



Lockhart Shire Council Lockhart Business Centre Master Plan Project

Final Master Plan

Prepared by



with



on behalf of



17 June 2019 | Revision B



Project: Lockhart Business Centre Master Plan
 Commissioned by: Lockhart Shire Council
 Prepared by Fiona Slade Landscape Architect, PO Box 1198, Albury NSW 2640
 Australia ABN 68 437 343 209

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STATUS	DATE	BY	REVISION
Council approval	15.04.19	FS	-
Community consultation	29.04.19	FS	A
Community consultation	17.06.19	FS	B

1.0 The Master Plan project



Project summary

FSLA, in association with Projectura, have been engaged by Lockhart Shire Council (LSC) to work with the community to prepare a Master Plan for Lockhart's Business Centre. The Master Plan is a high level strategic document to guide future funding applications and on-ground works.

A thorough engagement process and existing conditions study has been undertaken to ensure that the outcomes of the Master Plan will create economic benefit for the community and help create a livable, vibrant environment for Lockhart's future. The Master Plan seeks to achieve a design solution which improves access, safety, functionality, aesthetics, connectivity, pedestrian amenity and traffic movement. Reinforcing the town's unique historic identity and sense of place is a key objective for the project.

This report represents the fourth and final part of this project where the consultant team have prepared the Final Master Plan which develops the aspirations and recommendations from Phase 3, which will be presented back to the community to conclude the project.



The Brief

Lockhart Shire Council called for a master plan to be developed for Lockhart's business centre and for the following to be investigated as part of the process:

- ▶ Vehicle parking arrangements, including parking for RV's and caravans.
- ▶ All abilities parking and access.
- ▶ Pedestrian access including disability access and shared spaces.
- ▶ All abilities access into shops.
- ▶ Traffic calming initiatives.
- ▶ Street trees and other beautification measures, including soft landscaping.
- ▶ Seating and tables for public use and other street furniture.
- ▶ Possible underground storm-water.
- ▶ Charging bays for electric cars and consideration for future provision for driver-less vehicles.
- ▶ Signage for public toilets and parking.
- ▶ Provision for promotion of community events.
- ▶ Heritage nature of the street to be maintained, including the verandahs as part of the appeal and the existing heritage paving.

The project so far

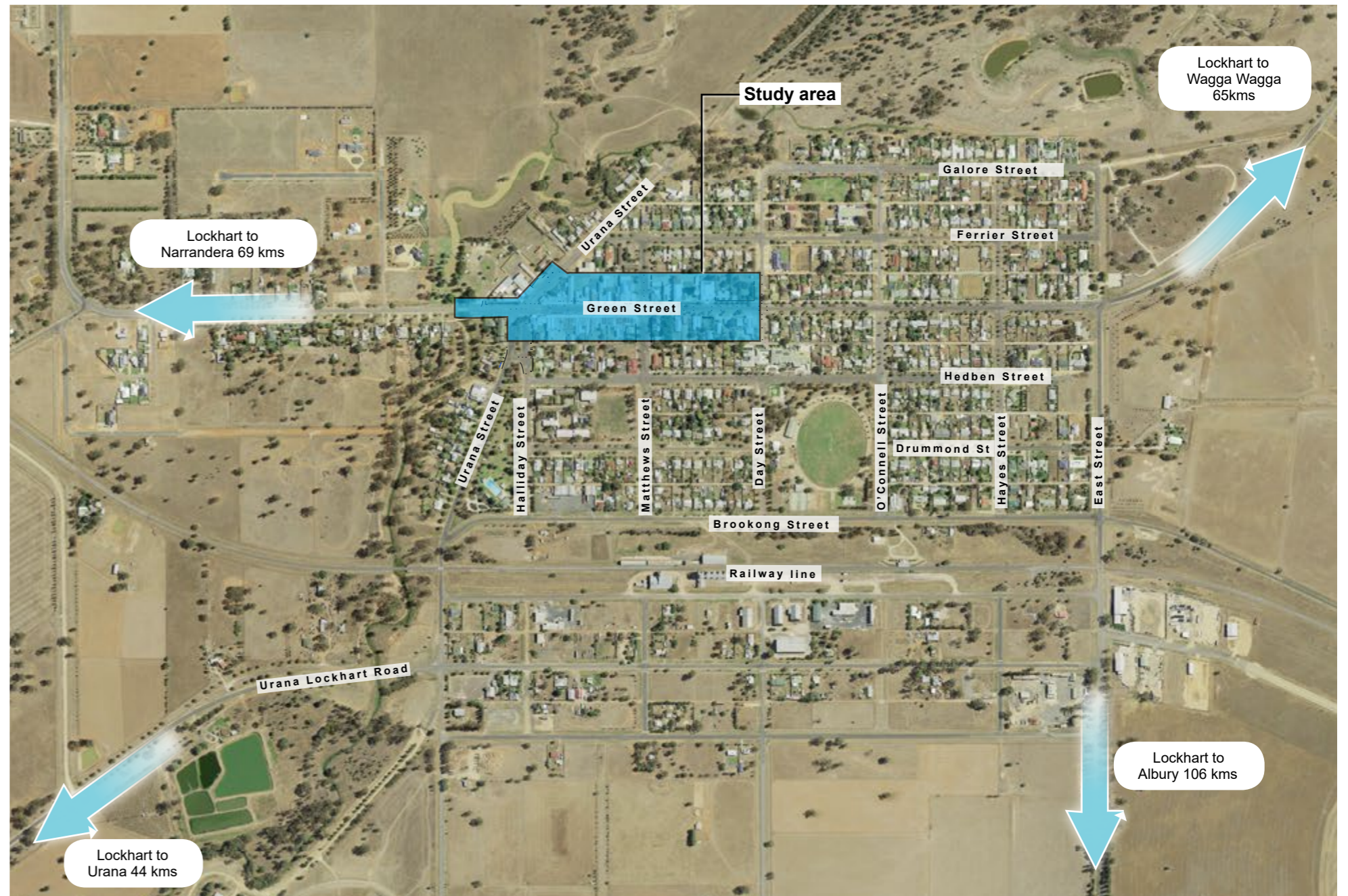
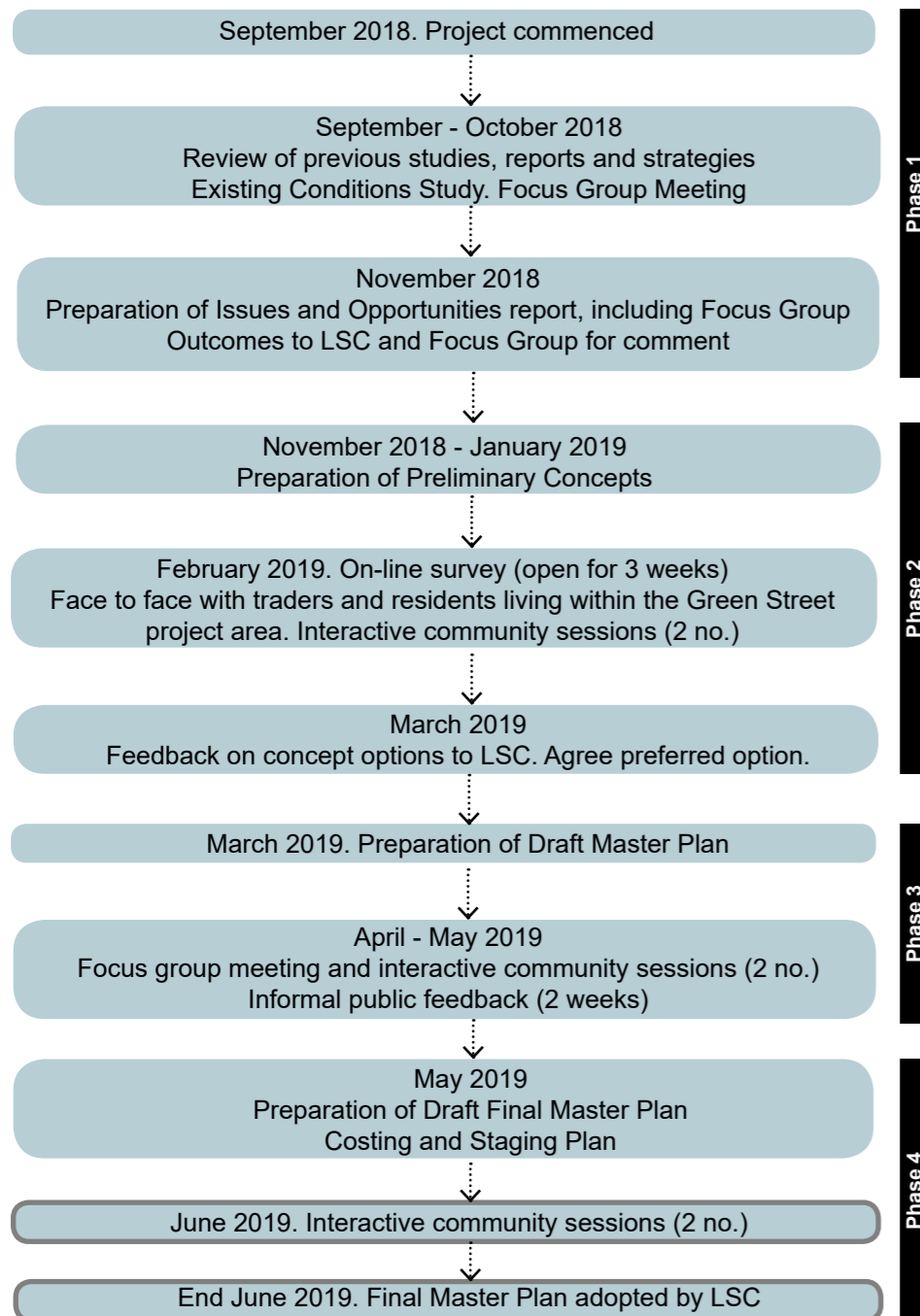
Phases 1, 2 and 3 of the project have been completed. *Phase 1: Issues and Opportunities* identified key strengths, issues and opportunities, while *Phase 2: Preliminary Concepts* explored initial ideas for future development, and included a comprehensive community engagement process. *Phase 3: Draft Master Plan* refined the big ideas presented in Phase 2 and provided more conceptual detail for discussion.

Full details can be found in the following reports:

- ▶ Issues and Opportunities document.
- ▶ Preliminary Concepts document.
- ▶ Community engagement report for Lockhart Business Centre Master Plan project - Stage 2.1: Preliminary Concepts document.
- ▶ Draft Master Plan document.

These reports are also available to view at www.lockhart.nsw.gov.au. The current phase is the Final Master Plan which reflects community feedback, issues and opportunities and provides detailed recommendations for future design and development of the business centre.

Project process



The Study Area covers the Green Street business centre from Brookong Bridge to Day Street and includes Urana, Halliday, Matthews and Day Streets to the respective lane-ways behind Green Street.

not to scale



2.0 Draft Master Plan and the engagement process



What was the Draft phase?

The Draft Master Plan phase (Phase 3) brought together the community feedback gathered during the Preliminary Concepts phase (Phase 2) to show how Lockhart’s business centre could be developed in the future. The plans refined the big ideas presented in Phase 2 and provided more conceptual detail for discussion.

The engagement process

Over 180 people provided input into the Master Plan through focus group workshops, community briefing sessions, individual interviews, on-line survey, and direct submissions. The community contributed to the development of the project during the Issues and Opportunities stage, Preliminary Concepts stage, and on the Draft Master Plan.

