

WARRNAMBOOL CITY CENTRE

DRAFT

STREETSCAPE GUIDELINES

Streetscape
Guidelines



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Contents

1. Introduction	5	3. Streetscape Design Guidelines	11	4. Unique Public Spaces	37
1.1 Why have Streetscape Guidelines?		3.1 Introduction		4.1 General Strategy	
1.2 What will they achieve?		3.2 Methodology		4.1.1 Introduction	
1.3 Subject Area		3.3 How to Use the Design Guidelines		4.1.2 Guidelines	
		3.4 Further Detail and Delivery		• Railway Station	
2. Background	7	3.5 Overall Principles		• Gillies Street	
2.1 Council Strategies and Policies		3.6 Material Palette		• Lighthouse Theatre	
2.2 Referenced Documents		3.7 Street Character/Hierarchy		• Liebig Street	
2.3 Warrnambool City Centre Revitalisation - The Structure Plan		3.7.1 Summary		• Civil Green	
2.3.1 Summary		3.7.2 Street Character Plan		• Cannon Hill	
2.3.2 What has been done?		3.8 Street Character Typologies		• Swan Reserve	
2.3.3 Objectives of the Structure Plan		3.8.1 Main Street - Liebig Street			
2.3.4 The Structure Plan		3.8.2 High Intensity Streets		5. Maintenance, Implementation and Quality Assurance	39
		3.8.3 Lower Intensity Streets		6. Delivery Time Frames	40
		3.8.4 Highway		6.1 Delivery Time Frame Plan	
		3.8.5 Residential Transition			
		3.8.6 Roundabouts			
		3.8.7 Laneways & Arcades			
		3.8.8 Centre Block Carparks			
		3.8.9 Signage			
		3.8.10 Gateways			
		3.8.11 Bikepaths			
		3.8.12 On Street Trading			

1 Introduction

1.1 Why have Streetscape Guidelines?

The Warrnambool City Centre Streetscape Guidelines have been developed as part of an ongoing strategy to improve the quality of its urban spaces by Warrnambool City Council.

The streetscape character of Warrnambool encompasses many different architectural styles, scales of built form and vegetation. The City Centre contains culturally significant places, heritage buildings and areas of unique landscape character as well as more typical areas of retail activity or residential interface.

All cities evolve over time with changes to demography, industry and economic activity. It is therefore important for councils to have a framework in place to direct development as upgrades and alterations become necessary.

This document reviews the existing character of Warrnambool's streets and expands upon the established character to set a **framework for new development**. Where streetscape improvements are required, the design guidelines provide for a cohesive approach.

1.2 What will they achieve?

The Guidelines are part of an overall plan for the growth and development of Warrnambool.

Warrnambool is the region's most significant retail commercial district and services precinct. Revitalising the City Centre has been identified as a key aspect of the planning for Warrnambool. The focus of the streetscape design guidelines will be on improving **public spaces as places for people**.

This document provides guidance for the Council and private sector development within the city centre.

The purpose of having the Guidelines is to :

- Inform the **future planning** of community infrastructure
- Inform ongoing council maintenance and upgrade works
- Assist with site planning process for the private sector
- Identify a street hierarchy and palette of materials that can be used

The outcome is a guide which **highlights which areas for renewal** and **provides a consistent overview** of the extent of **streetscape improvement**.

The strategic context for the guidelines is to **enable high quality investment** on key City Centre streets as a desired future outcome.



1.3 Subject Area



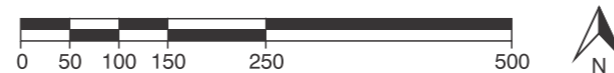
The Guidelines generally apply to the area shown within the dashed boundary in Figure 1.

The area is defined by Raglan Parade to the north, Banyan Street to the east, Merri Street to the south and by Henna Street to the west. The subject area also extends to the area adjacent to the South West Hospital bounded by Kerr and Ryot Streets.

It is anticipated that areas just outside the perimeter of this boundary may also use similar key principles and language of materials where appropriate.



Figure 1 - Subject Area



2 Background

2.1 Council Strategies and Policies

The following provides overall reference and context for the Guidelines:

Municipal Strategic Statement (MSS)

Warrnambool Retail Strategy (2007)

Warrnambool City Centre Revitalisation - The Structure Plan (2012)

Footpath Guidelines

Street Tree Policy and Guidelines 2013

Footpath Trading Policy 2015

2.2 Related Documents

There are a number of previous studies which have been used to inform the Guidelines. The Guidelines, together with these documents will make up a set of references that will work in conjunction to deliver a considered outcome for the Warrnambool City Centre. These documents include:

**Warrnambool City Centre Transport Review and
Warrnambool City Centre Parking Precinct Plan Study**

Prepared by Ratio Consultants Pty Ltd June 2010.

The Transport Review and Parking Strategy for the city centre were reviewed by GTA Consultants and used to inform their initial response to the traffic constraints and opportunities.

Our Warrnambool Brand Book - It's a wonderful Warrnambool

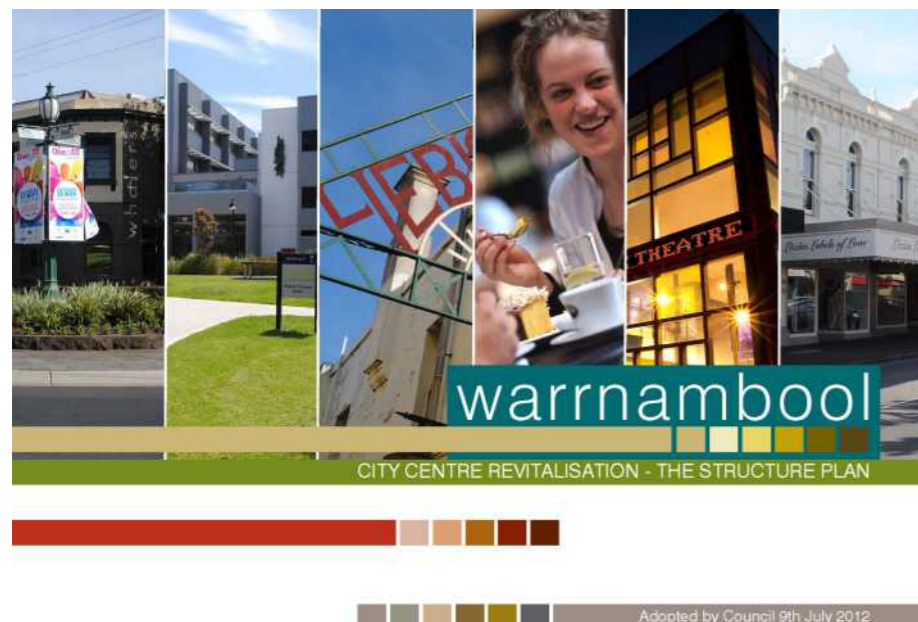
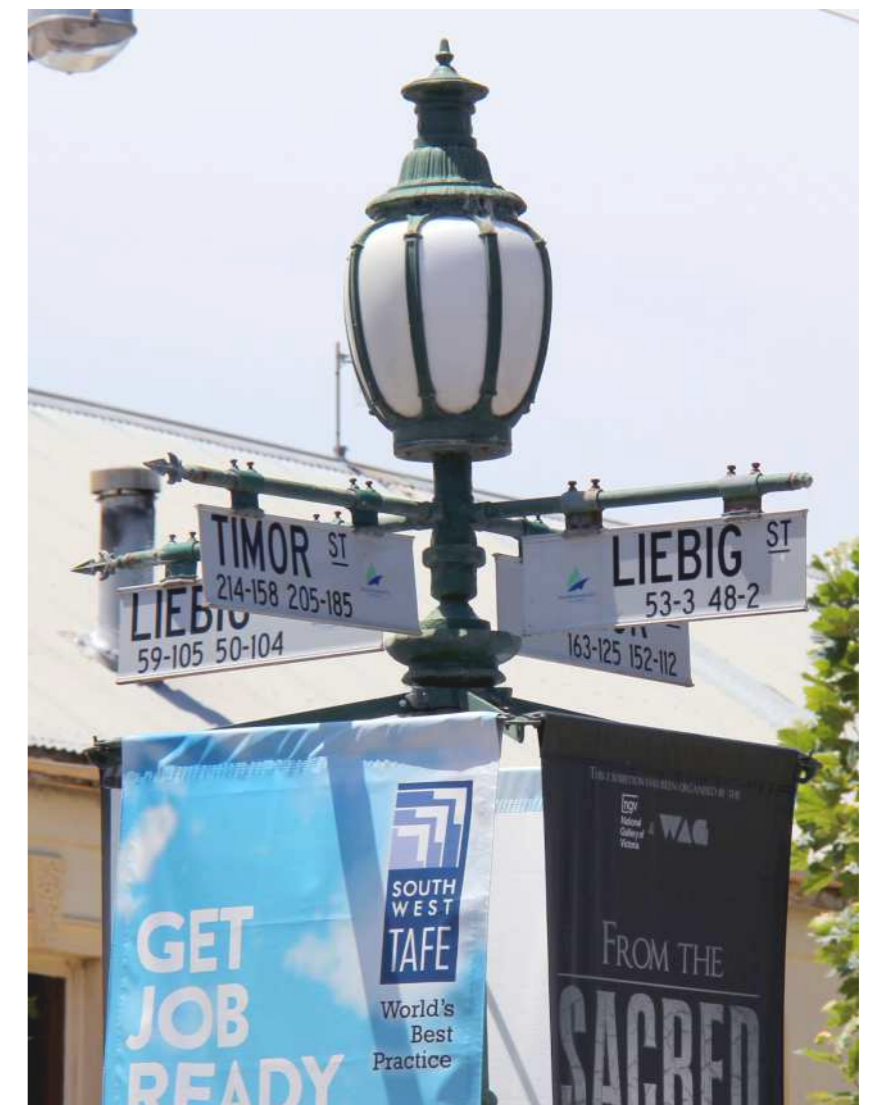
The Our Warrnambool Brand Book was developed to 'help build the identity of the city and community' and sets out the guidelines of the Warrnambool brand, logo and its graphic representation. It provides a toolkit for typeface, colour, imagery and language for use in reference to Warrnambool.



