the street or park environment to ensure the focus remains towards the significance of architectural heritage and natural landscapes.

Consistency in streetscape and parkland design sends a strong message to the community that clear decisions are made to reinforce a sense of place, with the ambition of creating economic vitality, promotion of visual quality and to encourage new business and residential investment within the town.

Guidelines also ensure consistency which in turn enhances the welcoming and engaging experiences for the region's local, interstate and international visitors.

This manual does not provide detailed solutions in the form of concept designs. It does however, provide details and guidance for a designer to select and arrange the installation of physical infrastructure within the urban, urban park and park reserve environments.

The Longford Urban Design Guidelines Manual is one of a suite of documents that must be read in conjunction with the planning, design and implementation of an urban, urban park or park reserve project.

In conjunction with the guidelines contained within this manual, there are several Council strategies, by-laws, guides and studies that must be investigated to ensure any project is reasearched, planned, designed and approved with limited objection.

Figure 1 – Longford Urban Design Guidelines Manual Precincts

2.0 STREETSCAPES AND PRECINCTS

2.1 DEFINITION OF A STREETSCAPE

A streetscape is an external environment that includes building facades, footpaths, the roadway and any publicly accessible laneway or adjoining open space. The components of a streetscape include building materials, colours, textures, pavements, kerb and channelling, roadway surfacing, traffic calming, furniture, lighting, signage and planting.

Although buildings are private property, some guidelines provide guidance for property and business owners on selecting building and pavement treatments that ensure the character of Longford is maintained and not skewed by inappropriate building forms, colours and materials that may pose a threat to the legibility and heritage value of the streetscape.

2.2 GUIDELINE PRECINCTS

As this manual covers urban, urban park and park reserve environments, the guidelines provide various treatments and components according to a specific precinct. This creates a clear definition between precincts where furniture, materials, colours and textures are not replicated to ensure each precinct provides a different experience and character. For example, urban furnishings are not appropriate for park reserves and vice versa.

Figure 2 'Longford Streetscape and Precincts', illustrates the primary zones within each urban, urban park and park reserve precinct.

2.3 URBAN PRECINCT

The urban precinct for this manual is focused on the main thoroughfare through Longford from the Illawarra Road roundabout through to the shopping precinct along Marlborough Street. The urban precinct is described as the area where the highest combined pedestrian and vehicular traffic occurs. It is the environment that the community utilises on a daily basis and where visitors navigate to find their destinations and ultimately where they are enticed to make an unplanned stop.

The urban precinct includes the historic heart and shopping precinct of Longford. It is this environment where the character and ambience of Longford is on display, and it is therefore of great importance that the streetscape reflects the community's expectations in celebrating the heritage and life of the town. A well designed town that communicates safety, comfort and consistency is a town that encourages community strength and ownership.

Figure 2 – Longford Streetscapes and Precinct

2.4 URBAN PARKS

Urban parks are parks that are directly associated to the urban fabric of Longford. These parks include the Village Green, St Georges Square and Stokes Park. As mentioned in the Urban Design Strategy, these three parks provide an extraordinary example where public open space presents a physical and uninterupted linkage between the heart of the town and the natural landscape assets of the South Esk River and Mill Dam Reserve.

These urban parks provide a transition between the urban landscape and natural features of the park reserves, where the user can clearly distinguish between the historical significance of the town centre, the structured layout of urban parks, through to the unstructured natural systems of the river.

The urban parks also create the sense of exploration where visitors are encouraged to explore not only the urban landscape of Longford, but also to navigate, interact and discover Longford's natural and historic gems along well structured pathways that link the shopping precinct with the peacefulness of the natural river frontage.

2.5 PARK RESERVES

Unlike most towns, Longford boasts a strong physical and historical connection to the river and Mill Dam Reserve that is easily accessible on foot and within a short amount of time. The park reserves offer informal recreation in the form of walking, jogging, off leash dog areas, water activities, bird watching, fishing and picnicking. It is this connection that Longford must celebrate and openly share with the regional community and visitors alike.

A well structured loop pathway linking the urban landscape with urban parks and the park reserves offers an experience for the local community to have a well planned circuit for exercise, and where visitors can explore Longford safely and comfortably either on foot or by bicycle.

2.6 GUIDELINE OVERVIEW

The guidelines contained within this manual will provide the infrastructure so the community and visitors can comfortably decide which type of activity and what type of environment they wish to spend their leisure time in.

Whether it's enjoying kerbside dining with locally produced food and wine, cycling, walking, exercising outdoors, or a woodfired BBQ on the riverbank during a summer evening, the suite of materials, treatments and furniture provides the platform for enjoyable and memorable experiences.

3.0 GUIDELINE IMPLEMENTATION PROCESS

The following ten step process sets out the sequence for selecting the right guidelines for the specific project at hand. This easy to follow process will assist with the acceptance and implementation of a project proposal during the planning approval phase.

3.1 STEP ONE – SITE IDENTIFICATION

Refer to Figure 1 'Longford Urban Design Guideline Manual Precincts', and identify which precinct the specific project is located within. Areas outside the illustrated precincts are generally covered under the Northern Midlands Planning Scheme and it is recommneded that the user consult with Council to gain the correct information that applies to their specific site.

Note: The precincts and their associated guidelines shown on Figure 1 are not immune to the requirements of the Northern Midlands Planning Scheme. They are however, to be coordinated with the requirements of the planning scheme.

3.2 STEP TWO – REQUIRED FOCUS

Once the precinct has been established, the guidelines within that precinct must be identified and included within the planning and design of the project.

Figure 2 'Longford Streetscape and Precincts', illustrates the primary zones within each urban, urban park and park reserve precinct. Select the zone that applies to the specific project and determine which guidelines are associated to that specific area. Guidelines will vary from precinct to precinct and from zone to zone.

If the project site encroaches on a State owned asset including a main road, railway line or service easement, seek advice from the relevant State Authority for their rules and regulations for works encroaching their assets.

3.3 STEP THREE – FACADES AND AWNINGS OF HISTORICAL BUILDINGS

The composition, style and preservation of historical buildings including their context within the urban fabric of the town, provides a substantial insight into colonial settlement in Tasmania and Australia. The Local Heritage Code (E13), of the Northern Midlands Council Interim Planning Scheme 2013, ensures the protection and enhancement of these buildings and that the historical urban fabric is upheld.

There are also other State Authorities such as Heritage Tasmania and the National Trust that also provide protection for historically significant built forms.

The applicant shall ensure that all local, state and federal legislation and regulations are complied with regarding works to existing heritage listed buildings and structures.

3.4 STEP FOUR – SERVICES

"Dial Before You Dig" (www.1100.com.au), must be contacted where proposed works may potentially affect overhead and/or underground services. It is of significant importance that up to date information is obtained when planning a project, as disruption of services may incur significant consquences and/or fines.

3.5 STEP FIVE – PAVEMENTS AND PATHWAYS

Where a project provides public access, the design and selection of patterns, materials and finishes of pavement must comply with local, state and federal goverment rules and regulations.

This manual provides pavement guidelines to ensure not only public safety and comfort, but also consistency in design and material selection across all three precincts. Selection of the correct pavement for the project at hand may ensure an efficient and favourable planning approval outcome.

The 'Pavements and Pathways' section of this manual provides detailed information on what the required pavement patterns, materials, finishes and trafficable grades are, and where these particular treatments occur within all three precincts.

3.6 STEP SIX – KERBSIDE DINING

Northern Midlands Council encourages kerbside dining and have provided two distinct approaches to offering a such an experience. Where a specific project has the potential to offer kerbside dining, the proposer must become familiar with Council's 'Footpath Trading' policy.

In addition to the Council policy, the proposal should consider which type of kerbside dining best suits the project. The two approaches that Council offer are footpath dining or parklet dining.

The 'Kerbside Dining' section of this manual provides detailed information on what the requirements are for each approach, and where kerbside dining is encouraged.

3.7 STEP SEVEN – STRUCTURES AND FURNITURE

Structures and furniture relates to the provision of public infrastructure that offers safety, comfort, security, amenity and information throughout all three precincts. They are the components that enrich user experiences and bring vitality to the environment.

The three sections, 'Urban Structures and Furniture', 'Urban Park Structures and Furniture', and 'Park Reserve Structures and Furniture' within this manual, provide detailed information on the type of components that are preferred within a specific precinct and zone.

Each component has been designed and selected on the benefits to the enjoyment of an environment as well as the practicality of use, the complimentary status it has on that environment and how effectively and efficiently that component can be maintained.

In addition to the detailed information such as materials and colours, the installation, positioning and orientation of the component is also provided and must be considered when planning and designing a particular project.

3.8 STEP EIGHT – PLANTING

Where a specific project requires planting, refer to the section 'Planting' within this manual for detailed information of the provision of planting treatments whether planting is proposed inground or in raised planters.

The section also provides information on preferred groundcover, tussock, shrub and tree species, as well as soil preparation, irrigation, edge treatment and raised planter requirements.

3.9 STEP NINE – FURTHER ADVICE

Where specific information is not available or cannot be located, contact Northern Midlands Council Planning Department for advice. Council cannot provide advice for State owned assets or works associated with State owned assets.

3.10 STEP TEN – APPLICATION FOR APPROVAL

Where a specific project triggers any of the above items, the applicant must ensure the propsal, which includes one or more urban, urban park or park reserve items contained within this manual, must be included within the overall project development application.

The above information to be included within the development application, must be clearly identified as one or a combination of the following:

- Proposed works associated with streetscape works.
- Proposed works associated with an urban park.
- Proposed works associated with a park reserve.

4.0 BUILDING FACADES AND AWNINGS

The composition, style and preservation of historical buildings including their context within the urban fabric of the town, provides a substantial insight into colonial settlement in Tasmania and Australia. The Local Heritage Code (E13), of the Northern Midlands Council Interim Planning Scheme 2013, ensures the protection and enhancement of these buildings and that the historical urban fabric is upheld.

There are also other State Authorities such as Heritage Tasmania and the National Trust that also provide protection for historically significant built forms.

The applicant shall ensure that all local, state and federal legislation and regulations are complied with regarding works to existing heritage listed buildings and structures.

4.1 WORKS ASSOCIATED WITH HERITAGE BUILDINGS

Any works to be carried out on historical buildings, whether listed or not, shall be renovated or enhanced in accordance with the 'Northern Midlands Planning Scheme' (Northern Midlands Council), and the 'Works Guidelines For Historic Heritage Places' (Tasmanian Heritage Council).

Conserving the historical fabric of Longford is paramount in protecting the unique character and identity of the town, including it's place within the story of European settlement in Tasmania.

By retaining the essence of early European settlement, Longford can maintain and capitalise on the uniqueness of historical built forms and the stories that are associated with these forms.

4.2 WORKS ASSOCIATED WITH NON-HERITAGE BUILDINGS

Just as important as conserving the historical fabric of Longford's built forms, is the conservation of non-historical buildings and the development of new buildings. Any new development must compliment this historical character of Longford and not devalue the significance of the town's story.

In essence, new developments should not mimic historical built forms or deminish the integrity of the historical built forms or the immediate context of the streetscape character.

The Northern Midlands Planning Scheme provides the requirements for maintaining exsting non-historical built forms and guidelines for the development of new buildings.

5.0 PAVEMENTS AND PATHWAYS

As identified in the 'Guidelines Implementation Process' section in this manual, where a project provides public access, the design of pavement must comply with local, state and federal government rules and regulations.

This section provides the specific guidelines for pavement and pathways to ensure not only public safety and comfort, but also consistency in design and material selection across all three precincts. It identifies the requirements for pavement patterns, materials, finishes and trafficable grades, and where these particular treatments occur within all three precincts.

Figure 2 'Longford Streetscape and Precincts', illustrates the primary zones within each urban, urban park and park reserve precinct which in turn reflects where particular pavement treatments are to occur.

5.1 CONCRETE PAVEMENT

Concrete pavement shall be applied to all footpath areas within the 'Industry and General Business' zone as shown on Figure 2, and installed in accordance with LGAT Standard Drawings, and as specified below.

All pavements shall have a slip resistance in accordance with current Australian Standards.

Refer to Planting Zones within this specification for the inclusion of planting beds along Industrial and General Business Zones.

Concrete Colour: Plain concrete

Concrete Finish: Stippled finish

All driveway cross overs shall be as follows:

Concrete Colour: Plain concrete

Concrete Finish: Stippled finish

5.2 CONCRETE AND SEGMENTAL PAVEMENT

Concrete (as per section 5.1), and segmental pavement shall be applied to all footpath areas within the 'Residential' zone as shown on Figure 2, and installed in accordance with LGAT Standard Drawings.

All pavements shall have a slip resistance in accordance with current Australian Standards.

Figure 3 'Concrete and Segmental Paving' illustrates the application of the pavement treatment for residential areas along Wellington Street.

Segmental pavement types shall be as specified below and installed over a 150mm deep compacted road-base subgrade with a 20mm bed of cement modified coarse bedding sand. The ration of modified bedding shall be 1 part cement to 8 parts sand.

Paver Type: URBANSTONE, Engineered Series, 300 x 300 x 40mm

Paver Colour: New Amber

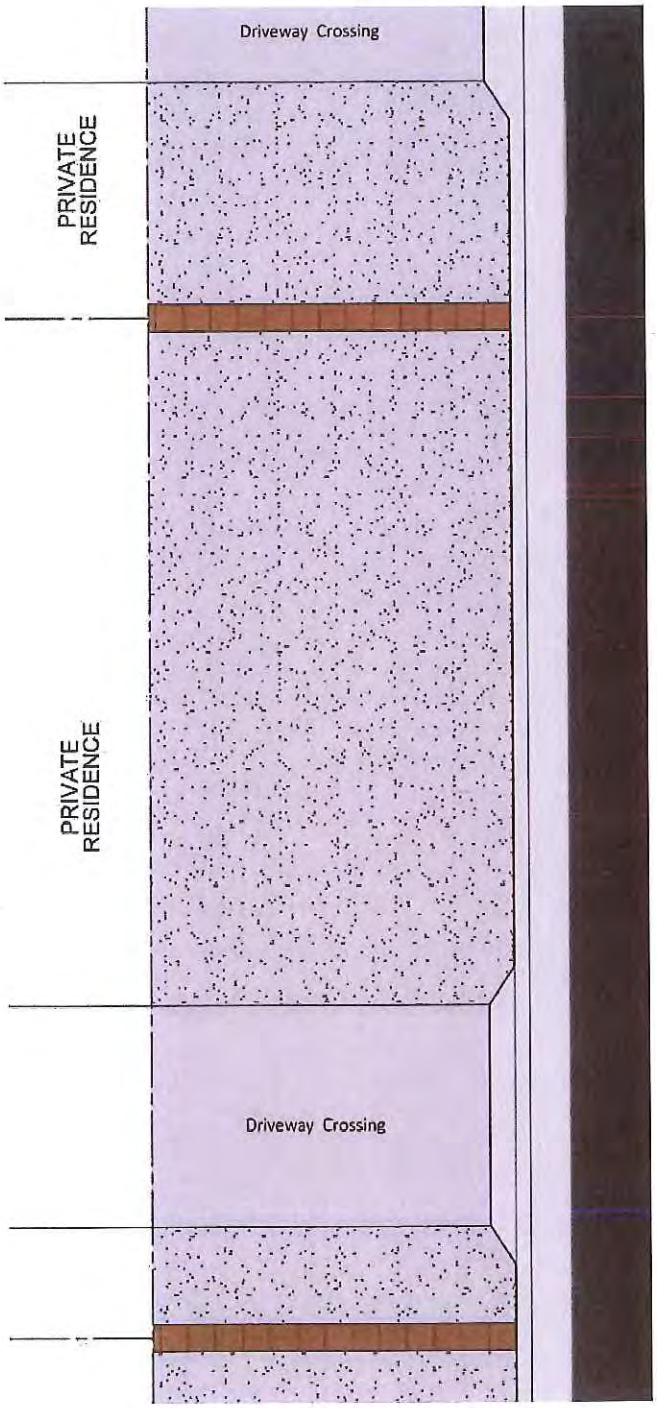
Paver Finish: Shot Blast

All driveway cross overs shall be as follows:

Concrete Colour: Plain Concrete

Concrete Finish: Stippled Finish

Figure 3 – Concrete and Segmental Paving



5.3 SEGMENTAL PAVEMENT

Segmental pavement shall be applied to all footpath areas within the 'Heritage' zone as shown on Figure 2, and installed in accordance with LGAT Standard Drawings.

All pavements shall have a slip resistance in accordance with current Australian Standards.

Figure 4 'Segmental Paving' illustrates the application of the pavement treatment for the Heritage Precinct.

Segmental pavement types shall be as specified below and installed over a 150mm deep compacted road-base subgrade with a 20mm bed of cement modified coarse bedding sand. The ration of modified bedding shall be 1 part cement to 8 parts sand.

Band Paver Type: URBANSTONE, Engineered Series, 300 x 300 x 40mm

Band Colour: New Amber

Infill Paver Type: URBANSTONE, Engineered Series, 400 x 400 x 40mm

Infill Colour: Casino Grey

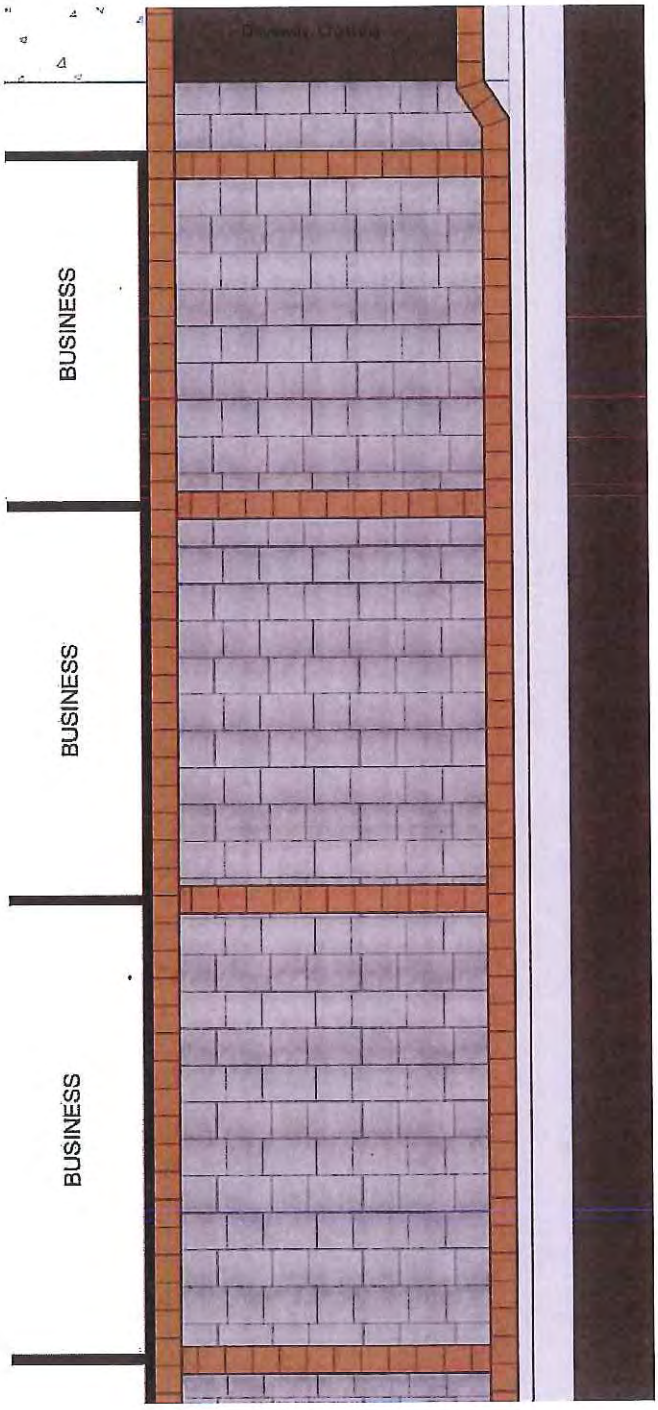
All driveway cross overs shall be as follows:

Concrete Colour: Concrete Colour Systems 'Stallion'

Concrete Finish: Stippled Finish

Paver Finish: Shot Blast

Figure 4 – Segmental Paving



5.4 SEGMENTAL PAVEMENT AND DECORATIVE CONCRETE PAVEMENT

Segmental pavement and decorative concrete pavement shall be applied to all footpath areas within the 'General Business and Shopping' zone as shown on Figure 2, and installed in accordance with LGAT Standard Drawings.

