



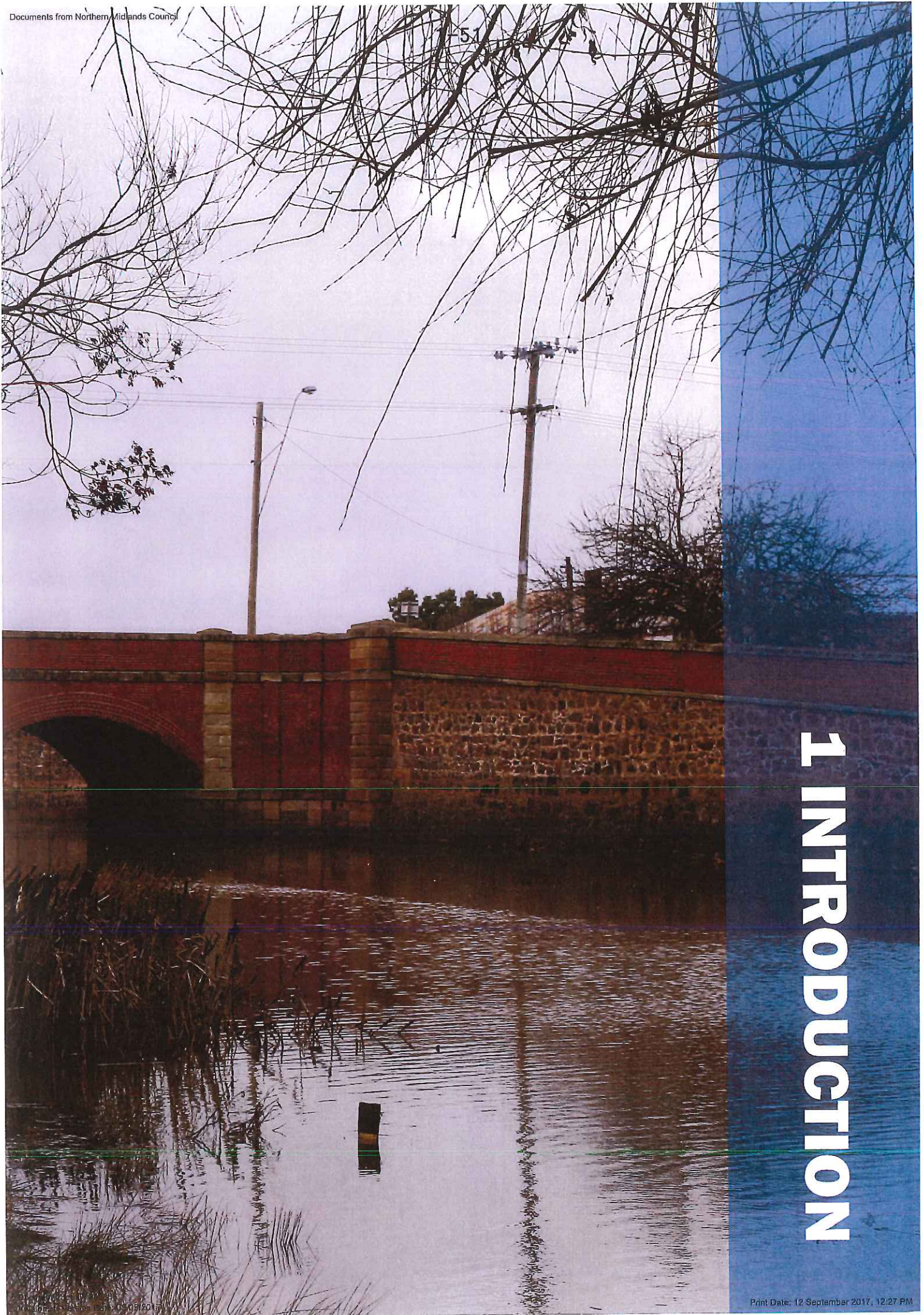
CAMPBELL TOWN

URBAN DESIGN AND TRAFFIC MANAGEMENT STRATEGY

MAY 2017

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1 INTRODUCTION

1 INTRODUCTION

1.1 OVERVIEW

Campbell Town is a key township located centrally in the Midlands district, approximately 68 km south of Launceston and 134 km north of Hobart (refer to Figure 1). The Midland Highway passes through the town centre in a north-south direction, forming the main road known as High Street. Campbell Town has become a popular stop off destination for travellers, given its central location between Launceston and Hobart.

Campbell Town has a rich colonial history, exhibiting many well preserved historic buildings. Founded in 1821, Campbell Town was established as an important pastoral centre. Historic buildings and structures, such as the Red Bridge constructed in 1838, provide historic reference to the town's colonial roots. Located within the Northern Midlands local government area, Campbell Town and the surrounding area represents an important agricultural and rural district.

The town contains a range of businesses, community, health and education services that support its population and surrounding agricultural hinterland. The centre also features a variety of retail and recreational facilities, catering to passing travellers, including antique and specialty shops, cafes, parks, retail shops and services.

Self-guided walks are also on offer, in particular the Convict Brick Trail along High Street, which reveals the convict history that is intertwined with the historic colonial architecture evident throughout the town.

The annual Campbell Town agricultural show is one of the original shows of its kind in Australia having run continuously since 1838.

These features and events showcase not only Campbell Town, but the wider region. There is potential to build upon the existing assets within Campbell Town and capitalise upon its position on the Highway to promote further tourism and growth.

While Campbell Town exhibits a unique character and many strengths, over the past two decades, the town's population has been in decline.

The recent development of the Midlands irrigation scheme has the potential to create opportunities to provide additional services and processing for the agricultural sector which may lead to a greater demand for housing.

GHD have been engaged by the Northern Midlands Council to prepare a robust Urban Design and Traffic Management Strategy, designed to identify and recommend improvements to the town centre and public realm, and address traffic and parking issues, to foster a thriving and vibrant centre.

The following strategy has been prepared for a study area comprising the town centre fronting High Street (Midland Highway), along with key open space assets including Bicentennial Park, Harold Gatty Memorial, War Memorial Park, Valentine Park, King Street Oval, Lions Park, Blackburn Park and Wardlaw Park.

1.2 AIMS

This report prepared by GHD aims to identify practical urban and landscaping design measures to improve the centre of Campbell Town. This includes overall amenity, urban design, landscape and streetscape improvements, as well as, traffic and parking management initiatives.

The urban design strategy and traffic management plan presented in this report, is intended to achieve the following objectives:

- Review and respond to the existing conditions, opportunities and constraints for the study area;
- Promote an attractive and vibrant centre with a high level of amenity, capitalising upon the rich built heritage, existing features and assets within the centre;
- Through the traffic management strategy and proposed development works, improve overall levels of accessibility, particularly cycle and pedestrian connections to and from the town centre;
- Reinforce and enhance the overall function, safety and accessibility of the town centre and major public open space assets, through streetscape and other improvements; and
- Reinforce and enhance nominated sites including the Harold Gatty Memorial, Bicentennial Park, Valentine Park, King Street Oval, Lions Park, Blackburn Park and Wardlaw Park.

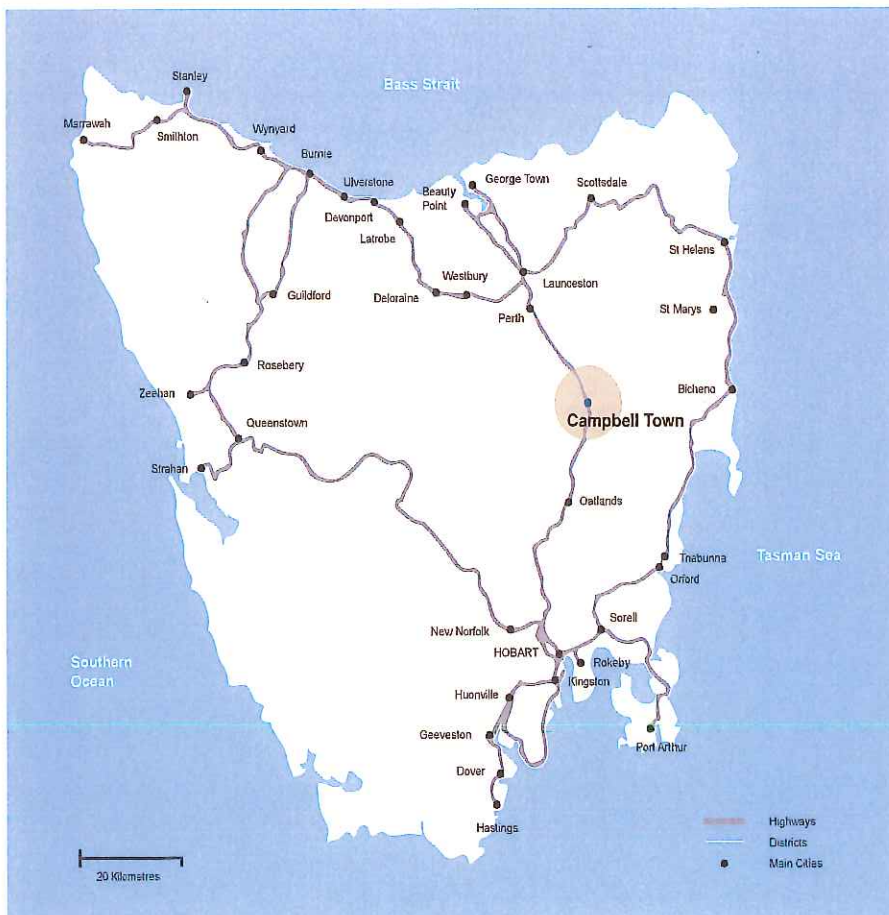


Figure 1: Location Plan

1.3 REPORT STRUCTURE

This report is structured in 9 sections, as follows:

Section 1: Introduction

Section 1 provides a brief summary of the purpose and background to the project, including the process followed in preparing this strategy.

Section 2: Context

This section examines the existing condition of the study area, and broader local and regional context, in respect of land use, transport, movement and circulation, the natural environment and landscape characteristics.

Section 3: Community and Stakeholder Engagement

Section 3 provides an overview of the community and stakeholder engagement process and outcomes, including community feedback and responses.

Section 4: Opportunities and Constraints

Based on context analysis and feedback from the local community and other stakeholders, this section highlights local opportunities and constraints, which have been duly considered in developing the strategy.

Section 5: Urban Design Principles

Setting out the strategic direction for Campbell Town, Section 5 outlines the guiding framework and principles to be adhered to in respect of urban design and traffic management.

Section 6: Design Strategies

Based on the broad objectives and principles established for the project, this section outlines the urban design and traffic management strategies, which are proposed to enhance and build upon the assets within Campbell Town.

Section 7: Design Guidelines

In order to achieve the recommended design strategies, Section 7 sets out key design guidelines, outlining criteria and measures to assist Council and other relevant parties in implementing the proposed initiatives.

Section 8: Implementation Plan

Section 8 provides recommendations for the effective implementation and delivery of proposed initiatives.

Section 9: Future recommendations

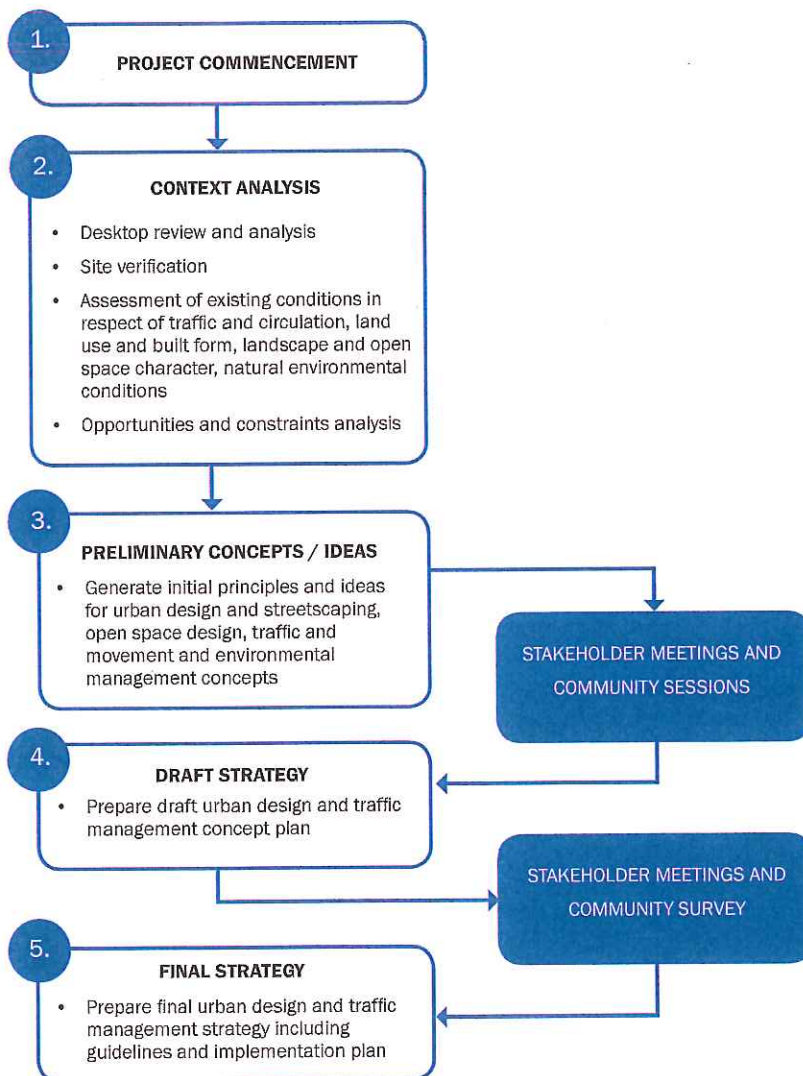
Section 9 provides a brief conclusion and outlines recommendations for future consideration.

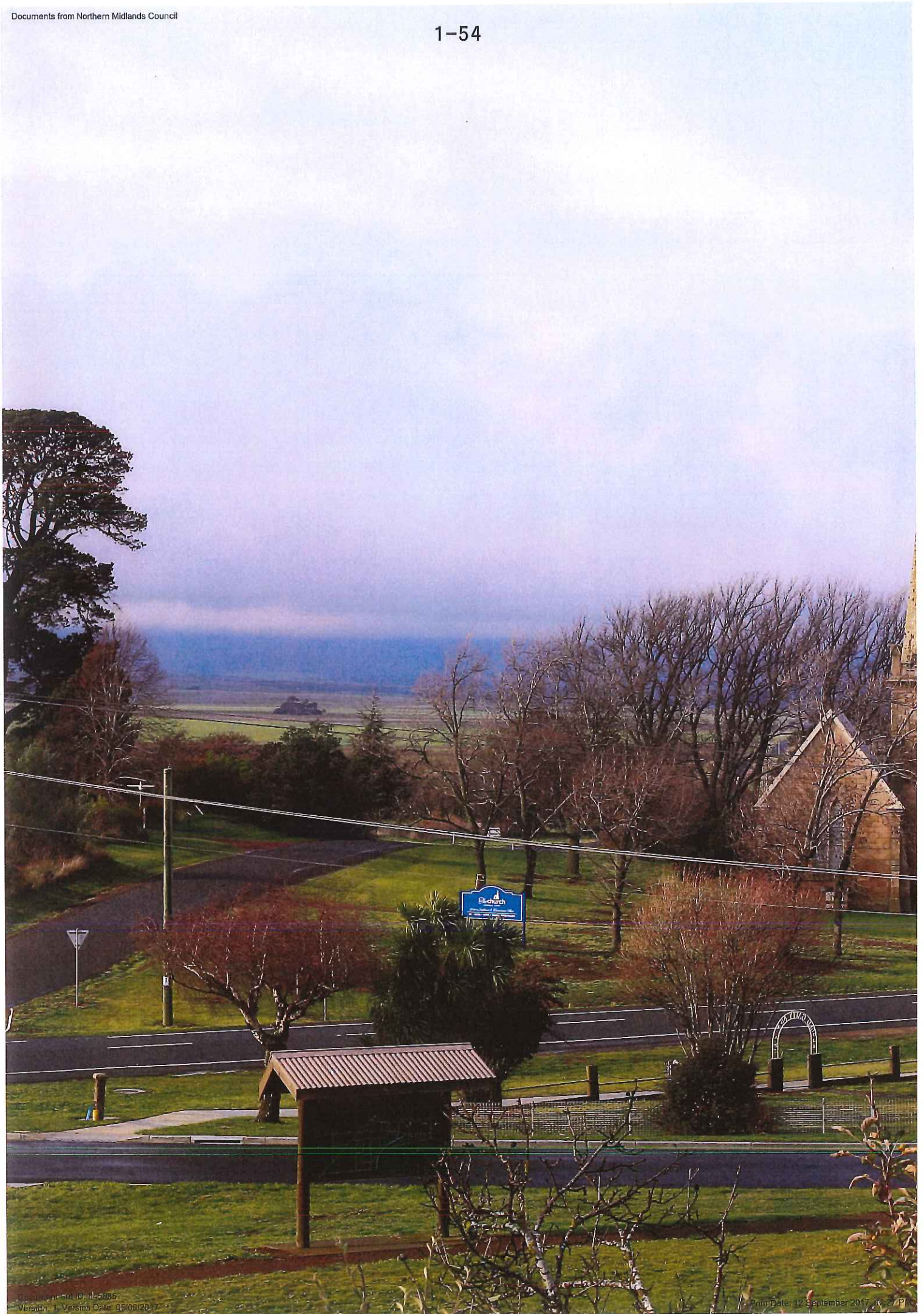
1.4 PROCESS

The Urban Design and Traffic Management Strategy has been developed using a collaborative approach. This process has involved the Northern Midlands Council, key stakeholders and the general community, to guide and inform the proposed concepts.

A summary of the process that was followed in preparing this strategy, is illustrated in Figure 2 below.

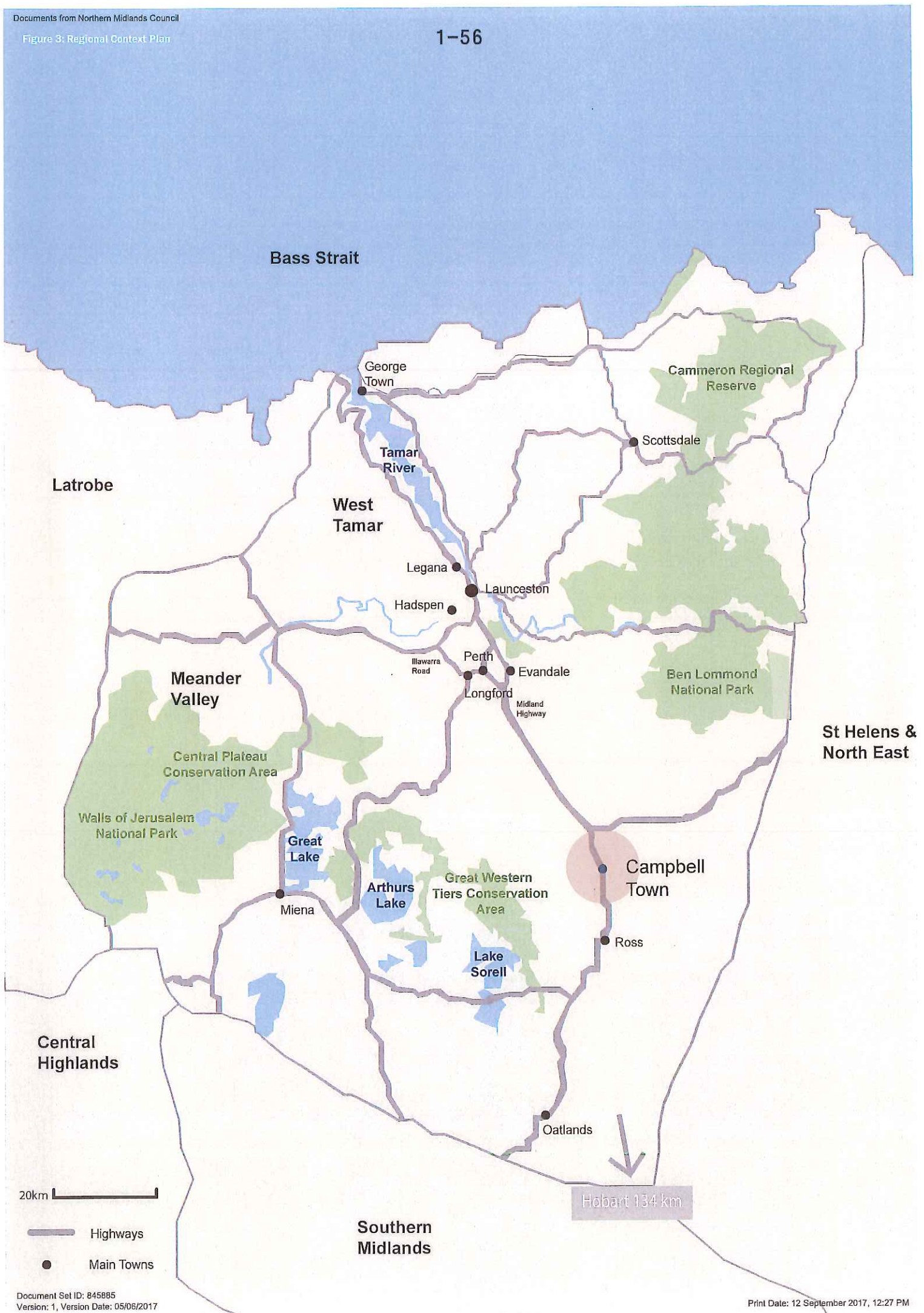
Figure 2: Process followed in developing the strategy









2 CONTEXT ANALYSIS



20km

-  Highways
-  Main Towns

2 CONTEXT

2.1 REGIONAL CONTEXT

Campbell Town is located within the Northern Midlands local government area, formed in 1993 following the amalgamation of Evandale, Longford, Campbell Town, Ross and part of Fingal. The local government area is located to the south of Launceston and is surrounded by the Meander Valley to the west, Southern Midlands to the south, Central Highlands to the west and the East Coast municipalities to the east. Key centres and towns in the region are connected by highways and other major roads (refer to Figure 3).

The Northern Midlands is one of the largest rural local government areas in Tasmania, covering an area of over 5,130 square kilometres and with a population of just over 12,200 people (ABS Census, 2011). Its primary industries are agriculture, forestry and fishing.

The region is home to some of the most significant heritage sites and landscapes in Tasmania, which is a key driver and attraction for residents and visitors. The landscape comprises pastoral areas and mountainous country, including Ben Lomond National Park.

2.2 LOCAL CONTEXT

In 1821, Campbell Town was declared by Governor Macquarie to be one of four garrison towns linking Hobart and Launceston. Soon after, it cemented its role as an important agricultural centre and sheep farming region.

Campbell Town was also one of the early coach stops between Hobart and Launceston. Given the history of the town, it includes an impressive collection of colonial buildings including Foxhunters Return, Red Bridge, St Luke's Church, The Grange and St Michaels Church.

With its picturesque setting and central location, Campbell Town has become a major rest point for travellers between Hobart and Launceston. The major attractors include open space, public toilet facilities and a car park adjacent to Valentine Park and a range of food premises opposite, in the commercial centre of the town.

The Elizabeth River runs through the town providing significant character and amenity for the township. Built form heritage is also an important part of Campbell Towns character, with the historic Red Bridge traversing Elizabeth River and a number of heritage buildings and walks, drawing tourists to the area. The passing traffic supports an array of antique and specialty shops lining the main High Street within Campbell Town.

The key drivers and primary industries for the area include construction, retail, community and health services. Campbell Town district also continues to be an important agricultural area for the Northern Midlands and is known for its fine wool production.

2.3 STRATEGIC PLANNING FRAMEWORK

Council's strategic planning for Campbell Town focuses upon consolidating its district centre role, strengthening the range of services that are available, and stabilising and increasing its population.

Public areas within the town that provide an attractor for tourists and amenity for residents are capable of being enhanced to support Council's strategic planning for Campbell Town.

The central area of Campbell Town is included within a heritage precinct in Council's Planning Scheme. It is therefore important that any new development or planned works are sensitive and complement important items of heritage within the centre.

Campbell Town benefits from its position on the National Highway. There are opportunities to further promote and enhance the services available within the town relative to the highway. Urban design and streetscape improvements associated with these areas need to retain the role and importance of the National Highway.

2.4 DEMOGRAPHIC PROFILE

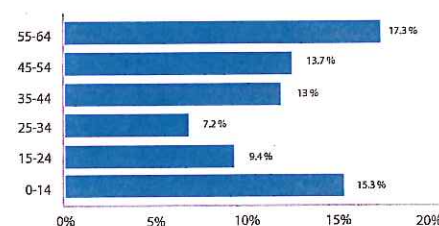
The following summary is based on the latest available ABS data for Campbell Town, from the 2011 census.