Warrnambool City Centre Revitalisation - The Structure Plan 2012

The 'Warrnambool City Centre Revitalisation - The Structure Plan 2012' has been developed as the primary strategic document in the overall improvement strategy currently being implemented by Warrnambool City Council.

This is the key document referenced throughout the Guidelines.



2 Background

2.3 Warrnambool City Centre Revitalisation - The Structure Plan 2012

2.3.1 Summary

The 'Warrnambool City Centre Revitalisation - The Structure Plan 2012' sets out a vision for Warrnambool for now and into the future. It puts in place the overall context and general strategies for the Guidelines.

2.3.2 What has been done?

In July 2012 Warrnambool City Council adopted The Structure Plan. The document sets out key objectives and strategies for the revitalisation and future development of the Warrnambool City Centre with the vision to re-establish the city centre as a place that is:

“Alive, Thriving and Culturally Rich: Our City Heart.”

A key component of the implementation strategy of The Structure Plan involved the nomination of a number of City Centre Improvement Projects to be undertaken as priority to help demonstrate and realise the objectives and desired outcomes of The Structure Plan. The production of the Guidelines was one of these projects.

2.3.3 Objectives of the Structure Plan

The Structure Plan identifies a range of key objectives and strategies for the revitalisation of the City Centre as a whole. This provides an important framework and context for the development of all future works, including the Liebig Street Demonstration Project. Key points to be addressed include:

- Reinforcing the role of Liebig Street as the City Centre's main street, key pedestrian spine and 'people place'
- Improving pedestrian and cyclist access into and within the City Centre, and to key destinations to promote non-vehicular movements
- Improving the level of service and frequency of public transport both within and connecting to the City Centre
- Increasing commercial and retail opportunities with the City Centre
- Improved entry into the City
- Improving the pedestrian environment of Liebig Street, and making strong connections between the City Centre, adjacent neighbourhoods, Flagstaff Hill and the foreshore.

The 'Warrnambool City Centre Revitalisation - The Structure Plan 2012' sets the strategic context for the Guidelines. **Enabling high quality investment** on key City Centre streets is a key desired future outcome.



2.3.4 Warrnambool City Centre Revitalisation - The Structure Plan 2012



Warrnambool City Centre Revitalisation - The Structure Plan 2012

The Plan amalgamates all the strategies contained within the overall Structure Plan document.

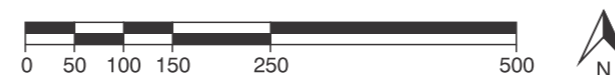
Key objectives and strategies are made in the Structure Plan relating to city spaces and landscape, pedestrians and accessibility, cars and parking, land use and activities, and built form and heritage.

The framework set up by the Structure Plan, particularly the street hierarchy, unique urban spaces and cycle routes are the key basis for the following Streetscape Design Guidelines.

LEGEND

- Main Street / Pedestrian Priority Zone
- Urban / Pedestrian Streets
- Priority Pedestrian Crossings
- Key Laneway / Arcade Links
- Commercial / Mixed Use
- Key Redevelopment / Infill Opportunities
- Major Car Parking Areas
- Higher Education Precinct
- Government / Community / Civic
- Medical Services Precinct
- Housing
- City Parks
- Potential Urban Spaces / Plazas
- Key On-Road Bike Links
- Shared Off-Road Pedestrian / Cyclist Links
- Gateway Boulevards / Avenues
- Gateway Intersections
- Railway Station
- Bus Route

Figure 2 - Warrnambool City Centre Structure Plan



3 Streetscape Design Guidelines



3.1 Introduction

The following Streetscape Design Guidelines provide an outline of how to proceed when developing streetscapes, key urban features and unique public spaces within Warrnambool City Centre. This includes both an analysis of the existing conditions of these elements, as well as a strategy for improvement.

Expanding on the findings of the Structure Plan, the **Streetscape Design Guidelines** focus in on the finer grain of the city centre. Where the Structure Plan is concerned with understanding the overall city, the Design Guidelines elaborates on the specific character of the different elements within the City Centre and defines place specific treatments for those elements.

To achieve this the Design Guidelines offer a further refinement of the street hierarchies defined by the Structure Plan.

The Design Guidelines and key principles contained in this document are to inform and regulate any future upgrades of the public domain. Departures from the Design Guidelines or works brought forward outside councils capital work's priorities may only be permitted with specific council approval and may involve payment contributions from private property owners.

It is anticipated that these Design Guidelines will be reviewed on a five year cycle to determine the need for any modifications.



3 Streetscape Design Guidelines

3.2 Methodology

The Design Guidelines set clear principles to instruct the design of new developments, interventions, or projects by defining:

- The overall principles
- General material character
- The street hierarchy
- Streetscape and street element typologies including functional requirements and typical street sections
- Broad order of cost
- An outline of and recommendation for key civil spaces
- Proposed staging plan

3.3 How to Use the Design Guidelines

The Design Guidelines categorise the streets within the city centre into different typologies. These are identified on the street typology plan. A chapter is dedicated to each typology outlining its existing character and function, as well as design guideline strategies for future development.

3.4 Further Detail and Delivery

The Design Guidelines will set the framework that could enable the progression of further, more detailed standards and specification that aid the implementation of works. This could include:

- Diagrams and guidelines for locations of street furniture – bins, seats, bollards etc
- Material specifications - size, finish, product codes etc.
- Order of cost for materials, furniture etc
- Installation details

Major capital works projects will typically involve further design phases that will deliver this level of detail, however the above items may be deemed necessary for smaller works, interventions and ongoing maintenance and upgrades.



Overall Principles

One

To have an overall **cohesive language** for the city centre

Two

Identification of **themes within the overall language** such as - urban, coastal, residential or major transport highway

Three

Provide for **variation and flexibility** in order to recognise unique or individual elements

Four

To prioritise **materials with a local provenance** such as basalt and limestone

Five

To place emphasis on **infrastructure that is sustainable, and a simple, enduring style with minimal maintenance, life-cycle and replacement costs**

Six

Provide universal design principles that allow **equitable use and access for all members of the community**

3 Streetscape Design Guidelines

3.6 Material Palette

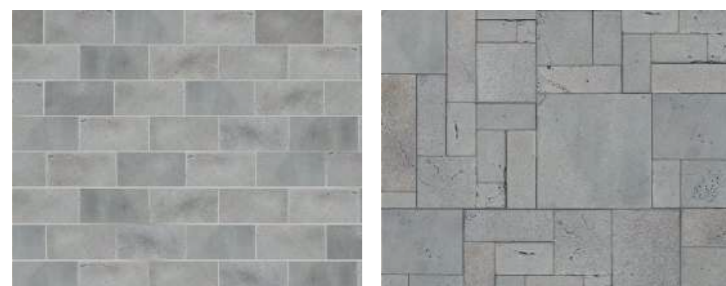
The following provides an overall palette of materials, products and streetscape elements applicable across the city centre. Further streetscape character chapters define specifically how these are allocated to different areas and street typologies.

PAVING



BLUESTONE - SAWN, LARGE FORMAT PAVERS
The premium quality pavement used in higher concentration within main street, unique and high profile areas, through to more selective 'highlight' treatment in less intense areas.

BLUESTONE



Used in smaller format sizes and varying patterns and finishes for specific uses such as edging, thresholds and distinguishing spaces such as road crossings, nodal points, laneways etc



ASPHALT

Typical road and footpath treatment in areas of less intensive pedestrian use



STONE PAVING

Varying colour tones reflective of warmer coastal character and local limestone used selectively in small areas within the main street and unique spaces



CONCRETE

Residential footpaths



COMPACTED GRAVEL

Used in specific low use areas where grass, planting or sealed pavement may not be appropriate

KERBS, WALLS & EDGING



BLUESTONE KERB

Typically retained or used for new upgrades within main street, city streets and unique spaces, plus in some pedestrian/shared zones



CONCRETE KERB

Charcoal coloured pigment concrete to match the bluestone kerbs. Use in highway streets and new/upgrade works to residential streets and carparks.



ROUND ABOUT KERBS

WALLS



Sandstone walls that reference heritage quality of existing walls and buildings. These are to be used at informal seating, retaining and edging.



SEATING



PREMIUM SEATING

Customised design seating with stainless steel and timber in varying configuration. To be used in the main street and unique areas where appropriate.



STANDARD SEATING

Matching the form of the premium seat but with steel or aluminium slats and options for galvanise steel or painted frame.

STREET FURNITURE AND HARDWARE



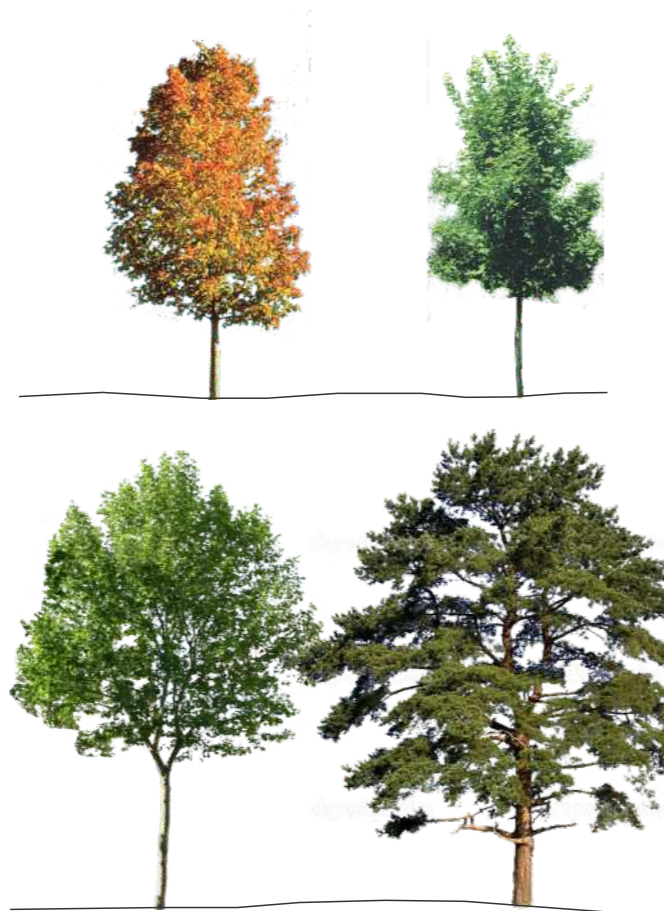
Standard products used throughout city centre. Typically stainless steel.