Engagement activities for the Draft Master Plan took place between 1 and 17 May 2019. The Draft Master Plan was shared with the community through the community newsletter, on Council’s website, and via direct email on Wednesday 1 May. On 7 May a 2-hour Focus Group meeting, and two 1.5 hours community sessions were held at the Council offices. Feedback submissions were open until 17 May and respondents could make a submission via email, hard copy and on-line.

The consultant team engaged with approximately 40 people face-to-face through the Focus Group meeting and the two community sessions. Additionally, 11 submissions were received from the community. It is unclear how many people viewed the Draft Master Plan while it was on exhibition.

Findings

The community generally supported the project and the Draft Master Plan drawings. Their main areas of concern shared by respondents were the terracing in Green Street Retail, the number and location of parking spaces, and the number of locations of pedestrian access ways in Green Street Retail. There was broad discomfort regarding the inclusion of terracing within Green Street Retail. Issues included the visual clutter and impediments along the footpaths, ramping, maintenance and cleanliness of glass barriers, width of access-ways outside retailers, ability to relay heritage pavers in terraced areas and the location of fixed furniture.

The community wished for an outcome that:

- ▶ Retains Lockhart’s wide, open street, and broad footpaths.
- ▶ Allows easy access along the footpaths, particularly for people with limited mobility.
- ▶ Showcases the heritage elements of the streetscape, particularly the heritage pavers and verandahs.
- ▶ Permits the current merchandising activities of retailers and hospitality providers to continue.
- ▶ Has limited impediments (fixed furniture, terracing, and landscaping) along the footpaths.

Despite the Draft Master Plan demonstrating a gain of car spaces within the business centre, there was a broad perception among the community that there would be fewer parking spaces. Suggestions for improvement included identifying more RV parking and reviewing the location of accessible car spaces.

The Draft Master Plan showed five pedestrian access-ways within Green Street Retail. Most respondents felt that three was ample, and that access-ways at the street ends were more appropriate.

High level opportunities

Four key high level opportunities were identified as noted below:

- ▶ Remove terracing from the south and north of Green Street Retail.
- ▶ Improve the accessibility of parking spaces (width, number and location) for RVs, people with a disability, cars, motorcycles, and bikes.
- ▶ Improve pedestrian accessibility through Green Street Retail.
- ▶ Protect and future proof the heritage elements of the streetscape (including restoring the clock and protecting the verandah pillars).

Issue and opportunities identified by the community in the Draft Master Plan engagement process have, for the most part, are reflected in the Final Master Plan. The following tables provide further detail of the opportunities for consideration.

Considerations for Final Master Plan

Key findings			
Issue	Opportunity from Phase 3 engagement	Considered in Final Master Plan	For further consideration
Green Street (West)			
See 'Cowin Gardens' heading.	-		
Parking for RV's, caravans and buses.	Residents felt there needs to be more parking for larger vehicles including RV's, caravans and buses. People suggested this need could be accommodated in the proposed parallel parking bays located at Green St on the North side near the entrance to the caravan park. People also suggested that this parking could be accommodated on the North East side of Urana St.	Parallel parking for long vehicles provided in four locations, including the suggestions provided.	
Location and style of pedestrian crossing.	The crossing across Urana St heading north to the Museum could cause confusion for pedestrians and vehicles. In addition to this people suggested removing the crossing which is located across the pedestrian island on Green St near the roundabout in the Green St West area.		•
General feedback	People felt that the addition of trees and greenery was great.	•	
Cowin Gardens			
New design	Positive feedback was received regarding the design of Cowin Gardens including that it was lovely, and people liked the pergola.	•	
Historic horse water trough	Retain water trough in final drawings.	Water trough to be retained in existing location.	

Key findings			
Issue	Opportunity from Phase 3 engagement	Considered in Final Master Plan	For further consideration
Green Street Retail			
The location and number of pedestrian access-ways in the retail precinct.	Feedback indicated that there were different views in relation to the proposed crossing points in the retail area for residents. Some members of the community felt that there were too many crossings and that the proposed locations should be changed. People suggested that pedestrian crossings should be located at either end of the Green St Retail space near the intersections with an additional crossing in the middle.	Three access-ways proposed; one at each end of the retail block and an additional mid-block crossing point.	
The style, design and amount of ramp/terraced areas.	<p>People were keen to provide feedback regarding the inclusion of ramps in the draft master plan. The Lockhart community value their wide and open verandah footpaths and the heritage value of their pavers. Businesses also value the space to merchandise, display items and create al fresco opportunities.</p> <p>Suggestions included using one ramp area instead of two. Moving the ramp closer to the road so the walkway would be clear and not cluttered.</p> <p>Rails and barriers were also discussed during the consultation with people indicating that they did not prefer the glass option and felt that rails and cables would be better. Some considered a mix of glass and timber to be the preferred option. People noted that the two lots of railings looked crowded.</p> <p>Another suggestion received during the consultation period was that the proposed seating area with market umbrella at the east end of the retail area could be replaced with a pergola.</p> <p>In relation to the choice of tree, feedback was provided that Crepe Myrtle trees should be a consideration as the north side of the street is very shaded in winter and evergreen trees are not suitable. The trees have flowers, changing leaves and are attractive.</p>	<p>Existing footpath width to be retained. The footpath will be raised to help facilitate all abilities access into buildings where possible.</p> <p>Terracing (with handrails, ramps and barriers) is no longer being proposed.</p>	•
		Crepe Myrtle has been included as a street tree option.	



Key findings

Issue	Opportunity from Phase 3 engagement	Considered in Final Master Plan	For further consideration
The maintenance and cleaning of streetscape	<p>Questions were raised regarding the choice of glass barriers. People queried who would be responsible for the cleaning of the glass barrier, how often they would be cleaned and if the barriers would interrupt airflow. People asked if Council was responsible for this then would their current resourcing need to be reviewed?</p> <p>The wear and tear on street furniture installed during the project was also discussed. People felt that some furniture was exposed to the elements which could damage it and would need to be relocated.</p> <p>Fairy lights should be straight and not draped to reduce the likelihood of damage and protect from children swinging on them and birds' droppings.</p> <p>Participants in the feedback process suggested more beautification was needed and were also keen to ensure trees are maintained.</p>	<p>Terracing (with handrails, ramps and barriers) is no longer being proposed.</p> <p>Low maintenance materials have been proposed.</p> <p>Fairy lights will be fixed to bottom fascia of verandah.</p> <ul style="list-style-type: none"> • 	
Seating area outside the Commercial Hotel	<p>If seating is provided out the front of the Commercial Hotel it gives the perception that drinking outside is allowed. The Hotel does not propose to serve food outside. Consideration needs to be given to how the design impacts emergency assembly areas.</p>	<p>All fresco dining shown in front of Hotel's bistro area only.</p>	
Flooding and stormwater drainage	<p>The main crossing to remain where it is while ensuring that improved drainage near it was fixed. General comments regarding flooding and storm-water were also received.</p>	<p>A storm-water management strategy for the town is recommended as part of implementation the master plan.</p>	
Proposed public toilet	<p>The inclusion of a toilet block in the retail area was welcomed. Alternative sites included area marked as 'fenced boundary area' in master plan.</p>	<ul style="list-style-type: none"> • 	

Key findings			
Issue	Opportunity from Phase 3 engagement	Considered in Final Master Plan	For further consideration
Parking and roadway	<p>It was noted in the retail area that parking is very important, particularly in the front of the IGA where people are carrying groceries and using trolleys.</p> <p>Enhancement ideas included making provision for motorcycle parking and maintaining current wheel stops to prevent accidents.</p>	<p>Parking has been maximised in front of IGA. A disabled car space has been included.</p> <p>Motorcycle parking has been included.</p>	
Accessibility	<p>Consider the aging population in relation to the design of the terraces to ensure they are accommodating of all pedestrian movement types. Review design to ensure that the width of the footpath is wide enough for gophers and accessibility scooters and they can pass or park. Consider turning circle for gophers and scooters.</p>	<p>Existing footpath width to be retained.</p>	
Green Street Civic			
Relocation of public toilets located at CWA Park	<p>Participants in the consultation queried whether it was necessary to move the toilets located at CWA Park. Some felt that if the toilet block was moved it could be too far for older tourists to walk. Others suggested that toilet block could be relocated to Wal Alexander Park.</p>		•
Wal Alexander Park	<p>The community values this popular park which is utilised by people with young children because it is fenced. The entrance of the park was discussed with ideas floated to make it decorative but functional. One idea proposed was to place the fence behind the sculpture corner.</p>	<p>Sculptural fence and sculpture play element have been included as recommendations.</p>	
Trees and greenery design	<p>The choice of tree species was discussed with some preferring other species to the types presented in the Draft Master Plan. Further questions asked were regarding whether tree leaves would block gutters and cause issues.</p>	<p>Final species recommendations have been reviewed and selected in consultation with Council's Parks and Gardens team.</p>	
General comments	<p>Generally, the design for the area was received well with comments including that it 'looks amazing so impressed' and 'love this whole section much needed'.</p>		•



3.0 Final Overview Master Plan

What is a Master Plan?

The Master Plan provides recommendations for future development and improvement of Lockhart's business centre, and shows the detail and locations of elements and features. The Final Master Plan is a progression of the *Phase 3: Draft Master Plan* report and reflects the outcomes of the community engagement process of phase 3.

It is envisioned that the outcomes of the master plan project will be used as a basis for future detailed survey, engineering and landscape design, funding applications, costing, tender and construction of the streetscape improvements.

Respecting the heritage

Lockhart is known as the verandah town and its main street is unique and highly valued for its heritage; the historic verandahs and architecture, the wide main street and generous shaded footpaths collectively create the 'sense of place' for Lockhart. The proposed business centre master plan design will seek to respect the heritage fabric of Lockhart, and the improvements will include subtle design interventions that improve the public realm without detracting from the existing environment.

The philosophy has been to design thoughtfully and carefully so as not undermine the town's character, and to 'look to the future while respecting the past' by letting 'old be old' and 'new be new'. New works should reference the heritage by way of material and colour selection rather than replicating forms and designs.

Celebrating the strengths

Lockhart's strengths include recent upgrades and developments in town, including the Lockhart Pool, water tower mural, IGA supermarket, museum and gallery expansion and the proposed bakery, which provide further reasons for visitors to stop, stay and spend in the town. The town also has a strong artistic identity developed through the Spirit of the Land farm-art sculpture festival held every October.

The master plan design will seek to retain, reinforce and celebrate the town's strengths.

Guiding principles

Seven (7) key guiding principles have been formulated which underpins the Final Master Plan. They are:

- 1 Reinforce the Sense of Place**

Respect and celebrate Lockhart's unique heritage streetscape, rural community and 'Spirit of the Land' public art festival.


- 2 Prioritise the Pedestrian**

Create a safe and comfortable environment for the pedestrian. Incorporate traffic calming measures such as kerb outstands and raised road access-ways. Rationalise and define car parking areas.


- 3 Access for All**

Encourage and facilitate an equitable and accessible environment which responds to the needs of the different user groups. Incorporate all abilities parking and access for all measures.


- 4 Green the Streets**

Soften, cool and green the streets with tree and garden bed planting to create a more attractive and comfortable environment.


- 5 Unified Design**

Provide a consistent treatment of paving, furniture, lighting and signage to improve the appearance of the town and visually unify the business centre.


