



AGENDA APPENDIX
Council Meeting
Wednesday 25 May 2016

AGENDA ITEM FOR SEPARATE DISTRIBUTION TO COUNCILLORS AND EXECUTIVE LEADERSHIP TEAM DUE TO DOCUMENT SIZE.

THE ITEM IS ACCESSIBLE VIA THE COUNCIL WEBSITE OR BY CONTACTING COUNCIL ON 03 5662 9200.

E.4 KORUMBURRA TOWN CENTRE STREETScape MASTER PLAN - ADOPTION

Appendix 1 – Korumburra Town Centre Streetscape Master Plan - Final Report May 2016



Korumburra Town Centre Streetscape Master Plan Report

prepared by hansen partnership pty ltd
in association with Ratio Consultants pty ltd

May 2016

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Appendices

- **Appendix 1** - Issues and Opportunities / Initial Design Response
- **Appendix 2** - Car Parking Numbers
- **Appendix 3** - List of Changes
- **Appendix 4** - VicRoads Plan

Project Team

- **Hansen Partnership:** Landscape Architecture, Urban Design and Urban Planning.
- **Ratio Consultants:** Traffic Engineering.

Associated Reports

- **Exhibition Report** (version of the Streetscape Master Plan put on public exhibition), November 2015, prepared by Hansen Partnership.
- **Traffic Impact Assessment Report (TIAR)**, February 2016, prepared by Ratio Consultants.

version	title	date	issuer	changes
P	Streetscape Master Plan Report	02.09.15	DM	(DRAFT ISSUE)
P1	Streetscape Master Plan Report	20.10.15	DM	Revised DRAFT, combined with 'Issues Identification and Initial Concepts Report'
P2	Streetscape Master Plan Report	29.10.15	DM	Revised DRAFT
P3	Streetscape Master Plan Report	11.11.15	DM	Revised DRAFT
P4	Streetscape Master Plan Report	12.11.15	DM	Revised DRAFT, issue for public exhibition.
P5	Streetscape Master Plan Report	01.02.16	DM	Final DRAFT
-	Streetscape Master Plan Report	11.04.16	DM	Issue for Councilor Briefing

1 Introduction

Hansen Partnership has been engaged by South Gippsland Shire Council to prepare a Streetscape Master Plan for Korumburra's town centre focused on Commercial Street. This is an exciting step for the South Gippsland Shire Council in achieving their goal of improving the town centre.

This report is a progression of the 'Exhibition Report' which was put on public display in late 2015. Following this period and several community consultation sessions, many items have been changed from the previous 'Exhibition Report' to reflect the aspirations or requirements of key stakeholders and the community (refer Appendix 3).

Korumburra Town Centre Framework Plan

The concepts and recommendations within this report build upon the initial ambitions and improvements identified in the Korumburra Town Centre Framework Plan (KTCCFP), previously completed by Hansen Partnership. This plan expressed short, medium and long-term ambitions for improvements to the town centre.

Major findings and key issues identified in the Framework Plan included an assessment that the physical conditions within the town centre have led to declining physical amenity and economic viability of Korumburra (see Exhibition Report and Appendix 1 for details). It was identified that previous improvements to the public realm have occurred without an overarching vision. Additionally, it was identified that the presentation of Korumburra to Commercial Street was a key issue, as a this road has a high volume of through traffic due to its location between Melbourne and the busy tourist areas of Wilsons Promontory and south-east Victoria.

VicRoads Concept Design

In response to recommendations made in the Town Centre Framework Plan, a concept plan for the reconfiguration of Commercial Street was prepared by VicRoads. This contained initial concept drawings of the reconfiguration of Commercial Street to one way in each direction (see Appendix 4).

Road Configuration Options

Three schematic design options were prepared as part of the community Exhibition Report to demonstrate possible road configurations for Commercial Street. These road configuration options were included to present the initial options discussed by Council and the consultant team before the development of the preferred streetscape master plan. The rationale behind the development of the preferred option was also further explained by demonstrating the design issues that accompany the re-configuration of Commercial Street.

The options mainly differed in terms of parking configuration, median width, extent of kerb outstands, buffer lane width and through-lane location. Although the road configuration options had a focus on traffic design elements, they were developed with consideration to integrating streetscape design elements. This was the initial step in demonstrating how the two can be accommodated together.

Project Goals

A key goal of this project is to investigate in detail how this functional road concept design can better integrate with streetscape improvements, as outlined in the Town Centre Framework Plan, with a focus on public realm appearance, functionality and pedestrian spaces.

The vision for Commercial Street demonstrated in this Streetscape Master Plan Report outlines improvements to the look and function of the town centre. In particular this report addresses key initiatives for the improvement of the public realm and transportation, with an emphasis on pedestrian safety and well-being.

Key project goals include:

- Build on and implement the strategic vision outlined in the Town Centre Framework Plan;
- Develop a safe and functional reconfiguration of Commercial Street that is integrated with other public realm improvements;
- Improve the appearance of the town centre;
- Improve accessibility for visitors to the town centre;
- Improve the safety of pedestrian areas;
- Improve connectivity within the town centre; and,
- Increase the likelihood of future implementation by adapting existing infrastructure where feasible.

It is envisioned that the outcomes of this project will be used as a basis for future detailed documentation, costing and construction of the streetscape improvements. Further approval from VicRoads will be required at this stage.

Report Contents

To address the project goals, this report contains the following documentation:

- Introduction to the study area
- Streetscape master plan
- Recommended materials and finishes boards
- Key area concept designs, including 3D visualisations; and
- Explanatory functional diagrams.

Traffic Impact Assessment Report

This report has been produced in conjunction with a 'Traffic Impact Assessment Report' (TIAR) prepared by Ratio Consultants. This report sets out the traffic engineering impacts of the Master Plan options (refer Exhibition Report), and a detailed assessment of the Streetscape Master Plan. This report should be read in conjunction with the TIAR.

Appendices:

- Appendix 1: Issues and Opportunities / Initial Design Response
- Appendix 2: Car Parking Numbers - including an inventory of existing spaces and a comparison to what is proposed in the Streetscape Master Plan.
- Appendix 3: List of Changes - this includes feedback from the public exhibition period and how that has been addressed.
- Appendix 4 - VicRoads Plans - including an assessment of the initial VicRoads Concept Design.

2 Study Area

The study area for this Streetscape Master Plan project is more focused on Commercial Street than the study area for the previous Framework Plan. This revised study area is shown opposite. Although the study area is concentrated on Commercial Street, links with surrounding areas will be considerations throughout this project.

The study area includes:

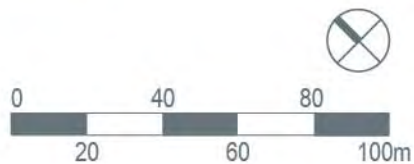
- ① The length of Commercial Street, from King Street to the southern-most point of the 'dog-leg' intersection.
- ② The Little Commercial Street car park between King Street and Bridge Street.
- ③ The gravel car-park area north of Commercial Street at the rear of shops.
- ④ The Council owned car-parking area next to the public toilets (referred to as 'Central Plaza').
- ⑤ The intersection of Bridge Street and Commercial Street, near the petrol station and the Austral Hotel.
- ⑥ The intersection of Commercial Street and Radovick Street.
- ⑦ A number of laneways and connections between Commercial Street and Little Commercial Street.
- ⑧ The entrance to the pedestrian underpass which connects Commercial Street and the railway station.

Key Issues and Opportunities as identified from fieldwork and from the previous Framework Plan are summarised in Appendix 1.

The reader should also be aware that the drawings within this report have been rotated so that Commercial Street is horizontal along the page, as a result north is to the top left of the plan. This is shown in the drawing legend.

Legend

Study Area Boundary 



Project Ref: 15.231
Dwg No.: LCD-001
Scale: 1:2000@A3
Date: 06.08.15
Revision: B

hansen partnership pty ltd
melbourne | vietnam
level 4 136 exhibition st
melbourne vic 3000
t 61 3 9654 8844 f 61 3 9654 8088
e info@hansenpartnership.com.au
w hansenpartnership.com.au

3 Proposed Road Configuration

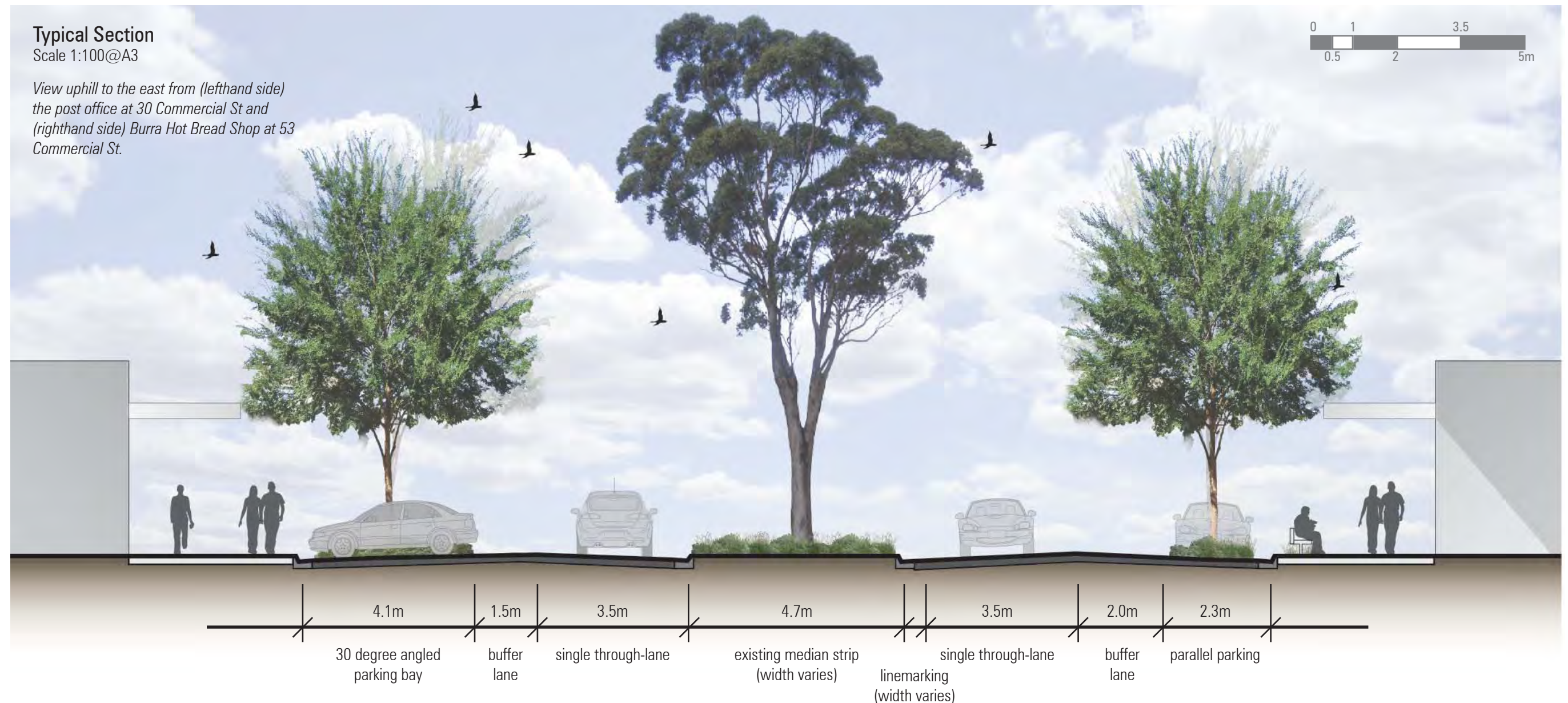
Three road configuration options were developed for Commercial Street and are demonstrated in the Exhibition Report. Retaining parallel parking on the southern side of Commercial street and implementing 30 degree parking on the northern side has been selected as the preferred, most feasible road configuration option for Commercial Street following the stakeholder and community engagement process. Through-lane safety for heavy vehicles is improved by widening the through-lane from 3.2 metres to 3.5 metres and removing the opportunity for smaller vehicles to overtake on the inside lane in both directions. This option presents a balanced intervention in line with project goals.

Main reasons this particular option has been preferred include:

- This option creates additional space for public open spaces, though extended footpath areas next to angled parking and kerb outstands.
- Angled parking increases accessibility, as it is easier to manoeuvre in and out of parking spaces on the northern side of Commercial Street.
- The 30 degree parking configuration fits the existing street widths well and negates the need to dramatically and expensively extend or reduce the central median, while retaining existing median trees.
- This option does not propose angled parking in dangerous areas where sight lines to traffic are limited or where through vehicles may potentially build up speed - i.e. on the steep slope along the south side of Commercial Street.
- Angled parking creates the opportunity for more spaces to be provided, as it is acknowledged that some spaces will be lost or relocated through installation of street trees and intersection improvements. This was deemed justifiable on the basis of the improved safety and overall surplus of parking in the town centre identified in the previous Framework Plan. *Note: refer to the Appendix 2 for a detailed description of existing and proposed car parking space numbers.*

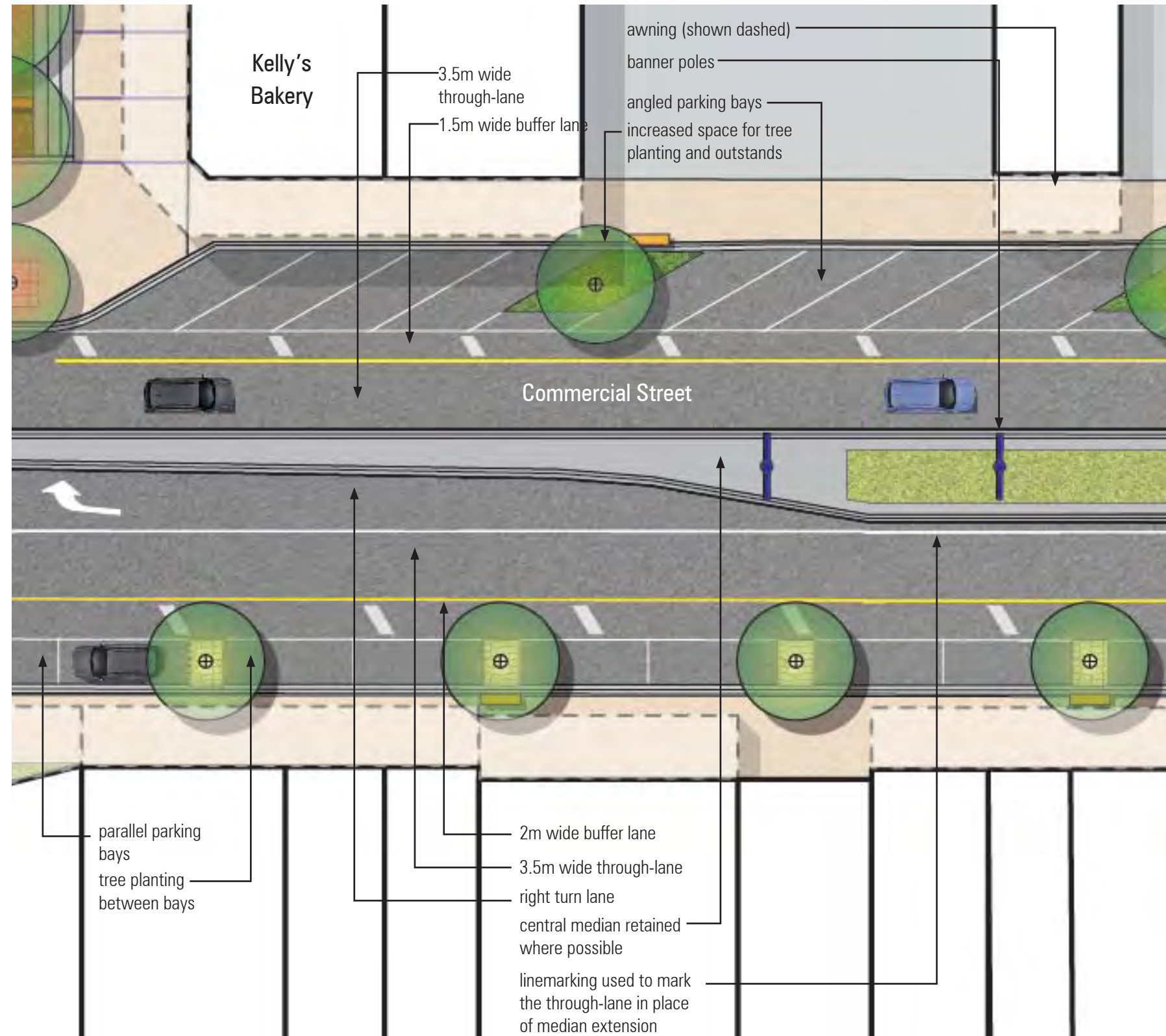
3.1 Proposed Road Configuration Section

The typical section drawing below outlines the proposed parking reconfiguration along Commercial Street, with 30 degree angled parking implemented to the northern side of the road (left of picture) and parallel parking maintained to the south (right of picture). The central median has also been retained in this preferred option, with linemarking implemented where needed to maintain a 3.5m through-lane width.



3.2 Proposed Road Configuration Plan

The plan demonstrated to the right again shows the proposed parking reconfiguration along Commercial Street, with 30 degree angled parking on the northern side of the road and parallel parking maintained on the south. This is essentially a 'zoom in' of the following Streetscape Master Plan, where this configuration has been extended for the full length of Commercial Street. This schematic plan has been included to further demonstrate a typical picture of the proposed road re-configuration.



3.3 Angled Parking Examples

It should be noted that angled parking is a legitimate parking option in Victoria and is present in many urban and rural main streets including:

- South Gippsland Highway, Yarram
- Princes Highway, Colac (30 degree parking)
- Douglas Street, Noble Park
- High Street, Heathcote
- Doncaster Road, Balwyn

Schematic Plan
Scale 1:250@A3

4 Streetscape Master Plan

Scale 1:1000@A3

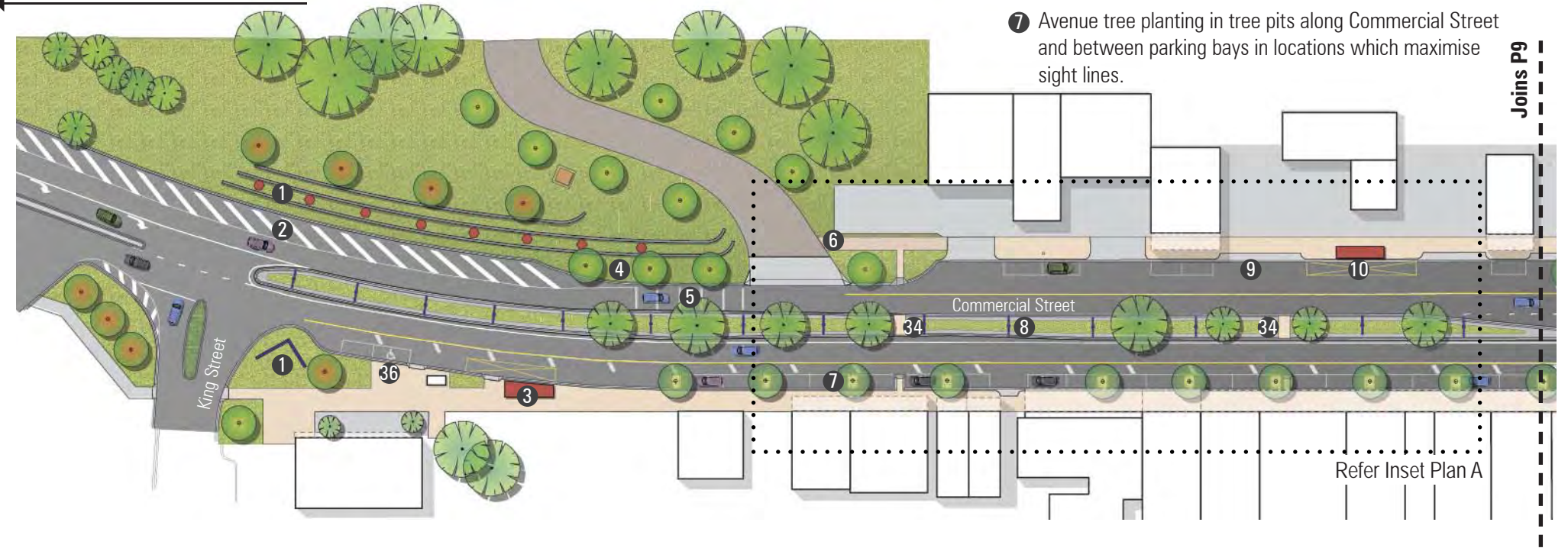


The Streetscape Master Plan demonstrates the vision for the reconfiguration of Commercial Street with a focus on the integration of safe, practical traffic design considerations with attractive, pedestrian-friendly, functional and site specific streetscape interventions. These integrated elements aim to provide the physical structure necessary to achieve the overarching project goal of re-vitalising Korumburra's town centre. Supporting plans and imagery included in this report further explain design reasoning, possible materials and potential detailed physical structure.

Legend

- Proposed trees
- Proposed accent trees
- Existing trees to be retained
- Garden bed planting
- Lawn
- Tree pit
- Exposed aggregate concrete paving
- Feature paving bands
- Plain concrete
- Granite cobbles (pedestrian crossings)
- Asphalt
- Linemarking
- Banner poles
- Seating
- Outdoor picnic settings
- Potential outdoor dining areas
- Potential artwork on existing retaining wall
- Potential gateway sculpture (north gateway)
- Potential pedestrian lighting
- Existing buildings
- Existing awnings
- Coach shelters
- Bus bays
- Disabled parking space (including buffer)
- Disabled parking space - retained
- Taxi spaces - relocated

Note: the proposed single through traffic lane continues to/from the Warragul Road intersection, 150m outside the study area for this project.

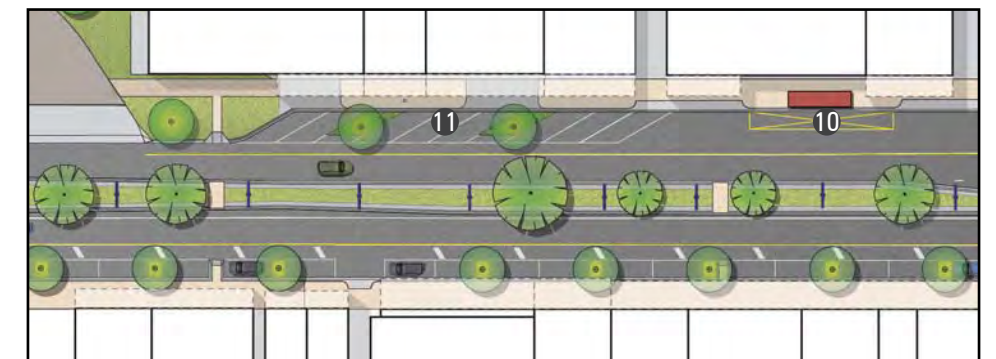


Northern Gateway

- 1 Town Centre Gateway - improved entry presence and appearance through potential gateway signage or artworks at visually exposed new kerb outstands (King Street intersection) or on the existing retaining wall. The latter could be designed to complement the linear nature of the existing wall. Any gateway structure will be required to be frangible. Accent trees are also shown to further delineate the northern town centre gateway.
- 2 Line-marking to delineate single lane on approach to the town centre.
- 3 V-line coach stop to be retained. Install bus zone approach and departure areas. Consider improvements to shelter structure and the adjoining area, such as lighting, paving and wayfinding signage.
- 4 Kerb outstands provide physical demarcation of single through-lane configuration.
- 5 Linemarking rumble strips used as additional traffic calming measure on approach to the main street.
- 6 New pedestrian footpath to existing reserve. Vehicle access is also maintained.
- 7 Avenue tree planting in tree pits along Commercial Street and between parking bays in locations which maximise sight lines.

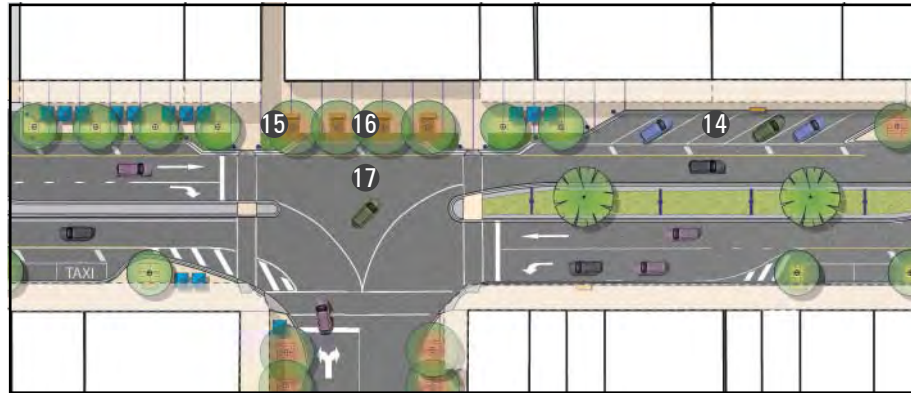
- 8 Central median kerb extents to be retained where possible. Existing trees in the median area also to be retained and understorey planting replaced with lawn for maintenance reasons.
- 9 The parking layout and V-Line coach stop configuration is shown as existing due to current adjoining land use requiring vehicle cross-overs. Should this area be re-developed, potential parking configurations reflective of the rest of the northern side of Commercial Street have been demonstrated in Inset Plan A.
- 10 V-line coach stop retained with new shelter to match the structure opposite.
- 11 Angled parking with tree planting added out the front of potential future businesses.

Inset Plan A Angled Parking Configuration With Future Redevelopment



Inset Plan B

Radovick Street Signalised Intersection (Future Option)



Radovick Street Intersection

- 12 Vehicle movements at the Radovick Street intersection are to remain as existing until installation of traffic signals, refer Inset Plan B.
- 13 The interim option aims to minimise redundant work (should the intersection be signalised) by retaining existing kerbs and using garden bed planting instead of temporary asphalt or footpaths.
- 14 30 degree angled parking introduced with the aim of encouraging through traffic to stop in the town centre.
- 15 New public open space (refer page 11), opportunity for a meeting place or outdoor activities for nearby businesses. Streetscape treatments such as continuous feature footpath treatments encourages connectivity with the existing heritage railway station and tunnel. This can be completed independent the signalised intersection construction.
- 16 Kerb outstands at Radovick Street could serve existing or potential businesses, open space or planting. Accent trees are also used to mark the central intersection.

- 17 Inset Plan B demonstrates the signalised intersection future option at Radovick Street, with pedestrian crossings either side (moved from previous location further east). This is considered a long term intervention (after 2033), dependent on the level of the amount of future growth. The pedestrian crossing will remain as is until this date. Open space areas have been improved and parking adjusted to accommodate the signalised intersection (refer page 11).
- 18 Radovick Street pedestrian crossing to be painted to increase visibility to motorists and for safety reasons. The area between the crossing and the give way line (dashed, to the north) is 5.2m wide, large enough for a large vehicle to wait.
- 19 Existing pedestrian crossing to be retained until Radovick Street intersection is signalised.

Central Plaza

- 20 Existing car park reconfigured to create a plaza (refer page 13) with shared area that still allows vehicles to access the car park and public toilet precinct. Accent trees and high quality paving improve the appearance of this key area and encourage visitors to use the space.



- 21 Parallel parking introduced and linked to existing car parking areas with a concrete footpath.
- 22 Improve connectivity and appearance of linkages between public amenity and Commercial Street. This is achieved with a continuous footpath material and a designated informal pedestrian crossing.
- 23 Additional park furniture near public toilets and minimal additional planting to maintain views across the rail yard.
- 24 Increased provision of long vehicle parking and better delineation of this roadway through re-surfacing, new linemarking and signage.
- 25 Improvements to paving, planting and seating near Karmai Arcade.

Southern Gateway

- 26 Parallel parking retained on the south side of Commercial Street.
- 27 The end parking space closest to the 'dog-leg' is removed for safety reasons on the steep slope area.
- 28 Clearer definition of through and turning lanes at the 'dog-leg' intersection is provided. Parking removed for safety reasons (the change from two to one lane occurs outside the study area) and the splitter is modified / relocated.
- 29 The right turn / U-turn lane into the existing service station is removed for safety reasons.
- 30 Install traffic island at Little Commercial Street intersection to assist with left turn only conformity.
- 31 Removing some car spaces in this location creates the opportunity for additional public open space which encourages people to use this area of the street. A large feature tree is also proposed in this location to mark the southern end of Commercial Street in the town centre (refer page 15).

- 32 Existing clock to be retained (shown red).
- 33 Relocated taxi parking spaces.
- 34 Informal crossing points located strategically to permit pedestrians to cross Commercial Street at key points. All crossings are to satisfy the requirements of the Disability Discrimination Act 1992.
- 35 Retained disabled car parking spaces.
- 36 Proposed or relocated disabled car parking spaces.

Note: Little Commercial Street to be developed in accordance with the Town Centre Framework Plan.

- 37 Concrete on the central median to be retained where possible, and a 0.5-1.0m wide concrete edge strip installed for maintenance reasons.