BESPOKE SEATING

One off designs may be applicable for unique spaces or art related commissions. The use of local, natural stone including bluestone and limestone should be prioritised.



TREES AND VEGETATION



GROUND LEVEL PLANTING



Mixed species with colour and leaf variation for main street, unique spaces and roundabouts. These should be underlying, coastal, hardy plants typically low level and non-obstructive to views.

NEW TREE SPECIES

New deciduous avenue tree planting in main street, infill and replacement planting in other streets and specimen planting in unique spaces. Locations to be typically within outstands, clear of footpath and well protected with space for root development.

Street species include:

- Ginkgo biloba - Maidenhair Tree
- Pyrus chanticleer - Pear
- Ficus hillii - Hills Fig
- Ulmus parvifolia 'Burnley Select' - Chinese Elm

General intent is to maximise shade in areas where few verandahs or shelter exist, maximise light/solar gain near covered areas and provide height and scale in more central areas where larger building form exists. Selection should be made accordingly.

EXISTING TREE SPECIES

Existing well established and well located planting generally retained and supplemented as required (excepting Liebig Street). Species include Norfolk Island Pines, Plane Trees, etc. Poorly located trees (eg disrupting footpaths, power lines or verandahs) or those in decline such as Metrosideros on Kepler street are to be gradually replaced.



More restrained, larger blocks of single species in city streets, residential and highway.

MULCH



Gravel aggregate to be used in higher profile and W.S.U.D. areas.



Organic (timber and bark) to be used in lower profile and broad scale areas.

GRASS



Typically verges and medians in residential areas and unique spaces where appropriate.

3 Streetscape Design Guidelines

3.7 Street Character

3.7.1 Summary

Within the Structure Plan a road hierarchy is set out defining a broader road network in relation to traffic flows in the city centre. The objective of the road hierarchy is to maintain flexible and convenient vehicle access while also promoting pedestrian and bicycle movement within the city centre.

The Design Guidelines have looked further into the specific character of each street to identify variations and define them under the following categories:

- Main Street
- High Intensity City Streets
- Lower Intensity City Streets
- Highway
- Residential Transition

Within each street category there will still be natural differences and subtleties which will evolve and change over time. As a result there may be minor differences in the way guidelines are applied within each typology. The guidelines seek to identify specific areas where this may be required.



3.7.2 Street Character Plan



LEGEND

- MAIN STREET**
 The level of investment and design treatments will be of the highest standard and greatest benefit to users in the public realm.

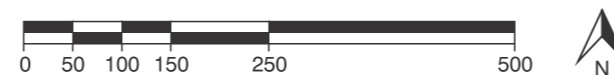
- HIGH INTENSITY CITY STREETS**
 These streets are high density commercial precincts and therefore experience high levels of pedestrian activity. While they are secondary to Liebig street, they are of a similar physical make up.

- LOWER INTENSITY CITY STREETS**
 These streets are of commercial retail character, but with a more dispersed, lower concentration and made up of a combination of businesses, offices and mixed use buildings.

- HIGHWAY**
 This street is the primary vehicular thoroughfare with distinctive roadside character.

- RESIDENTIAL TRANSITION**
 These streets include some dispersed commercial businesses however their character is primarily residential.

Figure 4 - Street Character Plan



3 Streetscape Design Guidelines

3.8.1 MAIN STREET - LIEBIG STREET

Introduction

Liebig street is the main retail street in Warrnambool and the location for key civil events. The Liebig street redevelopment project is currently being undertaken. The redevelopment will include unique interventions within paving, planting, furniture and art that will create a clear point of difference reinforcing it as the main street. Detailed designs for Liebig street have been completed.

Existing Character

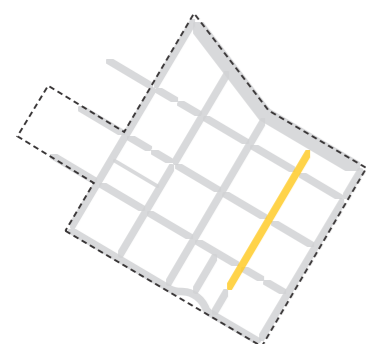
Existing physical condition and functions:

BUILT FORM The buildings along Liebig street are primarily zero lotted two-storey facades with cantilever canopies and heritage buildings. Many of these buildings have signage on the canopy fronts. Some landmark buildings are located on Liebig street including T&G tower, council offices and the gallery. Laneways and arcades branch off the street, connecting to rear-loaded carparking.

STREET & FOOTPATH CHARACTER

Being the main retail street, Liebig street has a high flow of both pedestrian and vehicular traffic.

- Parking* Angle parking both sides
- Trees* Large deciduous trees at irregular spacing
- Pavement* The pedestrian zones are primarily wide asphalt footpaths intersected with bluestone pavers. At major street intersections a feature pavement made up of varying sizes of bluestone is used. Kerbs are made up of bluestone.
- Trading* Liebig street has a large amount of both retail and hospitality on street trading
- Furniture* Generally under allocated, stand alone elements with no overall theme or character



Design Guidelines

Strategies:

GENERAL

- The streetscape will consist of high quality paving, lighting and furniture to strengthen the role of Liebig Street as the main commercial street in Warrnambool. The street will heavily favour pedestrian access.

FOOTPATHS AND ACCESSIBILITY

- Premium bluestone unit paving is to be used as the predominant material in the pedestrian path of travel, with finer-grain unit paving to designate the trading zone between the pedestrian zone and the kerb, and highlights of warmer colours.
- Flush kerb between footpath and road to provide for maximum accessibility and heighten awareness of pedestrian priority.
- Pedestrian priority expressed at roundabouts, with slower traffic speed limits and narrower lane widths. Also at intersections and laneways.
- Bicycles to share the traffic lanes due to slower speed limit.
- Parking is to be short term metered parking to encourage high turnover retail activity. There will also be a good provision of D.D.A. parking bays, loading zones and pick up/drop off spaces.
- Universal access around intersections and crossings will include the use of hazard and tactile indicators in accordance with the standard As1428. The building line will define the clear path of travel along footpaths in accordance with the standard.

SEATING

- Premium quality furniture to be used. It will be of the highest quality materials and configured in a variety of arrangements to encourage meeting points. Stone walls also to be used as informal seating.
- Seating to be distributed at approximately 20 metre intervals and clustered with benches, tables and individual seats.

STREET FURNITURE

- Generally a high allocation
- Bike racks 20-30m spacings in groups of 2-6, particularly around intersections, nodes and crossings
- Bins typically 60m, at intersections and crossings
- Drinking fountains at approximately 2 per block
- Bollards selectively to protect pedestrian/vehicle movements

TREES AND PLANTING

- Seasonal planting of diverse colour and form is to be used in roundabouts and planters
- Trees in tree bases in parking zones at regular spacing, some in garden beds.
- Strong tree avenue to be created using medium sized deciduous species to be unique to Liebig street.
- On-street raingardens will be implemented to provide stormwater treatment to road and footpath catchment areas

LIGHTING

- New dual lighting poles to be used for both street (vehicular) and footpath areas.
- Fixing points on the light poles to be included for seasonal banners and decorations.
- Unique feature lighting, uplights to trees and certain facades
- Long term intention to underground any existing overhead powerlines.

ON-STREET TRADING

- Wide footpath to accommodate on-street trading and dining delineated by subtle change in paver size/finish.

ADDITIONAL GUIDELINES

- Gateway treatment at Raglan Street to the north and Merri Street to the south to identify Liebig Street as the town's Main Street from these connector intersections.

ART

- Liebig street is the primary street identified for art interventions and commission to reinforce the streets design narrative.

ACTIVITY NODES

Liebig street includes areas of unique character to provide for additional seating and open space for public events and on-street trading

