



Moyne Shire Council

Koroit Streetscape Plan

Final
October 2021

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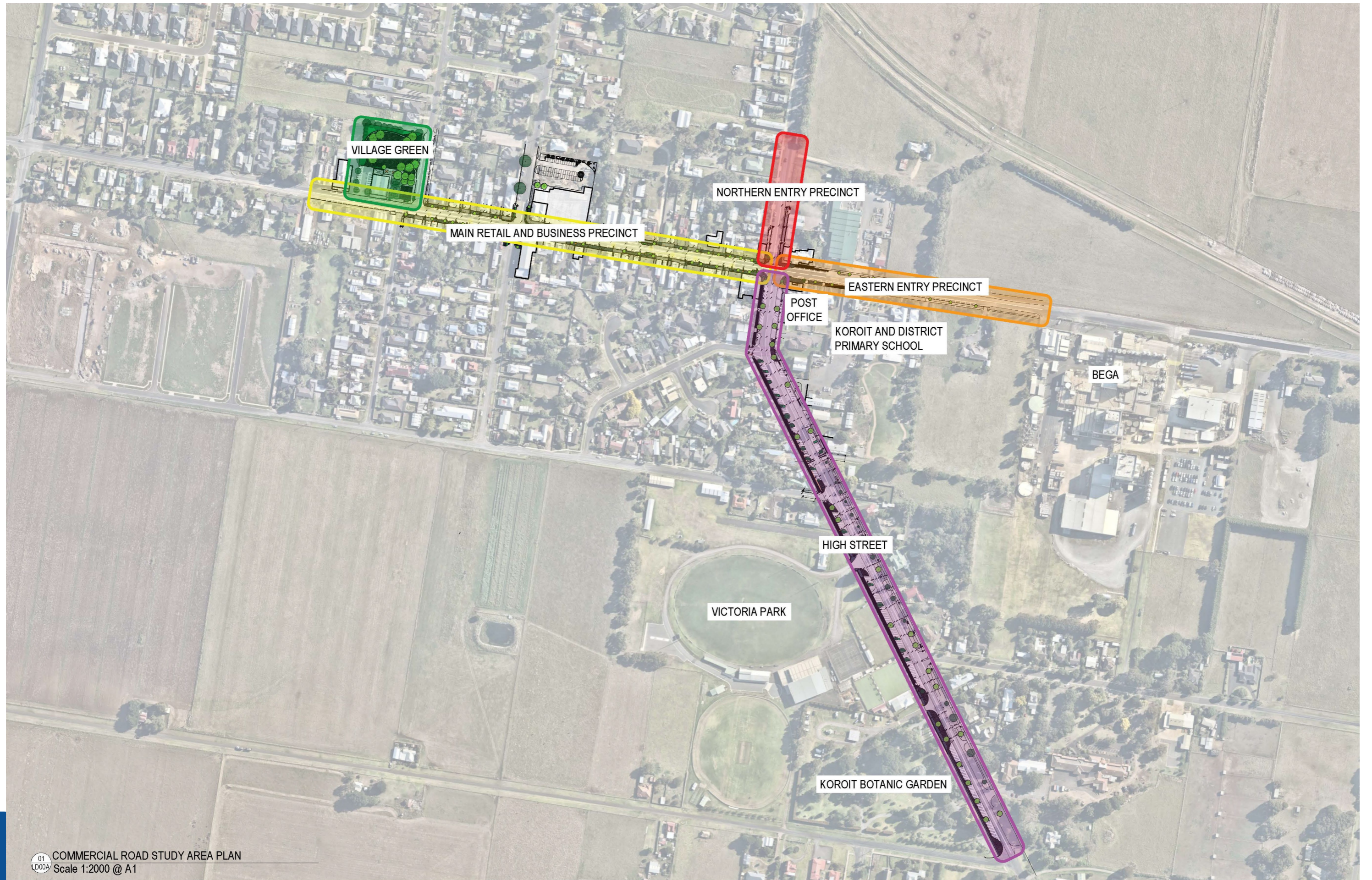
Introduction

The Koroit Streetscape Plan (the Plan) presents an overall design master plan for major upgrades to the key streetscape precincts of the town of Koroit.

The Plan has been developed by Moyne Shire Council (Council), and the Koroit and District Progress Association (KDPA) as a partnership, and focusses on:

- The main retail and business precinct along Commercial Road, between High Street and the Commercial Hotel
- High Street from Commercial Road to the Botanic Gardens
- The Village Green area near to the Blackwood Centre
- The northern and eastern entry precincts

The study area is shown below.



Land Design Partnership Pty. Ltd. were commissioned by Council to develop the Plan. This included

- Community consultation activities
- Review of PowerCor assessment for undergrounding power lines to a key section of Commercial Road
- Consideration of trees, street furniture and other streetscape design elements
- Review of engineering considerations
- Development of cost estimates for works including pavement material comparisons

The project commenced in mid-2020 following on from previous design work for pavement upgrades in Commercial Road. The community requested that Council expand the scope of this initial project in order to:

- Provide for an integrated plan for streetscape upgrades
- Expand the project scope to include streetscape upgrades to High Street and the Village Green
- Consider undergrounding of power lines along Commercial Road from High Street to the Commercial Hotel

Since commencement, project management and consultation had to adapt to COVID-19 restrictions and changeable lockdown conditions. In this context the (KDPA) played an important role in guiding and supporting the project team and promoting the project to the local community.

Project brief

The project brief required the development of streetscape concept plans to include the following design considerations:

- Pavement treatments to the main retail and business area of Commercial Road,
- Upgrades to High Street and the Village Green open space area
- Undergrounding of power lines within Commercial Road
- Installation of cultural flags / banners along Commercial Road and options for similar along High Street
- Street tree planting and streetscape landscaping / shading
- Street lighting, furniture and signage including interpretative and heritage signage
- Protection and retention of the heritage features of the streetscape whilst giving consideration and recommendation for building façade upgrades and retention / renewal to veranda installations
- Parking and pedestrian treatments to improve accessibility and safety
- Provide guidance on key / critical engineering issues associated with proposed works.
- Provision of plans and costings to a standard and stage that will support budget allocations, funding applications and fundraising.
- Options for staging of works.

Report purpose

The plans and costings developed as part of the Plan, and outlined in this report, will be used for Council budget allocations and to source funding support for the upgrade works from the community and government.

The Plan will also inform future development of:

- Final scope of works and costings,
- Specifications, design and installation elements,
- Works planning and management
- Ongoing community engagement

Koroit – the people and town

First Peoples

Prior to European settlement the Koroit area was a rich source of foods for the Koroitch Gunditj people, whose descendants retain special links with the area and in particular the nearby ancient, dormant volcano known as Tower Hill. Tower Hill or Tarerer and its surrounds, including Kelly's Swamp and Saltwater Swamp Estuary to the east and the Killarney Swamp and Sisters to the West are the ancestral homelands of the Tarerer Gunditj, the Koroitch Gunditj and the Moonwer Gunditj, three clans of the Peek Wuurong people.

The Peek Wuurong belong to the greater Gunditjmarra or Dhauwurd Wuurong Nation. The Peek Wuurong tribal lands stretch from the Eumeralla River in the west to the Merri and Hopkins Rivers in the east.

At Tower Hill, the local clan lived in a settlement on the edge of the swamp near the caldera. This was the original outfall of the Tower Hill Lake into the Kelly Swamp. The people who lived here would have witnessed the eruption of the volcano between 10,000 and 20,000 years ago.

The Tarerer lands were the site of a great annual meeting of the coastal clans, a time of great feasting, celebration, ceremony and trading.

Koroit is an abbreviation and simplification of the name of the First Peoples who lived in the area - 'Koroitch' in the Gunditjmarra language and Tower Hill, Koroit and the broader district are located on the lands of the Eastern Maar people.

European settlement

The first European knowledge goes back to 1802 with the confirmed sighting of Tower Hill by French explorers sailing with Captain Nicolas Baudin aboard Le Géographe. The first Europeans took up land in the district in 1837 and a large number of Irish settlers made Koroit their home in the 1840s and 1850s and the first town allotments were sold in 1857. One of the strongest and most obvious links between Koroit and Ireland are the potato crops grown in the rich volcanic soil surrounding the town.

The Post Office opened in the following year. The railway arrived in 1880, facilitating trade with the outside world and dairying subsequently emerged with a butter factory established in 1888. There are a number of historic and heritage listed buildings in the town with more information available from the Victorian Heritage Database - <https://vhd.heritagecouncil.vic.gov.au/>

The town today

Koroit is the second largest community in Moyne Shire with the main urban centre home to approximately 1,630 people with a forecast population of 1,854 by 2041. The town also serves a wider rural catchment including Crossley, Killarney, Kirkstall, Winslow, Woolsthorpe, Mailor's Flat and other rural localities. With its close proximity to the major centre of Warrnambool and the popular visitor destination of Port Fairy, Koroit offers an attractive lifestyle location for living, working, tourism and recreation with many heritage and natural features and a variety of housing choices.

The town provides a range of important services including health, education, retail, library, post office, rural supplies, sport and recreation facilities, visitor and tourism services and range of businesses including the Bega milk processing plant. The town is located next to the popular Tower Hill Game Reserve which attracts over 250,000 visitors each year. A Tower Hill Activation Plan has been recently finalised by Parks Victoria. The Port Fairy to Warrnambool Rail Trail also runs through the outskirts of the town.

Council completed a Koroit Structure Plan in 2020, and other town strategic projects include a Master Plan for Victoria Park, the major sport and recreation precinct for the district, a development plan for Koroit Theatre, and investment has also been made in the Koroit Youth Space, the Port Fairy to Warrnambool Trail, and other local initiatives.