- 6 Space for Public Life**

Activate and link the public open spaces within the business centre, creating connected areas for public recreation and gathering.


- 7 Resilience for the Future**

Embrace new smart technologies and respond to possible future climate impacts and peak oil shortages. Incorporate best practice storm-water management principles in design.



Overview Master Plan

Plan 2: Overview Master Plan shows the extent of the overall study area and the three key precincts:

► **Green Street West:**
Intersection of Green Street, Green Street (West), Halliday Street and Urana Street. This is a key connection point for vehicle traffic from Urana Rand, Boree Creek, Morundah and Narrandera, and pedestrian traffic from Lockhart Swimming Pool, Lockhart Central School, Lockhart Caravan Park and Brookong Creek.

This precinct features the Brookong Creek bridge, Cowin Gardens, Green's Gunyah Museum, Doris Golder Gallery and the Visitor Information Centre.

► **Green Street Retail:**
Green Street between Halliday and Matthew Streets. This is the main business and retail centre of Lockhart and features heritage paving and historic verandahs.

► **Green Street Civic:**
Green Street between Matthew and Day Streets. Features Lockhart Shire Council offices, and mixed retail, commercial, and residential dwellings.

Plan 1 Overview Master Plan also represents ideas for which pertain to the whole study area including:

- Improving visual amenity and the opportunities to plant shade trees by under-grounding the power supply and providing decorative street lights from Matthews Street to the Brookong Creek bridge.
- Creating an iconic sense of arrival through street trees.
- Improving pedestrian connectivity and safety through improved opportunities for crossings.
- Providing adequate and well distributed disabled car spaces and public toilets within the business centre.
- Connecting and activating public open spaces within and beyond the business centre.

Supporting plans and imagery for each of the key precincts are included to further explain design rationalise, materials and potential locations and arrangements.



Green Street (West)
Refer Plan 3, page 12 - 15.

Green Street Retail
Refer Plan 4,
pages 16 - 21.

Green Street Civic
Refer Plan 5, page 22 - 25.

- LEGEND**
- Study area.
 - Existing elements at intersection to be retained.
 - Bus stop / community library.
 - ♿ Proposed disabled car space.
 - Under-grounding of power and installation of decorative light poles from Lockhart Caravan Park to Day Street.
 - ♿ Existing public toilet facility to be retained.
 - ♿ Proposed public toilet facility.
 - Proposed RV parking.
 - ↔ Opportunity for pedestrian connection beyond the study area.
 - ↔ Proposed pedestrian access-way.
 - 🌳 Small feature street tree at intersections and pedestrian access-ways.
 - 🌳 Deciduous street tree to replace existing peppercorns in Green Street Civic roadway and beyond to East Street.
 - 🌳 Evergreen street tree to replace Melaleucas in Green Street Civic footpath and beyond to East Street.
 - 🌳 Deciduous street tree to median, side streets and open spaces. Refer Street Trees.

not to scale



4.0 Final Master Plan for Green Street West

Design approach

Brookong Creek, Lockhart Caravan Park, the recreational facilities south of Cowin Gardens and the museum and gallery precinct are key destinations forming part of the arrival experience into the business centre. There is an opportunity to better link and identify these spaces by:

- ▶ Improving the physical and visual connection at the intersection.
- ▶ Making it easier and safer to cross the road with designated access-ways and refuge points in the middle of the intersection.
- ▶ Improving lighting, signage, street trees and garden beds.

Key actions include:

- ▶ The existing sculpture walk and connection to Lockhart's upgraded pool and the recreational facilities at Walter Day Park will be enhanced by creating a small park facing Green Street and providing a direct, all abilities pedestrian path from the museum precinct to the facilities beyond.
- ▶ The museum and gallery precinct, and the associated tourist information facilities is the key visitor destination for Lockhart. The development of Council owned land and buildings provide a great opportunity to build upon recent upgrades to the precinct and could include adaptive re-use for Council owned building for events, community and public use.
- ▶ Streetscape improvements such as upgraded paving, shade trees, disabled parking and seating opportunities, as well as electric car charging bays will further enhance the amenity and usability of this area.
- ▶ Car parking arrangements in Halliday Street will be formalised with line-marking providing improved opportunities for shaded all-day parking.
- ▶ Designated parallel parking for long vehicles (including RV's) will be provided at four locations all in close proximity to the museum and gallery precinct.



a Shaded and comfortable gathering spaces outside the museum and gallery entrance.

Recommendations

General

- A** Extended kerbs and pavement (kerb outstand) at the intersection to narrow the crossing distance and improve pedestrian safety and amenity. Provide trees, garden beds and furniture.
- B** Extended median islands at intersection to control vehicle movement and provide pedestrian refuge. Provide low planting appropriate to maintain sight-lines. Consider planting street trees to the central median for increased shade and amenity.
- C** Pedestrian access-way (informal crossing) raised so that it is at-grade with footpath and complies with relevant Australian standards. Contrasting road paving further defines the designated crossing location for motorists and pedestrians.
- D** Define 45° and parallel parking bays for improved parking quantity. Provide consistent street trees to nature strip for shade, improved amenity and environmental values.

Lockhart Caravan Park and Brookong Creek bridge

- 1** Relocate Lockhart Caravan Park entry signage and entrance statement to highlight park entry. Provide decorative street light to help visitors find Lockhart Caravan Park at night.
- 2** Reinforce existing Crepe Myrtle street tree planting with additional planting on the south side of Green Street.
- 3** Investigate widening of kerb on the corner to allow for truck turning movements, and widening of the footpath from the former Rio Theatre building to Brookong Bridge.

Museum and Gallery precinct

- 4** Retain existing Crepe Myrtles and groundcover planting below to nature strip.

Consider sculptural signage / mural to existing fence facing Green Street to direct visitors into Urana Street.

Provide signage and line-marking for long vehicle parallel parking.
- 5** Informal pedestrian crossing strengthens link between the museum and gallery precinct and Walter Day Park. Raised rumble strip slows down vehicles traveling through intersection, signifies the town entry point and provides an at-grade crossing point.
- 6** New feature paving, including heritage paving, to the museum frontage and Billabong Motors building, includes gathering spaces with furniture and signage.
- 7** Disabled parking space with DDA compliant buffer area and kerb ramp connecting to building ramp.
- 8** Provide 2 or more electric car charging stations at the angle parking area. Shade the space with spreading street trees in permeable paving or decorative tree grilles within the paving.

Cowin Gardens

- 9** Create a small park facing Green Street by removing the brick wall and planting, and re-aligning the kerb (road edge). Strengthen the physical and visual connection to Walter Day Park with a 2m wide concrete path framed by a pergola structure with vertical planting.

Retain and relocate decorative way-finding sign and tidy town signs to new locations. Retain the historic stock trough in its current location. Consider an iconic sculpture, potentially incorporating shade and seating, and a digital community noticeboard.
- 10** Remove existing 90° parking spaces at the end of Halliday Street. Re-align kerb to provide 45° nose-in parking spaces with shade trees and pedestrian access. Provide space for vehicle turning movements into adjacent businesses and residences.
- 11** Promote the existing farm-art through a defined sculpture walk on the axis to Walter Day Park. Remove vegetation which is obscuring views to artworks. Provide seating and interpretive signage at key locations.
- 12** Strengthen the connection to Walter Day Park by providing a DDA compliant kerb ramp to relevant Australian Standards.
- 13** Provide a new 2m wide footpath of the eastern side of Halliday Street.
- 14** Investigate widening of kerb on the laneway corners to allow for truck turning movements.



- LEGEND**
-  Existing heritage pavers. Remove, clean, seal and re-install in same locations.
 -  New heritage pavers.
 -  New feature concrete paving (e.g. exposed aggregate).
 -  Granitic gravel paving.
 -  Asphalt roadway.
 -  Contrasting colour and material to at-grade pedestrian access-ways.
 -  Textured road pavement rumble strip.
 -  Grass.
 -  Rain garden for storm-water management.
 -  Feature planting.
 -  Small / medium feature street tree at intersections and pedestrian access-ways e.g. Crepe Myrtle.
 -  Deciduous street tree to side streets. Refer Street Trees.
 -  Existing tree to be protected and retained.
 -  Compliant disabled car space with buffer, line-marking, tactile indicators, signs and kerb ramps to Australian Standards.
 -  Public artwork - future opportunity.
 -  Public vertical artwork - future opportunity.
 -  Existing public art to be retained, protected and highlighted.
 -  Street furniture.
 -  Commercial grade market umbrella with table setting.
 -  Designated RV parking with signage and line-marking.
 -  Alignment of existing kerb.

1:300 at A1, 1:600 at A3



PLAN 3 GREEN STREET RETAIL MASTER PLAN



b Extended kerbs and paving and raised pedestrian access-way with rumble strip and contrasting road paving provides a safer location to cross Green Street.



C A new open lawn and shaded pergola with vertical planting provides opportunities to meet, gather and rest in the centre of town.

5.0 Final Master Plan for Green Street Retail

Design approach

Lockhart's iconic 'Verandah Town' streetscape character is located in the Green Street Retail precinct. The opportunity is to protect and enhance the existing character and create a more pedestrian friendly environment for all by:

- ▶ Providing a unified treatment which protects and enhances the authenticity of the wide street, heritage pavers and historic verandahs.
- ▶ Making it easier and safer for people of all abilities to use the area.
- ▶ Improving access from parked cars to the footpath and into shops.
- ▶ Further developing Lockhart's unique artistic and heritage identity.
- ▶ Creating shaded and comfortable spaces for people to gather and connect.

Key actions include:

- ▶ New underground road drainage with storm-water pipes and pits, which should form part of a larger storm-water strategy for the town, will address the current drainage issues and flood risk. The road profile can therefore be flatter, which will provide a safer parking and driving environment. A lower, more easily accessed standard kerb will also make it easier to access the footpath from parked cars.
- ▶ Extended kerbs and landscaping at the approaching intersections of Matthews and Urana Streets will help slow traffic, cool the space and improve amenity with ornamental plantings.
- ▶ The heritage pavers will be lifted, cleaned, sealed and relaid in the same locations. Extension of the footpath 600mm from the verandah provides opportunity for contrasting paving or continuation of the heritage paving, as well as providing a buffer between vehicle fronts and verandah posts. Downpipes attached to verandah pipes could be further protected by utilising the construction detail used by the Bendigo Bank building.
- ▶ Raising the pedestrian pavement (footpath) on both sides of the street to achieve a flatter, more comfortable and safer grade. Where it is possible the footpath should be lifted to match the level of the first step, providing improved access to these properties at the property boundary. In other locations where the threshold steps and levels are higher this might not be possible and Council / land owners will need to investigate alternative means of all abilities access. Where there is more than one step Council should work with landlords and tenants to remove steps to shop fronts and provide internal ramp access.
- ▶ Three new informal pedestrian access-ways locations with extended kerbs and pavements (kerb outstands) replace the existing informal pedestrian crossings at the intersection with Matthews Street and Green Street and at the Commercial Hotel.
- ▶ While car parking has reduced in overall quantity on Green Street Retail, car parking in Urana, Halliday and Matthews Street will now be line-marked which will provide an increase overall in parking (refer summary table). The current width of car parking spaces is retained.
- ▶ Three new compliant disabled car spaces will replace the existing car space close to the bank. The disabled car spaces are located adjacent to kerb outstands. Pram ramps provide wheelchair access from the road to the footpath.
- ▶ Fairy lights (with yellow light globes) are to be reinstated to the verandahs to encourage night-time use and create ambiance. The existing historic hitching rings are to be reproduced and fixed to the verandah posts, accompanied with a small interpretive plaque explaining the heritage significance.
- ▶ Shop window displays will help create further visual interest and activation of the street. There is an opportunity for Council to engage a shop window display designer to assist owners in providing a display for each shop building, even if the shop building is vacant or has been converted to residential use.
- ▶ Fixed bench seats placed at regular intervals against the building line will provide shaded and comfortable places to stop and rest. Table settings are proposed where the kerb is extended at both ends of the street.