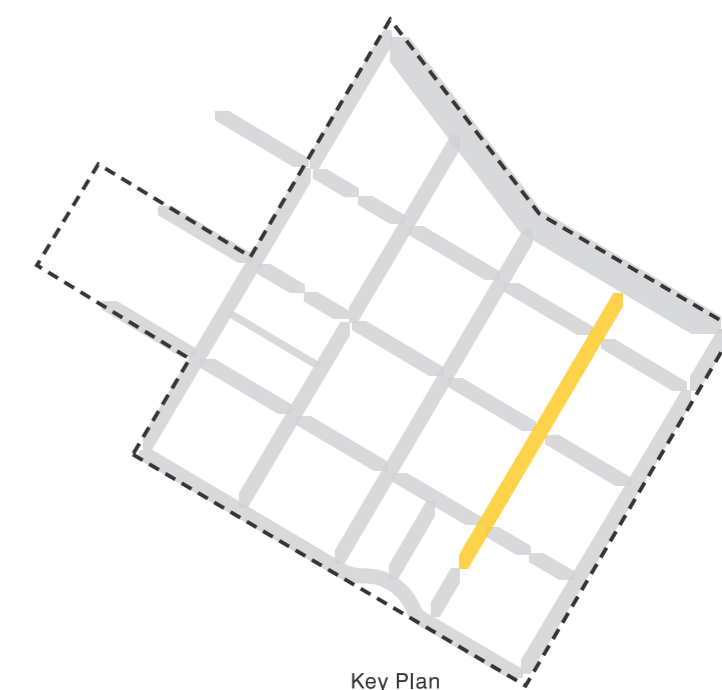
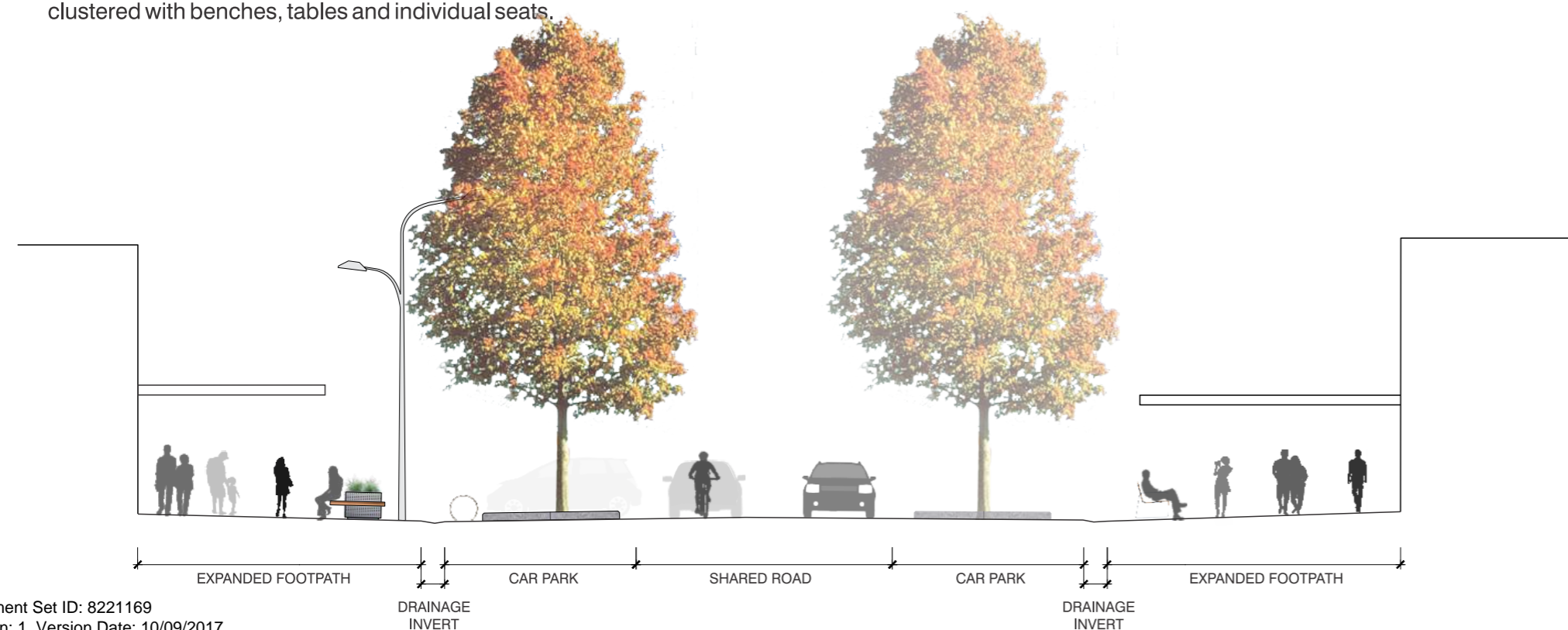
- Pavement** High quality stone pavement with frequent locations of seats and bins
- Trading** Café tables and chairs, A-frames and retail goods in designated trading zone

SEASONAL AND ONE-OFF EVENTS

- Generally the design intent includes level access and flexible spaces and is aimed at encouraging Liebig street as a focus for hosting events. Road closures may be used to facilitate.

COST AND PRIORITY

- Highest



Key Plan

3 Streetscape Design Guidelines

3.8.2 HIGH INTENSITY CITY STREETS

Introduction

These are high use, high concentration retail and commercial streets that are a supporting precinct to Liebig Street as the main street. This typology will have many of the same functions and qualities inherent in Liebig street, but with a more standardised approach.

Existing Character

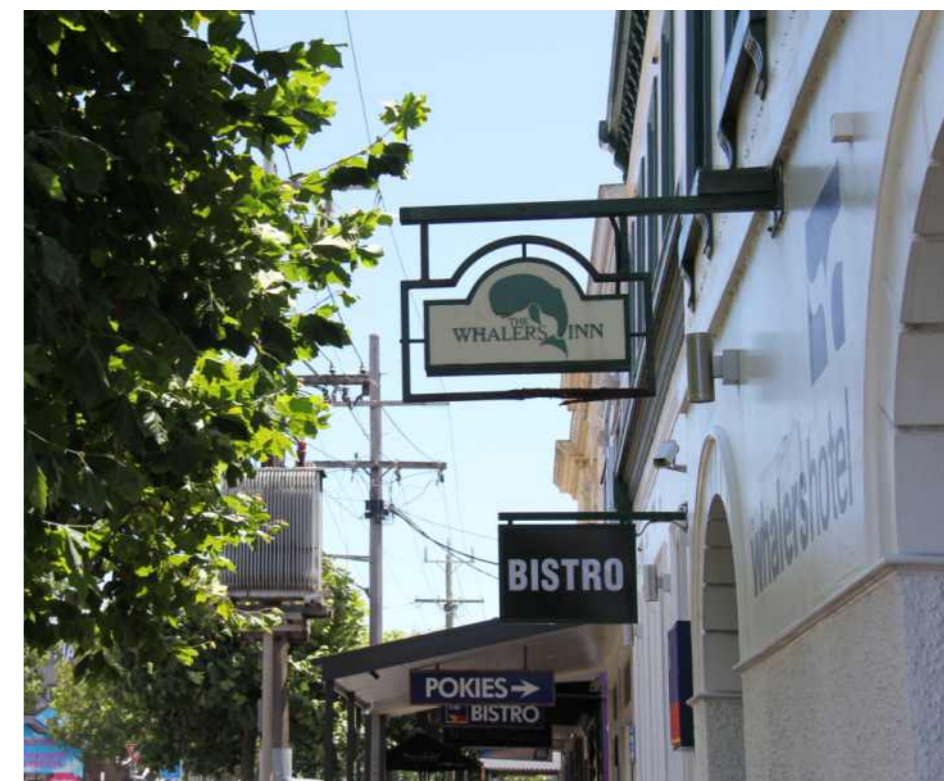
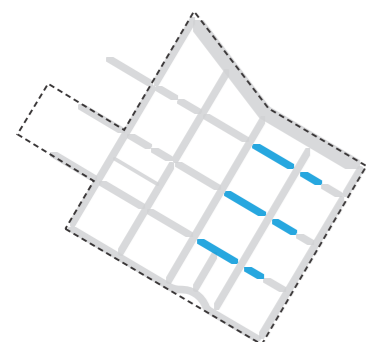
Existing physical condition and functions:

BUILT FORM The buildings in this area are typically zero lotted and hard up to property boundary and street. There is some inconsistent canopy cover, but typically closest to Liebig street. There is a mix of building sizes from a variety of different eras. Laneways and arcades connect the street to rear-loaded carparking. Through shops also have rear access.

STREET & FOOTPATH CHARACTER

Typically the high intensity city streets are busy with high levels of pedestrian traffic. Koroit Steet is a bus route and contains bus stops.

- Parking* Short term metered parking both sides
- Pavement* Wide asphalt footpaths, predominantly bluestone kerbs. Some vehicle crossovers accessing rear or side of buildings.
- Trading* Some outdoor trading, typically increasing nearer to Liebig Street
- Furniture* Generally under allocated, stand alone elements with no overall theme or character



Design Guidelines

Strategies:

FOOTPATHS AND ACCESSIBILITY

- Add pedestrian safety islands mid block or signalised crossings.
- On-lane bike paths marked throughout.
- Streetscapes to have high quality paving, lighting & furniture and street tree.
- Maintain and re-instate bluestone kerbs.
- Selective use of primary (bluestone) paving around out stands, intersections, crossings, nodes and as edging and banding with asphalt in fill (see images).
- Universal access around intersections and crossings will include the use of hazard and tactile indicators in accordance with the standard As1428. The building line will define the clear path of travel along footpaths in accordance with the standard.

STREET FURNITURE

- Install standard bench seats with slats and arm rests. Typically stand alone at approximately 40 metre intervals. Use in clusters around crossings and nodal points.
- Install dual bins, at either end of block, opposite sides.
- Even percentage distribution of seat types with armrests, benches (without back) and seats (with back).

TREES AND PLANTING

- Generally retain existing tree planting
- Infill street trees to increase tree canopy.
- Garden beds planted as on-street raingardens to provide stormwater treatment to road and footpath catchment areas.
- Typically less mixed and diverse species allocation for ground level.

LIGHTING

- New dual lighting poles to be used got both street (vehicular) and footpath areas.
- Long term intention to underground any existing overhead powerlines.

ON-STREET TRADING

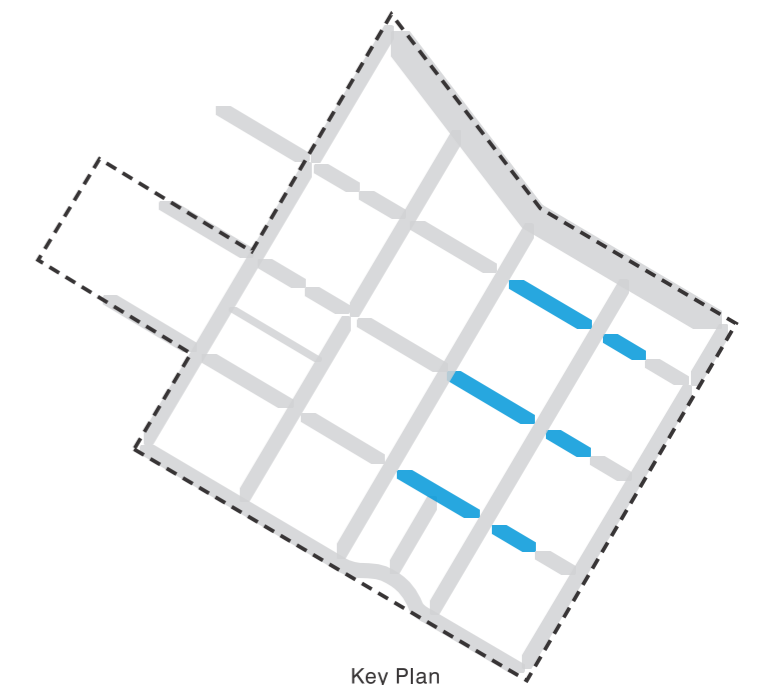
- Provision for on-street trading and dining. Encourage locations around outstands, tree planting locations or where additional footpath width exists. Adherence to these and council policies guidelines on design/clearances etc.