Project Scope

As noted previously the Koroit Streetscape Plan involved the preparation of streetscape design proposals for the following areas:

- **Commercial Road:** between the Commercial Hotel and Bega.
- **The Village Green:** at the corner of Commercial Road and North Street.
- **High Street:** between Commercial Road and Garden Street, and also for a short area to the north of Commercial Road

The design has particularly considered elements such as:

Commercial Road

- Footpath pavements for both urban character and community safety (typical existing footpaths below);



- Undergrounding of over-head powerlines, in liaison with PowerCor and VicRoads (existing streetscape below);



- Street trees, both replacement of existing trees and installation of additional trees (typical existing trees below);



- Feature treatments, particularly consideration of banner poles and “heritage plaques” (typical existing heritage plaques below);



- Creation of focal areas for gathering and resting;
- Street furniture such as seats, cycle racks and bins (typical existing street furniture below).



Village Green

- Provision for suitable feature activities and day-to-day uses;
- Enhanced planting for character and spatial definition;
- Provision of site furniture, such as seats, cycle rack and shelters;
- Integration with the Commercial Road streetscape;
- Identification of appropriate infrastructure and feature elements.



Existing Village Green

High Street

- Footpath pavements;
- Feature treatments, particularly for identification of entries to key spaces – Victoria Park and Koroit Botanic Gardens;
- Integration of the streetscape with key adjoining uses;
- Car parking;
- Street trees, both replacement of existing and additional trees;
- Provision of safe crossing to the Koroit District Primary School;
- Street furniture such as seats, cycle racks and bollards.



High Street looking south from Commercial Road



High Street looking north from Commercial Road

Consultation

The Plan has been developed through consultation with the KDPA, business owners and traders. Whilst COVID-19 prevented face-to-face consultations, responses to a community survey on the Draft Plan provided clear preferences and responses to the main elements of the Plan. Further community consultation will occur as final design plans, specifications and scope of works are undertaken in the future.

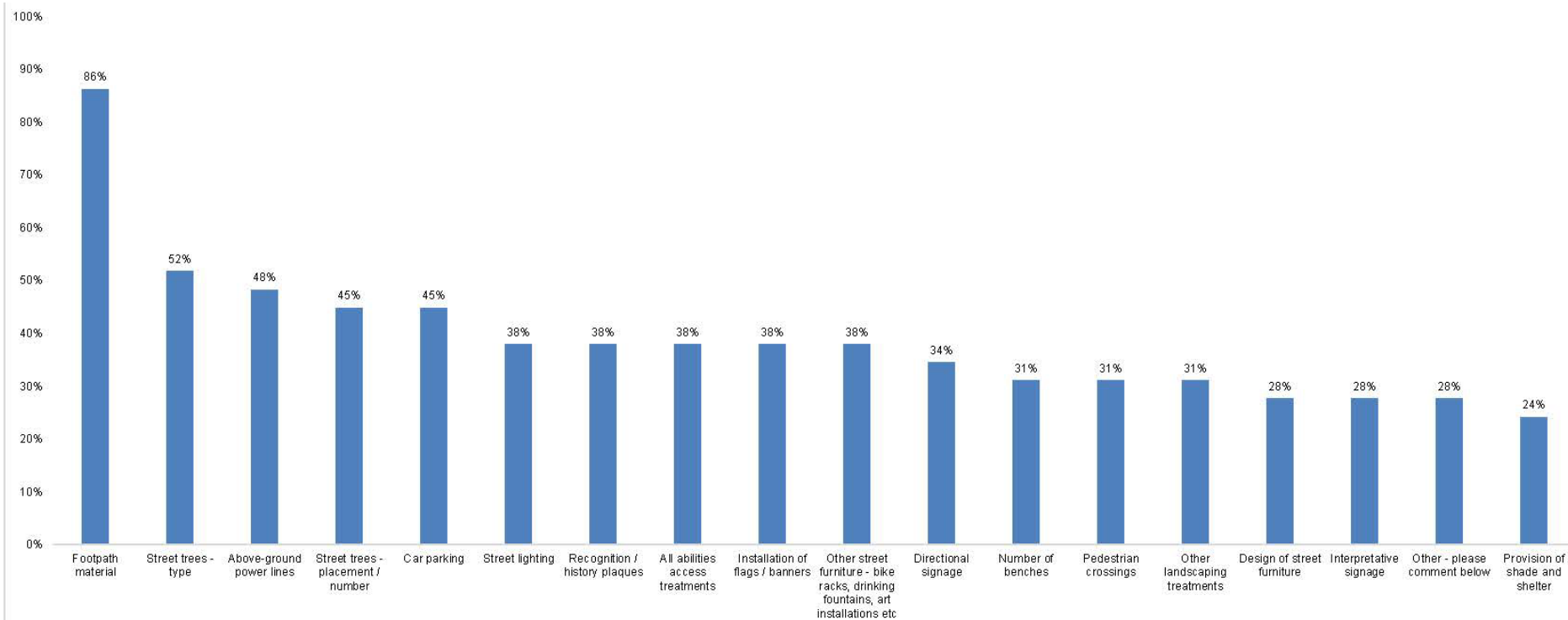
Consultation to develop a streetscape concept for broad community engagement has involved three main threads:

- Preliminary engagement, through a targeted community questionnaire, with the aim of confirming community priorities for the upgrade of the Koroit streetscape in relation to materials and character;
- Regular discussions and updates with representatives of the KDPA to test and confirm design directions arising both from the community questionnaire and from earlier engagement processes prior to this project.
- Draft plan engagement through an online community survey seeking feedback on the draft version of the Plan.

Preliminary Engagement

The preliminary targeted community survey into initial ideas for streetscape materials and character, and community priorities for streetscape development was undertaken in June 2020.

The priorities for enhancement arising out of the community questionnaire are indicated by the graph below, indicating responses to the question “**Which aspects of the current streetscape should be changed or improved?**”, with the percentage indicating the proportion of respondents who supported a change or improvement in that particular element.



In response to the specific question “**Which of these would be your top three priorities?**” the top responses were:

1. Footpath material upgraded;
2. Powerlines underground;
3. Street trees and street furniture enhanced.

A more detailed summary of survey 1 response is provide as a separate attachment to this report.

Further to these responses, the KDPA has highlighted consideration of the following additional elements:

- The role of banner poles in adding character to the streetscape;
- Potential for alternate presentation of heritage plaques.

Consideration of the responses to the preliminary engagement survey were used to inform and guide the development of the draft streetscape plan

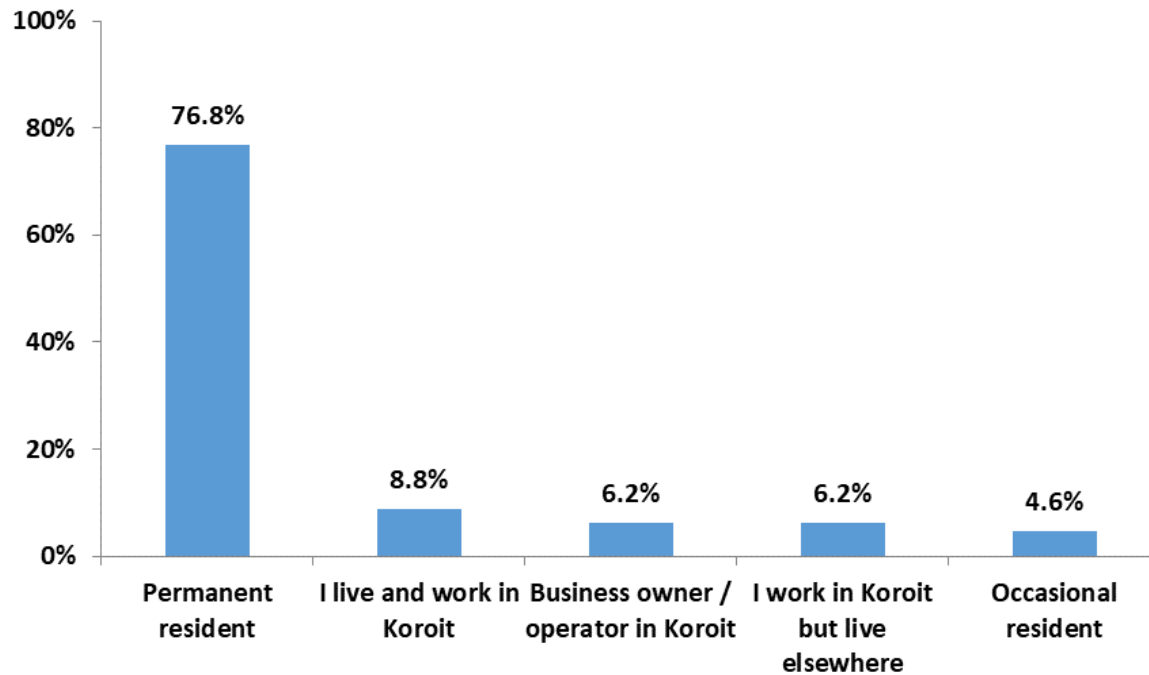
Draft Plan Engagement

Following the preliminary consultation summarised above, a draft streetscape plan was developed which outlined key elements including pavement materials, street furniture character and location, planting (including street trees and lower level planting), pedestrian focal areas, banner pole locations, and conceptual development for the Village Green.