Recommendations

Better access

- 1 Remove existing pedestrian crossing structure in front of the Commercial Hotel and replace with new designated pedestrian access-way.
- 2 Raise the level of the footpath at the existing verandah posts to achieve 2% (1:50) cross-fall to the pavement.
- 3 Disabled parking space with DDA compliant buffer area and kerb ramp connecting to the access ramp.
- 4 Develop a visitor rest stop, with public toilets and tourist information, within the existing vacant building.
- 5 Create a usable 'pocket art park' by re-locating post and rail fence to the rear of the space and including seating and gravel paving.
- 6 Potential opportunity to activate vacant lot by removing the fencing/wall and creating a 'pocket art park', or install vertical artworks.
- 7 Opportunity for al fresco dining with movable cafe furniture along the building line.

General

- A Extended kerbs and pavement (kerb outstand) at the intersection to narrow the crossing distance and improve pedestrian safety and amenity. Provide trees, garden beds and furniture.
- B Extended median islands at intersection to control vehicle movement and provide pedestrian refuge. Provide low planting where appropriate to maintain sight-lines.
- C Pedestrian access-way (informal crossing) raised so that it is at-grade with footpath and complies with relevant Australian standards. Contrasting road paving further defines the designated crossing location for motorists and pedestrians.
- D Define 45° parking bays in side streets for improved parking quantity. Provide consistent street trees to nature strip for shade, improved amenity and environmental values.
- E Provide raised pedestrian access-ways or upgrade kerb ramps to detailed engineering design and to comply with relevant Australian standards.

Road, parking and drainage

Retain 45° angle parking arrangements, and provide new line-markings as required. Raise road level to achieve 150mm kerb height for improved access.

Provide disabled car spaces adjacent to pedestrian access-ways.

Extend footpath by 600mm towards the road to provide a buffer between parked vehicles and verandah posts and negate the requirement for wheel stops.

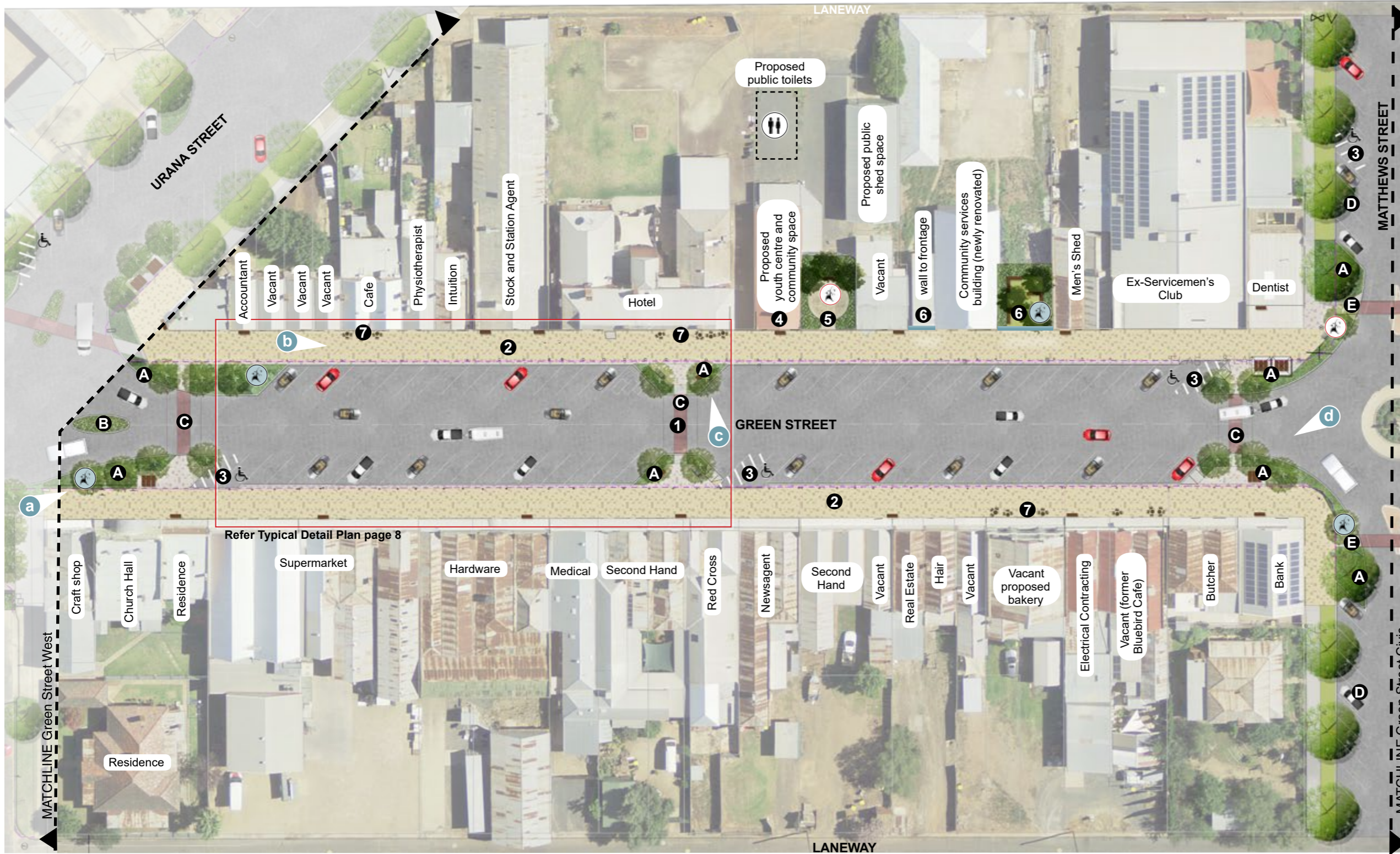
Prepare a storm-water management strategy for the town, and detailed feature and level survey as well as civil engineering design for the road and drainage within the business centre prior to undertaking any works.

Provide underground storm-water drainage system, including water sensitive urban design (WSUD) landscaping where possible and appropriate.

Car parking summary

(Indicative only. Final car parking arrangements and quantity subject to civil and traffic engineering detailed design).

Existing	Proposed
76 no. car spaces.	67 no. car spaces in Green Street Retail. 3 no. motorcycle spaces. Urana, Halliday and Matthews Street will now be line-marked which will show an increase overall in parking allocations, as noted below: 11 no. car spaces in Halliday Street. 13 no. car spaces in Urana Street. 23 no. car spaces in Matthews Street.
2 no. disabled spaces (not compliant with current Australian Standards).	Disabled spaces including 'shared space' buffers as required by current Australian Standards: 3 no. disabled car spaces in Green Street Retail, 1 no. disabled car space in Urana Street, 1 no. disabled car space in Matthews Street.



- LEGEND**
-  Existing heritage pavers. Remove, clean, seal and re-install in same locations.
 -  New heritage pavers.
 -  New feature concrete paving (e.g. exposed aggregate).
 -  Granitic gravel paving.
 -  Asphalt roadway.
 -  Contrasting colour and material to at-grade pedestrian access-way.
 -  Textured road pavement rumble strip.
 -  Grass.
 -  Rain garden for storm-water management.
 -  Feature planting.
 -  Small / medium feature street tree at intersections and pedestrian access-ways e.g. Crepe Myrtle.
 -  Deciduous street tree to side streets. Refer Street Trees.
 -  Compliant disabled car space with buffer, line-marking, tactile indicators, signs and kerb ramps to Australian Standards.
 -  Public artwork - future opportunity.
 -  Public vertical artwork - future opportunity.
 -  Existing public art to be retained, protected and highlighted.
 -  Street furniture - bench seats, table settings, bike racks and bins.
 -  Commercial grade market umbrella with table setting.
 -  Alignment of existing kerb.

1:300 at A1, 1:600 at A3



PLAN 4 GREEN STREET RETAIL MASTER PLAN

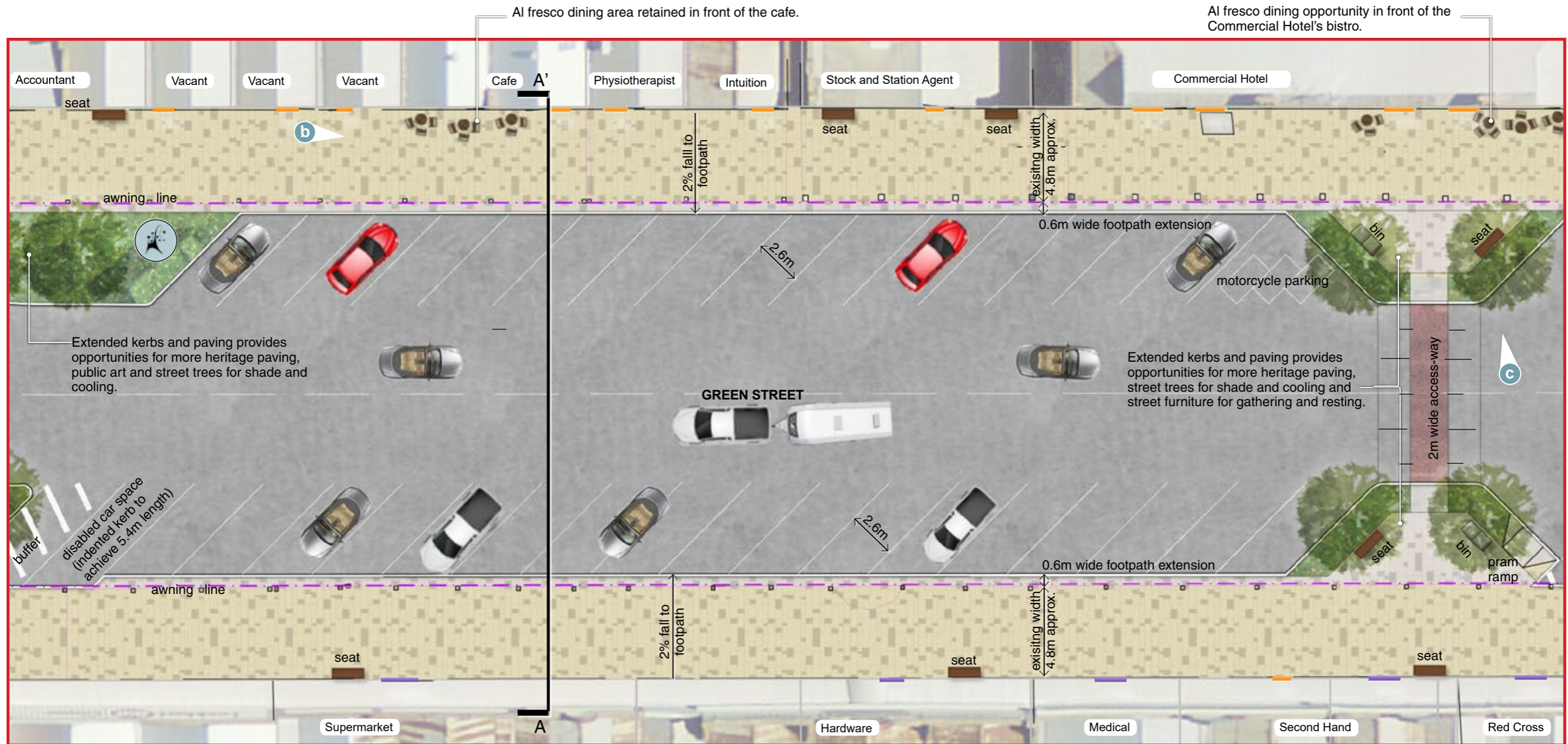
Providing all abilities access in a heritage streetscape

Many of the shops and buildings on Green Street can only be accessed by one or more high steps. While this served the purpose of protecting building from flooding and storm-water damage in the past, it has also created a streetscape which is not easily accessed by all. A high kerb and steeply crowned road profile also limits access. Lockhart Shire Council's Disability Inclusion Action Plan 2017 recommends that the provision of all abilities access within the business centre is a key priority for Lockhart, particularly with the aging population.