All pavements shall have a slip resistance in accordance with current Australian Standards.

Figure 5 'Segmental Paving and Decorative Concrete Pavement' illustrates the application of the pavement treatment for the Heritage Precinct.

Segmental pavement types shall be as specified below and installed over a 150mm deep compacted road-base subgrade with a 20mm bed of cement modified coarse bedding sand. The ration of modified bedding shall be 1 part cement to 8 parts sand.

Paver Type: URBANSTONE, Engineered Series, 300 x 300 x 40mm

Paver Colour: New Amber

Paver Finish: Shot Blast

Concrete Colour: Concrete Colour Systems 'Suntan'

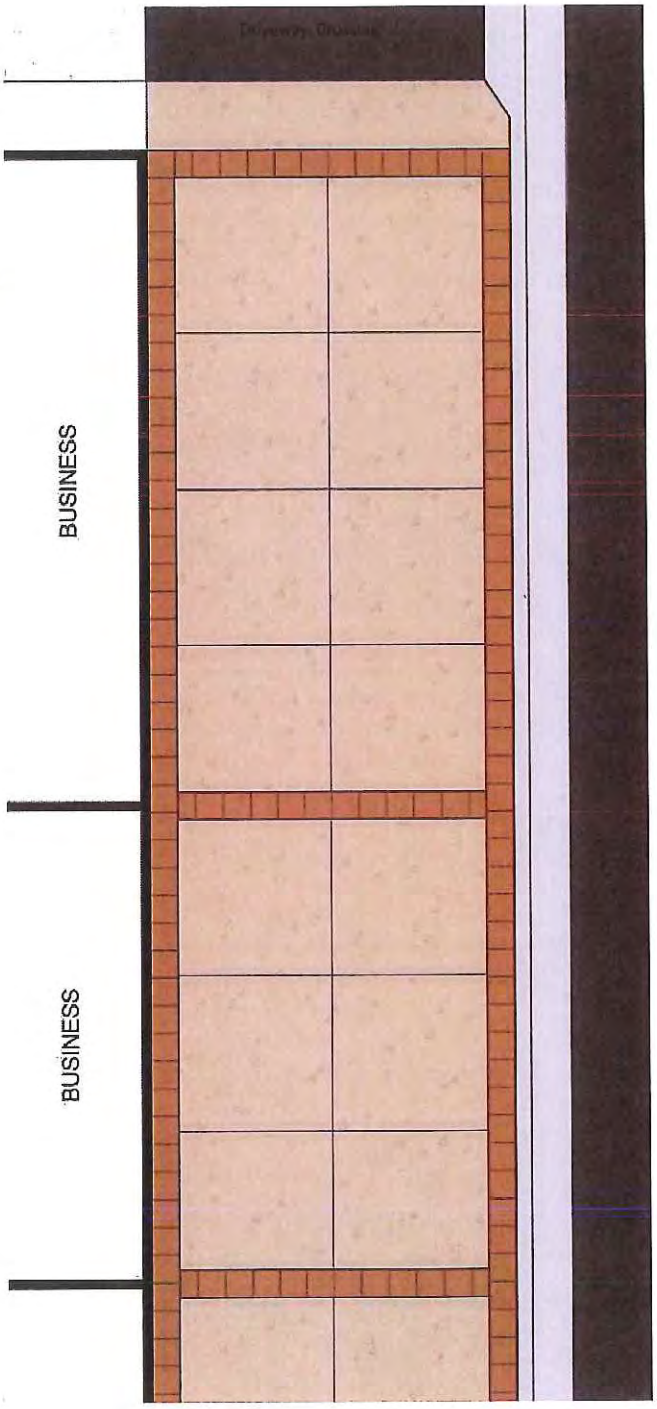
Concrete Finish: Light exposed finish

All driveway cross overs shall be as follows:

Concrete Colour: Concrete Colour Systems 'Stallion'

Concrete Finish: Stippled Finish

Figure 5 – Segmental Paving and Decorative Concrete Pavement



5.5 DISCOVER LONGFORD PATHWAY AND OTHER PATHWAYS

The following requirements shall be applied to all pathways within the Urban Park and Park Reserve precincts as shown on Figure 6 'Discover Longford Pathways' and installed in accordance with LGAT Standard Drawings.

Pavement for feature areas should be highlighted with coloured and or exposed treatments with an earthy tone to the approval of Council's General Manager.

Discover Longford Pathway (DLP): The 'Discover Longford' concrete pathway shall be as specified below and will form a shared use for pedestrians and cyclists. The final alignment of the pathway between Carins Park and Tannery Road South shall be determined on site.

Concrete Colour: Colour Concrete Systems 'Stallion'

Concrete Finish: Stippled Finish

Pathway Width: 2.8m

In flood prone areas, the edge of concrete pavement shall be turned down 300mm to prevent flood water scouring under slab. Compact sub-grade 1000mm out along the edge of the concrete pavement to reduce erosion.

Other Pathways: All other pathways within the Urban Park and Park Reserve precincts shall be as specified below, with the final alignment to be determined on site.

Concrete Colour: Colour Concrete Systems 'Drovers Dust'

Concrete Finish: Stippled Finish

Pathway Width: 1.4m or 1.8m

Figure 6 – Discover Longford Pathways

6.0 KERBSIDE DINING

Northern Midlands Council encourages kerbside dining and have provided two distinct approaches to offering such an experience. Where a specific project has the potential to offer kerbside dining, the applicant must comply with Council's 'Footpath Trading' policy.

The proposal should consider which type of kerbside dining best suits the project. The two approaches that Council offer are footpath dining and parklet dining.

6.1 KERBSIDE DINING

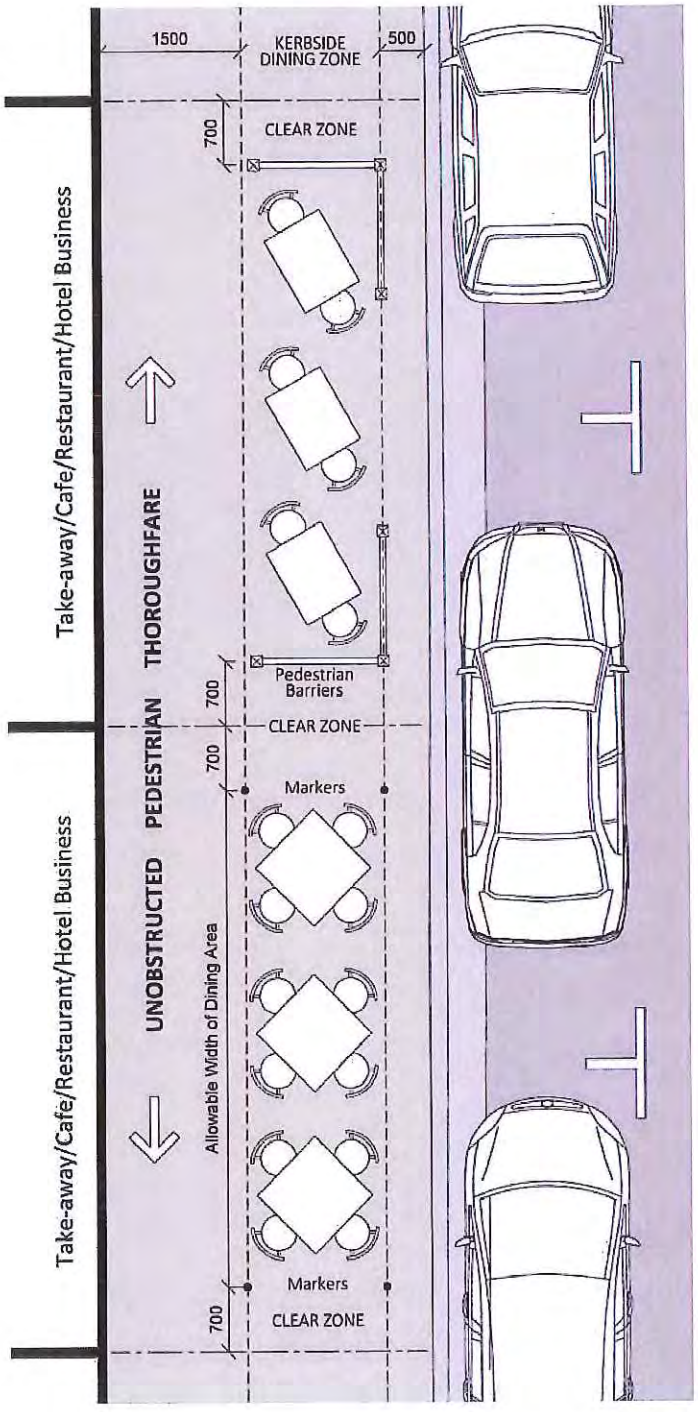
Kerbside dining provides the opportunity for take-away, cafe, restaurant and hotel businesses to offer their patrons the option of inside or outside dining. Kerbside dining consists of a designated area immediately in front of the business and parallel to the kerb where patrons can sit and enjoy the streetscape atmosphere.

All kerbside dining areas must maintain a 1.5m wide unobstructed pedestrian thoroughfare between the property boundary and the designated kerbside dining area. It is the business owner's responsibility to ensure the safe delivery of food and beverages between the business premises and the designated outdoor dining area.

Refer to Figure 7 'Kerbside Dining' for layout requirements for positioning barriers and markers.

Kerbside dining pavement markers shall be installed into the pavement fronting the business upon their first kerbside dining application, and will provide a visual guide for maintaining furniture and patrons within the designated kerbside dining area.

Figure 7 – Kerbside Dining



6.2 PARKLET DINING

Another option for kerbside dining is the provision of a parklet. A parklet is a temporary structure that occupies one parking bay, and offers patrons an outdoor setting adjoining the footpath that overlooks the street and footpath.

Parklets place people in an environment where they can enjoy the streetscape environment, and where a business can provide comfortable and safe respite for shoppers and visitors to the precinct.

The design and placement of a parklet must be installed directly in front of the business premises requesting a parklet. The parklet must be designed and positioned in accordance with the parklet design details as shown in Appendix One, and in accordance with Figure 8 'Parklet Dimensions and Placement'.

Refer to the LGAT Standard Drawings for standard parking bay lengths and widths.

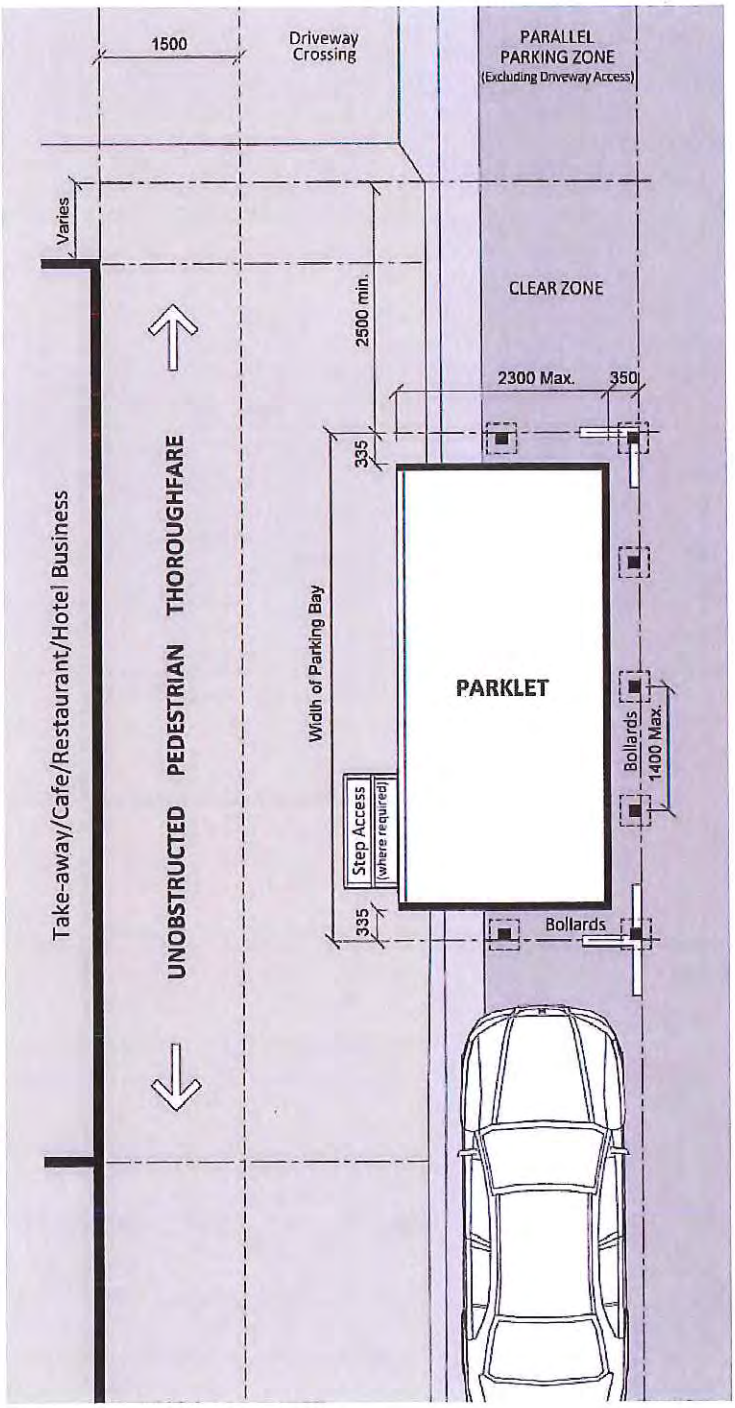
The applicant may propose up to two parklets, permitting that they both fit within the immediate frontage of the business premises, and comply with the dimensions and placement shown in Figure 8.

Contact Dial Before You Dig, and gain approval from service providers regarding excavation and installation works prior to the design of a parklet for a specific location.

As the parklet will be positioned on Council land, the parklet will be regarded as public open space, and therefore must be made accessible to the public at all times.

The applicant is fully responsible for the parklet design, including the safety and comfort of their patrons and the general public at all times, and must ensure the parklet is insured prior to installation.

Figure 8 – Parklet Dimensions and Placement



7.0 STREET AND PARK FURNITURE

Structures and furniture relates to the provision of public infrastructure that offers safety, comfort, security, amenity and information throughout all three precincts. They are the components that enrich user experiences and bring vitality to the environment.

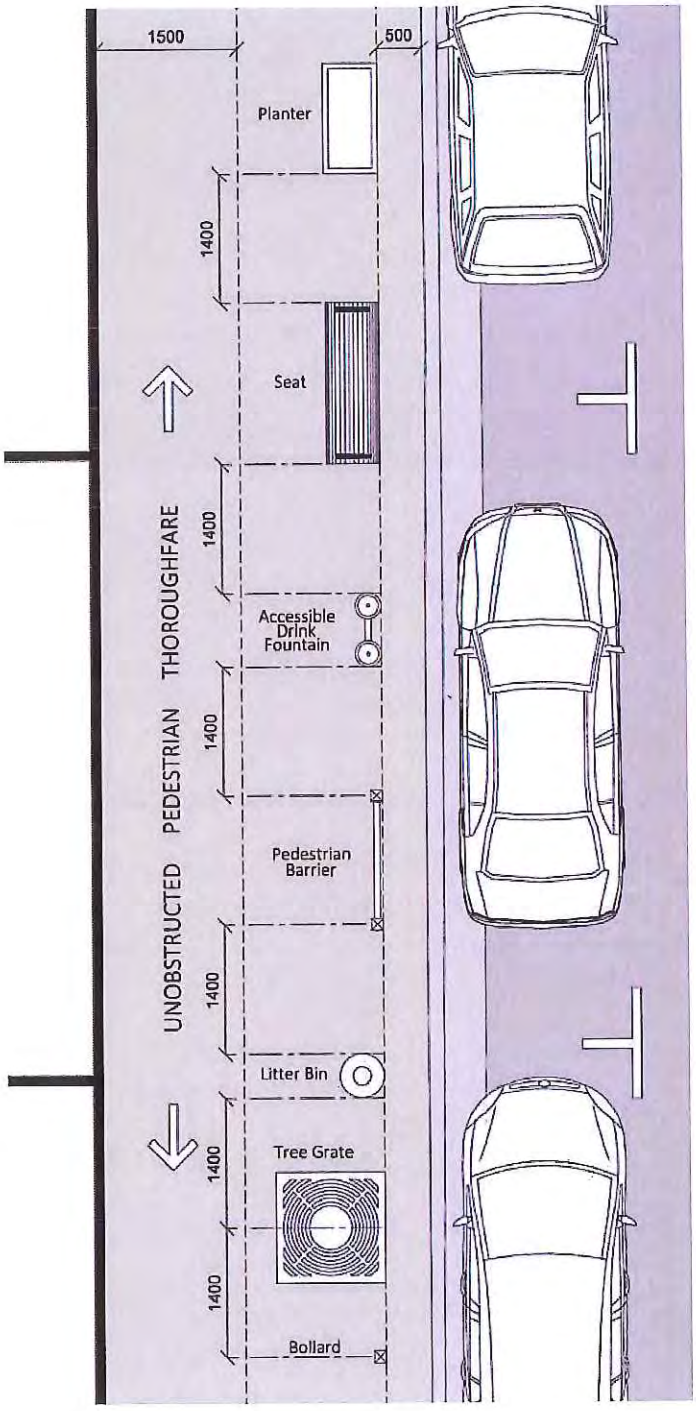
Each component included within this section has been designed and selected on the benefits to the enjoyment of an environment as well as the practicality of use, the complimentary status it has on that environment and how effectively and efficiently that component can be maintained.

The following components are included within this section:

- Banner
- BBQ (Electric)
- BBQ (Wood Fire)
- Bicycle Rack
- Bollard (Metal)
- Bollard (Timber)
- Bollard Light
- Cigarette Bin
- Dog Waste Bag Dispenser
- Drink Fountain (Accessible)
- Drink Fountain (Park Reserve)
- Litter Bin Enclosure
- Litter Bin (Park Reserve)
- Notice Board
- Pedestrian Barrier
- Picnic Table Setting (Park Reserve)
- Picnic Table Setting (Urban Park)
- Planter
- Pole Light
- Seating
- Seating (Bench)
- Seating (Platform)
- Tree Grate and Guard (Round)
- Tree Grate and Guard (Square)
- Tree Surround (Concrete)

Refer to Figure 9 'Street Furniture Set Out' plan when considering the placement of street furniture.

Figure 9 – Street Furniture Set Out



7.1 BANNERS

Location: Urban

Supplier: Local manufacturer (to NMC design)

Name: Banner

Colour: Satin black

Code: N/A

Height: 6500mm max

Attachment: Engineer design brackets

Construction: Powder-coated steel

INSTALLATION

BANNER: Banner designs shall be in accordance with the dimensions allocated. Banners shall be manufactured from 16oz heavy duty, high quality vinyl, printed on both sides with UV stabilised ink.