Note: the proposed single through traffic lane continues to/ from the Mine Road intersection, 350m outside the study area for this project.

5 Key Area Concept Designs

The following presents three key area concept designs that demonstrate in greater detail than the previous master plan how new public spaces along Commercial Street could look and function. These concept designs will also locate with more precision the items presented in the materials, finishes and ideas boards (illustrated on pages 17-25). These should be referred to for additional detail on proposed streetscape treatments.






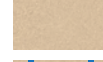

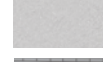


The three key areas for which initial concept designs have been prepared are:





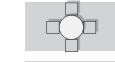





- Concept Area 1: The Radovick Street intersection.
- Concept Area 2: The Central Plaza and Car Park.
- Concept Area 3: The Bridge Street Dog-Leg (North).

Each concept design will be presented with an 'Artist's Impression' drawing that shows how each area could appear in the future to users of the spaces.





Legend

All plans:


-  Proposed trees
-  Proposed accent trees
-  Garden bed planting
-  Lawn
-  Tree pit
-  Exposed aggregate concrete paving
-  Feature paving bands
-  Plain concrete
-  Granite cobbles (pedestrian crossings)
-  Asphalt

-  Linemarking
-  Seating
-  Bollards
-  Rubbish bin
-  Potential outdoor dining areas
-  Potential wayfinding signage location
-  Potential pedestrian scale lighting location
-  Existing buildings
-  Existing awnings
-  Disabled parking space (including buffer)



Radovick Street Intersection only:

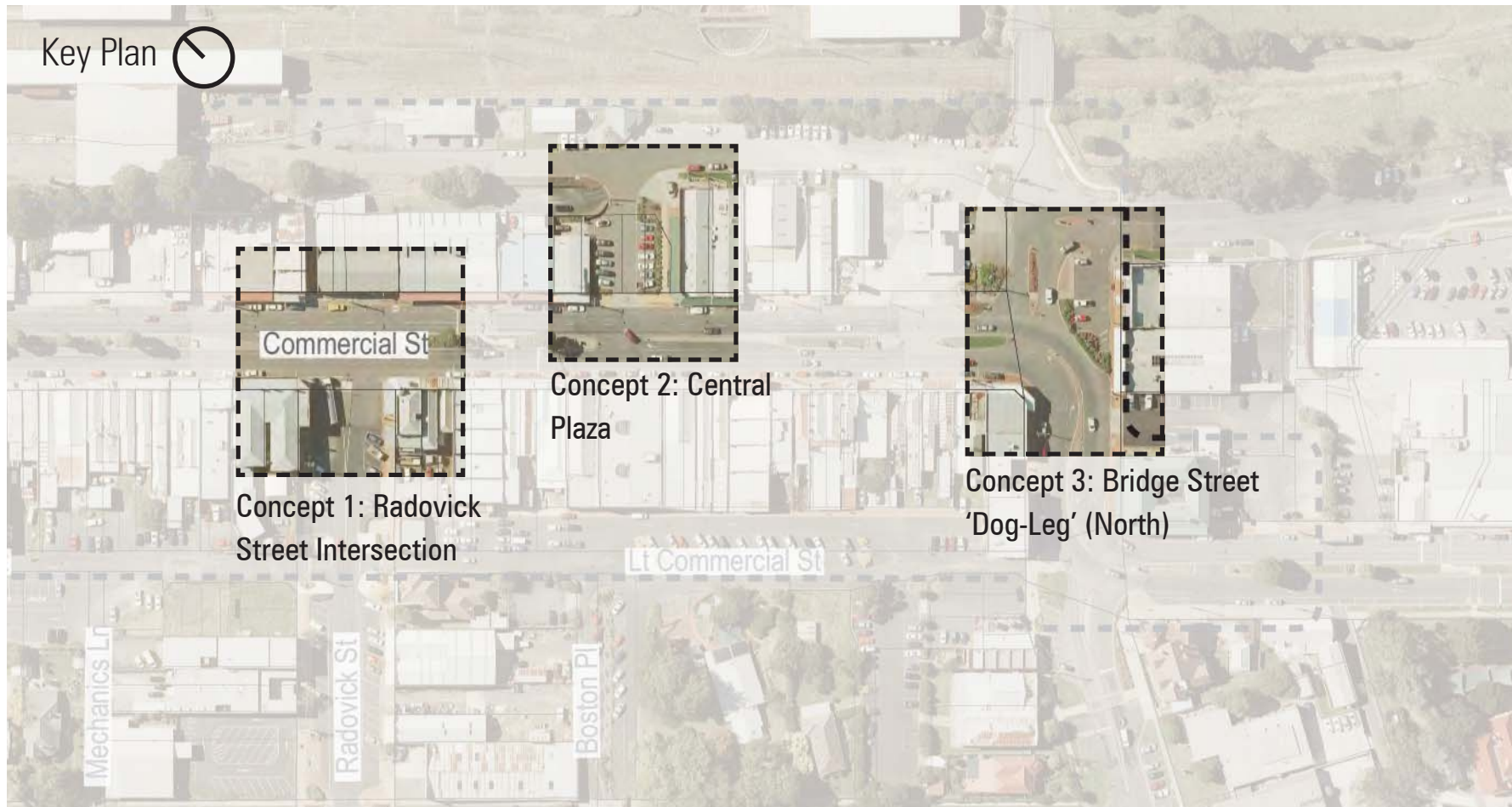
-  Existing median tree
-  Traffic lights (shown indicatively)
-  Laneway entry artwork
-  Low-level pedestrian barrier

Central Plaza only:

-  Stairway
-  Terrace seating

Dog-Leg (North) only:

-  Proposed large feature / marker tree
-  Banner poles



5.1 Radovick Street Intersection Concept Plan

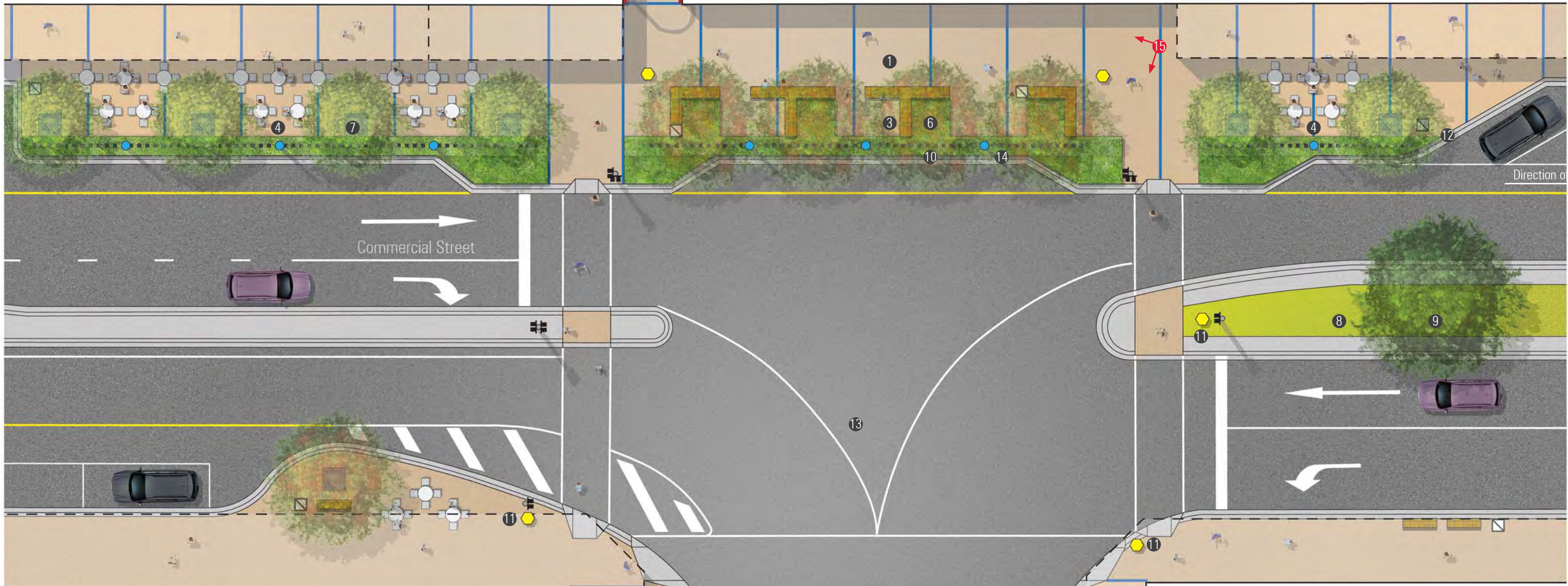
Scale 1:200@A3



Note: This Concept Plan demonstrates the signalised future option for the Radovick Street intersection, refer page 9 for interim, unsignalised plan.

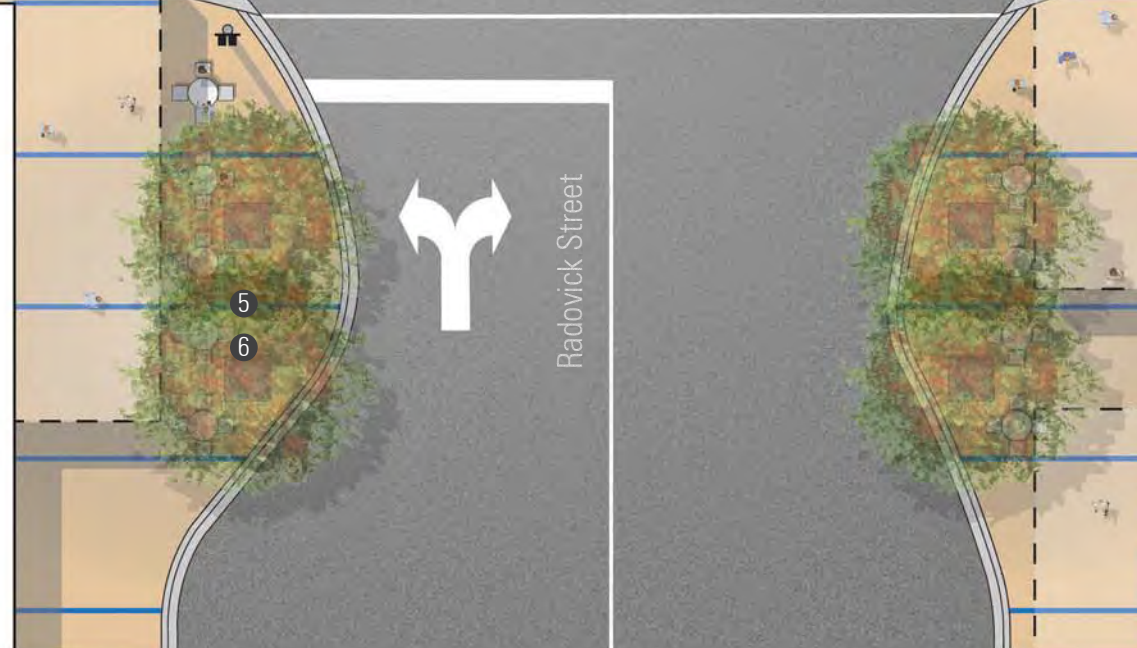
1 Establish a public plaza in this key central location that uses a combination of attractive planting and high quality materials to create a striking setting for activity in the town centre, with the aim of attracting visitors while providing amenity for locals. Space for this plaza is created through the increased kerb width provided by angled parking (note: this space can be constructed independent of the signalisation of the Radovick Street Intersection).

2 Laneway to Railway Station: provide a entry feature such as a heritage themed arch with integrated lighting and possible vandal proof vertical artworks on either side of the laneway (shown red). Continue paving through the laneway so that it visually links with any new public open space and encourages greater use. Link with way finding or directional signage at the end of the laneway and along Commercial Street.



- 3 Public plaza space with seating pods / garden beds located under canopy trees. The wide footpath (approximately 4m) with feature paving bands (refer Section 7) provides a flexible space for special events or markets. This can be completed independent of construction of the signalised intersection.
- 4 Flexible outdoor dining and public spaces provided for in increased kerb space, these areas will reinforce the active and vibrant nature of the area.
- 5 Increased space for planting, furniture, footpaths and trader activity is created on the Southern side of the Radovick Street intersection. This can be completed independent of construction of the signalised intersection.
- 6 Accent trees highlight the public space and intersection (refer page 24).
- 7 Avenue trees provide shade in the new public space while linking with planting along the length of the main street (refer page 24)
- 8 Central median to grassed to enable safe maintenance and provide a continuous green strip through the town centre.
- 9 Existing median tree to be retained.

- 10 Buffer planting and a low level pedestrian barrier separates users from vehicles on Commercial Street
- 11 Directional or way finding signage located at street corners can assist in connecting the two road sides. Signage in the central median assists visiting motorists (refer page 19).
- 12 Angled parking on northern side of the road encourages through traffic to stop in the town centre due to ease of access.
- 13 Signalised intersection creates a central feature on Commercial Street, while allowing for safer and easier pedestrian movement either side of the street (note: traffic light locations indicative and installation is subject to growth / increased traffic volume). Also refer page 31 for staging information.
- 14 Feature pedestrian scale lighting can enhance the space at night while providing a distinct vertical marker for the space (refer page 21).
- 15 Location of Artist's Impression view (refer page 12).



5.2 Radovick Street Intersection - Artist's Impression





- 1 Establish the Central Plaza square and meeting place on the site of the existing Council car park by moving car spaces away from Commercial Street. This space is also intended to encourage potential visitors to stop in the town centre.
- 2 The reconfigured car park with parking mostly one side only is safer for motorists. There are no spaces lost from the previous arrangement.
- 3 Access to the car park from Commercial Street is maintained through a shared zone. Pedestrian priority is established through signage and pavement treatments, and vehicles are separated from the rest of the square with bollards. Through traffic in each direction is maintained as it allows for easy access to / from the parking areas behind the service station, the public toilets and community facilities. There is opportunity for the central plaza to be temporarily closed to vehicle traffic, creating more space for special events.
- 4 Terrace seating deals with the level change in this area while providing a useable and practical feature for the square.
- 5 A small lawn area at the base of the terrace seating acts as a flexible green space in the heart of Commercial Street.
- 6 Seating under shade trees near garden beds similar to the Radovick Street intersection.
- 7 Information signage complements the new space and can advise visitors stopping near here where to go in town.
- 8 Outdoor dining area maintained.
- 9 Feature concrete paving with bands separates the central square from other areas (refer page 18).
- 10 Exposed aggregate concrete footpaths provides an attractive, slip-resistant surface on sloped areas (refer page 18).
- 11 Increased space for pedestrians, traders, public artworks or furniture on new kerb outstands.

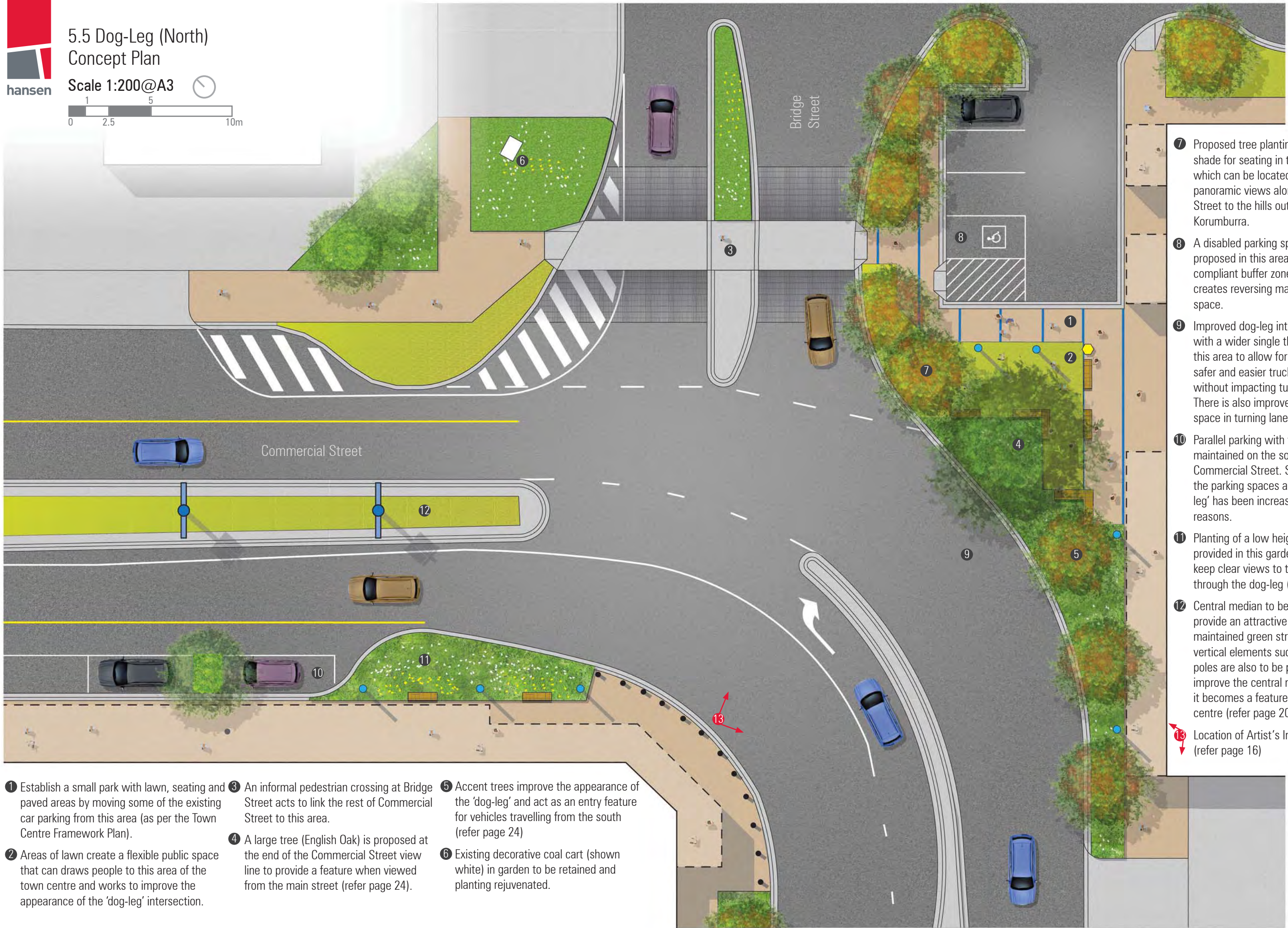


- 12 Informal pedestrian crossing to the public toilet north of the square and feature paving draws visitors from this area towards Commercial Street.
- 13 Vehicle access to the bakery retained.
- 14 Long vehicle parking (increased by 43.5 metres).
- 15 Angled parking along Commercial Street encourages people to stop in the town centre.
- 16 Avenue tree planting along Commercial Street increases greenery and the appearance of the town centre (refer page 24)
- 17 Existing vehicle access to back of house areas is maintained.
- 18 The existing disabled parking space is relocated and a DDA compliant buffer area implemented with the paved area of the plaza (dependent on future detailed resolution of pavement levels and grades).
- 19 Existing speed hump removed due to conflict with reconfigured parking area.
- 20 Location of Artist's Impression view (south side of Commercial Street, refer page 14)



5.4 Central Plaza - Artist's Impression





- 7 Proposed tree planting provides shade for seating in this area, which can be located to face panoramic views along Commercial Street to the hills outside Korumburra.
- 8 A disabled parking space is proposed in this area, with DDA compliant buffer zone that also creates reversing manoeuvring space.
- 9 Improved dog-leg intersection with a wider single through-lane in this area to allow for significantly safer and easier truck movement, without impacting turning vehicles. There is also improved queuing space in turning lanes.
- 10 Parallel parking with the buffer lane maintained on the south side of Commercial Street. Space between the parking spaces and the 'dog-leg' has been increased for safety reasons.
- 11 Planting of a low height is to be provided in this garden bed to keep clear views to traffic coming through the dog-leg (page 25).
- 12 Central median to be grassed to provide an attractive and easily maintained green strip. Feature vertical elements such as banner poles are also to be provided to improve the central median so that it becomes a feature of the town centre (refer page 20).
- 13 Location of Artist's Impression view (refer page 16)

- 1 Establish a small park with lawn, seating and paved areas by moving some of the existing car parking from this area (as per the Town Centre Framework Plan).
- 2 Areas of lawn create a flexible public space that can draw people to this area of the town centre and works to improve the appearance of the 'dog-leg' intersection.
- 3 An informal pedestrian crossing at Bridge Street acts to link the rest of Commercial Street to this area.
- 4 A large tree (English Oak) is proposed at the end of the Commercial Street view line to provide a feature when viewed from the main street (refer page 24).
- 5 Accent trees improve the appearance of the 'dog-leg' and act as an entry feature for vehicles travelling from the south (refer page 24)
- 6 Existing decorative coal cart (shown white) in garden to be retained and planting rejuvenated.

5.6 Dog-Leg (North) - Artist's Impression



6 Furniture Palette

timber slats + a touch of "Burra Blue"

The town centre of Korumburra lacks consistency in its streetscape palette. There is a lack of visual branding and defining identity. The Framework Plan suggests an integrated signage and uniform branding strategy for the town centre, which includes the creation of a visual logo, colour palette and custom furniture range featuring timber and the vibrant blue colour "Burra Blue".

The Master Plan recommends to maintain the timber and "Burra Blue" theme but in a more cost-effective way by using prefabricated timber street furniture with a touch of "Burra Blue". Timber has been chosen as a community preferred material that complements Korumburra's heritage. Prefabricated timber street furniture should also be durable and vandal proof. This will increase longevity and reduce maintenance.

The following examples illustrate examples of such furniture with a touch of "Burra Blue" incorporated through a modest powder coat finish.

"Burra Blue"

CMYK C100 M88 Y0 K10
RGB #1A3B8E



1 Commercial Systems Australia - Manhattan Bin Enclosure
2 Commercial Systems Australia - Timber Bin Enclosure 120L



Note: Install the above new rubbish bin types as required to accompany other streetscape improvements and to gradually replace existing bins.

bin surrounds

seating

drinking fountain

bollards



1 Commercial Systems Australia Mondrian Bollard SB 2150. Image: Custom timber bollard with Corten Steel.
2 Commercial Systems Australia Block Bollard SB 2156
3 Leda Ironbark timber 150 bollard UBR4150F



1 Commercial Systems Australia - Te Ari Drinking Fountain



1 Commercial Systems Australia - Vertical Slat Seat with Arms TM 4035
2 Furphy Foundry - Woodgrove Suite Seat with Arms
3 Commercial Systems Australia - Wharf Bench TM4530

7 Footpath Finishes

exposed aggregate concrete and pavers

The existing footpath surfaces of the town centre are a mixture of red brick, pavers and concrete. Many areas are also cracked and damaged, and the mismatched replacement of surfaces adds to the disruption of the footpath surface.

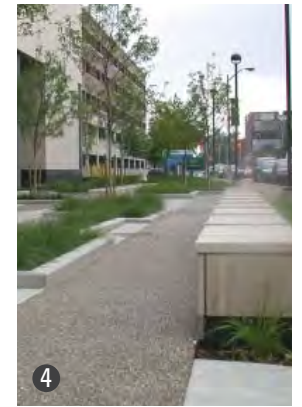
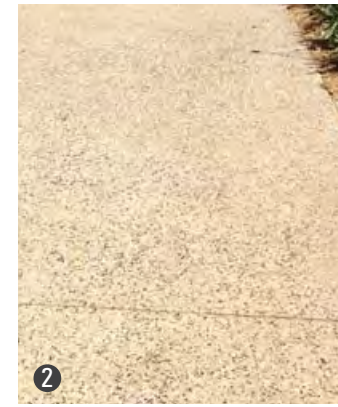
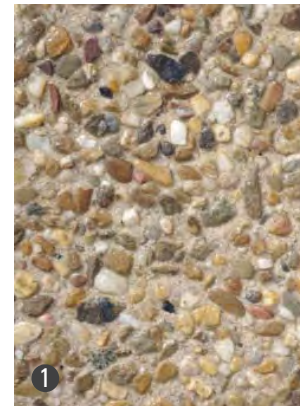
During periods of wet weather the brick surfaces can become slippery, particularly along the sloped section, creating a dangerous pedestrian experience. To encourage pedestrian activity and activate the street frontage, the streetscape itself needs to be a safe and attractive environment.

The following examples illustrate recommended footpath surface finishes that are hard wearing, attractive, functional and more slip resistant than brick or plain concrete. The 'exposed aggregate' finish applied to concrete removes the surface layer revealing the attractive aggregate stones embedded in the material. This exposed surface is also coarse providing additional traction and grip.

Application to Streetscape Master Plan:

- Proposed public open spaces and plazas:
Coloured exposed aggregate concrete with 'Burra Blue' banding
- Footpaths:
Coloured exposed aggregate concrete

exposed aggregate concrete



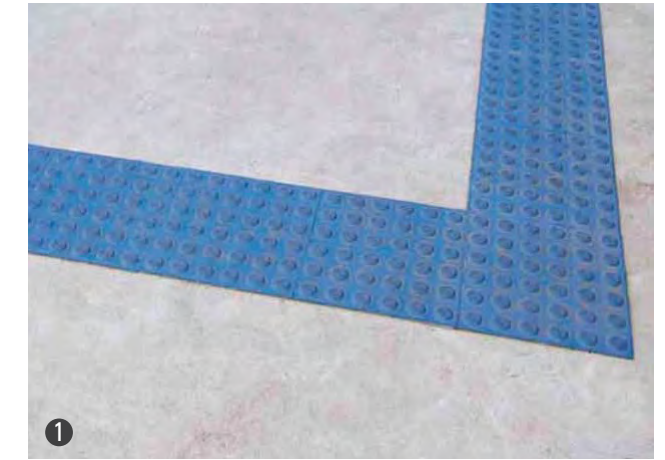
- 1 Nupave - Aggregate Concrete, colour: Caruana
- 2 Precedent image - Exposed aggregate concrete surface
- 3 Precedent image - Exposed aggregate concrete surface
- 4 Precedent image - Exposed aggregate concrete footpath

feature footpath paving



- 1 Exposed aggregate concrete
- 2 Concrete pavers and rough blue paving bands
- 3 Concrete paving and wide blue paving bands
- 4 Exposed aggregate concrete paving with paving bands

tactile indicators



- 1 Ensure that the Australian Standards for the installation of tactile ground surface indicators are implemented with footpath works. Colours that complement the proposed footpaths, while providing suitable contrast, or stainless steel studs are recommended.

8 Signage

wayfinding and directional

The existing cluttered signage in the town centre adversely impacts both its appearance and functionality. The following outlines strategies to address this with consistent wayfinding and directional signage.

De-cluttering of existing signage should be done in conjunction with VicRoads, and duplicate or unnecessary signage removed throughout the town centre (refer Appendix 1 for examples of existing signage).

wayfinding

Wayfinding signage helps pedestrians find their direction and locate particular landmarks and thoroughfares in relation to their current location. As such, most way finding signage will be located along footpaths.

The palette of way finding signage should be simple, bold and tie in with the Korumburra furniture palette of timber and a touch of 'Burra Blue'. As these signs are aimed at the pedestrian, the content of the signs does not necessarily need to be legible from far away. However, the signage should stand out and be recognisable so that it can be easily located.

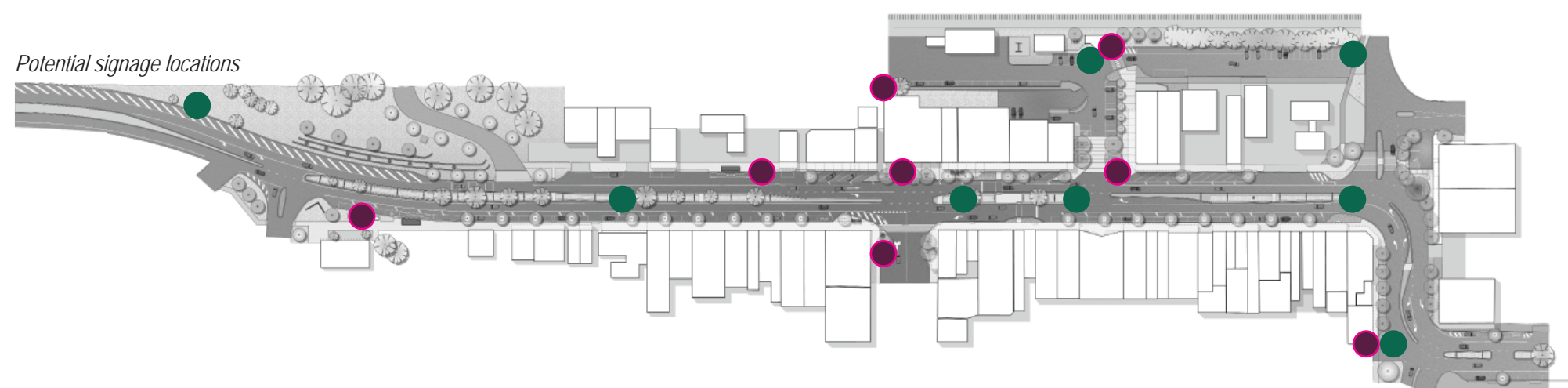
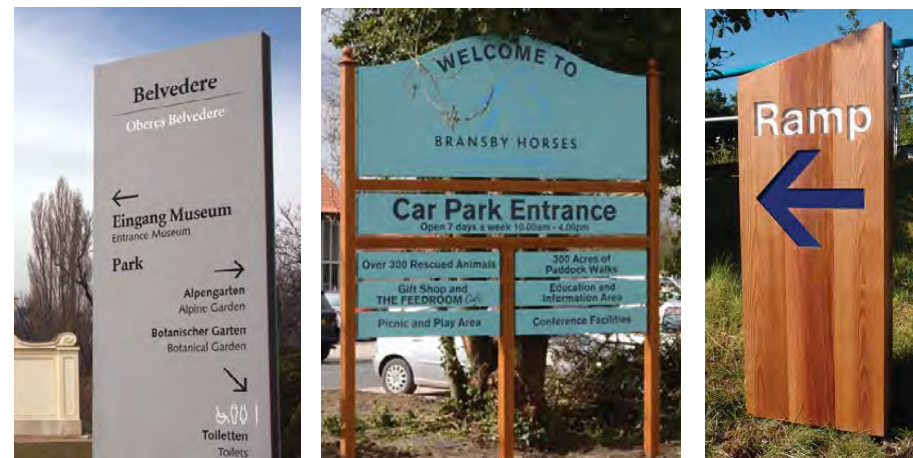
Wayfinding signage could be used to highlight new or existing features (such as the railway underpass) before they are experienced. This will help create further interest in these key areas or features.

directional

Directional signage directs vehicle traffic to parking areas, destinations and other spaces that can be accessed with a motor vehicle. As such, most directional signage will be located at the end of median islands and at corners of intersections.

