

## Car Park Upgrades

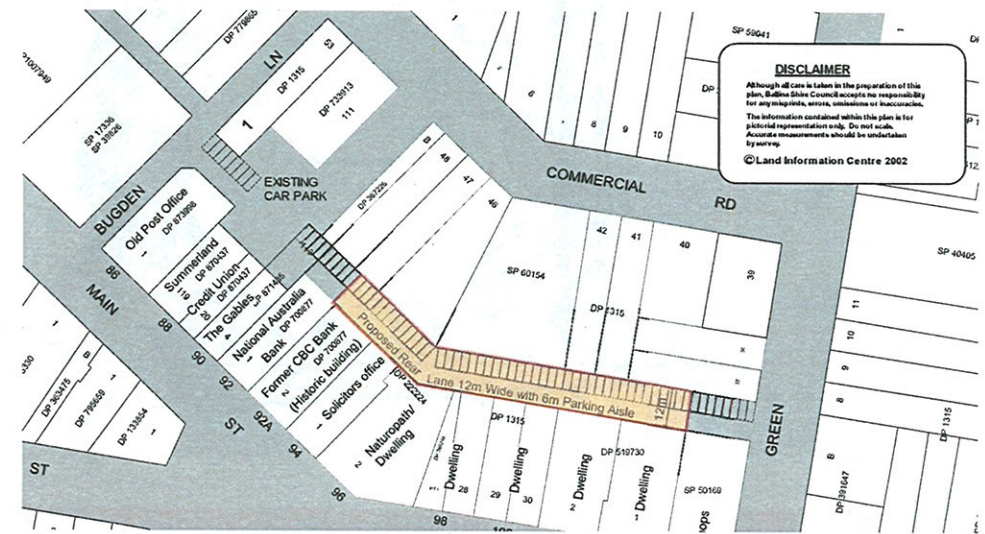
Management the existing 'off street' centralized car parks could be improved with directional signage and landscaping using shade trees. Recommendations for the use of shade trees to 'long term' off road car parks are included in Councils D.C.P. for Alstonville village. Council proposes this as a short-term initiative for implementation.



Typical shade tree treatment to carpark areas



Typical shade tree treatment to carpark areas



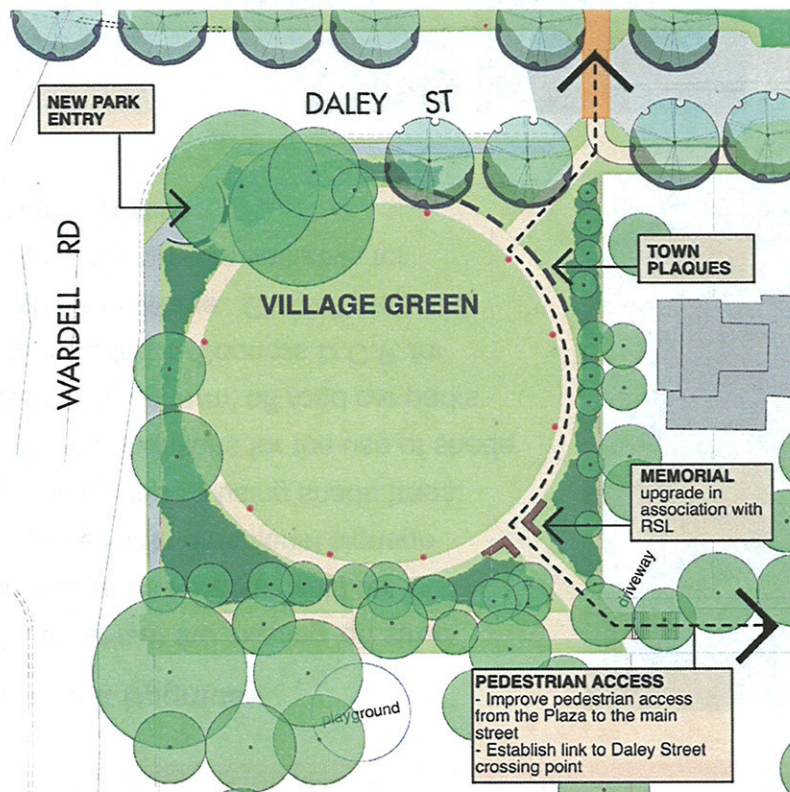
Proposed carpark extension (Policy Statement No 10 - Development Control Plan, Chapter 1 Urban Land)