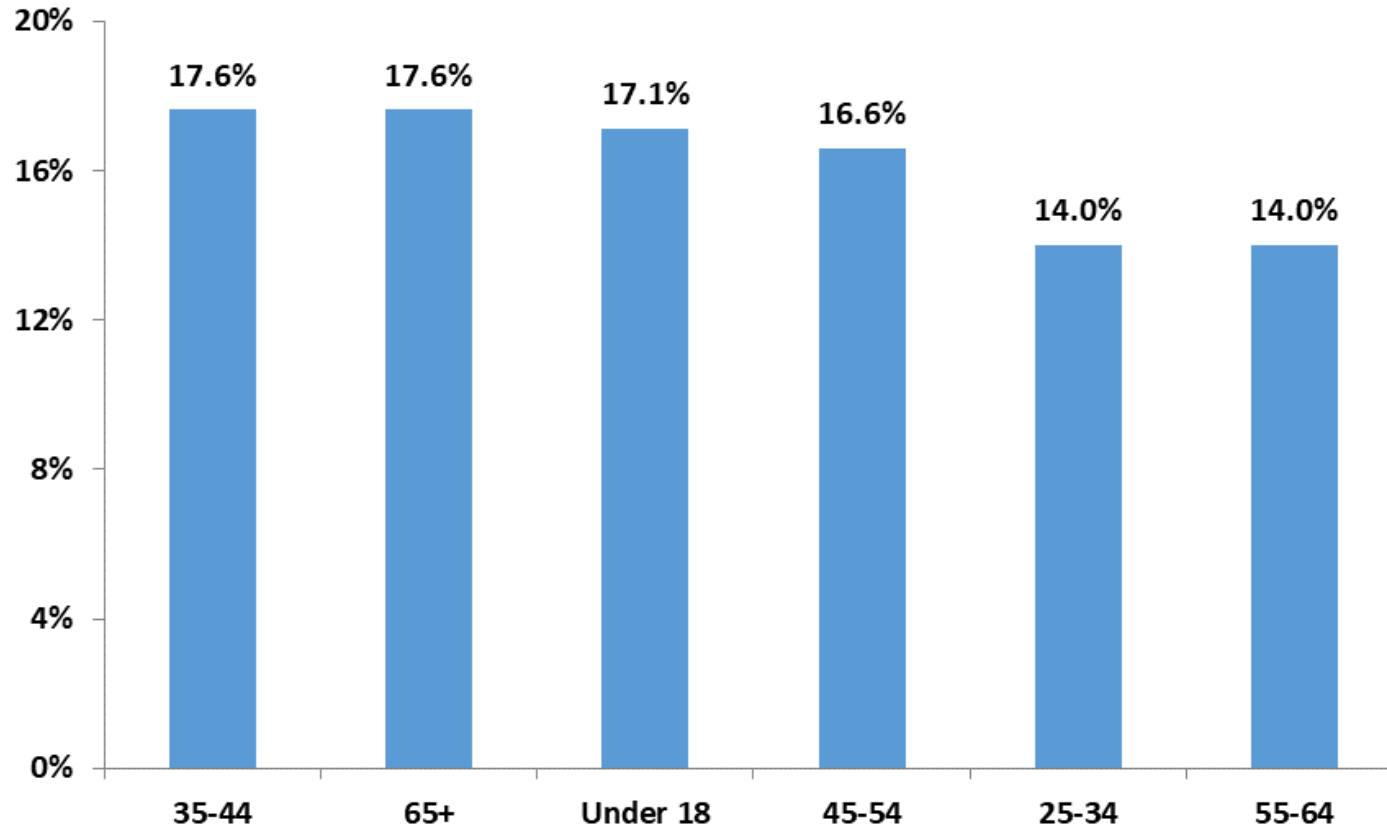
The draft plan was available for community comment through an on-line survey, which was open during late May and all of June 2021. Unfortunately planned community meetings during this period had to be abandoned due to COVID-19 restrictions on community gatherings.

Nearly 200 responses were received to the survey. Key result areas are presented in the following graphs.