The range of directional signage should be clear and simple to read from a distance so that drivers can locate and understand the directional cues with enough time to make a decision and follow a chosen route. Signs and boards with multiple directional cues should maintain consistent text size and font, clear arrows and logos to minimise confusion.

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



9 Gateway Treatments

signage, amenity and public art



Example of gateway signage which would be suitable on approach to the town centre. The materials and colours should be easily visible and the same as / coordinated with the street furniture and decorations along Commercial Street (rustic timber and blue colouring). Consistent gateway signage should be considered for other town gateways outside the study area for this project, such as the Warragul-Korumburra Rd and Korumburra-Wonthaggi Rd entries.

It is noted that the Korumburra Round Table town entry sign has been installed at the west entry into Korumburra, but is located further out than the town centre entry.



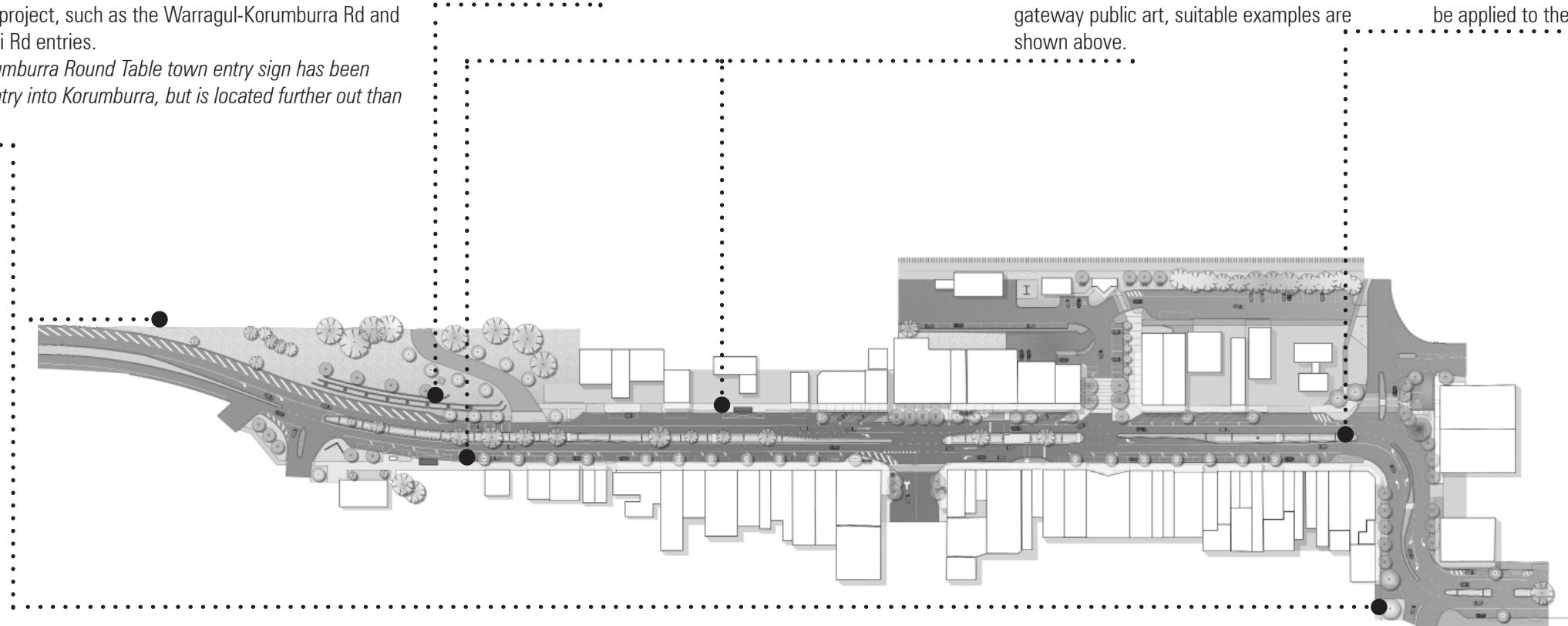
There is an opportunity to provide a unique and memorable entry feature to the town centre on the existing terraced walls in the form of large lettering or artworks (suitable examples shown above). This should complement proposed accent and feature planting.



In consultation with the public transport provider, Korumburra's coach shelters should be upgraded to improve both the appearance and functioning of the town centre. Modern and high quality bus shelters can also act as gateway public art, suitable examples are shown above.



Example of suitable banner poles (6-8m high) to occupy the central median strip. This will add additional vertical features to the median instead of trees, as the high pressure gas line precludes the planting of additional trees in this area. The vertical element chosen to occupy the median strip would be applied to the entire length of Commercial Street.



10 Lighting



Pedestrian scale lighting is recommended for the proposed public open spaces. This reinforces the pedestrian focused nature of these areas and activates them at night.



Heritage style light fixtures are recommended, as they reinforce this established town character. These should be consistent in colour / finish with the proposed furniture elements. Solar panels should be considered for all lighting fixtures, consistent with Council's sustainability policies.



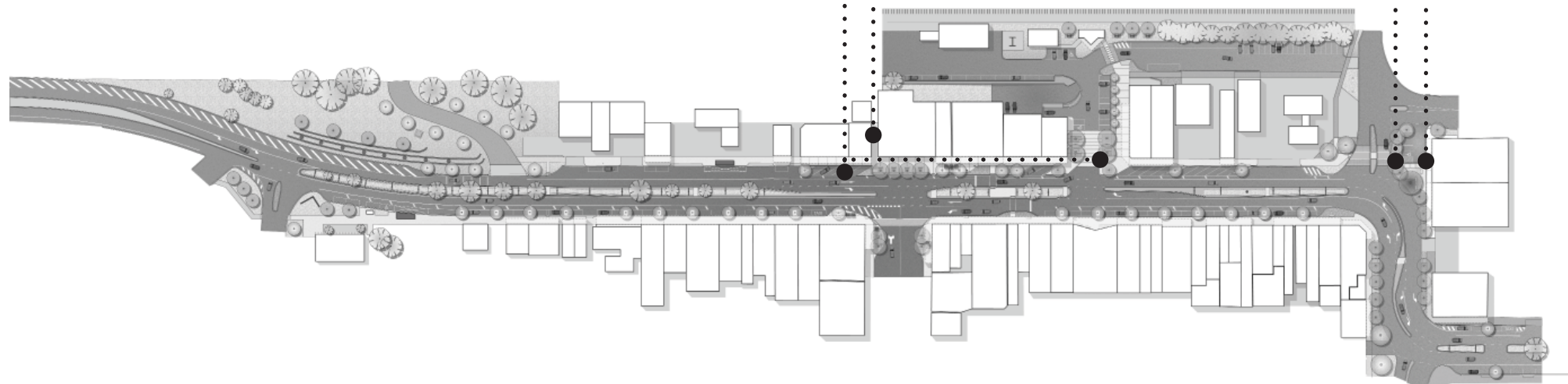
An archway lighting feature such as the example above will highlight the laneway / tunnel entry to pedestrians.



Up-lighting on feature or accent trees means their visual presence can be maintained during night hours and enhances nearby public spaces.



Lighting incorporated with street furniture can highlight materials and enhance nearby public spaces at night.



11 Public Spaces

pedestrian thoroughfares and plaza areas



Examples of laneway treatments to enhance the physical and visual connections between Little Commercial Street and Commercial Street.



Examples of pedestrian tunnel treatments, including clockwise from top right: colourful lighting on a white surface, patterns with paint or tiles on a concrete surface or paintings and bright lighting.



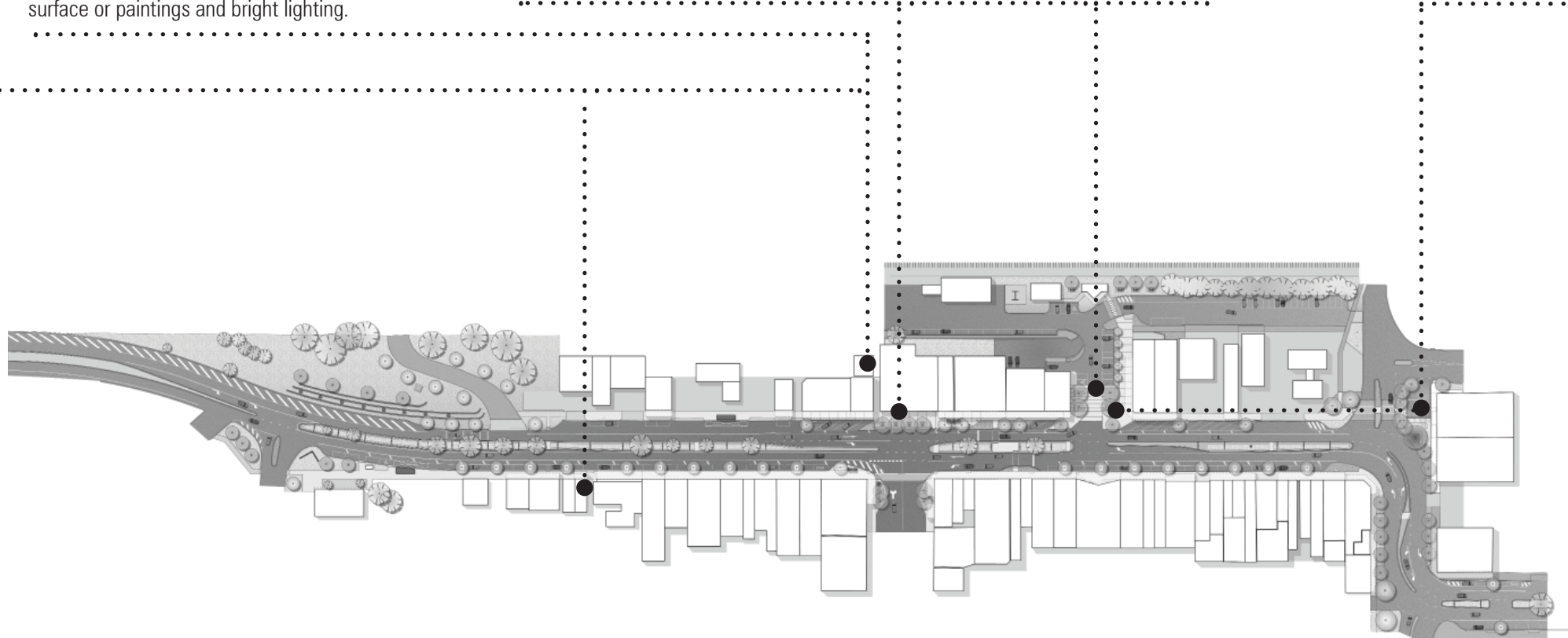
The integration of hard surfaces and feature pavers including greenery can create interest and soften a public space.



Comfortable shaded plaza spaces with group seating can become a gathering space and encourage use by various groups.



Flexible lawn / plaza spaces can complement nearby community facilities and add variety to the open spaces along Commercial Street.

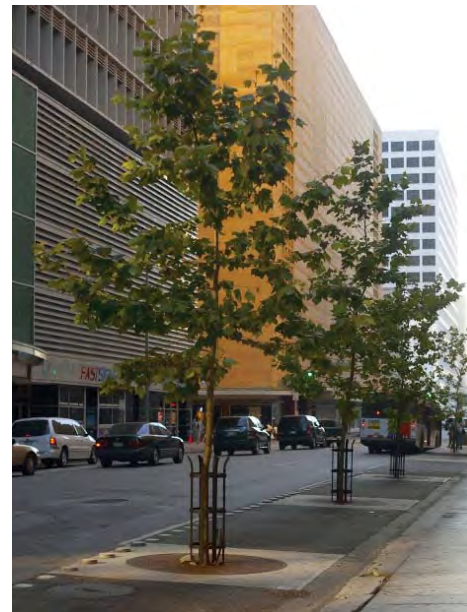


12 Streetscape Treatments

line marking, tree outstands and pedestrian crossings



Reducing the through-lanes from four lanes to two provides space for a buffer lane between on street parking and through traffic (example: Colac town centre).



Tree pits are proposed between parallel parking spaces (example above).



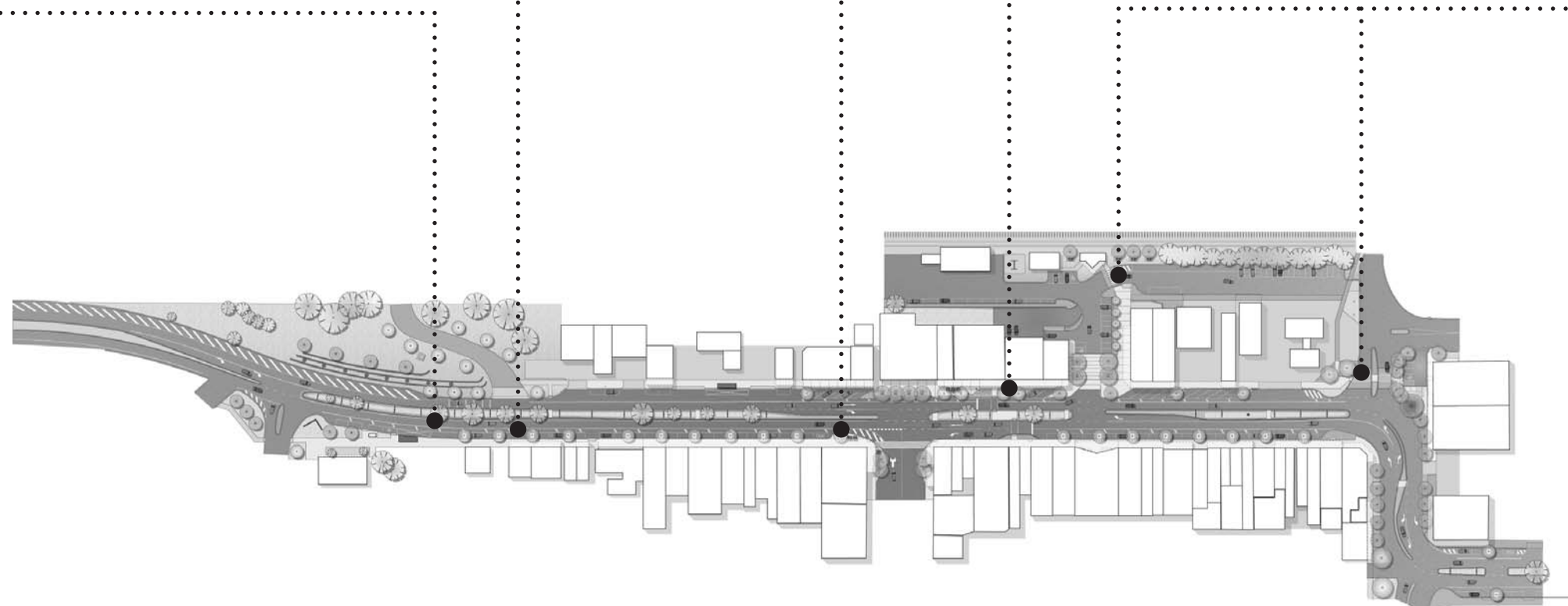
Example of a kerb out-stand planted with evergreen tufting plants.



Tree island planting surrounded by kerb and channel is proposed between angled parking spaces (example above).



Raised pedestrian crossings that include textured pavers, colour and line marking are often used to highlight and mark the informal pedestrian crossing as separate from the road.



13 Street Trees

The following exotic tree species are recommended for Korumburra's town centre as they build on the formal or exotic tree character present throughout much of the town as identified in the previous Framework Plan. They are also sympathetic to the heritage character of the town centre. The striking appearance of the exotic species will improve the appearance of Commercial Street, be used to highlight key spaces and provide seasonal aesthetic variety. It should be noted that lower branches will need to be actively pruned to retain driver sight-lines.



Ornamental Pear
Pyrus calleryana 'Chanticleer'
 H 11m x W 6m
 Proposed boulevard trees along both sides of Commercial Street.



Tulip Tree
Liriodendron tulipifera
 H 13m x W 8m
 Proposed feature trees at the Radovick Street intersection



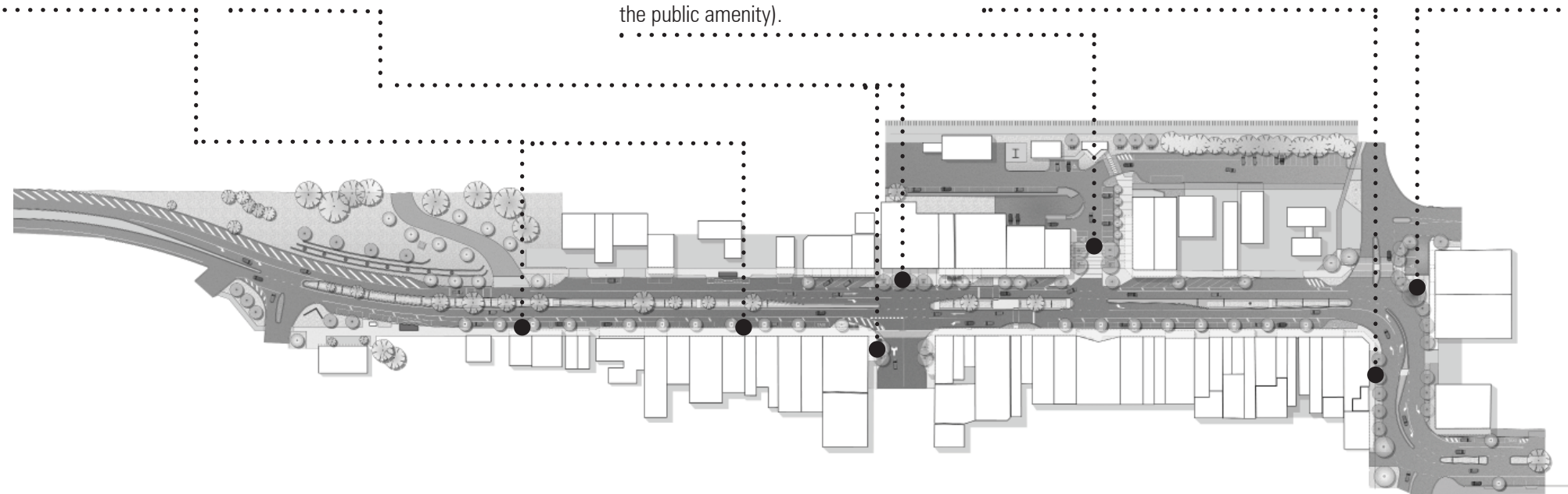
Chinese Elm
Ulmus parvifolia 'Todd'
 H 10m x W 11m
 Proposed ornamental shade trees within the central public plaza (near the public amenity).



Red Maple
Acer freemanii 'Celebration'
 H 12m x W 9m
 Proposed trees along both sides of the 'dog-leg'.



English Oak
Quercus robur
 H 20m x W 12m
 Proposed feature trees at the end of the Commercial Street view line.



14 Garden Bed Treatments

terraced walls, median strips and planter beds



Town gateways: garden bed specimen of accent planting can improve the appearance of these areas and improve the appearance of the retaining walls with trailing or cascading plants.

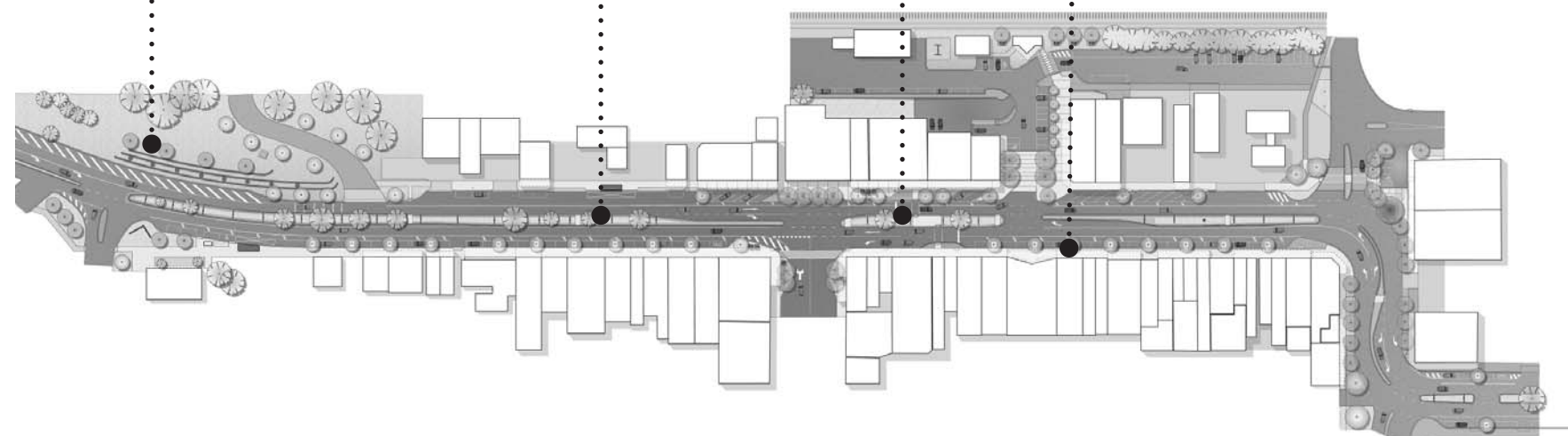
* = **Maintenance note:** Council's Depot Manager/Parks and Gardens Coordinator and VicRoads agree in principle that maintenance of vegetation and landscaping outlined in the Korumburra Town Centre Streetscape Master Plan can be undertaken in accordance with the relevant requirements of the Road Management Act 2004 Code of Practice and Council's Safe Work Method Statements. However further assessment and approval would be required at the stage of the draft detailed functional design to ensure that traffic management and work safety method practices can be met and will need to be included in the annual Traffic Management Agreement.

Central median strip: Simplify planting to mowable grass or low height, low maintenance species so that maintenance can be carried out in accordance with road safety management requirements while maintaining traffic flow in the single through-lane.*

The low height of grass in the central median on Commercial Street has the advantage of not obscuring the ability of pedestrians and motorists to see each other.

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

Planting species should be hardy and require little maintenance. Native and / or indigenous species should therefore be considered that complement the proposed exotic trees. Examples of some suitable species are shown above.



Possible implementation of rain garden beds where appropriate.

15 Existing Kerb Layout

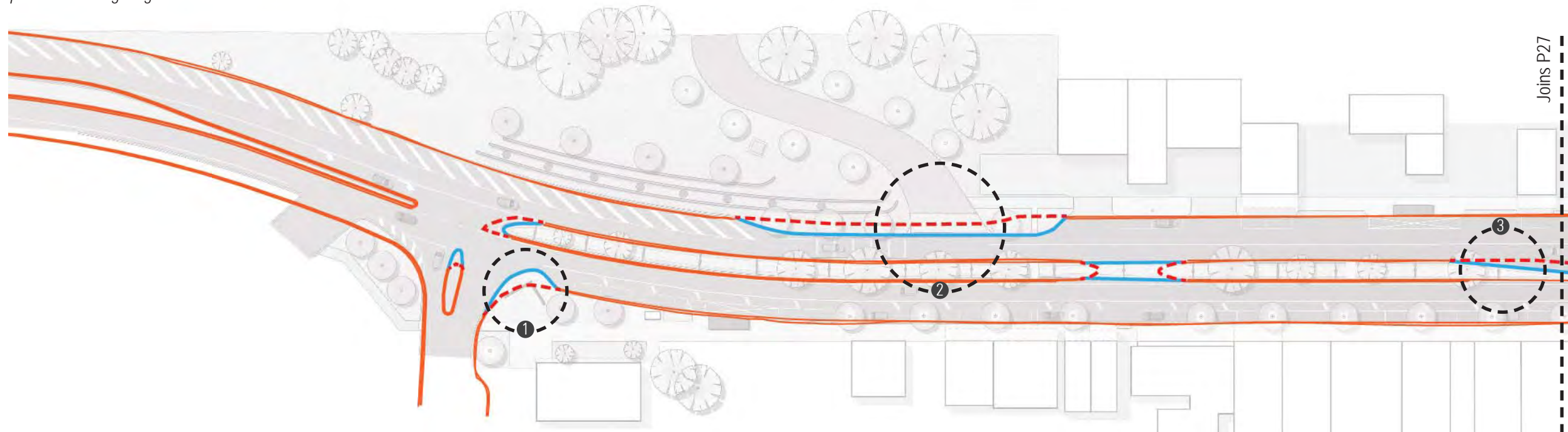
Scale 1:1000@A3



The Streetscape Master Plan is proposed to work within the confines of the existing footpath kerb layout to minimise costs and disruption to the existing physical structure of the streetscape.

The Existing Kerb Layout Plan highlights the existing kerb structure in red (and proposed kerb changes in blue) to demonstrate the minimal reconfigurations of the median strip islands along Commercial Street. The median reconfigurations are a result of reducing the roadway to one through-lane in each direction and the addition of longer turning lanes to minimise delays at intersections and accommodating the movements of large trucks.

For the most part, the current layout of the central median strip allows for a consistent 3.5 metre wide through-lane in each direction to be maintained. However in some areas the median is not wide enough. As a result, the introduction of an additional edge line set back from the kerb of the median strip is proposed in place of reconfiguring the median central island.



Legend

- Existing kerb to be retained
- Existing kerb to be removed
- Proposed kerb

① It is recommended that the kerb at the King Street / Commercial Street intersection be extended to maintain the one through-lane arrangement. This outstand is also highly visible and strategically located for gateway art work and signage placement. These will need to be positioned so as to not obscure driver vision.

② It is recommended that the kerb along the north side of Commercial Street be extended to signal traffic to funnel into the one-lane arrangement. The extended kerbs also provide space for feature trees and gateway public art.

③ A traffic analysis for the Radovick Street / Commercial Street intersection based on the intersection being signalised has been conducted. The results of the analysis show that the maximum queue extends 15 metres back. However, it is recommended that the right turn lane be extended to a length of 26 metres to accommodate a B-double. Turning lanes should be extended to ensure that the turning traffic is contained and does not extend into the through-lane causing delays.

4 When the intersection at Radovick Street is signalised, it is recommended that the existing kerb outstands for the pedestrian crossing be removed. This will allow for additional angled parking along the north side of Commercial Street.

5 Install splitter island for left turn only out of Little Commercial Street.

6 A SIDRA analysis for the Radovick Street / Commercial Street intersection based on the intersection being signalised shows that the left turn lane from the south-east approach will need to be a minimum 26 metres long. Given that there will be only one through-lane, the left turn lane will be required in the interim (independent of installation of the traffic signals) to ensure that turning vehicles are able to decelerate without delaying through vehicles.