Age and population profile

In 2011, Campbell Town recorded a population of 781 residents. However, over the past 10 years, the population has been steadily declining.

A significant proportion of the total population (>50%) is over 45 years of age. There is also a relatively low proportion of the population aged below 15 years. The population profile is therefore typical of an ageing population. The median age is 51, significantly higher than State and National averages.

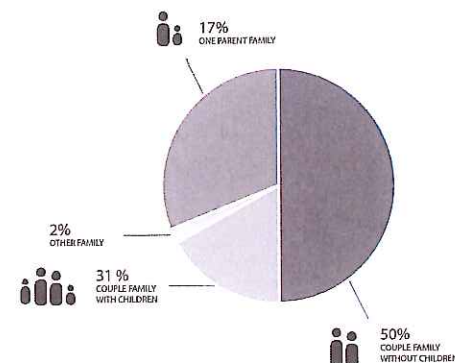
In relation to gender, there is a relatively even proportion of males and females (49.5% and 50.5% respectively).



Family Composition

Of the 215 families recorded in 2011, 31% were couple families with children, 50% were couple families without children and 19% were one parent and other families.

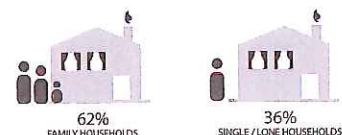
Comparatively, couples without children and one parent families represented a greater proportion of the population.



Household Composition

In 2011, 344 households were recorded for Campbell Town, with an average household size of 2.3. Of these households, 62% are family households, 36% single households and 2% other households.

On average, the number of family households is lower than the Tasmanian average, however single/lone person households was comparatively higher. This is consistent with an ageing population profile.



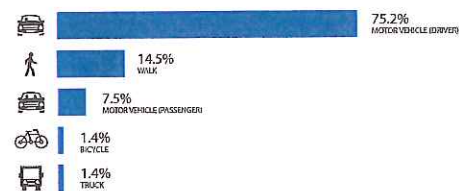
Household Income

The median weekly income for individuals and households in Campbell Town was recorded at \$386 and \$644 respectively. This is more than 20% lower than Tasmanian averages.



Travel to work Method

The predominant form of travel within Campbell Town is private vehicles (77%). A mere 1.2% of the population indicated they use bus services. A small proportion of the population also walk and cycle (16% and 1.2% respectively).

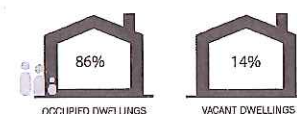


Housing Mix

Given the limited population and low-medium density development pattern, housing stock in Campbell Town is comprised mostly of single detached dwellings. The housing mix is therefore very limited but is consistent with other small localities in Tasmania.

Dwelling Occupancy

In relation to dwelling occupancy, in 2011 the proportion of occupied private dwellings stood at just over 86%.



2 CONTEXT

2.5 STUDY AREA

The study area is centred on a 2.7 km stretch of High Street between Pedder Street and Simpson Street. This area comprises the town centre and key public open space assets including Valentine Park, War Memorial Oval, Bicentennial Park, Wardlaw Park and King Street Oval (Refer to Figure 4).

The Midland Highway runs through the centre of the town and forms an on-street commercial environment between King Street and William Street. The freight train line runs parallel to High Street, on the eastern border of the town.

The character of the study area is shaped by the Elizabeth River, and the well preserved, unique heritage setting. Vehicular traffic also impacts the character with the annual average daily traffic flows on High Street varying from 4,500 at the southern end to 6,200 at the northern end. This creates economic benefits, but has implications in terms of the safety and amenity along High Street.

Montagu Street, the other major road spine, provides access to Tasmania's east coast via Lake Leake Road (route B34). Pedder Street generates relatively low traffic flows linking to Macquarie Road and Cressy Road via route C522, extending to the rural hinterland and central plateau.

Over recent years, it has been observed that tourist traffic within Campbell Town using recreational vehicles has increased, leading the Council to permit overnight stays within Wardlaw Park. No formal facilities have been provided, except water and waste facilities at King Street Oval.

The Elizabeth River and its historic Red Bridge provide a high amenity public open space network. The area has a relatively flat terrain and is proximate to large open spaces which encourages walking and cycling activities.

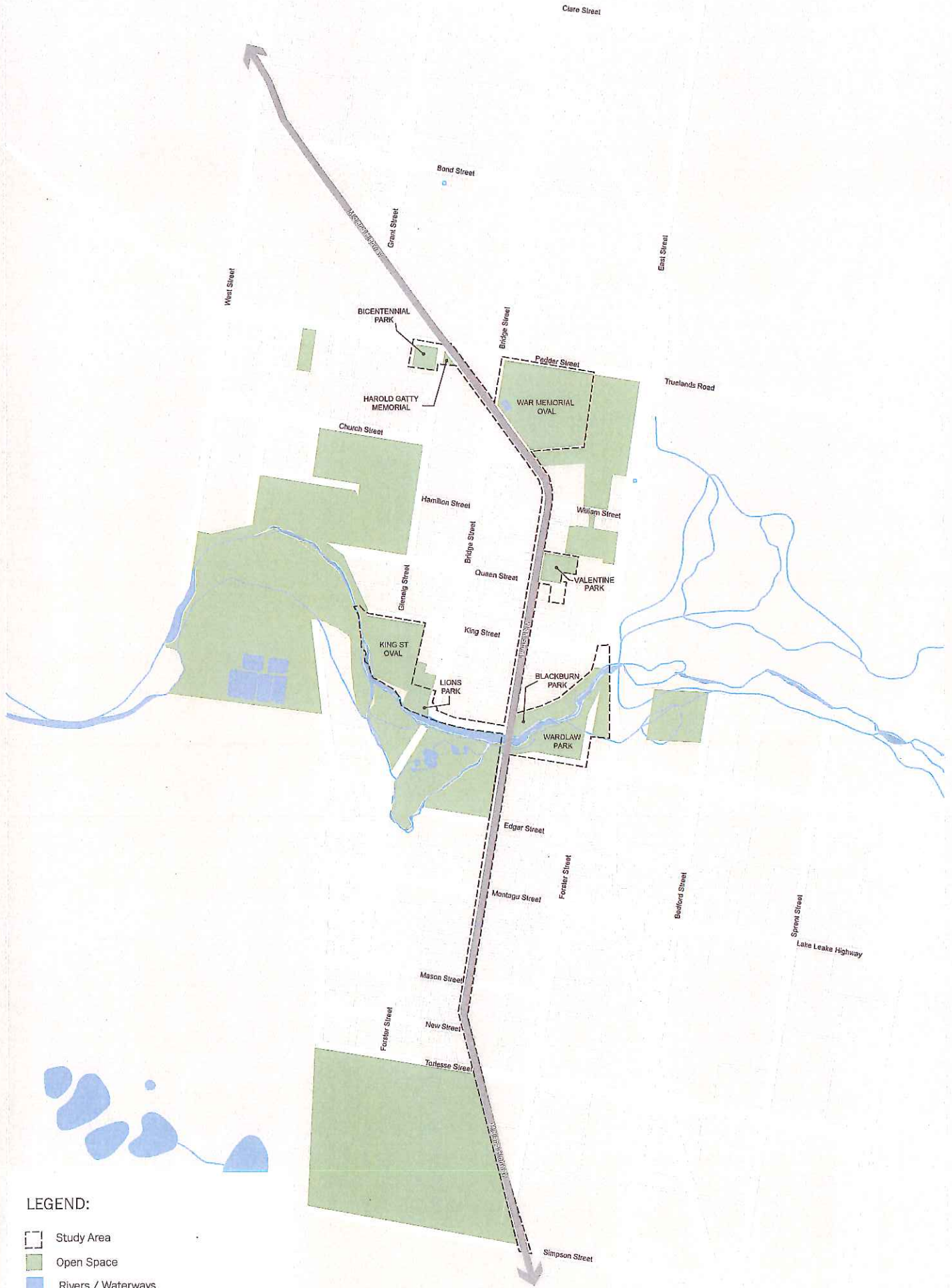
Key community facilities located within and adjacent to the study area include Campbell Town Health and Community Service, the Town Hall including Service Tasmania, Heritage Highway Museum and Visitor Information Centre, LINC, IGA Supermarket and Australia Post. The War Memorial Oval also houses a local football clubhouse and swimming pool, within which upgraded facilities are currently planned.

The nature and character of the study is depicted in Section 2.6. Through initiatives proposed as part of this strategy, the Northern Midland Council intends to enhance and build upon the character and amenity of Campbell Town.

Image 1: Foxhunters Return, 2016



Figure 4: Study Area Extent



LEGEND:

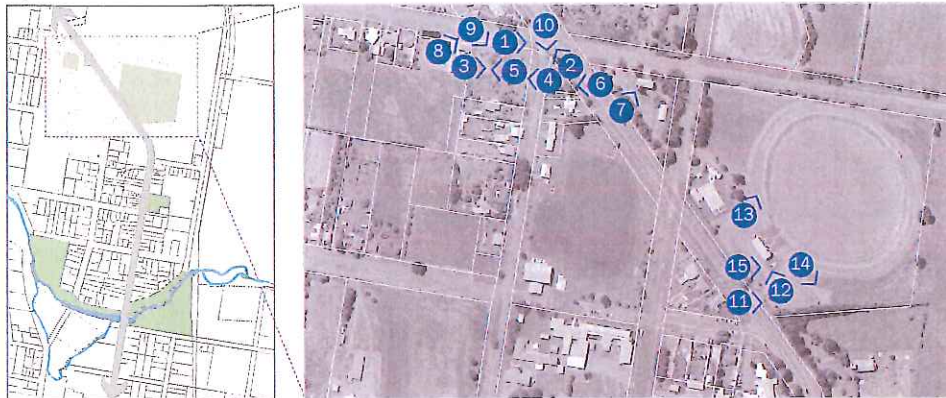
- Study Area
- Open Space
- Rivers / Waterways

2 CONTEXT

2.6 PHOTOGRAPHIC SURVEY

A photographic survey was undertaken of the study area to determine existing conditions. Photos taken around the site are illustrated below.

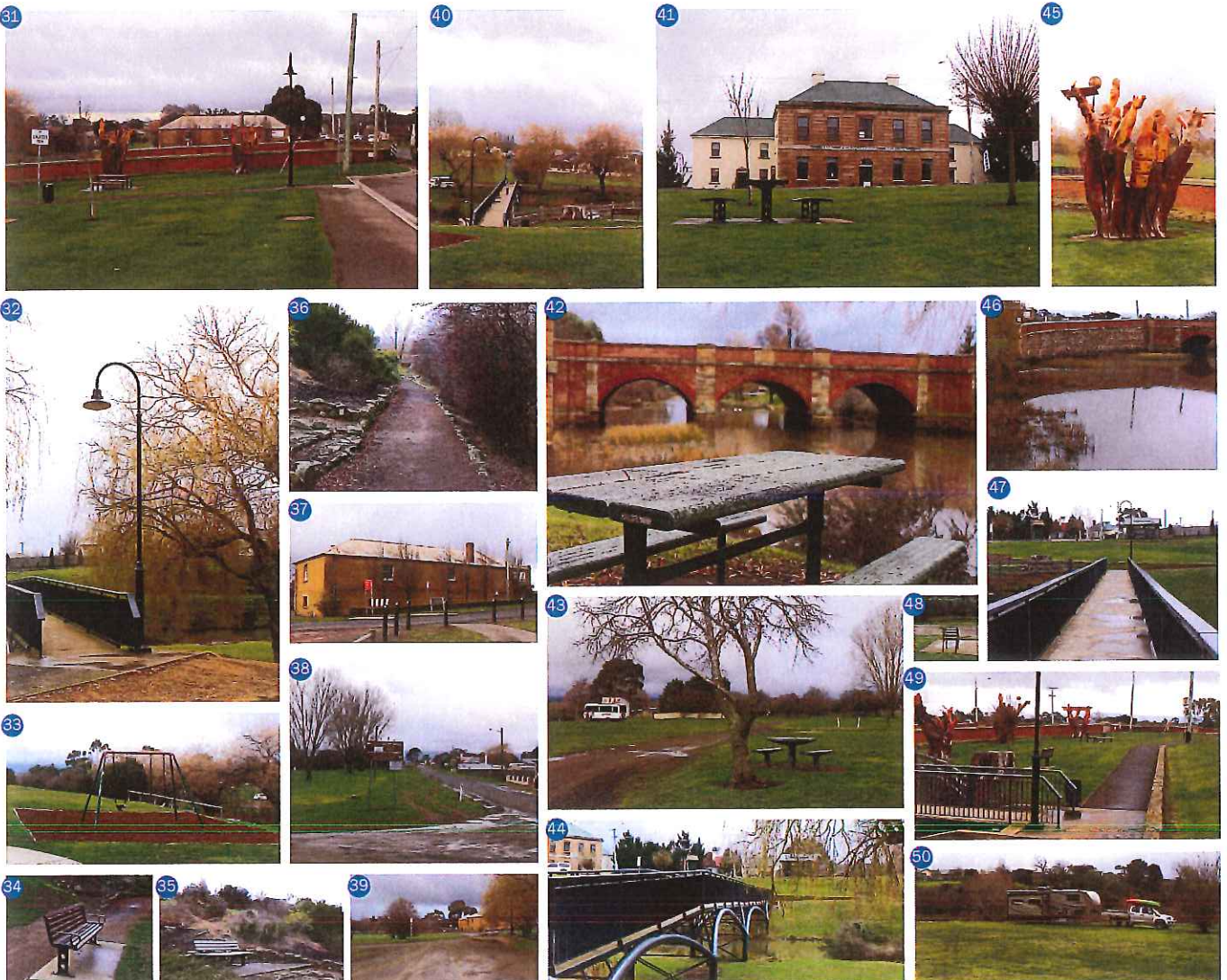
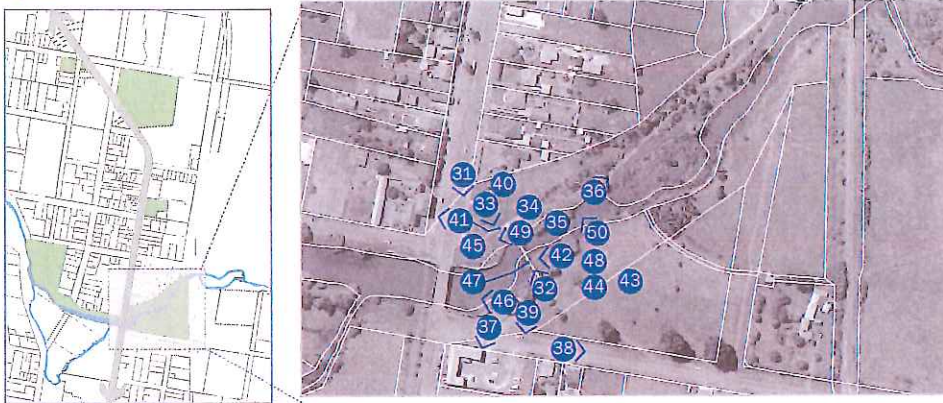
Key Plan:



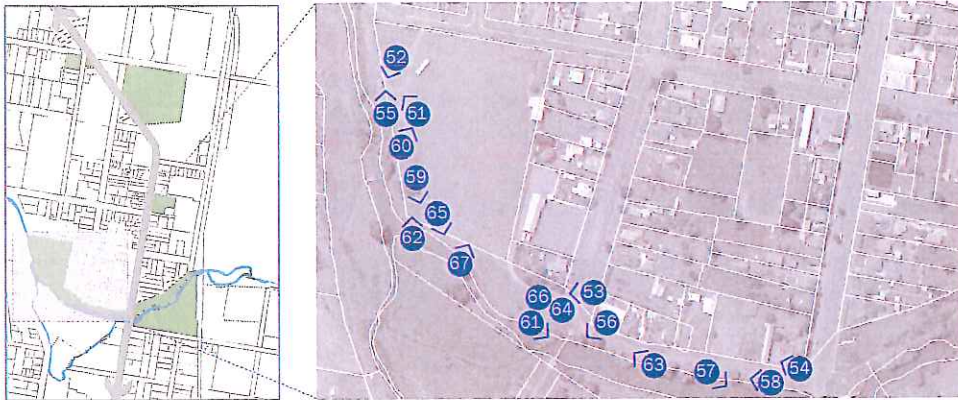
2 CONTEXT

PHOTOGRAPHIC SURVEY

Key Plan:



Key Plan:



2 CONTEXT

2.7 EXISTING CONDITIONS ANALYSIS

2.7.1 LAND USE

Land use patterns within Campbell Town are relatively distinct, with the town's retail and community uses concentrated along High Street in the heart of Campbell Town (See Figure 5). Residential areas are characterised by low to medium density housing, on relatively large lots, east and west of the Highway. Significant tracts of open space are also scattered throughout Campbell Town, in the form of reserves along Elizabeth River, as well as, sporting facilities and public parks.

Catering to both local residents and travellers passing through, the centre comprises a number of specialty retail stores, primarily antique stores and small cafes. Due to Campbell Town's size, there is a limited retail and commercial business offering, however this represents an opportunity as part of this study, to stimulate further investment and growth.

Campbell Town has attracted four major retail chain stores. These are located along High Street, including:

1. Banjos Bakery Café, south of Elizabeth Court;
2. Subway and Caltex Service station, north of Queen Street next to Valentine Park;
3. IGA Everyday, north of King Street; and
4. BWS, opposite Campbell Town Motel and Bistro, south of King Street.

Campbell Town's major community and civic facilities are also located off High Street. There are a range of facilities available, including the LINC, Service Tasmania, Art Gallery, St Luke's Anglican Church and St Michael's Catholic Church, along with other essential community services. These facilities provide a strong historical reference and contribute to the overall character of the Town. Council has approved a cafe and function venue within the former St Andrew's Uniting Church. The former Brickhill Memorial Church is also held in private ownership.

The hospital and local school are located north of Williams Street, extending off the Midlands Highway. The Campbell Town Health and Community Service is important not only to Campbell Town but to the surrounding rural hinterland. The local high school offers classes for Kindergarten through to Grade 12.

While Campbell Town represents a popular rest stop, there are very few tourist accommodation options within the town, apart from the Campbell Town Hotel and Bistro and bed and breakfast facilities. There is the potential to attract more overnight visitors with high quality tourist accommodation along High Street, the Elizabeth River and other areas within the town.

2.7.2 BUILT FORM

Echoes of Campbell Town's colonial history is evident in the historic built form and landscape of the town today. The former Town Hall, LINC, Brickhill Memorial Church, Grange, and the Foxhunters Return, are all well preserved historic buildings along High Street within the heritage precinct.

There are several strong examples of adaptive re-use of heritage buildings for alternative purposes. The Grange, off Commonwealth Lane was originally the residence belonging to Dr William Valentine, but is now used as a private meeting and function centre. Similarly, the Foxhunters Return basement has been converted into a bookshop and café.

However, built form along High Street varies quite significantly, from the well preserved historic fabric to more modern buildings located in the main centre (refer to Section 2.6). There are also a number of buildings that are vacant (for example the former post office), which detracts from the character and vibrancy of the town. There are challenges in ensuring that modern buildings sensitively respond to the surrounding historic built form character.

Future development within the town centre, would benefit from a set of design guidelines, to reinforce the existing character and promote a more complementary building style throughout the town.

Image 2: The Grange Meeting and Function Centre



Image 3: High Street Retail



Image 4: Wildes Antiques Store



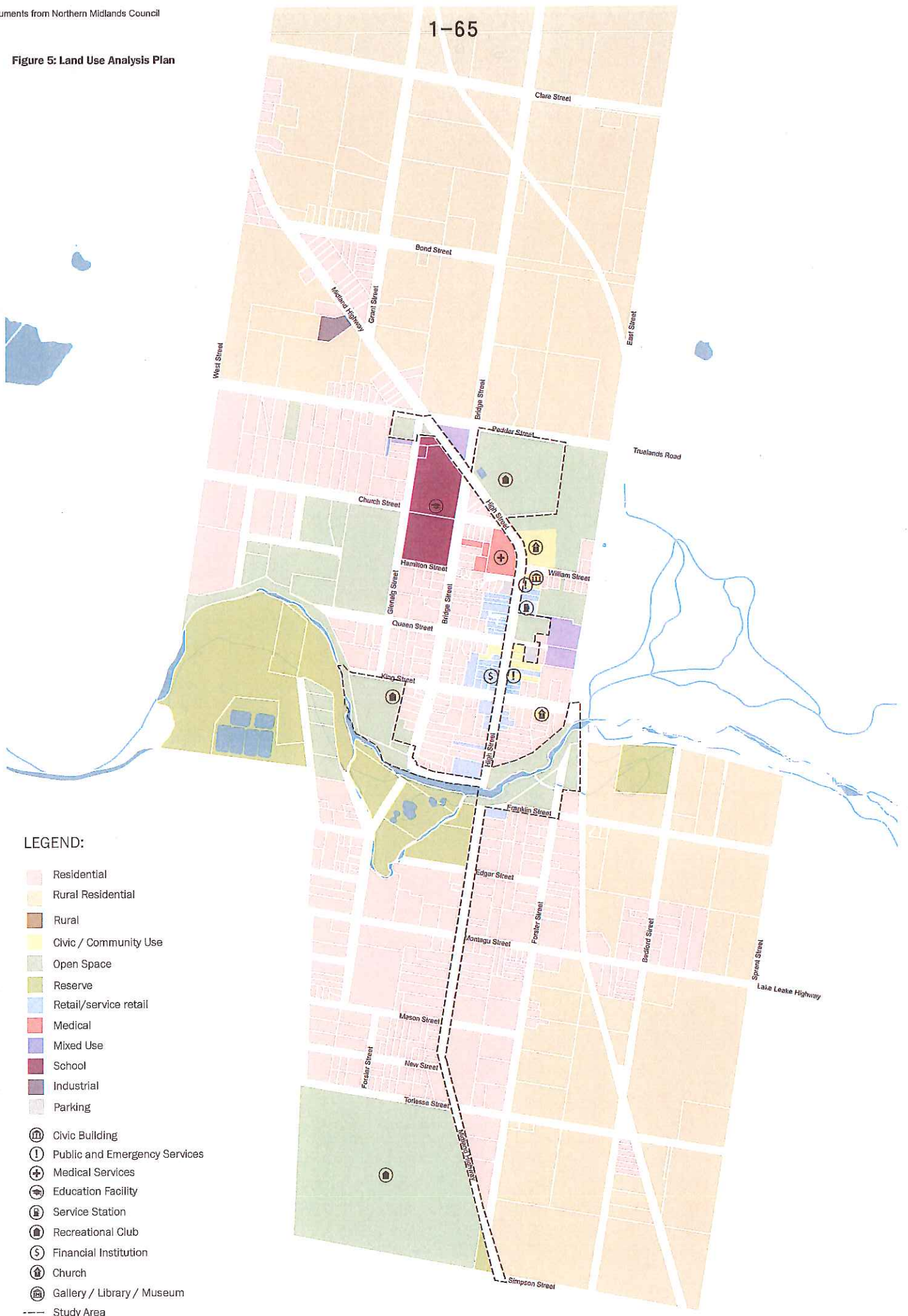
Image 5: Town Hall



Image 6: View south along High Street



Figure 5: Land Use Analysis Plan



LEGEND:

- Residential
- Rural Residential
- Rural
- Civic / Community Use
- Open Space
- Reserve
- Retail/service retail
- Medical
- Mixed Use
- School
- Industrial
- Parking
- Ⓜ Civic Building
- Ⓜ Public and Emergency Services
- + Medical Services
- Ⓜ Education Facility
- Ⓜ Service Station
- Ⓜ Recreational Club
- Ⓜ Financial Institution
- Ⓜ Church
- Ⓜ Gallery / Library / Museum
- Study Area

2 CONTEXT

2.7.3 TRANSPORT AND MOVEMENT

VEHICULAR MOVEMENT

Given its central location almost half way between Hobart and Launceston, Campbell Town has become a popular rest point. Daily traffic volumes passing through town are in the order of 4,500 vehicles at the southern end and 6,200 at the northern end.

The Midland Highway is being upgraded between Hobart and Launceston to provide 1-2 lanes in each direction, and within Campbell Town is reduced to a single lane in each direction. Upon entering town, speed limits are reduced from 110 km per hour to 50-60 km per hour for 3.5 kilometres, from Clare Street to Torlesse Street (Refer to Figure 6).

Based on traffic analysis, most vehicular activity occurs along the Midland Highway/High Street and Montagu Street. At present, freight and heavy vehicles travelling along the Midland Highway, are parking along High Street, posing issues in terms of safety, noise and fumes.