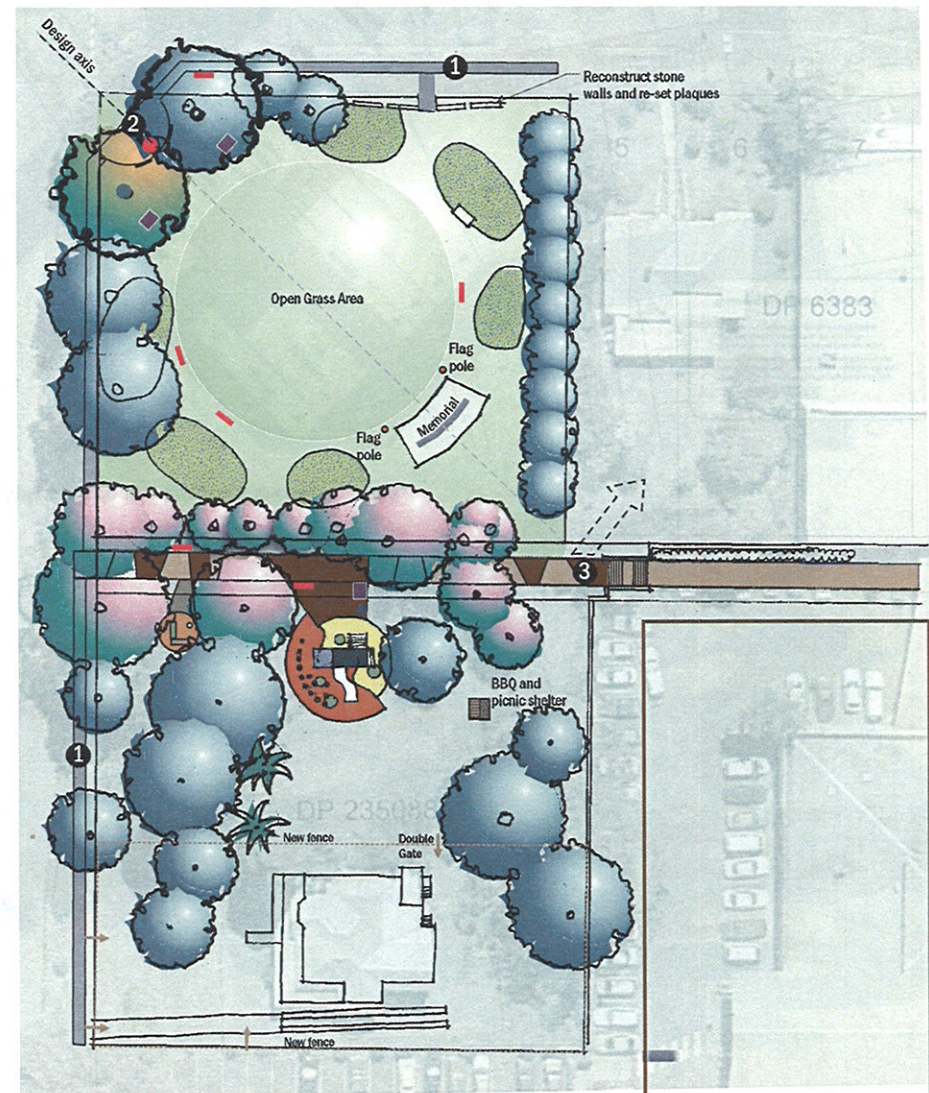
## Parklands

Proposals include implementation of Councils Plan of Management for Elizabeth Ann Brown Park, upgraded memorial and improved access to the plaza area.

Park improvements include establishment of a central village green, new playground, pathways and new table/seat areas.