ADDITIONAL GUIDELINES

- Exact percentage and intensity of premium pavement and furniture allocations should be tailored to suit the different intensities and uses with this categories ie a higher percentage to be used on the likes of Lava and Koroit streets near Liebig street.

COST AND PRIORITY

- High priority



Key Plan

3 Streetscape Design Guidelines

3.8.3 LOWER INTENSITY CITY STREETS

Introduction

These streets are of commercial retail character, but with a more dispersed, lower concentration and made up of a combination of businesses, offices and mixed use buildings.

Existing Character

Existing physical condition and functions:

BUILT FORM

The buildings in this area are typically set back from the property boundary and street, with a small percentage still hard up against the street. There is some inconsistent canopy cover.

Large proportion of detached, large footprint buildings.

Typically low concentrated active retail frontage intermixed with businesses/offices etc.

STREET & FOOTPATH CHARACTER

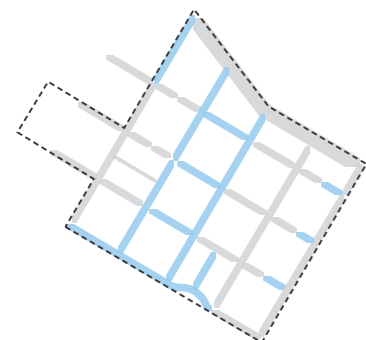
Typically the lower intensity city streets experience a lower flow of pedestrian traffic.

Parking Short term metered parking both sides

Pavement Wide asphalt footpaths, predominantly bluestone kerbs with regular vehicular crossovers accessing the rear/sides of buildings

Trading Some outdoor trading

Furniture Generally under allocated, stand alone elements with no overall theme or character



Design Guidelines

Strategies:

FOOTPATHS AND ACCESSIBILITY

- On-lane bike paths marked throughout.
- Maintain and re-instate bluestone kerbs.
- Small, selective use of primary (bluestone) for edging and around crossings, intersections, etc (see images).
- Asphalt in all other areas.
- Universal access around intersections and crossings will include the use of hazard and tactile indicators in accordance with the standard As1428. The building line will define the clear path of travel along footpaths in accordance with the standard.

STREET FURNITURE

- Medium provision reflecting the intensity of use. Focus around crossing, intersections and nodes.
- General spacing of seats to be at 60 metres (generally stand alone, not grouped).
- Bins at two per block.
- Bike hoops to be located around nodes and intersections only in groups of 1-4

TREES AND PLANTING

- Generally retain existing tree planting.
- Infill street trees to increase tree canopy.
- Garden beds planted as on-street raingardens to provide stormwater treatment to road and footpath catchment areas.
- Trees to be planted within footpath and used for shading in absence in shop canopies.

LIGHTING

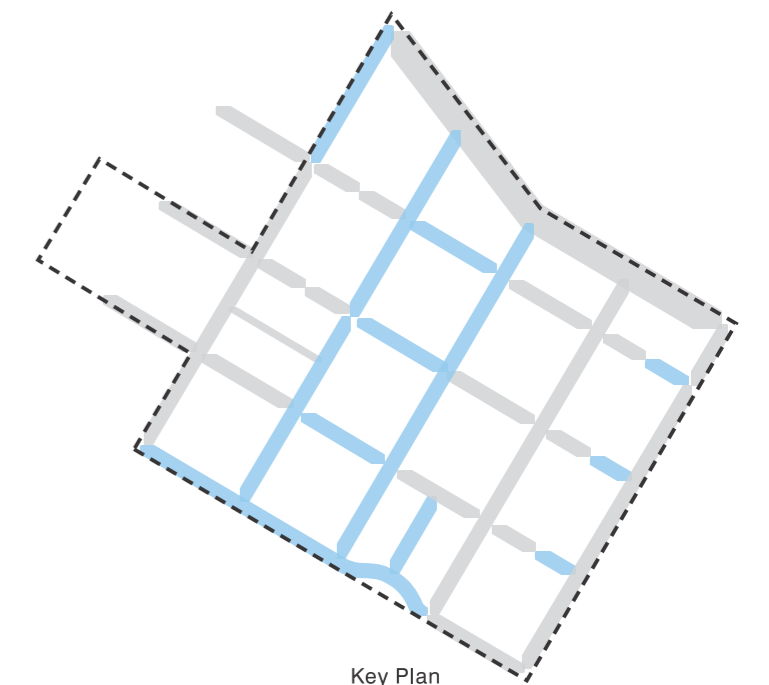
- Typical road lighting. No dedicated pedestrian lighting to footpath.
- Long term intention to underground any existing overhead powerlines.

ON-STREET TRADING

- Provision for on-street trading and dining. Encourage locations around outstands, tree planting locations or where additional footpath width exists. Adherence to these and council policies guidelines on design/clearances etc.

COST AND PRIORITY

- Medium



Key Plan

3 Streetscape Design Guidelines

3.8.4 HIGHWAY

Introduction

Primary function is focused on being a thoroughfare and access route with primary roadside, vehicular based activity.

Existing Character

Existing physical condition and functions:

BUILT FORM

Predominantly low-rise, large blocks, comprising fast food outlets, services stations, motels and prominent churches
Flagpoles gateway at Liebig Street.

STREET & FOOTPATH CHARACTER

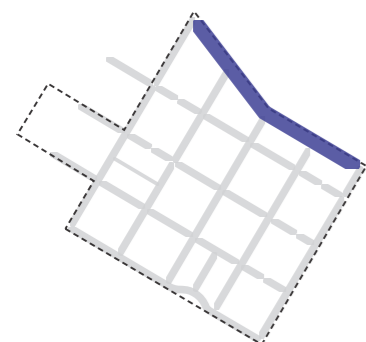
Major highway thoroughfare

Parking Parallel parking both sides, typically metered or restricted

Road 2-3 lane asphalt road, large grassy central median, with signalised intersections

Trees Iconic Norfolk Island Pine trees, and Moreton Bay Fig trees

Pavement Wide asphalt footpaths, combination of bluestone and concrete kerbs. Frequent crossovers to private property



Design Guidelines

Strategies:

FOOTPATHS AND ACCESSIBILITY

- Gateway treatments at key intersections of Fairy, Kepler, Liebig and Banyan Streets to define the key entrances to the City Centre.
- Add pedestrian outstands at key intersections for safer crossing.
- Add on-lane bike paths.
- Upgrade key intersections at Fairy, Kepler, Liebig and Banyan Streets to define the gateway entrances to the City Centre.
- Prioritise the section of footpath between Railway Station and Liebig Street.
- Asphalt pavements typically with some small interventions of premium (bluestone) pavements are appropriate around key gateways/thresholds to city streets or any major public facilities that generate high pedestrian activity.
- Universal access around intersections and crossings will include the use of hazard and tactile indicators in accordance with the standard As1428. The building line will define the clear path of travel along footpaths in accordance with the standard.

STREET FURNITURE

- Typically a low provision of street furniture.
- Seats to be at approximately 100m spacings and used around intersections or nodal/activity points.
- Limited provision of bins and bike racks only at intersections and key nodal points.

TREES AND PLANTING

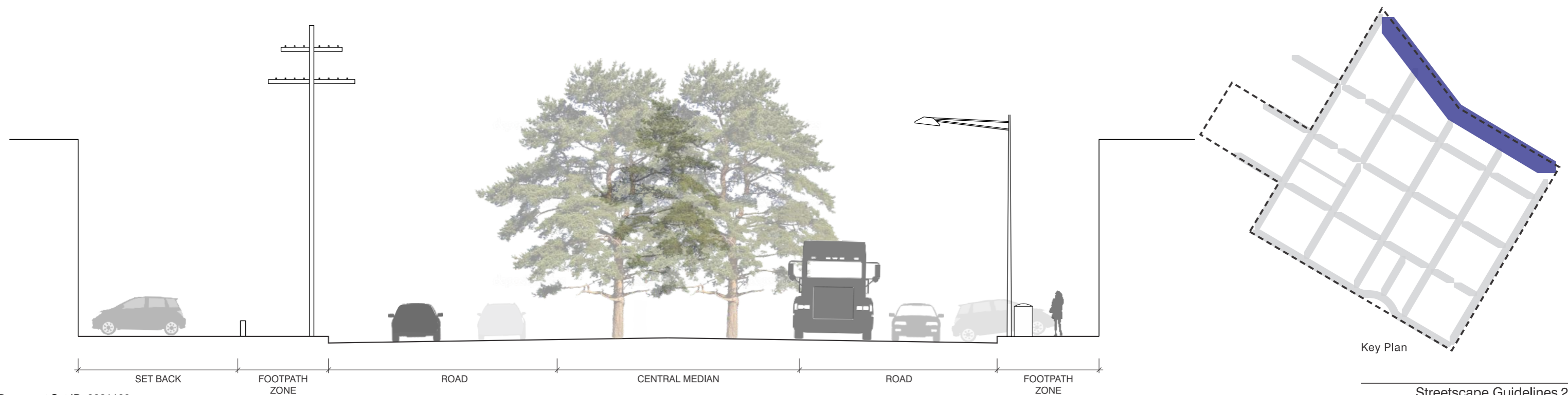
- Protect and enhance the health and integrity of existing centre median planting including no interventions for indent or centre parking.
- Infill with Norfolk Island Pine trees to make a continuous avenue of trees in the central median.
- Ground level planting typically low so as not to obstruct views, and only at key gateway locations.
- Centre median is the primary area for planting. Retain and in fill existing character.
- Small interventions for roadside/footpath tree planting where applicable but no intention to implement or continuous planting

LIGHTING

- Highway type lighting with main focus on functionality (Vic Roads jurisdiction)

COST AND PRIORITY

- Medium



3 Streetscape Design Guidelines

3.8.5 RESIDENTIAL TRANSITION

Introduction

These streets include some dispersed commercial businesses, however their character is primarily residential.