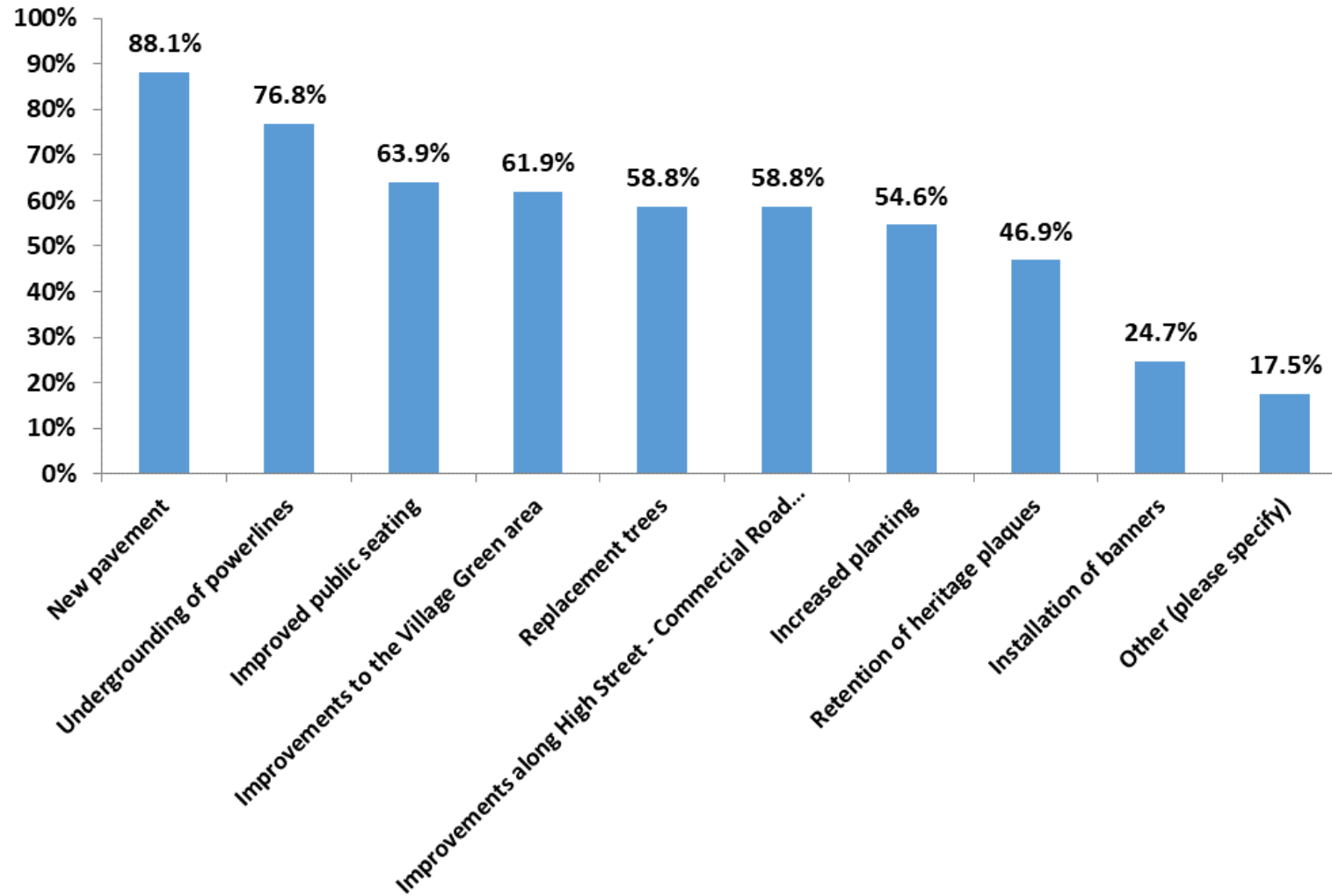
Connection to Koroit



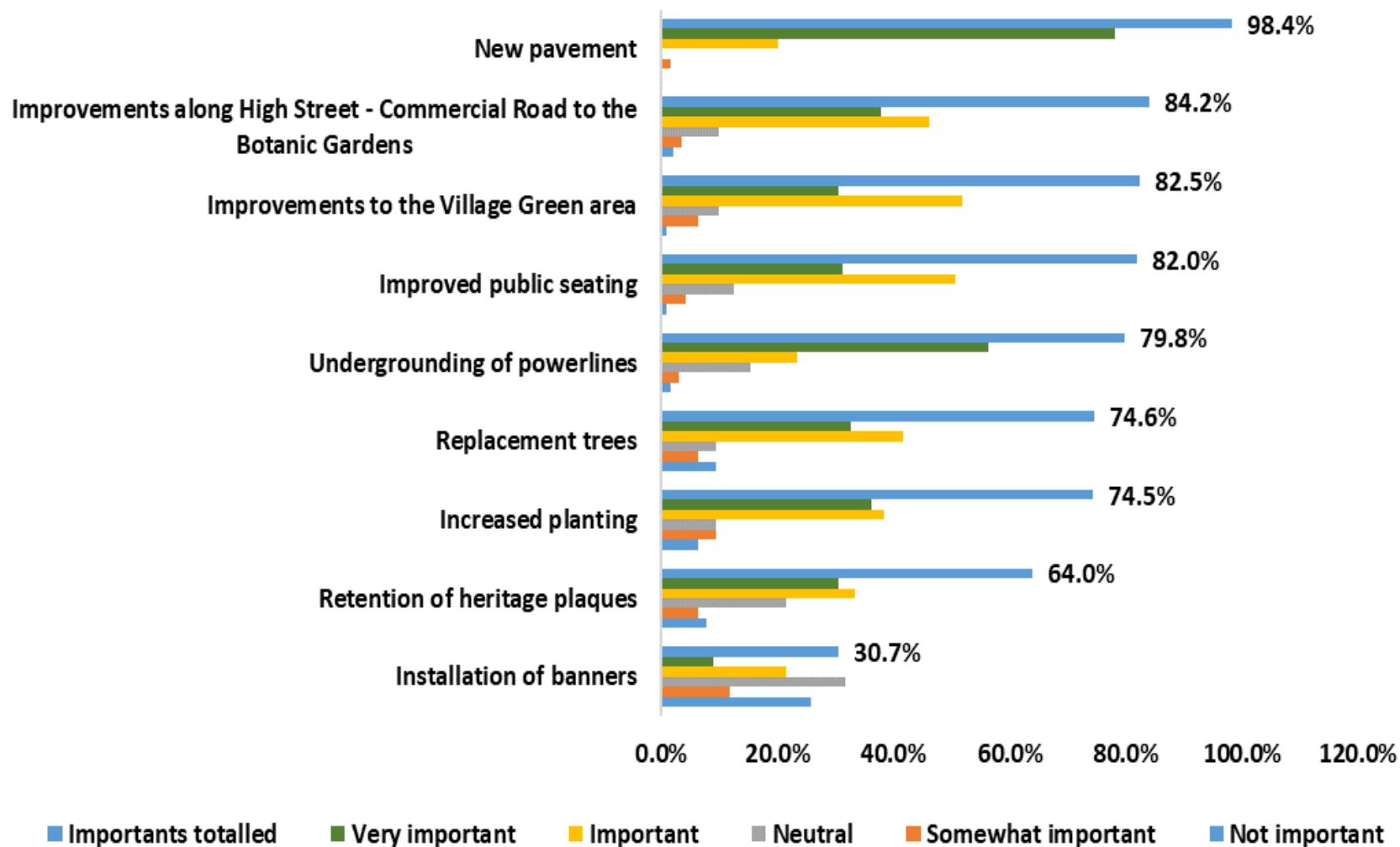
Age of respondents



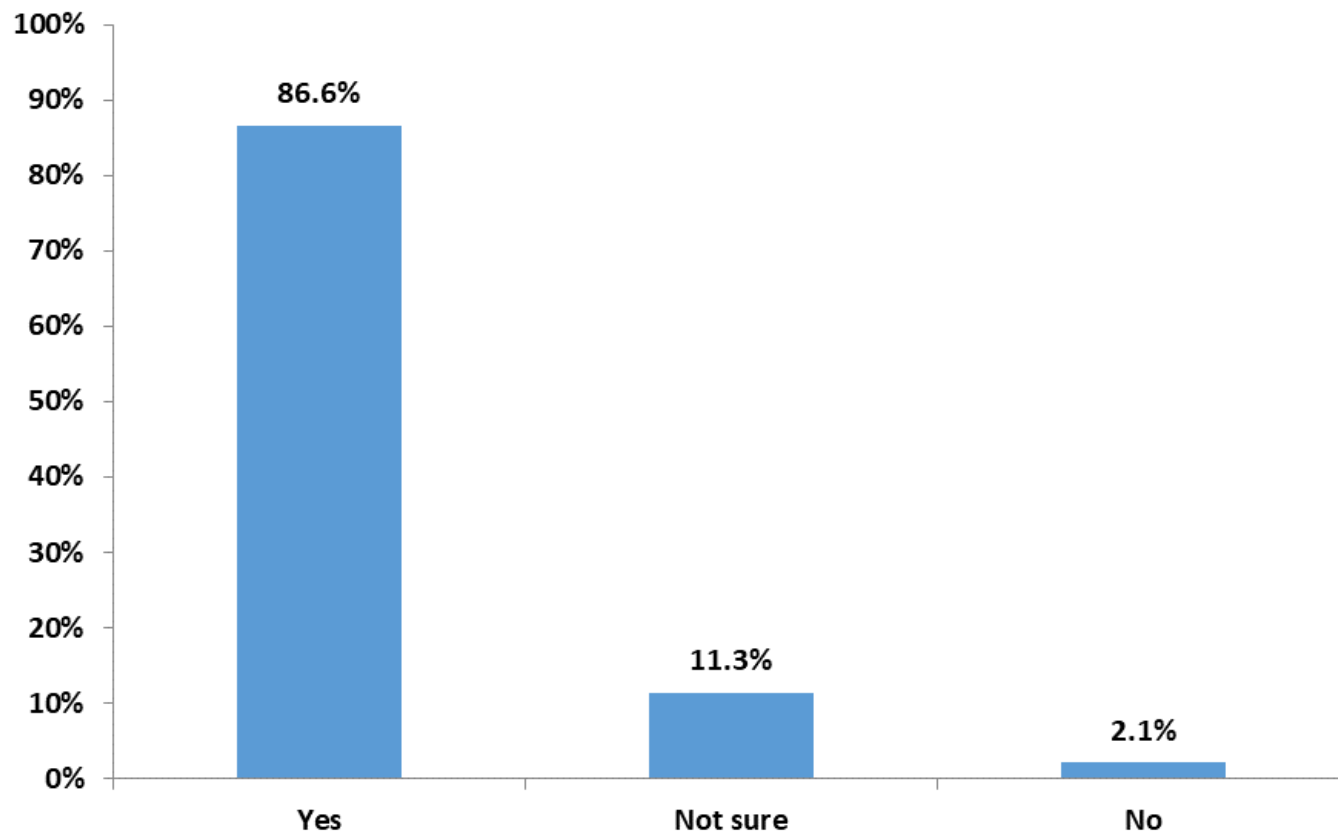
Aspects of the plan liked by respondents



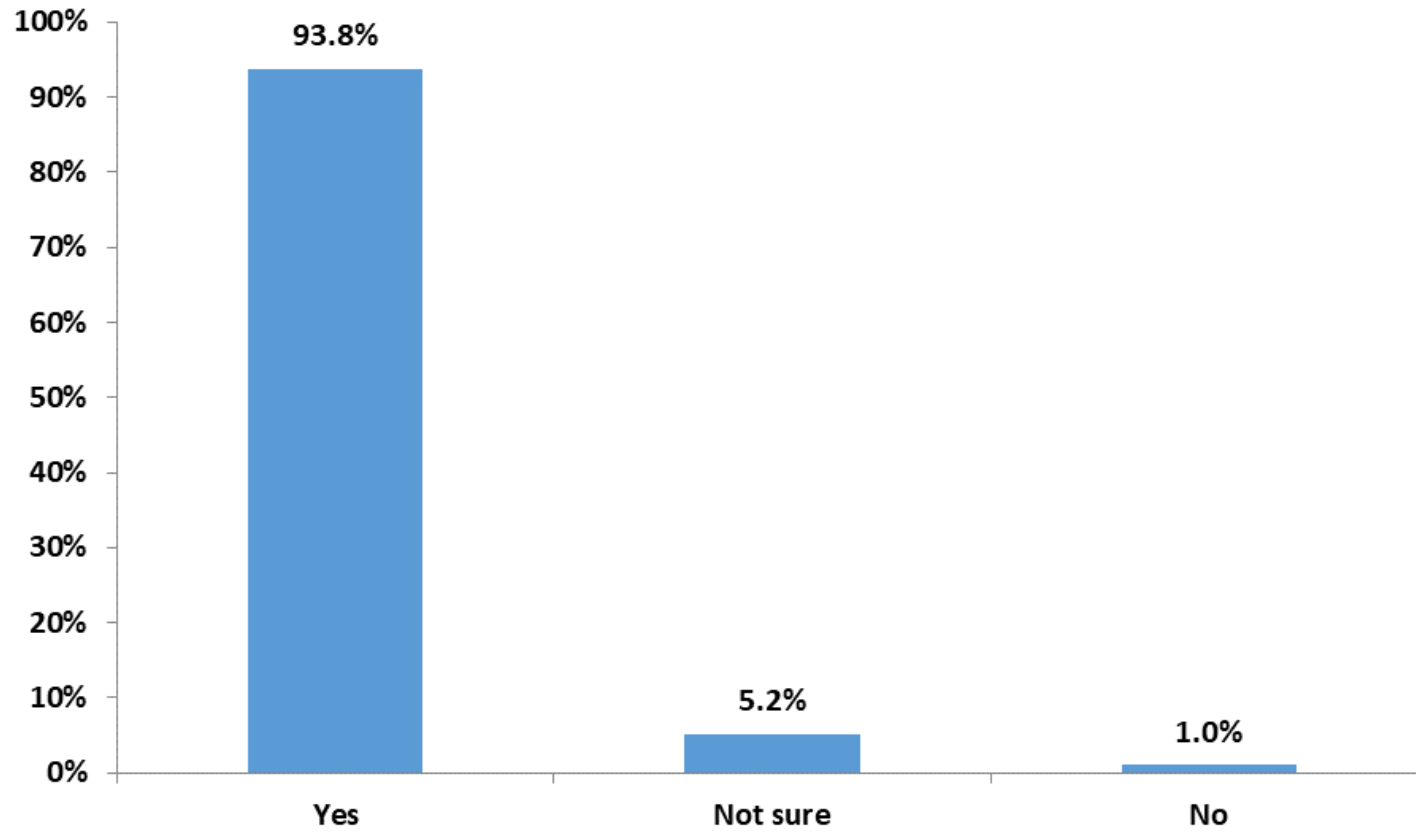
Ranking of importance of key Plan elements