This concept proposes the pedestrian pavement (footpath) is raised on both sides of the street to achieve a flatter, more comfortable and safer grade. Where

it is possible the footpath will be lifted to match the level of the first step of inaccessible buildings, providing potential improved access to these properties at the property boundary. The exact levels and extent is subject to detail survey and engineering design.

In other locations where the threshold steps and levels are higher this might not be possible and Council / land owners will need to investigate alternative means of all abilities access. Where there is more than one step Council should work with landlords and tenants to remove steps to shop fronts and provide internal ramp access.



AI fresco dining area retained in front of the cafe.

AI fresco dining opportunity in front of the Commercial Hotel's bistro.

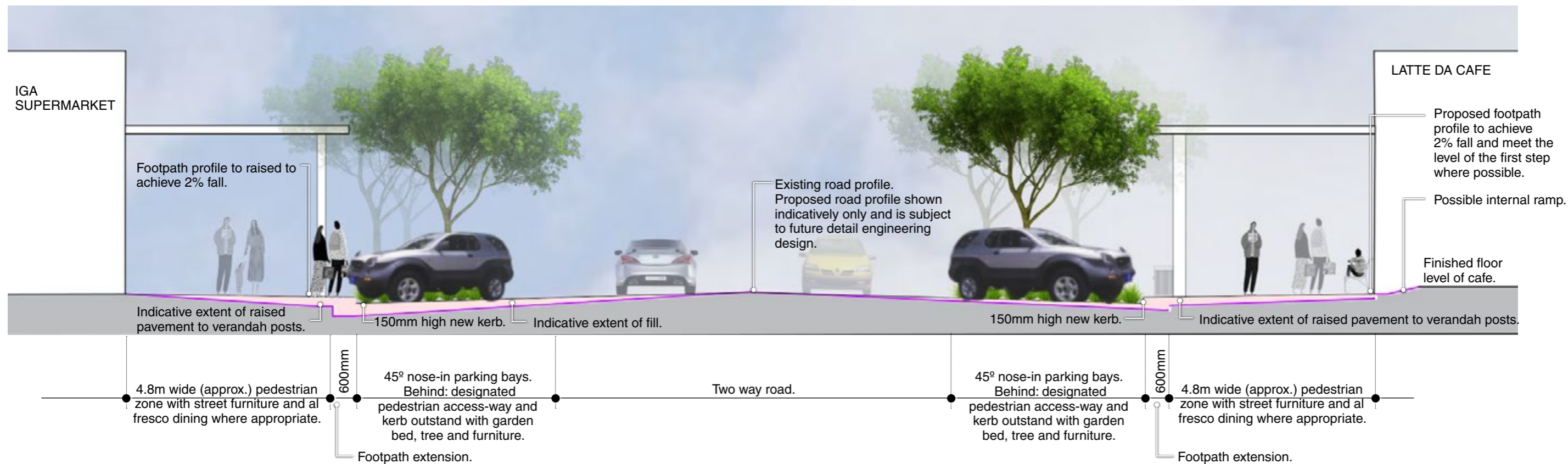
Extended kerbs and paving provides opportunities for more heritage paving, public art and street trees for shade and cooling.

Extended kerbs and paving provides opportunities for more heritage paving, street trees for shade and cooling and street furniture for gathering and resting.

disabled car space (indented kerb to achieve 5.4m length)

- Existing accessible building entry with at-grade entry and / or threshold ramp.
- Existing building entry with 1 or more steps.

Typical Detail Plan
Not to scale



Section A - A': Typical Cross-section



a Extended kerbs and paving at the Green Street Retail intersections provide opportunities for street trees, planting and furniture.



b Al fresco dining opportunities in front of Latte da Cafe.



C Alfresco dining in front of the Commercial Hotel's bistro, and kerb outstand with pedestrian access-way across Green Street.



d Table settings will be installed at the kerb outstands, while bench seating is located under the verandahs against the building line.

6.0 Final Master Plan for Green Street Civic

Design approach

The double row of street trees, Wal Alexander Park, CWA Park and the water tower mural are key elements which define the Green Street Civic block. The concept seeks to build upon these elements, and create a more accessible, connected and attractive streetscape by:

- ▶ Making it easier for people of all abilities to use the area.
- ▶ Maintaining the shaded and unique streetscape character of a double row of street trees.
- ▶ Improving the connection between the Shire offices / CWA Park and the south side of Green Street.
- ▶ Creating safer and more comfortable spaces for people to move around the area.

Key actions include:

- ▶ The water tower mural is reinforced as an emerging visitor destination by re-locating the toilet facilities to the rear of the park and providing a mid-block pedestrian access-way connecting the area to the south side of Green Street.
- ▶ Extended kerbs and landscaping at the approaching intersections of Matthews and Day Streets will help slow traffic, cool the space and improve amenity with ornamental plantings.
- ▶ New even paving throughout, upgraded kerb ramps at the Matthews Street intersection and an increased quantity of compliant car spaces in the block will help provide a more accessible pedestrian environment for all.
- ▶ New street trees will replace the peppercorns and melaleucas which are drought and heat tolerant (climate adaptive), appropriate for streetscape environments and provide seasonal interest and shade.



a View of the existing disabled ramp and proposed steps and planting.

Recommendations

General

- A** Extended kerbs and pavement at intersection to narrow the crossing distance and improve pedestrian safety and amenity. Provide trees, garden beds and furniture.
- B** New even paving, trees and low planting to nature strip. Opportunity for staged future installation of heritage pavers.
- C** Pedestrian access-way (informal crossing) raised so that it is at-grade with footpath and complies with relevant Australian standards. Contrasting road paving further defines the designated crossing location for motorists and pedestrians.
- D** Define 45° and parallel parking bays for improved parking quantity. Provide consistent street trees to nature strip for shade, improved amenity and environmental values.
- E** Upgrade kerb ramps to comply with relevant Australian standards or install raised pedestrian access-way (see C).
- F** Replace the existing double row of trees on both sides of street with larger scale canopy trees for more effective shade, longevity and visual impact. Provide permeable paving surround to trees in roadway.
- G** Remove curved brick walls and garden beds at the roundabout and along the Green Street Civic block. Provide new garden beds and consider the potential for rain gardens as part of a future storm-water management strategy. Any retaining or barrier walls should be multi-functional, where appropriate, and integrate bench seating or signage.

Post Office & Telstra Exchange

- 1** Retain clear access to the existing bus stop on Matthews Street. Provide better signage for improved orientation and increased usage.
- 2** Provide new heritage paving in front of the post office, potentially referencing the history of the Lockhart's postal service.

Improve accessibility from the street and footpath into the post office by providing a new disabled parking space with DDA compliant buffer area and kerb ramp connecting to the existing access ramp.

- 3** Ornamental hedge planting to improve the visual impact of the Telstra exchange building.

Remove curved brick walls at roundabout and along the nature strip. Consider potential rain gardens as part of a future storm-water management strategy, and the incorporation of seat walls to accommodate grade change where required.

CWA Park & Shire offices

- 4** Open up the view and provide better access to the water tank from Green Street by removing the existing toilet constructing a new facility the rear of CWA Park.

Provide access path, landscaping and directional and way-finding signage at appropriate locations.

- 5** Link the Shire offices, water tower and CWA Park with destinations such as the pharmacy on the south side of Green Street with an informal pedestrian crossing and kerb outstands with furniture and landscaping.

Provide new steps to the east of the existing access ramp. There is potential for a second disabled car space to share the existing buffer zone.

Wal Alexander Park

- 6** Retain and enhance picnic facilities and play equipment. Selectively remove trees to open views into the park.

Consider a gateway sculpture incorporating play, shade and seating. Replace fencing with more sculptural form which reflects the farm-art character of the town and possibly incorporates entry signage.

South side of the street

- 7** Replace existing asphalt paving with new 2.0m wide even footpath with grassed verge.
- 8** Replace existing asphalt paving with new even concrete feature paving and garden beds. Consider potential for rain gardens as part of a future storm-water management strategy.



- LEGEND**
- Existing heritage pavers. Remove, clean, seal and re-install in same locations.
 - New heritage pavers.
 - New feature concrete paving (e.g. exposed aggregate).
 - Granitic gravel paving.
 - Asphalt roadway.
 - Contrasting colour and material to at-grade pedestrian access-way.
 - Textured road pavement rumble strip.
 - Grass.
 - Rain garden for storm-water management.
 - Feature planting.
 - Small / medium feature street tree at intersections and pedestrian access-ways e.g. Crepe Myrtle.
 - Deciduous street tree to side streets. Refer Street Trees.
 - Deciduous street tree to replace existing peppercorns in road way e.g. Chinese Pistachio
 - Evergreen street tree to replace Melaleucas in verge e.g. Wilga
 - Existing tree to be protected and retained.
 - Compliant disabled car space with buffer, line-marking, tactile indicators, signs and kerb ramps to Australian Standards.
 - Public artwork - future opportunity.
 - Public vertical artwork - future opportunity.
 - Existing public art to be retained, protected and highlighted.
 - Street furniture.
 - Designated RV parking with signage and line-marking.
 - Alignment of existing kerb.



b Mass planting of hardy groundcovers at the designated RV parking space cools and greens the street.



c Extended kerbs and paving create opportunities for resting and gathering under the shade of street trees.

1:300 at A1, 1:600 at A3



PLAN 6 GREEN STREET CIVIC MASTER PLAN



d Extended kerbs and paving, raised pedestrian access-way, furniture and steps provides a way to integrate the existing disabled ramp into the streetscape.



e Create a gateway to the business centre: Lockhart's farm-art cultural identity is reinforced with a play sculpture and sculptural fence at Wal Alexander Park.

7.0 Street trees

Street tree palette

The following tree species are suggested for Lockhart's business centre as they build on the existing tree character present throughout much of the town. The contrasting textures, foliage and flowers of the exotic species will improve the appearance of Green Street and be used to highlight key spaces and provide seasonal variety.



SMALL FEATURE TREE

CREPE MYRTLE

SMALL FEATURE TREE

CREPE MYRTLE

Species: *Lagerstoemia indica* 'Biloxi' or similar mauve / pink flowering variety to match existing along museum frontage on Green Street.

Opportunity to consider an alternative larger canopy tree for increased shade, at intersections where sight-lines permit.

Location: At intersections and kerb outstands throughout the business centre.