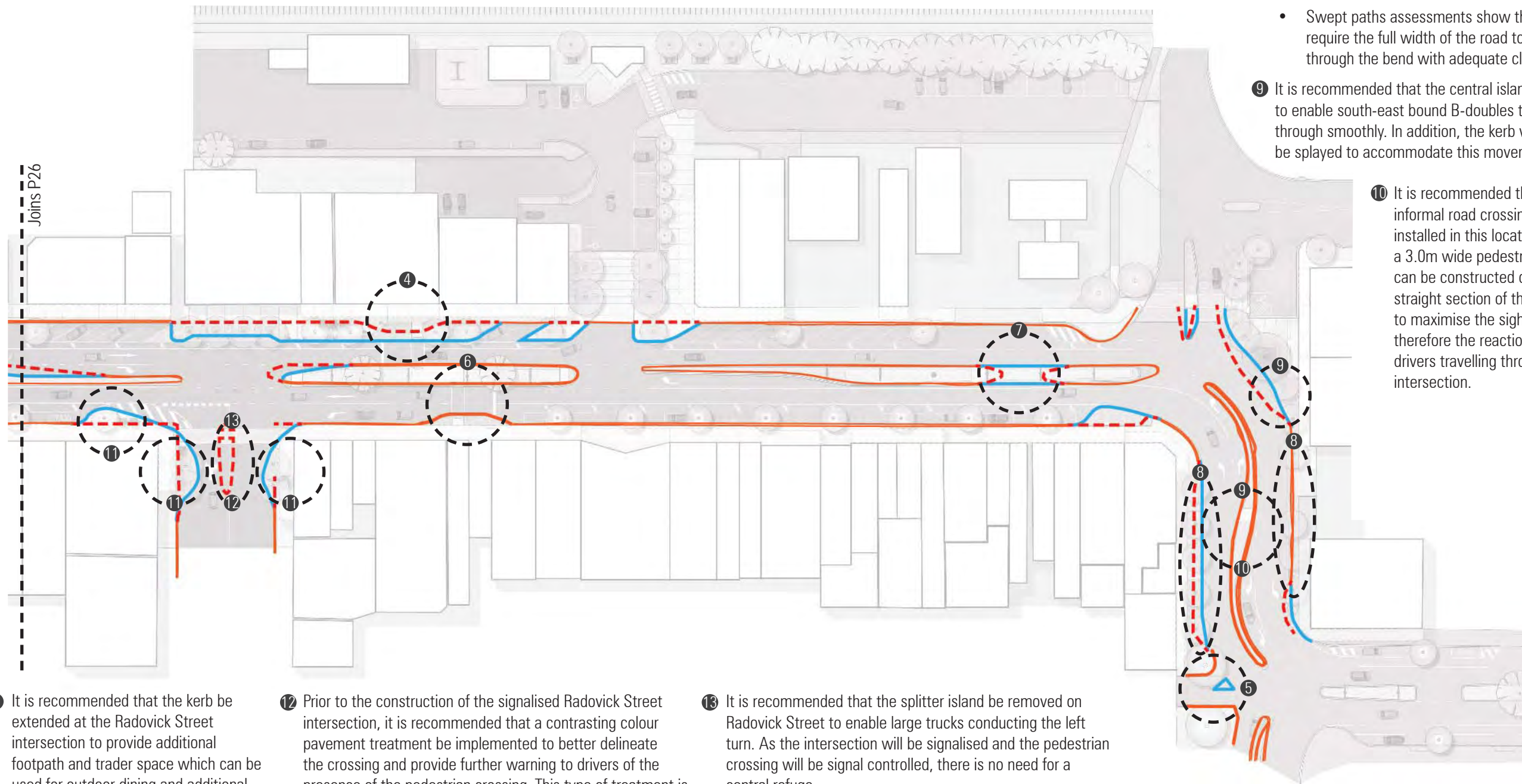
7 It is recommended as a safety precaution that the median break be removed due to its close proximity to the northern Bridge Street intersection with Commercial Street and 'dog-leg' blind turn.

8 Parking spaces within the 'dog-leg' (east and west sides) intersection have been removed for safety reasons as:

- There is currently a large volume of large trucks using the route and negotiating the bend.
- The configuration of the intersection restricts driver sight-lines, resulting in less available reaction time.
- Swept paths assessments show that trucks will require the full width of the road to negotiate through the bend with adequate clearances.

9 It is recommended that the central island is shifted to enable south-east bound B-doubles to travel through smoothly. In addition, the kerb will need to be splayed to accommodate this movement.

10 It is recommended that an informal road crossing be installed in this location. Here, a 3.0m wide pedestrian refuge can be constructed on the straight section of the dog-leg to maximise the sight-lines and therefore the reaction times of drivers travelling through the intersection.



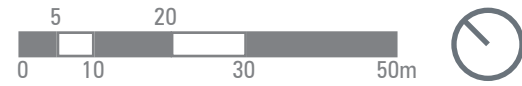
11 It is recommended that the kerb be extended at the Radovick Street intersection to provide additional footpath and trader space which can be used for outdoor dining and additional feature trees. The kerb outstands also provide pedestrians with a refuge when crossing the street.

12 Prior to the construction of the signalised Radovick Street intersection, it is recommended that a contrasting colour pavement treatment be implemented to better delineate the crossing and provide further warning to drivers of the presence of the pedestrian crossing. This type of treatment is fairly common in activity centres and shopping strips where pedestrian activity is high.

13 It is recommended that the splitter island be removed on Radovick Street to enable large trucks conducting the left turn. As the intersection will be signalised and the pedestrian crossing will be signal controlled, there is no need for a central refuge.

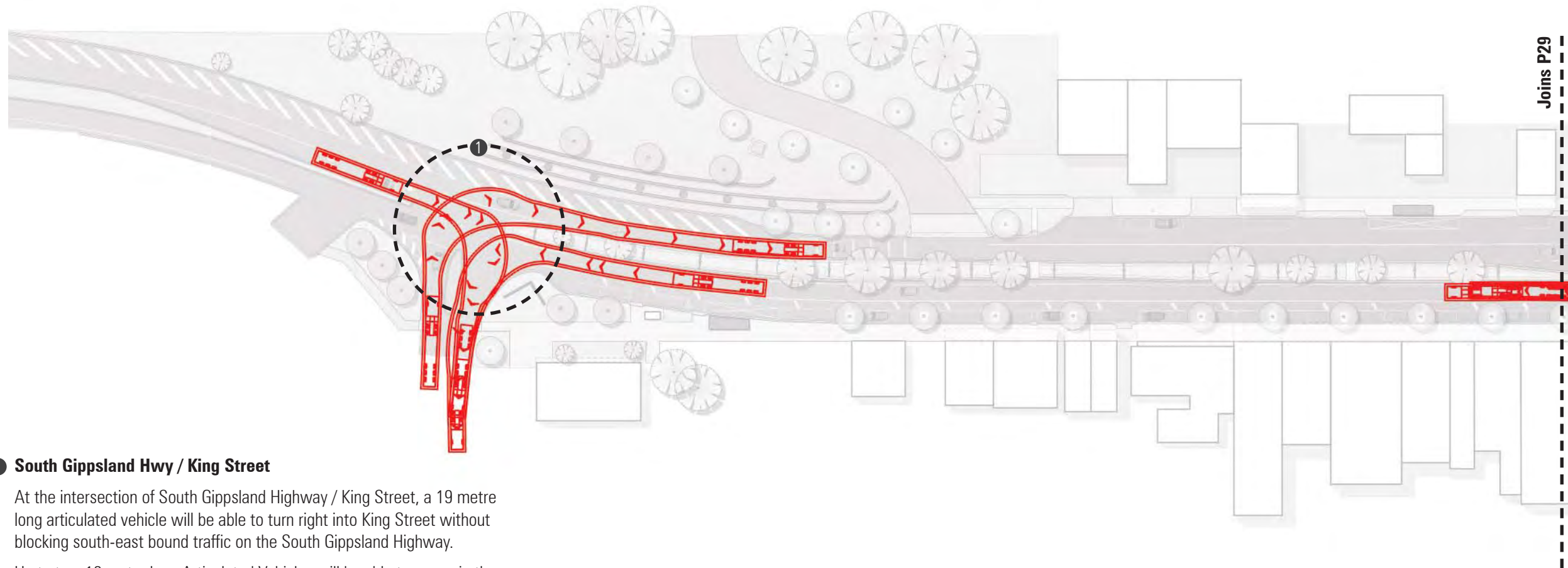
16 Swept Paths Plan

Scale 1:1000@A3



The Swept Paths Plan demonstrates the swept paths (required truck movement space) of 26-metre B-double and 19-metre semi-trailer trucks at key intersections along Commercial Street and Bridge Street. It also demonstrates the manoeuvring paths for large cars (B99) undertaking U-turns at breaks in the central median strip.

The purpose of this plan is to show that the Streetscape Master Plan is working within the confines of the existing kerb layout (with minor changes to kerb out stands), and has accommodated the needs of all types of vehicles requiring access to particular areas and intersections along Commercial Street.



① South Gippsland Hwy / King Street

At the intersection of South Gippsland Highway / King Street, a 19 metre long articulated vehicle will be able to turn right into King Street without blocking south-east bound traffic on the South Gippsland Highway.

Up to two 19 metre long Articulated Vehicles will be able to queue in the right turn lane into King Street without impacting on through traffic on South Gippsland Highway.

Trucks turning left into King Street will now be required to do so from the through-lane. It is noted that the volume of trucks turning left into King Street is minimal, around 2 trucks during the peak hour.

South Gippsland Hwy / Radovick Street

- 2 At the intersection of South Gippsland Highway / Radovick Street, a 26 metre long B-Double will be able to wait within the left or right turn lane without blocking through traffic on the South Gippsland Highway (in a signalised condition).

Before the signalised intersection is constructed, a second vehicle of a size of up to a 19 metre long Articulated Vehicle will be able to queue in the right turning lane behind a B-Double without impacting through traffic on South Gippsland Highway.

This is an improvement on the current situation where left turners do not have a dedicated left turn lane, requiring trucks to decelerate within the left through-lane, resulting in through vehicles attempting to overtake the turning vehicle on the inside.

- 3 As B-doubles turning left into Radovick Street are now required to do so from the kerbside turning lane, the kerb will need to be splayed out further to accommodate this movement.

- 4 It is recommended that signs be installed to ban U-turns approaching from the south-east at the median break in front of the Central Plaza. Although a car is able to physically conduct a U-turn at this location, the splayed kerb outstand requires them to drive forwards and conduct an awkward manoeuvre to achieve this.

- 5 The kerb in front of the hotel is splayed further to enable south bound B-doubles to travel through without impacting on a vehicle propped at the right turn lane into Bridge Street (south).

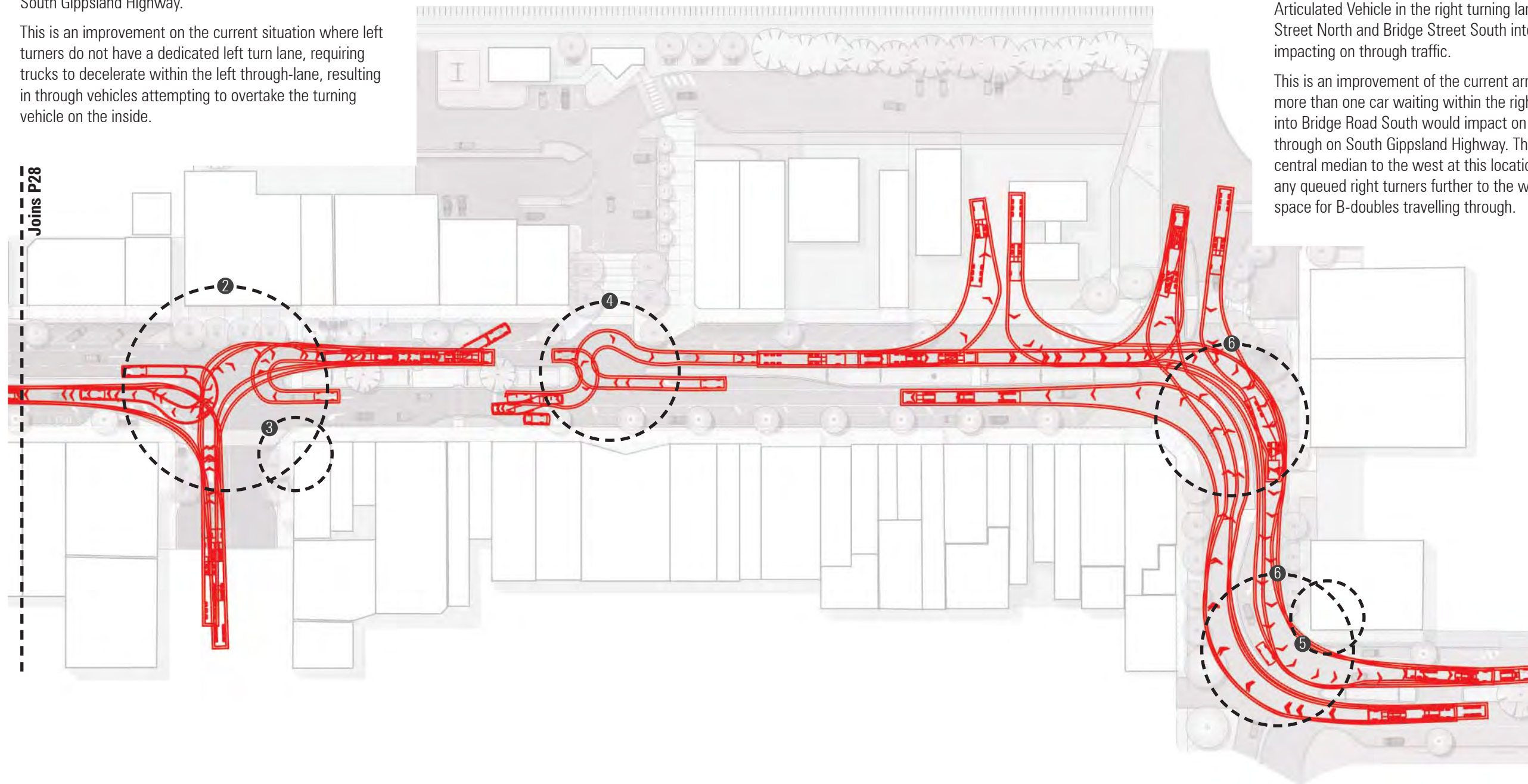
South Gippsland Hwy / Bridge Street (Dog-Leg)

- 6 Proposed modifications to the each of the Bridge Street north and south intersections with Commercial Street will improve truck turning movements at these locations.

At the intersection of Bridge Street North / South Gippsland Highway, a 19 metre long articulated vehicle will be able to turn in and out of South Gippsland Highway without blocking through traffic on the South Gippsland Highway.

A second vehicle of a size up to an 8.8 metre long Medium Rigid Vehicle will be able to queue behind a 19 metre long Articulated Vehicle in the right turning lanes at the Bridge Street North and Bridge Street South intersections without impacting on through traffic.

This is an improvement of the current arrangement where more than one car waiting within the right turn lane turning into Bridge Road South would impact on B-doubles travelling through on South Gippsland Highway. The proposal to shift the central median to the west at this location will effectively shift any queued right turners further to the west, increasing the space for B-doubles travelling through.

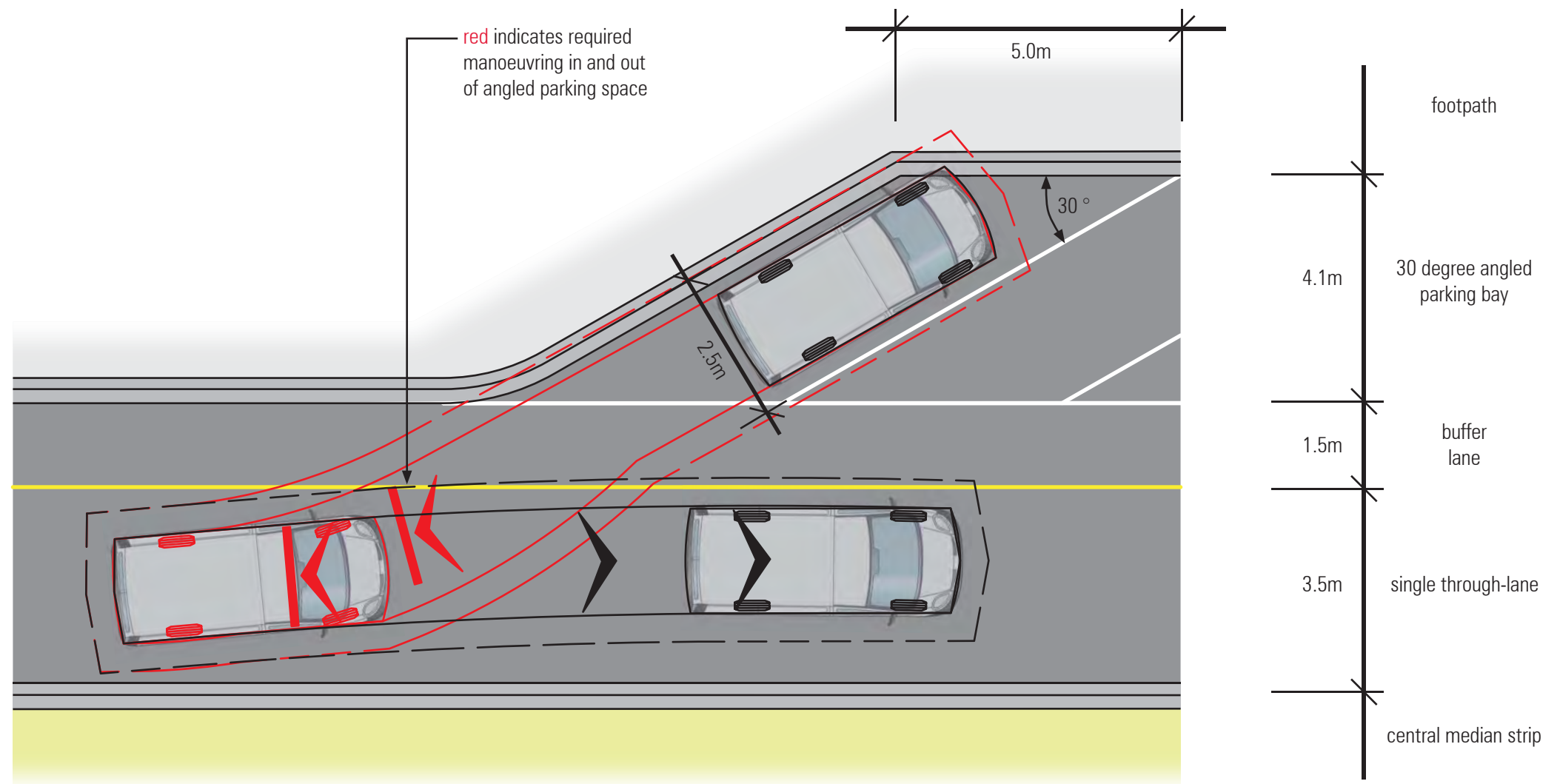


17 Parking Configuration (30°)

Scale 1:100@A3



This diagram representing required movements for cars entering and exiting the 30 degree angled parking spaces has been included to further explain how this potential parking reconfiguration will function. Dimensions and vehicle movement paths are in accordance with relevant Australian Standards. These spaces have been designed to accommodate larger vehicles such as vans and four wheel drive cars (B99 design vehicle).



18 Staging

This section of the report outlines indicative staging for the streetscape improvements to the town centre and their recommended implementation priority. Should the improvements be implemented in a staged manner, these stages would be constructed in a strategic way that benefits users while the whole of the improvements are incomplete. Proposed stages are also reflective of community aspirations identified in the consultation process. Staging summary maps have also been included for reference.

Stage numbers reflect the implementation priority of that stage, with 1 being the highest priority for implementation and 5 the lowest. The broad rationale behind this is to firstly prioritise reconfiguration of Commercial Street, as this is required as a starting point for many of the other upgrades. As flagged on the Master Plan, the potential signalisation of the Radovick Street intersection has been given a relatively low implementation priority as this is considered a long term intervention (after 2033), dependent on the amount of future growth. *The existing pedestrian crossing will remain as is until this date.*

Items that can be constructed independent of the streetscape reconfiguration have been also listed separately. These have also been given a recommended priority with 1 being the highest priority for implementation and 8 the lowest. However, it should be noted that the reconfiguration of Commercial Street is considered the overall highest priority for this project.

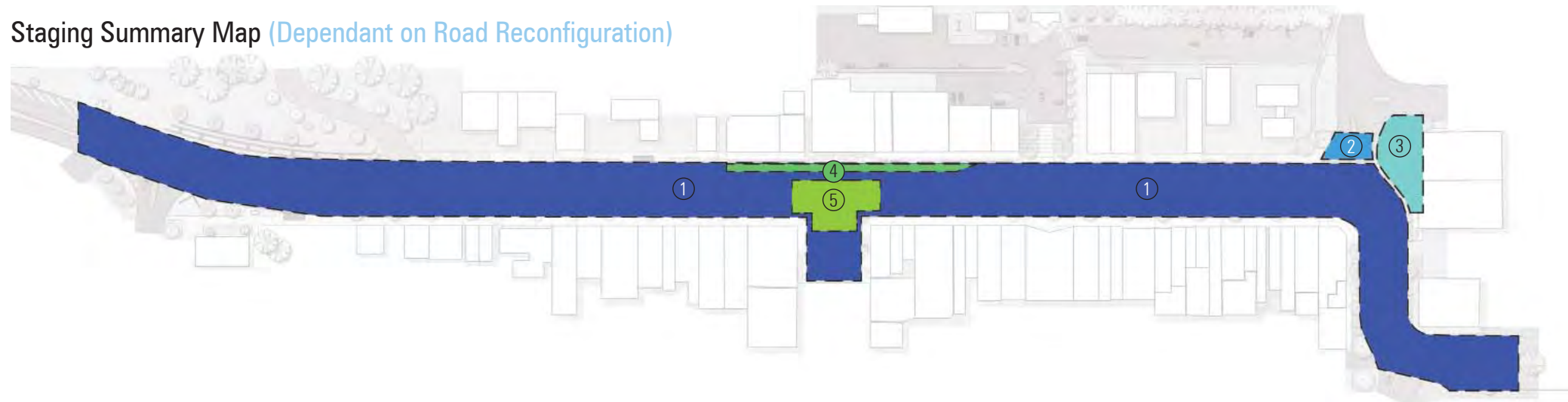
Staging (Dependant on Road Reconfiguration):

- 1 Main road reconfiguration to single lane in each direction, including:
 - Parallel parking (south)
 - Angle parking (north)
 - Reconfiguration of dog-leg intersection
 - Avenue tree planting
 - Structural median improvements (removing u-turn bays)
 - Kerb outstands
 - Left turn lane to Radovick Street
- 2 Pedestrian crossings (Bridge / Commercial Street intersection (north)).
- 3 The small park and planting of feature tree. The reconfiguration of the dog-leg intersection means this is dependent on the road upgrade.
- 4 Radovick Street kerb outstands and public space. This can be completed independent of the signalised intersection upgrade at Radovick Street.
- 5 Signalised intersection at Radovick Street (existing crossing removed only at this point).

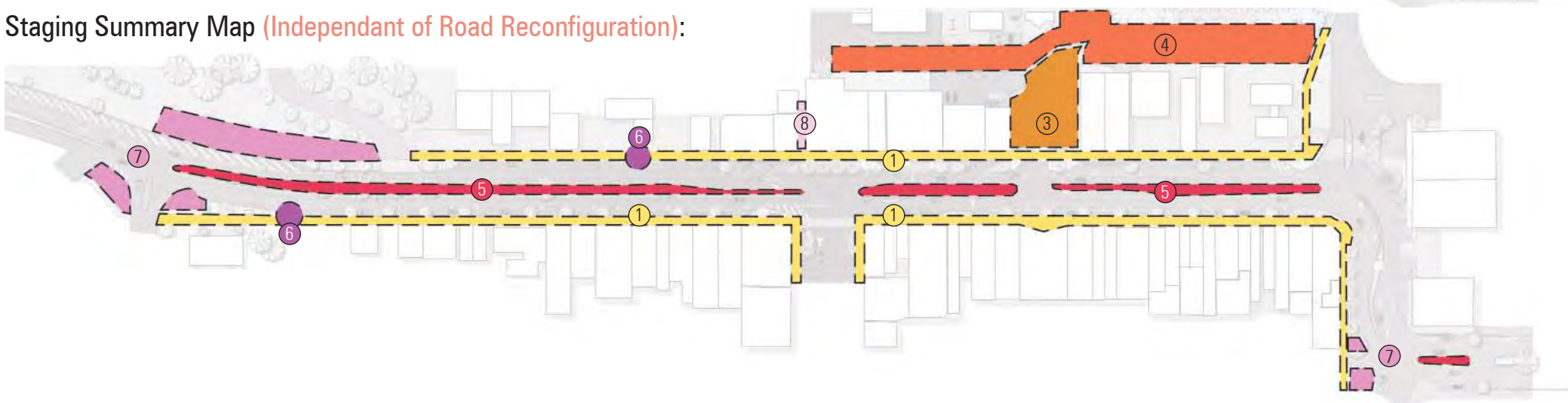
Staging (Independent of Road Reconfiguration):

- 1 Footpath improvements.
- 2 Wayfinding and signage improvements (throughout streetscape, not shown on summary map below).
- 3 Central Plaza public space.
- 4 Improvements to car park at the rear of the shops north of Commercial Street (between the Central Plaza and Bridge Street), including additional park furniture.
- 5 Central median improvements.
- 6 Coach shelters.
- 7 Northern and Southern Gateways.
- 8 Footpath improvements and artworks to Railway Station underpass, and other laneway connections

Staging Summary Map (Dependant on Road Reconfiguration)



Staging Summary Map (Independent of Road Reconfiguration):



19 Costing

Table no. 1 represents an itemised estimate of probable cost for the Streetscape Master Plan. The costs have been formulated based on current industry rates and the consultant team's experience with past projects of a similar nature. As this project is a master plan, the level of detail is somewhat broad but this still provides an indication of overall project cost.

The total cost for the Streetscape Master Plan is approximately \$2.35 million (excluding GST)

Radovick Street Signalisation (Future Option)

An opinion of probable cost for the Radovick Street Signalisation future option presented on page 9 (Inset Plan B) and 11 has also been developed. Construction of this option is dependent on future growth (after 2033).

The total extra cost for the Radovick Street Signalisation future option is approximately \$320,000.00 (excluding GST)

The above figure is based on the assumption that the Radovick Street signalisation will be completed after the other streetscape improvements are completed, and this work will be a separate construction project. This work also includes public space improvements as demonstrated on pages 9 and 11.

Therefore the above figure includes extra preliminaries, site preparation, demolition and contingency fees as required for an additional construction project.

Items within this figure include:

- Signalisation costs - approximately \$175,000.00
- Asphalt - 90m²
- Kerb and channel - 70m
- Pram crossings - 4 No.
- Exposed aggregate concrete - 100m²
- Pedestrian barriers - 30m
- Garden beds - 40m²
- Trees - 3 No.
- Linemarking
- Plain concrete (15m²) and grass (35m²) to the central median where the existing crossing is to be removed.
- *(Note: all rates, notes, assumptions and exclusions shown in the Opinion of Probable Cost (Table 1) apply to the figures above.)*

Table no. 1 (Costing)

Page 1 of 2

Korumburra Town Centre

Streetscape Master Plan: Broad-based Opinion of Probable Cost

This costing is based on the supply & installation of the anticipated elements that may comprise the proposed design and has been prepared for discussion and initial budget planning purposes

Issue: A

Date: 25/02/2016

DESCRIPTION	QUANTITY	UNIT	RATE \$	AMOUNT
PRELIMINARIES				
Site establishment, insurances, OHS, traffic management approvals and overheads (10% of sub-total)	1	item	\$150,433.50	\$150,433.50
SITE PREPARATION				
General site preparation, environmental (ex. trees) protection and existing services location (5% of sub-total)	1	item	\$75,216.75	\$75,216.75
DEMOLITION				
<u>Demolish (including disposal & tipping fees):</u>				
~ Lifting and dispose of existing red brick, kerbs, asphalt and concrete paving as nominated on drawings.	1	item	\$60,000.00	\$60,000.00
EARTHWORKS				
~ Earthworks (Central Plaza, including vehicle entry)	1	allowance	\$15,000.00	\$15,000.00
~ Grading and fine trimming for paving, garden beds, terraces	1	allowance	\$5,000.00	\$5,000.00
HARDWORKS				
~ Pedestrian paving - Plain concrete (footpaths and median edge)	1250	m2	\$90.00	\$112,500.00
~ Pedestrian paving - Coloured exposed aggregate concrete paving including base course (footpaths)	4270	m2	\$160.00	\$683,200.00
~ Terrace seating (Central Plaza)	36	lin m	\$350.00	\$12,600.00
~ Blockwork retaining wall (Central Plaza)	30	lin m	\$330.00	\$9,900.00
~ Asphalt paving (Full depth, note: only for new areas)	230	m2	\$110.00	\$25,300.00
~ Granite Cobbles - Pedestrian crossings (vehicular grade base)	120	m2	\$230.00	\$27,600.00
~ New concrete barrier kerb and channel	965	lin.m	\$80.00	\$77,200.00
~ Pram crossings - including tactile indicators.	29	No.	\$1,200.00	\$34,800.00
SOFTWORKS				
<u>Soft Landscaping Allowance:</u>				
~ Garden bed (including prep, soil, mulch & shrubs / grasses / groundcovers as tubestock 4 per sq/m)	920	m2	\$50.00	\$46,000.00
~ Advanced trees - 45L pot/ 50mm cal, 2.5m high (including stakes, ties.)	88	No.	\$450.00	\$39,600.00
<u>Supply and install grassing:</u>				
~ Hydromulching - including aeration & fertilizer & oversowing with warm season grass in Spring.	1480	m2	\$3.00	\$4,440.00
~ Manual watering until establishment	4	weekly	\$500.00	\$2,000.00
~ Temporary protection barrier with hardwood stakes (20x20mm) and rope	1	allowance	\$2,500.00	\$2,500.00

Table no. 1 (Costing)

Page 2 of 2

Korumburra Town Centre

Streetscape Master Plan: Broad-based Opinion of Probable Cost

This costing is based on the supply & installation of the anticipated elements that may comprise the proposed design and has been prepared for discussion and initial budget planning purposes

Issue: A

Date: 25/02/2016

DESCRIPTION	QUANTITY	UNIT	RATE \$	AMOUNT
FURNITURE				
- Park Seats (with 'Burra Blue' accent colour)	28	No.	\$1,800.00	\$50,400.00
- Picnic Table Setting	4	No.	\$2,500.00	\$10,000.00
- Tree grates - including root barrier & agi pipe	27	No.	\$1,900.00	\$51,300.00
- Feature bollards (with 'Burra Blue' accent colour)	35	No.	\$500.00	\$17,500.00
- Rubbish Bins (litter / recycling receptacles) (with 'Burra Blue' accent colour)	6	No.	\$2,500.00	\$15,000.00
- Drinking fountain (with dog bowl/tap - 1 per public space) (with 'Burra Blue' accent colour)	3	No.	\$4,500.00	\$13,500.00
- Pedestrian barrier fence	40	lin. m	\$500.00	\$20,000.00
OTHER				
- Linemarking allowance (to all new areas).	1	allowance	\$22,500.00	\$22,500.00
- V-line Bus Stop Shelters - Allowance	2	No.	\$30,000.00	\$60,000.00
- Hinged-base lowerable banner poles	27	No.	\$1,085.00	\$29,295.00
MAINTENANCE				
- Maintenance for all works under Contract within this stage (i.e planting, furniture items).	26	weeks	\$2,200.00	\$57,200.00
CONSULTANCY FEES				
- Consultants could include, but are not limited to the following: Project Management & Tendering, Survey Updates, Geotechnical, Landscape, Engineering and Structural (inc. construction drawings) (15% of sub-total)	1	item	\$225,650.25	\$225,650.25
			sub total	\$1,955,635.50
CONTINGENCY				
- Design contingency - plus or minus 20%	1	item	20% sub total	\$391,127.10
			sub total (including contingency)	\$2,346,762.60
			(GST + 10%)	\$234,676.26
			total of works (incl GST)	\$2,581,438.86

ASSUMPTIONS AND EXCLUSIONS:

* This costing has **excluded**: adjustments to existing services, full resurfacing of roads (new areas of asphalt only allowed for), demolition of existing linemarkings and kerbs, drainage, irrigation, lighting, public art, feature posts, signage, removal of signage, and electrical / water connections.