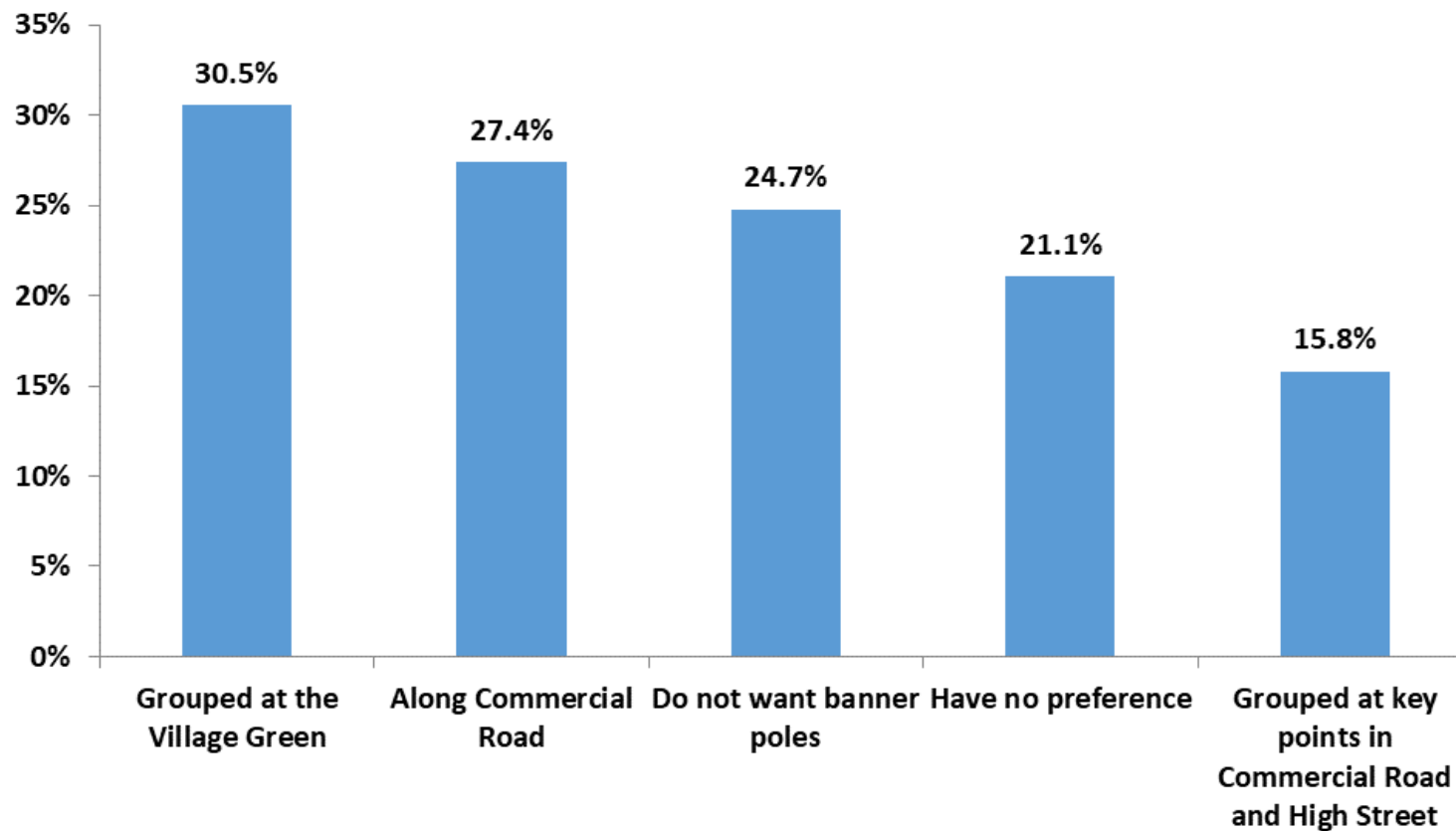
Support for undergrounding of power lines from High Street to the Commercial Hotel



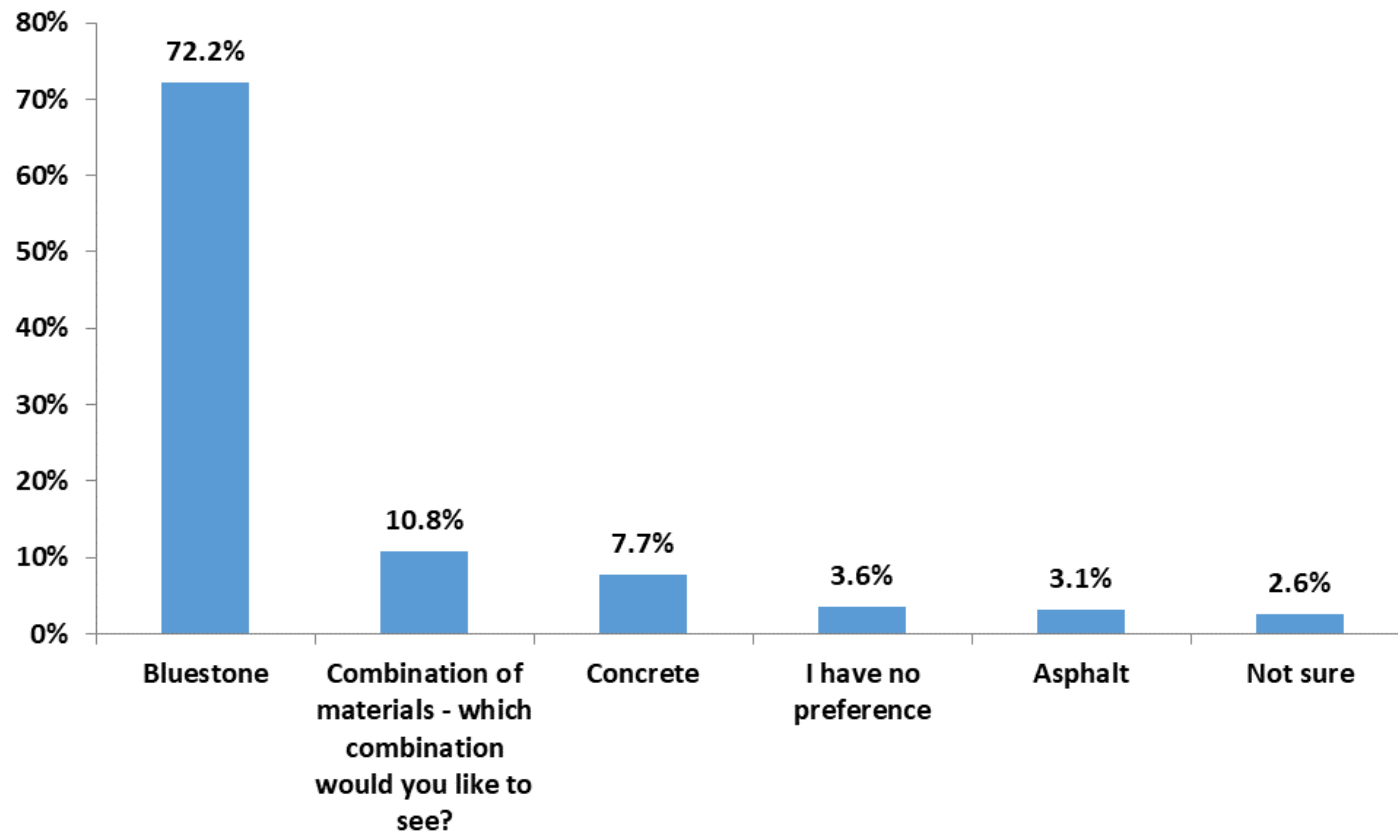
Amenity and landscaping improvements to the Village Green area



