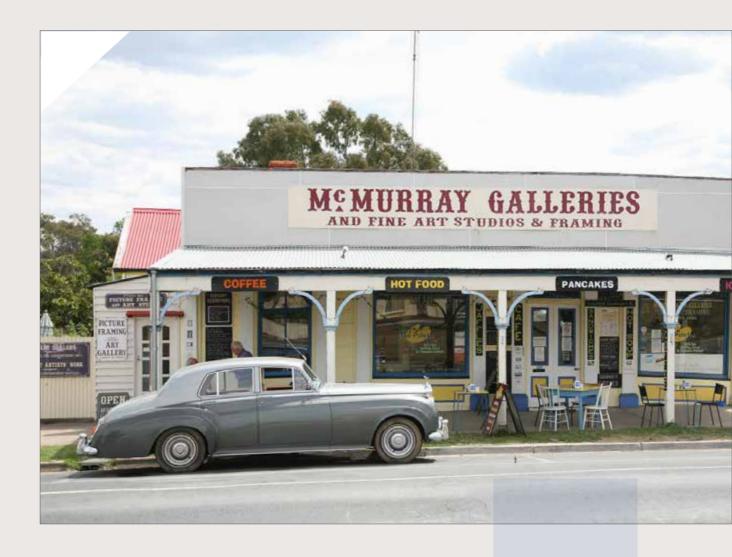




Avoca Framework and Main Street Plan



DRAFT Version 02 / May 2019

Produced in conjunction with Mesh and ACLA Consultants.



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C O N S U L T ∧ N T S

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A Story of Place

The Avoca Framework and Main Street Plan has been developed to refocus the way the town looks, feels and grows to reflect its natural strengths and attributes. It foreshadows opportunities for residential growth and a substantial course of investment in the town's main street to bring out its full potential as a place for people and focus for community activity.

The plan reflects Council's Pyrenees Futures approach to planning the shire's townships, using a place-based approach that leverages existing character, landscape and ambiance as a basis for future growth.

The plan is based on detailed community engagement and research, which reflected the need for significant investment in the town's main street as the premier area of public space. A vital focus of this plan is focusing the town around a main street that the community can be proud of.

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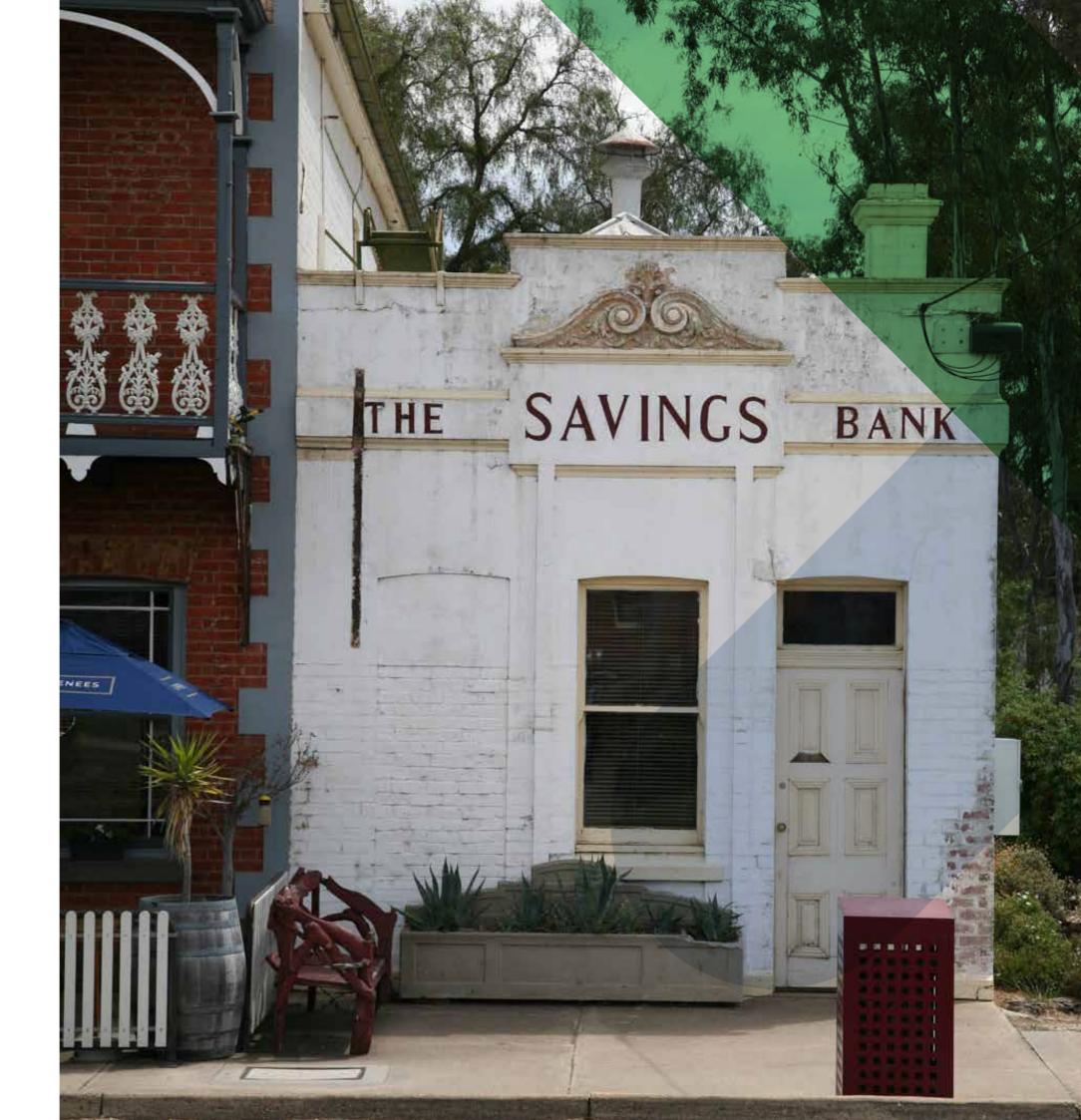
This document consists of four parts:

- 1 Analysis and background information that sets the scene.
- A series of themes developed through community engagement and actions drawn from them.
- Land use, movement and design plans at a whole-of-town scale that set the course for land supply and development over a five-year period. This forms the basis of planning policy reform that will unlock opportunities for responsible growth.
- 4 Streetscape masterplans that present a ten-year vision for Avoca's main street that focuses on seating, shelter, surface quality, traffic safety and promoting a **distinctly local sense of place**. This reflects the significance of High Street to Avoca's overall function and the important opportunities at hand to shape the street as a **place for people**.