* This costing has been prepared upon the basis of all works undertaken by a commercial Contractor.

* All figures are based upon 2015 commercial prices

20 Conclusion

The Streetscape Master Plan outlined in this report demonstrates the vision for Korumburra's town centre that integrates a safe and functional road re-configuration with multiple public realm improvements. This will provide physical structure necessary to achieve the main project goal of revitalising Korumburra's town centre. The preferred streetscape master plan outlines methods to achieve this main project goal by:

- Improving the appearance of the town centre through landscape interventions such as avenue planting, and improved footpath conditions.
- Improving the safety and functionality of Commercial Street and key intersections.
- Improving the accessibility of the town centre to visitors with a change in parking configuration, increased connectivity to stopping areas and a proposed signage overhaul.
- Providing a series of new public open spaces which increase activity in the town centre.
- Improving connectivity to areas near to Commercial Street in the town centre.
- Minimising the impact on existing infrastructure to increase the likelihood of future implementation by reducing costs and minimising disruption during construction.

The preferred streetscape master plan is supported by additional material in this report such as:

- Concept plans for key public spaces which outline in more detail how these places may look and function in the future.
- Artist's Impressions which demonstrate how the key public spaces may appear to users.
- Materials, finishes, furniture and planting boards which detail landscape elements and features from the Streetscape Master Plan.
- Functional diagrams which illustrate; vehicle turning movements, impact on existing kerbs and potential staging.
- Indicative costing information.



Commercial Street, looking south east.

Appendix 1

Issues and Opportunities /
Initial Design Repose



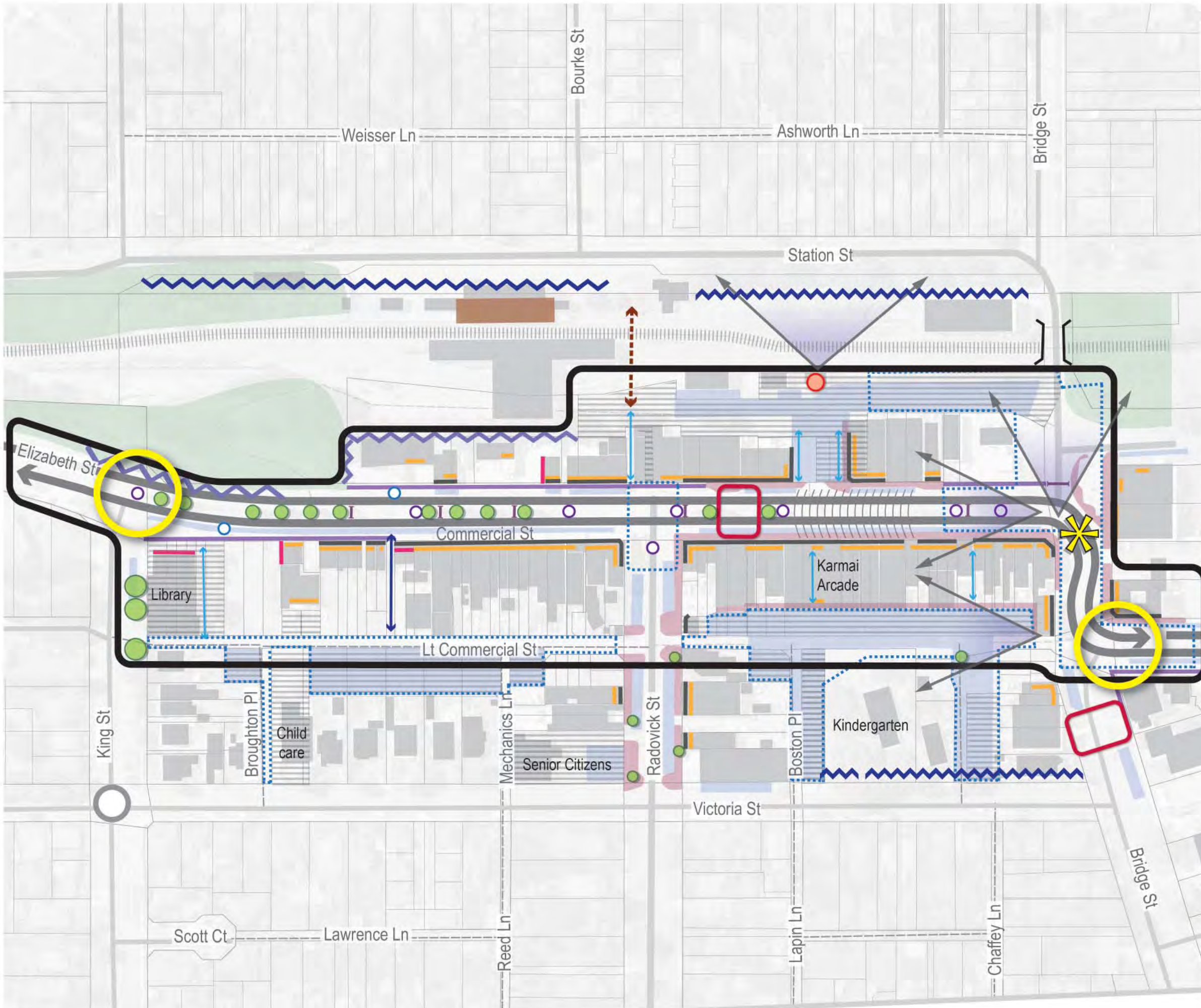
Issues and Opportunities

(Extract from Exhibition Report November 2015)

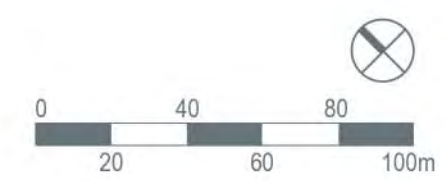
Framework Plan Key Findings

This section presents a summary of key findings from the previous Framework Plan from which Issues and Opportunities have been identified. Key findings and the later Issues / Opportunities have been selected for relevance to this project. This is an initial step in shifting focus from 'Framework' scale interventions in Korumburra to more detailed interventions as part of this Streetscape Master Plan.

The opposite 'Framework Plan Key Findings' plan presents a summary of applicable key findings from the Framework Plan which support findings from desktop and on-site investigations. It is intended that this summary of key findings be used as a basis for the development of Issues and Opportunities, which are demonstrated on the following pages.



- legend**
- Study Area Boundary
 - Railway Line
 - Korumburra Historical Railway Station
 - Railway Reserve
 - Existing Street Tree
 - Council Owned Land
 - Brick Pavement
 - Concrete Pavement
 - Public Car Parking
 - Pedestrian Underpass
 - Signalised/ Flagged Pedestrian Crossing
 - Existing Built Form
 - Fence/ Embankment Walls
 - Canopy/ Verandah
 - Major Road/ Barrier To North - South Movement
 - Secondary Road
 - Local Road
 - Laneway
 - Bus Stop
 - Vehicular Access Way
 - Pedestrian Connection
 - Mural
 - Active Frontage
 - High Point
 - Area of steep slope
 - Town Centre Gateways
 - Public Amenity - Restroom
 - Wayfinding/ Signage
 - Informal pedestrian crossing point
 - Open/ Long Range Views
 - Poor Pedestrian Environment/ Conflict Zone



Project Ref: 15.231
 Dwg No.: LCD-002
 Scale: 1:2000@A3
 Date: 06.08.15
 Revision: B

Issues and Opportunities

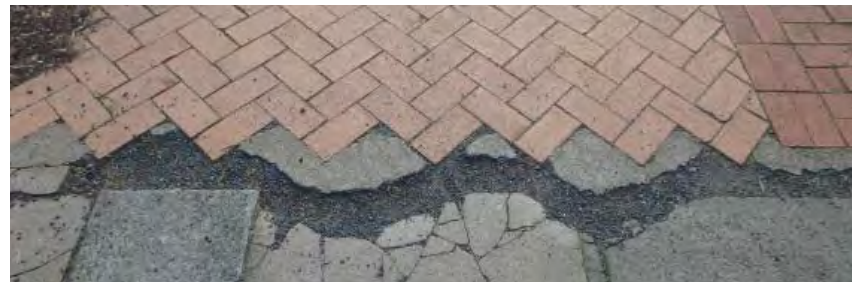
The following presents identified issues and opportunities for the Korumburra town centre. It is intended that these factors will identify items for the follow streetscape design to respond to.

These are based on a combination of key findings from the Framework Plan, desktop review and on-site investigations. Identifying issues and opportunities develops a realistic assessment of weaknesses which can be countered through the master planning process, and strengths for it to build upon or enhance.

The issues and opportunities are outlined in the following and accompanied by site photographs and precedent images where applicable.

Issues

The following presents a summary of issues and challenges which should be addressed so the long-term viability of Commercial Street and the Town Centre is not compromised.



- Poor footpath condition in pedestrian areas. Brick pavers and concrete areas are often lifted or uneven creating an unsafe pedestrian surface.



- There are inconsistent footpath treatments along Commercial Street, including large open areas of concrete where the boundaries between pedestrian and vehicle spaces are unclear.



- Steep topography is a challenge to create a walkable and safe Town Centre from a pedestrian perspective. The unsafe aspect of this is compounded when combined with poor footpath and/or wet conditions.



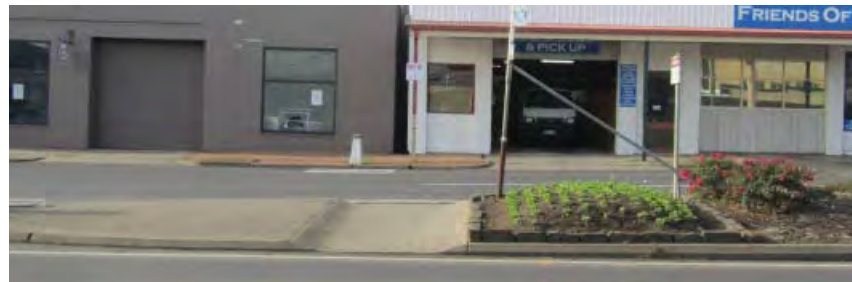
- Lack of sense of arrival into the Town Centre from both the north and south entrances.



- Unclear street order creates pockets of pedestrian and vehicular conflict. This includes the 'dog-leg', Bridge and Radovick Street intersections, in addition to the car parking areas next to Little Commercial Street.



- Commercial Street is a busy through road that heavy vehicles use and is an unfriendly environment for pedestrians with poor adjoining pedestrian amenity.



- Inconsistent and irrelevant pedestrian crossing points compromise access and safety. This includes a number of refuges and crossovers on the road that do not relate.



- Inconsistent public realm treatments, including lack of a consistent street furniture and signage result in ineffective way-finding and visual clutter.



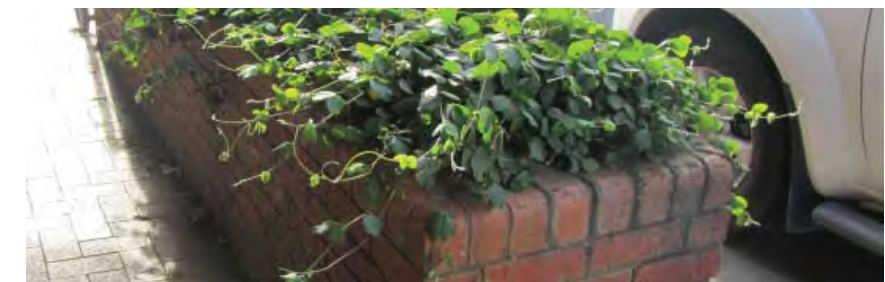
- Highway style street lighting does not support a comfortable pedestrian scale environment.



- The 'dog-leg' intersection is generally unsafe for pedestrians and motorists. This is due in part to poor sightlines, a lack of crossing points and a lack of resolution in the design of nearby intersections.



- The pedestrian underpass to the historical railway station is not connected to the main street and is hidden from public view.



- Planting is not consistent and some areas such as the median strip and planter boxes require maintenance or upgrading.



- Location of verandah posts along the footpath may impact the legibility and ease of pedestrians navigating an extended footpath.



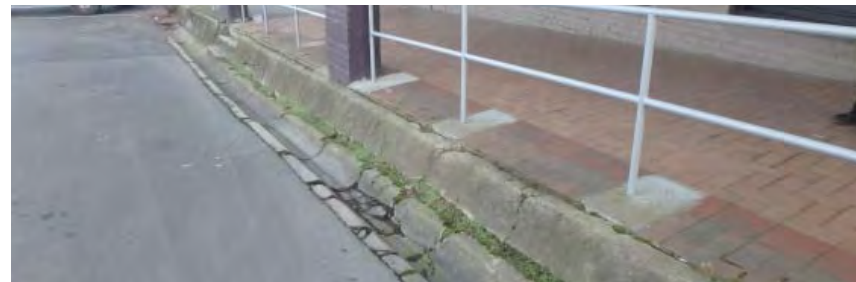
- Large areas of hard surfaces and a lack of greenery create a harsh built environment in many places in the town centre.



- Overhead power lines block views and may cause issues for future street tree and nature strip planting.



- There is a underground gas line located under the central median which will impact possible planting in this location.



- There are areas of poor road pavement and drainage infrastructure.



- There is a disconnection between the public amenities area and Commercial Street. This is a key stopping point for visitors to the town.



- A need to maintain back of house function and accessibility to businesses via Little Commercial Street and the railway parking area.



- There is a disconnection between parking areas off Commercial Street and the main street. This is reinforced by the lack of visual presence of the connecting laneways which are often blocked.



- There is an identified lack of a youth space and / or community meeting plaza on Commercial Street.

Opportunities

The following opportunities can be seen as advantages and assets which create a good foundation which is to be developed through the master planning process for the Korumburra Town Centre.



- The wide road reserve creates space for the development of a safer and more attractive streetscape environment, including potential for nature strips, wider footpaths, central medians and space for large tree plantings.



- Improve the appearance of the town centre with a consistent and attractive furniture range where (image: Craigieburn Central).



- Improve the physical condition, safety, amenity and connectivity to existing parking spaces, public amenities and community facilities for areas near Commercial Street.



- The wide road reserve creates space for improved traffic design of the town centre with the aim to alleviate congestion, improve parking conditions and pedestrian / vehicular safety.



- Improve the appearance of the town centre with consistent footpath treatments that balance looks, safety (i.e slip resistance on slopes) and functionality.



- Retain the established median strip trees as they are in good condition and provide a backbone for a 'boulevard' streetscape design.



- Natural topography provides opportunities for views to the surrounding rolling hills, a key landscape character component of Korumburra which should be recognised in the streetscape design.



- Improve the ability for people to find destinations within the town through a consistent signage and wayfinding interventions (City of Whitehorse Signage Palette / Guidelines).



- Consider Council owned land within the Town Centre as potential development sites for incorporation into the streetscape design.



- Encourage access and connectivity to the historical railway station through the underground tunnel, as potential tourism opportunity.



- The town centre displays a number of public artworks and murals which could be built upon for future streetscape design.



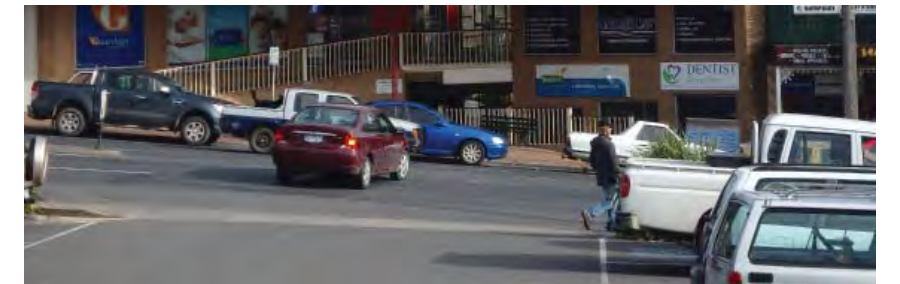
- Link the streetscape with the existing V-Line bus stops and provide better looking shelters with increased amenity.



- High-quality heritage streetscapes (e.g. Radovick Street), form attractive approaches into the Town Centre and can be used as an example for the Commercial Street streetscape design.



- Existing parking areas off Commercial Street provide a refuge from the often poor pedestrian amenity on Commercial Street and should be considered for appropriate design interventions.



- Build on the existing sufficient supply of car parking spaces both on and off street as a basis for more pedestrian oriented design solutions.



- The existing block-work retaining walls and planting at the north gateway entrance provide some sense of arrival and can be enhanced.



- Retain existing awnings on Commercial Street as they provide a sheltered environment for pedestrians.



- Improve the attractiveness of the town centre as a stopping destination to through traffic.



- Reflect and incorporate rich cultural heritage into design that is also sympathetic to heritage built form.



- Additional parking for vehicles other than cars such as caravans, trailers, buses and bicycles.



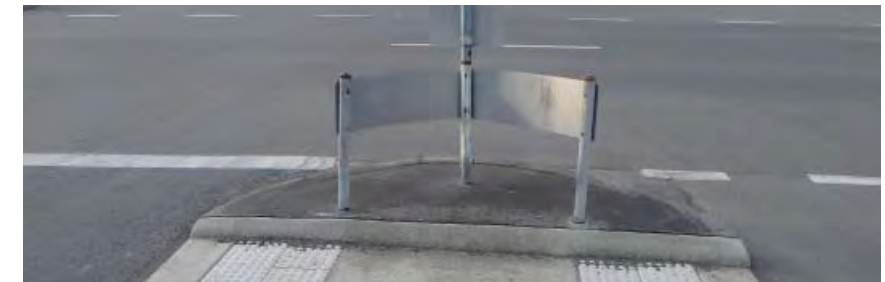
- Establish a meeting plaza and /or a youth space. The location of this should consider other strategic aims and existing facilities.



- Reinforce the small town feel with streetscape design.



- Improve lighting on a pedestrian scale.



- Provide for informal pedestrian crossing points and median refuges that are more strategically located for safety reasons (i.e on the dog-leg).



- Consider additional disabled parking at key locations (i.e the top and bottom of the slope on Commercial Street).



- Spaces and / or facilities to support events (i.e Buskers Festival on Radovick Street).

Initial Design Response

Following the identification of relevant key issues from the Framework Plan and the issues and opportunities shown previously, a broad Initial Design Response Plan has been prepared and is shown opposite.

It is intended that the design response issues demonstrated in this plan will provide principles and the vision for the following more detailed road configuration plans and preferred streetscape master plan.

This over-arching and general plan is the first step in identifying key design considerations for further resolution in more detailed design phases. It has been included prior to the road configuration options so that the vision behind these plans can be understood.

It is acknowledged that there are many design issues of a finer detail for Korumburra's town centre than what is presented in the plan opposite. This plan should be considered as the initial 'broad-strokes' and foundation of more detailed design considerations, which will be further resolved in following stages of this project.

This plan has also been presented prior to the VicRoads Plan, so that it can be critically assessed in the context of this broad vision.

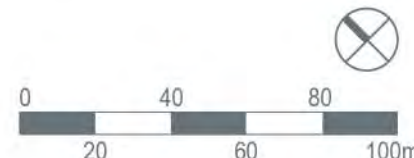
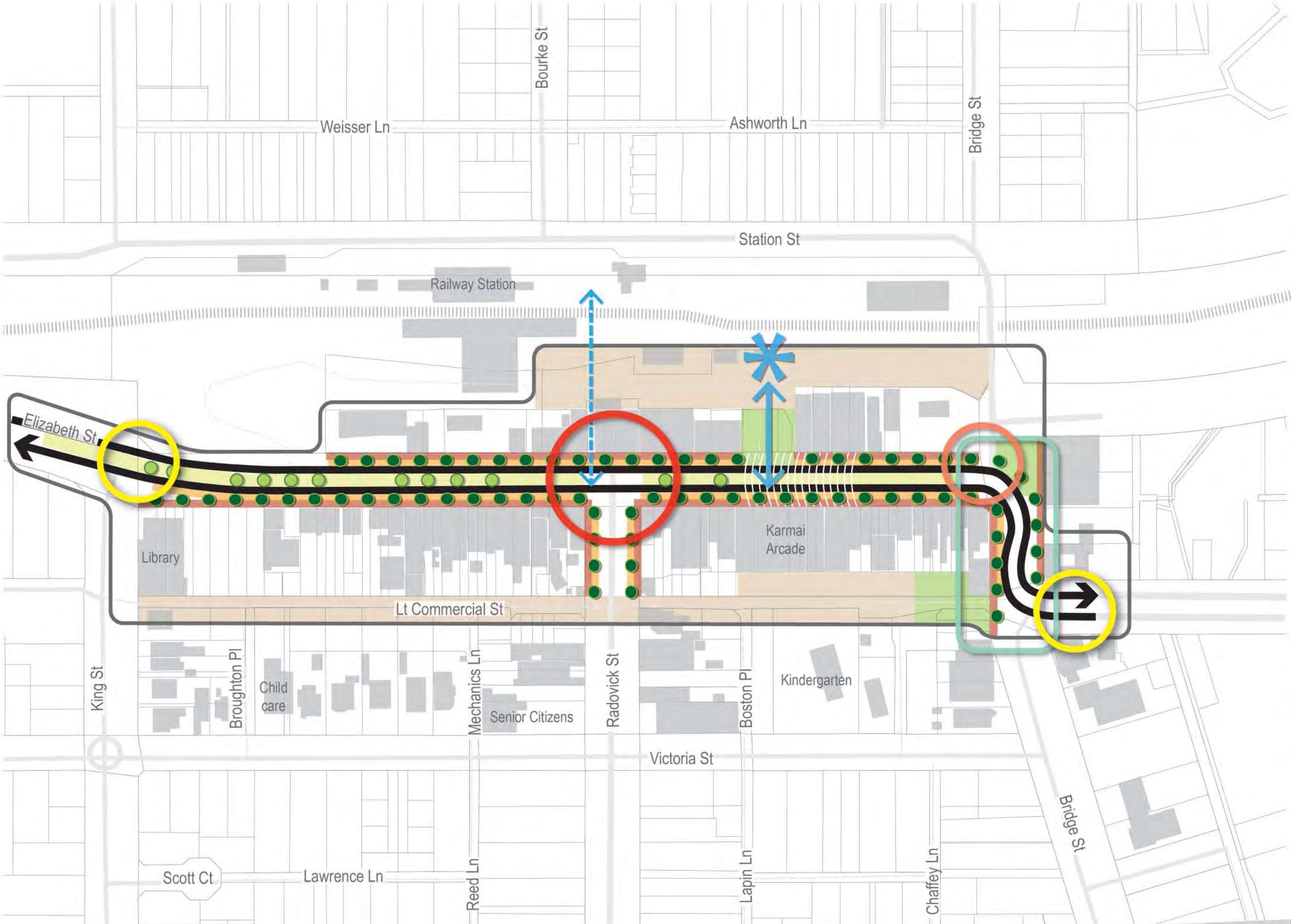
Initial, broad design response considerations demonstrated in this plan include to:

1. Improve general road configuration, safety and legibility.
2. Rationalise the Radovick Street intersection and nearby pedestrian crossing
3. Improve the entry statement presence of the town centre at both north & south gateways.
4. Improve the northern Bridge / Commercial Street intersection appearance and safety for pedestrians and motorists.
5. Improve the 'dog-leg' legibility, appearance, safety and adjoining pedestrian amenity.
6. Create sufficient space to improve the town centre's appearance with boulevard tree planting.
7. Retain existing median trees as the backbone of future boulevard planting.
8. Consider areas of steep slope as a key safety constraint for road, parking and footpath design.
9. Enhance awareness of the key public amenity and improve the surrounding area so it is a more inviting and convenient place for visitors to stop in the town centre.
10. Improve physical and visual links between the key public amenity area and the main street
11. Improve link between main street and heritage station, including visibility of the underground passage way
12. Improve general footpath condition, with consideration of the appearance of the main street to passers-by.
13. Improve parking layout and functioning, while minimising the amount of spaces on Commercial Street that are lost as a result of streetscape improvements.
14. Improve condition of off-street parking areas and their key connections to Commercial Street.
15. Further investigate opportunities for public open space at key locations, including the provision of a youth space and meeting place. Open space could also be used for 'landmark' features to further entice visitation.
16. Improve the central median's appearance and safety, which could include planting improvements and maintenance of appropriate refuges for pedestrians.

**Korumburra
Town Centre
Streetscape
Master Plan**

**Initial Design
Response Plan**

- legend**
- Study area boundary 
 - 1. Improve road configuration, safety and legibility 
 - 2. Rationalise Radovick Street intersection and pedestrian crossing 
 - 3. Improve entry statement at north & south gateways 
 - 4. Improve intersection legibility and safety 
 - 5. Improve 'dog-leg' legibility, safety and adjoining pedestrian amenity 
 - 6. Create space to improve town centre appearance with boulevard tree planting 
 - 7. Retain existing median trees as a backbone of future boulevard planting 
 - 8. Consider areas of steep slope as a key safety constraint for road, parking and footpath design 
 - 9. Enhance awareness of key public amenity and improve the surrounding area so it is an inviting place for visitors to stop 
 - 10. Improve physical and visual links between key public amenity and main street 
 - 11. Improve link between main street and heritage 
 - 12. Improve paving legibility and condition 
 - 13. Improve parking layout and legibility 
 - 14. Improve condition and connectivity 
 - 15. Public space opportunity 
 - 16. Improve the central median's appearance and safety for pedestrians 



Project Ref: 15.231
 Dwg No.: LCD-003
 Scale: 1:2000@A3
 Date: 06.08.15
 Revision: B

hansen partnership pty ltd
 melbourne | vietnam
 level 4 136 exhibition st
 melbourne vic 3000
 t 61 3 9654 8844 f 61 3 9654 8088
 e info@hansenpartnership.com.au
 w hansenpartnership.com.au

Appendix 2

Car Parking Numbers



Car Parking Numbers

Existing Parking Spaces

The 'Korumburra & Leongatha Traffic Study' (O'Brien Traffic, 2007) identifies that the town centre is currently serviced by approximately (p. ii):

- On-street car spaces: **247**
- Public off-street car spaces: **385**
- **Total number of car spaces in the town centre: 632**

Parking space numbers specifically in the study area have been included so that an understanding of spaces lost or gained for the Streetscape Master Plan can be developed.