Type: Deciduous, exotic. Avoid multi-stemmed specimens by specifying central leader. Prune from ground to 2m (min) to maintain sight-lines and allow pedestrian movement.



DECIDUOUS STREET TREE

CHINESE PISTACHIO

Species: *Pistachia chinensis*

Location: Green Street Civic verge from Matthews Street to East Street.

Type: Deciduous, exotic. Appropriate under power-lines with some crown pruning. Prune from ground to 2m (min) to maintain sight-lines and allow pedestrian movement.



EVERGREEN STREET TREE

WILGA

Species: *Geijera parvifolia*

Location: Green Street Civic roadway from Matthews Street to East Street, replacing Peppercorns.

Type: Evergreen, local to western NSW. Appropriate under power-lines. Prune from ground to 2m (min) to maintain sight-lines and allow pedestrian movement.



1



2



3

OTHER DECIDUOUS STREET TREE OPTIONS

Street tree suggestions for side streets and open spaces. Note: street trees should reflect and continue existing street tree planting where appropriate.

1. KELLY'S GOLD BOX ELDER

Species: *Acer negundo* 'Kelly's Gold'

Location: Possible alternative to Crepe Myrtle in Green Street Retail, subject to space and sight-line requirements

Type: Deciduous, exotic

2. RED OAK

Species: *Quercus rubra*

Location: TBC

Type: Deciduous, exotic

3. DANCER PEAR

Species: *Pyrus betulaefolia* 'Southworth Dancer'

Location: TBC

Type: Deciduous, exotic



8.0 Garden bed treatments

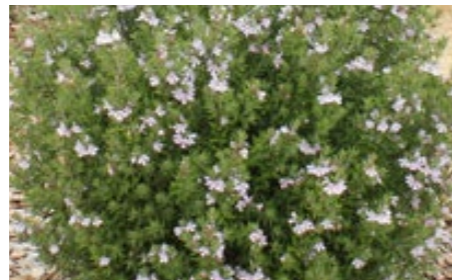
Ornamental planting palette

Planting structure throughout the town centre should be simple, colourful and dense with the aim of creating an attractive and easily maintained environment.

Planting species should be hardy and require little maintenance. Drought and heat tolerant species should be considered that complement the proposed exotic trees and reinforce existing plantings elsewhere in the business centre. A pastel colour theme should be used focusing on plants with mauve, violet and pink flowers and lush green foliage. This continues planting themes already established in Walter Day Park. A semi-formal approach to planting with ornamental species will reflect with the turn of the century architecture. Examples of some suitable species are shown below.



LOMANDRA *Lomandra longifolia* 'Verday'



AUSSIE BOX *Westringia* 'Aussie Box'



SOCIETY GARLIC *Tulbaghia violacea*



BINGO BLUE AGAPANTHUS *Agapanthus* hybrid



LIME DWARF NANDINA *Nandina domestica* 'Lemon and Lime'



LILY TURF OR GRAPE HYACINTH *Liriope muscari* 'Just Right' (sheltered locations only)

Water sensitive urban design

Water sensitive urban design (WSUD) refers to stormwater treatment and retention within the streetscape. Rain gardens commonly form part of new streetscape designs. They provide a stormwater treatment function by diverting run-off into a planted area where the water is filtered as it passes through the plants and planting media before returning to the stormwater system. Opportunities for rain gardens are noted on the plan below.



Breaks in the kerb allow stormwater to be diverted into the rain garden.



A high edge to the rain garden provides seating opportunity.



A rain garden where seating and tree planting is integrated.



9.0 Paving and lighting

Paving

Lockhart is well known for its existing heritage pavers which form a strong part of the town's identity. The opportunity exists to highlight and continue the heritage paver treatment and extend it through a greater section of the business centre in conjunction with other paving types.

The other existing footpath surfaces of the town centre include concrete and asphalt. Some of the asphalt surfaces are uneven and the concrete paths are narrow and unattractive.

A lightly exposed aggregate concrete is suggested as a new footpath surface finish because it is hard wearing, attractive, functional and more slip resistant. The 'exposed' finish applied to concrete reveals the stones in the aggregate which can be selected to tie in with existing paving colours. A light sandblast or acid wash finish is suggested. Recommended concrete colours include 'Brighton White' (white pigment) or CCS 'Ruby' (red pigment). Aggregate should be locally sourced and pick up on existing paving colours.

- ▶ Green Street Retail: Retain and reinforce existing yellow and grey brick heritage paving elements. Consider 'light exposed aggregate' coloured concrete for ramps, landings and steps, as well as possible replacement of existing red brick banding.
- ▶ Museum and Gallery precinct and intersections: Continue the existing heritage paving treatment, and provide dark grey brick or paving bands.
- ▶ Green Street Civic, Cowin Gardens and Museum and Gallery precinct: Provide coloured exposed aggregate concrete with dark grey brick or paving bands. Install new heritage paving at key locations over time.



Example: Different cement colours and aggregate types.



Example: Exposed aggregate concrete with feature bands to break up expanse of concrete.



Retain and reinforce existing paving.



Example: Exposed aggregate concrete.

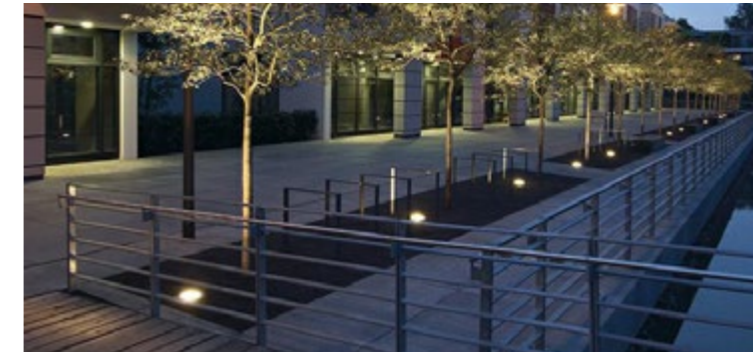


Example: Exposed aggregate concrete with feature bands to break up expanse of concrete.

Lighting

The existing lighting should be upgraded and lighting for night-time activation could be considered.

Some ideas for lighting are included below. The style of light fixtures should reinforce established character of Lockhart and reflect the selected street furniture style. Lighting can also be incorporated with steps and ramps, and street furniture, to assist with pedestrian safety, highlight materials and enhance nearby public spaces at night. In-ground up-lights help create mood and ambiance. Smart technologies and solar lighting should also be incorporated.



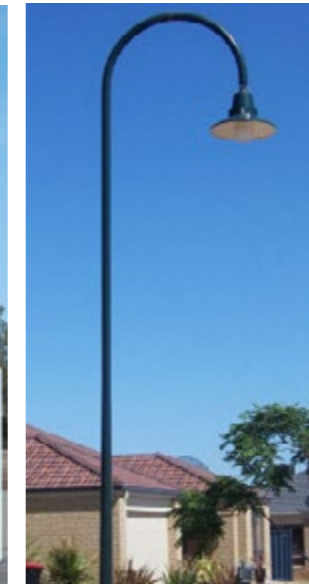
Example: In-ground up-lights highlighting trees.



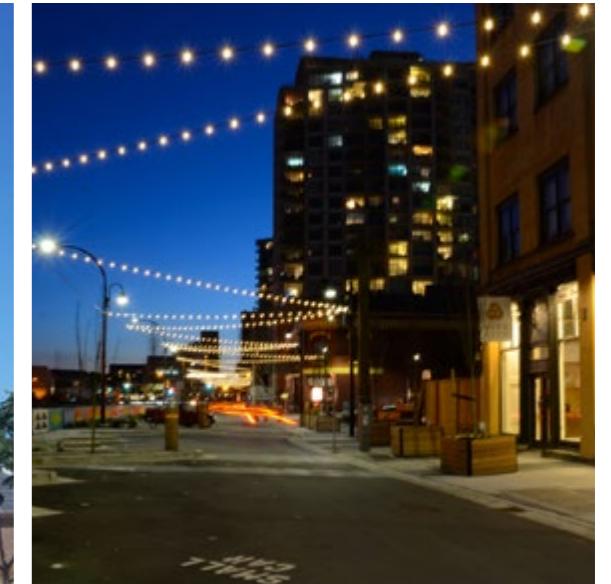
Example: Lighting built into steps



Promenade pole top and outreach by Sylvania Lighting.



Bourke Hill pole top and outreach by Sylvania Lighting.



Reinstate fairy lights to verandahs.

10.0 Streetscape treatments

Kerb outstands



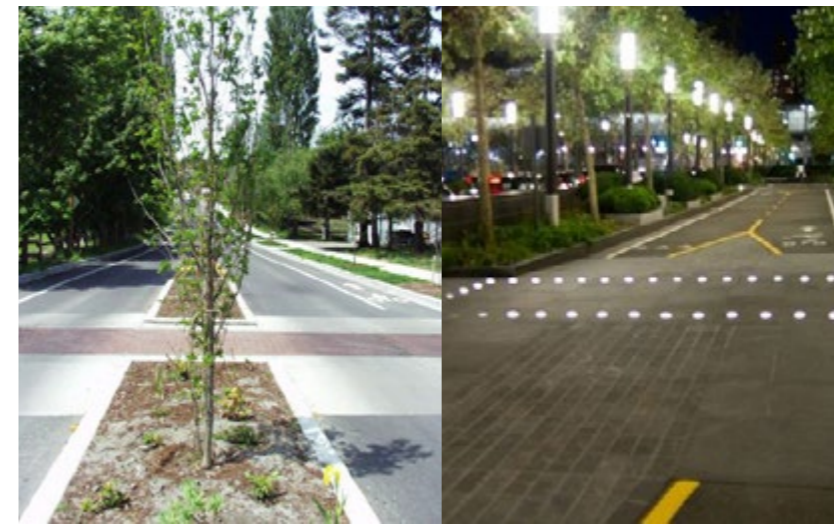
Example of a kerb out-stand with street furniture and planted with small street trees and evergreen tufting plants.

Tree pits



Street trees within decorative tree surrounds along the footpath.