Existing Character

Existing physical condition and functions:

BUILT FORM

Houses set back from the property boundary. Varying front fence heights and types.

STREET & FOOTPATH CHARACTER

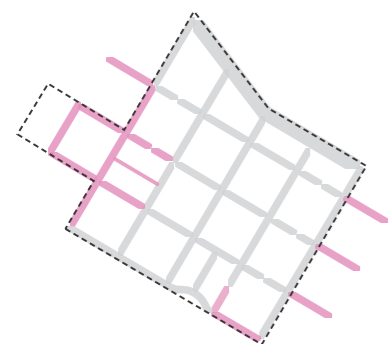
Quieter, local traffic.

Parking On and off-street parking, unlimited.

Road Combination of 2-lanes with parking both sides and some centre median, some with bike lanes

Trees Combination of Norfolk Island Pine trees and smaller evergreen trees in grassed verges

Pavement Concrete and asphalt footpaths and wide grassed verges. Frequent crossovers to private property



Design Guidelines

Strategies:

FOOTPATHS AND ACCESSIBILITY

- Outstands to calm traffic
- Footpaths are focussed on thoroughfare rather than activity.
- Less width than city streets. Typically 2 metres wide with grassed verge at back of kerb.
- Generally transition from concrete to asphalt in logical locations.
- Universal access around intersections and crossings will include the use of hazard and tactile indicators in accordance with the standard As1428. The building line will define the clear path of travel along footpaths in accordance with the standard.
- Grass verges are important to the character and heritage of residential transition streets and should be retained without interventions for indent parking.
- On street parking.

STREET FURNITURE

- Install standard bench seats , locate closest to city centre ends of streets, 1 per street.
- Low provision of seating and furniture generally. To be used at specific locations where appropriate around public facilities (eg the hospital), nodes or intersections. Not to be used at regular intervals.

TREES AND PLANTING

- Generally retain existing tree planting.
- Infill street trees to increase tree canopy.
- Aim is for amenity, not to create a tree avenue.
- Trees in grass verges.
- Trees under powerlines a smaller species
- Typically no ground level planting other than specific water sensitive urban design elements or roundabouts.

LIGHTING

- Standard road lighting - avoid overspill to residential properties.
- Not focussed on footpaths.

KERBS

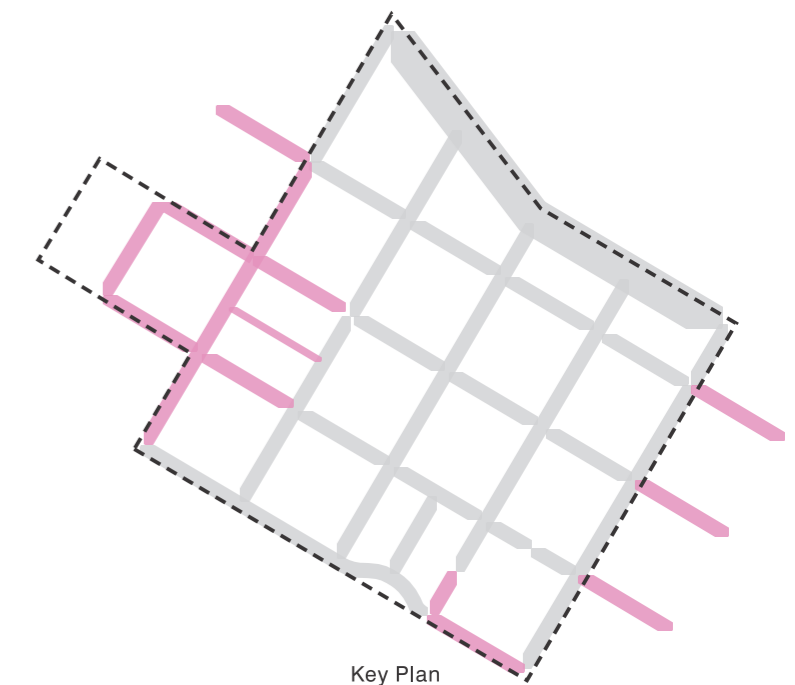
- Bluestone to be retained
- Concrete in bluestone pigment colour to be used for new works

ADDITIONAL GUIDELINES

- While the south end of Liebig street is categorised as a residential transition street it is to be acknowledged that there is a higher level of activity that other residential transition streets and treated as such.

COST AND PRIORITY

- Low - Medium



3 Streetscape Design Guidelines

3.8.5 Roundabouts

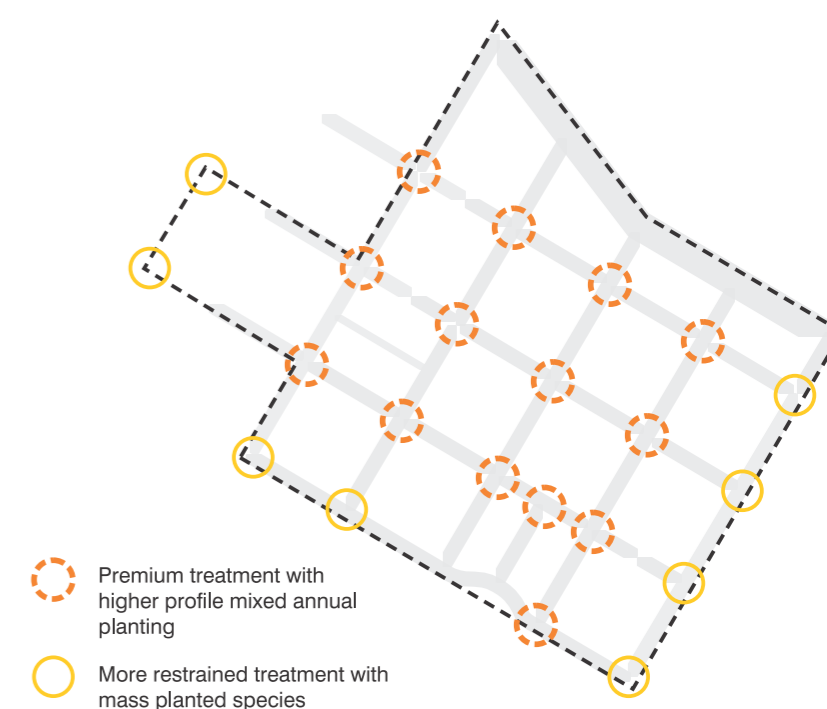
Some flexibility and natural variation within a language

Existing Character

- Highly valued visual amenity
- Seasonal planting
- Heritage character light/signage posts

Design Guidelines

- Make pedestrian safety the priority using the following strategies
 - Reduce overall road diameters to slow traffic
 - Locate crossovers with footpath to have continuous path of travel (main street)
- Increase visual amenity by
 - Continuing paving and planting improvements
 - Remove galvanise fence barriers and replace with planting and bollards
- Retain heritage lamps and sign poles
- Bluestone kerb and pavements
- Transition to concrete kerb (coloured) towards residential streets
- Residential interface roundabouts to be more restrained with lower maintenance planting



3.8.6 Laneways & Arcades

Apply across city centre

Existing Character

- Generally limited aesthetic character
- Limited activation from adjoining commercial/retain buildings
- Limited lighting
- Safety issues at night



Artists Impression Only - image by One Collective



Design Guidelines

The general priority for the laneways and arcades is on activating laneways through retail, commercial, event and art strategies.

TRAFFIC ACCESS LANEWAYS

- Where appropriate install a footpath to at least one side of 1.2m minimum width, and generally create a shared character which affords pedestrians an increased priority.

PEDESTRIAN ONLY LANEWAYS

- Treat as identifiable, unique places with individual character and opportunity to integrate fun, playful furniture, colour or materials
- Install light art or overhead catenary lights suspended between private properties to create a point of difference
- Consider vertical planting opportunities, for example moveable pots
- Potential for shelters/canopies to be integrated in particular locations through the incorporation of art elements

PAVING

- Asphalt/bluestone combination. Generally keep existing
- Opportunities for unique or bespoke applied or other finishes

FURNITURE

- Moveable, unique furniture rather than fixed
- Ensure all thoroughfares are kept clear
- Responsibility over loose furniture with appropriate trader typical

LIGHTING

- No poles, lighting to be custom design and mounted on walls



3 Streetscape Design Guidelines

3.8.7 Centre Block Carparks

Existing Character

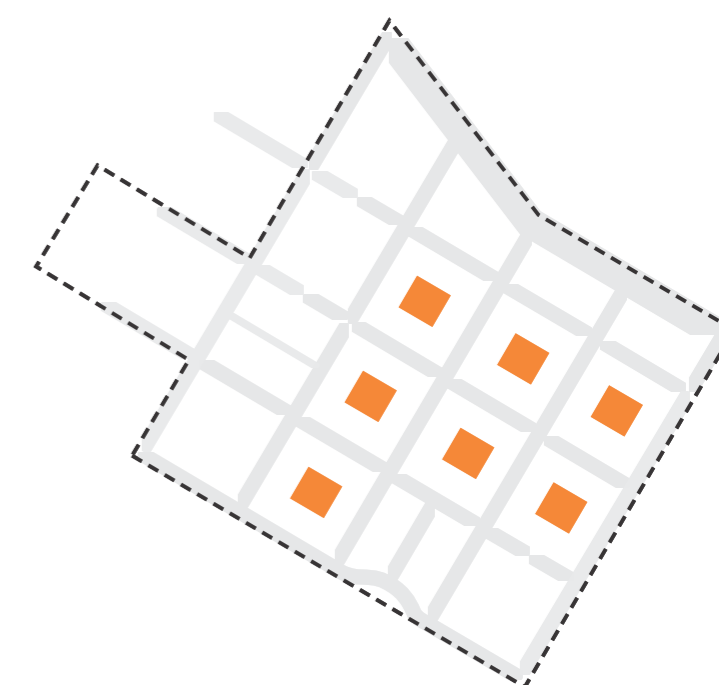
- Poor amenity - visual and physical
- Limited pedestrian access
- Generally lacking shade
- Poorly identified wayfinding