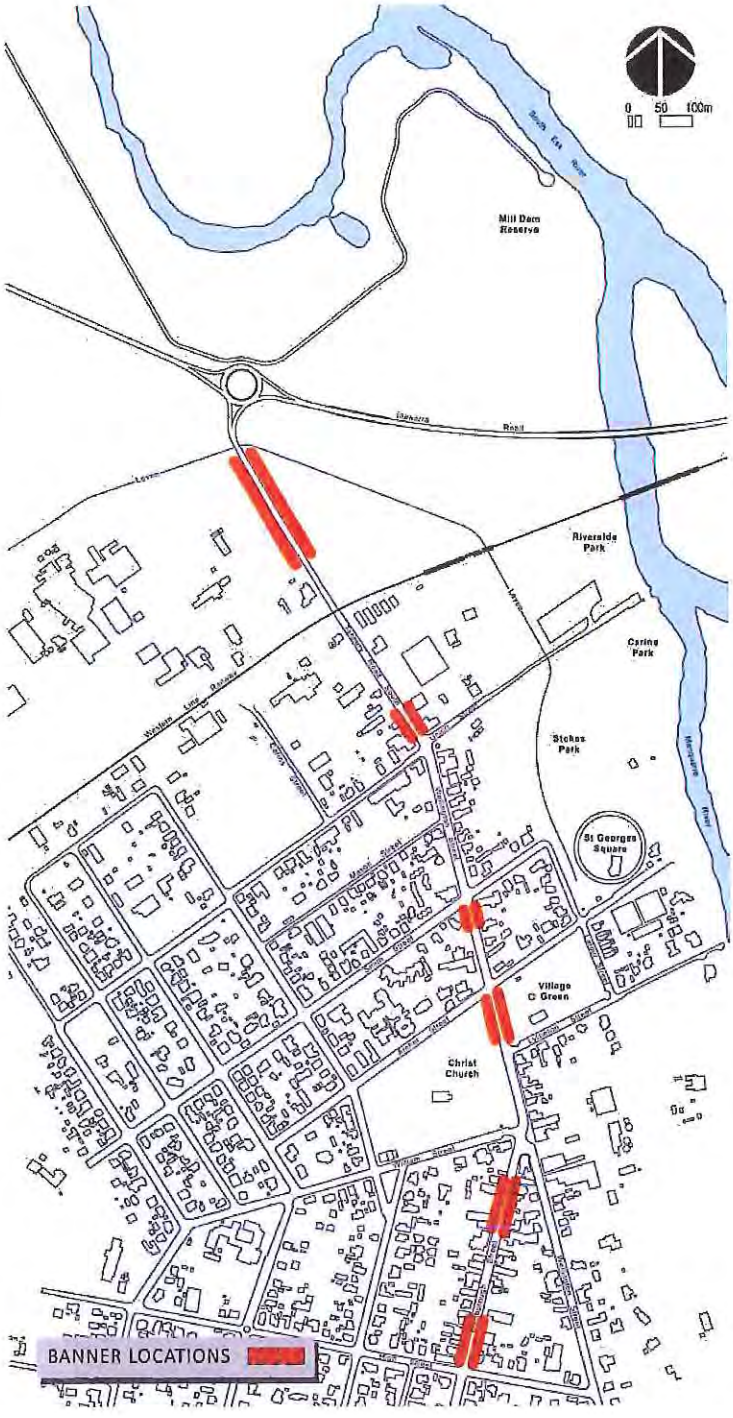
POLE: GM POLES, Circular Pipe Range, PP-Ø100, satin black finish.

FOOTINGS: All footings and spacings for banner poles shall be designed by a structural engineer.

SPACING: Arrange banner poles at 12m centres minimum along the alignment required and directly opposite from each other to each side of the road.

LOCATION: Refer to Figure 10 'Banner Pole Locations' for ideal locations for the installation of the banner poles.

Figure 10 – Banner Pole Locations



7.2 BBQ (Electric)

Location: Urban Parks

Supplier: Unisite Group

Name: Grillex Single BBQ – Easy Access

Colour: Stainless steel and 'Woodland Grey'

Code: Deluxe

Attachment: Surface mounted

Construction: Powder-coated aluminium cabinet, stainless steel top

INSTALLATION

PAVEMENT: Electric BBQ's shall be installed over a concrete slab 1800 x 2600mm (minimum), to allow for an accessible hardstand area to the front of the unit. Offset the unit 200mm from one end of the rectangular slab.

IDEAL POSITIONING: The unit should be positioned in high use activity areas and under cover where possible. If shelter is not available, include a lift off lid.

Locate unit at least 3000mm from pedestrian pathways and activity areas.

OFFSET FROM BUILT FORMS AND FENCES: Offset the unit no closer than 300mm from an adjoining building. To prevent the unit being used to gain access over walls or fences, install the unit no closer than 1400mm from a wall or fence.

7.3 BBQ (Wood Fire)

Location: Park Reserves

Supplier: Local manufacturer (to NMC design)

Name: Concrete wood fire BBQ

Colour: Plain concrete

Code: N/A

Attachment: Surface mounted

Construction: Precast concrete

INSTALLATION

PAVEMENT: Wood fire BBQ's shall be installed over a concrete slab 1500 x 2000mm (minimum), to allow for a hardstand area around the unit. Position the unit with 800mm hardstand to the front and equal space to the side and rear of the unit.

IDEAL POSITIONING: The unit should be positioned in high use activity areas where smoke will have minimal affect on activity area from prominent wind directions.

OFFSET FROM BUILT FORMS AND FENCES: Offset the unit no closer than 5000mm from an adjoining building.

7.4 BICYCLE RACK

Location: Urban and Urban Parks

Supplier: Local manufacturer (to NMC design)

Name: Bicycle Park

Colour: Satin black

Code: Bike Park

Height: 850mm

Attachment: Sub-surface

Construction: Powder-coated steel

INSTALLATION

FOOTINGS: Bicycle racks shall be fixed directly to a concrete slab or footing. Where pavers are present, remove pavers and install a 200 x 200mm concrete footing 400mm deep. Finish footing flush with adjoining pavements. Re-install pavers, making neat cuts where required.

CONCRETE SLAB: Bicycle racks in lawn areas shall include a 2400 x 4000mm reinforced 100mm thick concrete base slab. Place bicycle rack centrally positioned on the slab. Finish slab 30mm higher than adjoining mulch or lawn area.

NOTE: In flood prone areas, footings shall be 600mm deep and edge of concrete slabs turned down 300mm to prevent flood water scouring under slab. Compact sub-grade around concrete to reduce erosion.

OFFSET FROM BUILT FORMS AND FENCES: Offset the unit no closer than 2400mm from an adjoining building. To prevent item being used to gain access over walls or fences, install the item no closer than 1400mm from a wall or fence.

IDEAL POSITIONING: Always position the unit to the side of pathways to avoid obstructing pedestrian flows and at points close to likely parking areas such as playgrounds, skate parks, shops and activity areas.

Allow approximately 2000mm for actual bike and 800mm between bike racks.

7.5 BOLLARD (Metal)

Location: Urban and Urban Parks

Supplier: Local manufacturer (to NMC design)

Name: Square Bollard

Colour: Satin black

Code: Square bollard

Height: 880mm above ground

Attachment: Sub-surface, and removable surface fixed

Construction: Powder-coated steel

INSTALLATION

FOOTINGS: All bollards shall be set within a concrete footing. Where pavers are present, remove pavers and install a 400 x 400mm concrete footing 300mm deep. Finish footing flush with adjoining pavements. Re-install pavers, making neat cuts where required.

REMOVABLE BOLLARDS IN GARDENS/LAWN AREAS: Removable bollards in gardens or lawn areas shall include a 400 x 400mm reinforced 300mm thick concrete footing. Centrally place the surface mounted removable sleeve attachment to the footing and fix with stainless steel masonry anchors. Finish slab 30mm higher than adjoining mulch or lawn area.

SPACING: Arrange bollards at 1400mm centres along the alignment required.

7.6 BOLLARD (Timber)

Location:	Park Reserve
Supplier:	KOPPERS
Name:	Bollard (chamfered)
Colour:	Natural
Code:	N/A
Height:	600mm above ground
Attachment:	Sub-surface
Construction:	Treated pine

INSTALLATION

FOOTINGS: All timber bollards shall be set within a rammed earth or concrete footing. Finish footings 70mm below adjoining surfaces. Bollards shall be buried 600mm in the ground.

REMOVABLE BOLLARDS: Removable timber bollards shall be placed for maintenance access. 1000mm long bollards shall be inserted into a 400mm deep custom made 3mm thick hot dipped galvanised metal sleeve encased in a concrete footing. The top of the sleeve shall be fitted with a lock latch.

SPACING: Arrange bollards at 1400mm centres along the alignment required.

7.7 BOLLARD LIGHT

Location: Urban and Urban Parks

Supplier: Local manufacturer (to NMC design)

Name: LED Bollard Light

Colour: Satin black

Code: N/A

Light Fitting: WE-EF

Height: 980mm above ground

Attachment: Sub-surface, and removable surface fixed

Construction: Powder-coated steel with cast aluminium fittings

INSTALLATION

FOOTINGS: All light bollards shall be set within a concrete footing. Where pavers are present, remove pavers and install a 400 x 400mm concrete footing 300mm deep. Finish footing flush with adjoining pavements. Re-install pavers, making neat cuts where required.

BOLLARDS IN GARDENS/LAWN AREAS: Light bollards in gardens or lawn areas shall include a 400 x 400mm reinforced 400mm thick concrete footing with central conduit for wiring. Centrally place the bollard to the footing and fix with stainless steel masonry anchors. Finish slab 30mm higher than adjoining mulch or lawn area.

SPACING: Arrange light bollards at 6000mm centres along the alignment required.

7.8 CIGARETTE BIN

Location: Urban and Urban Parks

Supplier: Slimline Warehouse

Name: Wall Mounted Ashtray

Colour: Satin black body

Code: Round

Height: 480mm

Attachment: Wall or Post

Construction: Aluminium

INSTALLATION

REGULATIONS: For positioning cigarette bins in public spaces, refer to the Public Health Act 1997 – 'Division 1A Smoke Free Areas' for up to date requirements.

Ideal locations for cigarette bins are next to litter bins, unless litter bins are positioned within smoke free areas as per the Public Health Act 1997 (above).

WALL MOUNTED: Locate cigarette bins so that the top is 1000mm from ground level. Secure cigarette bin to wall that is Council owned property only, unless authorisation from property owner is agreed in writing.

POST MOUNTED: Locate cigarette bins so that the top is 1000mm from ground level. Secure cigarette bin to a standard bollard where positioned on Council land.

7.9 DOG WASTE BAG DISPENSER

Location: Urban, Urban Park and Park Reserves

Supplier: Commercial Systems Australia

Name: Doggie Bag Dispenser

Colour: Standard

Code: LR6520

Height: 900mm

Attachment: Post, Bin or wall

Construction: Powder coated steel

INSTALLATION

POST MOUNTED: Install the dispenser bins so that the top is 900mm from ground level.

IDEAL POSITIONING: Locate dispenser on or next to litter bins. Refer to litter bins for placement requirements.

7.10 DRINK FOUNTAIN (Accessible)

Location: Urban and Urban Parks

Supplier: Local manufacturer (to NMC design)

Name: Wide Fountain

Colour: Satin black

Code: N/A

Height: Standard

Attachment: Sub-surface

Construction: Powder-coated steel

INSTALLATION

FOOTINGS: All drink fountains shall be fixed directly to a concrete slab or footing. Where pavers are present, remove pavers and install a 200 x 200mm concrete footing 400mm deep. Finish footing flush with adjoining pavements. Re-install pavers, making neat cuts where required.

DRINK FOUNTAINS IN GARDENS/LAWN AREAS: Drink fountains in gardens or lawn areas shall include a 900 x 900mm reinforced 100mm thick concrete base slab. Centrally place drink fountains on the slab. Finish slab 30mm higher than adjoining mulch or lawn area.

OFFSET FROM BUILT FORMS AND FENCES: Offset the unit no closer than 300mm from an adjoining building. To prevent item being used to gain access over walls or fences, install the item no closer than 1400mm from a wall or fence.

IDEAL POSITIONING: Drink fountains should be placed no closer than 3000mm from an adjoining seat, picnic table, BBQ, playground facility or doorway. Always position the drink fountain to the side of pathways to avoid obstructing pedestrian flows and at points within easy access for users and maintenance personnel.

7.11 DRINK FOUNTAIN (Park Reserve)

Location: Park Reserves

Supplier: Urban Fountains and Furniture

Name: Pet Friendly Drinking Fountain with Anti-Vandal Tap Shrouds

Colour: Satin black

Code: PF400

Height: Standard

Attachment: Sub-surface

Construction: Powder-coated steel

INSTALLATION

FOOTINGS: All drink fountains shall be fixed directly to a concrete slab or footing. Where pavers are present, remove pavers and install a 200 x 200mm concrete footing 400mm deep. Finish footing flush with adjoining pavements. Re-install pavers, making neat cuts where required.

DRINK FOUNTAINS IN GARDENS/LAWN AREAS: Drink fountains in gardens or lawn areas shall include a 900 x 900mm reinforced 100mm thick concrete base slab. Centrally place drink fountains on the slab. Finish slab 30mm higher than adjoining mulch or lawn area.

OFFSET FROM BUILT FORMS AND FENCES: Offset drink fountains no closer than 300mm from an adjoining building. To prevent item being used to gain access over walls or fences, install the item no closer than 1400mm from a wall or fence.

NOTE: In flood prone areas, footings shall be 600mm deep. Compact sub-grade around concrete to reduce erosion.

IDEAL POSITIONING: Drink fountains should be placed no closer than 3000mm from an adjoining seat, picnic table, BBQ, playground facility or doorway. Always position the drink fountain to the side of pathways to avoid obstructing pedestrian flows, and at points within easy access for users and maintenance personnel.

7.12 LITTER BIN ENCLOSURE

Location: Urban and Urban Parks

Supplier: Local manufacturer (to NMC design)

Name: 120Lt Bin Enclosure

Colour: Satin black

Code: N/A

Height: Standard

Attachment: Bolt down

Construction: Powder-coated steel with stainless steel top

INSTALLATION

SIDE PANELS: All side panels shall feature an historical image relevant to the immediate location of the bin enclosure. The image shall be printed on sticky back UV stabilised vinyl, with UV stabilised ink.

FOOTINGS: All bin enclosures shall be fixed directly to a concrete slab or footing. Where pavers are present, remove pavers and install a 200 x 200mm concrete footing 300mm deep. Finish footing flush with adjoining pavements. Re-install pavers, making neat cuts where required.

BIN ENCLOSURES IN GARDENS/LAWN AREAS: Bin enclosures in gardens or lawn areas shall include a 900 x 900mm reinforced 100mm thick concrete base slab. Centrally place litter bin on the slab. Finish slab 30mm higher than adjoining mulch or lawn area.

OFFSET FROM BUILT FORMS AND FENCES: Offset bin enclosures no closer than 300mm from an adjoining building. To prevent item being used to gain access over walls or fences, install the item no closer than 1400mm from a wall or fence.

IDEAL POSITIONING: Bin enclosures should be placed no closer than 3000mm from an adjoining seat, picnic table, BBQ, playground facility or doorway. Always position the litter bins to the side of pathways to avoid obstructing pedestrian flows and at points within easy access for users and maintenance personnel.

7.13 LITTER BIN

Location: Park Reserves

Supplier: Local manufacturer (to NMC design)

Name: NMC Litter Bin

Colour: Satin black

Code: N/A

Height: Standard

Attachment: Bolt down

Construction: Powder-coated steel with stainless steel top

INSTALLATION

FOOTINGS: All bins shall be fixed directly to a concrete slab or footing. Where pavers are present, remove pavers and install a 200 x 200mm concrete footing 300mm deep. Finish footing flush with adjoining pavements. Re-install pavers, making neat cuts where required.

LITTER BINS IN GARDENS/LAWN AREAS: Bins in gardens or lawn areas shall include a 900 x 900mm reinforced 100mm thick concrete base slab. Centrally place litter bin on the slab. Finish slab 30mm higher than adjoining mulch or lawn area.

OFFSET FROM BUILT FORMS AND FENCES: Offset litter bin no closer than 300mm from an adjoining building. To prevent item being used to gain access over walls or fences, install the item no closer than 1400mm from a wall or fence.

IDEAL POSITIONING: Litter bins should be placed no closer than 6000mm from an adjoining seat, picnic table, BBQ, playground facility or doorway. Always position the litter bins to the side of pathways to avoid obstructing pedestrian flows, and at points within easy access for users and maintenance personnel.

7.14 NOTICE BOARD

Location: Urban

Supplier: Local manufacturer (to NMC design)

Name: Notice Board

Colour: Satin black

Code: N/A

Height: Standard

Attachment: Bolt to bollards

Construction: Powder-coated steel and poly-carbonate-glass.

INSTALLATION

FOOTINGS: The notice board shall be fixed directly to a concrete footing. Where pavers are present, remove pavers and install a 200 x 200mm concrete footing 300mm deep. Finish footing flush with adjoining pavements. Re-install pavers, making neat cuts where required.

IDEAL POSITION: The notice board should be located in a prominent position where many people pass-by on foot, either at one end of a pedestrian crossing node or one of the kerb extensions on Marlborough Street.

7.15 PEDESTRIAN BARRIER

Location: Urban

Supplier: Local manufacturer (to NMC design)

Name: Pedestrian Barrier

Colour: Satin black

Code: N/A

Height: Standard

Attachment: Bolt to bollards

Construction: Powder-coated steel

INSTALLATION

MOUNTING: All pedestrian barriers shall be attached to bollards with stainless steel security bolts and painted black once installed.

IDEAL POSITIONING: Pedestrian barriers can be positioned in one or more ways being, parallel to back of kerb (off set 500mm), within planting areas adjacent to the kerb to restrict access, and behind seats with open access behind.

7.16 PICNIC TABLE SETTING (Park Reserve)

Location: Park Reserve

Supplier: Local manufacturer (to NMC design)

Name: Park Reserve Picnic Setting - Accessible

Colour: Natural

Code: N/A

Length: 1800mm

Attachment: Cast in-ground

Construction: Galvanised steel and oiled hardwood

INSTALLATION

FOOTINGS: All picnic tables and seats shall be cast within a concrete slab or footing. Where pavers are present, remove pavers and install a 300 x 300mm concrete footing 400mm deep. Finish footing below paver and sand sub-base layer. Re-install pavers, making neat cuts where required.

PICNIC TABLES IN GARDENS/LAWN AREAS: Picnic tables in gardens or lawn areas shall include a 2600 x 2600mm reinforced 100mm thick concrete base slab. Centrally place picnic setting on the slab. Finish slab 30mm higher than adjoining mulch or lawn area.

NOTE: In flood prone areas, footings shall be 600mm deep, and edge of concrete slabs turned down 300mm to prevent flood water scouring under slab. Compact sub-grade around concrete to reduce erosion.

OFFSET FROM BUILT FORMS AND FENCES: Offset picnic settings no closer than 1400mm from an adjoining building. To prevent item being used to gain access over walls or fences, install item no closer than 1400mm from a wall or fence.

IDEAL POSITIONING: Picnic tables should be orientated towards a point of interest, pedestrian or vehicle movements, and/or activity area where possible. Locate picnic settings at least 3000mm from pedestrian pathways and activity areas.

7.17 PICNIC TABLE SETTING (Urban Park)

Location: Urban Park

Supplier: Art Craft

Name: Hahndorf Picnic Setting

Colour: Satin black

Code: N/A

Length: 2000mm

Attachment: Bolt down

Construction: Steel and oiled timber

INSTALLATION

FOOTINGS: All picnic tables and seats shall be fixed directly to a concrete slab or footing. Where pavers are present, remove pavers and install a 600 x 150mm concrete footing 300mm deep. Finish footing flush with adjoining pavements. Re-install pavers, making neat cuts where required.