Elizabeth Ann Brown Park with proposed revisions to include pedestrian link to Freeborn Park



Elizabeth Ann Brown Park Concept plan from Final Draft Plan of Management (Design Team Ink, 25 Aug 2006)



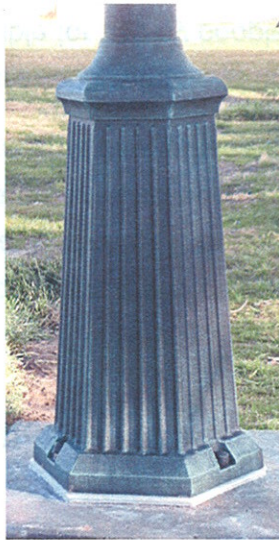
## 4.0 STREETSCAPE IMPROVEMENTS

### 4.1 Lighting

Upgrading of pedestrian lighting including under grounding of overhead power lines and installation of pole mounted pedestrian lights. This new lighting system will provide improved pedestrian lighting to footpath areas and provide the opportunity for extended on-street trading, for example, alfresco dining.



Pedestrian historic lighting



Pedestrian lighting at Dubbo



Pedestrian lighting at Tamworth

The new lighting system includes use of historic light poles for under awning lighting, which will improve night vision and pedestrian safety.

Proposals involve provision of power point connections at several light poles throughout the town centre. Power point connections provide for street parades and festival events to be held within Alstonville Main Street.



## 4.2 Street Furniture

### •Seating

The existing hardwood seats are to be relocated within the parkland system within the village centre. The proposed seating units for use in the village centre are part of an overall historical streetscape design theme that will enhance the pedestrian amenity within Alstonville.

Seats are durable hardwood with metal ends and comfortable back-rests and are accessible for use by people with disabilities.



Existing seat made by students from Alstonville High School - relocated to surrounding parklands



Proposed new seating



### •Table Seat Units

Table seat units are recommended as wheel chair accessible, hardwood timber with bench seating. These units are extremely popular with shoppers as it provides comfort and use of a table for lunch time activities.

Table seat units would be located adjoining the central crossing area.



Typical table and seat unit



Table and seat units with wheelchair access



Table and seat units with wheelchair access recommended for use in Alstonville.

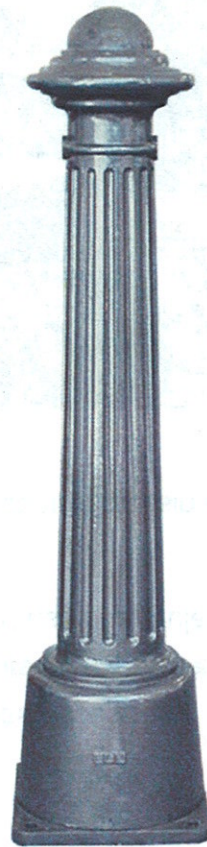


### 4.3 Bollards

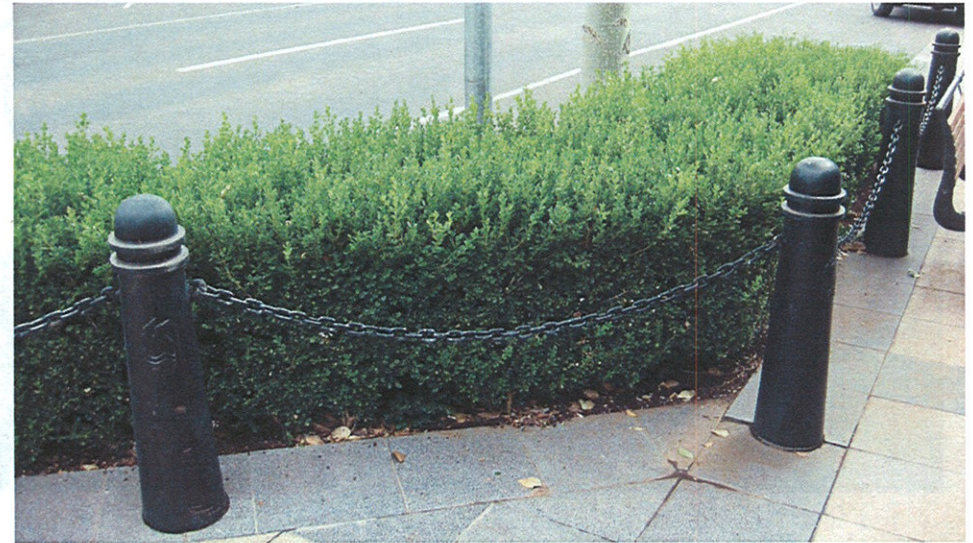
Minimal use of bollards are proposed at pedestrian crossings and to garden bed surrounds (hedge plantings). The proposed historic model is a traditional cast iron bollard and metal chain.