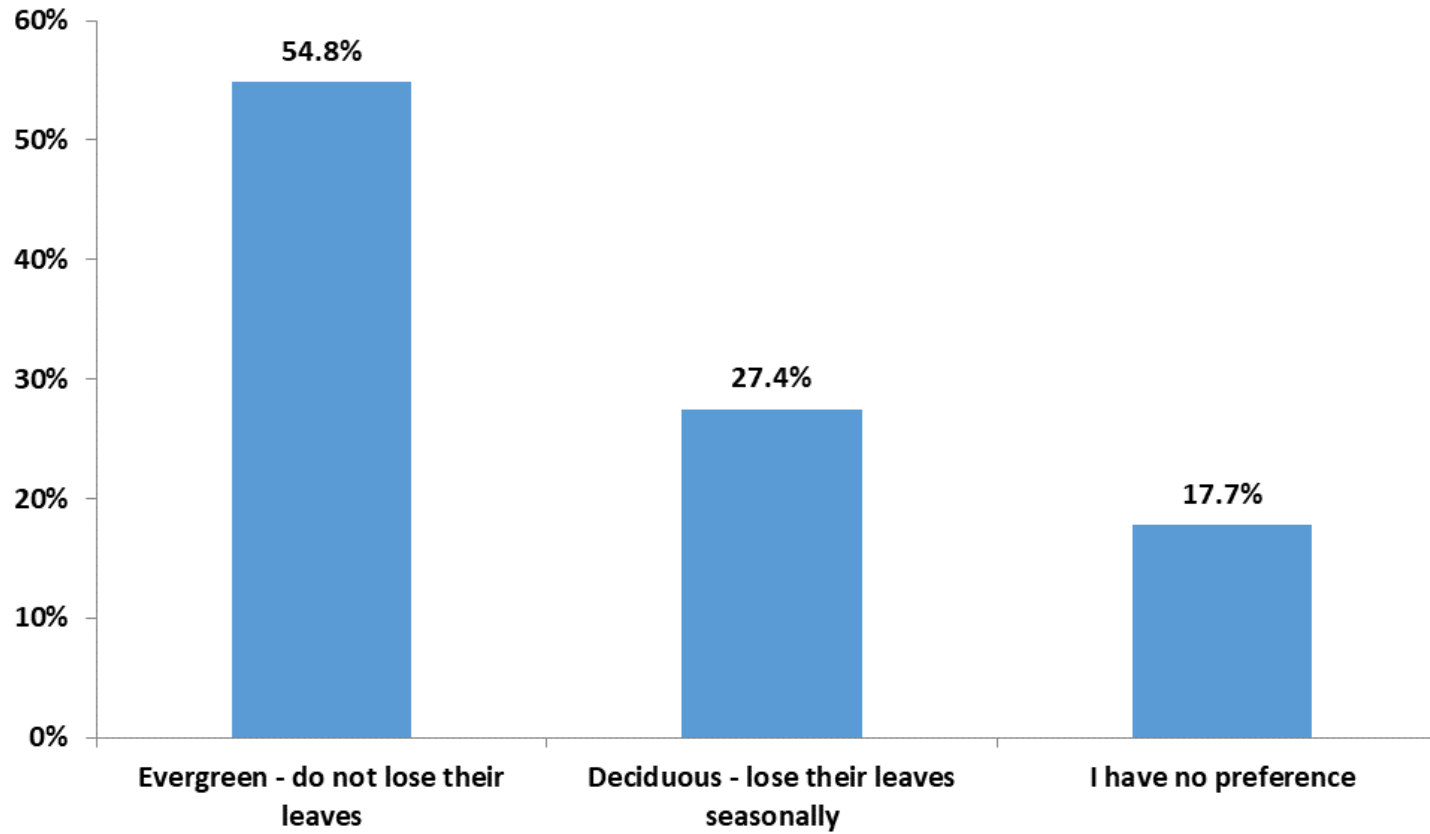
Installation of banner poles



New pavement material preferences



Tree type preferences for streetscape landscaping



Draft Plan Survey data summary

The results of the survey undertaken around the draft streetscape plan show clear support for:

- Installation of a new footpath pavements using bluestone as the paving material
- Undergrounding of power lines – which will require the reconnection of properties to the new underground supply
- Enhancement of the Village Green as a public open space
- Streetscape and footpath improvements to High Street from Commercial Road to the Botanic Gardens
- Other streetscape improvements such as landscaping, seating and retention of the heritage plaques

There were some more mixed responses to:

- The type of trees to be used as part of streetscape greening works. The main issues raised in relation to street trees were:
 - Concerns in relation to “leaf litter” from deciduous trees, particularly in relation to gutters and drains;
 - Concerns from traders as to the blocking of views to signage and property frontages in general;
 - Concerns regarding the impact of tree roots on adjacent footpath pavement;
- The inclusion and placement of banner poles. The main issues raised in relation to banner poles were:
 - The on-going maintenance of the banners to keep them in good condition

These elements will be further explored with the community as part of any future scope of works and final design planning.

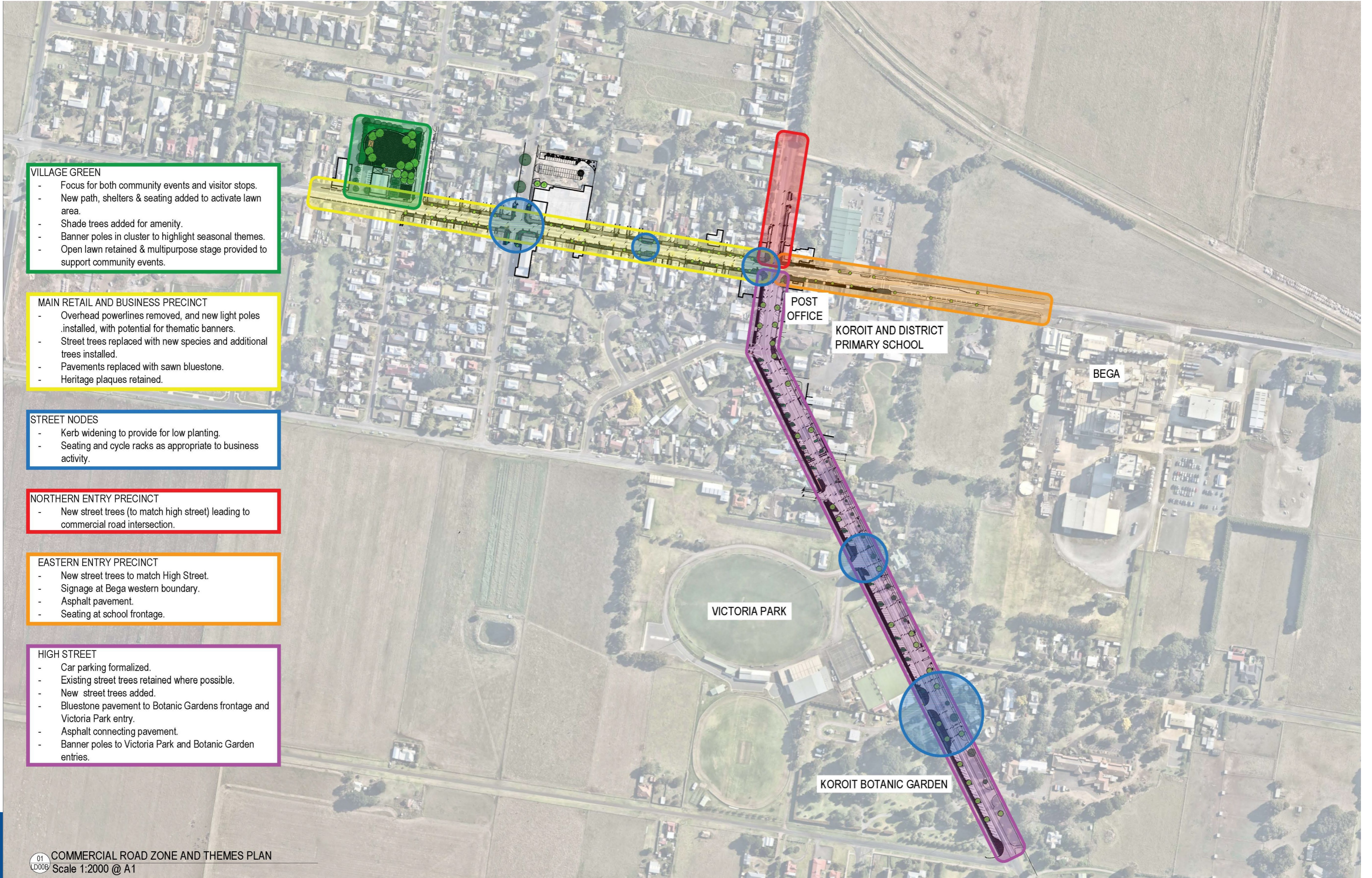
Community survey comments and submission received on the draft plan, and council’s responses, are provided as a separate attachment to this report.

Final Streetscape Plan

As a result of the three threads of consultation outlined above, the initial streetscape ideas and then the draft streetscape plan have been refined into the final streetscape plan, which is outlined below.

Streetscape Directions and Themes

The overall direction for each of the streetscape zones is outlined on the Zone Directions and Themes plan, and summarized below. Detailed concept plans have been provided as a separate attachment to this report. Further detail is provided under **Streetscape Elements** below.



VILLAGE GREEN

- Focus for both community events and visitor stops.
- New path, shelters & seating added to activate lawn area.
- Shade trees added for amenity.
- Banner poles in cluster to highlight seasonal themes.
- Open lawn retained & multipurpose stage provided to support community events.

MAIN RETAIL AND BUSINESS PRECINCT

- Overhead powerlines removed, and new light poles installed, with potential for thematic banners.
- Street trees replaced with new species and additional trees installed.
- Pavements replaced with sawn bluestone.
- Heritage plaques retained.

STREET NODES

- Kerb widening to provide for low planting.
- Seating and cycle racks as appropriate to business activity.

NORTHERN ENTRY PRECINCT

- New street trees (to match high street) leading to commercial road intersection.

EASTERN ENTRY PRECINCT

- New street trees to match High Street.
- Signage at Bega western boundary.
- Asphalt pavement.
- Seating at school frontage.

HIGH STREET

- Car parking formalized.
- Existing street trees retained where possible.
- New street trees added.
- Bluestone pavement to Botanic Gardens frontage and Victoria Park entry.
- Asphalt connecting pavement.
- Banner poles to Victoria Park and Botanic Garden entries.

Main Commercial Precinct

- All existing kerb alignments retained to avoid loss of kerbside parking, and provide a disabled parking space outside the Moyne Health Community Centre at 127 Commercial Road;
- Overhead powerlines removed between High Street and the Commercial Hotel, and new light poles installed
- Existing street trees replaced with new species and additional trees installed where clear of existing verandahs;
- Existing pavements replaced with sawn bluestone;
- Heritage plaques retained.



Existing



Proposed view east along Commercial Road from High Street Intersection

Street Node Focal Points

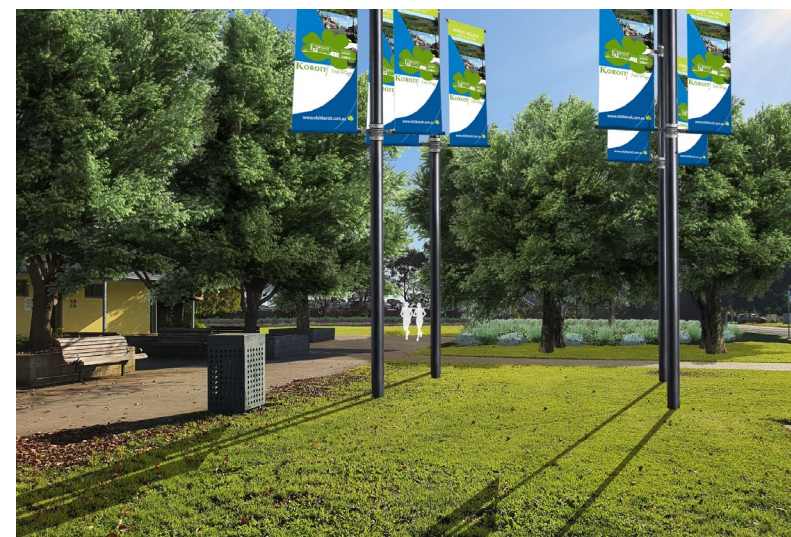
- Sawn bluestone pavements to allow for community seating where appropriate;
- Low planting areas retained and planted with new species as required;
- Seating and cycle racks installed as appropriate to business and community activity, including at Koroit and District Primary School.