PICNIC TABLES IN GARDENS/LAWN AREAS: Picnic tables in gardens or lawn areas shall include a 2400 x 2400mm reinforced 100mm thick concrete base slab. Centrally place picnic setting on the slab. Finish slab 30mm higher than adjoining mulch or lawn area.

OFFSET FROM BUILT FORMS AND FENCES: Offset picnic settings no closer than 1400mm from an adjoining building. To prevent item being used to gain access over walls or fences, install item no closer than 1400mm from a wall or fence.

IDEAL POSITIONING: Picnic tables should be orientated towards a point of interest, pedestrian or vehicle movements, and/or activity area where possible. Locate picnic settings at least 3000mm from pedestrian pathways and activity areas.

7.18 PLANTERS

Location: Urban

Supplier: QUATRO Design

Name: 1200 Trough Planter

Colour: Sandstone

Code: 600 Series

Height: 500mm

Attachment: Bolt down

Construction: Glass fibre reinforced concrete

INSTALLATION

OFFSET FROM BUILT FORMS AND FENCES: Offset planters no closer than 300mm from an adjoining building. To prevent item being used to gain access over walls or fences, install the item no closer than 1400mm from a wall or fence.

Consider direction of drainage flow from excess water over pavements.

ANTI-VANDALISM: Once planter is level and in the required location, install anchor bolts through the base of the planter and into the pavement. Provide an oversized stainless steel washer plate under the nut approximately 100 x 100 x 2mm.

To prevent theft of plant stock, install galvanised steel mesh between the soil layer and mulch layer. Connect mesh to loop latches and fix latches to the side of the planter with industrial grade chem-set adhesive.

7.19 POLE LIGHT

Location: Urban, Urban Park and Park Reserve

Supplier: WE-EF

Name: Street Light

Colour: Satin black

Code: ASP530 R65 Beam (127-8322)

Pole: GM Pole PP-Ø114

Height: 5000mm above ground

Attachment: Engineer designed

Construction: Powder-coated steel

INSTALLATION

POLE: GM POLES, Circular Pipe Range, PP-Ø100, satin black finish.

FOOTINGS: All footings and spacings for pole mounted lights shall be designed by an electrical engineer.

POLE MOUNTED LIGHTING IN GARDENS/LAWN AREAS: Pole mounted lights in gardens or lawn areas shall be designed by an electrical engineer. Centrally place the bollard to the footing and fix with stainless steel masonry anchors. Finish slab 30mm higher than adjoining mulch or lawn area.

SPACING: Arrange light bollards at 6000mm centres along the alignment required.

7.20 SEATING

Location: Urban and Urban Park

Supplier: Furphy Foundry

Name: Rotherman Seat

Colour: Satin black

Code: FFSA002019

Length: 1800mm

Attachment: Bolt down

Construction: Cast steel and composite timber slats

INSTALLATION

FOOTINGS: All seats shall be fixed directly to a concrete slab or footing. Where pavers are present, remove pavers and install a 600 x 150mm concrete footing 300mm deep. Finish footing flush with adjoining pavements. Re-install pavers, making neat cuts where required.

SEATING IN GARDENS/LAWN AREAS: Seats in gardens or lawn areas shall include a 2000 x 1300mm reinforced 100mm thick concrete base slab. Set back legs 100mm in from edge of slab. Finish slab 30mm higher than adjoining mulch or lawn area.

OFFSET FROM BUILT FORMS AND FENCES: Offset seats no closer than 300mm from an adjoining building. To prevent item being used to gain access over walls or fences, install item no closer than 1400mm from a wall or fence.

IDEAL POSITIONING: Seating should always face a point of interest, pedestrian or vehicle movements, or activity areas. Allow room so that the sitters extended legs do not obstruct pedestrian traffic.

7.21 SEATING (Bench)

Location: Park Reserve

Supplier: Local manufacturer (to NMC design)

Name: Park Reserve Bench Seat

Colour: Satin black and natural

Code: N/A

Length: 1600mm

Attachment: Cast in-ground

Construction: Galvanised steel and composite timber planks

INSTALLATION

FOOTINGS: All park reserve seating shall be cast within a concrete slab or footing. Where pavers are present, remove pavers and install a 300 x 300mm concrete footing 400mm deep. Finish footing below paver and sand sub-base layer. Re-install pavers, making neat cuts where required.

SEATING IN GARDENS/LAWN AREAS: Park reserve seating in gardens or lawn areas shall include an 1800 x 1400mm reinforced 100mm thick concrete base slab. Offset the seat 100mm from back of the slab. Finish slab 30mm higher than adjoining mulch or lawn area.

NOTE: In flood prone areas, footings shall be 600mm deep and edge of concrete slabs shall be turned down 300mm to prevent flood water scouring under slab. Compact sub-grade around concrete to reduce erosion.

OFFSET FROM BUILT FORMS AND FENCES: Offset seating no closer than 1400mm from an adjoining building. To prevent item being used to gain access over walls or fences, install item no closer than 1400mm from a wall or fence.

IDEAL POSITIONING: Seating should be orientated towards a point of interest, pedestrian or vehicle movements, and/or activity area where possible. Locate picnic settings at least 3000mm from pedestrian pathways and activity areas.

7.22 SEATING (Platform)

Location: Urban Park and Park Reserve

Supplier: Local manufacturer (to NMC design)

Name: Park Reserve Platform Seat

Colour: Satin black and natural

Code: N/A

Length: 1600mm

Attachment: Cast in-ground

Construction: Galvanised steel and composite timber planks

INSTALLATION

FOOTINGS: All platform seats shall be cast within a concrete slab or footing. Where pavers are present, remove pavers and install a 300 x 300mm concrete footing 400mm deep. Finish footing below paver and sand sub-base layer. Re-install pavers, making neat cuts where required.

PLATFORM SEATS IN GARDENS/LAWN AREAS: Platform seats in gardens or lawn areas shall include a 2000 x 2000mm reinforced 100mm thick concrete base slab. Offset the bench 100mm from back of the slab. Finish slab 30mm higher than adjoining mulch or lawn area.

NOTE: In flood prone areas, footings shall be 600mm deep, and edge of concrete slabs shall be turned down 300mm to prevent flood water scouring under slab. Compact sub-grade around concrete to reduce erosion.

IDEAL POSITIONING: Platform seats should be positioned near a point of interest and approximately 15 metres away from pedestrian paths, vehicle movements, and/or activity areas where possible.

7.23 TREE GRATE AND GUARD (ROUND)

Location: Urban

Supplier: Local manufacturer (to NMC design)

Name: NMC Tree Grate and Guard - Round

Colour: Satin black

Code: N/A

Height: Standard

Attachment: Bolt down

Construction: Powder-coated steel

INSTALLATION

PLACEMENT: Where pavers or concrete pavement exists, measure out tree grate and concrete haunch (not required in concrete pavement), and cut pavement to suit dimensions required. Install the tree grate and concrete haunch surround with the top of the grate and haunch finishing flush with the adjoining pavement. Re-install pavers, making neat cuts where required.

IDEAL POSITIONING: Refer Figure 9 'Street Furniture Set Out' for positioning.

7.24 TREE GRATE AND GUARD (SQUARE)

Location: Urban

Supplier: Local manufacturer (to NMC design)

Name: NMC Tree Grate and Guard - Square

Colour: Satin black

Code: N/A

Height: Standard

Attachment: Bolt down

Construction: Powder-coated steel

INSTALLATION

PLACEMENT: Where pavers or concrete pavement exists, measure out tree grate and concrete haunch (not required in concrete pavement), and cut pavement to suit dimensions required. Install the tree grate and concrete haunch surround with the top of the grate and haunch finishing flush with the adjoining pavement. Re-install pavers, making neat cuts where required.

IDEAL POSITIONING: Refer Figure 9 'Street Furniture Set Out' for positioning.

7.25 TREE SURROUND (Concrete)

Location: Urban

Supplier: Local manufacturer (to NMC design)

Name: NMC Tree Surround

Colour: Plain concrete

Code: N/A

Height: Standard

Attachment: Excavated

Construction: Precast Concrete

INSTALLATION

PLACEMENT: Where asphalt exists, measure out and cut the asphalt pavement to suit dimensions required. Install the concrete tree surround with the top of the haunch finishing flush with the adjoining asphalt pavement.

Where the tree surround is within grass, trim away grass as per the instructions above.

IDEAL POSITIONING: To the side of the road within the asphalt or within the grassed road reserves.

8.0 PLANTING

This section provides information on preferred planting species for a particular project within the Urban and Urban Park Precincts, as well as soil preparation, mulching and watering.

Planting beds provide colour, form and texture to the streetscape and urban parks. The planting schedule below ensures consistency in planting throughout the urban and urban park precincts, and have been selected on their availability, durability, safety, colour, form and texture.

8.1 PLANT SCHEDULE

BOTANICAL NAME	COMMON NAME	HABIT	H x W
Anigozanthos var. "Bush Ranger'	Kangaroo Paw	Tussock	1.5 x 1m
Anigozanthos var. 'Bush Revolution'	Kangaroo Paw	Tussock	1 x 1m
*Convolvulos cneorum**	Silver Bush	Low Shrub	0.5 x 1m
Crocus Mixed colour varieties	Crocus	Bulb	0.3 x 0.3m
Crowea exalata var.	Southern Stars	Small Shrub	1 x 1m
*Dieties bicolour**	Spanish Iris	Tussock	1 x 1m
Dieties grandiflora var.	White Tiger	Tussock	0.6 x 0.6m
Grevillea var.	Fire Cracker	Small Shrub	1 x 1m
Grevillea var.	Mt Tamboritha	Low Shrub	0.3 x 0.8m
Hebe diosmifolia	Dwarf Hebe	Small Shrub	0.5 x 0.5m
Hemerocallis Mixed colour varieties	Day Lily	Tussock	0.4 x 0.4m
Lomandra longifolia var.	Lime Tuff	Tussock	0.7 x 0.7m
*Nandina domestica var.**	Moon Bay	Small Shrub	0.7 x 0.7m
Rosea var. Carpet Rose	Carpet Rose	Small Shrub	1 x 1m
Westringia fruticosa var.	Grey Box	Low Shrub	0.5 x 0.5m

* Exotic species

Small shrubs should ideally be planted as an informal or clipped hedge. All species scheduled above shall be planted in groups of no less than five. Planting beds within the Industrial, General Business and Residential areas should be planted out with a single species to gain maximum impact when viewed from a travelling car and from the pedestrian level.

Specific tree species and larger shrubs shall be selected in accordance with the purpose and use of the immediate environment where they are intended to be planted. Tree and tall shrub planting design shall consider Crime Prevention through Environmental Design (CPTED), principles as public safety is paramount within any public open space.

8.2 PLANTING BED PREPARATION AND WATERING

All planting areas within Urban and Urban Park Precicts shall be prepared as specified below.

With the proper preparation of planting beds and the inclusion of soil and moisture additives, drainage and watering components, the scheduled plant species have the optimum environment to display showy flowers and rich coloured foliage.

Prior to preparing any planting bed, contact Dial Before You Dig, to locate any underground services. Where underground services are located, excavate the area no closer than 500mm to each side of the services by hand to avoid damage to services.

All planting beds shall include subsoil drainage and a watering access pipe turned up at each end in the form of a 50mmØ slotted convoluted drainage pipe that runs along the garden and set no deeper than 300mm deep.

Excavation Depth:	400mm minimum with cultivated base to allow for rough interface with soil.
Soil Depth:	300mm minimum and lightly compacted.
Soil Type:	Modified site topsoil. Imported topsoil shall be a medium textured organic soil in accordance with the requirements of AS 4419-2003 and appendices.
Soil Additives:	Equal to YATES 'Waterwise Soil Wetter for Lawn, Gardens and Pots'.
Mulch Depth:	100mm.
Mulch Type:	Fine graded, slashed hardwood fines, composted for no less than 8 weeks.

8.3 PLANTING BEDS FRONTING INDUSTRIAL AND GENERAL BUSINESSES

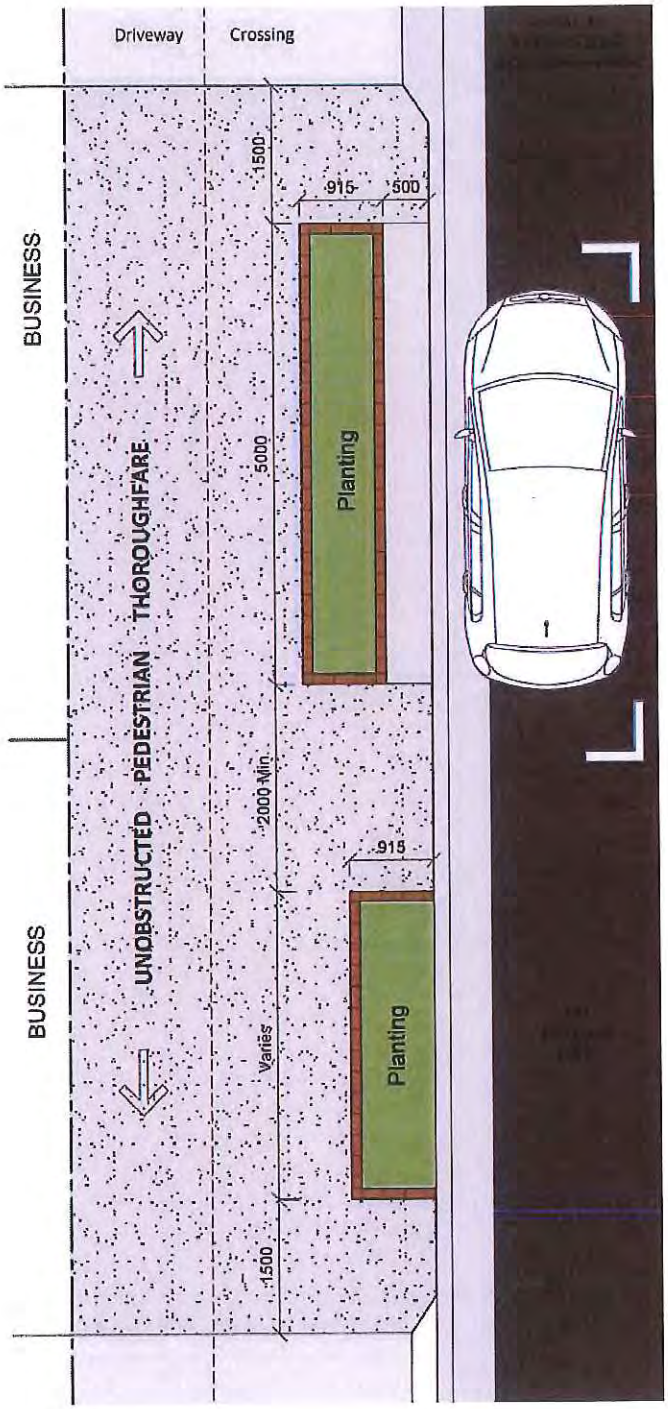
The footpath planting as shown in Figure 11 'Planting Beds Fronting Industrial and General Business Properties', allows for passengers to exit the vehicle on the pavement adjoining the kerb, and allows access between each parking bay. Where there is no parking due to road width restrictions, Figure 11 also illustrates planting beds against the kerb.

All footpath planting beds shall be edged with a precast coloured concrete paver to match the pavement banding segmental paver to provide a firm edge and transition from adjoining pavement to the planting bed.

Concrete pavement between a planting bed and the kerb shall consist of 100mm thick, non-reinforced pavement, with cracker joins installed at 1000mm centres. This will allow damaged pavement resulting from lifting earth profiles to be easily replaced.

Ensure all sightlines are in accordance with State Growth requirements.

Figure 11 – Planting Beds Fronting Industrial and General Business Properties



8.4 PLANTING BEDS FRONTING RESIDENTIAL PROPERTIES

The footpath planting as illustrated in Figure 12 'Planting Beds Fronting Residential Properties' shows planting beds installed either along the property boundary whether there is roadside parking available or not, and / or along the kerb.

Both options allows for passengers to exit the vehicle on the pavement adjoining the kerb, and allows access between each parking bay.

All footpath planting beds shall be edged with a precast coloured concrete paver to match the pavement banding segmental paver to provide a firm edge and transition from adjoining pavement to the planting bed.

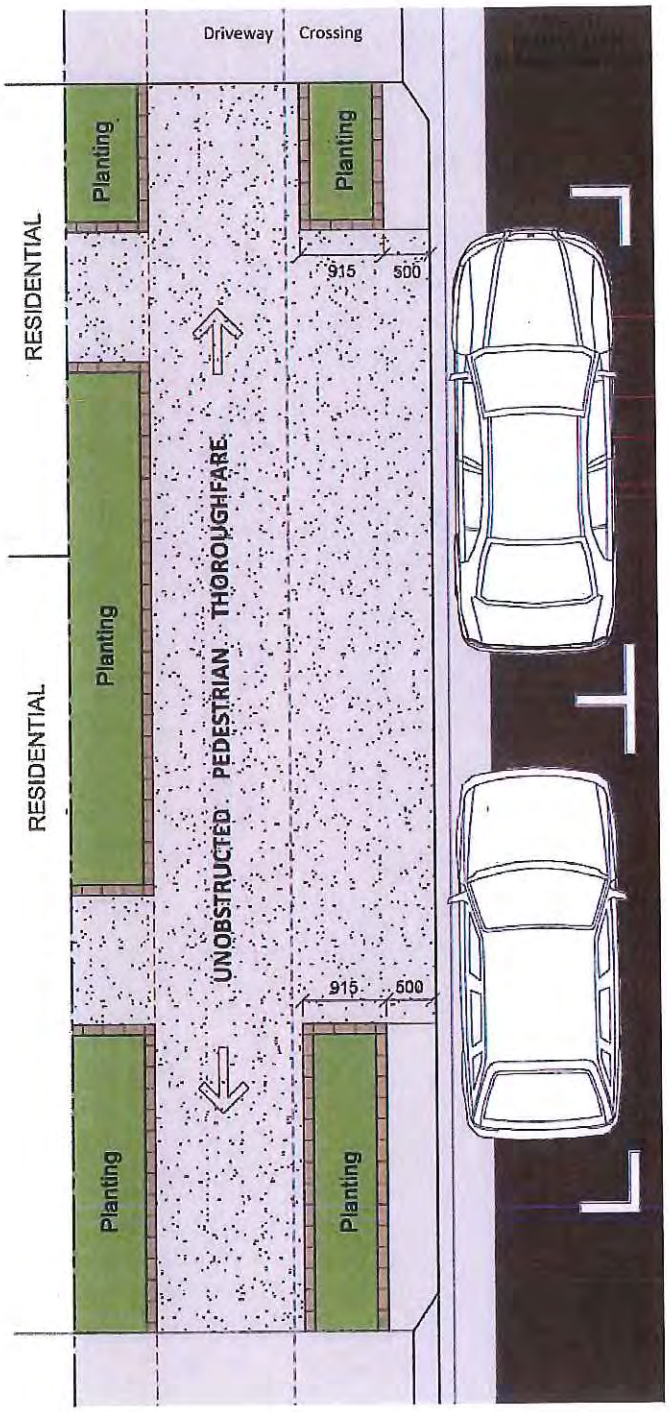
Concrete pavement between a planting bed and the kerb shall consist of 100mm thick, non-reinforced pavement, with cracker joins installed at 1000mm centres. This will allow damaged pavement resulting from lifting earth profiles to be easily replaced.

As illustrated in Figure 12, a 1500mm wide unobstructed pedestrian thoroughfare must be maintained along the full length of the streetscape.

An allowance of a 1400mm gap between planting beds along the property boundary allows for front gate access.