Local buses operate within Campbell Town and travel to other key localities within the Northern Midlands, and to/from Hobart and Launceston. Buses presently pull into on-road bus bays located in the northern part of town, opposite the former Town Hall. Other private charter buses travelling to and from Hobart/Launceston use the bus parking off Commonwealth Lane adjacent to Valentine Park (See Figure 6), however left in/out turning movements are very difficult in this location for buses.

Within the study area, there are three critical intersections impacting traffic movement and flows within the town. The intersection of Pedder Street, Glenelg Street and Midland Highway upon entry to Campbell Town from Launceston (north), is confusing and potentially dangerous. The major intersections between High Street and Queen and King Streets, also pose a danger for oncoming traffic with poor sight lines due to on-street parking lanes.

There is a significant amount of existing off and on-street parking located along High Street and a small section of parallel parking adjacent to Valentine Park (see Figure 6). Vehicular conflicts between parked cars and passing traffic is a leading cause for accidents. Side street and existing off-street parking could be better utilised, to create safer conditions along High Street and minimise conflicts with through-traffic.

While outside the scope of this study, the secondary road network is sufficient in dealing with local traffic movements. Outside of the parking provided along High Street, it was also identified that there is limited provision made for graded parking areas adjacent to or serving the open space network.

The analysis undertaken in terms of vehicle movements is illustrated in Figure 7.

Figure 6: Permitted Traffic Speed

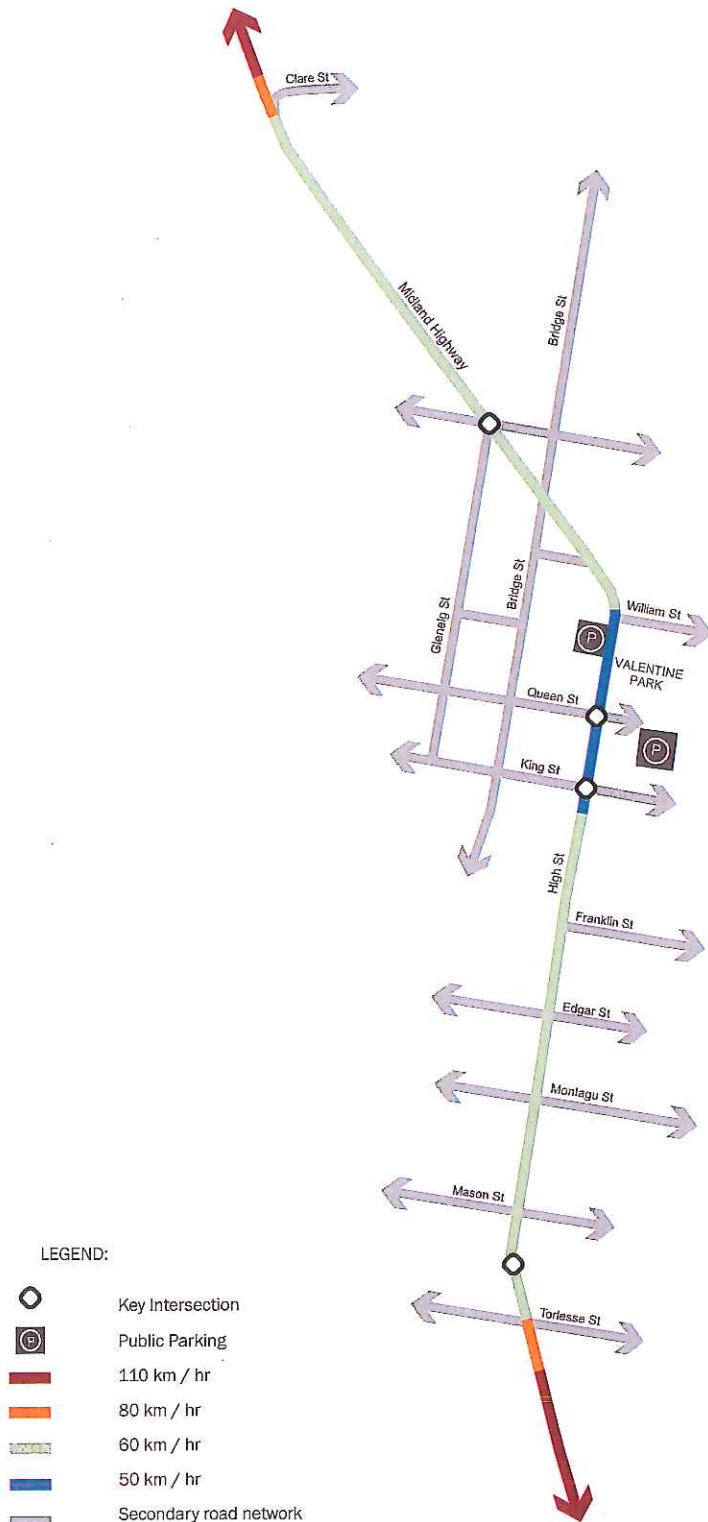
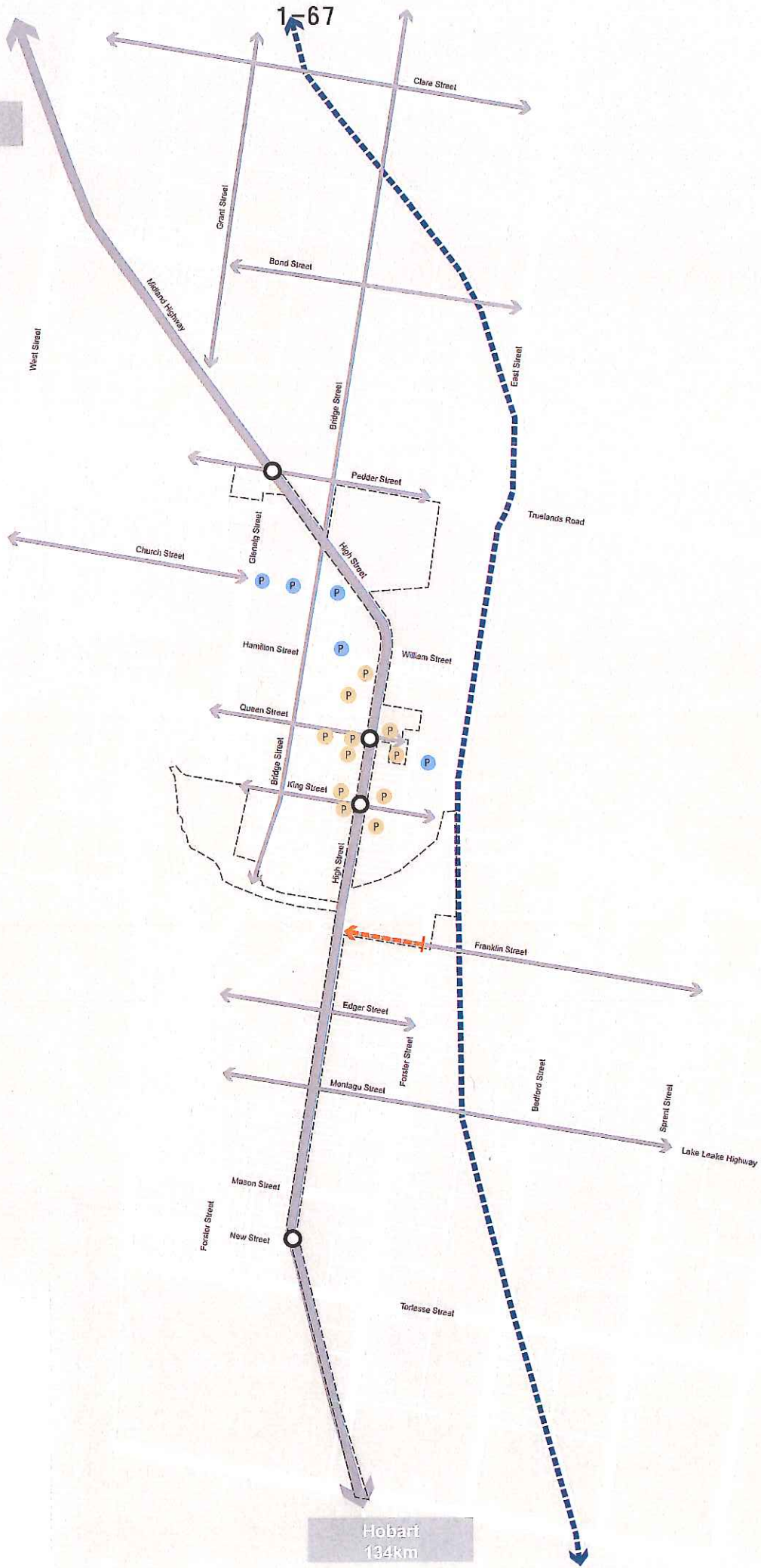


Figure 7: Transport and Movement Analysis Plan

Launceston
68km



Hobart
134km

LEGEND:

-  Public Parking
-  Private Parking
-  Major Intersections
-  Major Road
-  Local Access Road
-  Train Line
-  One Way Access
-  Study Area

2 CONTEXT

2.7.4 PEDESTRIAN / CYCLE MOVEMENT

As a small township, very limited provision is made for grade separated pedestrian and cycle paths (refer to Figure 8). Based on the 2011 census, results indicate that active modes of transport represent a very minor proportion of daily trips for the resident population (<1.8%). Pedestrian and cycle movements within the Campbell Town retail centre are constrained, due to the high traffic volumes and priority given to vehicular traffic along the Midland Highway/High Street.

Given the extensive road reserve width of 27.5 metres, there is scope to reconfigure the road reserve and promote greater levels of walking and cycling within the town. While restrictions apply in terms of formal pedestrian crossings and alternate pavement surfaces for National/State Highways, appropriately designed cycling lanes and subtle visual traffic calming cues such as landscaping and the use of medians would serve to better define crossing points and provide for alternate modes of transport.

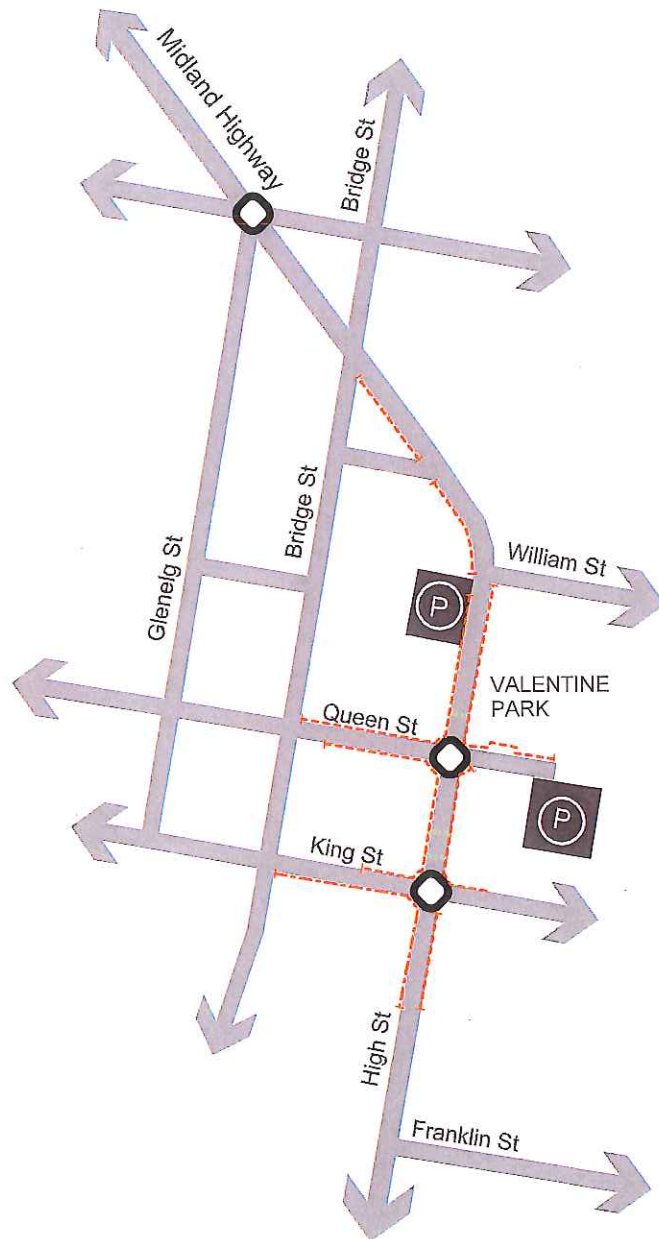
As illustrated in Figure 9, a number of walks and trails are promoted through the tourist information centre, however in certain areas footpaths do not exist. The route is often unclear and there is limited signage to assist visitors.

With cycling holidays becoming more popular throughout Tasmania, and in order to promote healthy living, there is an opportunity to improve cycling within the retail core and introduce cycling infrastructure (bike racks etc) at major nodes within the town and open space network. There is presently no provision made for cycling paths (on road or off-road), apart from informal, graded paths along Elizabeth River.

It was also observed that better connections are required between High Street and the surrounding open space network, to promote visitors and locals to venture out from the core retail area.

Upgraded signage/way finding and tourist information would also assist in promoting local walking trails and opportunities within Campbell Town.

Figure 8: Sealed Pedestrian Path Network

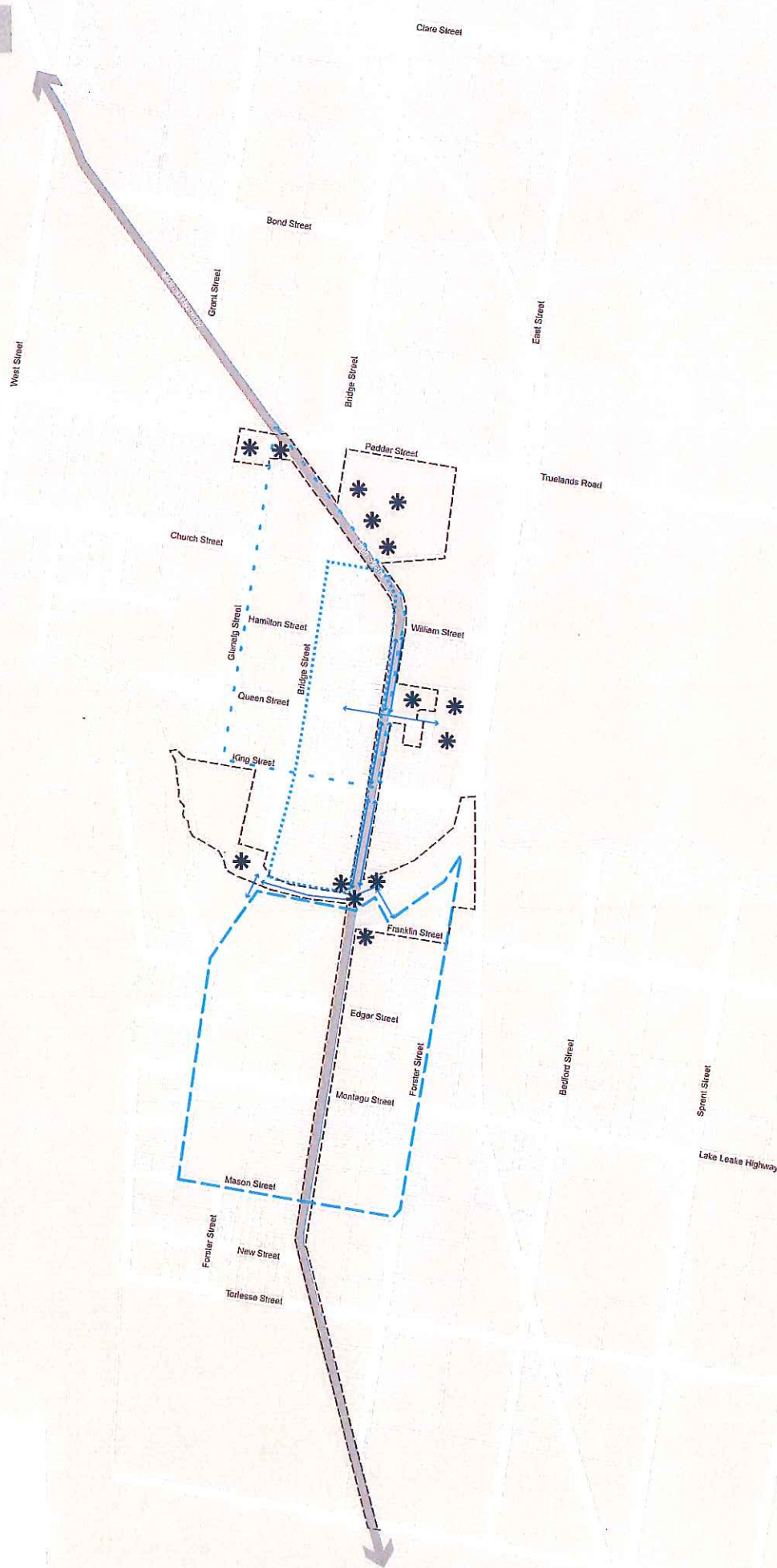


LEGEND:

-  Key Intersection
-  Public parking
-  Sealed Pedestrian footpath
-  Pedestrian refuge

Figure 9: Pedestrian and Cycle Movement Analysis Plan

Launceston
68km



Hobart
134km

LEGEND:

-  Key Pedestrian Flow
-  River Walk
-  People and Places Walk
-  Heritage Walk
-  Attractions

2 CONTEXT

2.7.5 LANDSCAPE CHARACTER AND OPEN SPACE

For analysis purposes, Campbell Town has been divided into the following three (3) open space precincts:

1. Northern Open Space Precinct

This area is located on the northern edge of town, comprising the War Memorial Oval, Bicentennial Park and the Harold Gatty Memorial. The landscape varies from relatively flat, vegetated areas to a hilly, elevated profile at Bicentennial Park.

2. Central Open Space Precinct

The central open space area is where the most activity occurs within Campbell Town, comprising the main retail core and Valentine Park, located directly in front of the Grange.

3. Southern Open Space Precinct

This is a high amenity area featuring a number of large open space parks along the banks of the Elizabeth River. This precinct includes motor home (RV) informal parking site in Wardlaw Park, and dumping ground adjacent to King Street Oval. As a riverine area, it is also probable that this area holds indigenous cultural heritage significance.

Figure 10: Open Space Precincts

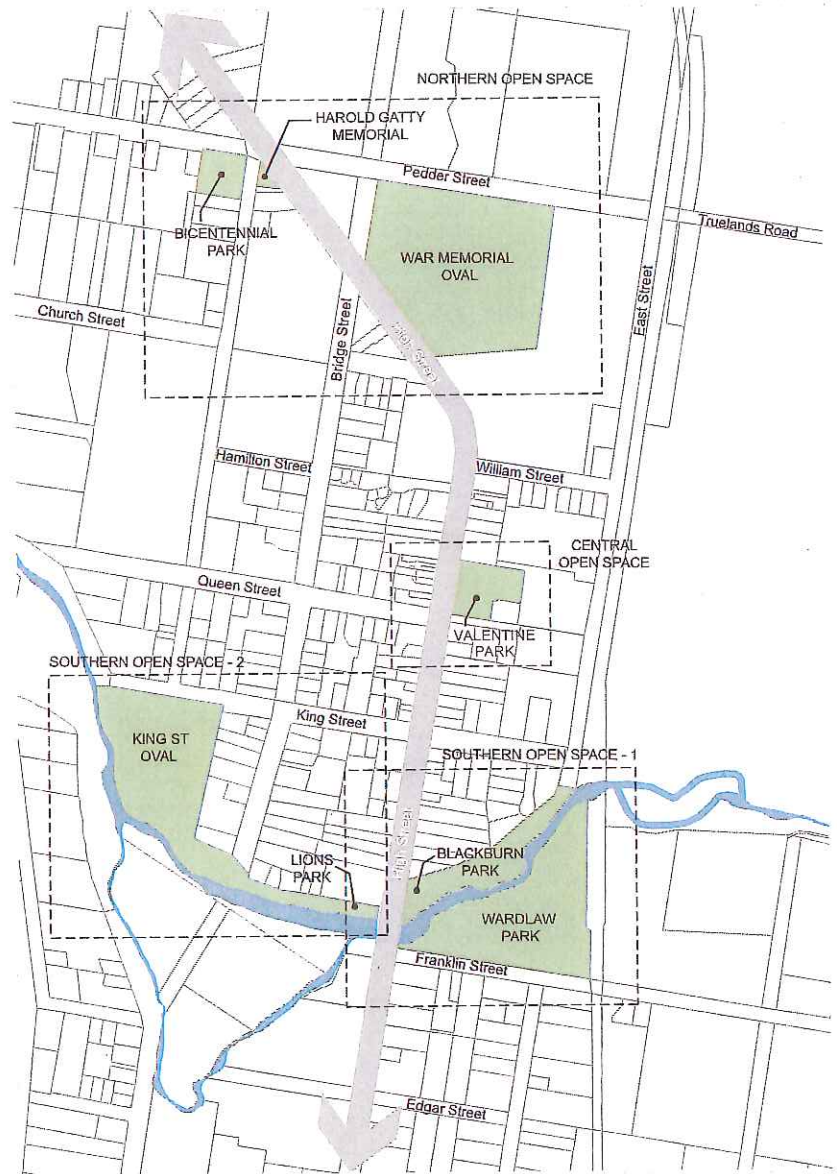


Figure 11: Landscape Character and Open Space Plan



LEGEND:

- Key open space areas
- Reserves
- Currently underutilised open space
- Rivers and waterways
- Existing street trees
- Existing trees with significant canopy coverage
- Key Entry Points
- Study Area

2 CONTEXT

2.7.6 NORTHERN OPEN SPACE PRECINCT

War Memorial Oval

A redevelopment plan for the War Memorial Oval precinct was adopted by Council in December 2014. This included the development of a multipurpose centre at the oval incorporating a function facility. A financial and economic analysis was subsequently undertaken in 2015. Council has previously agreed that the redevelopment of the oval should be undertaken, including demolition of the current grandstand which has significant structural issues. A further master plan has also been prepared. Detailed planning and design for the redevelopment, including the multipurpose centre, upgrade of oval facilities, road access, car parking and associated works, is currently underway.

Bicentennial Park/Harold Gatty Memorial

Bicentennial Park and Harold Gatty Memorial is located near to War Memorial Oval, on the western side of the Midland Highway. The Harold Gatty Memorial pays tribute to Harold Charles Gatty who was an air navigator, born in Campbell Town, who completed the first circumnavigation of the globe with pilot Wiley Post in the aircraft "Winnie Mac".

Bicentennial Park is directly opposite the memorial, located at a high point within Campbell Town that allows views over the township and the surrounding rural area.

Due to a lack of formalised parking and signage/tourist information, this park is underutilised by locals and visitors to Campbell Town. Basic barbeque facilities are available, however the park does not at present, take advantage of the view opportunities nor does it provide suitable paths and parking, to promote its use by a range of users.

In terms of accessibility, movement between these nearby parks is constrained due to fencing around the memorial and lack of paths. There are opportunities to better integrate and capitalise upon the unique characteristics of the site, to draw locals and visitors.

2.7.7 CENTRAL OPEN SPACE PRECINCT

Valentine Park

Valentine Park is positioned in a prime location at the heart of the retail centre, along High Street. This is the most utilised park by visitors to Campbell Town, due to the presence of public toilets and baby change facilities. The park also adjoins an off-street public carpark that is used by regional coach services, locals and visitors (see Figure 1.3).

The existing public toilet facility is highly utilised and therefore have a tired appearance. An upgrade and expansion at the facility is currently planned. The park features play equipment with swings, a slide and flying fox. The sundial in the park commemorates the transit of Venus across the face of the Sun observed in 2004. Picnic benches, bins and other park benches are scattered around the park.

Apart from mature planting along the western edge of the site (along High Street), trees, shrubs, planted gardens and shading is minimal.

The park is situated next to a petrol station, which is a stark contrast from the character of the park and surroundings, namely the Grange Meeting and Function Centre. Due to the vast space surrounding the playground, there is an opportunity to open up vistas to the Grange and reinforce the heritage significance and character of the town.

The park is composed of a large expansive grass area that provides a flexible space for community markets and events. Given its close proximity to the main retail area along High Street, the park provides a convenient space for lunch breaks and for travellers to stop off.

Adjacent to the carpark is the timber 'Log'. This is a 7.8 metre long, and almost 2.2 metre wide girth log that has been placed in Valentine Park beneath an open shelter.

Tourist signage is provided in the south western corner of the park, providing information on the history of Campbell Town, prominent people including Harold Gatty, Frank Long, Eliza Forlonge, and buildings and structures including the Red Bridge, Convict brick trail and Foxhunters Return.