AVOCA FRAMEWORK AND MAIN STREET PLAN

PYRENEES SHIRE PAGE 1



A Story of Place

Pyrenees Shire Council recognises the Dja Dja Wurrung people as the traditional owners of the land on which Avoca stands today, and commends their stewardship of the landscape over thousands of years.

Avoca stands on a landscape of confluence – between geological regions, where the Avoca River cuts a valley east of the Pyrenees Ranges, as it flows north toward the Murray Darling Basin. The Avoca River, thought to be known as Boca to the Dja Dja Wurrung (Clark, 2015), remains particularly important to the Dja Dja Wurrung, who named and used a number of camp sites above the river line. The Dja Dja Wurrung Country Plan describes rivers as "veins of Country", providing food, medicine, campsites and sites for ceremony and connection. As the plan states,

"Our rivers are the veins of Country, and provide food and medicine, places to camp, hunt, fish, swim and hold ceremonies. "Our rivers are the veins of Country, and provide food and medicine, and places to camp, hunt, fish, swim and hold ceremonies. They are places that are central to our creation stories, and many of our cultural heritage sites are associated with waterways – burial sites, birthing sites and middens. Our waterways are places that we connect with our ancestors and pass traditional knowledge on to our children and grandchildren...These are significant parts of our Country that link us to our past and will provide for our future".

The other defining geographical features of the area are the Pyrenees ranges which afford dramatic and distinctive viewlines to Avoca's west in shades of blue-green. These ranges are known to the Dja Dja Wurrung as Pilliwin-Panyul (Clark, 2015) and named by Major Mitchell after the mountain range in Catalonia and France for their ruggedness.

Today's town takes its name from Major Thomas Mitchell's naming of the Avoca River in 1836. While his journal is vague on the reasons, Major Mitchell was apparently moved by the verdant area and excellent campsites, and it is thought that the name links to the Vale of Avoca in County Wicklow or a reference to the Thomas Moore poem, "Sweet Vale of Avoca" (Clark, 2015). It is likely that the verdant landscape Major Mitchell encountered was fostered through the careful stewardship of the Dja Dja Wurrung people.

Gold, timber, grazing and wine became established in Avoca early in its development. Grazing began around 1839 and the area became a hub for timber harvesting after European settlement in the 1840s. Timber harvesting took in riverine redgums as well as other eucalypt species from the Pyrenees Ranges and surrounding forests which were used in mines, for railway sleepers and charcoal. The eucalypt species also supported distilling, while quarrying also occurred after the goldrush died down.

The region's climactic similarity with the Bordeaux region in France led to vines being planted around 1848. Distinctive terroir, warm summers and local climactic conditions have allowed vines to continue to flourish. Agriculture has steadily grown in importance around Avoca, with cropping and grazing prominent. The area's climate and soils proved particularly suitable for winemaking and smallgoods production, and a mix of French, Spanish and Italian influences added to the diversity of regional production.



PYRENEES SHIRE AVOCA FRAMEWORK AND MAIN STREET PLAN

A Story of Place

It was the discovery of gold in 1852, 3km east of the current town centre, which spurred early growth. These extensive alluvial and quartzine resources came to transform the landscape, bringing British and Chinese prospectors to the diggings with tens of thousands of people working leads around the area. By 1854, the population on the diggings was 16,000 although few permanent buildings had been erected at this time, and the population varied significantly with the instability of the goldfields economy.

The town's current site was largely treed until October 1854, when the first lots were laid out and sold. The National School and Bank of Victoria buildings, some of the first built in Avoca, still survive. By 1859 a courthouse and town hall were built, suggesting the town's early importance as an administrative and service centre.

After the extensive population movements around the goldrush era, Avoca's population has steadied at between 900-1200 people from the 1920s, through to today.

These are significant parts of our Country that link us to our past and will provide for our future".



PYRENEES SHIRE PAGE 4 AVOCA FRAMEWORK AND MAIN STREET PLAN

Urban Form

Avoca's settlement pattern is highlighted by a tight, compact grid running at a slight westerly tilt from a north-south alignment along the eastern bank of the Avoca River. The prevalence of this grid and its interaction with the surrounding landscape gives Avoca a more legible layout than many goldfields towns and has made the central portion of the town more walkable. This subdivision pattern has contributed to the distinctive look and feel of the town centre and surrounding residential areas.

The town centre's proximity to the river and the flatness of sections of the landscape have brought about flooding and drainage issues that planning must address, particularly along the riverfront and In some northern areas of the town.

Most commercial buildings are clustered on High Street, with its characteristic median strip and width initially designed to allow bullock trains to turn easily. Historical photos (such as those in *Postcards of Avoca*, Wills, YR) demonstrate how, over time, tree planting in the median strip has been eroded. The town centre is characterized by buildings with little or no setback from the streetfront, built in weatherboard, red or painted brick. Glazed shopfronts that provide viewlines inside from the street also characterize the main street. Footpaths are particularly wide, providing opportunities for more community activity. These elements provide strong "bones" that present the foundation for a more distinctive character to emerge.

Other major influences on the town's urban form include the bushfire prone eucalypt forest to the east, which constrain development in this direction, and the dramatic westerly views to the Pyrenees Ranges that are available from much of the town. The forest around the town has constrained its east-west growth, as well as its growth to the south where larger township residential lots abut bushland. This area has a more rugged topography.

The prevalence of this grid and its interaction with the surrounding landscape gives Avoca a more legible layout than many goldfields towns and has made the central portion of the town more walkable.