Ensure all sightlines are in accordance with State Growth requirements.

Figure 12 – Planting Beds Fronting Residential Properties



9.0 MAJOR PROJECTS

Major projects include large scale civil, architectural and landscape works such as safe pedestrian crossing nodes, intersection extensions, kerb outstands and traffic calming. Other major projects not addressed in these guidelines include the Village Green, Stokes Park, and Mill Dam Reserve.

This section provides conceptual information for works along the main street of Longford which aim to increase the vibrancy of the town through traffic calming, landscape works, street furniture and interpretation nodes.

By providing an entry statement within the Illawarra Road roundabout, constructing intersection kerb extensions, kerb buildouts and pedestrian crossing nodes, the experience travelling along the main street of Longford becomes more pleasant as the 'gun-barrel' nature and excessive widths of the street is reduced.

These three major projects are significant projects for the Northern Midlands Council and will greatly benefit the local community and visitor experience through providing safer pedestrian access across the main street and the potential of increased investment within the town as well as increased opportunities for local businesses.

9.1 PEDESTRIAN CROSSING NODES

Pedestrian crossing nodes are designated areas along the streetscape where the community can safely cross the street. The nodes also provide an area where people can meet by chance and chat while sitting on the provided street furniture.

The 'Pedestrian Crossing Node Concept Plan' (Appendix Two), provides an illustration of a typical layout for the node. The concept provides information on the pavement types which highlight the node and the street furniture within the node that adds to the vibrancy of the town.

The pedestrian crossing nodes also compliment the adjoining pedestrian pavements and build on the character of the town through the selection of reference colours and material types.

In most cases, the provision of a safer pedestrian crossing node utilises the arrangement of existing pedestrian refuge islands and therefore will not impact on exisitng car park numbers within the general business and shopping precinct of Longford.

As the concept plan is preliminary, detailed design is required to establish road pavements and kerb construction in accordance with AUSTROADS standards. Stormwater drainage treatments, street trees, planting beds, public lighting and interpretive signage also require detailed design to ensure the infrastructure achieves a safe asset for community use.

The 'Pedestrian Crossing Node Concept Plan' (Appendix Two), provides a location plan for the installation of the pedestrian crossing nodes.

9.2 KERB BUILDOUTS

Kerb buildouts are designated areas along the streetscape where one or more car parking bays are replaced with useable space for pedestrians to rest, dine or chat. Kerb buildouts provide an increased pedestrian orientated space along the footpath where cafes, restaurants or hotels can provide kerbside dining for their patrons.

As the kerb buildouts are public open space, the areas can also be used during special events such as kerbside stalls, public art or busking. Similar to the pedestrian crossing nodes, kerb buildouts also provide areas where people can meet by chance and chat for a while.

The 'Kerb Buildouts Concept Plan' (Appendix Three), provides an illustration of the typical layout for the buildouts, and provides pavement treatments, street furniture, street trees and planting beds that add to the vibrancy of the streetscape.

To maintain consistency throughout the streetscape, the material selection, colours and textures will also compliment the adjoining pedestrian pavements and build on the character of Longford.

Depending on the extent of the kerb buildouts, car park bays will be replaced with the provision of more pedestrian orientated open space within the streetscape. To counteract the loss of parking bays, businesses with ample space to the side or rear of their properties are encouraged to offer their patrons off-street parking.

As the concept plan is preliminary, detailed design is required to establish road pavements and kerb construction in accordance with AUSTROADS standards. Stormwater drainage treatments, street trees, planting beds, public lighting and interpretive signage also require detailed design to ensure the infrastructure achieves a safe asset for community use.

The 'Kerb Buildouts Concept Plan' (Appendix Three), provides a location plan for the installation of the buildouts.

9.3 INTERSECTION KERB EXTENSIONS

Intersection kerb extensions aim to reduce traffic speeds along Wellington Street and Marlbourough Street which provide a safer environment for pedestrians and other road users. By introducing intersection kerb extensions, the streetscape environment is also enhanced through planting beds offering form, colour and texture, increased open space for pedestrians, and the provision of interpretation nodes that tell the story of Longford.

The 'Intersection Kerb Extensions Concept Plan' (Appendix Four), provides an illustration of the typical layout for the intersection kerb extensions including typical side street threshold treatments.

The concept plan also illustrates pavement treatments, street furniture, street trees, planting beds and interpretation components that add to the vibrancy and experience of the streetscape.

Building on the character of Longford, pavements, materials, colours and textures will be selected to compliment the character, and the overall strategy to enhance the visual appeal of Longford's main street.

To increase the visual sight lines at main intersections, the kerb extensions will include the resumption of some car park bays, however, most intersections aready consist of yellow line markers that prevent vehicles parking too close to street corners. Furthermore, by incorporating more low vegetation to the planting beds, sightlines across the intersection will be improved due to the elimination of parking.

As the concept plan is preliminary, detailed design is required to establish road pavements and kerb construction in accordance with AUSTROADS standards. Stormwater drainage treatments, street trees, planting beds, public lighting and interpretive signage also require detailed design to ensure the infrastructure achieves a safe asset for community use.

9.4 ILLAWARRA ROAD ROUNDABOUT ENTRY STATEMENT

The Illawarra Road roundabout is the ideal location for creating an iconic entry statement that celebrates Longford. The creation of custom signage, ground plain patterns, sculptural art and low level planting provides a point of difference from other major town entries and in doing so, encourages visitors to turn in and explore Longford.

Design elements within the roundabout and in particular the traffic islands leading up to the roundabout must define the community, character and heritage of Longford. The aim is to illustrate to the visitor that Longford is a vibrant town well worth visiting.

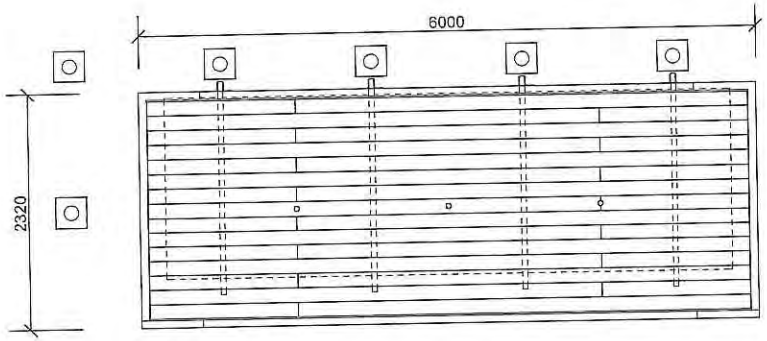
Specific elements that depict the charatcer of Longford includes heritage, sheep farming, crop growing, horse racing and motor racing. Textures and other elements should also be incorporated into the design that deters hooning and vandalism.

Appendix Five 'Illawarra Road Roundabout Concept Plan', provides an illustration for the landscape treatment of the roundabout.

As the concept plan is preliminary, detailed design is required to establish road pavements and kerb construction in accordance with AUSTROADS standards. Stormwater drainage treatments, street trees, planting beds, public lighting and interpretive signage also require detailed design to ensure the infrastructure achieves a safe asset for community use.

10.0 APPENDICES

10.1 APPENDIX 1 – PARKLET DETAILED DESIGN DRAWINGS



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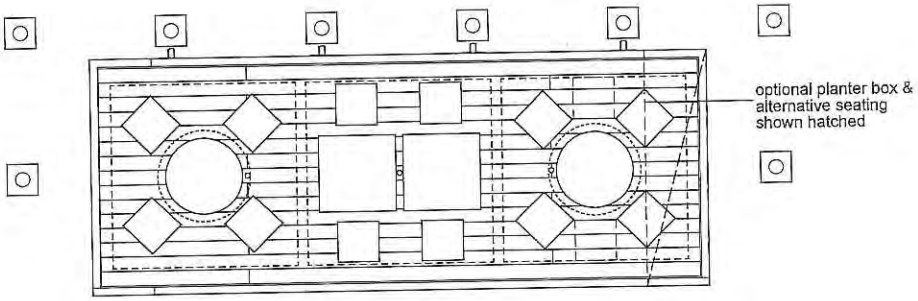

1A Basic Dining Layout 1
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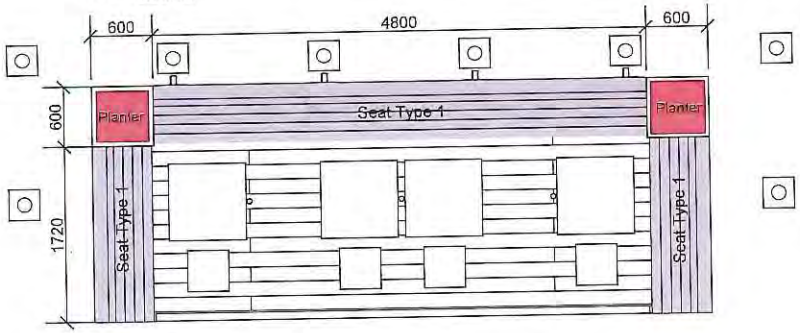

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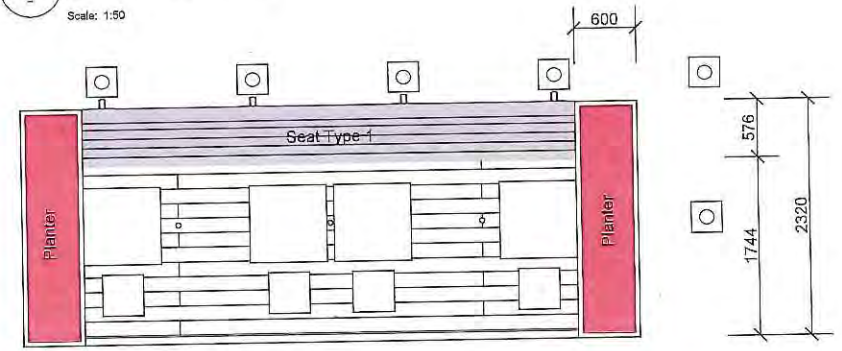

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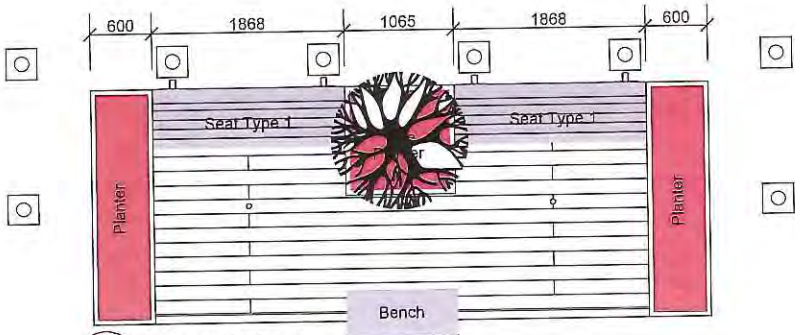

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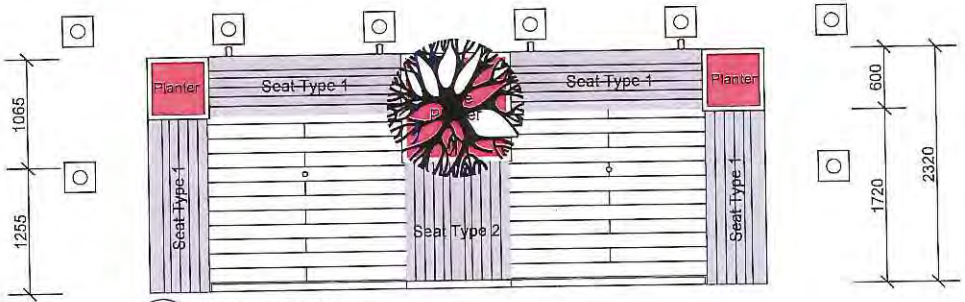

5 Seating Option 5
Scale: 1:50

ORIENTATION OF ROOM ELEVATIONS REFER INTERNAL ELEVATIONS

Level 1 • 57 George Street • Launceston 7250
Phone (03) 6331 8488 • Fax (03) 6334 3339

notes:

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- Any discrepancies shall be referred to the Architect.

Rev No.	Revision	Date

Project: Longford Urban Design Strategy
Parklets
Northern Midlands Council

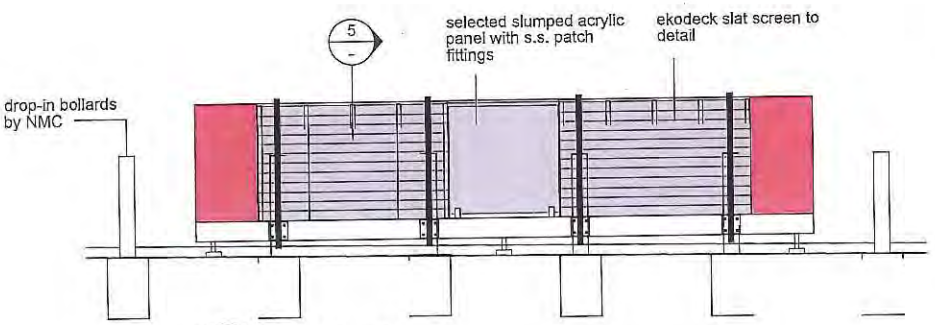
Title: Parklet Layouts

Scale	Date	Designed	Acc. No.
As Shown	Jan 2017	Tony	CC593 E

Project No.	Drawing No.	Issue No.
1605	WD01	

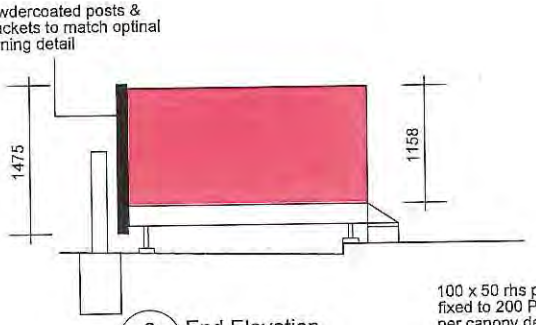
loop architecture

LANGE design landscape architecture



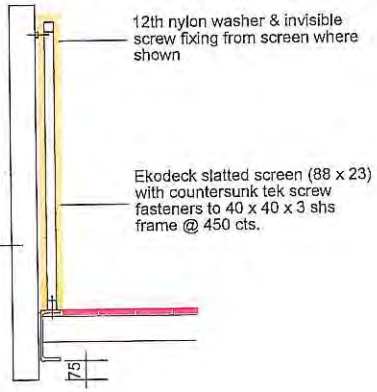
4 Road Elevation

Scale: 1:50



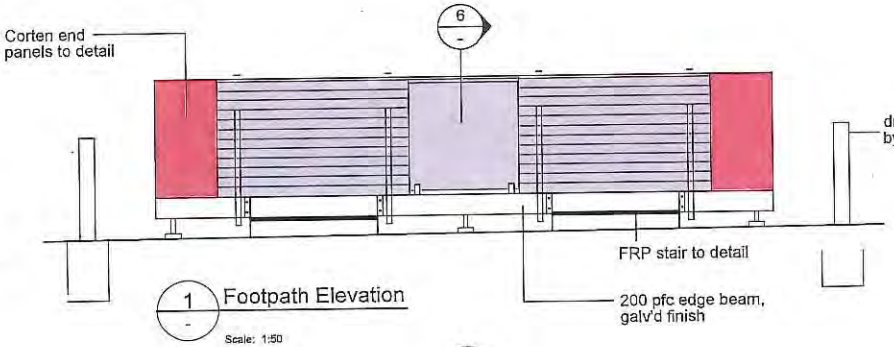
3 End Elevation

Scale: 1:50



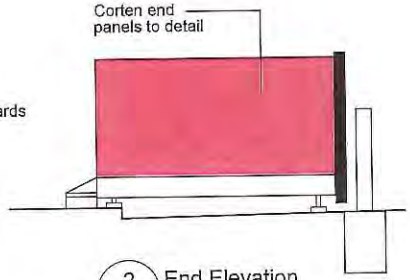
5 Slat Wall Detail

Scale: 1:20



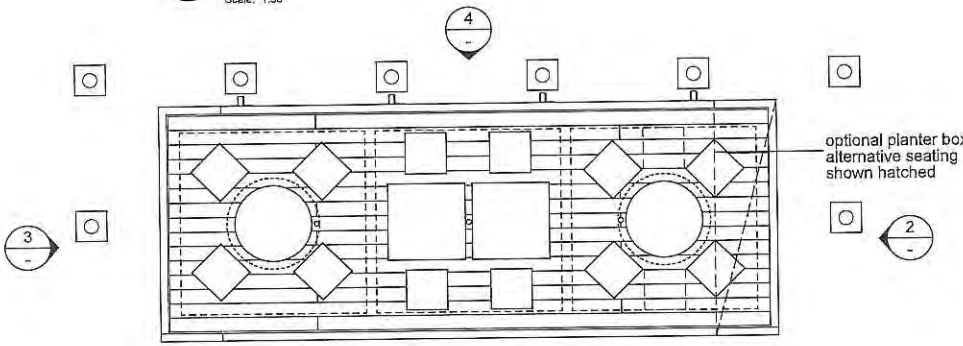
1 Footpath Elevation

Scale: 1:50



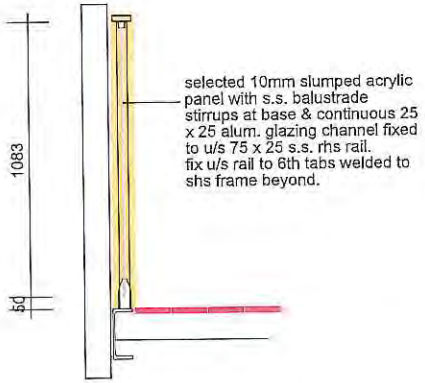
2 End Elevation

Scale: 1:50



1A Basic Dining Layout 1

Scale: 1:50



6 Acrylic Screen Detail

Scale: 1:20

1-249

ORIENTATION OF ROOM ELEVATIONS REFER INTERNAL ELEVATIONS

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Rev No.	Revision	Date

Project: Longford Urban Design Strategy

Parklets

Northern Midlands Council

Title: Parklet Elevations

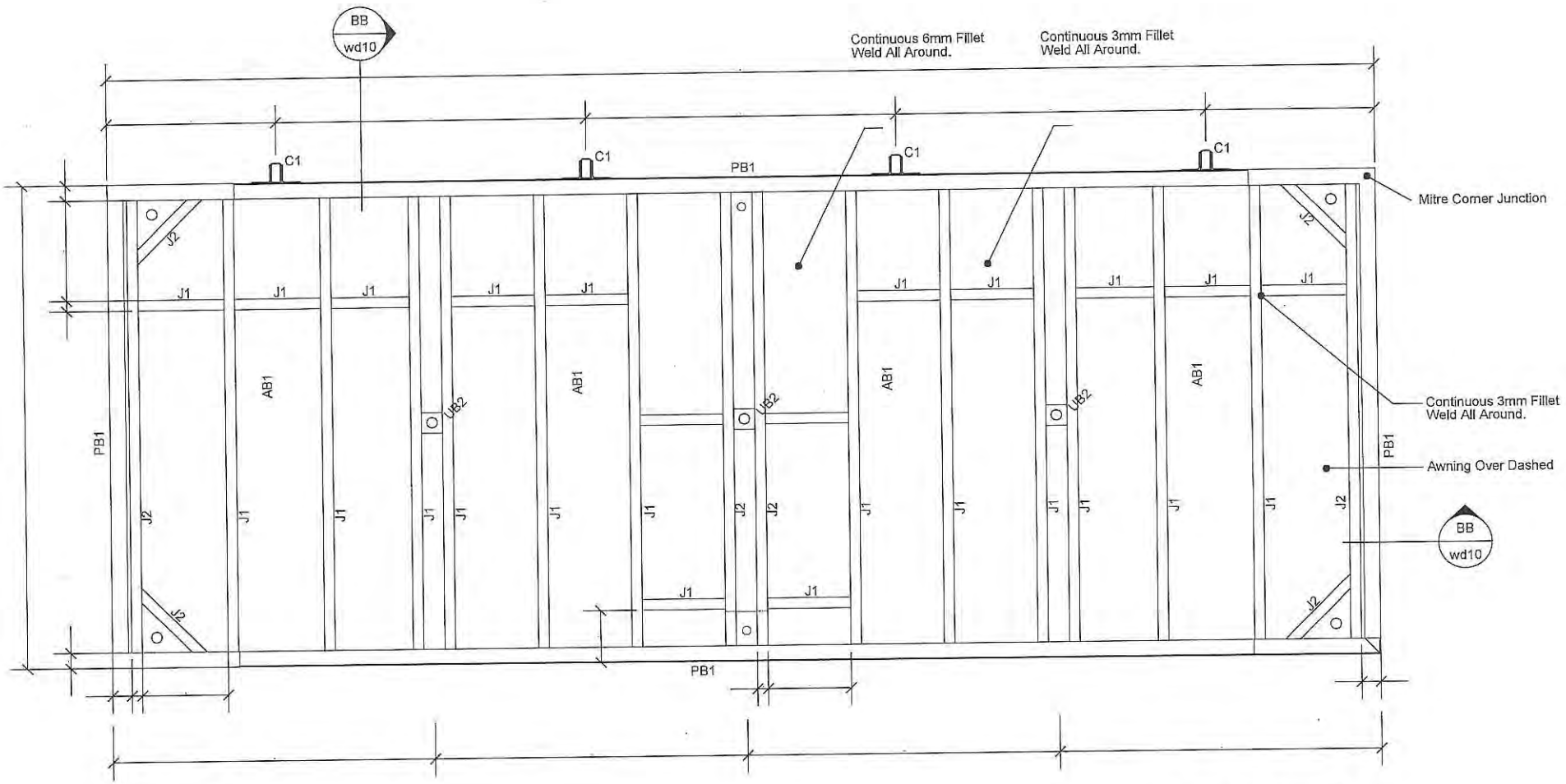
Scale	Date	Designed	Acc. No.
As Shown	Jan 2017	Tony	CC503 E