Artists Impression Only – image by One Collective

Design Guidelines

- Typically asphalt with limited premium (bluestone) paving where appropriate. Custom or applied finishes may be appropriate in certain areas
- Prioritise pedestrian movement with separated footpaths or on-road painted paths to connect arcades and laneways
- Implement traffic calming measures including:
 - Footpaths on perimeters
 - Canopies as part of any new/private development
 - Shade tree planting
 - Additional lighting
 - New plaza spaces
- Promote access to businesses through car parks including improved interfaces with car park
- Increase visual amenity through the implementation of vegetation, artwork and other similar interventions
- Signage and wayfinding to be improved as key priority
- Parking payment (parking metre) to be centralised with smart phone technology
- Priorities: Ozone, Crammond Dickson, Parkers Carpark



3.8.8 Signage

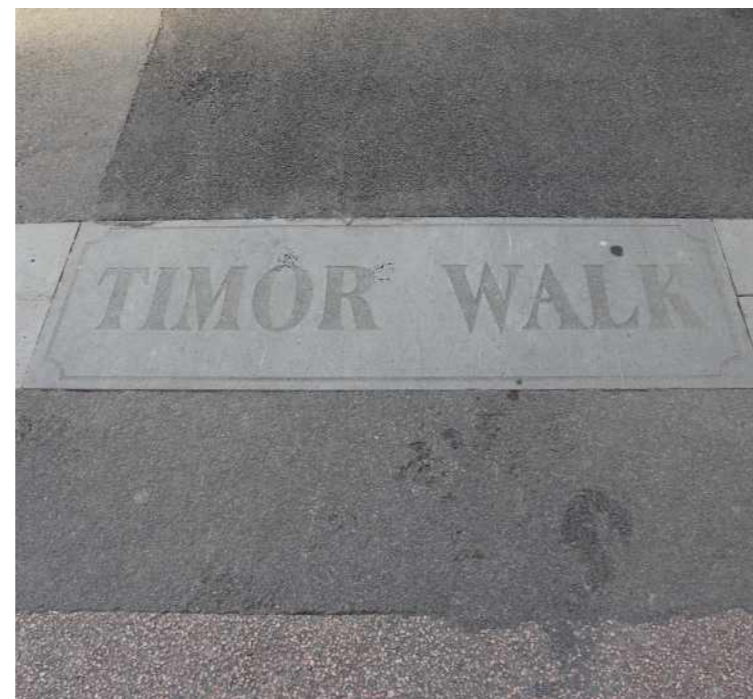
Existing Character

- Limited beyond statutory signage
- Small amount of unique way finding signage (see below)

Design Guidelines

Develop a branded signage and wayfinding strategy:

- Improve visitor / pedestrian orientation
- Carpark entries - pedestrian scale on footpaths, and car scale at laneway entry points
- Avoid clutter and multiple poles - integrate with urban elements where possible



3 Streetscape Design Guidelines

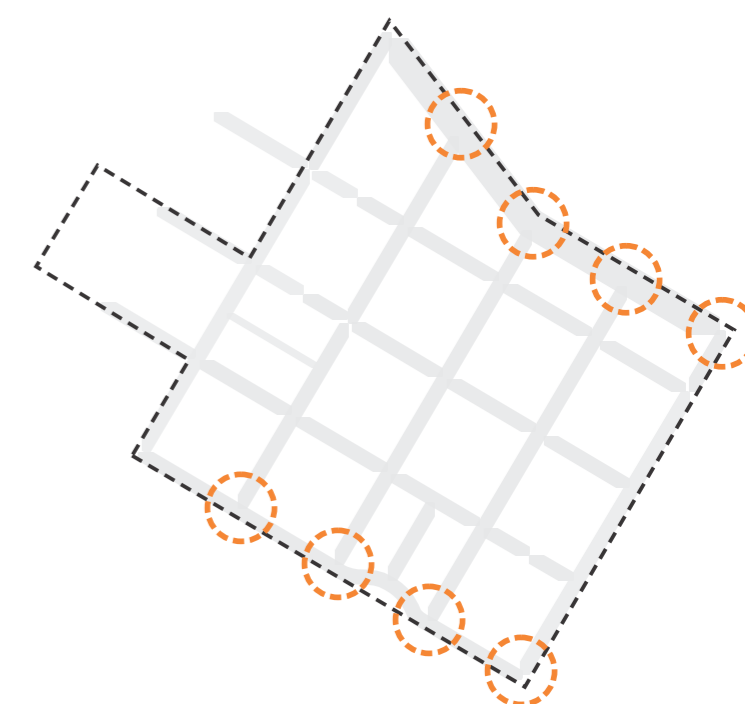
3.8.9 Gateways

Existing Character

- Limited gateway elements with the exception of flag poles, and some implied gateway character by virtue of existing avenue trees.

Design Guidelines

- Improvements to key street intersections along Raglan Parade and Merri street to define the key entrances into the City Centre (Fairy, Kepler, Liebig and Banyan Streets). Improve pedestrian infrastructure and landscape treatments. Protect the vistas at these entries to Lake Pertobe and the coast.
- Look for opportunities to integrate art into key gateways
- Utilise landscape treatments (centre median avenue tree planting) to reinforce gateways as a variation on flags and signs currently used.
- Approaches should reference/relate to signage strategy.
- Protect and reinforce the war memorial and general existing gateway qualities at the south interface of Liebig St with Cannon Hill.



3.8.10 Bikepaths

Existing Character

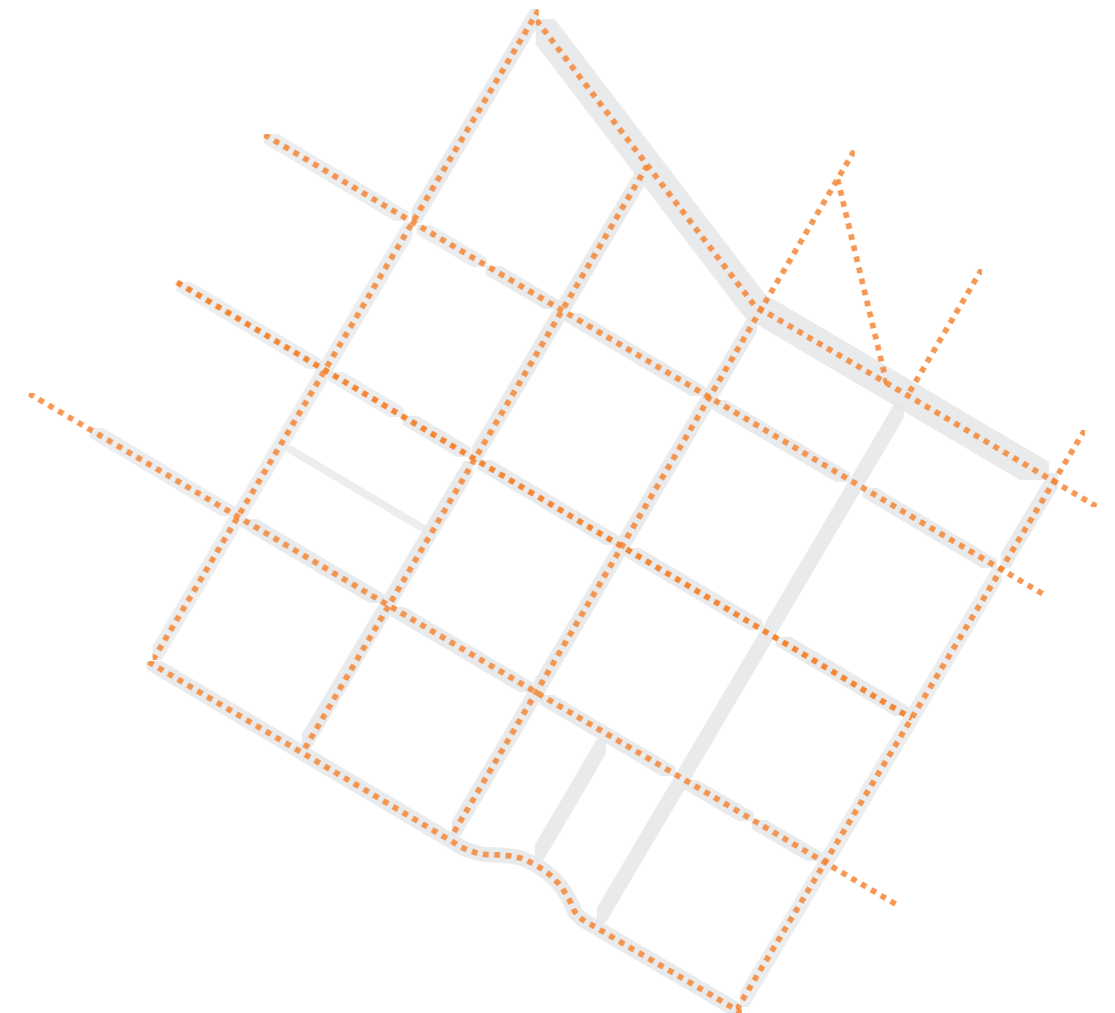
- Implemented in some areas
- Line markings
- Well maintained in some areas, fading in others