Development on the western side of the Avoca River comprises many larger rural-living style lots, which, while laid out in a form of grid, present a substantially different pattern to development around the town centre.

To the north of the town centre, development patterns become more fragmented, partly because of the direction of major roads against the prevailing grid patterns. In recent years an industrial estate has developed at the north-eastern edge of Avoca in order to cluster service industries and other activities that support the area's wine region.

The southern approach to Avoca forms an evocative town entrance, with a bend in the Sunraysia Highway opening out to the town centre. Vegetation at this southern end is mostly characteristic of a dry Eucalypt woodland, before a mix of exotic and native plantings defines the town centre and northern edge of the town.

PYRENEES SHIRE PAGE 5 AVOCA FRAMEWORK AND MAIN STREET PLAN

Urban Form

The town centre is characterized by buildings with little or no setback from the streetfront, built in weatherboard, red or painted brick. These elements are part of a structure that presents strong "bones", presenting a foundation for a more distinctive character to emerge.







PYRENEES SHIRE PAGE 6 AVOCA FRAMEWORK AND MAIN STREET PLAN

Heritage

Avoca's rich heritage allows layers of past to permeate the present. These layers provide rich cues for the town's future design and development. The Avoca River and its surrounds are significant landscape features that weave a vital pattern through the land, connecting to natural resources and the surrounding landscape. This forms an important narrative carrying thousands of years of cultural heritage significance.

Avoca's rich heritage allows layers of past to permeate the present. These layers provide rich cues for the town's future design and development.



The Pyrenees Planning Scheme currently recognizes a defined heritage precinct around the town centre of Avoca. This includes a number of buildings of elevated individual heritage significance including hotels and houses. There are design policies currently set for this town centre precinct in the Pyrenees Shire Heritage Precinct Study, which deals with built form and post settlement heritage (2001).

Some buildings and structures, such as the Pyrenees Highway bridge over the Avoca River front Dundas Street and public buildings such as the Railway Station, Primary School and former court house are listed on the Victorian Heritage Register of being of state significance.

This Federation and Victorian design legacy is important to Avoca's character. Other vital built elements in the town centre include parapet signage on buildings, prominent verandahs and the use of timber, red or painted brick in building design.

The town centre median strip is also a vital heritage place in the town centre. Its defining elements include the Avoca War Memorial, which is the focus of significant viewlines, as well as remnant themes of tree planting along the strip. This green spine along the main street has been undermined in recent years through piecemeal infrastructure provision. Addressing this issue presents a major opportunity for the town.



PYRENEES SHIRE PAGE 7 AVOCA FRAMEWORK AND MAIN STREET PLAN



Why do we need this plan?

Avoca, and the broader Pyrenees Shire, are becoming increasingly attractive places for people to live. They are also changing places, influenced by environmental, social, economic and geographical factors.

The Avoca Township Framework Plan is aimed at generating a partnership between community, Council and government agencies to own this change.

It seeks to do this by engaging community aspirations and building from place-based research to achieve:

- Reform to policies in the Pyrenees Planning Scheme that guide the town's future development over the medium-long term.
- A dedicated streetscape masterplan that sets in train a ten-year vision for a more people-friendly town centre. This plan was developed in response to overwhelming community feedback regarding urgent shelter, pedestrian improvement, road safety and accessibility issues along High Street and surrounds.



The Avoca Township
Framework Plan aims to
generate a partnership
between community, Council
and Government.

PYRENEES SHIRE PAGE 9 AVOCA FRAMEWORK AND MAIN STREET PLAN

Why do we need this plan?

This plan takes a place-based approach, which recognises and seeks to foster Avoca's unique character and attributes and use these as a base for the town's future. The fundamentals of this approach are detailed on page 13 of this report.

This framework plan is vital in ensuring that growth and change does not overwhelm the town's character or its fabric, but rather contributes to it.

The plan's structure is based around:

- Five themes identified through community engagement in Avoca;
- An "ecological framework" that Council is using for settlement planning as part of the Pyrenees Futures project. This framework recognises the multi-dimensional nature of our townships and seeks to respond to five overlapping factors that influence a town's dynamics: resilience, character, prosperity, wellbeing and connectedness. The framework provides a means for analysis of existing conditions and identify areas that planning needs to address.

Each of the plan's actions are formed around the seven themes identified through community engagement.

These actions are grouped around:

- Planning policy reforms that will lead to reform of the Pyrenees Planning Scheme, inform future land use and development decisions.
- Urban design interventions that relate to how Avoca looks, feels and works as a town.
- Advocacy priorities, where Council will seek to work with other agencies to address particular issues that are beyond its core control.



This plan takes a place-based approach, which recognises and seeks to foster Avoca's unique character and attributes into the future and use these as a base for the town's future.



What's driving change?

POPULATION AND DEMOGRAPHIC CHANGE

While Avoca's total population has remained relatively stable over the last 100 years, demographic trends have changed. As of the 2016 Census, 41% of the town's residents are aged over 60, which is nearly double the Victorian average. Avoca's proportion of population aged 15-39 is significantly lower than the Victorian average, which reflects a broad trend seen across small towns in rural Victoria. This has significant implications for urban design around the town centre, suggesting the need for improved walking surfaces and seating; as well as fostering local service provision and opportunities for housing diversity.

There is also evidence of increasing holiday home ownership in Avoca, which suggests the natural landscape and wine region are an important sources of attachment and attraction. Some 31% of Avoca residents did unpaid voluntary work for a local organization in the 12 months before the 2016 Census, which is significantly above the Victorian average. This suggests a strength of community and active cultural life in the region that needs to be better supported in the public realm.

CHANGING REGIONAL RELATIONSHIPS

Community engagement and historical research have both emphasized Avoca's strong links with its surrounds, particularly in terms of agriculture, winemaking and natural landscapes. Some 11% of jobs in Avoca are directly focused on winemaking, reaffirming this importance of the town's link with its hinterland. Avoca is the service centre of the Pyrenees Wine Region, which has been recognized as a tourism asset of state significance.