Figure 12: Northern Open Space Precinct

LEGEND





























-  Play / Sports Equipment
-  BBQ Amenities
-  Picnic bench
-  Pool / Water feature
-  Seating
-  Sculpture/Feature
-  Club / Kiosk
-  Mature Vegetation
-  Parking
-  Toilet Amenities
-  Signage
-  Key movement paths
-  Sensitive interface
-  Constrained area
-  Significant view corridor



Figure 13: Central Open Space Precinct

LEGEND

-  Play Equipment
-  BBQ Amenities
-  Picnic bench
-  Water feature
-  Seating
-  Sculpture/Feature
-  Club / Kiosk
-  Mature Vegetation
-  Parking
-  Toilet Amenities
-  Signage
-  Key movement paths
-  Sensitive interface
-  Constrained area
-  Significant view corridor



2 CONTEXT

2.7.8 SOUTHERN OPEN SPACE PRECINCT

Blackburn Park

- Blackburn Park is located south of the main retail area along High Street. The park sits opposite the Foxhunters Return, and overlooks the Red Bridge (see Figure 14).
- At present, there are some basic amenities on offer, including a swing set and picnic tables, however there is no shaded areas to sit. There is an opportunity to upgrade the play equipment and draw pedestrians to walk down from the centre, to experience the river setting and Red Bridge.
- Interpretive signage is displayed within the park, providing information on the Red Bridge. The sign is quite dated in its appearance and varies from other signage on display within Campbell Town.
- Along the river's edge, near the Red Bridge, there are three large wooden carvings that capture the colonial history of the area.
- The pedestrian footbridge over the Elizabeth River linking Blackburn Park and Warlaw Park is an important safety feature to prevent pedestrians from walking over Red Bridge.
- While the colonial heritage of the area is celebrated, there is an opportunity to create stronger ties and connection with the indigenous cultural heritage of the Elizabeth River area.

Warlaw Park

- Warlaw Park is located south of the Elizabeth River, opposite Blackburn Park. Currently this open space area is used informally as a camping ground for motor homes and RV's. Council have restricted camping within Warlaw Park to 48 hours.
- The site is subject to flooding and turf areas have been impacted by motorhome / RV vehicle tracks.
- The park site is largely vacant, with some site furniture (benches and seating) provided in certain areas. Vegetation is quite sparse, except mature trees along the banks of the Elizabeth River and street trees along Franklin Street.
- Given the extensive land reserve in this location, there is potential to formalise the camping ground and consolidate waste management and water points here, to serve campers in this area.
- The historic Keran's brewery is located within close proximity to the camping ground. This heritage building has been adapted as a café (currently vacant), and should be considered in developing a strategy for this area.

Lions Park

- Lions Park is located along Elizabeth River, east of the Red Bridge. Lions Park has riverside access from both the east and west, with vehicle access permitted from Bridge Street. While sealed parking has not been supplied, graded tracks are being used informally by patrons.
- There is some existing seating, a shaded barbeque area and play equipment available on site, however this equipment is relatively basic.
- Given the attractive amenity and views from Lion's Park of the Red Bridge and Elizabeth River, the site has the potential to become a great picnic and barbeque area for residents and visitors.
- A pedestrian footbridge over the Elizabeth River along the Bridge Street road alignment provides a link to walking trails to the south.
- There is also an opportunity to better integrate this park with the walking trails and footbridge further east, to connect pedestrians and cyclists with other trails and amenities nearby.

King Street Oval

- King Street Oval performs a variety of functions. The oval itself is used for equestrian and other sporting events. The area immediately west however is for servicing of large RV's and motorhomes, staying in the local area. There is a large open skip, water pump and wastewater dump point available for public use.
- There is a small weir within the Elizabeth River in this location and swimming is prohibited.
- Some picnic benches and seating is provided, however the quality and standard of site furniture varies quite markedly.

Figure 14: Northern Open Space Precinct

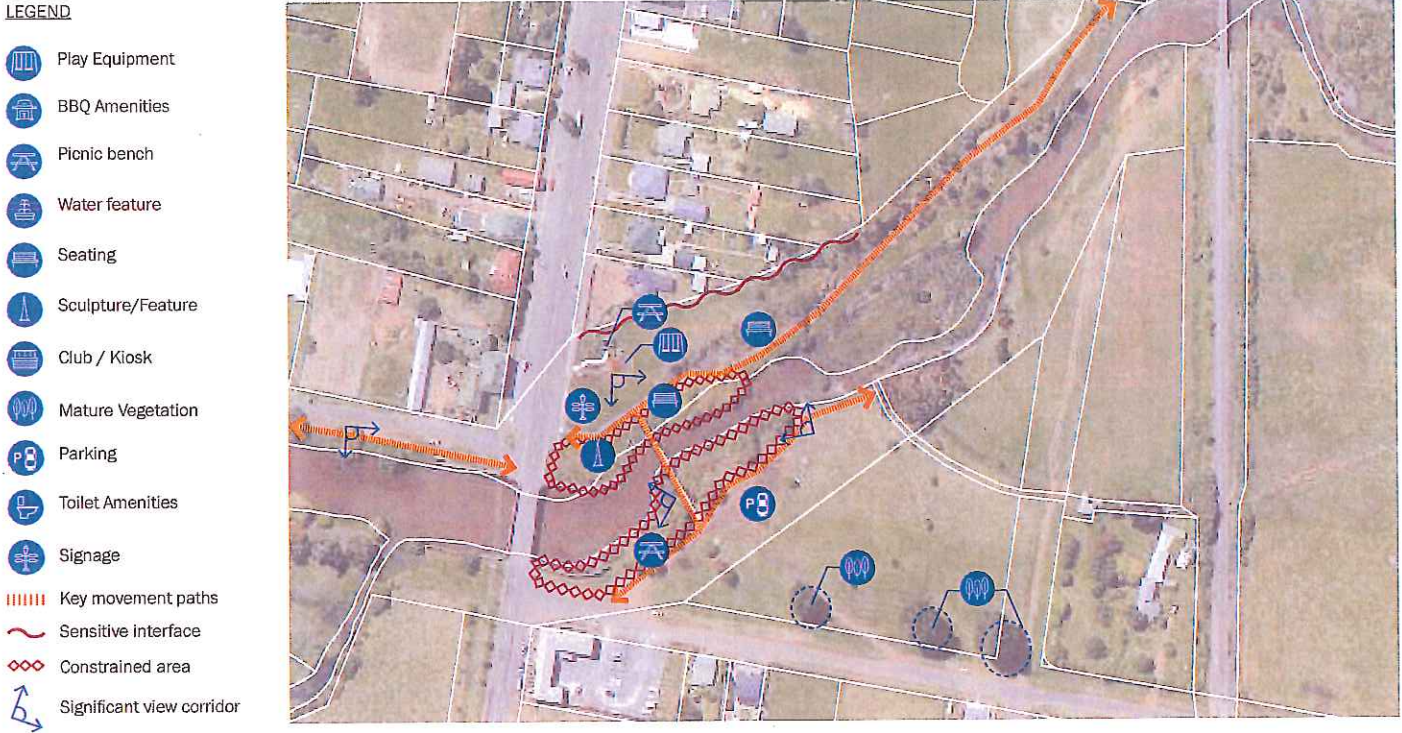


Figure 15: Central Open Space Precinct



2 CONTEXT

2.7.9 NATURAL ENVIRONMENT

Due to the vast amount of open space in Campbell Town the natural amenity of the town is high, particularly areas along the Elizabeth River.

Along High Street and in the retail core most of the landscape character is shaped by small parks and street trees planted infrequently in parking areas and along High Street. There is a significant opportunity to increase street tree planting along High Street, both to act as a strong visual cue for traffic calming, but also to contribute to the visual character of the area. The majority of trees in the town are a mixture of English, native and fir trees which require little maintenance.

Along the Elizabeth River reserve, vegetation is far denser than in the town. This provides a strong natural character and significant shade and amenity for pedestrians using the river trail.

Topography within the township is largely quite flat, with undulating areas on the outskirts of the town, particularly to the north, north west and south.

2.7.10 UTILITIES AND INFRASTRUCTURE

The town is serviced by water, sewer, stormwater and electrical infrastructure. These utilities and infrastructure services are generally available throughout the study area. Wardlaw Park however, is not currently served by a connection to the sewerage system.

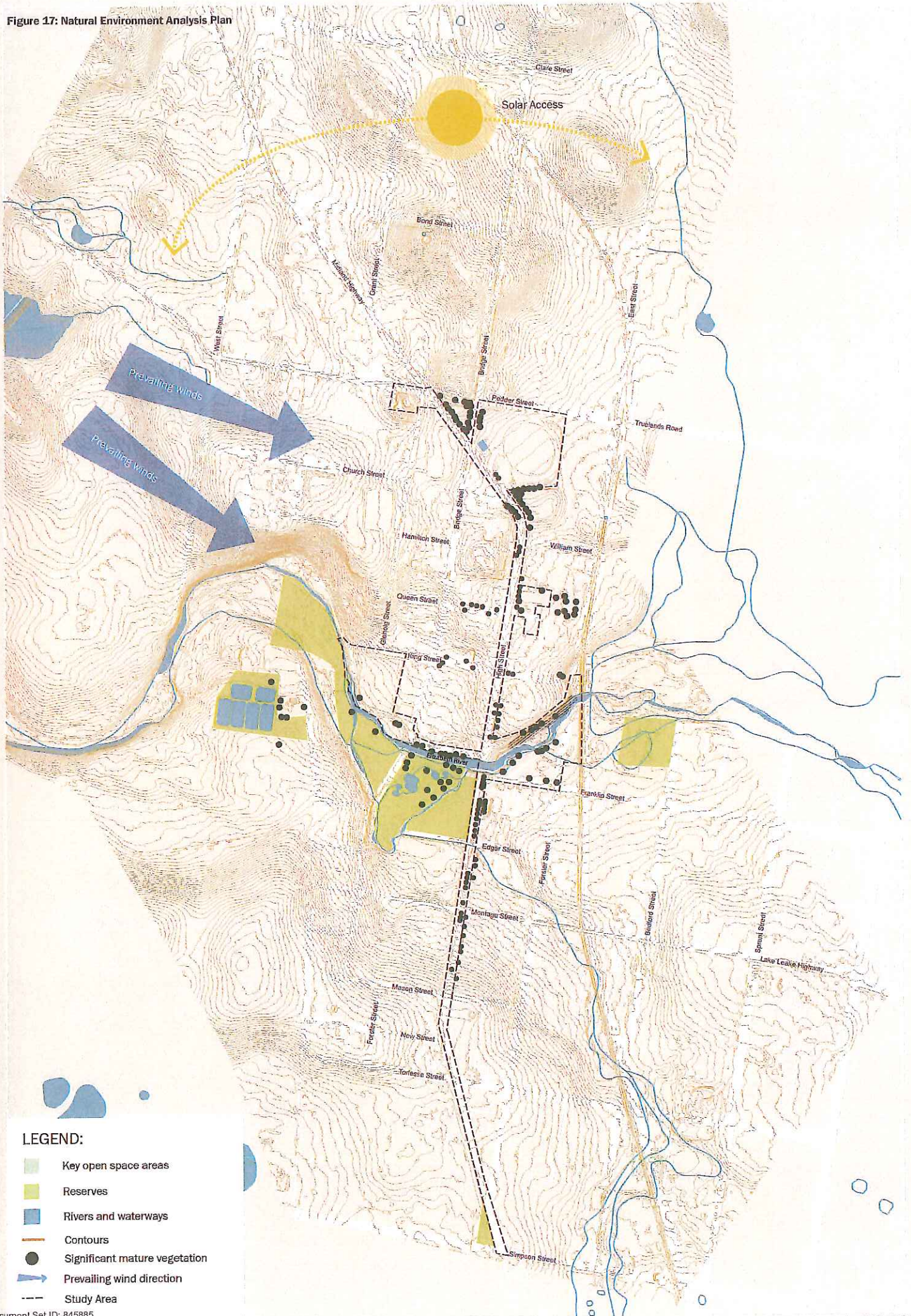
Image 7: Elizabeth River and walkway



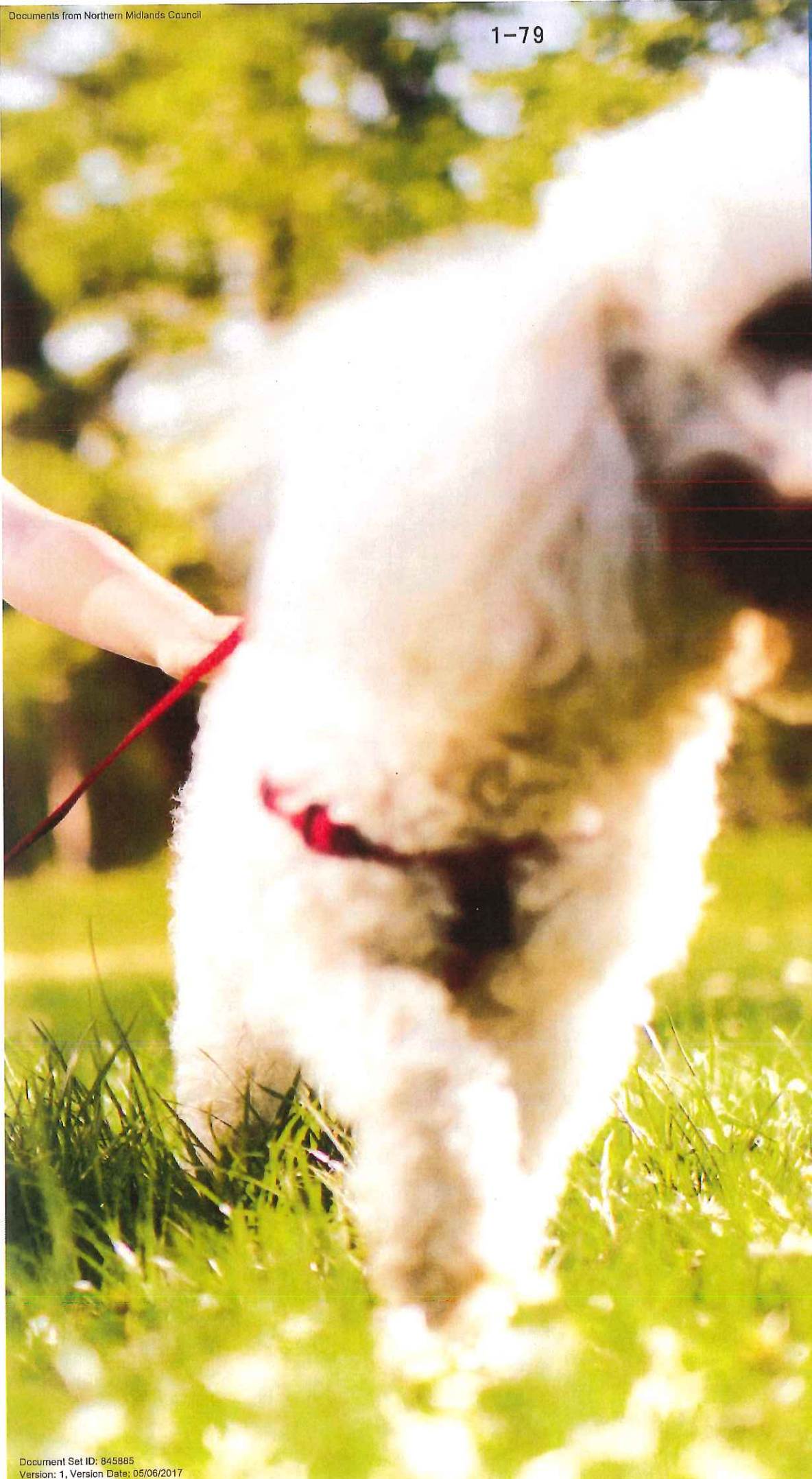
Image 8: View looking west from King Street Oval



Figure 17: Natural Environment Analysis Plan







3 STAKEHOLDER ENGAGEMENT

3 STAKEHOLDER ENGAGEMENT

3.1 OVERVIEW

Stakeholder and community engagement has been central to developing the strategy.

Advice and feedback received from Council, key stakeholders and the general community has been used to gain a better appreciation of the key issues and concerns of the local community, as well as, to test preliminary design concepts. Input was also obtained from the steering committee and Councillors later in the process in terms of project priorities, to inform the implementation plan (Refer to Figure 17).

Several meetings were held with the project steering committee and Councillors, to guide and formulate the strategy, as detailed in the table below. The project steering committee has comprised various members of the project team, Council and the Department of State Growth.

As a brief summary, during the initial phase of consultation, the following issues were raised:

- Truck parking along High Street damages kerbs and impacts upon amenity;
- Parking improvements are needed;
- Existing street trees along High Street should be maintained;
- Convict trail needs maintenance;
- Heritage elements should be increased within the streetscape;
- Establish more activities for children within Valentine Park;
- Consider using vacant shops in a more creative way; and
- Consider deciduous plantings.

From September 3-16, the general community was also invited to participate in an online survey to provide feedback on preliminary ideas during the design phase. Over 120 respondents participated in the survey.

A summary of the main responses and feedback is illustrated in the graphics shown in Figure 18. This enabled the project team to draw upon local knowledge and better understand the aspirations of the community.

Feedback received from the steering committee, local community, and other key stakeholders, demonstrated respondents were generally supportive of the proposed ideas for the open space network and improvements along High Street.

Figure 17: Engagement process

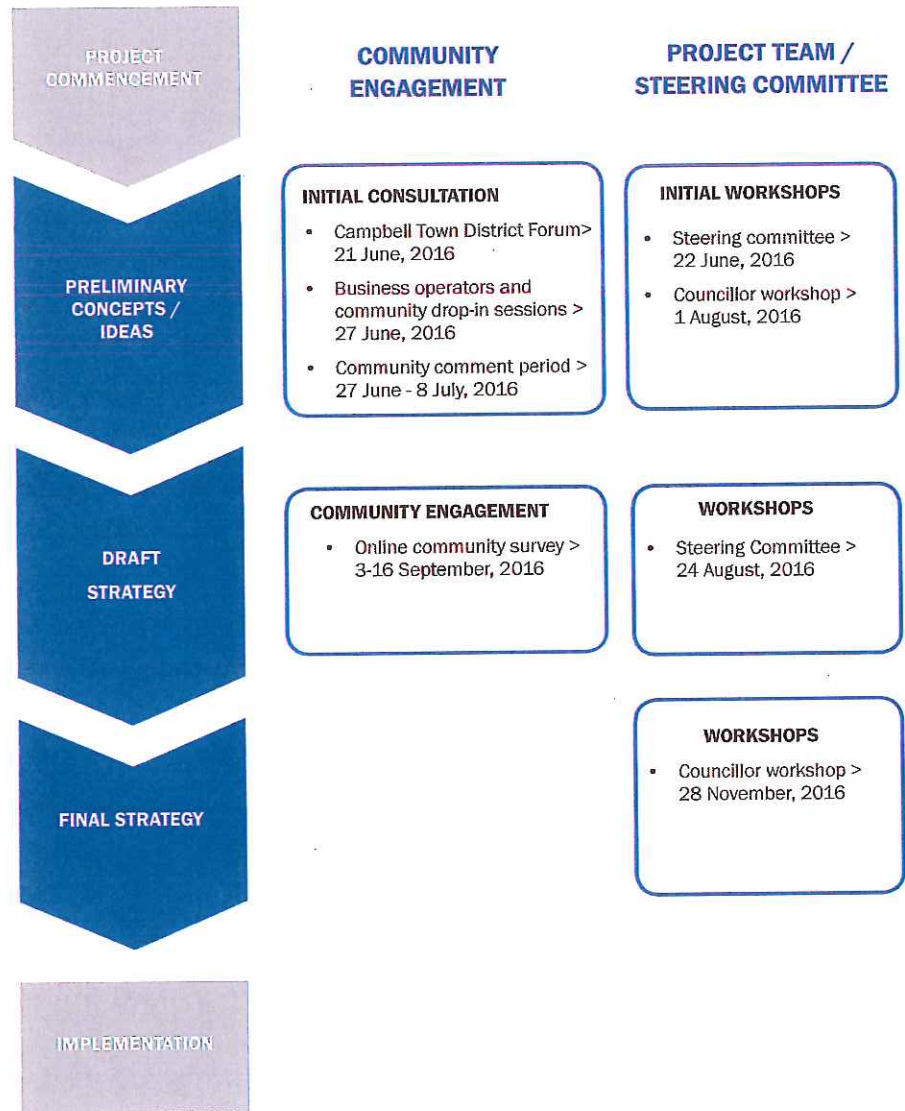


Figure 18: E-Survey Responses

E-Survey respondents



121
Respondents

E-Survey Responses



NOTE: % indicates agreement / positive response to proposed design concepts.



4 OPPORTUNITIES AND CONSTRAINTS



4 OPPORTUNITIES AND CONSTRAINTS

4.1 OVERVIEW

In undertaking the analysis of Campbell Town's existing context and strategic planning framework, several opportunities and constraints have been identified. These are highlighted in Figures 19 and 20, and detailed in the sections below.

Opportunities and constraints, form the basis for the urban design principles and strategies developed for Campbell Town, as outlined in Section 5 and 6.

4.2 CONSTRAINTS

While there are a number of challenges for Campbell Town, these issues can also be considered an opportunity for enhancement and regeneration.

The following represents a summary of the key constraints:

IDENTITY

- Entry points to the town present poorly and do not promote a strong 'sense of place' and identity for Campbell Town.
- The tourist information centre is located within the Town Hall, which is not easily identified upon entering the town. There is a limited offering of tourist accommodation, to promote Campbell Town as a place for short stays and conferences.

STREETScape CHARACTER

- The quality and character of streetscape elements varies quite significantly throughout the town, including built form, signage, planting and other landscape elements.
- Relatively low levels of street planting is present along the main High Street, taking account of its National Highway status.

TRAFFIC MANAGEMENT AND SAFETY

- Given the highway location, a range of heavy vehicle pass through the town and trucks park along High Street. This creates opportunities for retail businesses although it creates issues including noise, traffic and safety conflicts with cars and pedestrians that are capable of being addressed in future design responses.
- 45-degree angle parking adjacent to Valentine Park poses a safety issue in terms of reversing onto High Street and potential conflict with light and heavy vehicle traffic (Refer to Image 9).
- Parking is located in close proximity to intersections and rear parking lots in a number of cases, restricting sight lines and safety for turning movements on to High Street.

PUBLIC PARKING

- Based on surveys undertaken, the northern parking area across from Town Hall, is currently underutilised.
- Limited and/or poor quality landscaping within public carparks.

SIGNAGE

- Interpretive, wayfinding and street signage within the town lacks a coordinated appearance and style.

STREET LIFE / VIBRANCY

- Activity adjacent to the Midland Highway needs to be of an appropriate scale and location based on the priority given to private vehicles.
- Several key buildings and stores are vacant within the town centre.

OPEN SPACE PROVISION

- Overall provision made for public open space is relatively high on a per-capita basis. Open space reserves are therefore under-utilised in a number of cases.
- Key parks and reserves are spread throughout the township, however the quality and appearance of park furniture, play equipment and other amenities and facilities within them is variable. A coordinated open space strategy would provide an opportunity to appeal to a wide variety of age groups and interests and to capitalise upon key assets and drive further tourism.

ACCESS AND LINKAGES

- Overall accessibility is constrained within the town due to the siting relative to the Midland Highway and priority given to vehicular movements. There are very few, easily accessible linkages between key open space areas and the main retail centre.

LOCALISED DRAINAGE ISSUES

- Potential drainage issues in low-lying areas around the Elizabeth River and along the drainage paths.