Typical example

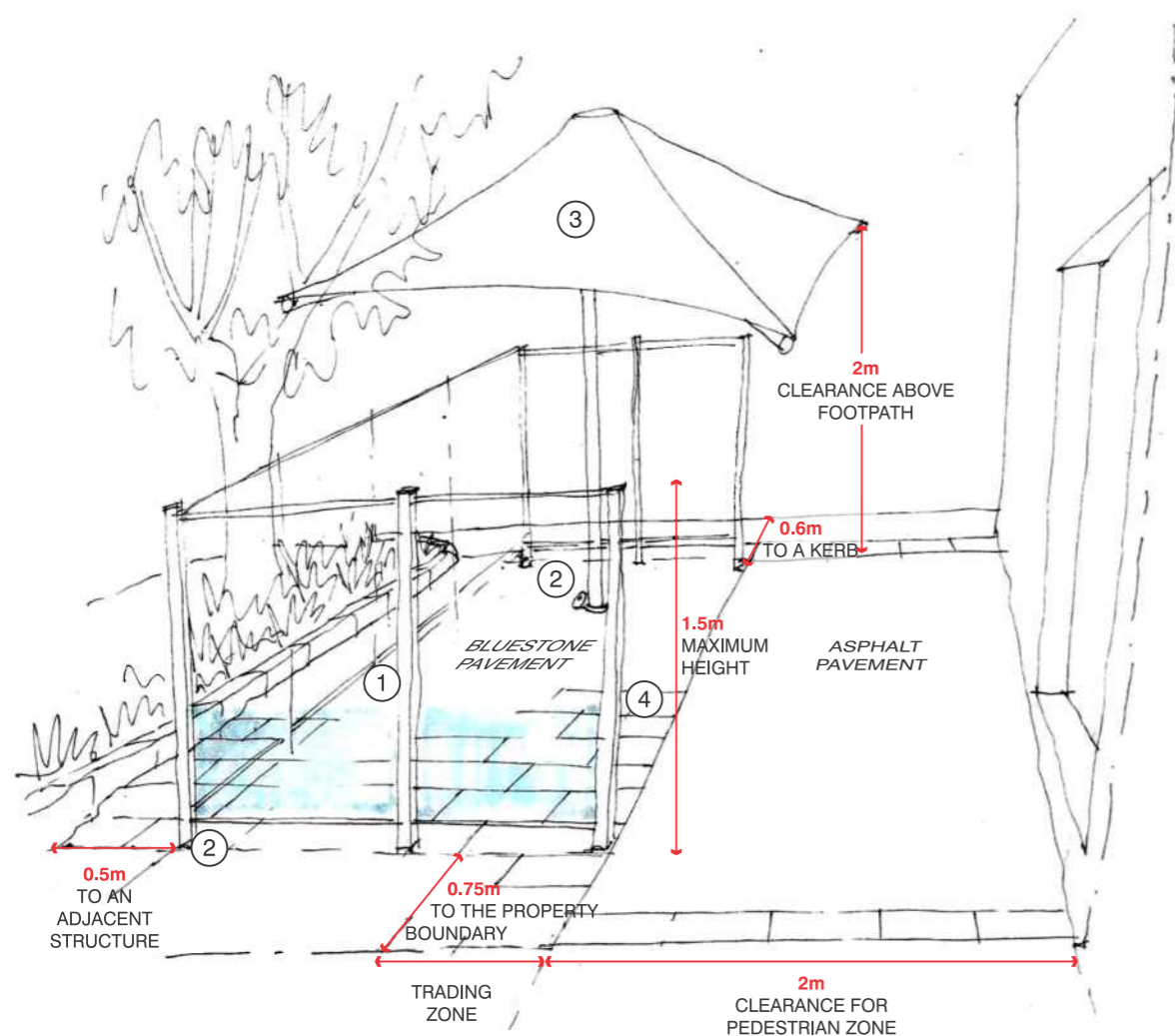
Design Guidelines

- On-road bike paths to be implemented on all city centre streets except the main street where lower speeds will enable cyclists to follow traffic lanes.
- Applied surface finish (green paint) to be used strategically at key points or intersections to ensure safe conditions
- Bikes lanes to be separated from car lanes up to roundabouts (except in Liebig Street)
- Bikes to have shared priority at roundabouts
- Note: The Structure Plan (2012) indicates specific street only for on road paths and refers to 'Copenhagen' type lane arrangements, however the strategy has since moved to including lanes on all city streets (excluding Liebig street where bikes will share the road)



3 Streetscape Design Guidelines

3.8.11 On Street Trading



Note: The above image shows a typical standard example of the physical arrangement of outdoor dining with screens and umbrella. Variations to this, such as canopies or awnings integrated with the building, pull down blinds etc. may be permitted and negotiated provided they adhere to general intent of the guidelines including clearances, transparency, advertising etc.

- ① PERMANENT SCREENS:
- To be clear laminated glass or PVC
 - Colour or solid panels limited to the lower half
- ② FIXINGS:
- Permanent in-ground socket with cover plate
or
 - Removable in-ground socket with cover plate

- ③ UMBRELLAS:
- Must not obstruct trees, awnings, signs etc
- ④ PAVING OTHER THAN ASPHALT TO BE:
- Sawn bluestone - in accordance with guidelines for the applicable street character

Design Guidelines

PERMANENT STRUCTURES

- Any element or structure that is permanently fixed (not packed away after hours) should require a specific approval / dispensation
- Frame to be a neutral colour – white, black or grey ton
- Fabric / roof covering, single block colour max. 20% advertising coverage
- Use a discreet in-ground fixing that can be removed at end of life and pavement easily rectified (at proprietors cost)

SERVICES INFRASTRUCTURE (HEATING / LIGHTING ETC.)

- Specific working drawings must be provided that show the intended reticulation of the pipe, wiring, power supply etc.
- Elements / fittings must be out of reach, vandal proof and meet Australian Standard

ADVERTISING

- Nothing permitted on the (clear) upper half of the permanent screens
- Lower half of the screen – max. 20% advertising coverage
- Fabric / roof covering, single block colour max. 20% advertising coverage

*To be comply with existing council guidelines and local laws. Any proposals must be made via a permit application to Warrnambool City Council and comply with footpath trading guidelines 2014 by Warrnambool City Council

Note: On street trading infrastructure/furniture is the responsibility of the trader/retailer and not a council owned or managed asset.

4 Unique Public Spaces

4.1 General Strategy

4.1.1 Introduction

The follow public spaces have been identified as unique to the Warrnambool City Centre. These spaces require a more bespoke treatment and higher level of design process beyond the standard applications outlined in the Design Guideline typologies.

Each of these spaces should be planned individually to enhance their unique character. This should be achieved through the use of high level, quality design and materiality.

4.1.2 Guidelines

RAILWAY STATION

The railway station has the potential to provide a key access point to Warrnambool, specifically the City Centre. The following recommendations are made:

- To improve the forecourt entry to the railway station
- To consider in the context of a wider masterplan looking at long-term parking adjacent to the railway line
- To improve the at-grade pedestrian access across the railway tracks to Lake Petrobe
- To integrate a larger covered bus interchange and taxi pick up area

GILLIES STREET

- Opportunity to integrate with historic buildings precinct
- Include toilet and transport hub
- Shared pedestrianised character

LIGHTHOUSE THEATRE

- Consider as an unique precinct that has an individual character
- Provide for greater spill-out areas, seating and decorative lighting

LIEBIG STREET

See 3.8.1 Main Street - Liebig Street

CIVIC GREEN

Located in the cultural heart of Warrnambool the Civic Green provides the perfect location for daily use as an urban park as well as special use for public events. The upgrade should therefore improve amenity for regular users, as well as implement infrastructure to support it's use as an event site.

CANNON HILL

- Upgrade with new landscaping and lighting. Link to shard path on Merri Street.

SWAN RESERVE



4.1.3 Unique Public Spaces Plan



LEGEND

- ① RAILWAY STATION
- ② GILLIES STREET
- ③ LIGHTHOUSE THEATRE
- ④ LIEBIG STREET
- ⑤ CIVIC GREEN
- ⑥ CANNON HILL
- ⑦ SWAN RESERVE



Figure 5 - Unique Public Spaces

5 Maintenance, Implementation and Quality Assurance

- Footpath and other areas disturbed by maintenance or below ground services works must be rectified and replaced in accordance with these guidelines. As per the road management act, utility companies or providers undertaking work on their assets must replace surfaces in a like for like condition. Patching or isolated trenching is not acceptable. Where pavement guidelines dictate bands or modules of paving, the entire module must be replaced.
- Any one-off or isolated additions or re-locations of furniture should consider localised conditions including:
 - Liaison with adjacent businesses of stakeholders where appropriate
 - Proximity to other elements eg seats should not be located directly next to rubbish bins
 - Solar access - optimise shelter, shade or sunlight as appropriate
 - Minimum 600mm offset from road carriageway
- Works undertaken in accordance with these guidelines should be carried out by persons with appropriate skills, qualifications and experience. It is recommended that an approved list of contractors and suppliers be established that would include skills and trades such as:
 - Tiling (paving)
 - Stone Masonry
 - Steel Fabrication
 - Horticulture
- Prior to consultation or installation of works, hold points and checks should be established to ensure quality control and adherence to guidelines including:
 - Sample of products and materials intended for use
 - Layout drawings
 - Shop drawings
 - Proof of adherence to necessary statutory or industry codes, regulations and standards

6 Delivery Time Frames

6.1 Delivery Time Frame Plan



This plan shows the current anticipated time frame for delivery of major capital works project and upgrades. These timeframes are subject to opportunities that may arise due to funding availability or urgent maintenance needs.

LEGEND

- 1ST (1-2 YEARS)
- 2ND (2-4 YEARS)
- 3RD (4-5 YEARS)
- 4TH (5-10 YEARS)
- 5TH (10+ YEARS)

Figure 6 - Delivery Time Frame Plan