Avoca also has a strong regional link with Maryborough, some 20 minutes drive to the east, where residents access a range of retail and services. The reopening of the Maryborough-Ararat rail line will send freight trains through the town again; reforming the barrier effect of the rail line north and west of the town centre. Allowing for more residential development close to the town centre will allow for an economy of scale to form that can better support main street shopping and services, while there is clear opportunity to bring narratives of the surrounding landscape into the urban fabric to impart a more distinctive local character.

The provision of natural gas in Avoca also suggests the opportunity to strengthen the town's tourism sector and its role as a service centre for the surrounding hinterland by providing scope for a more diversified range of hospitality and service industry operations.

CLIMATE CHANGE

Avoca's location north of the Great Dividing Range means its climate is already warmer than much of the Pyrenees Shire. Urban design audits and heat mapping indicate the town centre's hard surfaces, lack of shelter and lack of tree canopy in the pedestrian realm exacerbate this heat, particularly in warmer months of the year. This issue was further borne out in community engagement conducted in the development of this plan. Warmer weather and more extreme rain events expected under climate modelling mean there is a pressing need to provide more shelter around the town centre, and focus on mitigating increased run-off likely in heavy rain events in parts of the town. Some planning policy recommendations in the plan can be implemented pending the outcome of local flood studies, which will be developed over 2019-2020.

This suggests a strength of community and active cultural life in the region that needs to be better supported in the public realm.



The Findings in a Nutshell

This plan is centred on four themes identified through community engagement in Avoca.

The themes are:

CONSOLIDATING

A Town Around its Unique Qualities.

CONNECTING

The Dots and Defining the Path.

GRANDEUR

A Grand Boulevard, Leafy Streetscapes and Connected Landscape with Shelter, Shade and Seating.

BUILDING

On a Unique Rhythm of Built Form.

The plan is set out with actions distilled from each theme. These actions include core planning policy and strategy measures, urban design interventions and matters that can be addressed through Council advocacy or working with other agencies. These actions then flow through to an implementation plan, and new township planning policy that will be incorporated into Council's Municipal Strategic Statement to guide development and manage change.

In the instance of the Avoca Streetscape Plan, measures such as tree planting can be implemented in the short-to-medium term. The Streetscape Plan provides a platform to seek funding from other levels of government as a means of further developing and entrenching Avoca's role as a centre for the Pyrenees Wine Region.

These themes are explored in further detail from pages 33 to 46.



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Place-based approach and Ecological Framework

The Avoca Township Framework Plan is one of nine settlement plans Council is producing as part of the Pyrenees Futures project. Each settlement plan is based on an ecological framework that recognises five interlinked factors that sit at the heart of a place:

- Wellbeing
- Prosperity
- Place character
- Connectedness
- Resilience

This framework sets the strategic environment in which the Pyrenees Futures strategy works and the broad areas that the Avoca Township Framework Plan will consider.

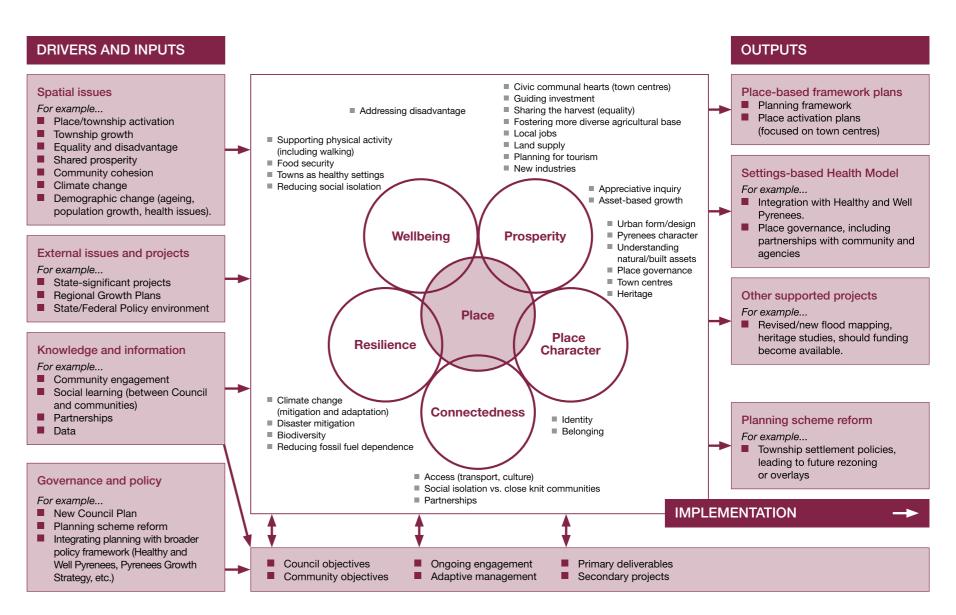


Diagram designed by Tin Box Design



Current Policies and Strategic Directions

Research activities conducted as part of the Avoca Framework plan include:

- Audits of current planning policies.
- Reviews of policies, plans, written histories and archaeological documents.
- Quantitive data including ABS Census information and reviews of building permit data.
- Observational activity mapping in the town centre to better understand pedestrian movement.

Community engagement activity conducted as part of the plan included:

- A community drop-in session
- Community surveys
- A workshop with grade 5/6 students at the Avoca Primary School
- Workshops with agencies and Council staff.

Documents have informed this plan's development, including:

Current policies that influence local and regional land use planning in the Pyrenees Planning Scheme (including the local Municipal Strategic Statement, state-level Central Highlands Regional Growth Plan and an audit of current zoning and overlays). It should be noted that local policies, including content in Council's Municipal Strategic Statement, are under review via the Avoca Township Framework Plan.

Existing documents that are guiding this project, including:

- Pyrenees Shire Council Plan 2017-2021
- The Avoca Community Action Plan
- Pyrenees Shire Council Heritage Precinct Study (2001).
- Dhelkunya Dja (The Dja Dja Wurrung Caring for Country Plan).

This literature review has further augmented engagement and research conducted as part of this plan's development. Current spatial planning policy identifies Avoca as one of two growth centres in the Pyrenees Shire.