Image 9: 45° angle parking near Valentine Park



Image 10: Landscape verge within public carpark



Image 11: Heavy vehicular traffic along High Street



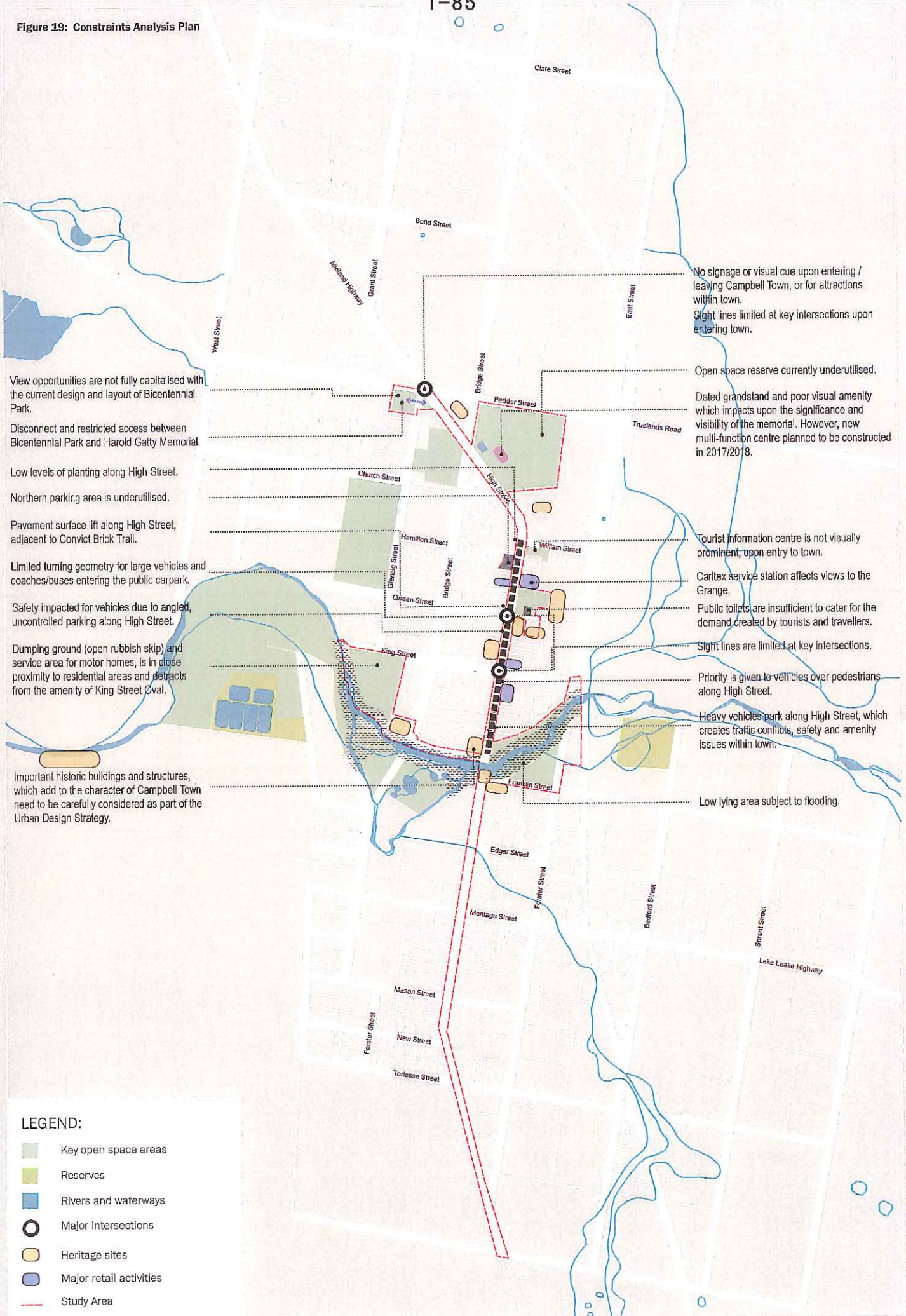
Image 12: Limitations due to road narrowing over Red Bridge



Image 13: Pavement lift along High Street



Figure 19: Constraints Analysis Plan



View opportunities are not fully capitalised with the current design and layout of Bicentennial Park.

Disconnect and restricted access between Bicentennial Park and Harold Gatty Memorial.

Low levels of planting along High Street.

Northern parking area is underutilised.

Pavement surface lift along High Street, adjacent to Convict Brick Trail.

Limited turning geometry for large vehicles and coaches/buses entering the public carpark.

Safety impacted for vehicles due to angled, uncontrolled parking along High Street.

Dumping ground (open rubbish skip) and service area for motor homes, is in close proximity to residential areas and detracts from the amenity of King Street Oval.

Important historic buildings and structures, which add to the character of Campbell Town need to be carefully considered as part of the Urban Design Strategy.

No signage or visual cue upon entering / leaving Campbell Town, or for attractions within town.
Sight lines limited at key intersections upon entering town.

Open space reserve currently underutilised.

Dated grandstand and poor visual amenity which impacts upon the significance and visibility of the memorial. However, new multi-function centre planned to be constructed in 2017/2018.

Tourist information centre is not visually prominent, upon entry to town.

Carltext service station affects views to the Grange.

Public toilets are insufficient to cater for the demand created by tourists and travellers.

Sight lines are limited at key intersections.

Priority is given to vehicles over pedestrians along High Street.

Heavy vehicles park along High Street, which creates traffic conflicts, safety and amenity issues within town.

Low lying area subject to flooding.

LEGEND:

- Key open space areas
- Reserves
- Rivers and waterways
- Major Intersections
- Heritage sites
- Major retail activities
- Study Area

4 OPPORTUNITIES & CONSTRAINTS

4.3 OPPORTUNITIES

Campbell Town is strategically located between Hobart and Launceston. It is a picturesque locality, with a strong historic character. As such, several opportunities have been identified, to build upon the strengths of locale, including:

REINFORCE CHARACTER AND IDENTITY

- There is an opportunity to establish striking entry statements and other features to promote a greater 'sense of place' and identity.
- Through a coordinated urban design strategy for the town, reinforce the character and identity of Campbell Town, drawing inspiration from the rich historical context within the town.
- Promote significant view corridors.

STREETScape ENHANCEMENT

- The town centre would benefit from a coordinated strategy to enhance and improve the overall streetscape character and amenity.
- A consistent planting and material palette should be utilised for the town, which is of a high standard in terms of its quality and appearance.
- Street planting is presently limited along the main street network and could be extended, to add to the overall amenity and character of the town.

ACTIVE AND PASSIVE RECREATION

- There is an opportunity to reinforce the purpose and function of open space parks for different active and passive recreational activities.

IMPROVE CONNECTIVITY

- Connectivity and linkages between open space and other town amenities and facilities can be enhanced. Further provision can be made for cycling lanes and shared use paths, to promote active modes of transport.
- Greater priority should be given to pedestrians and cyclists along High Street.

TRAFFIC AND PARKING MANAGEMENT

- There is an opportunity to calm traffic through the main centre, using pedestrian refuges and central planted medians, which adhere with the requirements of the Department of State Growth.
- Opportunity to restrict parking close to main intersections, to improve sight lines and create safer conditions for pedestrians and drivers.

VALUE-ADD ATTRACTIONS

- There are a number of opportunities within the present open space network and other sites, to create unique town attractions that draw locals and visitors. New attractions could draw upon the strengths of the Campbell Town area, particularly farming and local produce.

COORDINATED SIGNAGE

- There is an opportunity to develop a signage strategy, to promote a more coordinated approach and appearance for all wayfinding, street and interpretive signage displayed within the town, as well as, guiding future retail signage for business owners.

Image 14: Existing bus shelter along High Street



Image 15: Interpretive signage in Valentine Park



Image 16: Feature planting - Foxhunters Return



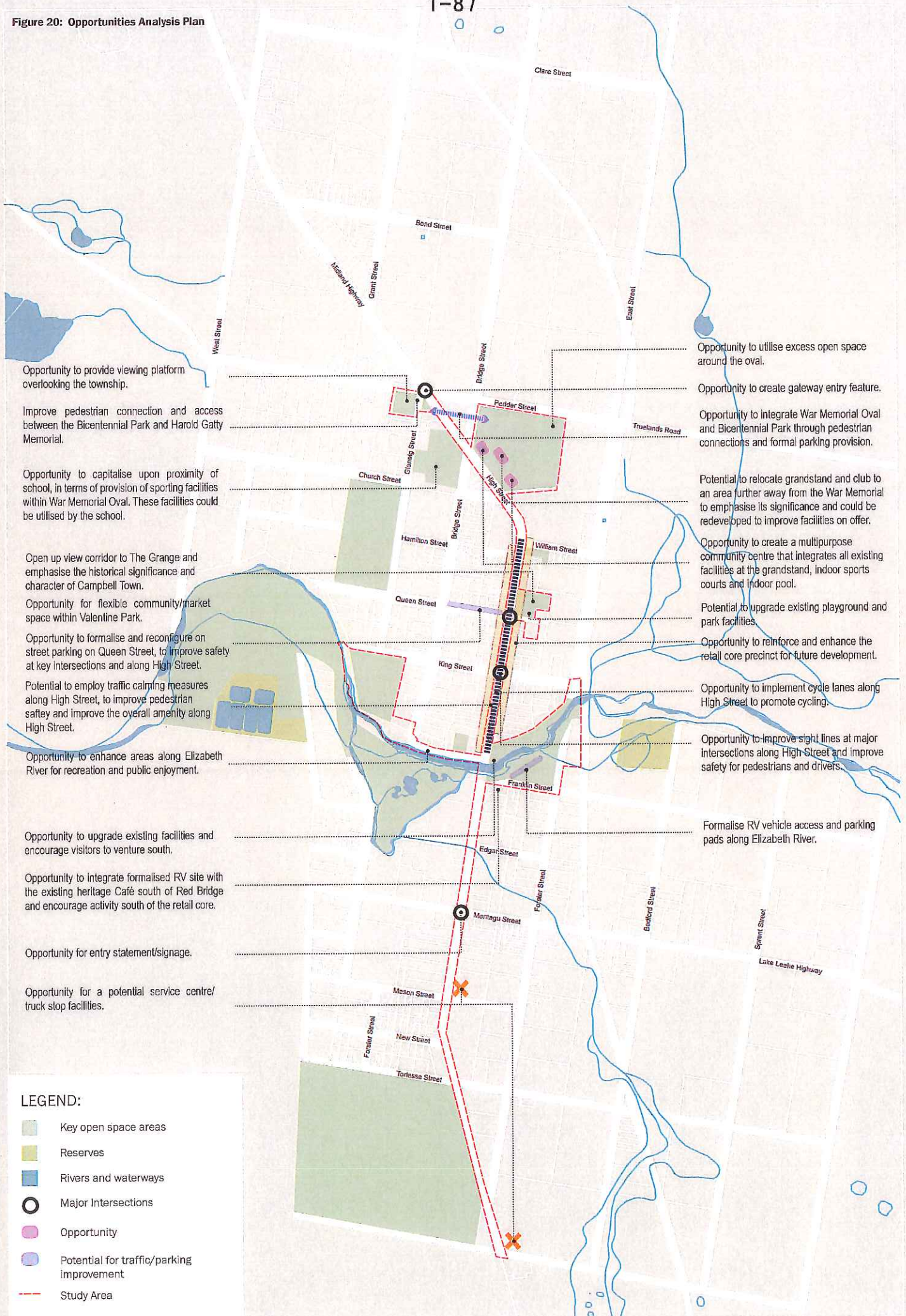
Image 17: Vacant store within retail centre



Image 18: Site furniture examples within open space



Figure 20: Opportunities Analysis Plan



- LEGEND:**
- Key open space areas
 - Reserves
 - Rivers and waterways
 - Major Intersections
 - Opportunity
 - Potential for traffic/parking improvement
 - Study Area

Campbell Town

Established 1821

Campbell Town - its beginnings

One of only eight Tasmanian townships declared by Governor Lachlan Macquarie, Campbell Town was selected in 1821 to become one of the garrison towns linking Hobart Town and Launceston. Both the town and the river passing through it were named in honour of Macquarie's wife Elizabeth, nee Campbell.

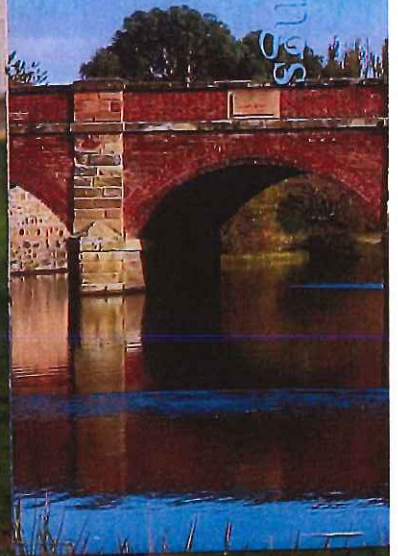


This township is most advantageously situated in every respect, surrounded by a fine rich country, and well watered.
Governor Macquarie

From Campbell Town, an important way was opened to the north of Van Diemen's Land.



For further information visit www.campbelltown.tas.gov.au



humble beginnings, Bell Town soon became an centre for agriculture and for the coaches that trade through the heart of the region's Land.



For information visit:
impbelltowntasmania.com
rtahighway.com.au
thernmidlands.tas.gov.au

erected in just 13 months, the 1858 Bell Town's Red Bridge replaced a primitive causeway and bridge that passed over the river.



Timber and a half-ton and bricks were used in the construction of the Red Bridge at this level, an exceptional feat when no-bridges, nearly dry canal along with the Eyrewater.



Convicts, Bridges and Inns



A convict dock built to accommodate the thousands of convicts sent to the penal colony from High Street, being of the order of thousands of convicts, the road starts outside Lambton Bottom next to the Red Bridge and continues up the western side of High Street then back down the eastern side.



A bridge built for the coast between the north and south of the colony, Campbell Town discovered a fitting, reaching the river, then rising up along High Street after the opening of the Red Bridge.

5 URBAN DESIGN FRAMEWORK

5 URBAN DESIGN FRAMEWORK

5.1 OVERVIEW

The following eight (8) overarching principles, form the foundation of this Urban Design and Traffic Management Strategy.

This framework is aimed at building upon the natural and built assets of the town and addresses identified issues in respect of traffic management, amenity and function.

The strategy is hinged upon principles of safety, amenity, connectivity, sensitive and environmentally sustainable design approaches.

The intention is to foster a lively and thriving township, which leaves a lasting impression.

Promote tourism and growth



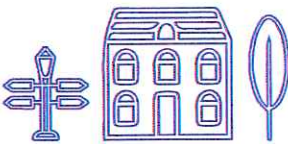
1. Implement strategies to enhance High Street and key open space parks, promoting further tourism.
2. In addition to physical improvements and initiatives, use local, regional and state marketing forums and events to promote tourism within Campbell Town.
3. Seek to improve operating conditions for businesses along High Street, to reduce vacancies and promote a diverse retail offering for residents and visitors alike.

Reinvigorate town centre



1. Through urban design and landscaping improvements, promote a greater level of activity and vibrancy within the town centre.
2. Attempt to calm traffic conditions and make better provision for pedestrians within the town centre, whilst retaining the priority for private vehicles.
3. Introduce greater landscaping variety and strong tree lined streets, to add to the character and attractiveness of the centre.

Enhance Streetscape



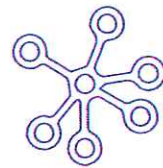
1. Implement landscaping and public realm improvements, such as street furniture and lighting, which have a consistent character and style, in keeping with the surrounding built and natural context.
2. Promote a strong streetscape character through a strong and consistent line of street trees along the main road network.

Encourage active participation



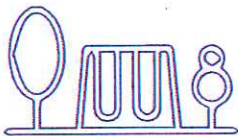
1. Encourage greater levels of active participation and pedestrian movement, through an improved offering of equipment, services and amenities within the town centre, and major open space parks.
2. Improve the path network and provide for cyclist movements within the road reserve, to promote more active modes of transport.

Improve connectivity



1. Enhance the perceived and physical connection between various users and the natural and built setting, through a high-quality path network, coordinated palette of landscape elements, and consistent and integrated signage.
2. Improve the function and efficiency of pedestrian paths along High Street.
3. Create greater connectivity between key open spaces and the town centre.

Enhance open spaces and recreational amenities



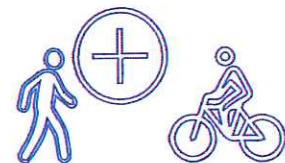
1. Enhance the overall appearance and function of major open spaces.
2. Improve the trail network to better connect open spaces and the town centre.
3. Within the open space network create greater variety and appeal, through further recreational activities, catering to a wide range of ages and interests.

Protect natural setting

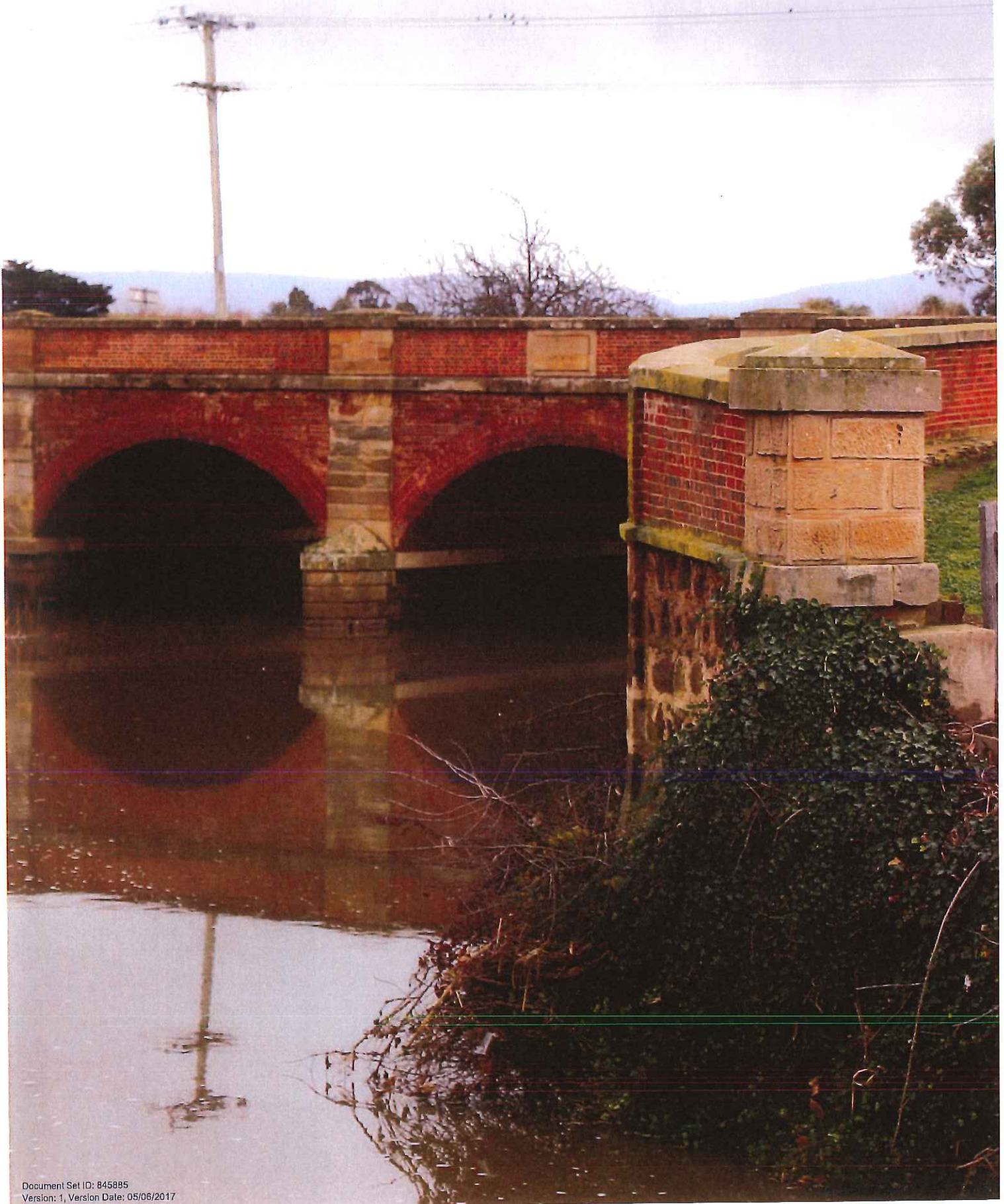


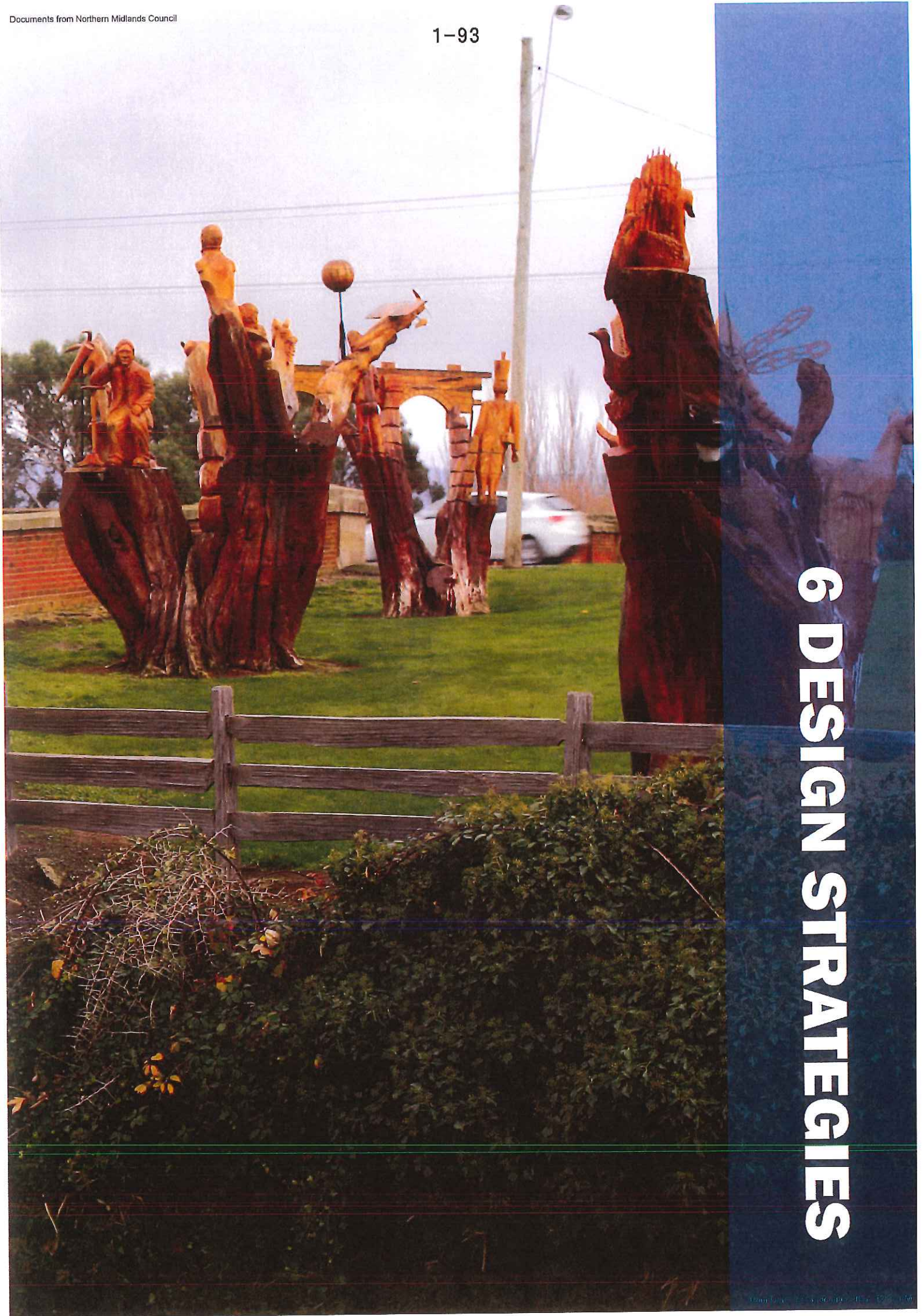
1. The Elizabeth River represents an important natural environmental feature. Open space improvements should protect and rehabilitate areas along the river, to retain their significance and ensure its future use and enjoyment by all.
2. Water-sensitive urban design practices should be employed to direct stormwater flows away from flood prone areas.
3. Significant trees and vegetation should be retained.

Promote safe movements



1. Promote efficient and safe movements, in and around the town centre, through revised parking arrangements and subtle visual traffic calming measures, which are compliant with the requirements of State Growth for Highways.
2. Reduce traffic conflicts between on-street parking and vehicular traffic on High Street.
3. Improve sight lines at key intersections, to promote safer conditions for vehicles, pedestrians and cyclists.





6 DESIGN STRATEGIES

6 DESIGN STRATEGIES

6.1 OVERVIEW

As part of this study, through detailed context analysis and input from the community and key stakeholders, a number of issues and opportunities were identified for Campbell Town. In response, a number of design initiatives have been developed. These have been synthesised into several key strategies for the town including:

1. Urban Design and Streetscaping;
2. Open Space design;
3. Traffic, Movement and Parking; and
4. Environmental Management.

These themes are based on the purpose of the study and urban design framework. Each of the initiatives are detailed below.

6.2 URBAN DESIGN AND STREETSCAPING

The Urban Design and Streetscaping strategy is aimed at capturing and reinforcing the character of Campbell Town. Presently, the quality and style of streetscape elements varies quite markedly within Campbell Town. This includes pavement surfaces, street lighting, bins, seating and other site furniture, and signage. It was also observed that entry points to the town are not distinguishable and do not present favourably.