Sculptural bollard and chain



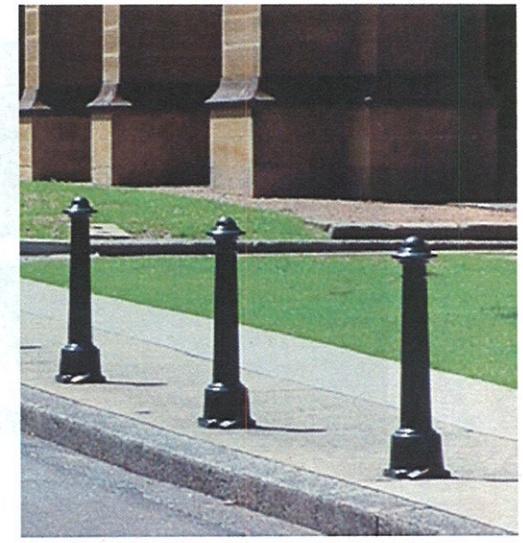
Traditional Bollard recommended for use in streetscape works in Alstonville



Typical bollard chain and hedge design



Typical bollard chain and hedge design



Traditional Bollard

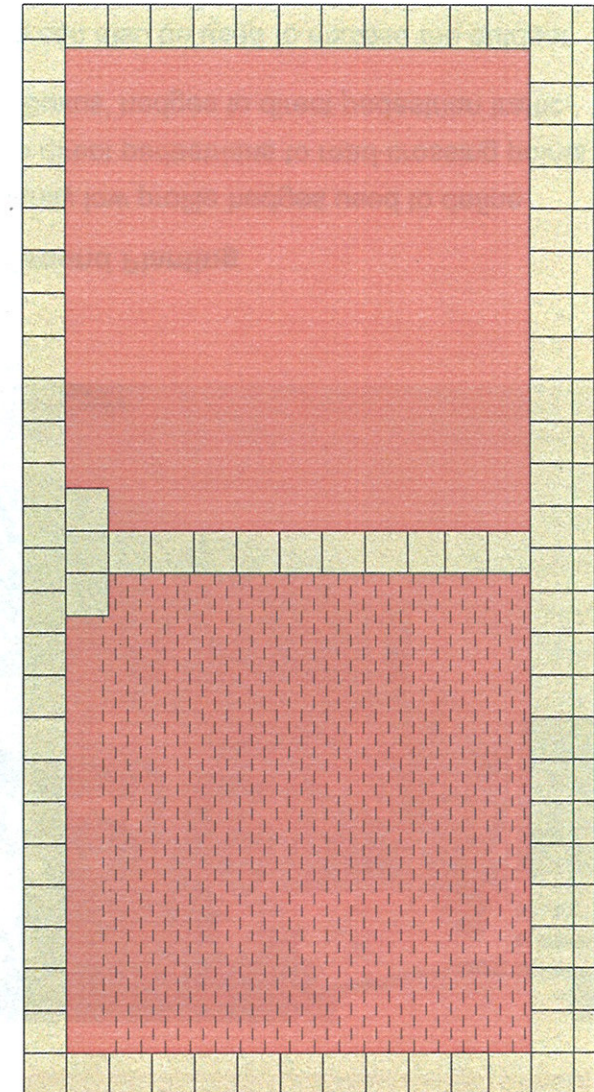


## 4.4 Pavements

Footpath pavement is proposed as traditional brick paving with a contrasting band to provide a simple pattern to all pedestrian areas. Where possible all grassed verges have been retained or extended to reduce the overall extent of 'hard' paved surfaces.



Typical paving with banding - Tamworth



Typical brick paving with banding design



## 4.5 Soft Landscaping Elements

Landscaping is generally divided into the following categories:

### Display Planting

Including garden treatments to adjoining parkland and feature areas, monuments and memorials. Displays have been kept to a minimum due to the high cost of maintenance.



Display planting



Hedge framing the pedestrian crossing

### Pedestrian Directional/Ground Planting

This planting is predominantly low profile hedges used to define cafe/on-street trading or to direct pedestrians to road crossing points. Proposals include use of 'Buxus' hedges to direct pedestrian traffic.