It also identifies Avoca's emerging role as a service centre for tourism and the Pyrenees wine region, and it seeks to direct growth into:

- Infill development in the current town boundaries.
- Rural residential development in the west of town

Current policies also:

- Recognise flooding risk around the Avoca River
- Focus commercial development in the current town centre.
- Restrict development in particular areas on the town boundaries.

PYRENEES SHIRE AVOCA FRAMEWORK AND MAIN STREET PLAN

Current Policies and Strategic Directions

Heritage policies developed in 2001 also set design guidelines for Avoca's town centre, and for infill development around the town centre in the defined heritage precinct. This area is bound by Camp Street in the south, North Street in the north, Boyce Street in the East and Dundas Street/Avoca River in the west. The precinct is focused on High Street.

These policies include:

- Directions to conserve and enhance tree lines on High Street
- Directions to preserve important viewlines to buildings and structures, such as the War Memorial and other heritage places
- Encouraging the use of design features such as parapets with signage, verandahs, gabled or hipped roofs and distinctive local materials such as sheet metal roofing, red or painted brick and weatherboard.

Pyrenees Shire Council's Council Plan for 2017-2021 commits Council to reviewing its planning framework through Pyrenees Futures, as a settlement planning approach that is forward-looking and works with communities including Avoca.

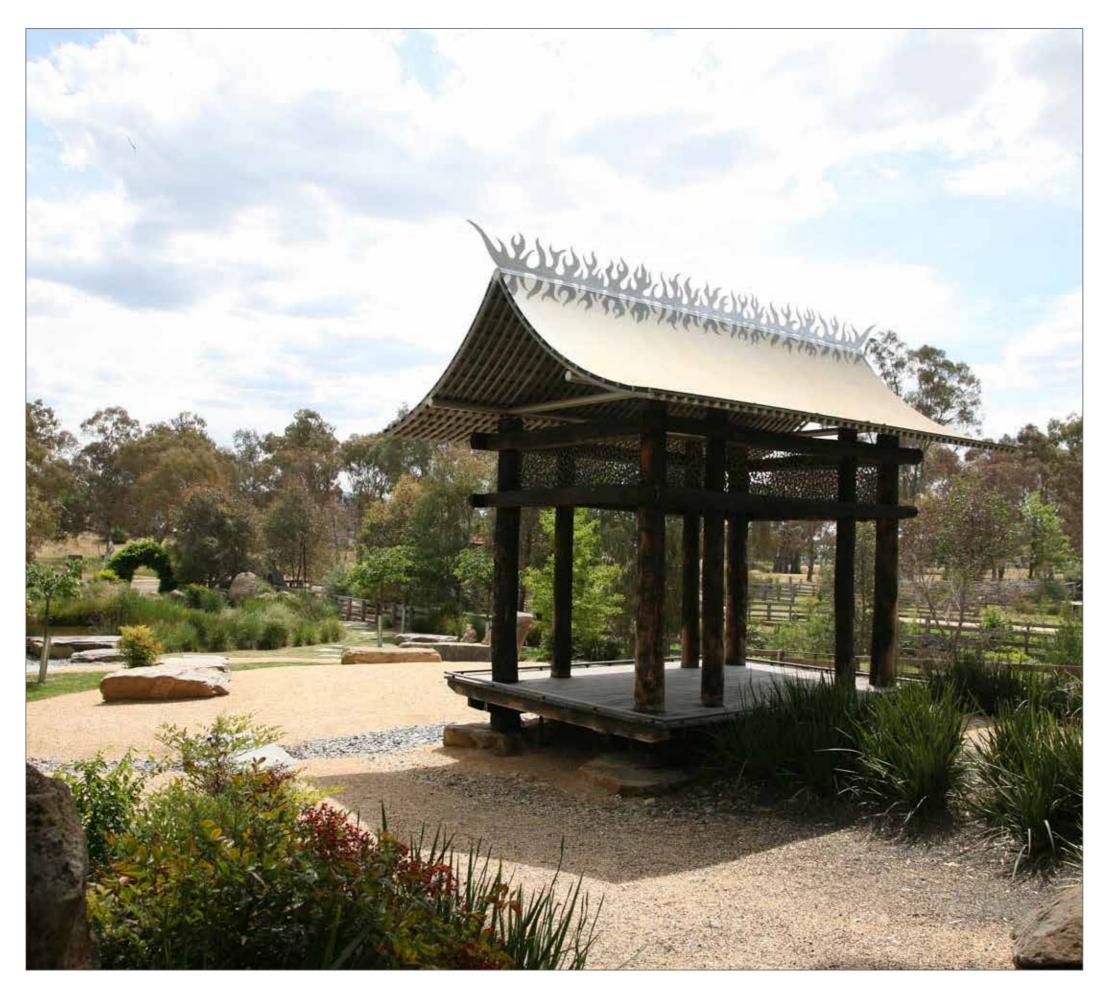
The Avoca Community Action Plan 2015-2020 (CAP) has been produced through a partnership of community groups. It identifies a series of local strengths and opportunities that have informed this plan, as well social infrastructure projects (such as the Railway precinct development) and a program of events.

These are beyond the scope of this plan, but can be supported through planning and urban design activities. Spatially, the plan:

- Prioritises the beautification of the Cambridge Street walkway, which is picked up in this plan as a vital link between the town centre and river
- Identifies the need to address drainage issues and upgrade local intersections.

The Avoca Township Framework Plan is a vital plank in delivering reformed planning policies, identifying and facilitating opportunities for growth and to better integrating the assets such as the Chinese Garden and Railway Precinct into the town's fabric. It also paves the way for more efficient land use policy settings that provide scope for more housing in locations that can be well-connected to the town centre, as well as putting in place a staged approach to town centre improvement.

PYRENEES SHIRE PAGE 15 AVOCA FRAMEWORK AND MAIN STREET PLAN





Opportunities and Threats

A key plank in analysis and planning is an assessment of Avoca's strengths, opportunities, and threats facing the town. This has been based on the Pyrenees Futures Ecological Framework, and informed by research and community engagement.