Typical Street Node.

Village Green

- Space enhanced as a focus for both community events and visitor stops;
- New paths, shelters & seating installed to activate lawn area;
- Shade trees added to provide improved amenity;
- Banner poles installed in clusters toward North Street / Commercial Road to highlight seasonal themes;
- Central open lawn area retained;
- Multipurpose structure installed, suitable for use as a stage, for arts displays and for family and community events.



Proposed Village Green.

High Street Streetscape

- Car parking formalized in accordance with council design;
- Existing street trees retained where possible;
- New street trees added to supplement existing trees ;
- Bluestone pavement installed along Koroit Botanic Gardens frontage and at Victoria Park entry;
- Asphalt pedestrian pavement installed in other areas;
- Banner poles installed in clusters to highlight the Botanic Garden and Victoria Park entries.

Eastern Precinct

- New street trees installed to match High Street;
- Signage installed at Bega western boundary to announce arrival at main commercial precinct;
- Asphalt footpath pavement installed;
- Seating provided at school frontage.

Northern Precinct

- New street trees (to match High Street) installed leading to Commercial Road intersection;
- Signage installed to announce arrival at main commercial precinct.

Parking

- While there were a range of comments received in the community survey in relation to the need for additional parking in Commercial Road, review of the existing parking layout reveals that parallel parking is already maximized along both the northern and southern sides of the street. All kerbside parking on Commercial Road is therefore to be retained as existing.
- Recently approved development of Daly's IGA will provide an additional 66 off-street car parking spaces;
- Existing parking is discontinuous along High Street, with no formal parking from north of King Street to Mill Street. Formalised parking for the full length of High Street from Commercial Road to Garden Street will be provided in accordance with current concept plans.
- Provision of eight additional parking spaces on the northern side of Commercial Road would benefit the Koroit and District Primary School.

Streetscape Elements

Footpaths

- All footpaths in Commercial Road between High Street and the Commercial Hotel, will be replaced with sawn bluestone, from building line to back of kerb, reflecting the material preference in both community surveys. Design preference is to use an ashlar pattern as described on the following page.
- Existing kerb and channel along Commercial Road consists of bluestone kerb and concrete channel. This detail will be retained, unless reconstruction of the footpaths, management of verandah footings or other engineering considerations require re-construction of the kerb and / or channel.
- Footpaths in Commercial Road, east of High Street, will be sawn bluestone in front of the historic Post Office and the Police Station, and at the main entry to the Koroit and District Primary School, to highlight these spaces and to reflect the Commercial Road retail precinct and High Street streetscapes.



Existing



Proposed bluestone footpath treatment in Commercial Road (typical)

- In terms of pavement pattern, two patterns have been discussed during the development of the Plan:
 - **Stretcher bond** – this is the most common pavement pattern for the laying of bluestone and other unit pavements in urban conditions. Its uses a regular size paver simplifying replacement in the event of pavement needing to be lifted for service access etc. The pattern has a simple and contemporary character



- **Ashlar** – this is a less regular pattern using pavement units varying sizes. The diversity of units will make replacement and re-laying more involved and generally more costly. The pattern has a more detailed character suited to a heritage context, with a “human” scale, and would add a distinctive feature to the Koroit streetscape.



- Determination of the preferred pattern will be subject to discussion with Council engineering staff and further detailed community consultation, with a design preference for the Ashlar pattern.
- General footpaths in Commercial Road, east of High Street, will be either retained as asphalt, or replaced with asphalt;
- Footpaths in High Street will be sawn bluestone at the entries to Victoria Park and the Koroit Botanic Gardens, to highlight these spaces and to reflect the Commercial Road streetscape;
- High Street footpaths, away from the Victoria Park and the Koroit Botanic Gardens entries, will be replaced with asphalt.
- In addition to the formalisation of footpaths along High Street, a formal pedestrian crossing of High Street, north of King Street is requested by the Koroit and District Primary School to provide safe access to the southern end of the School property. This crossing will not affect existing formal parking associated with nearby properties and is supported by the streetscape plan. Further consultation will be carried out by Council prior to construction works. Pedestrian crossings of High Street, at the Commercial Road intersection should also be considered.

Powerlines

- There is potential to place powerlines underground in Commercial Road between High Street and the Commercial Hotel. This would remove visual clutter from the streetscape, allow the planting of larger trees along kerb-lines, and allow for the installation of new light poles. While there were a range of comments received in the community survey in support of the installation of “heritage lights” the status of Commercial Road as part of Victoria’s Arterial Road network brings a range of technical and safety guidelines which limit the use of “decorative” light poles. In this regard the selection of new poles will need to accord with the requirements of VicRoads technical guidelines, particularly TCG 006: “Guidelines to Street Lighting Design” and TCG 018 - 2020 “Register of ITS Approved Products”. These guidelines provide guidance in relation to pole height, outreach arm extension, luminance and impact response.

In terms of visual character, the selection of new poles should favour simple design complementary to both “heritage” and contemporary settings. Final selection will be undertaken in consultation with VicRoads and PowerCor.

- In the event of undergrounding of powerlines, existing lights would be replaced with LED luminaires, to VicRoads and PowerCor approval. This should also occur on existing light poles should powerlines not be placed underground, in order to maintaining consistent and contemporary lighting standards;
- New light poles would be investigated in relation to their capacity to support brackets for banner displays. As noted above, this investigation would include consideration of impact attenuation in accordance with the requirements of VicRoads publications TCG 006: “Guidelines to Street Lighting Design” and TCG 018 - 2020 “Register of ITS Approved Products”. However the design preference is for clustering of any banner poles at strategic nodes as shown in this Plan.

It is noted that “The installation of banners on an arterial road is subject to an approval process outlined in Section 66 (1) (b) of the *Road Management Act 2004*.” It is also noted that TCG 006: “Guidelines to Street Lighting Design” requires that banners only be placed on slip-base frangible light poles and that “banners must not be permanently mounted and may not be installed for longer than an accumulated period of 10 weeks in any 12 month period”.

Street trees

Street trees are considered to be an important component of the Commercial Road streetscape. The potential for a “tree-less” streetscape was raised a number of times in survey responses to the draft streetscape plan, with comparison being made with Sackville Street in Port Fairy. It is noted that the character of these streets is significantly different, with Sackville Street being primarily a local “destination” street, where vehicles predominantly move slowly and stop, while Commercial Road is an arterial road with a much higher proportion of faster moving and more varied vehicles moving through, so that traffic activity is much more dominant than in Sackville Street. In terms of scale, the main commercial area of Sackville Street is approximately 200m in length, while the Commercial Road, from High Street to the Commercial Hotel is approximately 520m in length. Further, the scale, form and setback of buildings in Sackville Street is more consistent and regular than in Commercial Road.

In response to these conditions, street trees will be important to provide the Commercial Road streetscape with both visual continuity along the main road vista, and a sense of scale and definition for the pedestrian areas of the street. The following recommendations are made in relation to provision and location of street trees along Commercial Road:

- Existing street trees in Commercial Road, between High Street and the Commercial Hotel, will be removed and replaced with new trees. Additional trees will also be planted where appropriate in consideration of building form and function, parking layout and other street infrastructure such as light poles;
- Proposed street trees in Commercial Road will be located at the end of, or between, existing parking spaces, to avoid conflicts with parked vehicles;
- Proposed street trees in Commercial Road will not be located where there are existing building verandahs;

- Proposed street trees in Commercial Road will generally be located opposite each other across Commercial Road, wherever possible, to achieve a regular rhythm of trees along the street;
- The two existing street tree species (*Magnolia grandiflora var.* and *Prunus var.*) in Commercial Road will be replaced with a single deciduous species, providing consistent form, but variation in character across the seasons, as well as taking advantage of the extra growth potential provided by the potential removal of overhead powerlines.

Street trees

Responses to the Draft Streetscape Plan survey showed a 54% preference for new street trees in Commercial Road to be evergreen species, rather than deciduous species. It is understood from further discussions, particularly with business owners, that the main concern regarding deciduous trees is the requirement to manage leaf litter falling during a limited but concentrated period of time, and the consequent potential for blockage of roof gutters and street drainage. However, it should be noted that evergreen trees lose leaves across the year which can in effect, increase the need for ongoing maintenance and cleaning.

It is recognised that the while management of a concentrated period of leaf drop in autumn is a design consideration, other key design objectives in the selection of street trees for Commercial Road include:

- Having an upright form to minimize impact from heavy vehicles and to maintain clear footpaths for pedestrian movement;
- Having a relatively light and narrow canopy to provide for views to businesses and street signage;
- Having a predictable and regular growth habit to maintain visual continuity along the streetscape;
- Having a growth form that responds well to pruning and other necessary tree management and maintenance;
- Providing for seasonal variation with the streetscape;

In response to these objectives, deciduous tree species will generally provide greater options in relation to tree form, canopy density, seasonal colour and flowering. The recommendation at this time is to propose the use of deciduous species in Commercial Road.