Raised pedestrian access-ways

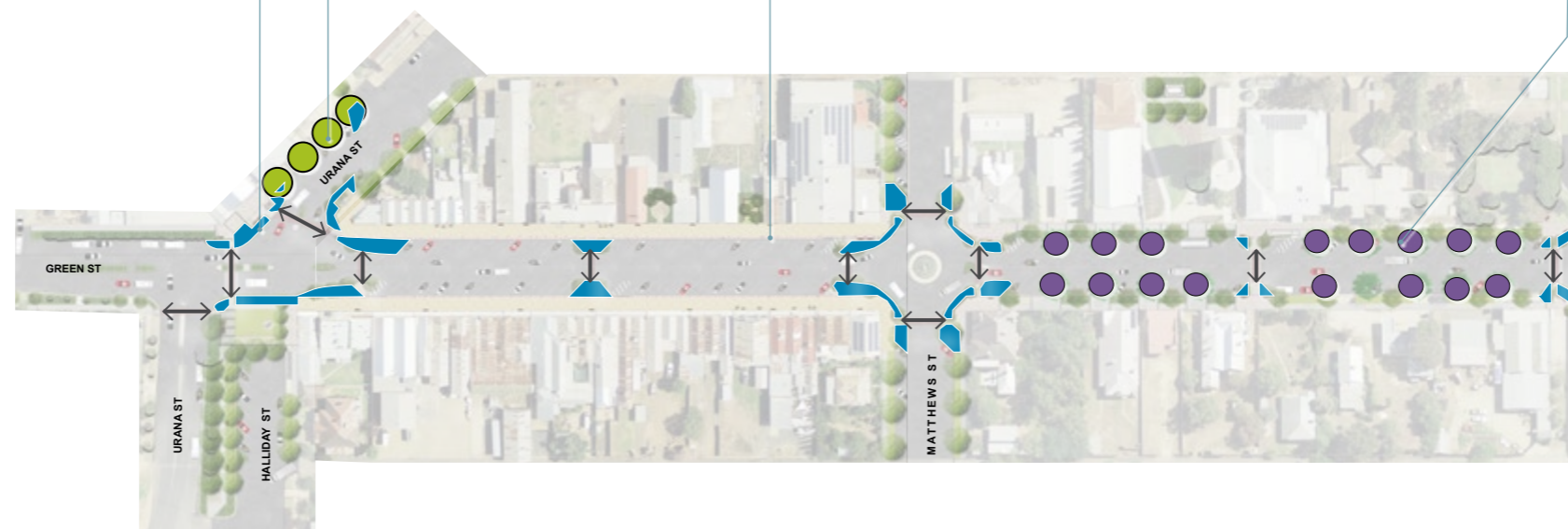


Raised pedestrian access-ways can include textured and coloured road pavement to highlight and mark the informal crossings from the road

Permeable paving tree pits



Street trees in permeable paving (such as granite sets or bonded gravel). Raised concrete section close to the road protects the tree from vehicles.



11.0 Street furniture and technology

Furniture palette

Much of the existing furniture is dated and the opportunity exists to install new seats, picnic tables, rubbish bins, bicycle racks, tree guards, drinking fountains and umbrellas.

- ▶ The style of street furniture should be consistent, elegant and timeless and should be in keeping with Lockhart's heritage character.
- ▶ Finish and colour for street furniture is recommended to be black and / or hot dip galvanised steel. Black is a recessive colour that will not date as quickly as other colours while galvanised steel is a practical, vandal resistant, timeless finish that will reference historical themes.
- ▶ Select materials which minimise the requirement for on-going maintenance, such as timber look aluminum or composite products.

The proposed street furniture suite is detailed below.



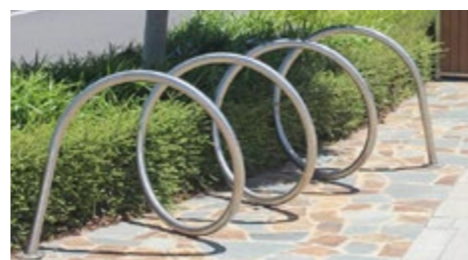
'Galleria' seat by Street Furniture Australia.



'Galleria' table setting by Street Furniture Australia.



'Frame' bin enclosure with Escola eBin Smart sensor by Street Furniture Australia.



'Spiral' bicycle rack by Furphy Foundry.



'Galleria' seat with PowerMe table by Street Furniture Australia.



'Galleria' bench by Street Furniture Australia.



Commercial market umbrella by Instant Shade Umbrellas.



Drinking fountain with water bottle refill, solar lighting, dog bowl and drainage, smart metering and customised branding by MeetPat.



Bollards for vehicle restriction. 'Traditional' bollards by Street Furniture Australia.

Technology

Embrace new technologies for the public realm including:

- ▶ Smart technologies for street furniture which provide efficiencies in management and maintenance.
- ▶ WiFi access and engagement through apps and interactive social media.
- ▶ Digital community noticeboard and touch screen information stations.



PowerMe charging table by Street Furniture Australia. This table can be coordinated with furniture which is in keeping with the heritage setting.



Escola eBin by Street Furniture Australia provides digital statistics to smart devices.



Future-proofing for a not-so-far-away world of electric cars.



Touch screen information station provides information about the town.



Providing free wifi access may encourage more people to stop and stay.



A digital noticeboard becomes a canvas for outdoor movies.

12.0 Signage and public art

Signage strategy

Consistent way-finding and directional signage will help visitors stop and stay in the town. A signage strategy for directional, way-finding and interpretive signage will ensure future design and placement is consistent, unified and considers the town as a whole.

Directional signage

Directional signage directs vehicle traffic to parking areas, destinations and other spaces that can be accessed with a vehicle. Directional signage will typically be located at intersections.

Directional signage should be clear and simple to read from a distance so that drivers can locate and understand the directions with enough time for decision-making.

Installation of new directional signage should be considered at the town entry and throughout the town centre to public toilets, out of sight parking areas and RV vehicle parking areas. These should specify 'parking ahead' options so that location of alternative parking is easy to find.



Way-finding signage

Way-finding helps pedestrians find their way around their environment, and locate destinations and routes. Most way-finding signage will be located along footpaths. Way-finding signage should direct pedestrian to public toilets and key visitor destinations, such as the farm-art sculpture walk.

The forms and colours of existing decorative way-finding signage at Cowin Gardens and Lockhart Lovelocks should be retained and referenced where appropriate.



Interpretive signage

Interpretive signage provide information about points of interest. The colours, forms and materials of the existing signage in Walter Day Park should be referenced and continued.



Public art

Lockhart's Spirit of the Land Festival and the various farm-art sculptures and sculpture walks are well established as part of the town's cultural identity. Interactive, multi-use sculptures provide an opportunity to further reinforce and broaden the form and function of public art in the street. Sculptures can provide opportunities for playing, resting and gathering. They might be vertical in form to screen views or restrict movement, or include interpretive information.



13.0 Access and constructed elements

All abilities access

The Master Plan seeks to facilitate an accessible environment which responds to the needs of all user groups. Access for all into buildings may be achieved by raising the level of the footpath in some locations. However in other locations handrails, threshold ramps, and disabled access ramps may need to be installed in accordance with current Australian Standards and legislation. This should be investigated as part of the detailed design phase.



Hazard dot and directional tactile pavers assist access for vision impaired.



A threshold ramp seamlessly connects footpath to building entry.



The existing ramp at the entry in Lockhart Newsagency is located within the property boundary of the shop.

Walls and edges

Low walls are used to accommodate changes in level, and are proposed as part of steps, ramps and graded walkway construction. Seating, signage, barriers and handrails can be integrated with wall construction. Walls should be a simple construction, such as in-situ concrete or rendered blockwork shown below.



Walls provide an opportunity for integrated seating.

Buildings and structures

Constructed elements such as shelters, arbours or pavilion should reference the simplicity of the existing galvanised steel bus shelter in Matthews Street.



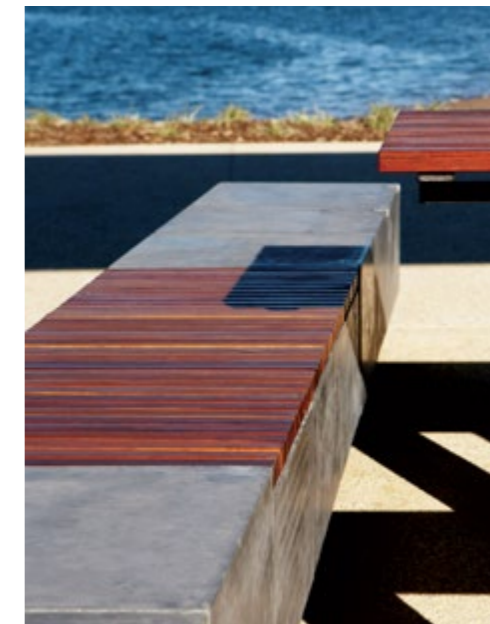
Galvanised steel with perforated screens is a simple and contemporary design which works well in the heritage setting.



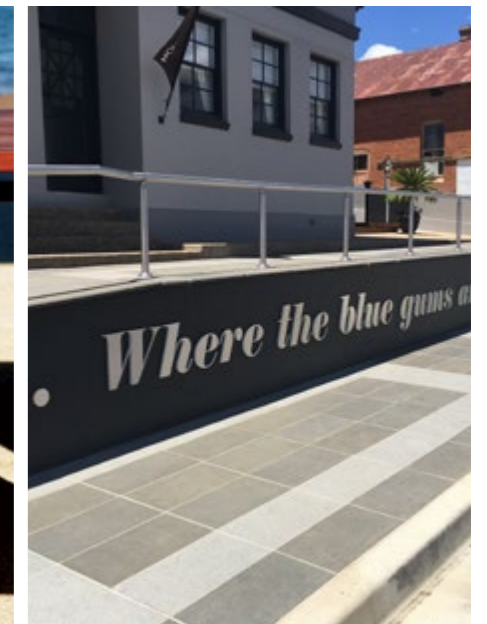
Lightweight construction, perforated metal and vertical planting opportunities.



Adaptive reuse of an existing building could be an option for the Council owned buildings within the Museum precinct.



Walls provide an opportunity for integrated seating.



A wall with sculptural signage.

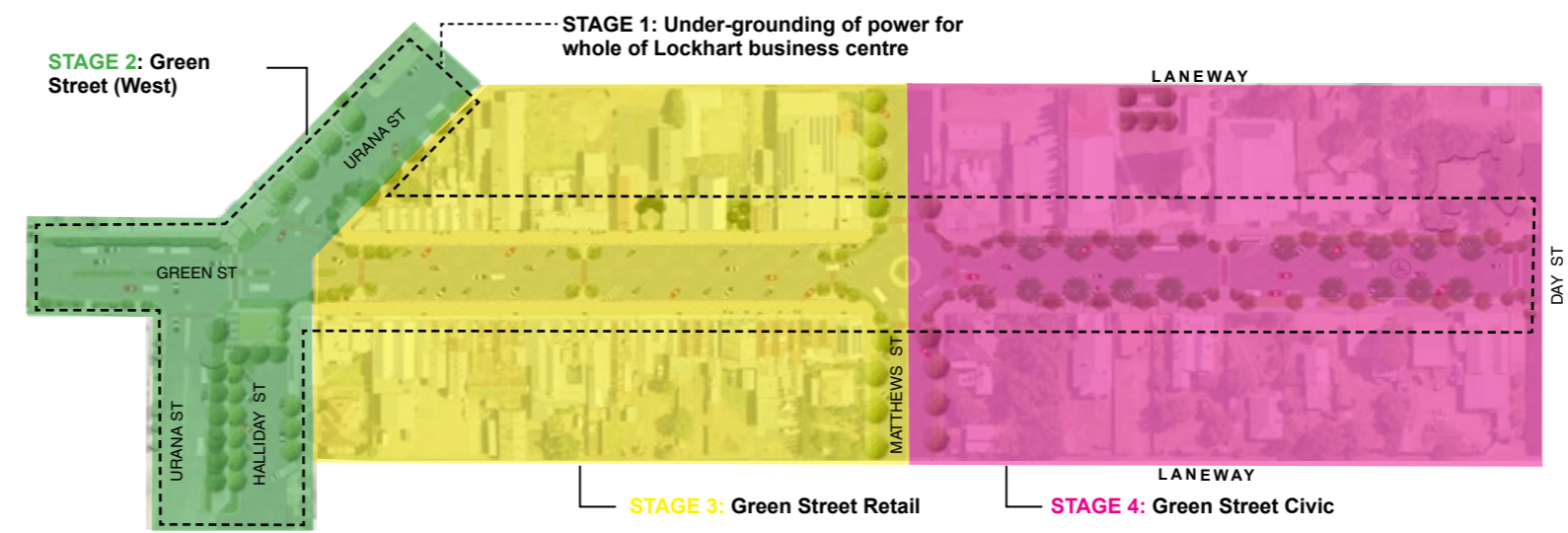
14.0 Implementation

Staging

This section of the Master Plan details the next steps required to implement the recommended stages and the anticipated order of the costs associated with the implementation.