Opportunities and Threats

	Strength/opportunity	Weakness/threat
Place character	 Rich history and strong, evocative landscapes Strong landscape cues including the Avoca River, eucalypt forest to the east of town. 	Undermining of town centre character through inappropriate development in heritage areas and in the median strip.
	Prominent viewlines to the Pyrenees Ranges.	Lack of tree canopy in the main centre.
	Opportunity to work with Dja Dja Wurrung around landscape stories.	¹ Lack of connectivity between riverfront and town centre.
	Opportunity to strengthen links between town and riverfront.	' Landscape themes do not permeate town centre.
	[,] Significant conceptual and narrative links to surrounding wine region.	
	Opportunity for placemaking projects to create a more attractive, defined town centre.	
Resilience	Strong levels of community volunteerism and presence of community groups (including sporting, cultural activities).	Natural disaster risk (bushfires and flooding), potentially exacerbated by climate change, drainage issues and location of town centre along riverfront.
	 Potential for Avoca Town Hall to emerge as a focus of community activity. Potential for town centre to become a greater focus of social connection. 	Some dependence on Maryborough and Ballarat for higher level services and employment.
	Totalitat for town centre to become a greater local of social connection.	Drainage problems, particularly in north of town.
		Increased urban heat in town centre due to lack of tree canopy, shelter and dominance of hard surfaces.
Economic prosperity	Links to surrounding Pyrenees Wine Region as a significant tourism asset and supporter of local employment.	Lack of seating and shelter in town centre – particularly on footpaths - discourages community activity.
	Potential to further develop local events based on links to wine region	' Constrained blocks along Burnbank Creek, particularly south of town centre.
	and natural landscape.	Lack of development in western areas of town where land has been rezoned for
	Strong structure to town centre.	rural residential use (opportunity for more consolidated residential development
	Wide footpaths in town centre provide scope for seating/al fresco dining.	to increase supply where appropriate).
		¹ Need for improved urban design in industrial areas.
Wellbeing	Access to surrounding riverfront and bushland provide connections to nature.	Recognised gaps in footpath infrastructure.
	Tight grid in centre of town and riverfront provide opportunities for walking and reduced car dependence.	' Width of Sunraysia Highway creates barrier and discourages street crossing.
Connectedness	Opportunity to develop civic spine along Cambridge Street to better connect town centre, riverfront, town hall and assets such as War Memorial.	Lack of wayfinding and directional links between riverfront, town centre, schools and railway precinct.
	Potential to consolidate development, particularly in west of town, to allow more people to live closer to town centre.	West of riverfront largely disconnected from town centre and more dispersed in development pattern.
		Natural divisions due to Avoca River and Rutherford Creek bisecting the town.

Consolidating a Town Around its Unique Qualities

Avoca has the makings of a rich and evocative sense of place informed by the interaction between natural landscape (riverfront, eucalypt forest and Pyrenees views), thousands of years of human interaction with the riverfront, a legacy of Federation and Victorian era buildings and interactions with the surrounding landscape including the Pyrenees wine region. Urban design interventions need to be developed to draw out the richness of these narratives and ensure the town benefits from promoting this local character.

Community engagement tells us that people recognize these strengths in Avoca, but do not consider that they are maximized in the town's layout and design. There is a need for a streetscape redesign that carries through a sense of place and makes the town centre a more pleasant place that encourages social interaction.

There is also a need for planning policies that are more constructive and that promote development in locations that are close to the town centre, not flood-prone or covered by the Bushfire Management Overlay. Opportunities for consolidation and more efficient development are available within the town boundaries earmarked on the *Planning Framework Drawing*.

- Planning Framework Drawing
- Avoca Streetscape Masterplan



The main street of Avoca has strong bones. This presents an opportunity for planning policies to focus housing growth in areas that are well-connected to the town centre. This approach further encourages walking and use of the main street, capitalizing on the strong and tight grid that defines the town centre and immediate surrounds.

There is also a need for design policies that guide future development in Avoca's industrial estate to promote improved amenity and operation of the area. This was expressed in panel recommendations Council received as part of Planning Scheme Amendment C42 (2017) that facilitated future industrial land releases.



Consolidating a Town Around its Unique Qualities

STRATEGIES AND ACTIONS

Planning Policy Reform Implement actions shown on the Planning Framework Drawing, including:

- Encourage subdivision of double-fronted lots immediately near the town centre where development can be respectful of the overall heritage precinct (Precinct B).
- Commission design guidelines that will lead to infill development policies for Avoca's town centre (Precinct A and B).
- Direct further infill growth to the west of the Avoca River by promoting rezonings to achieve more efficient land use and increase residential land supply in the south-west of the town (shown as Precincts D-F on map).
- Maintain Rural Living Zone to the west of the Ararat-Maryborough railway line.
- Pending future flood studies and development in precincts A, B and D-F, put in place planning and design policies relating to potential development to north of the town centre (Precincts C and I).
- Remove Restructure Overlays in precincts shown on the Planning Framework Drawing in order to facilitate development in appropriate locations.
- Following a future flood study, re-map current design policies relating to potentially flood-prone land and develop more rigorous policy guidelines.
- Develop design guidelines or local planning policies to improve the amenity in Avoca's industrial estate, and guide building design in future industrial land releases.

Urban Design and Place Activation

- Water and Planning (DELWP) to commission a riverfront masterplan that will focus on addressing land management issues, environmental function of the river and public realm improvements (see Precinct H on Planning Framework Drawing).
- Develop a civic spine along Cambridge Street, connecting the riverfront, Chinese Garden, town centre and renovated town hall with improved access and public gathering spaces (as per the Avoca Streetscape Masterplan).
- Introduce more permeable surfaces in the town centre to improve drainage, by rationalizing median breaks and underutilized car parking in the median strip and using Water Sensitive Urban Design approaches (as per the Avoca Streetscape Masterplan).
- Integrate riparian, vineyard and landscape-related themes into the town centre streetscape (as per the Avoca Streetscape Masterplan).
- Develop an advocacy strategy to work with other levels of government and stakeholders in order to support delivery of the Avoca Streetscape Masterplan.