Recommendations regarding trees are outlined below:

- The recommendation for Commercial Road is for a medium height tree, with an oval shaped canopy spread. Suggested species include *Pyrus betulifolia* “Southforth Dancer” (providing autumn foliage color, winter sunlight, spring flowers and summer shade) or *Melia azedarach* “Elite” ,providing winter sunlight, spring flowers and summer shade;
- Existing street trees in High Street, between Sturt Street and Garden Street (*Metrosideros sp* and *Corymbia ficifolia*) will be retained and supplemented with either new trees of the same species, or a similar medium height evergreen tree such as *Cupaniopsis anacardioides*. These trees will be suitable under powerlines, will maintain the evergreen nature of the existing streetscape and will provide a contrast with the Commercial Road street tree character;
- The existing streetscape on High Street, between Sturt Street and Commercial Road, and north of Commercial Road, and on Commercial Road, between Bega and High Street, is largely devoid of street trees, other than a small number of *Prunus var*. New planting will be medium height deciduous trees, such as *Acer campestre* “Evelyn”, introducing the deciduous street tree character of the main Commercial Road retail precinct, and creating a distinct landscape on these approaches to the town centre.



Pyrus “Southforth Dancer” (in leaf)



(in flower) Cupaniopsis anacardioides)



Melia azedarach “Elite”



Acer campestre “Evelyn”

Street furniture

- Existing aluminium seats will be replaced with a timber and steel seat, such as the Commercial Systems “Albert Park” seat, providing a visual image which is complementary to both heritage and contemporary settings, and which can be applied to both a streetscape and park context;
- Existing cycle racks will be replaced with a simple and contemporary stainless steel hoop, in key pedestrian focal points;
- Existing litter bins will be replaced with new timber and steel bins, presenting a similar design theme to the proposed Commercial Systems Albert Park seat.



Commercial Systems Albert Park Seat



Typical cycle rail



Typical litter bin enclosure

- While the existing bollard and chain barrier style is suitable to be retained in terms of its character, these elements will be used more consistently around corner and mid-block kerb outstands to both provide pedestrian safety and contribute to a consistent streetscape character;
- Existing heritage plaques will be retained, either on their exiting bluestone plinths, or as a flat inlay into the proposed bluestone pavement. These options will be presented to relevant landowners and the community for consideration prior to installation;
- Banner poles will be provided in clusters to highlight the entrance to the Village Green, Victoria Park and the Koroit Botanic Gardens, these being the key public open spaces within the Koroit Town Centre. It is noted that, subject to precise placement, these may not be subject to the VicRoads design guidelines highlighted above.



Existing bollards (typical)



Existing heritage plaque (typical)



Typical Banner Pole cluster

The general layout of streetscape elements is shown in Attachment 3

Street Node Focal Points

Pedestrian focal points (“Street Nodes”) will be enhanced at the existing kerb widenings at the following points

- corner of Commercial Road and Station Street;
- corner of Commercial Road and Commercial Place;
- western corners of Commercial Road and High Street;
- the Commercial Road mid-block pedestrian crossing.

Each of these spaces will include upgraded street furniture as outlined above, including seats to encourage socialization, bicycle racks where appropriate and existing heritage plaques.

The planting at each of the focal points will also be enhanced, to improve both pedestrian amenity and landscape character, in accordance with the findings of the community survey undertaken in 2020.

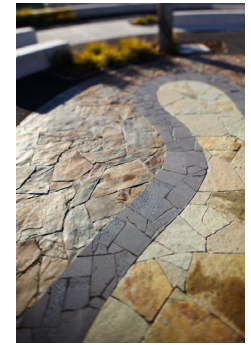
Perspective images of the enhancement provided by these initiatives are outlined on the following page.

Concept layouts of each of the focal points are included in drawings LD15-LD21 following;

Similar pedestrian focal points, with a focus on seating, are also proposed at the Koroit and District Primary School entry,

the historic post office entry and the Koroit Botanic Gardens entry.

Focal points will also provide the opportunity for bespoke interventions such as art pieces, feature furniture (such as arts designed benches), heritage elements, pavement features and so on. The installation of such elements at focal points can provide a sense of detailed interest without contributing to visual confusion and clutter, provided they occur within a strong design framework for the precinct as a whole.



Street nodes provide the location for a range of site specific features (examples only shown).

Street Nodes



Existing



Proposed

**Commercial Road / Commercial Place corner street node focal point,
looking west**

Street Nodes



Existing



Proposed

Commercial Road pedestrian crossing street node focal point, northern side looking east

Verandahs and Building Facades

A prominent theme amongst comments provided by community members through the Draft Streetscape Plan survey related to the condition and presentation of some buildings, verandahs and frontages in Commercial Road. It is hoped that investment in streetscape upgrades as outlined in this plan will encourage property owners to undertake façade improvements and maintenance. Further, Council could consider providing a specific Koroit Façade Improvement Grant to support these improvement works once the streetscape project progresses to final design and implementation.

Comments were also received in relation to existing verandah posts being damaged by parking / parked cars and trucks. It is noted that this has been an issue prior to the commencement of the streetscape plan project. Some suggestions have been made to move verandah posts away from kerbs to avoid such issues, however this is not supported by the streetscape plan due to the already comparatively narrow dimension of the Commercial Road footpath, and the fact that the verandahs are private property assets. The potential to remove parallel car parking adjacent to verandahs has not been considered due to the demand for parking throughout the commercial precinct and the lack of space within the road reserve to introduce angled parking along Commercial Road.

In conclusion, the onus is on the vehicle occupants to avoid impact with any streetscape installations including verandah posts, trees, bins, light poles and other street furniture. Further, the development of the Plan has ensured that, wherever possible, new streetscape installations are located where such vehicle impacts will be minimised.

Verandahs may also provide additional options for greening of the Commercial Road streetscape through the installation of non-fruiting vines on existing verandahs. Such installation would be on the basis of negotiation with the relevant landowners.



Installation of *Vitis vinifera* (Non-fruiting Grape Vine) in Ararat streetscape

The Village Green

As noted above, the Village Green is proposed to be enhanced as a focus for both community events and visitor stops. For this to occur the space can be better defined spatially, present a stronger landscape character and include enhanced open space infrastructure.

To this end, the streetscape concept proposes:

- Perimeter planting to provide a better defined “park character” for the space, suitable for community events and informal play and recreation;
- Provision of a perimeter path to encourage walking and create improved all-abilities access around this central open space, as well as providing access for community events such as markets;
- Provision of a multi-functional central structure, suitable for use as a stage, for arts displays, for family and community social events etc;
- Enhanced park infrastructure such as seats associated with the perimeter path; shelters suitable for picnics and visitor stops; bicycle racks and a bicycle repair station to support local and visitor cycling activity;
- Banner poles to integrate with the proposed banner clusters at Victoria Park and the Koroit Botanic Gardens, and to allow for advertising of events etc.
- Planting of clear trunked canopy trees to provide shade in summer.

A preliminary plan of the proposed Village Green concept is included on the next page, with perspective images of the enhancement provided by these initiatives.



The Village Green



Existing



Proposed

View of the Village Green, from Commercial Road.

Costs

A preliminary construction cost review has been undertaken based on the concepts outlined in the Plan.

A summary of these costs (excluding GST) is indicated below:

Base Design

▪ Power undergrounding on Commercial Road, between High Street and the Commercial Hotel (incl new lights, civil works, property connections)	\$ 1,400,000
▪ Commercial Road – High Street to Commercial Hotel (incl bluestone footpath pavements on concrete base)	\$ 2,245,000
▪ High Street – Commercial Road to Garden Street	\$ 653,000
▪ Village Green	\$ 458,000
▪ Commercial Road – High Street to Bega	\$ 200,000
TOTAL	\$ 4,956,000

A number of construction alternatives have also been considered as outlined below:

Alternative 1: Bluestone pavement on crushed rock in Commercial Road)

▪ Power undergrounding on Commercial Road, between High Street and the Commercial Hotel (incl new lights, civil works, property connections)	\$ 1,400,000
▪ Commercial Road – High Street to Commercial Hotel (incl bluestone footpath pavements on crushed rock base)	\$ 2,168,000
▪ High Street – Commercial Road to Garden Street	\$ 653,000
▪ Village Green	\$ 458,000
▪ Commercial Road – High Street to Bega	\$ 200,000
TOTAL	\$ 4,879,000

Alternative 2: asphalt pavement to Commercial Road footpaths, bluestone in focal areas)

▪ Power undergrounding on Commercial Road, between High Street and the Commercial Hotel (incl new lights, civil works, property connections)	\$ 1,400,000
▪ Commercial Road – High Street to Commercial Hotel (incl asphalt footpath pavements)	\$ 1,545,000
▪ High Street – Commercial Road to Garden Street	\$ 653,000
▪ Village Green	\$ 458,000
▪ Commercial Road – High Street to Bega	\$ 200,000
TOTAL	\$ 4,256,000

Alternative 3: exposed aggregate concrete pavement to Commercial Road footpaths, bluestone in focal areas

▪ Power undergrounding on Commercial Road, between High Street and the Commercial Hotel (incl new lights, civil works, property connections)	\$ 1,400,000
▪ Commercial Road – High Street to Commercial Hotel (incl asphalt footpath pavements)	\$ 1,603,000
▪ High Street – Commercial Road to Garden Street	\$ 653,000
▪ Village Green	\$ 458,000
▪ Commercial Road – High Street to Bega	\$ 200,000
TOTAL	\$ 4,314,000

Conclusion

The Koroit Streetscape concept design responds to the existing conditions and the community aspirations by defining a range of treatments which will produce a memorable and high amenity town centre for the local community and visitors.

The Plan is supported by the following accompanying documents:

- Streetscape Design Plans
- Streetscape Plan QS Cost Estimates Report
- PowerCor Powerline Cost Estimates Report
- Streetscape Survey 1 Summary Report
- Streetscape Survey 2 Summary Report



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