Project No.	Drawing No.	Issue No.
1605	WD02	

loop architecture

LANGE design landscape architecture

1-250



1 - PARKLET BASE FRAMING PLAN

Scale: 1:20

STRUCTURAL LEGEND

C1	100x50x5 RHS
PB1	200 PFC
J1	Joist 100x50x3 RHS
J2	Joist 100x50x5 RHS
AB1	Awning beam 100x50x5 RHS
UB2	6PL bridging plate for proprietary lock-in Umbrella Socket and Sleeve

ORIENTATION OF ROOM ELEVATIONS REFER INTERNAL ELEVATIONS

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Phone (03) 6331 8486 • Fax (03) 6334 3339

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Rev No.	Revision	Date

Project: Longford Urban Design Strategy
Parklets
Northern Midlands Council

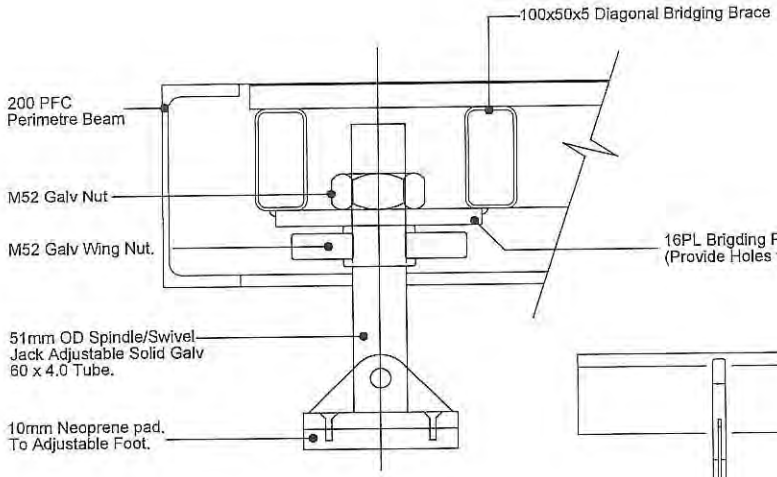
Title: Base Framing Plan

Scale	Date	Designed	Acc. No.
As Shown	Jan 2017	Tony	CC503 E

Project No.	Drawing No.	Issue No.
1605	WD03	

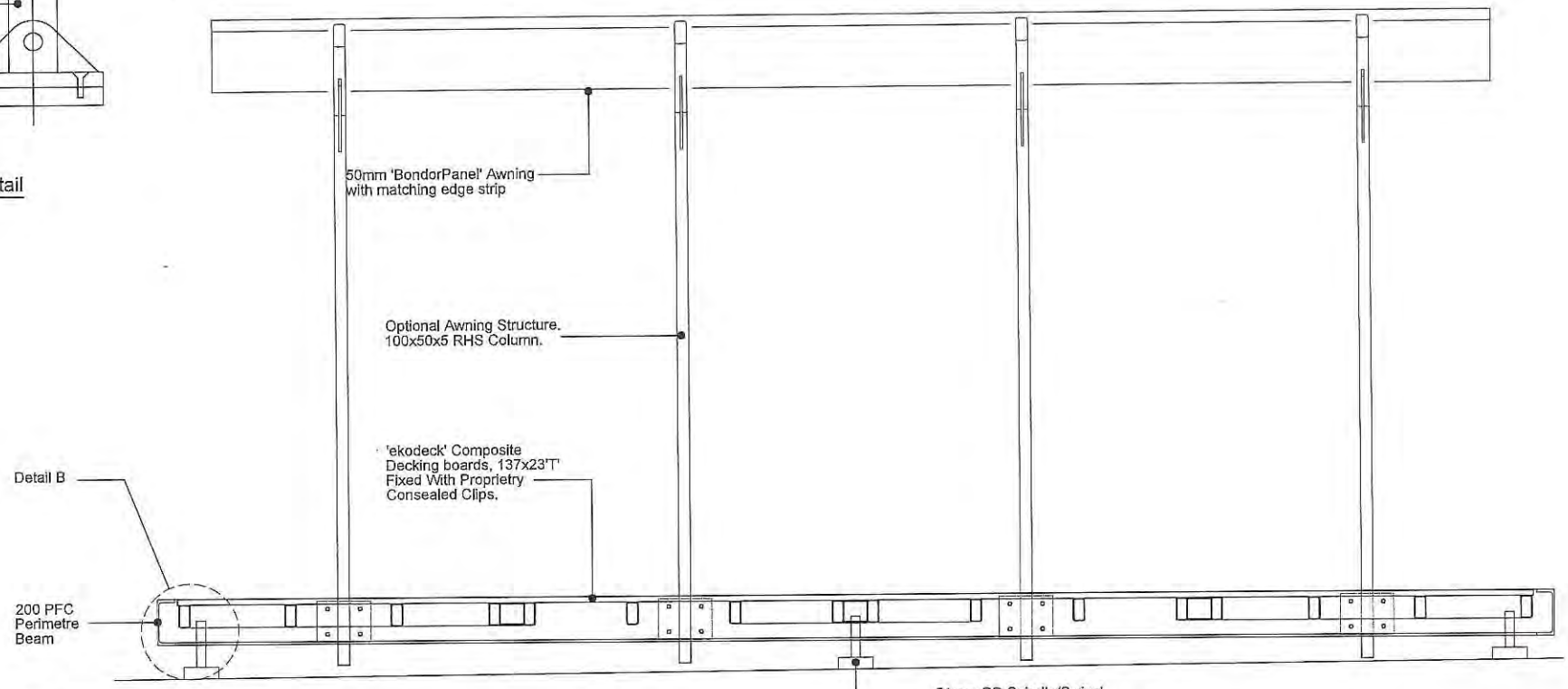
loop architecture

LANGE design landscape architecture



B Adjustable Foot Section Detail

Scale: 1:5



AA wd05 Parklet Framing Section

Scale: 1:20

1-251

1 2 3 4 ORIENTATION OF ROOM ELEVATIONS REFER INTERNAL ELEVATIONS

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Phone (03) 6331 6488 • Fax (03) 6334 3339

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Rev No.	Revision	Date

Project: Longford Urban Design Strategy

Parklets

Northern Midlands Council

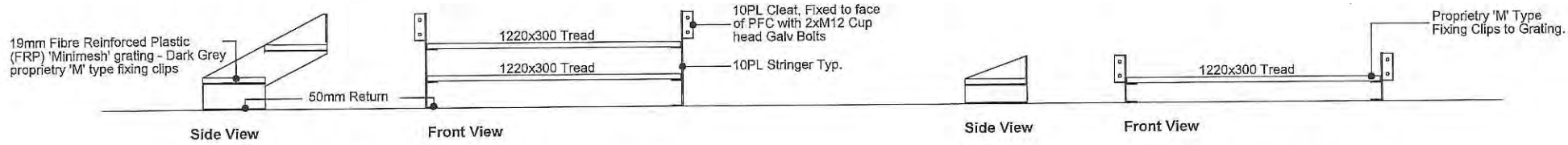
Title: Section AA

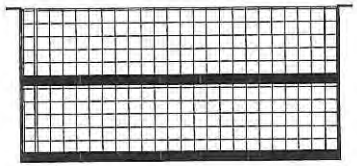
Scale	Date	Designed	Acc. No.
As Shown	Jan 2017	Tony	CC503 E

Project No.	Drawing No.	Issue No.
1605	WD04	

loop architecture

LANGE design landscape architecture



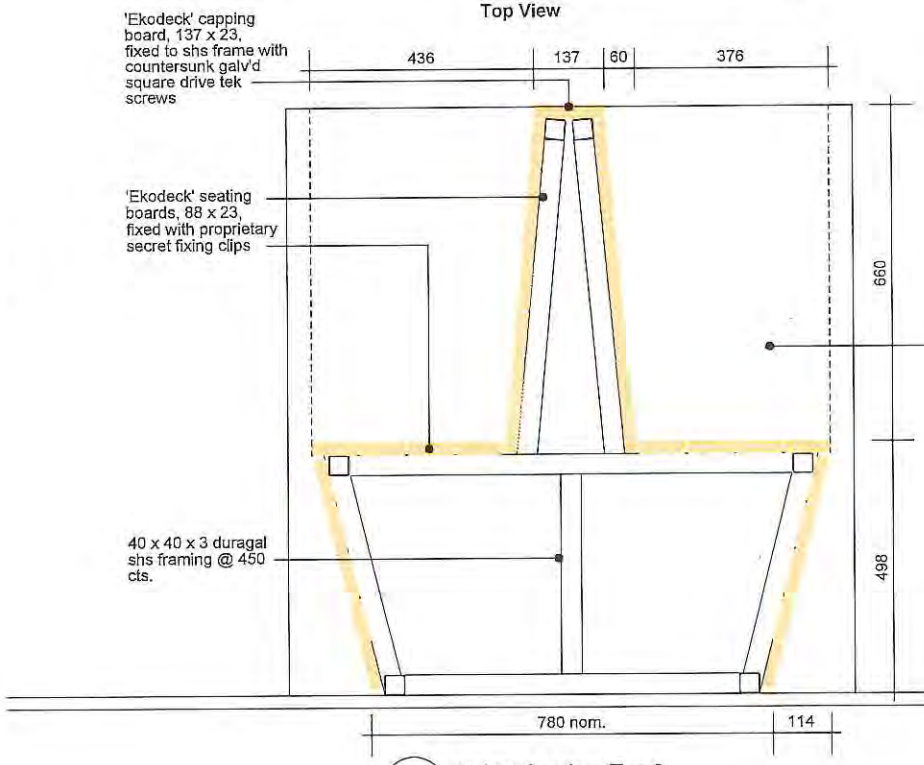


Top View

Top View

05 PARKLET STEP DETAIL

Scale: 1:20

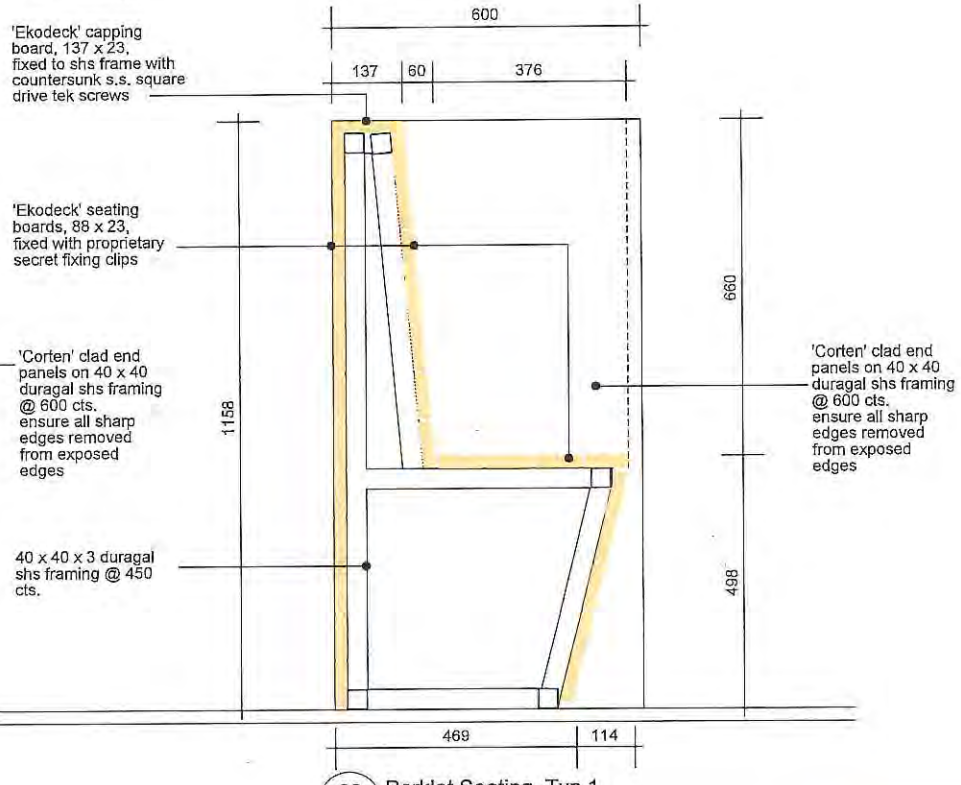


07 Parklet Seating. Typ 2

Scale: 1:20

06 PARKLET STEP DETAIL

Scale: 1:20



08 Parklet Seating. Typ 1

Scale: 1:20

1-252

ORIENTATION OF ROOM ELEVATIONS REFER INTERNAL ELEVATIONS

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Rev No.	Revision	Date

Project: Longford Urban Design Strategy

Parklets

Northern Midlands Council

Title: Seating / Step Details

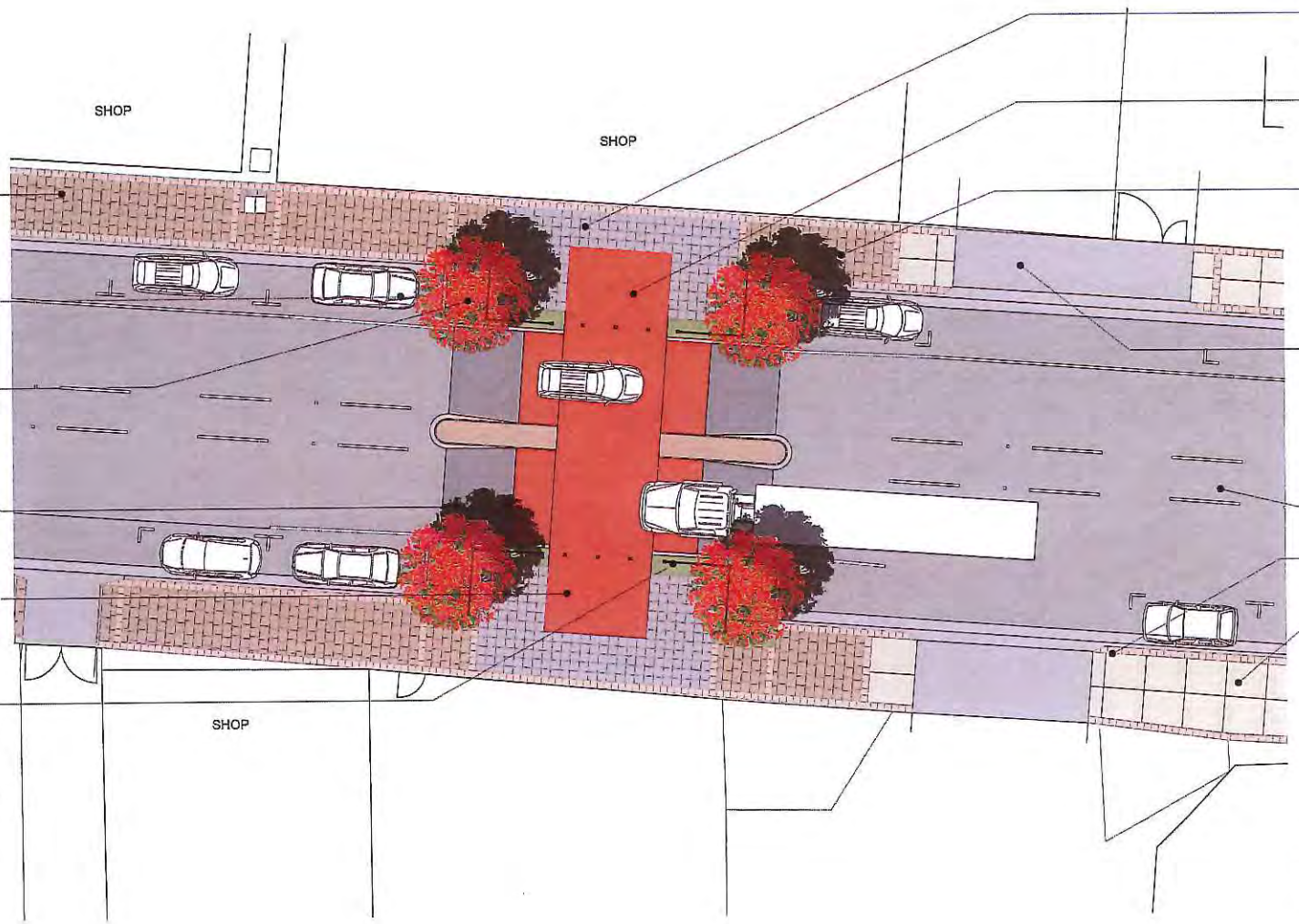
Scale	Date	Designed	Acc. No.
As Shown	Jan 2017	Tony	CC503 E