The existing car spaces in parts of the study area that are not proposed to change are as follows:

- Parking in Little Commercial Street (approximately within study area boundary shown opposite): **132 spaces (defined by linemarking) and one multiple long vehicle parking bay (75m long).**
- Radovick Street (near the intersection with Commercial Street): **11 spaces, 1 disabled space**

The existing car spaces in parts of the study area that are proposed to change are as follows:

- Commercial Street / Bridge Street (including the 'dog-leg' / spaces near Austral Hotel an the Old Post Office): **79 spaces, 1 disabled space, 2 taxi zones**
- Post Office / Bakery Car Park Street (or Central Plaza): **11 spaces, 1 disabled space**
- Italian Social Club / Alex Scott Car Park: **9 spaces**
- Parking north of Commercial Street (near the public toilet and defined by linemarking): **14 spaces, 1 disabled space, 19m of 'Bus Zone'**

Total number of existing car spaces in areas that are proposed to change are as follows:

- **Car spaces: 113**
- **Disabled car spaces: 3**
- **Taxi zones: 2**

Proposed Parking Spaces

The proposed car parking space numbers for the Streetscape Master Plan are as follows:

- Commercial Street / Bridge Street (including the 'dog-leg' / spaces near Austral Hotel an the Old Post Office): **65 spaces, 1 disabled space, 2 taxi zones**
- Post Office / Bakery Car Park Street (or Central Plaza): **11 spaces, 1 disabled space (rearranged).**
- Italian Social Club / Alex Scott Car Park: **3 spaces, 1 disabled space.**
- Parking north of Commercial Street (near the public toilet): **34 spaces, 1 disabled space, 60m of long vehicle parking.**
- Development as per Inset Plan A (potential future redevelopment): **4 extra spaces**
- Development as per Inset Plan B (future option - signalised Radovick Street Intersection): **1 extra space**

The total number of parking spaces demonstrated in the Streetscape Master Plan are:

- **Car spaces: 113 (118 with development as per 'Inset Plans A & B') (no net loss of spaces, net gain of 5 spaces with development as per 'Inset Plans A & B')**
- **Disabled car spaces: 4 (gain of 1 space)**
- **Taxi zones: 2 (no net loss)**
- **Long vehicle parking: 60m (gain of 43.5m, note: the existing area is marked 'Bus Zone')**

Disabled parking note (1): *Reconstructing existing disabled car spaces to be compliant with current standards should be considered either when detailed functional plans are developed or prior to construction.*

Disabled parking note (2): *The design of the two proposed disabled parking spaces requires further assessment during detailed design to ensure compliance to relevant Australian Standards. They have currently been designed on the basis of a preliminary assessment which indicates that the standard can be achieved.*

Loading zone notes: *The existing loading on Commercial Street, across from the Radovick Street intersection, has been removed to enable redevelopment of this area into parking / open space. This decision was based on the lack of ownership of the adjoining building at the time this Streetscape Master Plan was prepared. Future loading access is to be resolved at the detailed design stage or assumed to be relocated to back of house areas north and south of Commercial Street.*

Appendix 3

List of Changes



List of Changes

The following presents a summary list of changes to the Streetscape Master Plan Report in response to submissions received from the public display period.

Feedback	Response
<ul style="list-style-type: none"> Access and Inclusion Committee requested additional disabled parking spaces to be provided, with one specifically located in the flat car park outside Italian Social Club/Alex Scott. Request also asked for the 3 other existing spaces in the town to be made compliant with current Australian Standard. Relocation of the taxi space (currently in Bridge St dog-leg where parking spaces proposed to be removed) was requested to be next to the new disabled space. 	<ul style="list-style-type: none"> Australian Standards compliant disabled space provided at Bridge St dog-leg car park as requested. One extra disabled parking space provided. Relocated disabled parking space in the car park between the post office and Kelly's Bakery located so that compliance can be achieved. Opportunity to make other existing spaces near public toilets and library compliant has been flagged for the functional design stage. Maintaining the number of standard parking spaces was considered more necessary at the dog-leg locations and that a taxi can be requested to pick up/drop off at this car park if necessary. (Council can request taxi park be reinstated if desired).
<ul style="list-style-type: none"> Requests to reduce parking space loss in area in Bridge St outside Italian Social Club/Alex Scott Real Estate. Request to ensure all vehicles using parking area are able to exit this car park in a forwards direction. 	<ul style="list-style-type: none"> Proposed public open space area reduced by half. Taxi space relocated to Mine Rd near Austral Hotel so that additional standard parking space provided. Turning space (blind alley) provided by disabled space buffer.
<ul style="list-style-type: none"> Complaint that difficult to see the view of the hills from seating in the public space proposed on Bridge St dog-leg and that café seating should be replaced with public seating. 	<ul style="list-style-type: none"> Revised plan indicates public seating not private seating.
<ul style="list-style-type: none"> Install informal pedestrian crossing points at requested locations 	<ul style="list-style-type: none"> Preferences accommodated where safe to do so.
<ul style="list-style-type: none"> Scoring of priorities for construction that can occur independently of road and parking alterations, if work required to be staged according to funding availability. 	<ul style="list-style-type: none"> Order of priority changed to match scoring list with exception of improved signage directing to out of sight parking and toilet/picnic facilities. (This remains a higher priority for safety reasons).

Feedback	Response
<ul style="list-style-type: none"> Landscaping in central median strip needs to allow for practical achievement of minimising traffic disruption while simultaneously meeting safety requirements associated with landscaping. (I.e. Non-traffic buffer area between workers and traffic). Request to minimise loss of parking spaces in 'Central Plaza' (the car park between the post office and Kelly's Bakery) while also increasing safety for pedestrians and reversing vehicles. 	<ul style="list-style-type: none"> Central median landscaping changed from proposed garden beds and existing trees to lawn under existing trees, with a hard-surfaced strip along both sides of the median. Bollards proposed as well as feature surfacing to emphasise pedestrian area and to alert drivers. Car parking and pedestrian areas layout re-designed to retain car parking spaces. Location of parking spaces in 'back to back' format greatly reduced, with one of two remaining being a disabled parking space, so that chances of low speed reversing accidents or near misses is significantly lower.
<ul style="list-style-type: none"> Request for barrier on extended footpath on 'T' at the Radovick St intersection to improve feeling of security from errant traffic for people using seating. 	<ul style="list-style-type: none"> Barrier included in design.
<ul style="list-style-type: none"> More long vehicle parking requested More parking space marking at rear of shops on north side of Commercial St 	<ul style="list-style-type: none"> 43.5 metres extra of long vehicle parking space proposed to be marked east of the public toilets Marked parallel parking spaces added in area rear of the post office.
<ul style="list-style-type: none"> Examples of recommended seating preferred with arm rests 	<ul style="list-style-type: none"> Seat without arms removed from example though a bench seat option remains.
<ul style="list-style-type: none"> Include and name examples where the parking (especially 30-degree angle parking), a buffer lane and a single through-lane have been constructed elsewhere. 	<ul style="list-style-type: none"> Examples inserted as requested.
<ul style="list-style-type: none"> Examples of feature lighting be simpler heritage style 	<ul style="list-style-type: none"> Changed as requested.
<ul style="list-style-type: none"> Request that emphasis on banners be reduced 	<ul style="list-style-type: none"> Changed as requested.

Feedback	Response
<ul style="list-style-type: none"> Request that recommendations for paver use (perceived as trip hazard) in footpath and public space treatment recommendations be removed/reduced. Lighter colours for footpath option recommendations requested Example of tactile directional indicators to be included in the footpath treatment section. 	<ul style="list-style-type: none"> Changed as requested. Changed as requested. Example inserted as requested.
<ul style="list-style-type: none"> Comments that a number of the wayfinding and directional signage examples and town entry feature were too urban and too modern to suit Korumburra. Include 'Welcome to' and 'thank you for visiting' messages at town entries. 	<ul style="list-style-type: none"> Examples altered. One example included.
<ul style="list-style-type: none"> Changes requested to landscaping species. <ul style="list-style-type: none"> reduce hazardous item drop exclude invasive species include more native species examples reduce screening of businesses improve sightlines at intersection of King St and Commercial St 	<ul style="list-style-type: none"> Several alterations made
<ul style="list-style-type: none"> Remove very modern lighting examples (rail underpass and feature lights) from recommended examples 	<ul style="list-style-type: none"> Changed as requested
<ul style="list-style-type: none"> Greater clarity requested about 'current' and 'proposed' circumstances for: <ul style="list-style-type: none"> parking space numbers changes at the Radovick St intersection capacity of intersections for turning queues and truck manoeuvres. 	<ul style="list-style-type: none"> Greater clarity and detail provided, including swept path diagrams, larger diagrams, legends for plans, comparison table, inset graphics, extra information and relocation/re-formatting of some contents. Note that the Traffic Impact Assessment Report contains detailed information, however a summary version of some has been added to the Streetscape Master Plan Report.

Appendix 4

VicRoads Plan



VicRoads Plan

The VicRoads Plan outlines a critical assessment of the streetscape concept plan prepared by VicRoads in December 2014, following completion of the Korumburra Town Centre Framework Plan. A summary version of the VicRoads plan is presented below and the highlighted key sections are presented on the following page.

The VicRoads plan illustrates interventions for the alteration of Commercial Street to one through-lane in each direction, with parallel parking on either side. This plan primarily looks at alterations to linemarking, lane / parking configuration and kerb location from a traffic design perspective. The location of these elements has been determined by factors such as: required truck movement space (swept paths), lane width requirements, parking bay widths, parking buffer lane widths and median pedestrian refuge widths.

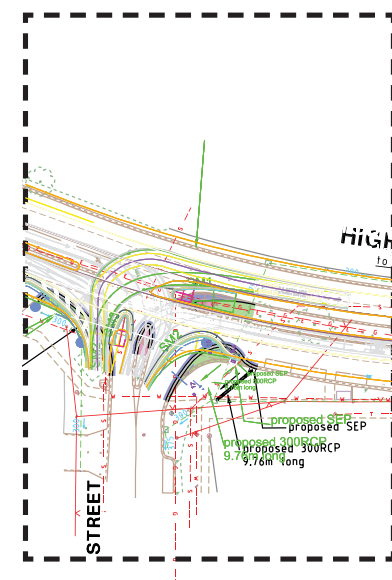
The strength of this plan is that it outlines relatively simple and cost effective solutions to alter the traffic lanes that is grounded in best practice traffic design principles and standards as developed by VicRoads. This plan can therefore be seen as the base level intervention required to reconfigure Commercial Street from a traffic management perspective.

While this is important, there is little integration with strategic streetscape interventions that address a wider range of issues as identified in the Framework Plan, including (but not limited to):

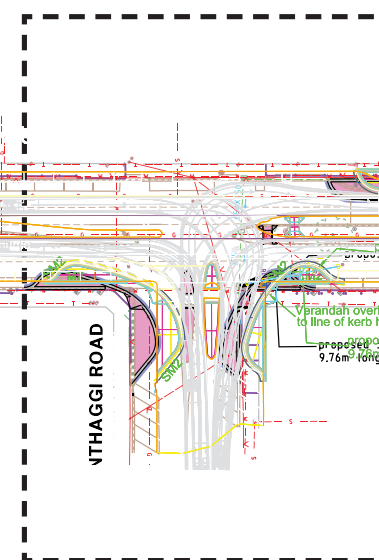
- No consideration to rationalising the Radovick Street intersection, including moving the pedestrian crossing to this key location and providing additional kerb outstands.
- Little intervention at the Bridge Street 'dog-leg' intersection, including no measures taken to improve pedestrian safety.
- No treatment at the Bridge Street intersection, i.e a pedestrian crossing, kerb outstands and splitter modification to assist truck and turning movements..
- No space created for landscaping beyond the footpaths / awnings.
- The plan is focused on Commercial Street, there is no consideration of improved linkages and amenity of areas such as Little Commercial Street and the Railway Car Park.
- Provision of additional bus and caravan parking.
- No consideration of the current carpark on Council owned land adjacent to the public toilets.
- No consideration of angle parking alternatives on Commercial Street, and parking configuration on other adjoining streets.

In summary, the VicRoads Plan presents the fundamentals of the road design intervention that is required to reconfigure Commercial Street to one through-lane in each direction. However, it does little to consider numerous streetscape interventions to better integrate the road with pedestrian spaces, or to consider other strategic goals outlined in the Framework Plan.

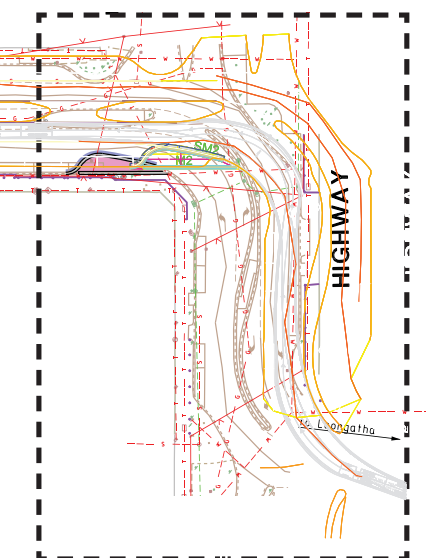
Area 1: King Street Intersection / Northern Gateway



Area 2: Radovick Street Intersection

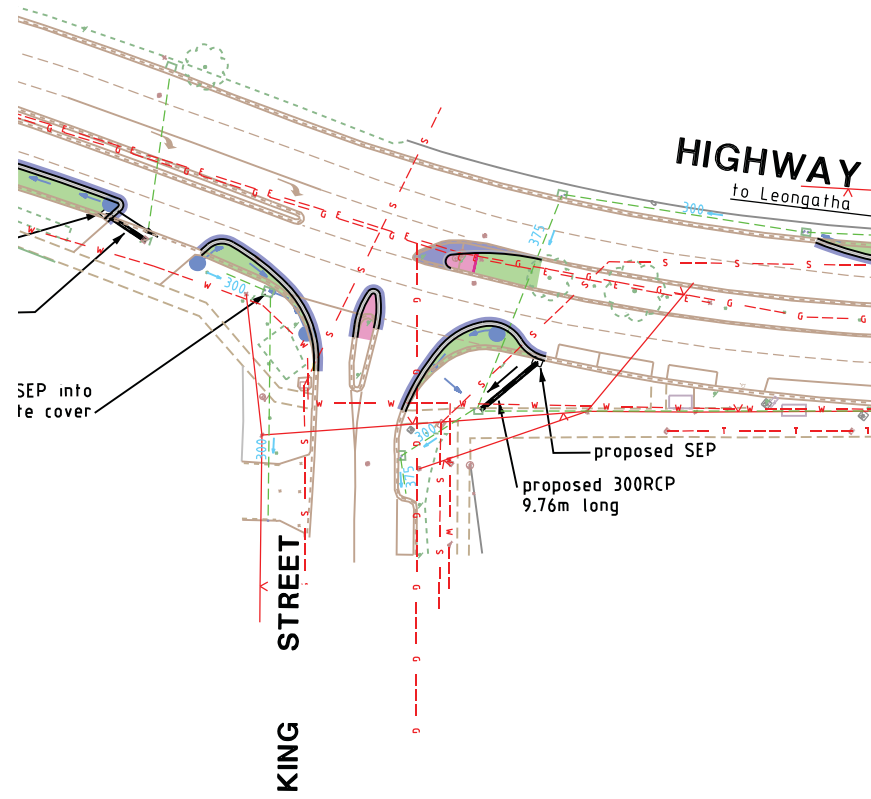


Area 3: 'Dog-Leg' / Southern Gateway

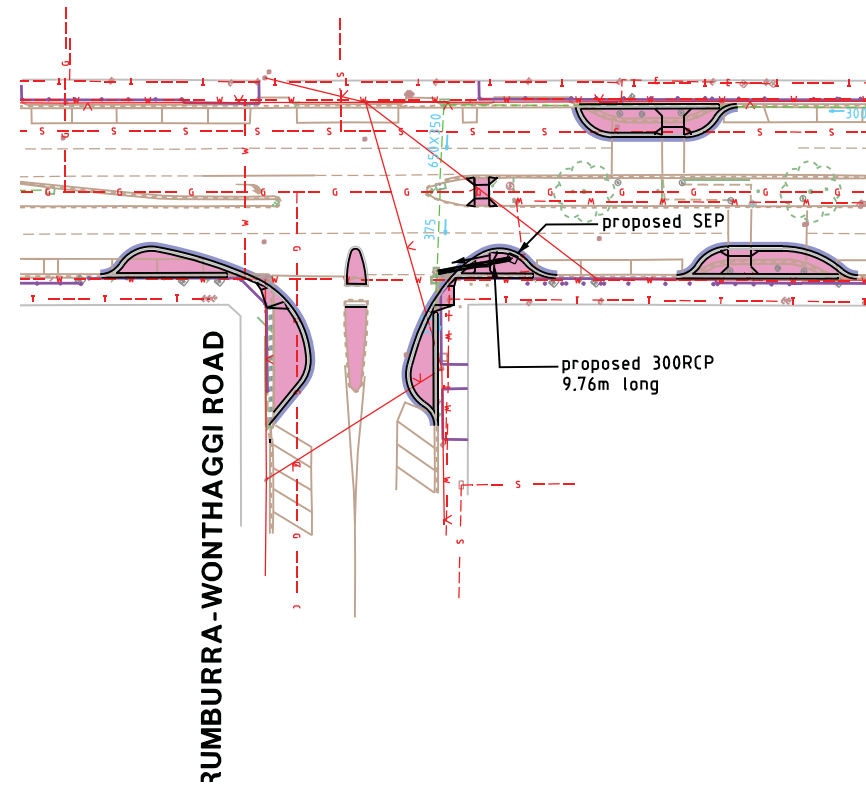


Overall representation of the VicRoads DRAFT plan 'South Gippsland Highway Korumburra Township: Single Lane Configuration between Korumburra-Warragul Road and Bridge Street' (December 2014)

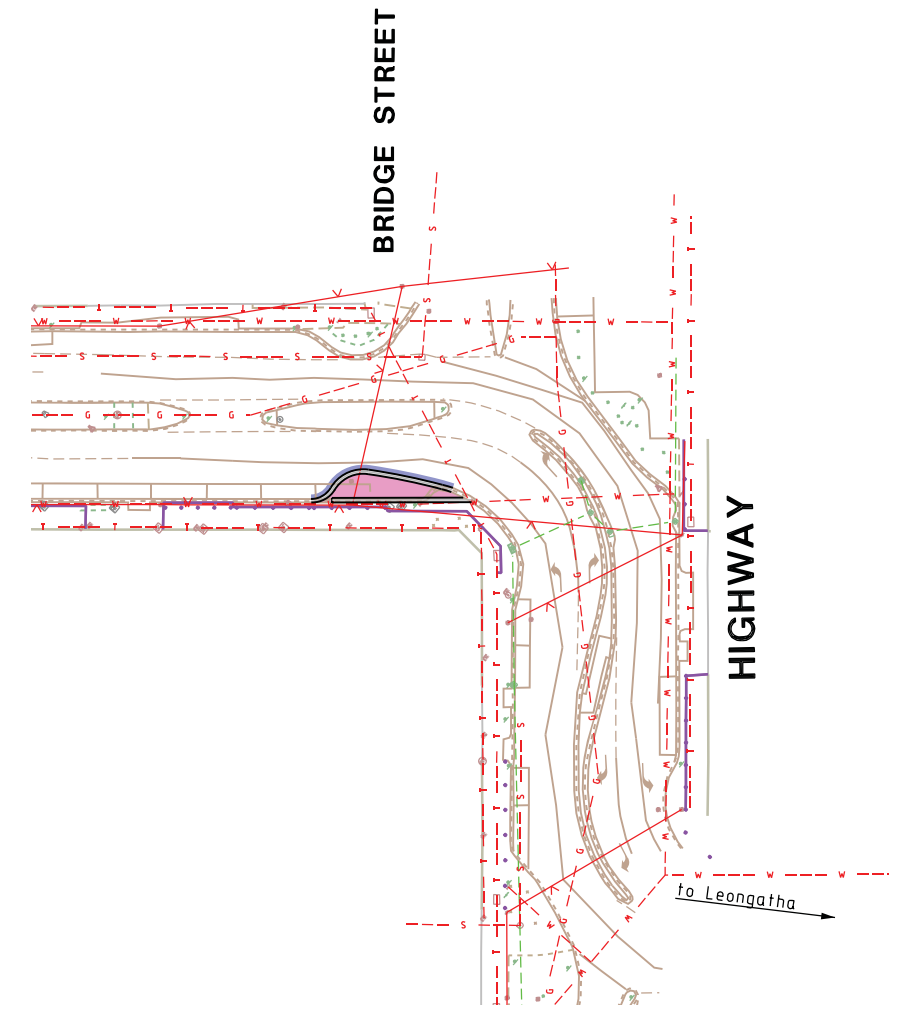
Area 1: King Street Intersection / Northern Gateway



Area 2: Radovick Street Intersection



Area 3: 'Dog-Leg' / Southern Gateway





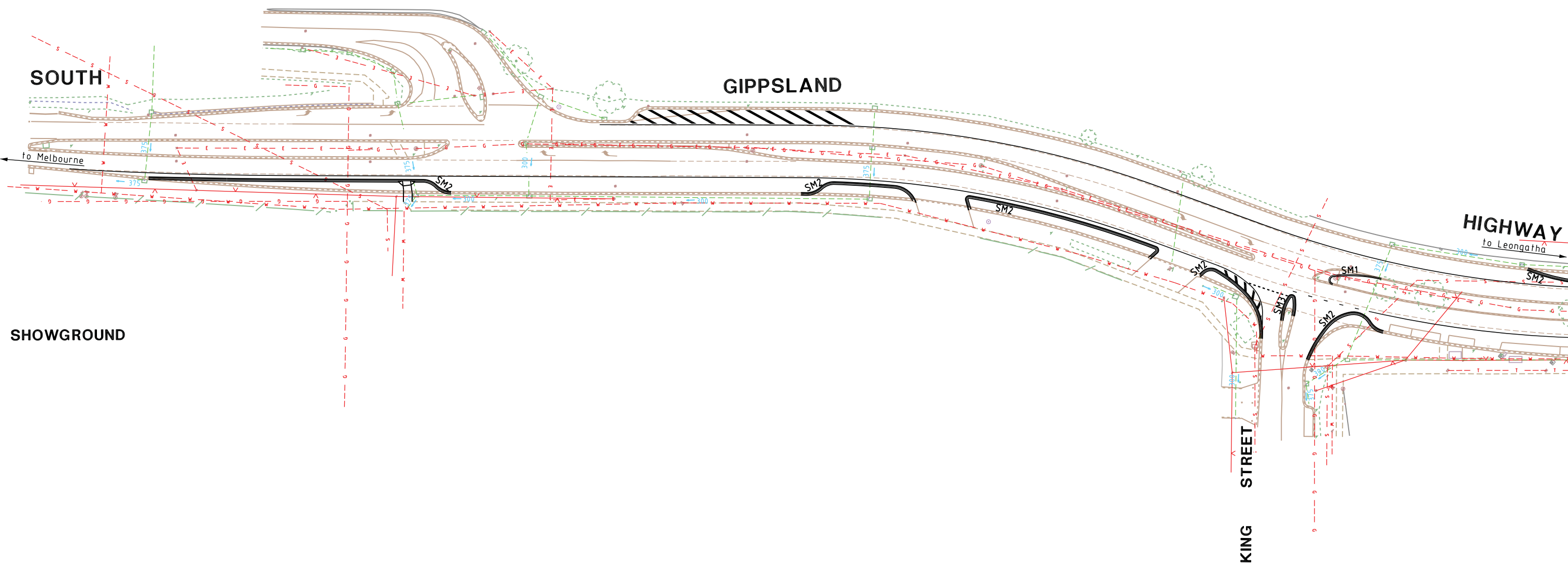
SOUTH GIPPSLAND HIGHWAY KORUMBURRA TOWNSHIP

SINGLE LANE CONFIGURATION BETWEEN KORUMBURRA-WARRAGUL ROAD AND BRIDGE STREET

81.45km - 82.15km

ALIGNMENT PLANS - option 3TS on feature survey
(trenched in SM2 kerb outstands)

KORUMBURRA - WARRAGUL ROAD



NOTE:-
 -total of 3 parking bays lost
 -through lane width 4.00m
 -26m B-Double movements to/from Korumburra-Wonthaggi Road
 -19m semitrailer movements to/from King Street

WARNING
 BEWARE OF UNDERGROUND SERVICES
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STATUS:	PRELIMINARY CONCEPT
DESIGNED	December 2014
APPROVED	
STATUS NOTES:	1. NOT FOR CONSTRUCTION 2. SUBJECT TO FURTHER AMENDMENT 3. FUNDING NOT APPROVED
EASTERN REGION DRAWING FILE	BD943-P3TS-CI-0301

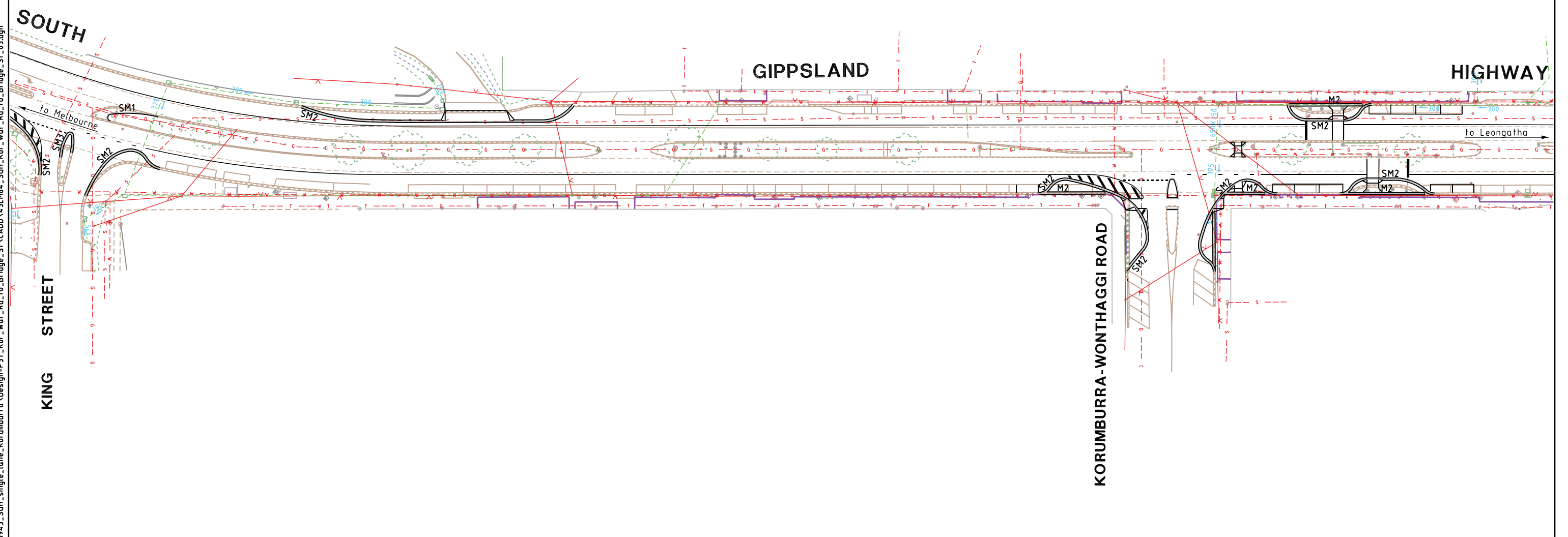
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SCALE HOR 0 10 20
OF METRES VER

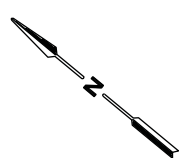
SOUTH GIPPSLAND HIGHWAY			
SINGLE LANE CONFIGURATION BETWEEN KORUMBURRA-WARRAGUL ROAD AND BRIDGE STREET			
81.45km - 82.15km			
ALIGNMENT PLAN 1 - option 3TS (trenched in SM2 kerb outstands)			
CATALOG: TRARALGON	CONTRACT NO.	SHEET NO.	DRAWING NO.
PROJECT: 2583_korumburra		1	
ISSUE			

DATE: 4/12/2014
 MODEL: BD943-P3TS-CI-0301
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DATE: 4/12/2014
MODEL: BD943-P3TS-CI-0302
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LEGEND
 ——— denotes existing Verandah overhangs
 . . . denotes existing Verandah posts



ISSUE	APP'D	DATE	AMENDMENT

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STATUS:
PRELIMINARY CONCEPT

STATUS NOTES:
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DESIGNED
 December 2014