Several improvements are recommended within the public realm, at the major entry points to town, along High Street and within the main open space network. These improvements include:

- Enhance the streetscape setting, through additional landscaping and other elements (see Figures 21 and 24);
- Creating a strong entry statement, to contribute to a strong 'sense of place' and identity for the town (see Figure 22);
- Improve the path network, facilities and amenities on offer within the town;
- Ensure that improvements within the open space network and public realm, including footpaths, the interface with shop fronts, meet DDA accessibility standards; and
- Augment the street tree network along High Street, to contribute to a strong 'sense of place'.

Other key initiatives include the establishment of a new public plaza space adjacent to the Town Hall and Tourist Information Centre along High Street (see Figure 23). The plaza is designed to distinguish this building as an important community asset and highlight it to visitors when travelling along High Street. It also provides a flexible space for gathering and sitting, particularly for people attending events and travellers utilising the information centre facilities.

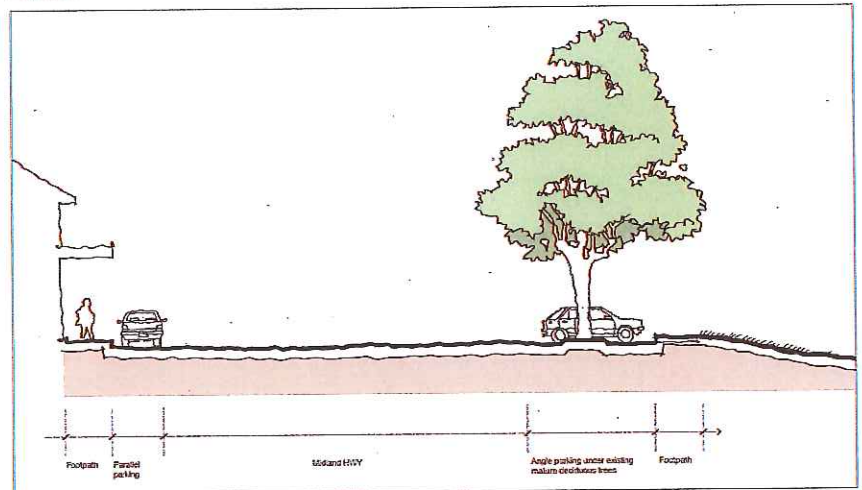
The design guidelines outlined in Section 7, provide guidance in respect of the standard and style, which is targeted for streetscape elements. As part of any future design development, a coordinated approach and style is recommended, in keeping with the strong colonial heritage character.

While outside the scope of this study, it is also recommended that a signage strategy be prepared to promote a consistent and coordinated appearance for all street, wayfinding and interpretive tourist signage within the township. This is a key initiative that will contribute to a strong character and promote further tourism and visitation of the varied assets within Campbell Town.

Figure 21: High Street cross section illustration - existing and proposed



EXISTING



PROPOSED

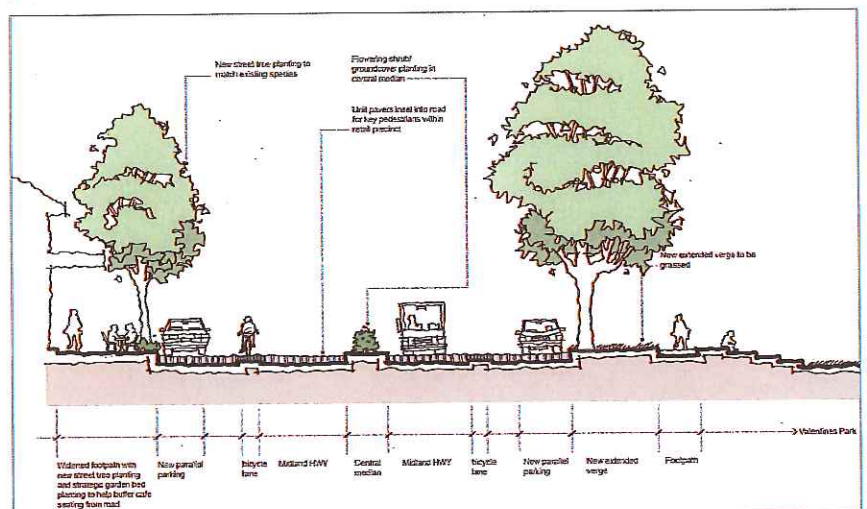


Figure 22: Preliminary concept - Landscape Entry Statement

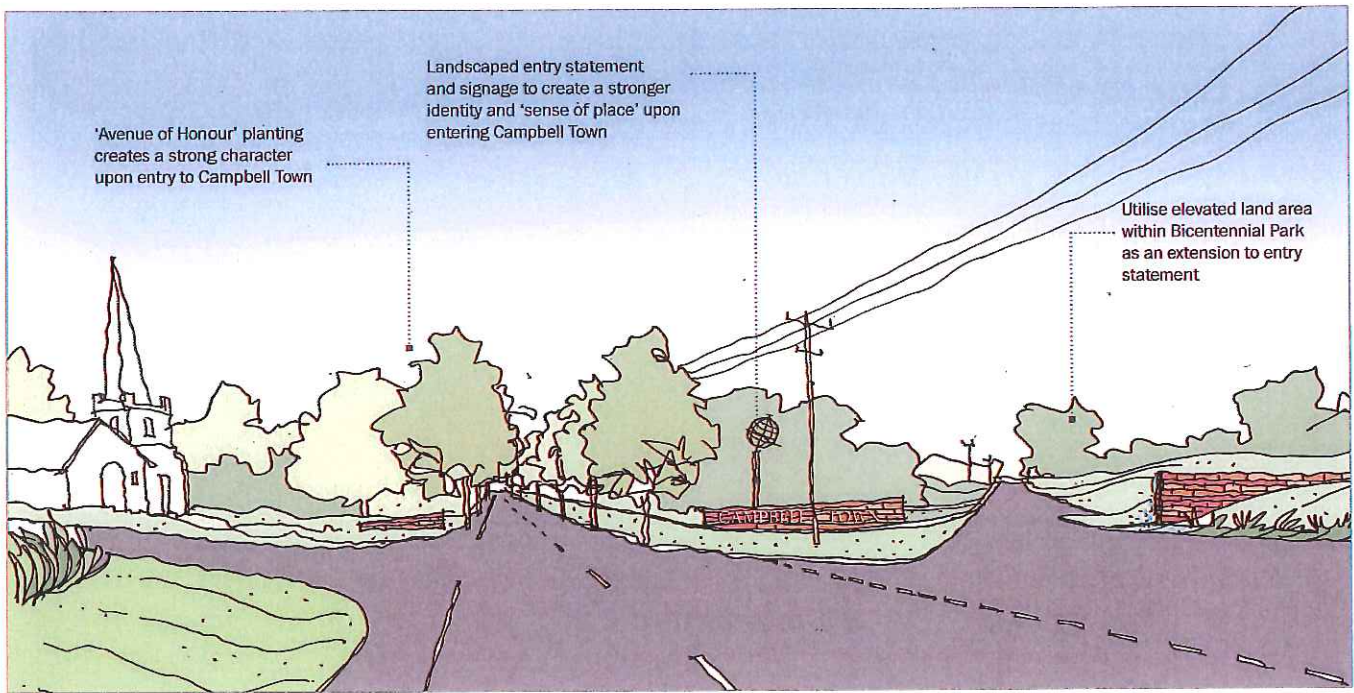


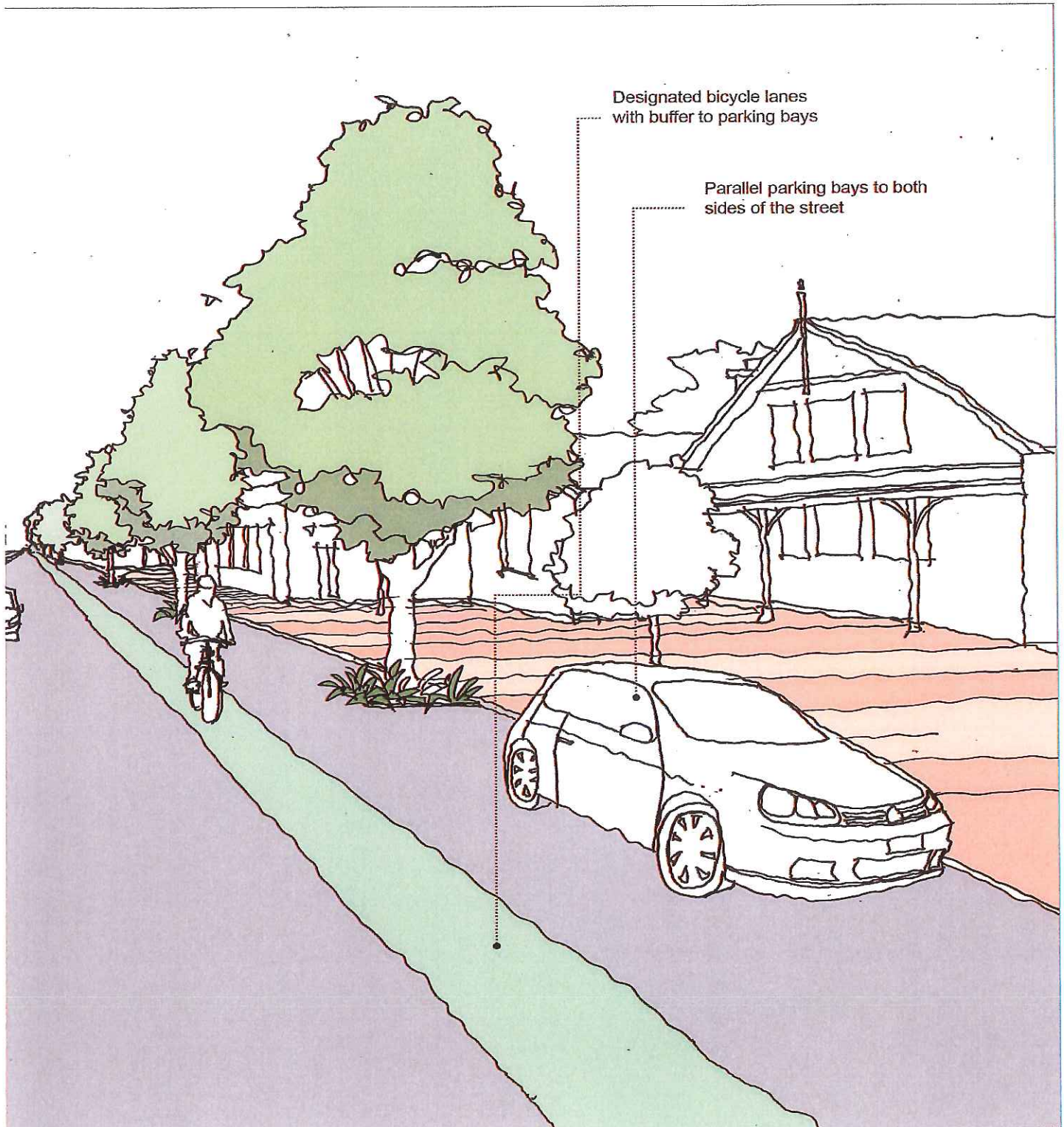
Figure 23: Preliminary concept - Streetscape improvements along High Street



6 DESIGN STRATEGIES

Figure 24: Perspective of streetscaping improvements along High Street





Designated bicycle lanes
with buffer to parking bays

Parallel parking bays to both
sides of the street

6 DESIGN STRATEGIES

6.3 OPEN SPACE / LANDSCAPE DESIGN

As outlined in Section 2, the study area within Campbell Town is well served by open space. All of these parks have a slightly different landscape character, but on the whole, contribute positively to creating a leafy green, parklike setting that permeates through Campbell Town. Some of the common characteristics and features of these open space areas are:

- Presence of exotic tree planting which compliment the heritage buildings and structures that are present within or adjacent to open space areas;
- A generous amount of quality, open lawn which allows a high degree of flexibility in use;
- An organic informality and loose structure for the layout and positioning of facilities within the open space areas;
- It showcases the proud heritage of the town and region;
- Play equipment is generally quite dated and located sporadically; and
- Path network and connections between the key parks is of a varying standard.

The open space design initiatives target improvements to several open space parks and reserves within town, to enhance their function and appeal. Based on a detailed assessment of open space assets within Campbell Town, it was observed that several parks offer standard amenities, however there is limited variety at present. The strategy therefore seeks to create a clear and different purpose for each park. Additional recreational opportunities are proposed to cater to different interests and age groups, as well as, the high number of tourists passing through.

The open space strategies are designed to work with the natural setting and capitalise upon the characteristics of each area. Based on input from Council, key stakeholders and the general community, a number of new facilities and other improvements are planned, including gathering spaces, paths and landscaping, new play equipment, toilet amenities. Further improvements are particularly focused upon Valentine Park, which is highly utilised (see Figures 25-26).

6.4 ENVIRONMENTAL MANAGEMENT

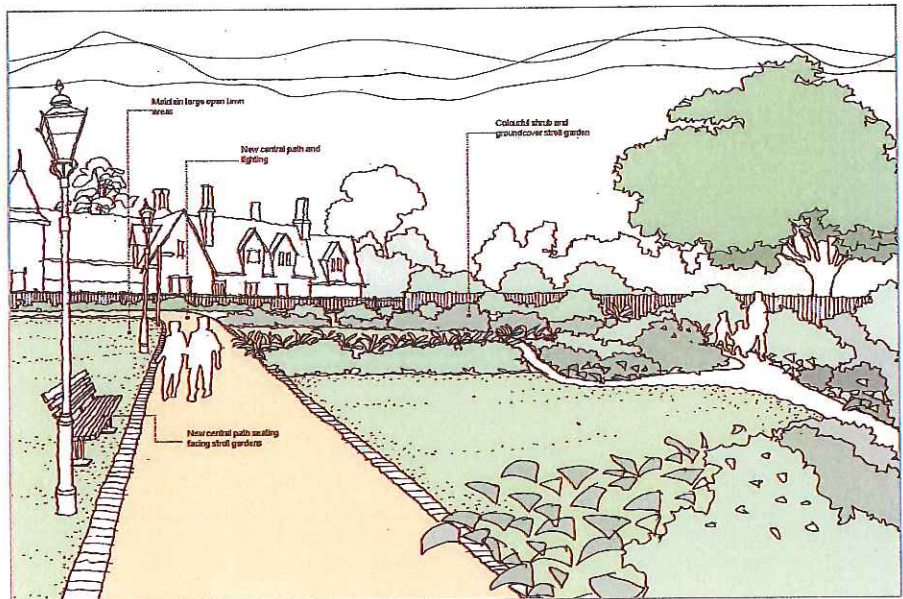
Campbell Town has a unique landscape, situated along the flats of the Elizabeth River. While the river provides significant character and amenity to the town, parts of the river are poorly maintained and relatively inaccessible.

The Environmental Management strategy sets out initiatives to protect and enhance the Elizabeth River setting. It is also targeted at preserving the state of the natural environment within the open space network, through vegetation protection, water-sensitive urban design practices, rehabilitation and enhancement of particular areas along the river.

For low lying areas within Wardlaw Park and near King Street Oval, there is an opportunity to incorporate natural wetland features as attractive landscape elements to direct stormwater flows.

These initiatives are illustrated on the overall master plan.

Figure 25: Preliminary concept - Streetscape improvements along High Street



LEGEND:

- ① Create circuit walk around the outer edge of Valentine Park.
- ② Opportunity to create a strong linear axis, incorporating perimeter planting to frame views to the Grange and celebrate this key town feature.
- ③ Incorporate new strong flower gardens along meandering path within Valentine Park.
- ④ Remove existing play equipment, replacing it with a new adventure playground, constructed of natural timber materials. The revised location is designed to avoid the view corridor to the Grange from High Street.
- ⑤ Expand toilet amenities within Valentine Park (underway).

Figure 26: Preliminary concept - Valentine Park



6 DESIGN STRATEGIES

6.5 TRAFFIC, MOVEMENT AND PARKING

As part of this project, a traffic and parking study was carried out by GHD's traffic engineers. Based on the findings of this analysis, several movement and parking issues were evident within Campbell Town. In summary, the key issues identified include:

- Parking conflicts, due to large traffic volumes along the main High Street;
- Heavy and light rigid trucks and vehicles travelling and parking along High Street, which detracts from the amenity of the retail centre;
- Limited visibility at intersections creating the potential for unsafe conditions, due to parked vehicles and the width of the High Street road reserve;
- Oversized road reserves which give priority to vehicles over pedestrians and cyclists; and
- Limited opportunities for safe pedestrian movements across High Street.

To address the above issues, a number of changes to the High Street Road reserve and alternative parking arrangements are proposed, to facilitate safe and more efficient movements along High Street and other key secondary roads. These initiatives include:

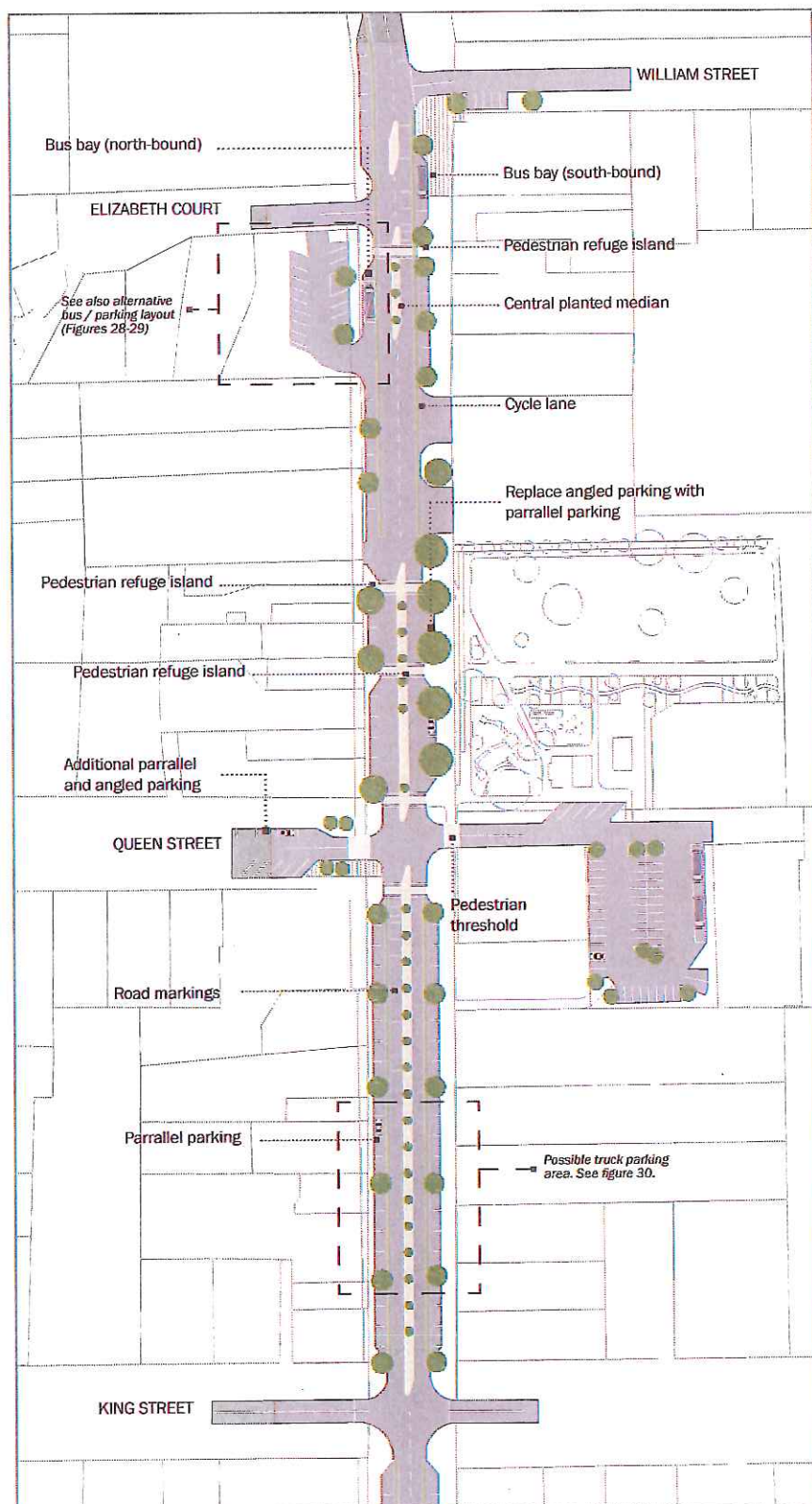
1. Subtle traffic calming cues, such as central medians, planting, more defined pedestrian refuges and line markings, to inadvertently slow vehicle speeds along High Street, without unduly impacting its function as a State Highway;
2. New cycle lane along High Street;
3. Replacement of 45 degree angled parking with 90 degree parking, adjacent to Valentine Park;
4. Provision for further parking along Queen Street and William Street, to better distribute parking within the retail centre and near community facilities, and reduce traffic conflicts along High Street;
5. Provision of formal parking within and adjacent to key open space parks, to encourage further use by locals and visitors;
6. Provision for electric vehicles charging stations;
7. Establish formal vehicle paths within Wardlaw Park for Recreational Vehicles (RV's) and campervans, to reduce the impact of vehicles along Wardlaw Park and provide better all-weather access for these vehicles; and
8. Improve and extend walking paths and trails to better connect open spaces and the town centre. Improved pathways must comply with DDA accessibility standards.

Further additional initiatives for consideration include:

- Create a formal bus area for local and tourist buses within the public carpark, in the northern part of town, opposite the Town Hall and Visitor Centre;
- Convert the existing bus bay within the central public parking area near Valentine Park, into further private vehicle spaces; and
- Consider establishing designated truck parking zones along High Street, to minimise impacts on local amenity for residents, business operators and visitors.

These initiatives are illustrated in Figures 27-30.

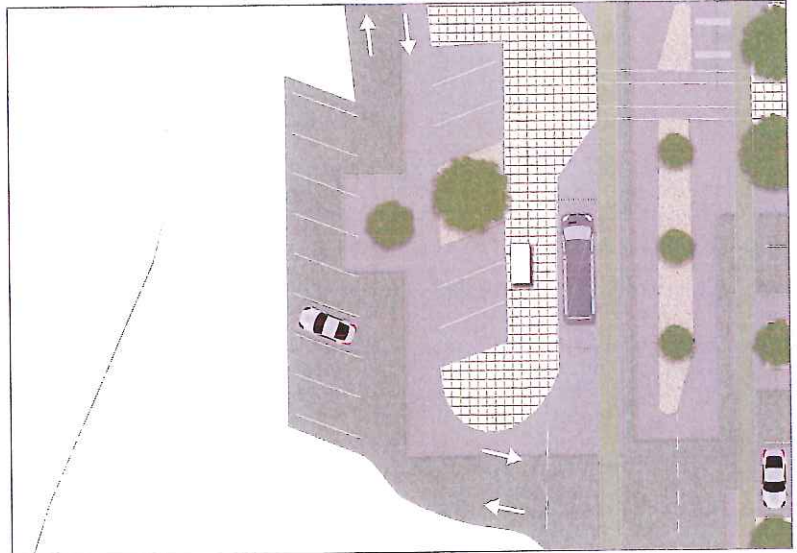
Figure 27: Traffic Management Plan



The current bus parking layout provides for a single bus stop in each direction, for local buses only. Private charter buses are currently parking in the southern parking area opposite Valentine Park.

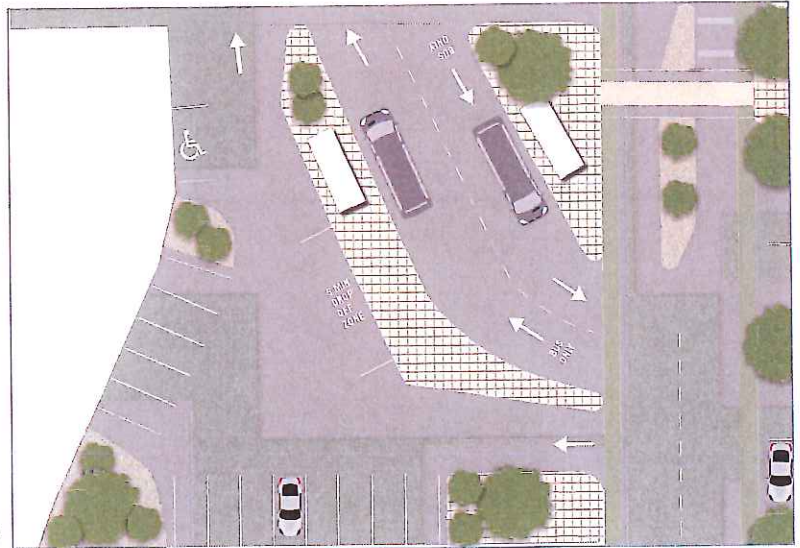
The northern public parking area directly opposite the Town Hall shall remain in its current condition.