Project No.	Drawing No.	Issue No.
1605	WD05	

loop architecture

LANGE design landscape architecture

10.2 APPENDIX 2 – PEDESTRIAN CROSSING NODE CONCEPT PLAN

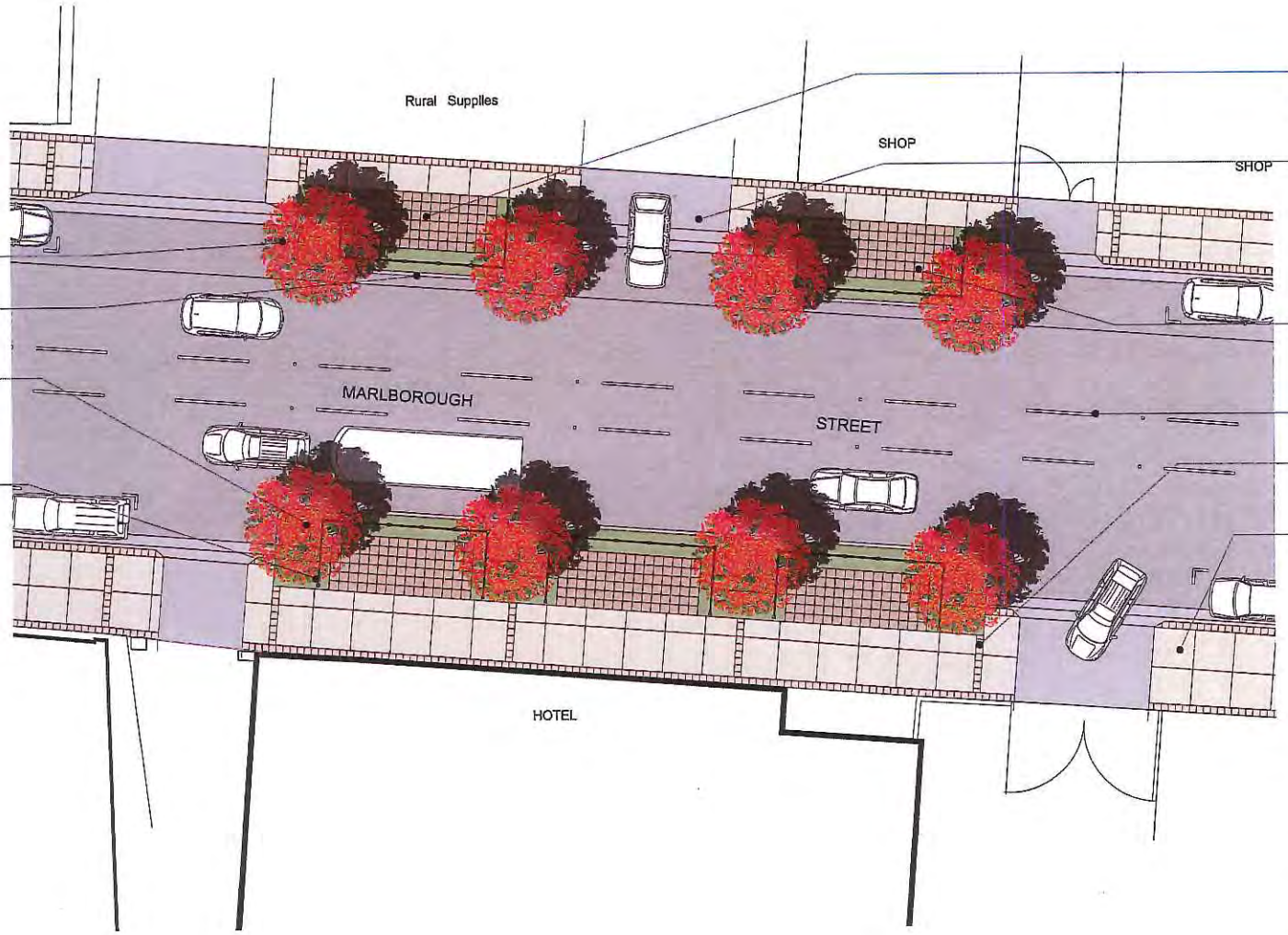


Location Plan

Pedestrian Crossing Node

LANGE Design | LOOP Architecture | 2017

10.3 APPENDIX 3 – MARLBOROUGH STREET KERB BUILDOUTS CONCEPT PLAN



Four parking bays removed to allow for new works.

Kerb buildouts retained within existing parking bay dimensions.

Eight signature trees within landscape gardens highlight the kerb buildouts and adds to the visual vibrancy of the streetscape.

Pedestrian barriers and bollards protect pedestrians within the kerb buildout zones as well as adding to the visual vibrancy of the streetscape.

Feature segmental pavement to signify the kerb buildout zone.

Charcoal coloured pavement to all driveway cross-overs to provide consistent visual identification for the pedestrian, as well as adding visual interest along the full length of the streetscape.

Kerb buildouts may feature fixed seating, drink fountain, litter bin and /or interpretive signage.

Existing line marked central median to be retained.

Coloured segmental paver banding and trim to highlight the body of the pavement.

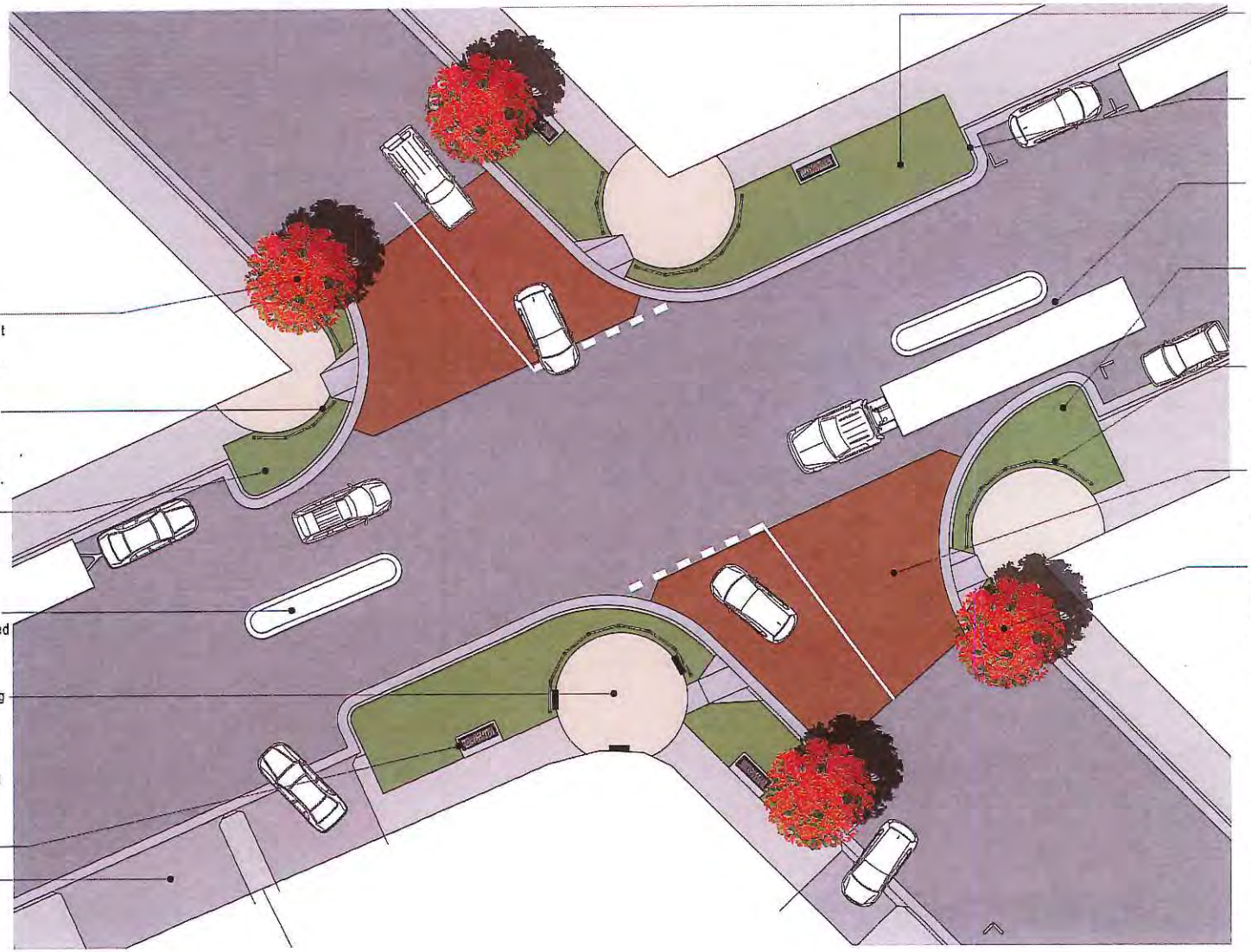
Exposed tan coloured light exposed concrete pavement with saw cut joins to provide interest.

Location Plan

Marlborough Street Kerb Buildouts Concept

LANGE Design | LOOP Architecture | 2017

10.4 APPENDIX 4 – INTERSECTION KERB EXTENSIONS CONCEPT PLAN



Two signature trees within landscape gardens highlight the kerb extensions and adds to the visual vibrancy of the streetscape.

Pedestrian barriers protect the users of the kerb extension areas as well as adding to the visual vibrancy of the streetscape.

Landscape gardens consisting of clipped hedges, flowering groundcovers and tussock plants.

Existing traffic island to be retained to encourage speed reduction through the intersection.

Interpretive node consisting of pedestrian barriers and coloured concrete circle to define the space and interpretive signage to provide historical facts and photographs of adjoining buildings.

Seating for rest stops.

Adjoining driveway

Stormwater pipe work under kerb extension to allow stormwater flows under new works.

Kerb extensions finish parallel with each other to provide formality to the streetscape.

Road widths retain the minimum standard road width of 3.7m, with most widths no less than 4m.

Landscape gardens consisting of clipped hedges, flowering groundcovers and tussock plants.

Pedestrian barriers protect the users of the kerb extension areas as well as adding to the visual vibrancy of the streetscape.

Side street thresholds with brick patterns stamped into existing asphalt pavement and finished with a terra-cotta coloured treatment.

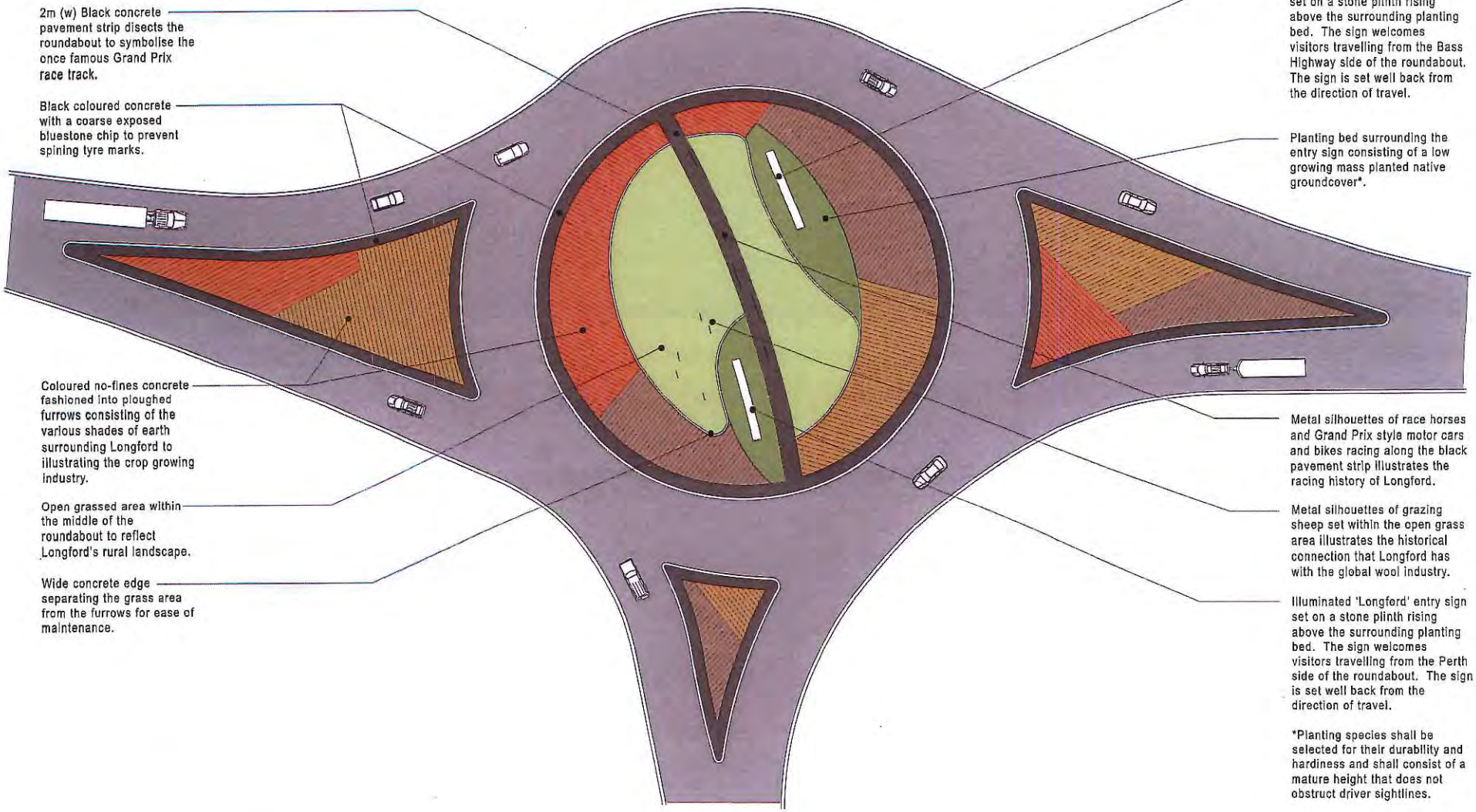
Two signature trees within landscape gardens highlight the kerb extensions and adding to the visual vibrancy of the streetscape.

Location Plan

Intersection Kerb Extensions

LANGE Design | LOOP Architecture | July 2017

10.5 APPENDIX 5 – ILLAWARRA ROAD ROUNDABOUT CONCEPT PLAN



2m (w) Black concrete pavement strip disects the roundabout to symbolise the once famous Grand Prix race track.

Black coloured concrete with a coarse exposed bluestone chip to prevent spining tyre marks.

Coloured no-fines concrete fashioned into ploughed furrows consisting of the various shades of earth surrounding Longford to illustrating the crop growing industry.

Open grassed area within the middle of the roundabout to reflect Longford's rural landscape.

Wide concrete edge separating the grass area from the furrows for ease of maintenance.

Illuminated 'Longford' entry sign set on a stone plinth rising above the surrounding planting bed. The sign welcomes visitors travelling from the Bass Highway side of the roundabout. The sign is set well back from the direction of travel.

Planting bed surrounding the entry sign consisting of a low growing mass planted native groundcover*.

Metal silhouettes of race horses and Grand Prix style motor cars and bikes racing along the black pavement strip illustrates the racing history of Longford.

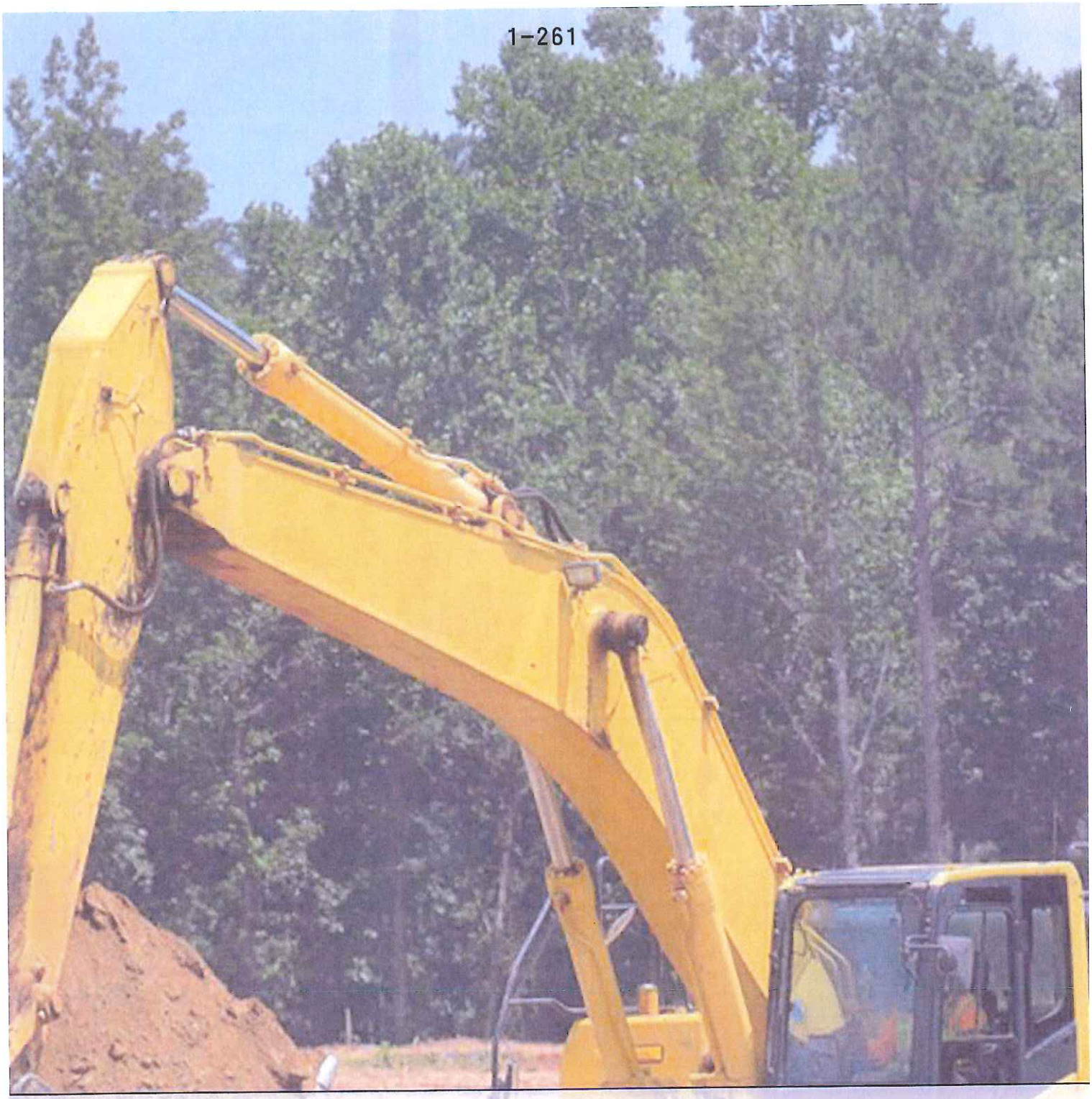
Metal silhouettes of grazing sheep set within the open grass area illustrates the historical connection that Longford has with the global wool industry.

Illuminated 'Longford' entry sign set on a stone plinth rising above the surrounding planting bed. The sign welcomes visitors travelling from the Perth side of the roundabout. The sign is set well back from the direction of travel.

*Planting species shall be selected for their durability and hardiness and shall consist of a mature height that does not obstruct driver sightlines.

Illawarra Road Roundabout Concept

LANGE Design | LOOP Architecture | July 2017



LONGFORD

Urban Design Strategy - Implementation Report

September 2017

CLIENT

Northern Midlands Council

13 Smith Street

Longford, Tasmania

CONSULTANTS

LANGE Design

Suite 8

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LOOP Architecture

Level 1

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Launceston Tasmania

TABLE OF CONTENTS

1 INTRODUCTION

Northern Midlands Council appointed LANGE Design and LOOP Architecture to produce an Urban Design Strategy for Longford's 'Main Street' and associated 'Guidelines' that drive the implementation of the eighteen activation projects contained within the strategy.

The implementation these project, Council must carry out the following aspects;

- Amend the Northern Midlands Planning Scheme.
- Develop a Longford Signage Manual.
- Include projects within the capital works program over a 10 year period.
- Coordinate with the Longford Development and Expansion Strategy.

This report identifies the costings and priorities associated with each project, including the detailed components that make up each project.

The 'Activation Projects' section of this report briefly identifies each of the eighteen activation projects and their associated action steps as set out in the Longford Urban Design Strategy. Each activation project will consist of a breakdown of the major works and their estimate of probable costs to provide a clear indication of the scope and value of each project.

It must be understood that the costings shown within this report are estimated costs as at September 2017, and will require continual up-dating each financial year to ensure each project and the associated components are achievable within the yearly capital works program.

The 'Project Implementation' section of this report provides a suite of options for rolling-out either an activation project in its full scope, or by programing works that fall across all activation projects such as signage, furniture or pavements.