Indicative staging for the streetscape improvements to Lockhart's business centre and their recommended implementation is shown on the diagram to the right. Following endorsement of this Master Plan, it is recommended that Council undertake the following actions prior to proceeding with implementation of the works:

- ▶ Full feature and level survey of the business centre.
- ▶ Storm-water strategy for the town.
- ▶ Detailed engineering design for the civil works to establish road and drainage scope of work and costings.
- ▶ Seek funding based on the outcomes of engineering design.
- ▶ Implement the works in stages as noted below, prioritising the removal of overhead power-lines and re-location the electrical services underground. All proposed works for each block should be completed as a single overall stage to minimise disruption to businesses.



Anticipated order of costs

The table to the right provides an indication of likely overall project cost for each stage. More detail can be found in *Appendix 1: Anticipated order of costs*. The costs have been formulated based on current industry rates, current as of 2019, and the team's experience with past projects of a similar nature. The level of detail is broad given it is a master plan, however it does provide an indication of the anticipated order of costs for the purposes of feasibility and funding.

Note that anticipated order of costs do not allow for GST, any internal Council costs, contingency allowances or escalation. New toilets, the purchase of any property by Council, public art and maintenance has also not been included.

		Anticipated total order of cost \$ (ex GST)
Stage 1	Electrical works including undergrinding power, new street and landscape lighting	\$ 1,400,000.00
Stage 2	Green Street West works	\$ 1,997,545.00
Stage 3	Green Street Retail works	\$ 1,913,210.00
Stage 4	Green Street Civic works	\$ 1,844,770.00
		Total: \$ 7,155,525.00

15.0 Conclusion

The Master Plan demonstrates the overall vision for Lockhart's business centre that seeks to respect and celebrate the unique heritage streetscape, and incorporate improvements to the public realm appropriate for life in the 21st century. This will provide physical structure necessary to achieve the main project goal of revitalising Lockhart's town centre for the future.

The Master Plan provides recommendations to achieve this main project goal, and seeks to:

- ▶ Reinforce Lockhart's unique sense of place by preserving and enhancing the key elements of the heritage streetscape.
- ▶ Create a safe and comfortable environment for the pedestrian which incorporates traffic calming, improved connections and defined car parking.
- ▶ Encourage and facilitate an equitable and accessible environment which responding to the needs of the different user groups by incorporating all abilities parking and access for all measures.
- ▶ Create a more attractive, cooler and more comfortable environment through soft landscape interventions such as avenue planting and garden beds.
- ▶ Provide a series of new public open spaces which increase activity in the business centre and opportunities for public recreation and gathering.
- ▶ Provide a consistent treatment of paving, furniture, lighting and signage to improve the appearance of the town and visually unify the business centre.
- ▶ Plan for future climate change impacts and peak oil shortages by incorporating best practice storm-water management and urban forestry principles, infrastructure for alternative energy and smart technologies.

The Master Plan is supported by additional material in this report including:

- ▶ Supporting plans for each of the key precincts are included to further explain design rationalise, materials and potential locations and arrangements.
- ▶ Artist's impressions which demonstrate how the key public spaces may appear to users.
- ▶ Materials, finishes, furniture and planting which detail landscape elements and features from the Master Plan.
- ▶ Potential staging and anticipated order of costs information.



Appendix 1

Anticipated order of costs

Anticipated order of costs

Stage 1 Undergrounding of power from Day Street to Brookong Bridge, including Cowin Garden and Urana Street

Item	Description	Summary (ex GST)
1	HV works	
	HV work includes removal of overhead powerlines at 2 intersections in the CBD	
	Installation of a new padmount substation	
2	LV works	
	Removal of overhead works	
	Installation of cable, conduits and new pillars to businesses	
	Re-connection of the new businesses / service works	
	An allowance for some feature lighting / power in the Main Street	
		\$1,400,000.00

Stage 2 Green Street West , including Cowin Gardens, Urana and Halliday Streets

Item	Description	Summary (ex GST)
1	Preliminaries	\$181,595.00
	HV work includes removal of overhead powerlines at 2 intersections in the CBD	
2	Demolition	\$39,000.00
	Demolition (including disposal and tip fees) of existing concrete paving, gravel paths, garden beds and vegetation. Road demolition measured in 3 Civil works.	
3	Civil construction	\$1,193,230.00
	Upgrade stormwater drainage and replace of stormwater pits, lids and pipes.	
	Grading, filling and re-surfacing of road surface (demolition included)	
	Replacement of kerbs	
	Construction of kerb outstands and islands at intersections for on road street tree and planting (including drainage)	
	Construction of 2m width raised pedestrian access-way. Red asphalt.	
	Construction of 2m width raised pedestrian access-way. Red asphalt and rumble strip	
	Pram ramps	
	Line marking	
4	Hard landscape construction	\$231,020.00
	Refurbish and relay existing heritage paving	
	New heritage paving	
	New feature concrete paving	
	New concrete paving	
	Final trimming and grading (Cowin Gardens)	
	Granitic gravel (Cowin Gardens)	
	Arbour (Cowin Gardens)	
	Low seat walls (Cowin Gardens)	
	Landscape drainage (Cowin Gardens)	
5	Street furniture	\$127,500.00
	Rubbish bins	
	Seats	
	Bench seats	
	Plinth mounted bench seating	
	Picnic settings	
	Bike rack	
	Powerme charging table	
	Drinking fountain	
	Digital community noticeboard	
	Touch screen information board	
	Market umbrellas	
	Bollards where required	
6	Signage	\$43,000.00
	Traffic signage	
	Directional and way-finding sinage	
	Interpretive signage	
7	Soft Landscape Construction	\$37,900.00
	Garden bed preparation including ripping and application of additives	
	Imported topsoil to planted kerb outstands and garden beds (300mm depth)	
	Mulch to planted kerb outstands and garden beds (Cowin Gardens)	
	Grassing to park	
8	Irrigation	\$30,000.00
	Irrigation to all garden bed areas and trees	
9	Planting to kerb outstands, streetscape and Cowin Gardens	\$54,300.00
	Semi-adv trees (2.0 - 3.0m high, 40-50lt, 30mm min. cal.)	
	Plants in 150mm pots @ 4 plants/m2	
10	Lighting	\$10,000.00
	Street lighting. Costed elsewhere: refer Stage 1	
	Feature landscape lighting	
11	Landscape Features	\$50,000.00
	Play sculpture and softfall (Cowin Gardens)	
	TOTAL	\$1,997,545.00

Stage 3 Green Street Retail including west side of Matthews Street		
Item	Description	Summary (ex GST)
1	Preliminaries	\$191,321.00
	HV work includes removal of overhead powerlines at 2 intersections in the CBD	
2	Demolition	\$82,200.00
	Demolition (including disposal and tip fees) of existing concrete paving, kerbs, asphalt, gravel paths, garden beds and vegetation. Road demolition measured in 3 Civil works.	
3	Civil works	\$1,249,440.00
	Upgrade stormwater drainage, replacement of stormwater pits, lids and pipes.	
	Support and upgrade verandah posts footings	
	Grading, filling and re-surfacing of road surface (demolition included)	
	Replacement of kerbs	
	Construction of kerb outstands at intersections for on road street tree and planting (including drainage)	
	Construction of 2m width raised pedestrian access-ways. Red asphalt. (includes 2no. access-ways across Matthews Street)	
	Construction of 2m width raised pedestrian access-ways. Red asphalt. (includes 2no. access-ways across Matthews Street)	
	Line marking	
4	Hard Landscape Construction	\$440,210.00
	Lift level of footpath to achieve 1:50 grade.	
	Refurbish and relay existing heritage paving	
	New heritage paving	
	New feature concrete paving	
	New concrete paving	
5	Street Furniture	\$98,500.00
	Rubbish bins	
	Seats	
	Bench seats	
	Plinth mounted bench seating	
	Picnic settings	
	Bike rack	
	Powerme charging table	
	Drinking fountain	
	Touch screen information board	
	Market umbrellas	
	Bollards where required	
6	Signage	\$42,000.00
	Traffic signage	
	Directional and way-finding sinage	
	Interpretive signage	
7	Soft Landscape Construction	\$18,260.00
	Garden bed preparation including ripping and application of additives	
	Imported topsoil to planted kerb outstands and garden beds (300mm depth)	
	Mulch to planted kerb outstands and garden beds	
8	Irrigation	\$20,000.00
	Irrigation to all garden bed areas and trees	
9	Planting to kerb outstands	\$34,800.00
	Semi-adv trees (2.0 - 3.0m high, 40-50lt, 30mm min. cal.)	
	Plants in 150mm pots @ 4 plants/m2	
10	Lighting	\$10,000.00
	Street lighting. Costed elsewhere: refer Stage 1	
	Re-instate festoon lighting	
TOTAL		\$1,913,210.00

Stage 4 Green Street Civic, including east side of Matthew Streets		
Item	Description	Summary (ex GST)
1	Preliminaries	\$184,477.00
	HV work includes removal of overhead powerlines at 2 intersections in the CBD	
2	Demolition	\$67,950.00
	Demolition (including disposal and tip fees) of existing concrete paving, kerbs, asphalt, gravel paths, garden beds and vegetation. Road demolition measured in 3 Civil works.	
3	Civil works	\$1,362,120.00
	Upgrade stormwater drainage, replacement of stormwater pits, lids and pipes.	
	Grading, filling and re-surfacing of road surface (demolition included)	
	Replacement of kerbs	
	Construction of kerb outstands at intersections for on road street tree and planting (including drainage)	
	Construction of street tree pits and barrier kerb edge	
	Construction of 2m width raised pedestrian access-ways. Red asphalt.	
	Construction of 2m width raised pedestrian access-way. Red asphalt and rumble strip	
	Pram ramps	
	Line marking	
4	Hard Landscape Construction	\$211,600.00
	New heritage paving	
	New feature concrete paving	
	New concrete steps adjacent to existing ramp (2 steps, 150mm riser). Including handrails and tactile	
	Feature fence (Wal Alexander Park)	
5	Street Furniture	\$74,000.00
	Rubbish bins	
	Seats	
	Bench seats	
	Picnic settings (Wal Alexander Park)	
	Bike rack	
	Powerme charging table	
	Drinking fountain	
	Touch screen information board	
	Bollards where required	
6	Signage	\$42,000.00
	Traffic signage	
	Directional and way-finding sinage	
	Interpretive signage	
7	Soft Landscape Construction	\$45,650.00
	Garden bed preparation including ripping and application of additives	
	Imported topsoil to planted kerb outstands and garden beds (300mm depth)	
	Mulch to planted kerb outstands and garden beds	
8	Irrigation	\$25,000.00
	Irrigation to all garden bed areas and trees	
9	Planting to kerb outstands, streetscape and Wall Alexander Park	\$74,400.00
	Semi-adv trees (2.0 - 3.0m high, 40-50lt, 30mm min. cal.)	
	Plants in 150mm pots @ 4 plants/m2	
10	Lighting	\$10,000.00
	Street lighting. Costed elsewhere: refer Stage 1	
	Feature landscape lighting	
TOTAL		\$1,844,770.00



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