Figure 28: Current bus and parking concept



The alternative bus interchange concept is designed to accommodate both local and private charter bus services. The northern carpark is currently underutilised. This concept utilises the full carpark reserve and would add to the streetscape character, tying in with the town hall plaza space.

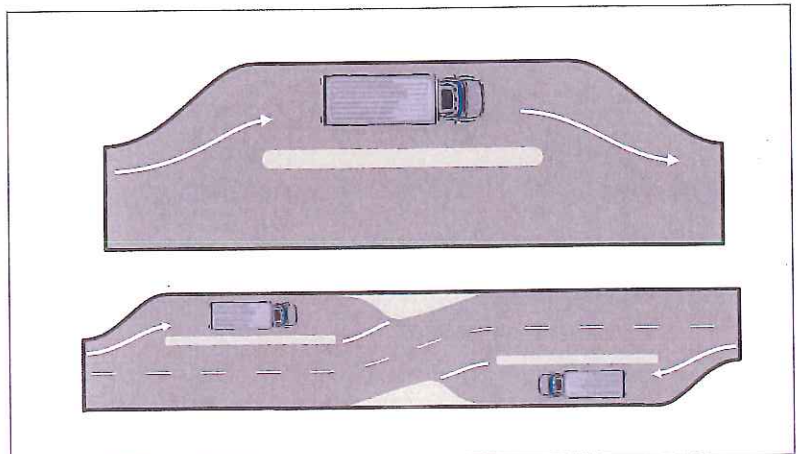
Figure 29: Alternative bus interchange concept



Buses are presently stopping along High Street. Given the road reserve width, there may be an opportunity to establish designated parking areas at the southern end of town.

This would be enabled via small parallel service roads, either in one or both directions, as illustrated in Figure 30 to the right.

Figure 30: Alternative truck parking solutions



6 DESIGN STRATEGIES

6.6 OVERALL STRATEGY

Initiatives proposed as part of the urban design and traffic management strategy are detailed below:

URBAN DESIGN AND STREETSCAPING

- ① Create an entry statement / welcome sign for Campbell Town.
- ② Install "Avenue of honour" trees, creating a strong identity and character upon entry and travelling through Campbell Town. Trees should be installed to avoid overhead electrical lines and planted in outstands within the road shoulder.
- ③ Establish new outdoor plaza space outside of the Town Hall and create high quality landscaped setting, to improve the visual prominence of the hall and Tourist Information Centre. Additional parking to serve this facility can be provided along William Street.
- ④ Enhance streetscape setting along High Street, with new and coordinated seating, lighting poles, bins and other street furniture.
- ⑤ Upgrade footpaths along High Street and extend the Convict Brick trail.
- ⑥ Establish a central planted median within the town centre, incorporating low height shrubs.

OPEN SPACE DESIGN

Bicentennial Park / Harold Gatty Memorial

- ⑦ Opportunity to install an entry feature, utilising higher ground on a prominent corner of Bicentennial Park.
- ⑧ Create observation / viewing deck at the top of the rise in Bicentennial Park.
- ⑨ Implement new barbeque and park furniture within the park, based on a town-wide coordinated design style.
- ⑩ Create better path connections and remove fence around Harold Gatty Memorial, to connect with Bicentennial Park.

War Memorial Oval (underway)¹

- ⑪ Establish new multi-purpose recreational clubhouse. Design subject to further concept planning, however there is an opportunity to provide some separation between clubhouse and memorial.
- ⑫ Reconfigure and formalise parking areas around the oval, and other key facilities and recreational amenities.
- ⑬ Create more space around War Memorial, improving its visibility and prominence. Opportunity to enhance landscaping around the memorial.
- ⑭ Establish a new unsealed BMX track next to concrete skate bowl, creating a key recreational area for children, teens and young adults.
- ⑮ Incorporate new running track around oval for training.
- ⑯ Establish new playcourts for netball, basketball and other sports.
- ⑰ Implement informal terrace seating around the oval, utilising natural materials, for spectators to utilise during sporting events.
- ⑱ Incorporate further infill planting of deciduous trees to reinforce heritage character of town.

Valentine Park

- ⑲ Create circuit walk around the outer edge of Valentine Park.
- ⑳ Opportunity to create a strong linear axis, incorporating perimeter planting to frame views to the Grange and celebrate this key town feature.
- ㉑ Incorporate new strong flower gardens along meandering path within Valentine Park.
- ㉒ Remove existing play equipment, replacing it with a new adventure playground, constructed of natural timber materials. The revised location is designed to avoid the view corridor to the Grange from High Street.
- ㉓ Expand toilet amenities within Valentine Park (underway).

Lions Park

- ㉔ Upgrade site furniture and barbeque amenities in line with a coordinated town-wide strategy for park and street elements.
- ㉕ Provide for formalised parking within the park, to enable people to drive and park to use the facilities.

Blackburn Park

- ㉖ Upgrade existing signage with information on the Red Bridge, in line with a coordinated signage strategy.

Wardlaw Park

- ㉗ Provide new playground and upgrade site furniture in line with a coordinated town-wide strategy for park and street elements.
- ㉘ Formalise loop road for all-weather motorhome/RV access.
- ㉙ Create new waste management area for the RV/ motorhome area, adjacent to the rail reserve.

King Street Oval

- ⑳ Potential to consolidate motorhome / RV activities within Wardlaw Park by relocating dump site and water pump area, and replacing these facilities with an enclosed dog park.
- ㉑ Extend informal, unsealed path along the Elizabeth River, to connect to Dog Park.
- ㉒ Undertake weed management along river edge, and plant appropriate species to improve the overall amenity in this area.
- ㉓ Formalise carparking at the edge of the King Street Oval, to enable people to park and utilise the dog park, oval and walking path along Elizabeth River.

TRAFFIC, MOVEMENT AND PARKING

- ⑳ Give greater priority to pedestrians, by incorporating pedestrian refuge island crossings at select locations on High Street, in line with the Traffic Management Plan recommendations. This will provide better connectivity within the town centre and to Valentine Park.
- ㉑ Remove angled parking near Valentine Park and establish parking along High Street, in between planted verges. Parking should be restricted to mid-block locations, to maintain sight lines along High Street from the perpendicular local street network.
- ㉒ Make further provision for carparking along Queen Street, with existing street landscaped reserve.
- ㉓ Make provision for cycle lane along High Street.

ENVIRONMENTAL MANAGEMENT

- ⑳ Incorporate water-sensitive urban design approaches to utilise stormwater runoff for planted areas.
- ㉑ Opportunity to create natural wetland features within landscape design, to filter stormwater and deal with stormwater flows, preventing localised pooling and flooding of low-lying areas.
- ㉒ Use natural, permeable materials, such as compacted gravel for river pathways, for all-weather use and to allow for stormwater infiltration.²

NOTES:

¹ The strategies for War Memorial Oval need to be read in conjunction with the masterplans for the redevelopment of the site and associated detail design currently underway, which take precedence.

² General town-wide initiative, which is not marked on the plan - this applies to #40 only.

³ Improvements must be designed to comply with DDA accessibility standards, to ensure that public areas remain highly accessible for all users.

LEGEND:

-  Study Area
-  Open Space
-  Rivers / Waterways
-  Landscaping / Planting
-  Avenue of Honour Planting

NOTE:
The strategies for War Memorial Oval need to be read in conjunction with the masterplans for the redevelopment of the site and associated detail design currently underway which take precedence.

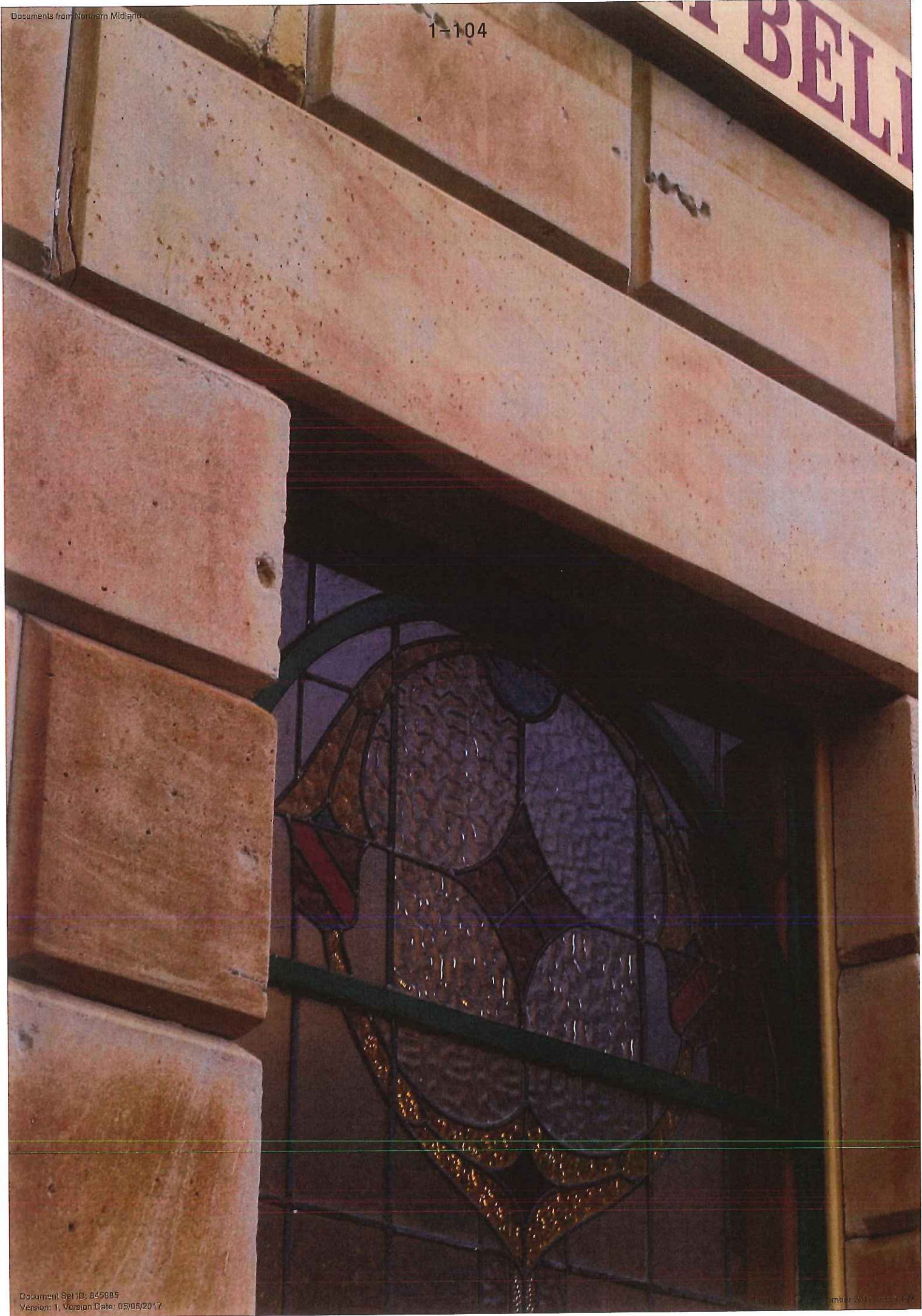


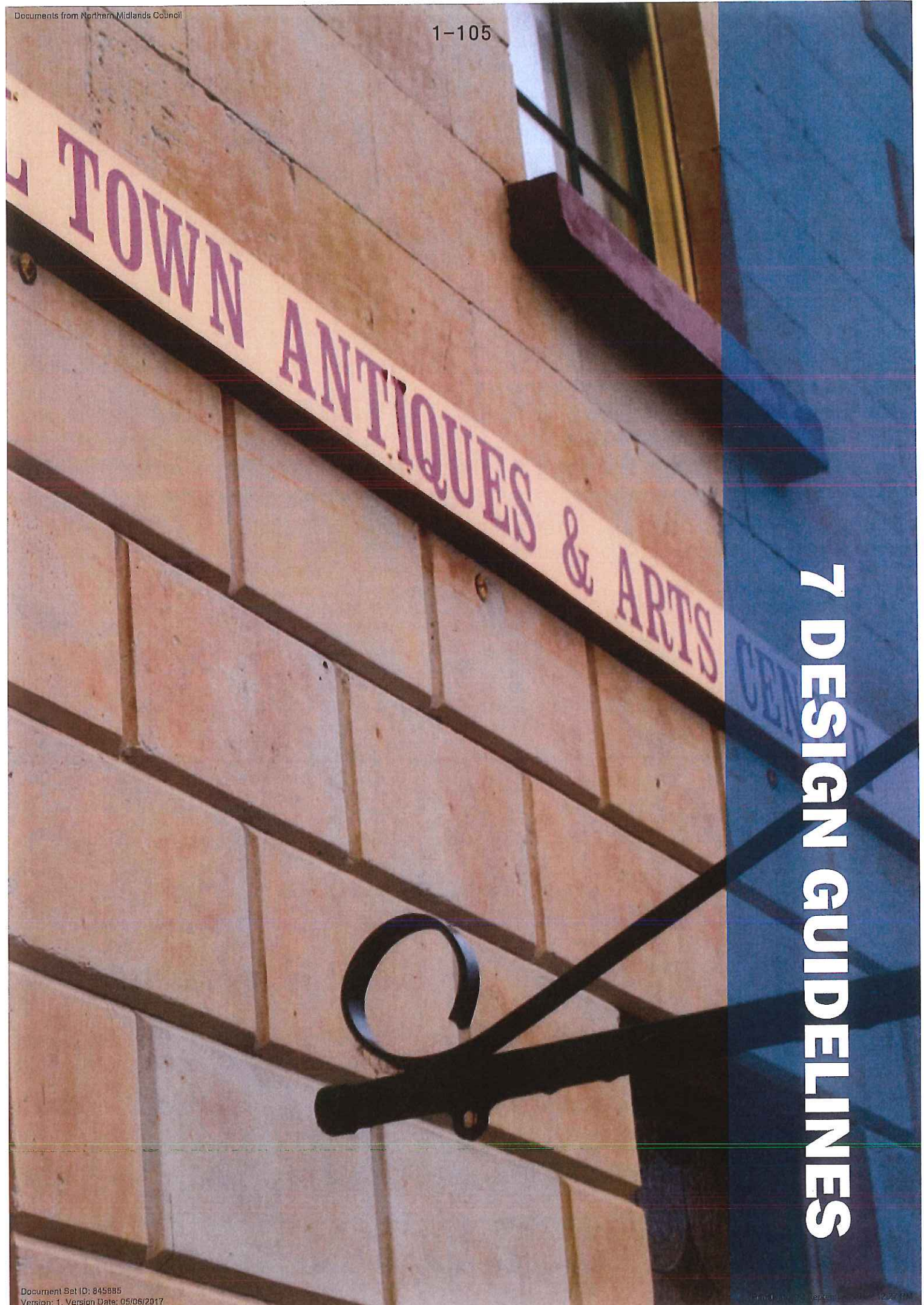
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SCALE 1:10500 AT ORIGINAL SIZE

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BELL

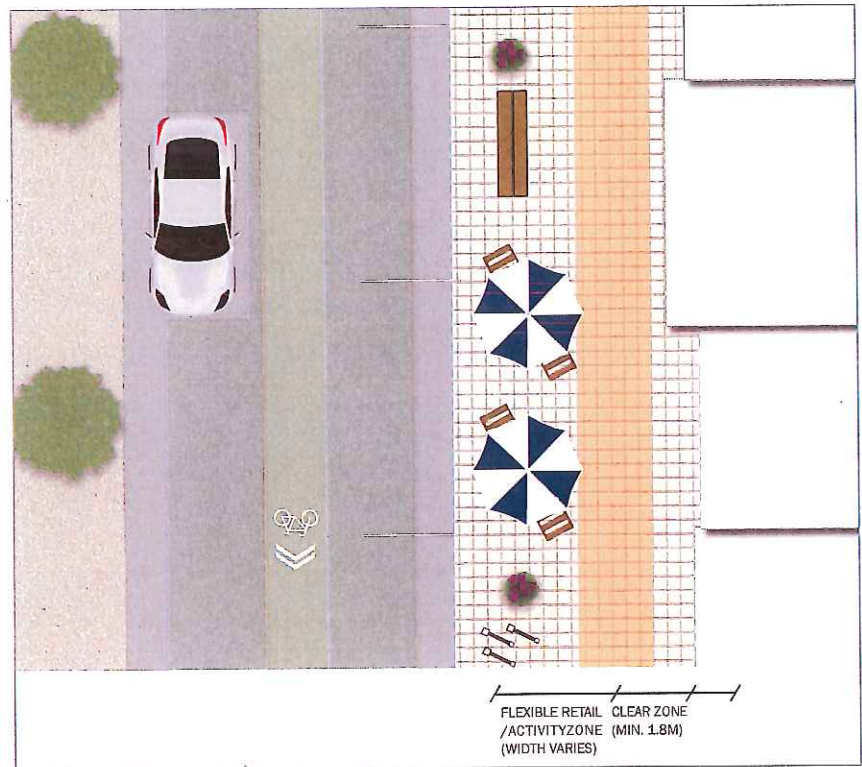




7 DESIGN GUIDELINES

7 DESIGN GUIDELINES

Figure 33: Retail activity zone guidelines



7.1 GENERAL

These design guidelines are intended to provide a framework for the implementation of initiatives proposed as part of this strategy by Council and other third party investors. The guidelines are not intended to be highly prescriptive, but instead allow room for adaptation as part of future detailed design work.

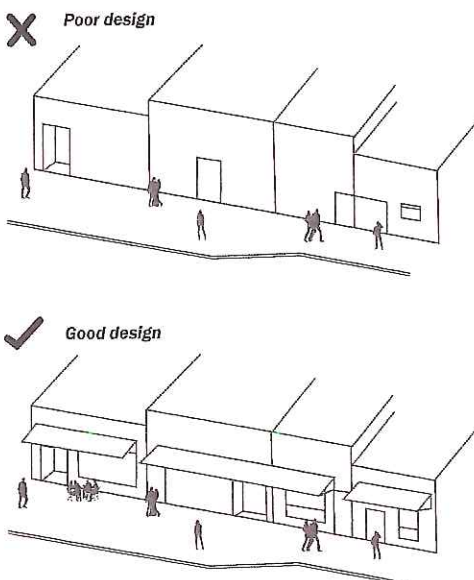
7.2 URBAN DESIGN

The following guidelines are recommended for areas along High Street:

Building frontages

1. Shops and buildings with frontage to High Street should engage with the street front and promote an active and lively street setting (see Figure 32). This should be achieved through high quality shop facades, signage, appropriate building entrances, temporary furniture and display stands.
2. New development, alterations and additions should be carried out in a sensitive manner, respecting the historic built form and streetscape character in accordance with the Planning Scheme.
3. To add to the overall street life and vibrancy along High Street, Council in close collaboration with business owners and operators, should implement a strategy to utilise vacant shops, with pop up shops and displays for temporary activities.
4. The use of gathering spaces for short-term events and conferences has the potential to act as a relatively cost effective tourist draw-card.

Figure 32: Active frontage guidelines



Plazas and gathering spaces

1. Where suitably located along High Street, further informal, flexible plaza spaces are highly encouraged within high pedestrian traffic areas, allowing business activities such as 'al-fresco' dining and displays to spill over into the sidewalk, or allow people to gather and linger (see Figure 33).
2. The use of planter seat walls is recommended to add colour and vibrancy, as well as, informal seating for patrons.
3. High quality paving and landscape materials must be used for new plazas and gathering spaces proposed as part of this strategy, which tie in with the character of the surrounding built and natural character. This includes hardscape surfaces, seating and other site furniture, lighting, planting and other improvements. The desired character is illustrated in character board images, to the right.
4. The use of gathering spaces for short-term events and openings is encouraged, given its potential to act as a relatively cost effective drawcard.

Street Furniture

1. Street furniture and activities are encouraged within the flexible retail zone, as illustrated in Figure 33.
2. All new street furniture installed along High Street and within open space parks, should emulate the colonial and regal character of the township. Timber and steel furniture is preferred to complement the built heritage character.
3. To avoid traffic safety conflicts, all site furniture must be surface mounted and located at least 600mm from the kerb, depending on financial capacity.

Temporary Furniture

1. The installation or use of temporary furniture outside of shopfronts, within key open spaces and along High Street, is highly encouraged. Where used, temporary installations should be of a high quality and promote a greater level of activity and vibrancy within the setting, without impacting upon nearby uses or general accessibility (see character boards to the right).

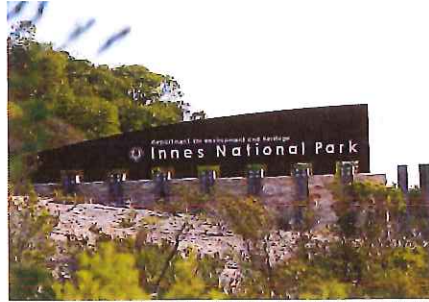
Signage and Artwork

1. To build upon the strong identity and character of Campbell Town, it is recommended that Council commission a Signage Strategy to guide the style and format of signage established within Campbell Town. The strategy would include all road signage, tourist/interpretive signage and general wayfinding signage, to promote a more consistent and coordinated approach to signage. The strategy could also cover guidelines for future retail signage within the town centre.
2. This would contribute to other streetscape and urban design improvements, to reinforce and enhance the 'sense of place' and character of Campbell Town, within the open space network and new plaza spaces along High Street.
3. The commissioning of further sculptures, artwork and other forms of public art, celebrating the history and current culture of Campbell Town is also highly recommended, within the open space network and new plaza spaces along High Street.

URBAN DESIGN AND STREETSCAPING - CHARACTER BOARD



Establish attractive streetscape character through planting



Entry signage recommended to establish a strong identity for Campbell Town



Create a vibrant plaza space adjacent to the Town Hall, with planting, flexible activities and furniture



High quality temporary furniture encouraged along High Street



Vibrant planted and/or flower beds are recommended



Wherever possible, create opportunities to showcase local produce



Establish a palette of high quality pavers and site furniture, which complement the surrounding historic built form



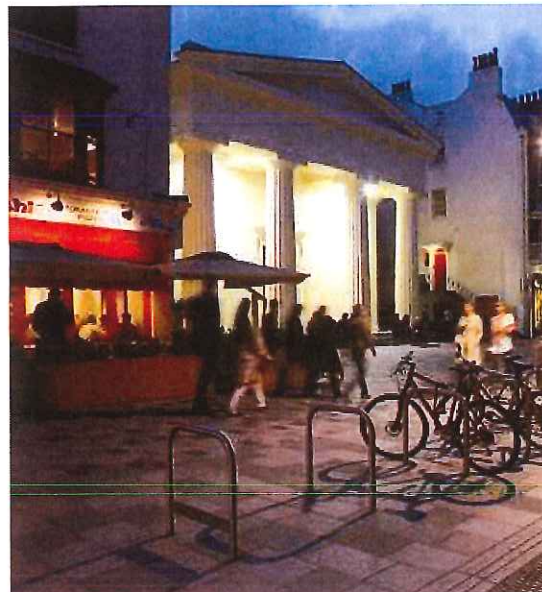
Timber, steel and metal furniture recommended, to be in keeping with the strong colonial streetscape character



Moveable street elements recommended to add to street vibrancy



Implement coordinated signage throughout the town, using a similar palette and style to site furniture and streetscape elements



Create an active and lively setting along High Street



Enhance and improve the safety and amenity for pedestrians along High Street

7 DESIGN GUIDELINES

Figure 34: Rear parking guidelines

7.3 TRAFFIC, MOVEMENT AND PARKING

Pavement Surfaces

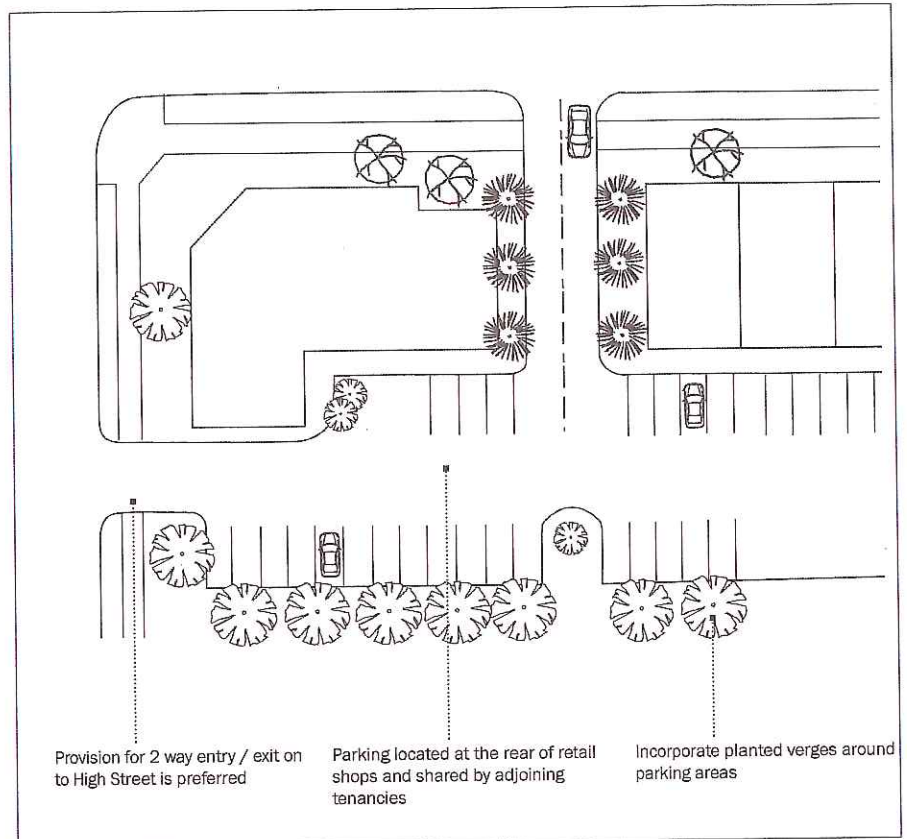
1. As a State Highway, all road pavement surfaces must be maintained to a bitumen standard. The use of pavers and other materials, shall only be permitted by the Department of State Growth for parking lanes.
2. The use of concrete pavers is recommended for pedestrian pavements, particularly as part of proposed streetscape improvements along High Street, in neutral, earth coloured tones, which is in-keeping with the character of the surrounding built form.