APPROVED

EASTERN REGION DRAWING FILE
 BD943-P3TS-CI-0302

EASTERN REGION

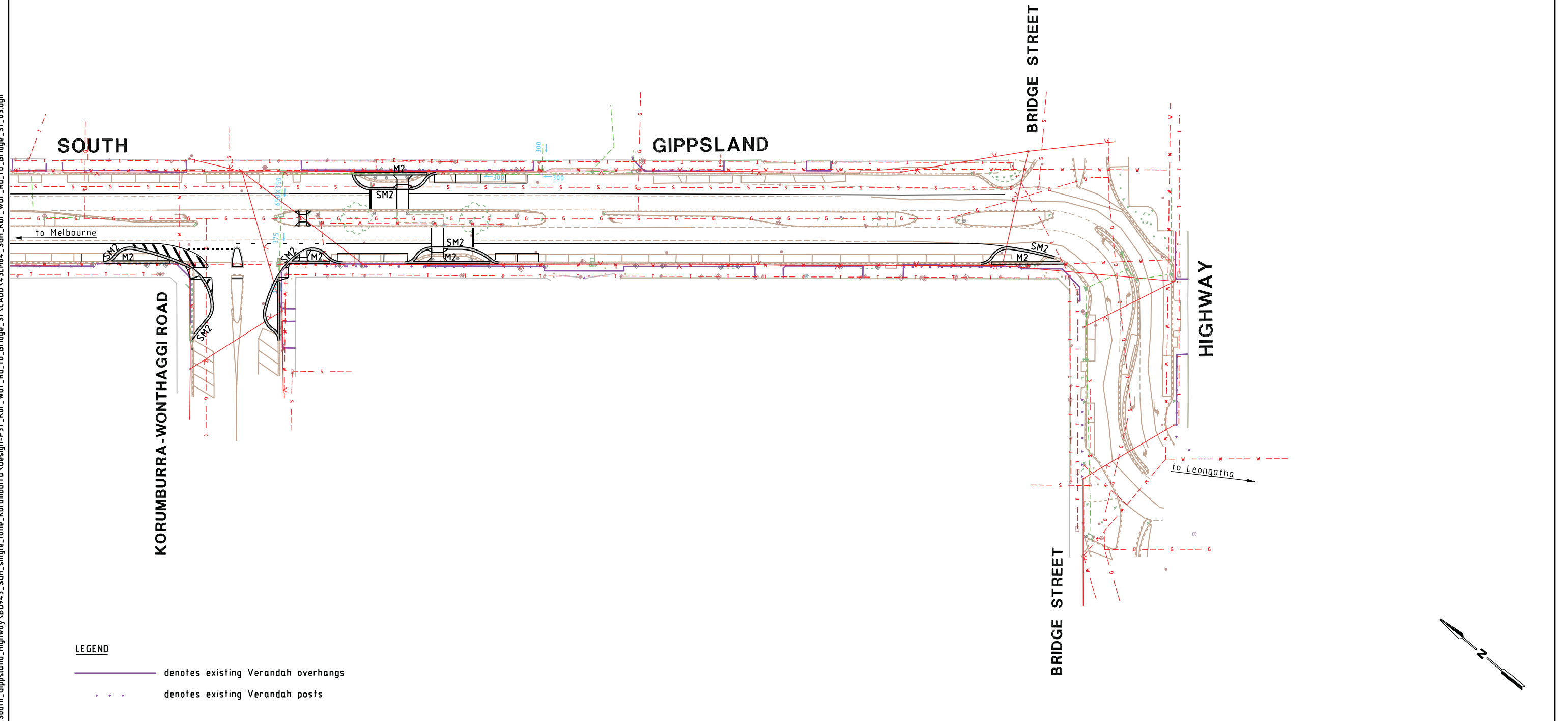
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SOUTH GIPPSLAND HIGHWAY

SINGLE LANE CONFIGURATION BETWEEN KORUMBURRA-WARRAGUL ROAD AND BRIDGE STREET
 81.45km - 82.15km
 ALIGNMENT PLAN 1 - option 3TS (trenched in SM2 kerb outstands)

CATALOG: TRARALGON	CONTRACT NO.	SHEET NO. 2	DRAWING NO.	ISSUE
PROJECT: 2583_korumburra				

DATE: 4/12/2014
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LEGEND
 ————— denotes existing Verandah overhangs
 denotes existing Verandah posts

ISSUE	APP'D	DATE	AMENDMENT

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STATUS: PRELIMINARY CONCEPT
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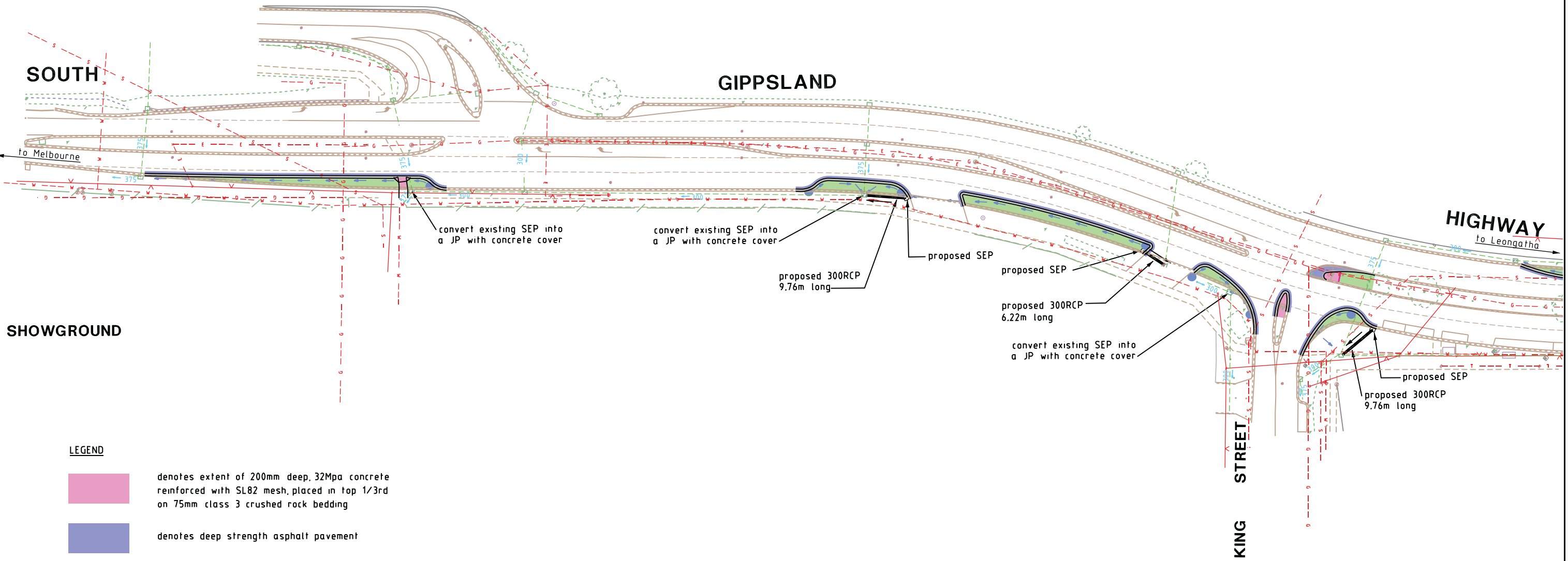
DESIGNED
 December 2014
 APPROVED
 EASTERN REGION DRAWING FILE
 BD943-P3TS-CI-0303

EASTERN REGION

SCALE
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 OF METRES
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SOUTH GIPPSLAND HIGHWAY				
SINGLE LANE CONFIGURATION BETWEEN KORUMBURRA-WARRAGUL ROAD AND BRIDGE STREET				
81.45km - 82.15km				
ALIGNMENT PLAN 3 - option 3TS (trenched in SM2 kerb outstands)				
CATALOG: TRARALGON	CONTRACT NO.	SHEET NO.	DRAWING NO.	ISSUE
PROJECT: 2583_korumburra		3		

KORUMBURRA - WARRAGUL ROAD



SHOWGROUND

LEGEND

- denotes extent of 200mm deep, 32Mpa concrete reinforced with SL82 mesh, placed in top 1/3rd on 75mm class 3 crushed rock bedding
- denotes deep strength asphalt pavement
- denotes area of landscaping
- denotes area of bedding for SM kerbs

LEGEND FOR SUBSURFACE DRAINAGE

ALL DRAINS ARE 100 DIA CLASS 1000 CORRUGATED PIPE UNLESS OTHERWISE SPECIFIED

→ → → PAVT DRAIN (class 200) 100mm dia

● FLUSHOUT RISER

WARNING
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3. FUNDING NOT APPROVED

DESIGNED
December 2014

APPROVED

EASTERN REGION DRAWING FILE
BD943-P3TS-CI-0401

EASTERN REGION

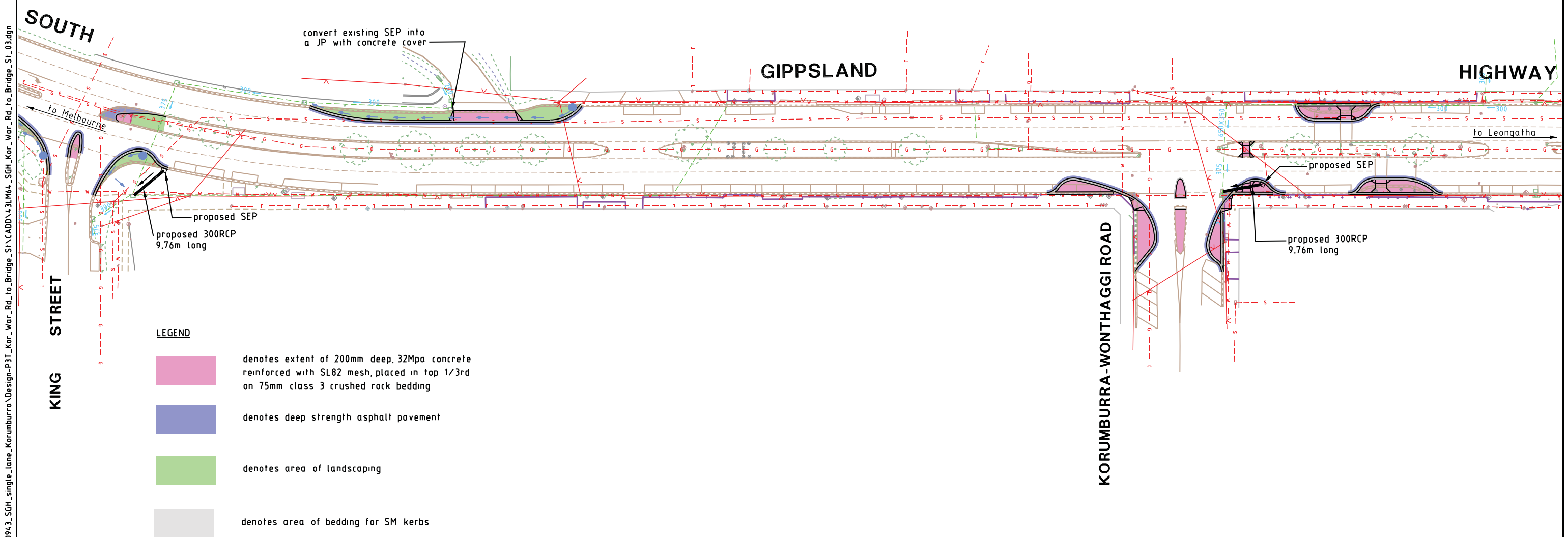
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OF METRES VER

SOUTH GIPPSLAND HIGHWAY

SINGLE LANE CONFIGURATION BETWEEN KORUMBURRA-WARRAGUL ROAD AND BRIDGE STREET
81.45km - 82.15km
ALIGNMENT PLAN 1 - option 3TS (trenched in SM2 kerb outstands)

CATALOG: TRARALGON	CONTRACT NO.	SHEET NO. 4	DRAWING NO.	ISSUE
PROJECT: 2583_korumburra				

DATE: 4/12/2014
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- LEGEND**
- denotes extent of 200mm deep, 32Mpa concrete reinforced with SL82 mesh, placed in top 1/3rd on 75mm class 3 crushed rock bedding
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WARNING

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DESIGNED
December 2014

APPROVED

EASTERN REGION DRAWING FILE
BD943-P3TS-CI-0402

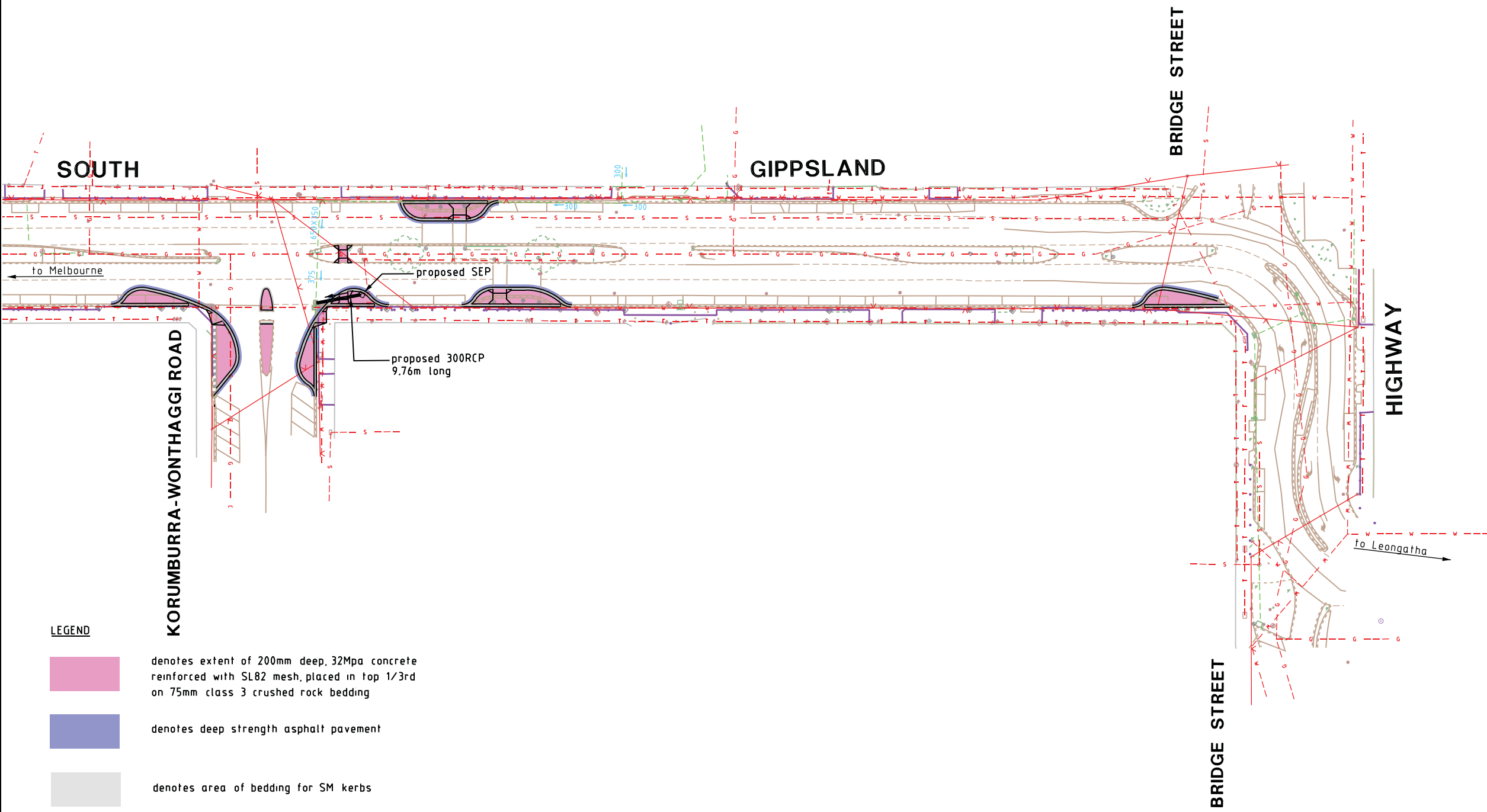
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SCALE: HOR 0 10 20
OF METRES VER

SOUTH GIPPSLAND HIGHWAY				
SINGLE LANE CONFIGURATION BETWEEN KORUMBURRA-WARRAGUL ROAD AND BRIDGE STREET				
81.45km - 82.15km				
ALIGNMENT PLAN 1 - option 3TS (trenched in SM2 kerb outstands)				
CATALOG: TRARALGON	CONTRACT NO.	SHEET NO.	DRAWING NO.	ISSUE
PROJECT: 2583_korumburra		5		

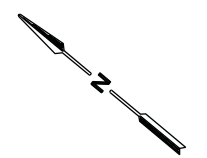
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DATE: 4/12/2014
MODEL: BD943-P3TS-CI-0403
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LEGEND

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ISSUE	APP'D	DATE	AMENDMENT

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DESIGNED
December 2014

APPROVED

EASTERN REGION DRAWING FILE
BD943-P3TS-CI-0403

EASTERN REGION

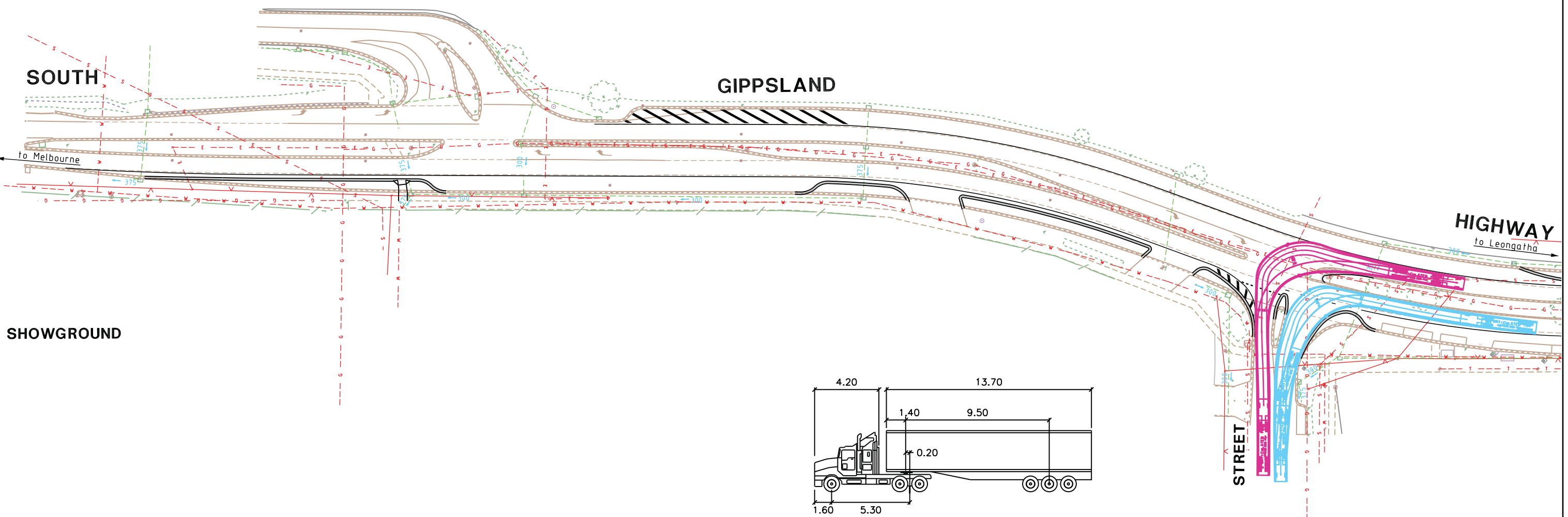
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OF METRES VER

SOUTH GIPPSLAND HIGHWAY

SINGLE LANE CONFIGURATION BETWEEN KORUMBURRA-WARRAGUL ROAD AND BRIDGE STREET
81.45km - 82.15km
ALIGNMENT PLAN 3 - option 3TS (trenched in SM2 kerb outstands)

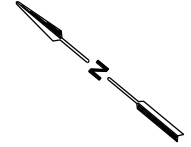
CATALOG: TRARALGON	CONTRACT NO.	SHEET NO.	DRAWING NO.	ISSUE
PROJECT: 2583_korumburra		6		

KORUMBURRA - WARRAGUL ROAD



S ARTICULATED 19M meters

Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 27.7
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		



DATE: 4/12/2014
 MODEL: BD943-P3TS-CI-1801
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ISSUE	APP'D	DATE	AMENDMENT

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DESIGNED
 December 2014
 APPROVED
 EASTERN REGION DRAWING FILE
 BD943-P3TS-CI-1801

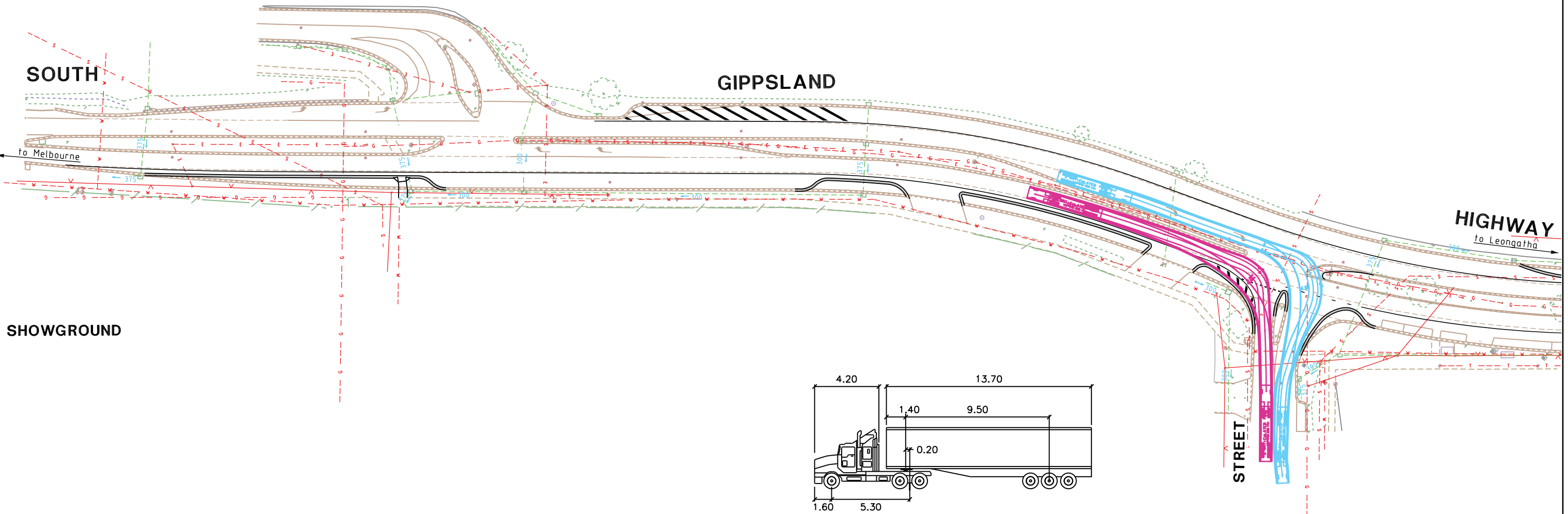
EASTERN REGION

SCALE: HOR 0 10 20
OF METRES VER

SOUTH GIPPSLAND HIGHWAY SINGLE LANE CONFIGURATION BETWEEN KORUMBURRA-WARRAGUL ROAD AND BRIDGE STREET 81.45km - 82.15km ALIGNMENT PLAN 1 - option 3TS (trenched in SM2 kerb outstands)			
CATALOG: TRARALGON	CONTRACT NO.	SHEET NO.	DRAWING NO.
PROJECT: 2583_korumburra		7	
ISSUE			

SHIRE OF SOUTH GIPPSLAND TOWNSHIP OF KORUMBURRA

KORUMBURRA - WARRAGUL ROAD



S ARTICULATED 19M meters

Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 27.7
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

SHOWGROUND

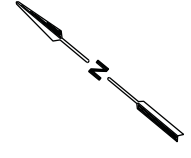
SOUTH

GIPPSLAND

HIGHWAY
to Leongatha

KING STREET

to Melbourne



DATE: 4/12/2014
 MODEL: BD943-P3TS-CI-1802
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ISSUE	APP'D	DATE	AMENDMENT

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DESIGNED
December 2014

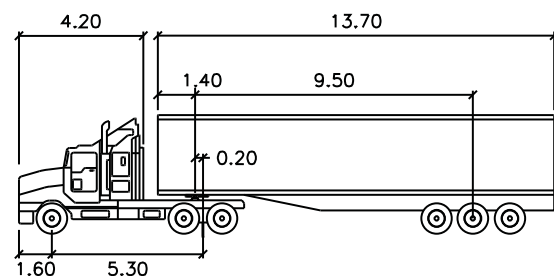
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EASTERN REGION DRAWING FILE
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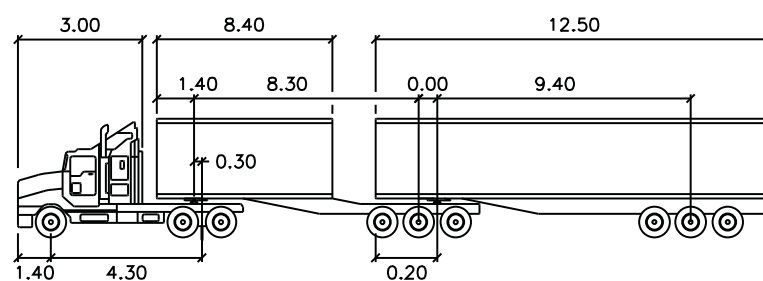
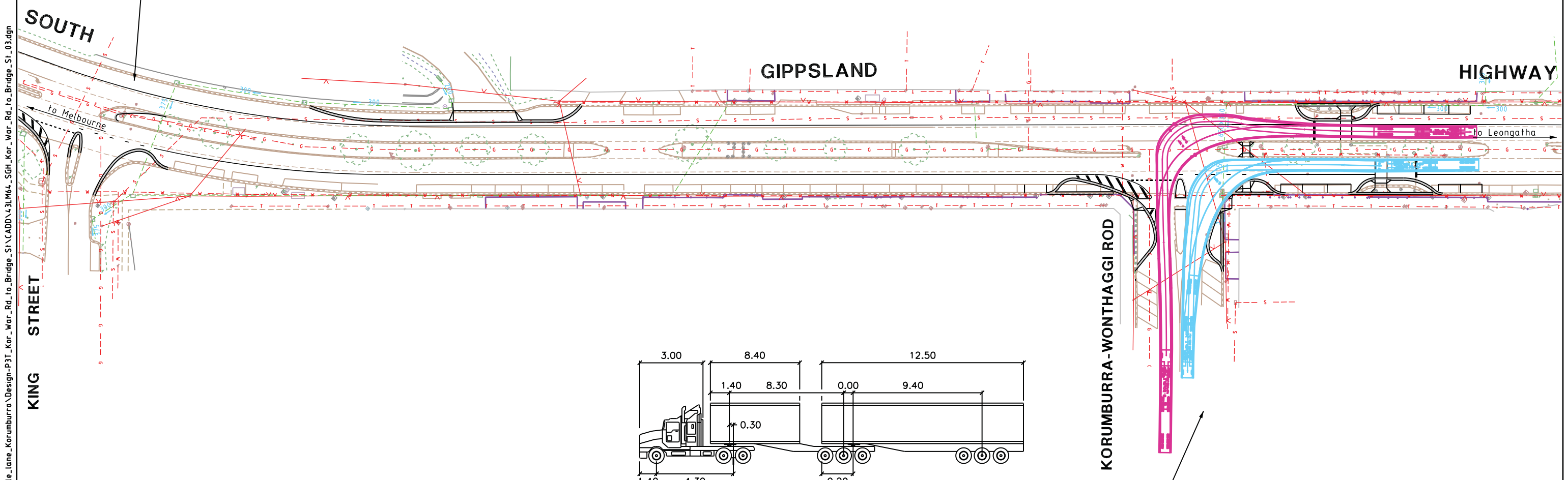
EASTERN REGION

SCALE
 HOR 0 10 20
 OF METRES VER

SOUTH GIPPSLAND HIGHWAY			
SINGLE LANE CONFIGURATION BETWEEN KORUMBURRA-WARRAGUL ROAD AND BRIDGE STREET			
81.45km - 82.15km			
ALIGNMENT PLAN 1 - option 3TS (trenched in SM2 kerb outstands)			
CATALOG: TRARALGON	CONTRACT NO.	SHEET NO.	DRAWING NO.
PROJECT: 2583_korumburra		8	
ISSUE			

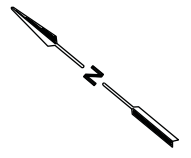


S ARTICULATED 19M meters
 Tractor Width : 2.50 Lock to Lock Time : 6.0
 Trailer Width : 2.50 Steering Angle : 27.7
 Tractor Track : 2.50 Articulating Angle : 70.0
 Trailer Track : 2.50



B-DOUBLE 26M meters
 Tractor Width : 2.50 Lock to Lock Time : 6.0
 Trailer Width : 2.50 Steering Angle : 22.2
 Tractor Track : 2.50 Articulating Angle : 70.0
 Trailer Track : 2.50

KORUMBURRA-WONTHAGGI ROD



DATE: 4/12/2014
 MODEL: BD943-P3TS-CI-1803
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ISSUE	APP'D	DATE	AMENDMENT

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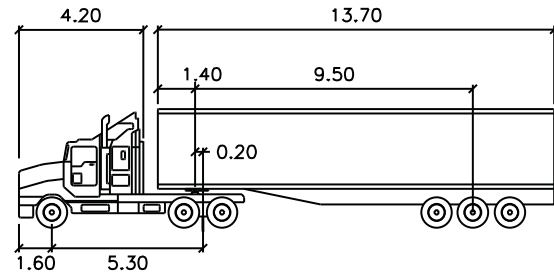
STATUS: **PRELIMINARY CONCEPT**
 STATUS NOTES:
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DESIGNED
 December 2014
 APPROVED
 EASTERN REGION DRAWING FILE
 BD943-P3TS-CI-1803