PYRENEES SHIRE AVOCA FRAMEWORK AND MAIN STREET PLAN

Connecting the Dots and Defining the Path

While Avoca has a strong grid in the town centre, past development patterns have led to a lack of connections between important places and services. Urban design improvements can be made to better connect places like the railway station precinct, Primary School and Recreation Reserve with the town centre.

- Movement Network Drawing
- Avoca Streetscape Masterplan







STRATEGIES AND ACTIONS

Planning Policy Reform

 Focus short-term growth in locations that provide easy access to the town centre (as illustrated on the Planning Framework Drawing).

Urban Design and Place Activation

- Design to focus community activity around the intersection of High Street and Cambridge Street by providing gathering spaces, finalizing the barbecue shelter replacement and providing high-quality shelter and seating (per the enclosed Streetscape Masterplan).
- Provide crossing points at key locations along High Street (as illustrated in the Movement Network and Streetscape Masterplan).
- Rationalise under-used median breaks along High Street.
- Develop a program of interpretive signage to key destinations in Avoca, as illustrated on the Movement Network Drawing.
- Fill gaps in the pathway network, connecting key community facilities to the High Street.
- Focus pedestrian connections to the Railway Precinct along York Avenue by promoting an avenue of tree planting and providing pathways.

PYRENEES SHIRE AVOCA FRAMEWORK AND MAIN STREET PLAN

A Grand Boulevard, Leafy Streetscapes and Connected Landscape

Avoca's central median strip presents a major area of public space in the town centre. It provides opportunities to reinstate and enhance previous tree planting approaches to provide a more consistent green canopy through the town centre, and a more generously designed place that inspires social interaction and contributes to community life.

A Grand Boulevard along High Street can emerge because of the current grid structure, viewlines, significant heritage places and built form themes. It speaks to community aspirations for a main street to be proud of.

The idea of High Street as a Grand Boulevard also responds to traffic and pedestrian safety concerns raised by residents. Reducing High Street to one lane in the town centre presents a significant opportunity to reduce vehicle speed, allow for more tree planting to provide shelter and character and bring out the grandeur from High Street's strong structure.

- Public Realm Drawing
- Avoca Streetscape Masterplan



STRATEGIES AND ACTIONS

Planning Policy Reform

Protect and consolidate Commercial 1 Zoning in the town centre to promote it as the centre of community activity.

Urban Design and Place Activation

- Preserve existing trees in the town centre and implement a complementary tree planting program using species that will promote a strong canopy, draw on existing design cues and be drought-tolerant (see Streetscape Masterplan).
- Build on the native tree streetscaping that defines the southern entrance to Avoca and the median strip south of the Pyrenees Highway.
- Reduce High Street to one lane in the town centre, providing scope for indented car parking, traffic safety improvements and tree planting to provide shelter to footpaths.
- Provide visual cues encouraging vehicles to slow down, including tree planting and public art to promote a stronger sense of arrival in the town centre.
- Promote pedestrian shelter and a cooler urban environment through tree planting and seating.

- Discourage future structures in the median strip unless they are in passive recreation locations and of the highest design standard that integrates with their surrounds (per Public Realm Drawing and Streetscape Masterplan).
- Establish crossing points and social seating configurations at key locations along High Street to provide a more pleasant pedestrian environment (per Streetscape Masterplan).
- Implement the Avoca Streetscape Masterplan as funding becomes available, prioritizing tree planting works and redesigning High Street to provide one lane in each direction.
- Introduce public art as detailed in the Avoca Streetscape Masterplan, including sculptures to promote a sense of entry to the town centre and invoke a sense of place.
- Relocate car parking from centre median locations in line with the Avoca Streetscape Masterplan, while preserving median parking outside key locations including outside the supermarket.
- In the short-medium term, support temporary installations and public art where appropriate in the town centre.

Building on a Unique Rhythm of Built Form

Avoca's town centre has a unique pattern of buildings. This allows for peeks of viewlines to the Pyrenees Ranges and riverfront, as well as heritage places on the eastern side of High Street. These gaps promote a sense of connection that is valued in the community. Planning policy and urban design interventions need to draw on the strengths of this pattern, with a particular focus on protecting viewlines to important places and designing the streetscape to promote opportunities to linger and observe.

- Built Form Drawing
- Avoca Streetscape Masterplan







STRATEGIES AND ACTIONS

Planning Policy Reform

- Develop design guidelines to protect gaps between buildings in the town centre that provide viewlines to the Pyrenees Ranges and other significant places (in line with the recommendations of the Built Form Drawing).
- Preserve viewlines to and around the Avoca Soldiers' Memorial
- Encourage new development in the town centre to incorporate awnings or verandahs in line with design policies in the Pyrenees Shire Heritage Strategy Report (2001).

Urban Design and Place Activation

 Promote social-seating configurations and pedestrian crossings at key sites, as detailed in the Avoca Streetscape Masterplan.

PYRENEES SHIRE PAGE 23 AVOCA FRAMEWORK AND MAIN STREET PLAN

Land Demand Assessment

To understand the need for new land releases in Avoca, an assessment of current land supply and uptake has been undertaken. This assessment has drawn on building permits and development activity to anticipate the need for future land releases, taking into account, building permit data, current population and population projections based on the Victorian Government's Victoria In Future (VIF) (DELWP, 2016) documentation, which provides the most recent demographic predictions.

The VIF data includes projections for a region entitled Avoca-Landsborough, which takes in the northern section of the shire. The data anticipates a slight fall in regional population in the lead-up to 2021, before a slight rise on current levels by 2031. Residential building permit data suggests an average of three homes built annually in Avoca over the last four years.