Bike Ports / Racks

1. Provision should be made for parking bikes along High Street and within key open space parks. Recommended bike rack locations have been nominated as part of the Traffic Management Plan (see Figure 28).

Parking

1. For businesses fronting onto High Street, rear car parking areas are recommended. Wherever possible, shared parking arrangements and service roads should be designed to serve 2 or more adjoining properties, minimising the number of conflict points and areas of congestion along High Street (see Figure 34).
2. Parking areas should be suitably landscaped to improve the amenity and increase shading effect within parking areas (see Figure 34).



TRAFFIC, MOVEMENT AND PARKING - CHARACTER BOARD



Create high quality pedestrian paths along High Street



Use different pavement surfaces to differentiate movement paths for pedestrians



Provide for bike racks in convenient locations. Black painted steel or timber racks preferred.



Varied materiality, line marking and/or planting is recommended for pedestrian refuges and gateway threshold treatments along High Street



Provide high quality paths through the open space network and connecting to the town centre



Quality concrete pavers in neutral and earth coloured tones is preferred



Native and ornamental planting should be instated within and around parking areas



Shared, rear parking areas are encouraged for retail tenancies along High Street

7 DESIGN GUIDELINES

7.4 OPEN SPACE

To reinforce the overall strategy for open space areas, the following guidelines should be adopted:

1. Where practicable new paths and linkages should be developed that connect all of the open space areas together. These connections to be reinforced through wayfinding and signage, such as the 'convict walk'.
2. Feature trees, specimen planting and tree planting along the main axis or paths to be deciduous European species that complement the current landscape character and exotic species.
3. All new planting along waterways and drainage lines, and screening along boundaries and broad scale understorey/ ground cover planting to be indigenous species endemic to the local area.
4. All new tree planting to be carefully sited to ensure prominent sightlines to heritage structures, buildings or statues are not obscured. Vegetation should instead be used to frame and enhance views of these structures.
5. It is recommended for any new works that more robust edging is used for surface materials over in ground timber. Edging to be slightly raised above finished surface level for all garden beds, with a mowing strip, to help retain mulch from migrating to other surfaces. Potential materials for new edging could be unit pavers, that match pavers used locally for pedestrian surfaces or in-situ concrete. This will aid maintenance and help create a neater and tidier feel within open space parks.
6. It is recommended that Council develop a palette of consistent, robust and hard wearing outdoor furniture and lighting that, over time, could be rolled out to all the open space areas. This helps provide a level of consistency and sense of connectivity between all the parks. A heritage style of timber and steel furniture and park lighting would be the preferred style to complement the heritage buildings and Red Bridge (refer to character board - right).
7. Investigate opportunities for feature lighting around key open spaces and community facilities to increase their appeal at night and help to attract attention of visitors passing through. Elements that would benefit from architectural feature lighting could be the Red Bridge, The Grange, The Foxhunters Return, former Town Hall, St Lukes, Anglican Church and around key mature trees with the open space areas.
8. Consolidate all disparate play equipment within the different open space areas into the new adventure playground at Valentine Park.

Refer also to character board images.

OPEN SPACE - CHARACTER BOARD



Rehabilitate areas along the Elizabeth River and provide amenities to promote further use



Establish a high quality fenced dog park for residents and visitors adjacent to King Street Oval



Passive irrigation can be used for new street planting to reduce urban runoff



Establish unique, high quality play and adventure equipment, appealing to a wide range of interests and ages



Stormwater management initiatives can also be used to create landscape features



Build on connections between open space parks and other community assets within the town



Landscaped stormwater swales can be incorporated as a feature within open space areas



Celebrate local produce through community gardens or planters



Temporary furniture is encouraged within Valentine Park for special events and to drive further tourism in the area



Employ water-sensitive urban design practices for streetscaping improvements and within the open space network



Formal, axial planting schemes which are in-keeping with the historic built form



Establish high quality play equipment within Valentine Park, using natural timber materials



Up lighting can be used to highlight important areas and landmarks

NELSON GRIGGS
AGE 30
BUFFALO 1840
DUGHMAN - CONNECTICUT
HOME 1845 WITH BROTHER
U.S. 84

JER
BU
PLOUGH
SAILED HOM

8 IMPLEMENTATION PLAN

IMIAH GRIGGS
AGE 24
FFALO 1840
MAN - CONNECTICUT
ME 1845 WITH BROTHER
US 83

AS
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8 IMPLEMENTATION PLAN

This strategy identifies a number of capital works projects, which are designed to improve and enhance Campbell Town. Works are proposed to be staged, according to priorities, as outlined in the table below. Implementation shall require significant investment and commitment by Council and other parties. An important part of implementing the strategy will be to ensure landscape improvements and landscaping is low maintenance, cost effective and appropriate to the local setting.

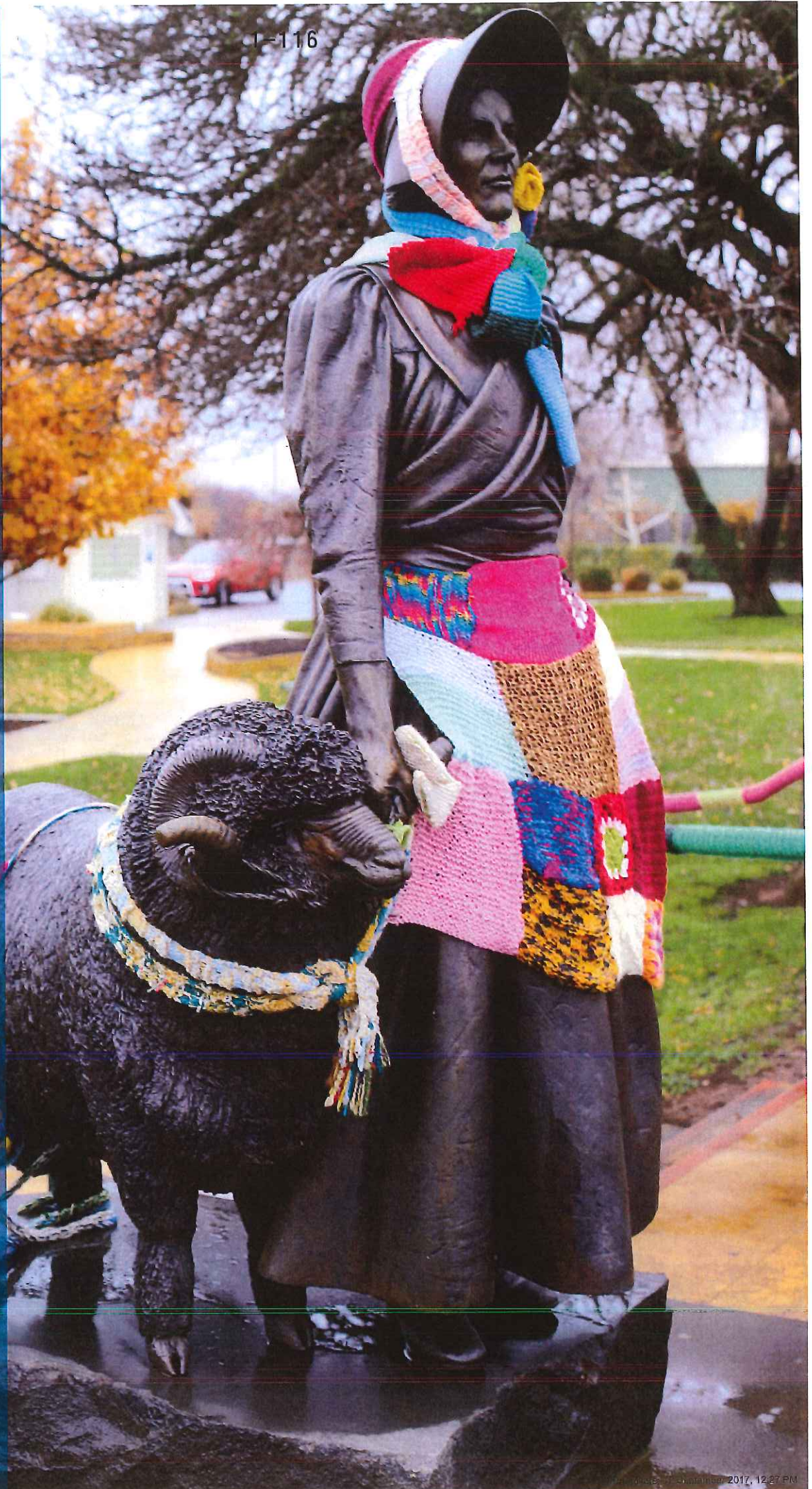
USE GUIDELINES		
#	INITIATIVE	DESCRIPTION
1.0 URBAN DESIGN		
1.1	Entry statements	Establish new landscaped entry feature at northern and southern entry points to town.
1.2	New street planting	Create 'Avenue of honour' along High Street.
		Install planted median along High Street.
1.3	Plaza space	Establish new plaza space outside of Town Hall / Tourist Information Centre.
1.4	Streetscape improvements	Implement streetscape improvements to enhance the local setting along High Street, including seating, lighting, bins and other street furniture.
1.5	Footpath upgrades	Extend convict trail and upgrade footpaths along High Street, with quality pavement surface.
2.0 OPEN SPACE ENHANCEMENTS		
2.1	Bicentennial Park	Create observation / viewing deck.
2.2	Harold Gatty Memorial	Remove fencing around memorial.
		Landscape improvements, including new pathway connections to Bicentennial Park.
2.3	War Memorial Oval	Implement further terrace seating around the oval for use by patrons.
		Install further deciduous trees and planting.
2.4	Valentine Park	Establish circuit walk.
		Install perimeter planting, to frame views to the Grange Conference and Meeting Centre.
		Install flower gardens along meandering path.
		Remove play equipment and install adventure playground, constructed of timber and natural materials.
		Expand toilet facilities (underway).
2.5	Lions Park	Rehabilitate planted areas within public carpark.
		Upgrade site furniture, shelter and barbeque amenities.
2.6	Blackburn Park / Wardlaw Park	Construct formalised parking area.
		Upgrade existing signage, in line with coordinated signage strategy.
		Provide new playground and upgrade other site furniture.
		Create all-weather vehicle access loop road.
2.7	King Street Oval	Establish new waste management area for RV / Motorhome visitors.
		Undertake weed management along the river's edge.
		Remove dump site and water pump, and relocate to Wardlaw Park.
		Establish a fenced dog park to the west of King Street Oval.
		Extend unsealed path along Elizabeth River.
		Provide new formalised carparking area along King Street.
3.0 TRAFFIC, PARKING AND MOVEMENT		
3.1	High Street Road Upgrade	Install new pedestrian refuges across High Street, within the central median and along footpaths.
		Remove angled parking along Valentine Park and replace with parallel parking.
		Establish cycle lanes along High Street.
		Install planted median strip along High Street, within retail centre.
		Widen sections of High Street footpath, to accommodate outdoor dining.
3.2	Bus Interchange	Explore potential for improved bus facilities, to accommodate local and regional services, opposite Town Hall, within the Northern Carpark.
3.3	Parking improvements	Subject to decision regarding #3.2, replace bus parking zone within southern carpark with further vehicle spaces.
		Provide further parking along Queen Street.
3.4	River walking paths	Enhance and extend walking track along the Elizabeth River, to better connect the King Street Oval, Lions Park, Blackburn Park and Wardlaw Park.
4.0 ENVIRONMENTAL MANAGEMENT		
4.1	River rehabilitation	Undertake rehabilitation works along the river reserve.
4.2	Stormwater management	Create natural stormwater feature within Wardlaw Park to direct stormwater flows.

	PRIORITY	DEVELOPMENT TIMING			RESPONSIBILITY
	(LOW / MEDIUM / HIGH)	SHORT	MEDIUM	LONG TERM	WHO
	Medium	●			NMC, EC, C
	Low			●	NMC
	Medium	●			NMC, DSG, EC, C
	Medium		●		NMC, DSG, EC, BO
	Medium		●		NMC, EC, C
	Medium		●		NMC, EC, C
	Low			●	NMC, EC, C
	Medium		●		NMC, EC, C
	Medium		●		NMC, EC, C
	Medium	●			NMC, BO
	Medium	●			NMC, GC
	High	●			NMC, EC, C
	High	●			NMC, EC, C
	High	●			NMC, EC, C
	High	●			NMC, EC, C
	High	●			NMC, EC, C
	High	●			NMC, EC, C
	High	●			NMC, EC, C
	Medium		●		NMC, EC, C
	Medium		●		NMC, EC, C
	Medium		●		NMC, EC, C
	Medium		●		NMC, EC, C
	High	●			NMC, EC, C
	High	●			NMC, EC, C
	High	●			NMC, GC
	High	●			NMC, EC
	Medium	●			NMC, EC
	High	●			NMC, EC, C
	Medium		●		NMC, EC, C
	High	●			NMC, DSG, EC, C
	High	●			NMC, DSG, EC, C
	High	●			NMC, DSG, EC, C
	High	●			NMC, DSG, EC, C
	High	●			NMC, DSG, EC, C
	Medium		●		NMC, EC, C
	Medium		●		NMC, EC, C
	High	●			NMC, EC, C
	High	●			NMC, EC, C
	High	●			NMC, GC
	High	●			NMC, EC, C

ABBREV.	WHO
NMC	Northern Midlands Council
TSG	Tasmanian State Government
DSG	Department of State Growth
PD	Private Developer
C	Contractor
LO	Relevant Land Owners
BO	Relevant Business Operators
EC	External Consultant
GC	General Community

PERIOD	EST. TIMEFRAMES
Short	<4 years
Medium	5-7 years
Long	>8 years

9 FUTURE RECOMMENDATIONS



9 FUTURE RECOMMENDATIONS

9.1 RECOMMENDATIONS

The Urban Design and Traffic Management Strategy provides a framework and action plan to enhance the public realm within Campbell Town. The emphasis is on revitalising the town centre and open space assets to better serve the local community and stimulate further tourism. The recommendations reflect feedback from the community and key stakeholders, in order to craft a vision which is both achievable and relevant for Campbell Town.

It is recommended that the following further tasks be undertaken, prior to undertaking the works proposed as part of this strategy:

- Prepare a coordinated signage strategy for entry, street, wayfinding and interpretive signage within Campbell Town;
- Carry out flood studies for land along the Elizabeth River to better inform stormwater strategies and design responses; and
- Undertake detailed design for the open space and street upgrade works presented in this strategy.
- Council's works and infrastructure staff to review the strategy and provide detailed input to ensure compliance with council works procedures particularly in relation to plantings and maintenance of landscaping features.

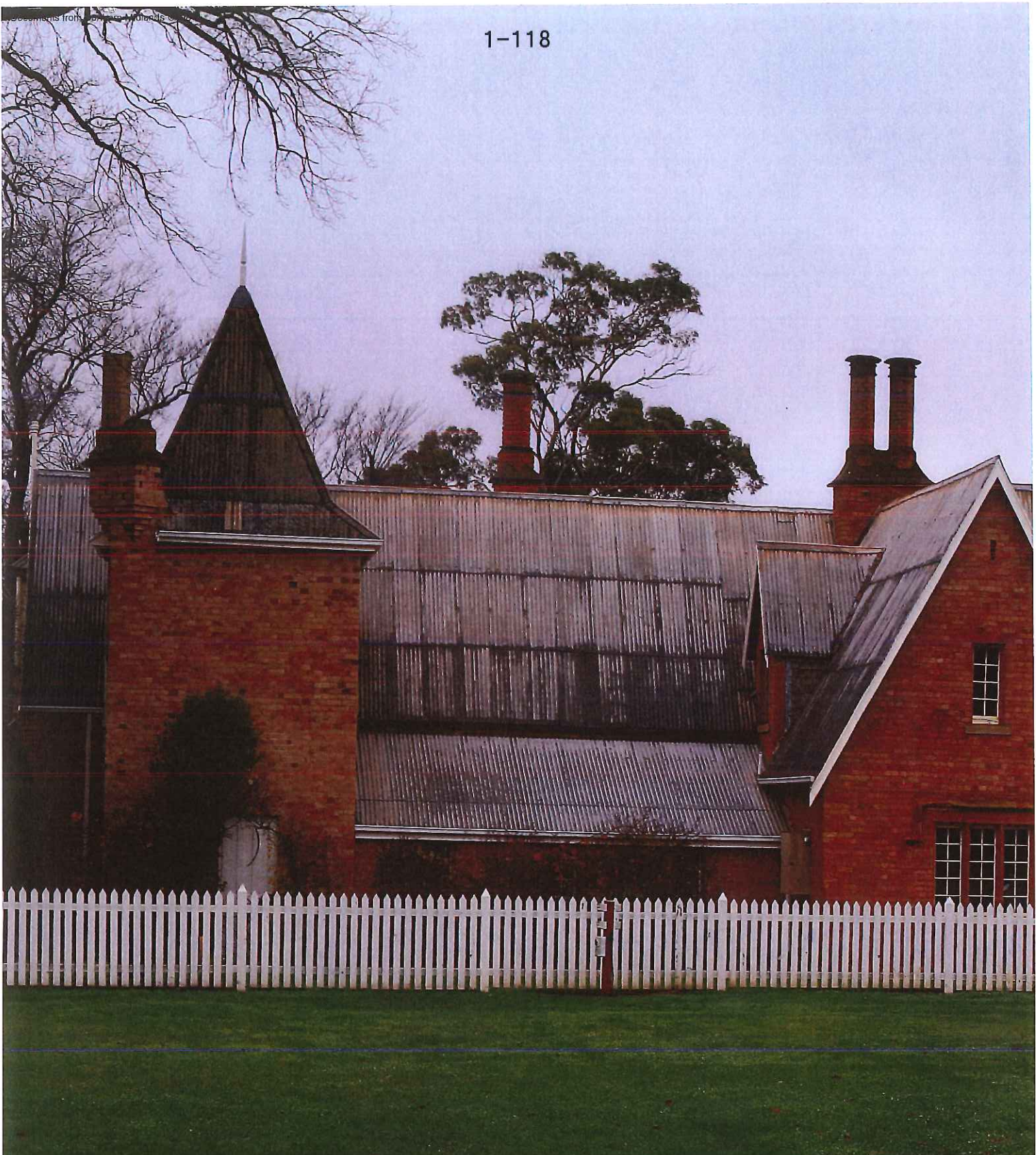
Campbell Town is a picturesque town with lots to offer. This strategy aims to capitalise and showcase its wonderful assets, for future enjoyment by all.

9.2 ACKNOWLEDGEMENTS

This strategy has been developed in collaboration with the Northern Midlands Council and other key stakeholders.

GHD would like to thank the following parties, for their input, and participation during the project:

- Northern Midlands Council;
- Steering Committee;
- Department of State Growth;
- Campbell Town District Forum; and
- Members of the general community.



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Campbell Town Urban Design and Traffic Management Strategy

Community Information Evening 13 September 2017

Respondent	Comments
N/A	<p>How will the traffic flow around War Memorial Oval?</p> <p>Access to and from the Oval can be a little hectic especially on days when Launceston is hosting AFL.</p> <p>Perhaps an alternative access point can be considered.</p> <p>Blackburn Park should be called JC's park.</p>
Cindy Principal	<p>School - access across the highway.</p> <p>60km/h zone to access the Oval is too high.</p> <p>Proposed an underpass for school/hospital access across the Highway.</p> <p>Please ensure all plantings are low allergy.</p> <p>Toilets at King St & Lions Park need to be installed.</p>
N/A	<p>Removal of angle parking is positive.</p> <p>Plantings up the middle of the street not supported.</p> <p>Fire station access visibility.</p> <p>Log truck amenity connected.</p> <p>Not supportive of the plaza.</p> <p>Not supportive of planting in Valentines Park.</p> <p>Pump house near Wardlaw Park provides an interpretation opportunity.</p> <p>Wardlaw Park is not the correct name, it should cover both parks.</p> <p>River walk is positive.</p>
Pete	<p>Could also consider variable speed limits outside peak hours to manage traffic conflict on High Street.</p> <p>Opportunity for better speed/traffic enforcement on High Street.</p> <p>Possibility to reduce speed to 40k on High Street (Hospital to Bridge).</p> <p>Underpass for school supported.</p> <p>Whatever happens the concerns over town being bypassed need to be managed.</p>

Respondent	Comments
N/A	<p>Lions Park is open to weather is there an opportunity to make it more comfortable with wind breaks and shelters.</p> <p>Flooding issues at RV Park.</p> <p>Toilet facility to pay as you use needed at Wardlaw Park.</p>
N/A	<p>Trees down central road median is a ridiculous idea.</p> <p>Walk under bridge is positive.</p> <p>Gorse removal off Franklin Street is critical.</p> <p>Too many tent campers disrespecting the land.</p> <p>Noise from generators at RV park.</p> <p>Open fires, drinking, Bins, use of grey water – better enforcement of Council rules and regulations.</p> <p>RVs \$5 per night to respect the land.</p>
N/A	<p>Not supportive of planting in the middle of the road.</p> <p>Not supportive of the plaza at the location near the library.</p> <p>Queen Street parking is a good idea.</p> <p>Supermarket access from King Street is not safe.</p>
N/A	<p>Links to walking path all the way through to William Street is positive.</p> <p>Continue where the work for the dole path finishes and extend it further.</p> <p>Who will look after flowers in Valentines Park? If no one will look after them then do not install them.</p> <p>Valentine Park paths - Are these necessary?</p>
N/A	<p>Traffic light should be installed on the Queen Street intersection.</p> <p>Central median not supported but the rest looks good.</p> <p>Strong support for #18 (circuit walk Valentine Park).</p> <p>Does not support further reductions of speed limit to 40km/h, but does support 50km all the way through town.</p> <p>Decrease speed limit at hospital corner not near Visitor Centre.</p>
N/A	<p>More seating – especially near the Commonwealth Bank and ATM.</p> <p>Informal seating in High Street is missing.</p>

Sally	<p>#16 not supported (flower gardens along meandering path Valentine Park). Plantings around the oval not supported. Unsure about plaza idea. Market parking not considered. #3 not sure about this idea (remove fence around Harold Gatty Memorial). Fence in Valentine Park (current Koppers Log fence) requires replacement immediately.</p>
Margaret Crisp	<p>Trees along side of High Street will be huge inconvenience for parking cars, vans, horseboxes. This will also be a problem in centre of road. How could two trucks pass comfortably? Speed limit from swimming pool or town hall toward bridge must be lowered to 40km/h. The traffic through Campbell Town is enormous now and will only get worse and worse. Put trees along approaches to the town (north and south). Do not support the plaza space outside Town Hall – it is a cold windy busy corner and some years ago a truck failed to negotiate the corner on the main road and crashed into the library. Would support an underpass near the sports oval. Hope we are invited to more consultations.</p>