2 ACTIVATION PROJECTS

2.1 ILLAWARRA ROAD ROUNDABOUT

OBJECTIVE: Provide an entry statement within the roundabout that welcomes visitors to Longford with a design that defines the community, character and heritage of Longford.

ACTION STEPS:

1. Prohibit or reduce semi-trailer parking on both sides of Illawarra Road on the western approach to the roundabout.

2. Prepare concept and constructions drawings for Longford's northern entry statement within the roundabout and adjoining traffic islands in accordance with Austroads and State Growth design parameters.

ESTIMATE OF PROBABLE COSTS:

DESCRIPTION	QTY	UNIT	RATE	AMOUNT
Removal of existing vegetation	1,300	m2	$10.00	$13,000.00
Removal of traffic island pavement	710	m2	$30.00	$21,300.00
Stone wall plinth	22	Fm	$300.00	$6,600.00
Charcoal concrete pavement	90	m2	$100.00	$9,000.00
Painted no-fines concrete furrows	750	m2	$95.00	$71,250.00
200mm (w) Concrete edge	108	Lm	$45.00	$4,860.00
Rock on no-fines concrete	400	m2	$50.00	$20,000.00
Metal silhouettes	1	item	$8,000.00	$8,000.00
Metal entry statement	2	item	$3,000.00	$6,000.00
Lighting to silhouettes and signs	1	item	$7,000.00	$7,000.00
Planting Beds	220	m2	$55.00	$12,100.00
Grass seeding	960	m2	$10.00	$9,600.00
			Total	$ 186,010.00

2.2 TANNERY ROAD SOUTH - ROUNDABOUT TO RAILWAY CROSSING

OBJECTIVE: Reduce the 'Industrial' interface along the western side of Tannery Road South and provide colour and greenery to reduce the visual impact of the adjoining industrial premises.

ACTION STEPS:

1. Prepare landscape drawings for tree and roadside planting works and continue the 'Post and Rail' fence element as a key feature of this section of road.
2. Demolish 'Longford 1814' entry wall and relocate elsewhere.
3. Amend the planning scheme to restrict future development of large scale industrial operations requiring heavy and frequent semi-trailer traffic.

ESTIMATE OF PROBABLE COSTS:

DESCRIPTION	QTY	UNIT	RATE	AMOUNT
Discover Longford pathway	540	m2	$120.00	$64,800.00
Precast concrete post and rail fence	500	m2	$150.00	$75,000.00
Planting & mulch to existing garden beds	300	m2	$45.00	$13,500.00
Screen tree planting	1	m2	$1,500.00	$1,500.00
Interpretation signage	1	item	$800.00	$800.00
Directional signage	1	item	$1,500.00	$1,500.00
			Total	$157,100.00

2.3 TANNERY ROAD SOUTH - RAILWAY CROSSING TO UNION STREET

OBJECTIVE: Extend the welcoming journey experience from Longford's entry statement into Wellington Street with a streetscape design that continues to reinforce the character and heritage of Longford.

ACTION STEPS:

1. Amend the planning scheme to re-zone the remaining residential allotments on the western side of Tannery Road South to industrial allotments.

2. Provide incentives for commercial premises to provide feature trees and low level planting along their street frontage where possible to add interest to the streetscape.

3. Enforce the minimum driveway threshold requirements to reduce the spread of vehicle traffic traversing over pedestrian pathways and to increase kerbside low level planting.

4. Prepare streetscape drawings for revitalisation works in accordance with State Growth and other major service provider design parameters.

ESTIMATE OF PROBABLE COSTS:

DESCRIPTION	QTY	UNIT	RATE	AMOUNT
Plain concrete pavement	400	m2	$90.00	$36,000.00
Pedestrian crossing node	1	item	$67,500.00	$67,500.00
Kerb extension to intersection	1	item	$87,750.00	$87,750.00
Planting beds	400	m2	$70.00	$28,000.00
Interpretation signage	1	item	$800.00	$800.00
Directional signage	1	item	$1,500.00	$1,500.00
			Total	$221,550.00

2.4 WELLINGTON STREET - UNION STREET TO SMITH STREET

OBJECTIVES: To enhance the visual amenity of the streetscape and slow down traffic.

ACTION STEPS:

1. Enforce the minimum driveway threshold requirements to reduce the spread of vehicle traffic traversing over pedestrian pathways and to increase kerbside low level planting.

2. Prepare streetscape drawings for revitalisation works in accordance with State Growth and other major service provider design parameters.

ESTIMATE OF PROBABLE COSTS:

DESCRIPTION	QTY	UNIT	RATE	AMOUNT
Plain concrete pavement	1,000	m2	$90.00	$90,000.00
Pedestrian crossing node	1	item	$67,500.00	$67,500.00
Kerb extension to intersection	1	item	$87,750.00	$87,750.00
Planting beds	250	m2	$70.00	$17,500.00
Interpretation signage	1	item	$800.00	$800.00
Directional signage	1	item	$1,500.00	$1,500.00
			Total	$265,050.00

2.5 WELLINGTON STREET - SMITH STREET TO ARCHER STREET

OBJECTIVES: To enhance the visual amenity of the streetscape, slow down traffic and showcase the history of Longford.

ACTION STEPS:

1. Prepare streetscape drawings for revitalisation works in accordance with State Growth and other major service provider design parameters.

ESTIMATE OF PROBABLE COSTS:

DESCRIPTION	QTY	UNIT	RATE	AMOUNT
Plain concrete pavement	480	m2	$90.00	$43,200.00
Pedestrian crossing node	1	item	$67,500.00	$67,500.00
Kerb extension to intersection	1	item	$87,750.00	$87,750.00
Planting beds	200	m2	$70.00	$14,000.00
Interpretation signage	1	item	$800.00	$800.00
Directional signage	1	item	$1,500.00	$1,500.00
			Total	$213,250.00

2.6 WELLINGTON STREET - ARCHER STREET TO LYTTLETON STREET

OBJECTIVES: To enhance the visual amenity of the streetscape, slow down traffic and encourage visitors to stop, park and explore Longford on foot.

ACTION STEPS:

1. Consolidate directional signage at the corner of Wellington and Archer Streets.
2. Prepare streetscape drawings for revitalisation works in accordance with State Growth and other major service provider design parameters.
3. Remove a portion of Hawthorne hedge along the Christ Church boundary to open up the accessibility and visual open space between the Village Green and the grounds surrounding Christ Church.

ESTIMATE OF PROBABLE COSTS:

DESCRIPTION	QTY	UNIT	RATE	AMOUNT
Plain concrete pavement	250	m2	$90.00	$22,500.00
Pedestrian crossing node	1	item	$67,500.00	$67,500.00
Interpretation signage	1	item	$2,200.00	$2,200.00
Directional signage	1	item	$3,000.00	$3,000.00
			Total	$95,200.00

2.7 WELLINGTON STREET - LYTTLETON STREET TO WILLIAM STREET

OBJECTIVES: To enhance the visual amenity of the streetscape, inspire new business opportunities and encourage visitors to stop, park and explore Longford on foot.

ACTION STEPS:

1. Prepare streetscape drawings for revitalisation works in accordance with State Growth and other major service provider design parameters.

2. Remove Hawthorne hedge along the Christ Church boundary to open up the accessibility and visual open space between the Village Green and the grounds surrounding Christ Church.

3. Preserve the quantity and dominance of heritage buildings.

4. Amend the planning scheme to encourage infill development behind the historic street front with the intent of providing high density living opportunities.

ESTIMATE OF PROBABLE COSTS:

DESCRIPTION	QTY	UNIT	RATE	AMOUNT
Plain concrete pavement	420	m2	$90.00	$37,800.00
Concrete unit pavement	250	m2	$120.00	$30,000.00
Remove portion of hedge fronting Christ Church	100	lm	$85.00	$8,500.00
Interpretation signage	1	item	$3,300.00	$3,300.00
Directional signage	1	item	$1,500.00	$1,500.00
			Total	$81,100.00

2.8 HERITAGE CORNER

OBJECTIVES: To enhance the visitor experience around Heritage Corner and increase pedestrian and driver safety at the intersection of Marlborough, Wellington and William Streets.

ACTION STEPS:

1. Prepare streetscape drawings that raise the road pavement and provide contrasting thresholds to highlight the pedestrian and driver interface and encourage slow traffic speeds through the intersection in accordance with State Growth and other major service provider design parameters.

ESTIMATE OF PROBABLE COSTS:

DESCRIPTION	QTY	UNIT	RATE	AMOUNT
Concrete unit pavement	750	m2	$120.00	$90,000.00
Raised roadway to intersection	1,750	m2	$35.00	$61,250.00
Interpretation signage	1	item	$5,500.00	$5,500.00
Directional signage	1	item	$2,500.00	$2,500.00
			Total	$159,250.00

2.9 MARLBOROUGH STREET - HERITAGE CORNER TO HIGH STREET

OBJECTIVES: To enhance the visitor experience along the shopping precinct and increase pedestrian and driver safety along Marlborough Street.

ACTION STEPS:

1. Prepare streetscape drawings for revitalisation works in accordance with State Growth and other major service provider design parameters.

2. Preserve the quantity and dominance of heritage buildings and provide incentives for property owners to enhance building facades.

3. Amend the planning scheme to encourage infill development behind the street front buildings, with the intent of providing high density living opportunities and off-street car parking areas.

ESTIMATE OF PROBABLE COSTS:

DESCRIPTION	QTY	UNIT	RATE	AMOUNT
Concrete unit pavement	350	m2	$120.00	$42,500.00
Coloured concrete pavement	950	m2	$150.00	$142,500.00
Pedestrian crossing node	2	item	$67,500.00	$135,000.00
Kerb buildouts	1	item	$65,000.00	$65,000.00
Interpretation signage	1	item	$5,500.00	$5,500.00
Directional signage	1	item	$3,500.00	$3,500.00
			Total	$394,000.00

2.10 MARLBOROUGH STREET AND HIGH STREET INTERSECTION

OBJECTIVES: To create an entry statement at the southern entry of Longford's Town Centre and increase pedestrian and driver safety at this intersection by slowing down traffic.

ACTION STEPS:

1. Prepare streetscape drawings with kerb extensions and central traffic islands to highlighting the pedestrian and driver interface in accordance with State Growth and other major service provider design parameters.

2. Provide incentives for property owners to reinstate original facades of heritage listed buildings to add to the historical value of Longford's culture.

ESTIMATE OF PROBABLE COSTS:

DESCRIPTION	QTY	UNIT	RATE	AMOUNT
Kerb extension to intersection	1	item	$87,750.00	$87,750.00
Interpretation signage	1	item	$800.00	$800.00
Directional signage	1	item	$1,500.00	$1,500.00
			Total	$90,050.00

2.11 VILLAGE GREEN

OBJECTIVES: To enhance the visual amenity of the Village Green and bring order to the layout and functionality to the park.

ACTION STEPS:

1. Prepare a master plan and construction drawings to provide order to the current uses within the park and strengthen the connections with adjoining streetscapes and open spaces.

2. Consolidate driver orientated directional signage within the park at the corner of Wellington and Archer Streets.

ESTIMATE OF PROBABLE COSTS:

DESCRIPTION	QTY	UNIT	RATE	AMOUNT
Discover Longford pathway	340	m2	$120.00	$40,800.00
Tom Robert's Outdoor Gallery	1	item	$15,000.00	$15,000.00
Advanced shade trees	1	item	$6,000.00	$6,000.00
Planting beds	100	m2	$70.00	$7,000.00
Interpretation signage	1	item	$3,600.00	$3,600.00
Directional signage	1	item	$5,500.00	$5,500.00
			Total	$77,900.00

2.12 ST GEORGE SQUARE

OBJECTIVES: To enhance the visual amenity of St Georges Square and retain the existing activities and built forms.

ACTION STEPS:

1. Create an avenue of single species ornamental trees to one side of the path as a visual and physical marker along the 'Discover Longford' walking network from the Town Centre, to the river and back along Tannery Road South from Mill Dam Reserve.

ESTIMATE OF PROBABLE COSTS:

DESCRIPTION	QTY	UNIT	RATE	AMOUNT
Shade trees	1	item	$6,000.00	$6,000.00
Interpretation signage	1	item	$1,600.00	$1,600.00
Directional signage	1	item	$1,200.00	$1,200.00
			Total	$8,800.00

2.13 STOKES PARK

OBJECTIVES: Connect adjoining open spaces, provide an elevated viewing platform over the landscape and to create an educational simulated road system.

ACTION STEPS:

1. Prepare a master plan and construction drawings to provide a simple park that meets the objectives and provides a link with adjoining open spaces.

ESTIMATE OF PROBABLE COSTS:

DESCRIPTION	QTY	UNIT	RATE	AMOUNT
Allocation of funds for park development	1	item	$300,000.00	$300,000.00
Elevated viewing deck	1	item	$150,000.00	$150,000.00
Plain concrete pavement	405	m2	$90.00	$36,450.00
			Total	$486,450.00

2.14 CARIN'S PARK

OBJECTIVES: Enhance the visual appearance, picnicking and accessibility within the park.

ACTION STEPS:

1. Prepare a master plan and construction drawings to provide low planting buffers, picnicking opportunities and access for all pathway connections.

ESTIMATE OF PROBABLE COSTS:

DESCRIPTION	QTY	UNIT	RATE	AMOUNT
Loop road and formalised parking adjoining boat ramp	1	item	$100,000.00	$100,000.00
Plain concrete pavement	150	m2	$90.00	$13,500.00
Picnic shelter and furniture	1	item	$15,000.00	$15,000.00
Interpretation signage	1	item	$1,200.00	$1,200.00
Directional signage	1	item	$1,500.00	$1,500.00
			Total	$131,200.00

2.15 RIVERSIDE PARK (Carins Park to Mill Dam Reserve)

OBJECTIVES: Enhance the visual amenity and usability of the existing parkland and dog off-leash exercise area and strengthen the 'Discover Longford' pathway loop.

ACTION STEPS:

1. Prepare a master plan and construction drawings to provide a parkland that meets the objectives and provides a strong link with the adjoining open spaces.

ESTIMATE OF PROBABLE COSTS:

DESCRIPTION	QTY	UNIT	RATE	AMOUNT
Discover Longford pathway	1,200	m2	$150.00	$180,000.00
Earthworks for railway crossing	80	m3	$100.00	$8,000.00
Pedestrian railway crossing	1	Item	$8,000.00	$8,000.00
Destination dog exercise area	1	Item	$50,000.00	$50,000.00
Old railway column elements	1	item	$10,000.00	$10,000.00
Interpretation signage	1	item	$1,200.00	$1,200.00
Directional signage	1	item	$1,500.00	$1,500.00
River bank stabilisation	1	Item	$50,000.00	$50,000.00
River bank revegetation	1	item	$20,000.00	$20,000.00
			Total	$ 328,700.00

2.16 MILL DAM RESERVE

OBJECTIVE: Upgrade picnicking facilities and provide a strong and consistent connection between Mill Dam Reserve, Tannery Road South and the Town Centre and restore endemic plant communities and stabilise the riverbank.

ACTION STEPS:

1. Prepare a master plan and resulting construction drawings, in conjunction with stakeholders, which achieves the objectives and provides consistency in design throughout Longford's public open space network.

ESTIMATE OF PROBABLE COSTS:

DESCRIPTION	QTY	UNIT	RATE	AMOUNT
Discover Longford pathway	1,400	m2	$150.00	$210,000.00
Earthworks for public amenities	60	m3	$100.00	$6,000.00
Public amenities	1	Item	$50,000.00	$50,000.00
Upgrade furniture suite	1	Item	$25,000.00	$25,000.00
Interpretation signage	1	item	$5,500.00	$5,500.00
Directional signage	1	item	$2,500.00	$2,500.00
River bank stabilisation	1	Item	$70,000.00	$70,000.00
Revegetation	1	item	$60,000.00	$60,000.00
			Total	$ 429,000.00

2.17 MILL DAM RESERVE TO TANNERY ROAD SOUTH

OBJECTIVE: Upgrade picnicking facilities and provide a strong and consistent connection between Mill Dam Reserve, Tannery Road South and the Town Centre and restore endemic plant communities and stabilise the riverbank.

ACTION STEPS:

1. Prepare a master plan and resulting construction drawings, in conjunction with stakeholders which achieves the objectives and provides consistency in design throughout Longford's public open space network.

ESTIMATE OF PROBABLE COSTS:

DESCRIPTION	QTY	UNIT	RATE	AMOUNT
Discover Longford pathway	1,500	m2	$125.00	$225,000.00
Earthworks for ramp access to levee	80	m3	$100.00	$8,000.00
Interpretation signage	1	item	$5,500.00	$5,500.00
Directional signage	1	item	$2,500.00	$2,500.00
			Total	$ 241,000.00

2.18 FLOOD LEVEE

OBJECTIVES: To utilise the existing levee as a pathway link and to add colour and interest along the Illawarra Road side of the levee with low level planting patterns.

ACTION STEPS:

1. Prepare a master plan and construction drawings to provide a pedestrian only pathway along the top of the levee with access ramps at the railway line and Union Street crossing points.

ESTIMATE OF PROBABLE COSTS:

DESCRIPTION	QTY	UNIT	RATE	AMOUNT
Plain concrete pavement	750	m2	$90.00	$67,500.00
Earthworks for ramp access to levee	160	m3	$100.00	$16,000.00
Pedestrian railway crossing	1	item	$8,000.00	$8,000.00
Furniture and decking	1	Item	$20,000.00	$20,000.00
Interpretation signage	1	item	$5,500.00	$5,500.00
Directional signage	1	item	$2,500.00	$2,500.00
			Total	$ 119,500.00

3 PROJECT IMPLEMENTATION

The combined probable cost estimate for all 18 activation projects amounts to **$3,685,110.00**. This figure averaged over a 10 year period amounts to $368,511.00 per annum, or $245,674.00 per annum over 15 years.

The table below provides a breakdown of smaller projects that form the components of all 18 activation projects. Each smaller project can be broken down further where required, to provide quick installations such as pedestrian crossing nodes, pathways, pavements, kerb extensions, signage, and plantings.

DESCRIPTION	AMOUNT
Illawarra Road roundabout	$181,010.00
Directional signage	$44,600.00
Interpretation signage	$35,200.00
Remove portion of Christ Church hedge	$8,500.00
Raised road to Heritage Corner	$61,250.00
Pedestrian crossing node (x6)	$405,000.00
Kerb buildouts to Marlborough Street	$65,000.00
Kerb extensions to intersections (x5)	$438,750.00
Planting and Tom Roberts outdoor gallery at Village Green	$28,000.00
Planting along Tannery Road and Marlborough Street	$74,500.00
Post and rail fence (precast concrete)	$75,000.00
Plain concrete pavement to Tannery Rd & Wellington Street	$228,500.00
Coloured concrete pavement to Marlborough Street	$142,500.00
Precast concrete pavement to Marlborough Street	$162,500.00
'Discover Longford' concrete loop walk	$605,100.00
Stokes Park parkland development	$300,000.00
Formalised turn-around and parking to boat ramp area	$200,000.00
Carins Park picnic shelter and connection path	$28,500.00
Destination dog exercise park	$50,000.00
Pedestrian crossing and earthworks over railway near bridge	$60,000.00
Replication of the historical railway bridge columns	$10,000.00
Public amenities and associated earthworks for Mill Dam Reserve	$85,000.00
Replacement of furniture to Mill Dam Reserve	$15,000.00
Levee pathway and access ramps	$231,000.00
Viewing platform and access path	$186,450.00
Riverbank stabilisation	$140,000.00
Revegetation along river bank and Mill Dam Reserve	$120,000.00
Total	**$3,944,910.00**

END OF REPORT