These formal hedge areas can also be used to enclose the outdoor table seating area adjacent to the new central pedestrian crossing.



## Major Shade Trees

Shade trees are proposed to carpark areas and generally large canopy trees, which are native to the region and planted within existing areas.



Tree planting to parking areas

## Main Street Boulevard

There are a small number of shade trees proposed for the main street. These trees provide shade and shelter to footpath areas and reduce the overall visual scale of the street.

Trees have been located on road to avoid underground services and to provide some shade to 'on street' short-term carparking. All trees are underpruned to allow for vision across the street and located to frame historic buildings.



Small shade trees and associated seating areas



## 5.0 STAGING PROGRAM

Subject to public support and Council adoption of the Alstonville Streetscape Concept Master Plan, it is proposed to undertake construction in stages. Detail design and documentation and support funding will be required for each stage of the project. The order of implementation may be varied subject to the authority approval process and availability of funds, government grants etc.

### STAGE 1

Bugden Lane and Main Street pedestrian crossing upgrade

### STAGE 2

Upgrade Freeborn Park

### STAGE 3

Main Street South from the roundabout to the pedestrian crossing

### STAGE 4

Main Street North from the roundabout to South Street

### STAGE 5

Upgrade of recreation facilities, avenue trees and signage to vehicular approach roads.



Staging plan



## Other Items

Note: under grounding of overhead power lines and general services infrastructure improvements can be incorporated within the overall staging program subject to authority approvals and joint funding.



Typical streetscape improvements include on-street trading, wider footpaths, pedestrian lighting, shaded seating areas and quality pavement as shown at Darling Street Balmain

## 6.0 CONSTRUCTION ESTIMATES

Construction estimates are listed as 'Order of Costs' only. No detail designs, surveys or investigation of underground services have been undertaken for the Concept Master Plan phase. Programming for implementation shall depend on the availability of government funding and Councils expenditure priorities.

Note: Preliminary Cost Estimates have been supplied by Councils Civil Services Group based on previous streetscape construction estimates and are preliminary only for establishment of budgets for individual project stages. There is no contingency allowance, detailed survey for services relocation or infrastructure upgrades.



Ballina foreshore upgrade





**Preliminary Estimates: concept design phase (BUDGET PURPOSES ONLY)**

No	Project	Description	Approx. Quantities	Approx. Cost	Possible funding Source
<b>1</b>	<b>Precinct No. 1: Bugden Lane &amp; Main Street Pedestrian Crossing</b>				
1.1		Property purchases to expand carpark areas;		No allowance	
1.2		Roadworks including establishment of new kerb and gutter Bugden Lane (includes underground drainage)	400 sq.m x \$150	\$60,000	
1.3		Pavements: new footpath pavement + concrete base (included demolition)	500 sq.m x \$175	\$87,500	
1.4		Lighting: new pedestrian lighting (possible start to under ground power) Subject to country energy funding.	3 lights only + conduits etc. \$12k each	\$36,000	No allowance for Country Energy street lights.
1.5		Upgrading to car park areas	Allowance Only	\$15,000	
1.6		New pedestrian crossing and kerbs + stormwater	Allowance Only	\$30,000	
1.7		New street furniture (Bollards/Hedge etc.)	Allowance Only	\$15,000	
1.8		Documentation and service allowance 15%	Excludes specialist consultants	\$30,000	
1.9		Soft landscape 25 trees	Allowance Only	\$36,500	
<b>Order of Costs – Bugden Lane &amp; Central Pedestrian Crossing</b>				<b>\$310,000</b>	
<b>2</b>	<b>Precinct No. 2: Freeborn Park Upgrade</b>				
2.1		New pedestrian access re paving and removal of existing materials	400 sq.m x \$175	\$70,000	
2.2		Extension area for on-street trading	Allowance only	\$30,000	
2.3		New furniture and equipment	Allowance only	\$10,000	
2.4		New lighting + recreation equipment		\$50,000	
2.5		New bus stop shelter		No Allowance	
2.6		Soft landscaping - display gardens	Allowance only	\$30,000	
2.7		Documentation and service fees 15%		\$25,000	
<b>Order of Costs – Freeborn Park Upgrade</b>				<b>\$215,000</b>	