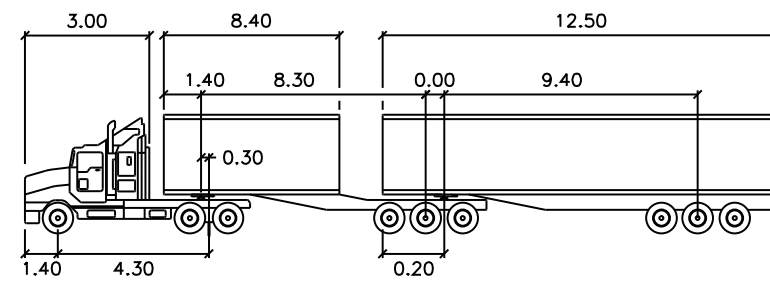
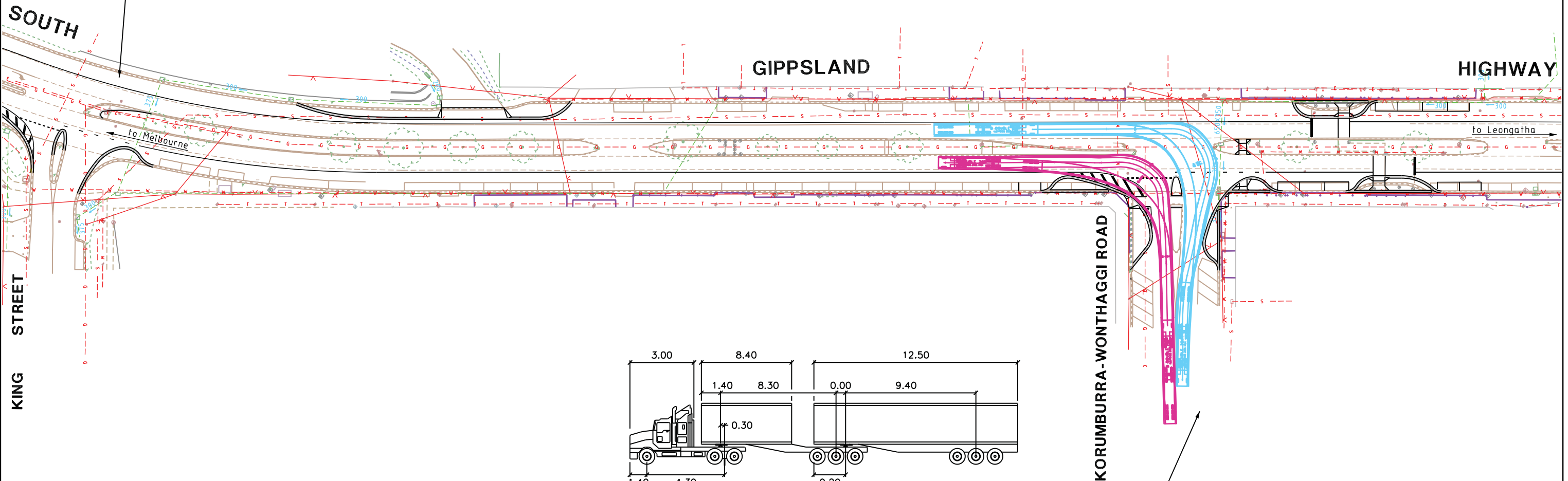
EASTERN REGION

SCALE: HOR 0 10 20
 OF METRES VER

SOUTH GIPPSLAND HIGHWAY			
SINGLE LANE CONFIGURATION BETWEEN KORUMBURRA-WARRAGUL ROAD AND BRIDGE STREET			
81.45km - 82.15km			
ALIGNMENT PLAN 1 - option 3TS (trenched in SM2 kerb outstands)			
CATALOG: TRARALGON	CONTRACT NO.	SHEET NO.	DRAWING NO.
PROJECT: 2583_korumburra		9	
ISSUE			

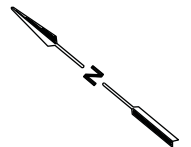


S ARTICULATED 19M meters
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 Trailer Width : 2.50 Steering Angle : 27.7
 Tractor Track : 2.50 Articulating Angle : 70.0
 Trailer Track : 2.50



B-DOUBLE 26M meters
 Tractor Width : 2.50 Lock to Lock Time : 6.0
 Trailer Width : 2.50 Steering Angle : 22.2
 Tractor Track : 2.50 Articulating Angle : 70.0
 Trailer Track : 2.50

KORUMBURRA-WONTHAGGI ROAD



DATE: 4/12/2014
 MODEL: BD943-P3TS-CI-1804
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ISSUE	APP'D	DATE	AMENDMENT

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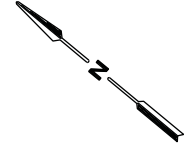
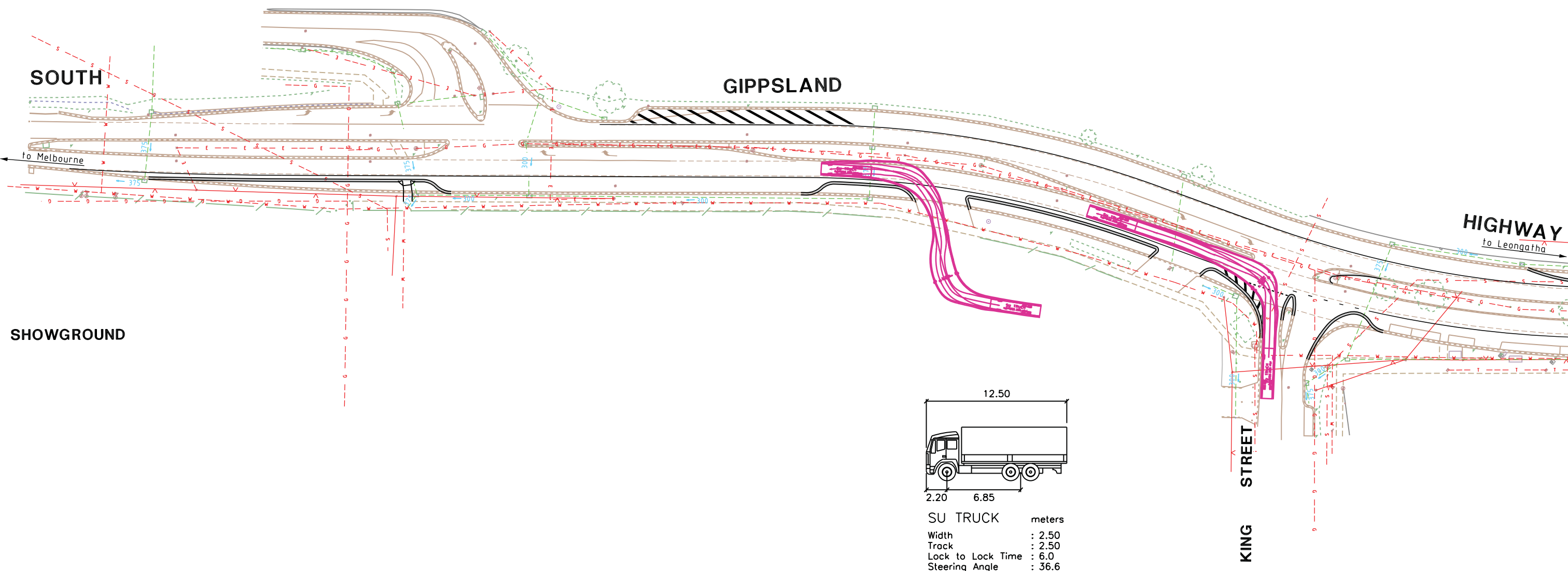
DESIGNED
 December 2014
 APPROVED
 EASTERN REGION DRAWING FILE
 BD943-P3TS-CI-1804

EASTERN REGION

SCALE
 HOR 0 10 20
 OF METRES VER

SOUTH GIPPSLAND HIGHWAY				
SINGLE LANE CONFIGURATION BETWEEN KORUMBURRA-WARRAGUL ROAD AND BRIDGE STREET				
81.45km - 82.15km				
ALIGNMENT PLAN 1 - option 3TS (trenched in SM2 kerb outstands)				
CATALOG: TRARALGON	CONTRACT NO.	SHEET NO.	DRAWING NO.	ISSUE
PROJECT: 2583_korumburra		10		

KORUMBURRA - WARRAGUL ROAD



DATE: 4/12/2014
 MODEL: BD943-P3TS-CI-1805
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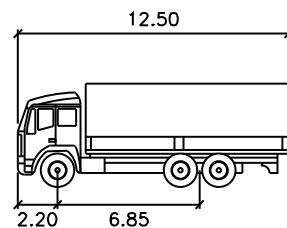
STATUS: **PRELIMINARY CONCEPT**
 STATUS NOTES:
 1. NOT FOR CONSTRUCTION
 2. SUBJECT TO FURTHER AMENDMENT
 3. FUNDING NOT APPROVED

DESIGNED
 December 2014
 APPROVED
 EASTERN REGION DRAWING FILE
 BD943-P3TS-CI-1805

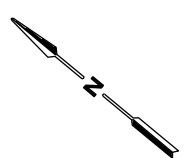
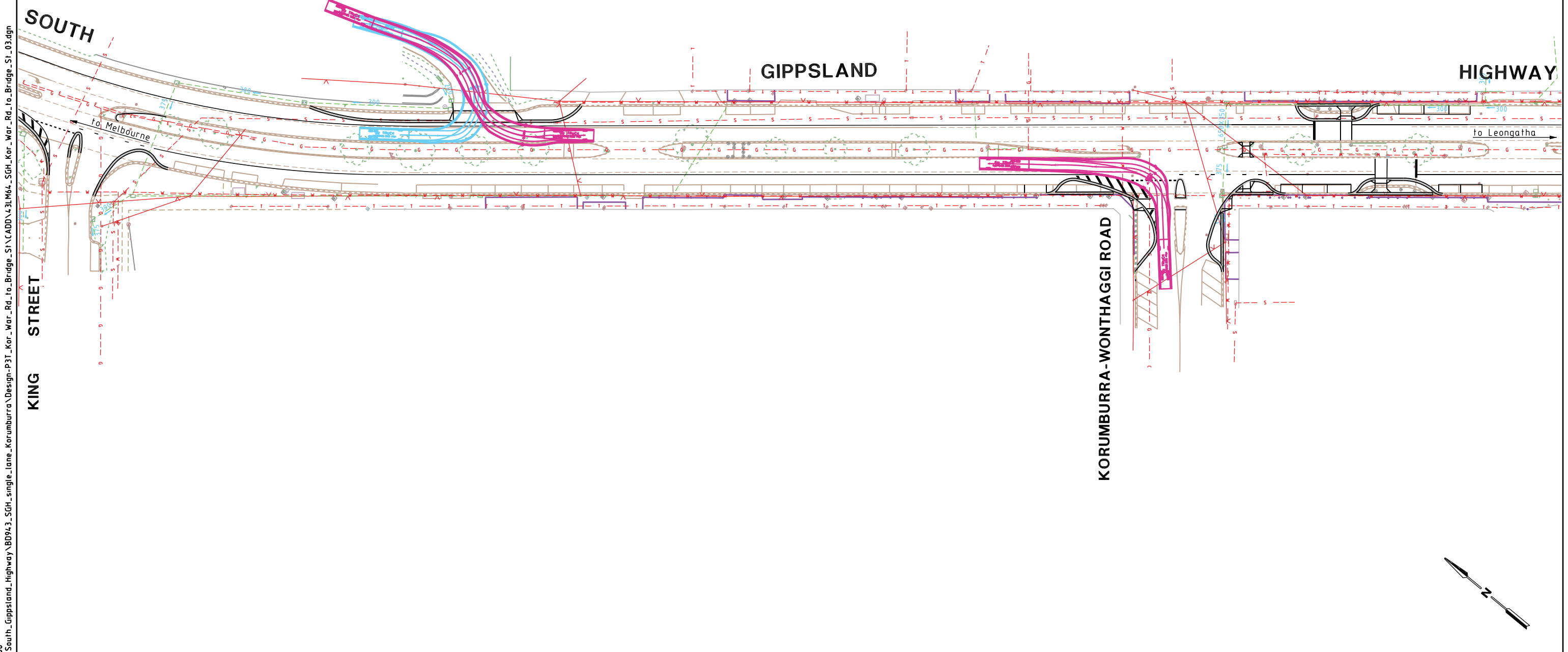
EASTERN REGION

SCALE: HOR 0 10 20
OF METRES VER

SOUTH GIPPSLAND HIGHWAY SINGLE LANE CONFIGURATION BETWEEN KORUMBURRA-WARRAGUL ROAD AND BRIDGE STREET 81.45km - 82.15km ALIGNMENT PLAN 1 - option 3TS (trenched in SM2 kerb outstands)			
CATALOG: TRARALGON	CONTRACT NO.	SHEET NO.	DRAWING NO.
PROJECT: 2583_korumburra		11	
			ISSUE



SU TRUCK meters
 Width : 2.50
 Track : 2.50
 Lock to Lock Time : 6.0
 Steering Angle : 36.6



DATE: 4/12/2014
 MODEL: BD943-P3TS-CI-1806
 FILE: G:\Projects_2014\South_Gippsland_Highway\BD943_SGH_single_lane_Korumburra\Design-P3T_Kor_war_Rd_to_Bridge_SI\CADD\4.31\M64_SGH_Kor_war_Rd_to_Bridge_SI_03.dgn

ISSUE	APP'D	DATE	AMENDMENT

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DESIGNED
 December 2014

APPROVED

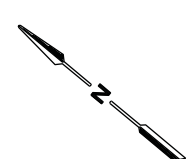
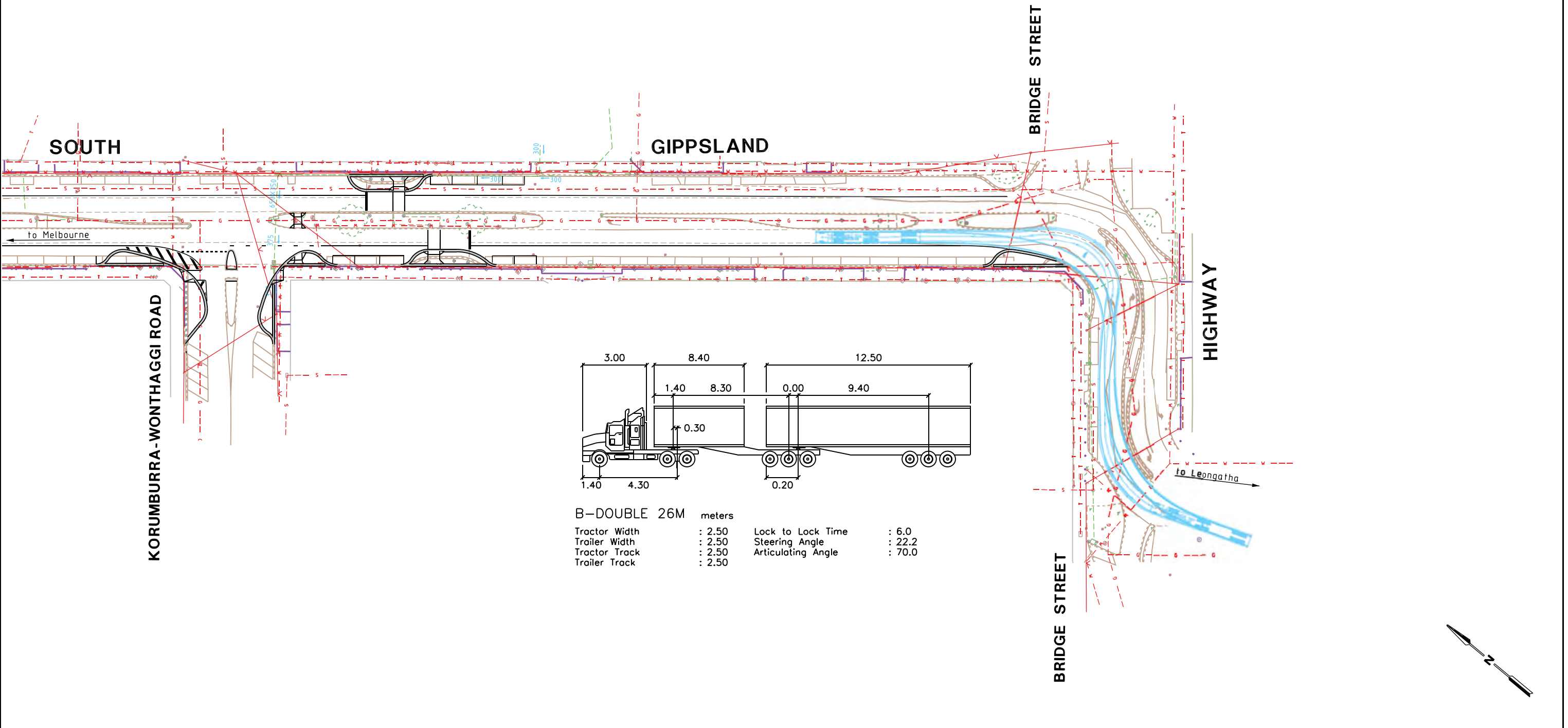
EASTERN REGION DRAWING FILE
 BD943-P3TS-CI-1806

EASTERN REGION

SCALE HOR 0 10 20
 OF METRES VER

SOUTH GIPPSLAND HIGHWAY				
SINGLE LANE CONFIGURATION BETWEEN KORUMBURRA-WARRAGUL ROAD AND BRIDGE STREET				
81.45km - 82.15km				
ALIGNMENT PLAN 1 - option 3TS (trenched in SM2 kerb outstands)				
CATALOG: TRARALGON	CONTRACT NO.	SHEET NO.	DRAWING NO.	ISSUE
PROJECT: 2583_korumburra		12		

DATE: 4/12/2014
MODEL: BD943-P3TS-CI-1807
FILE: G:\Projects_2014\South_Gippsland_Highway\BD943_SGH_single_lane_Korumburra\Design-P3T_Kor_war_Rd_to_Bridge_SI\CADD\4.31\M64_SGH_Kor_war_Rd_to_Bridge_SI_03.dgn



ISSUE	APP'D	DATE	AMENDMENT

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DESIGNED
December 2014

APPROVED

EASTERN REGION DRAWING FILE
BD943-P3TS-CI-1807

EASTERN REGION

SCALE
HOR 0 10 20
OF METRES
VER

SOUTH GIPPSLAND HIGHWAY				
SINGLE LANE CONFIGURATION BETWEEN KORUMBURRA-WARRAGUL ROAD AND BRIDGE STREET				
81.45km - 82.15km				
ALIGNMENT PLAN 3 - option 3TS (trenched in SM2 kerb outstands)				
CATALOG: TRARALGON	CONTRACT NO.	SHEET NO.	DRAWING NO.	ISSUE
PROJECT: 2583_korumburra		13		

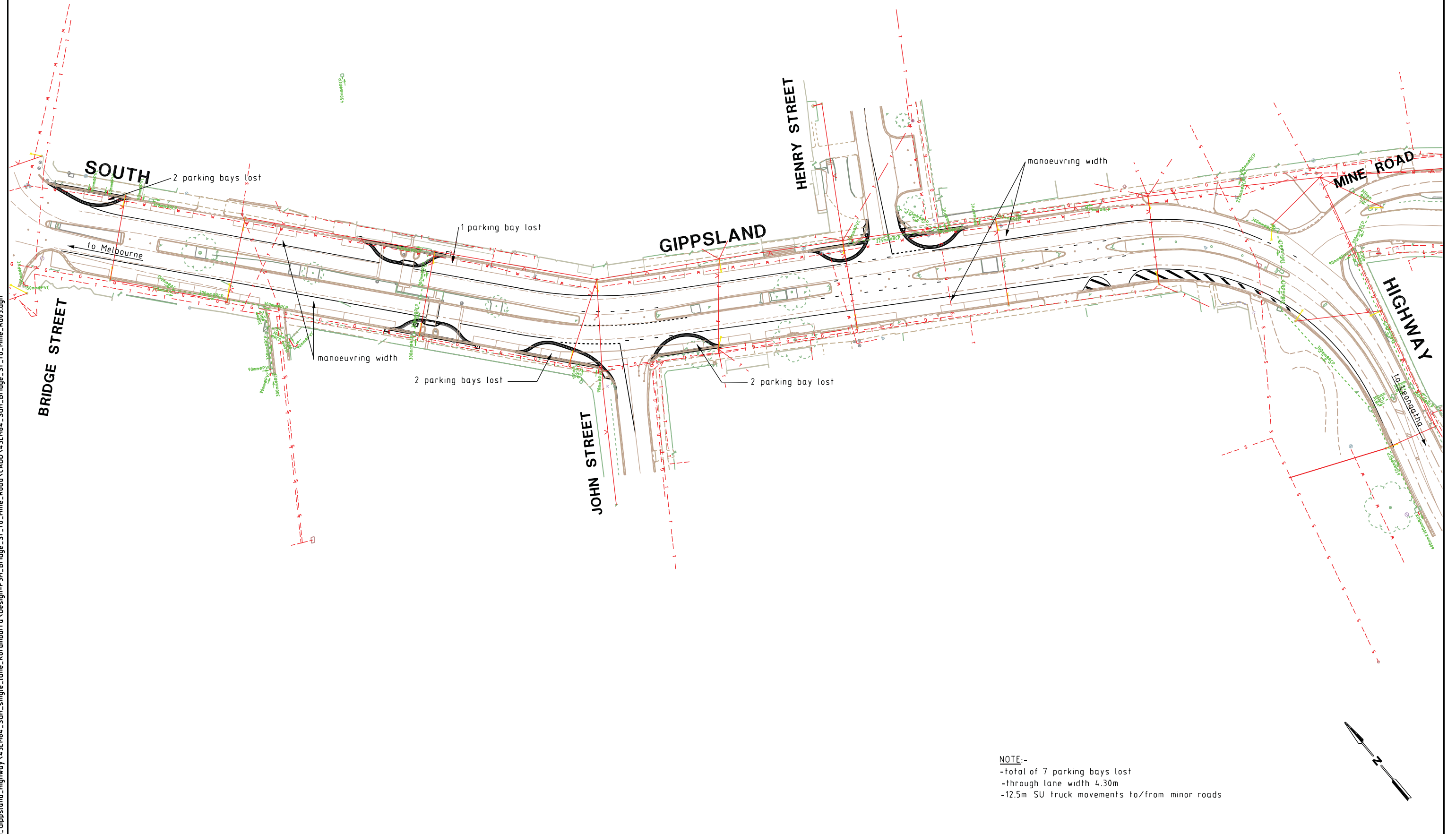


SOUTH GIPPSLAND HIGHWAY KORUMBURRA TOWNSHIP

SINGLE LANE CONFIGURATION BETWEEN BRIDGE STREET AND MINE ROAD

82.20km - 82.61km

ALIGNMENT PLAN - option 3M
(trenched in SM2 kerb outstands)



NOTE:-
 -total of 7 parking bays lost
 -through lane width 4.30m
 -12.5m SU truck movements to/from minor roads

DATE: 29/09/2014
 MODEL: 4.3LM64-3M-CI-0301
 FILE: H:\Projects\South_Gippsland_Highway\4.3LM64_SGH_Single_Lane_Korumburra\Design-P3M_Bridge_ST_to_Mine_Road\CADD\4.3LM64_SGH_Bridge_ST_to_Mine_Road.dgn

ISSUE	APP'D	DATE	AMENDMENT

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DESIGNED
 September 2014

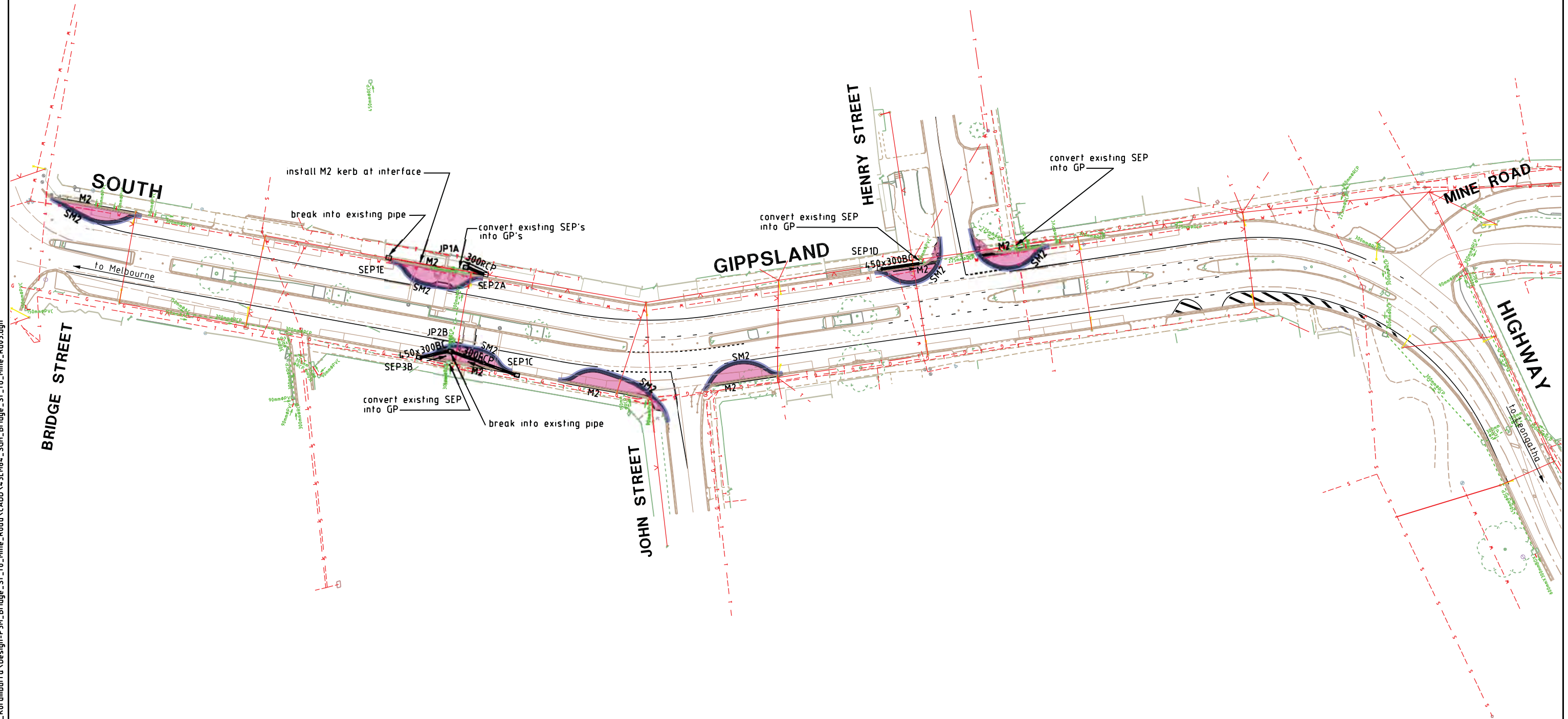
APPROVED

EASTERN REGION DRAWING FILE
 4.3LM64-3M-CI-0301



EASTERN REGION

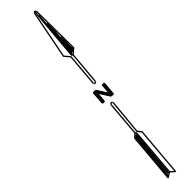
SCALE
 HOR 0 10 20
 OF METRES
 VER

SOUTH GIPPSLAND HIGHWAY				
SINGLE LANE CONFIGURATION BETWEEN BRIDGE STREET AND MINE ROAD				
82.20km - 82.61km				
ALIGNMENT PLAN 1 -option 2M (trenched in SM2 kerb outstands)				
CATALOG: TRARALGON	CONTRACT NO.	SHEET NO.	DRAWING NO.	ISSUE
PROJECT: 2583_mine_road		1		



LEGEND

-  denotes extent of 200mm deep, 32Mpa concrete reinforced with SL82 mesh, placed in top 1/3rd on 75mm class 3 crushed rock bedding
-  denotes deep strength asphalt pavement




DATE: 29/09/2014
 MODEL: 4.3LM64-3M-CI-04.01
 FILE: H:\Projects\South_Gippsland_Highway\4.3LM64-SGH_Single_Lane_Korumburra\Design-P3M_Bridge_S1_to_Mine_Road\4.3LM64-SGH_Bridge_S1_to_Mine_Road.dgn

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 APPROVED
 EASTERN REGION DRAWING FILE
 4.3LM64-3M-CI-04.01



EASTERN REGION

SCALE: HOR 0 10 20
OF METRES VER

SOUTH GIPPSLAND HIGHWAY SINGLE LANE CONFIGURATION BETWEEN BRIDGE STREET AND MINE ROAD 82.20km - 82.61km ALIGNMENT PLAN 1 - option 3M (new pavements, infills & drainage)				
CATALOG: TRARALGON	CONTRACT NO.	SHEET NO.	DRAWING NO.	ISSUE
PROJECT: 2583_mine_road		2		