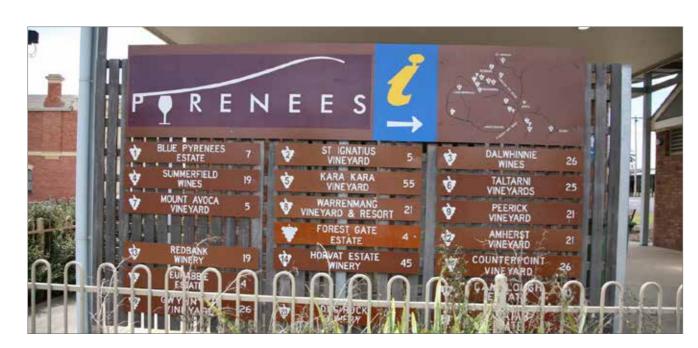
The investments proposed in Avoca through this plan, Avoca's current status as a regional growth centre in state planning policy and the attractiveness of the Pyrenees Wine Region to tree-change demographics, suggests the potential for population growth beyond these forecasts. VIF data proposes that the trend of an ageing population around the district is likely to continue, which heightens the importance of the main street as a centre for social activity and service provision to maintain community cohesion and minimise social isolation.

In terms of residential land supply, the proposals for sensitive infill development, rezoning of residential land in the west of Avoca and growth in the south-western corner (precincts A-E) can cater for up to10 years of residential land supply. Development beyond this, pending the outcome of land supply assessments, will provide a buffer should pressure for residential land releases intensify.

Given the interspersing of residential land use in Avoca's Commercial Zone area along the main street, current commercial land supply is considered appropriate, bearing in mind that streetscape redesigns will support a consolidation of activity around Avoca's main street.

Given the juxtaposition/interspersing of commercial and residential land use in Avoca's main street, the current supply of commercial land is considered appropriate, bearing in mind that streetscape redesigns will support the long-term vitality of retail and business sectors in the town.

As part of Amendment C42 to the Pyrenees Planning Scheme, passed in 2016, Council proposes to release a further 6.7ha of industrial land in a staged manner over the next ten years. This will cater for pressure for industrial development including service industries and enterprises servicing the wine industry.



Introducing Framework Plans

Framework plans produced by Mesh Planning include a land use framework (page 27) that sets the direction for development throughout the town. This is the basis for short-term reform to planning policies in the Pyrenees Planning Scheme, and is informed by the Existing Conditions map (page 26).

There is also:

- A Movement Network (page 28) map, which maps key pedestrian connections and routes between important community facilities and provides a basis for walkability improvements.
- A Public Realm map (page 29) and Built Form map (page 30) which set in place urban design recommendations for the whole town and inform the streetscape masterplans produced for the main street.

Study Area Boundary
Study area defined by restructure overlay (North & South), boundary road (East),
and the railway line & Avoca River (West). Area to the west of the Railway line
& Avoca River to remain unchanged.

Planning Precincts & Investigation Areas



Precinct A — I Own Core
Precinct A comprises the Town Core of Avoca within the Commercial Zone and includes
a mix of uses including retail, cafes and restaurants, community services, commercial
and residential dwellings. Some vacant commercial buildings exist within the town core,
with some shop fronts being used as residential premises. Lots fronting Dundas Street
are generally vacant and subject to flooding.

Protect C1Z to allow maximum flexibility for the Town Centre to evolve over time. Through an upcoming flood study, investigate extent of flooding on lots fronting Dundas Street to consider development potential for vaca precinct to maintain the diversity and vibrancy of the town core



Precinct B - Core Residential Area
Precinct B is within the General Residential Zone and located within the walkable
catchment of the Town Core. This Precinct is characterised by a highly permeable
gridded road network, close proximity to community services, good access to open
space, and includes large and / or elongated lots with access to two road frontages.

Encourage new dwellings, subdivision and development within this high amenity precinct that is in keeping with the rural and heritage character of the township, built form and streetscapes. Encourage subdivision of elongated lots with dual road frontages, to help activate both streets and provide additional housing within this precinct. Larger sites provide opportunity for a diverse range of housing including medium density. Any dwellings addressing the street / public realm should be designed sensitively to maintain the setbacks and character of the streetescape. Complete a detailed character study with a view to producing a Design and Development Overlay to guide any infill development so that heritage values and character are protected. In the interim, use Heritage Overlay guidelines in the Pyrenees Shire Precinct Heritage Study to protect heritage values, side setbacks and overall character of the precinct.



Precinct C is currently zoned Farming, is located within the walkable catchment of the Town Core, is in close proximity to the open space network, has good access to Council road reservations, however is subject to inundation.

igate extent of flooding in this area to determine suitability of rezoning all or part of this precinct to GRZ or LDRZ. Do not contemplate rezoning until flood study is completed.



Precinct D
Precinct D is currently zoned Rural Living, has an interface with the General Residential
Zone and is contained by the railway line to the west. This precinct has good access to
Council road reservations, is subject to inundation and has a large number of vacant

Rezone this precinct from RLZ to LDRZ with a 4000m2 minimum lot size, and remove the Restructure Overlay. Rezoning to LDRZ will facilitate additional lot supply within walkable distance to the town centre.



Precinct E is currently Farming Zone and is contained by the railway line to the west, Dawsons Road to the north and Pyrenees Highway to the east. It has good access to

Early rezoning from FZ to LDRZ to be considered due to its residential interfaces to the north-east and RLZ to LDRZ to the north and east.

Protect existing unmade roads within Precinct E to facilitate access to allotments should rezoning be investigated.

Sensitive interface to the Farming Zone along Number One Creek Road to be addressed through larger setbacks, vegetation buffers and open rural style fencing.



Precinct F is currently Farming Zone and is contained by Brerreton Lane and Molly Ross ane to the south and Pyrenees Highway to the west. It has good access to Council road eservations and the Avoca Rivers passes through the precinct.

Pending the outcome of a local flood study, consider rezoning this precinct from FZ to LDRZ with removal of the Restructure Overlay. Rezoning of this Precinct will create the opportunity to establish a publicly accessible linear corridor of open space along the Avoca River west of the golf course, which has potential to extend the current open space network to Molly Ross and Brerreton Lane.

Protect existing unmade roads within Precinct F to facilitate access to allotments should rezoning be investigated. Undertake review of existing trees within these unmade paper roads to ensure new roads or driveways do not compromise significant trees. Sensitive interface to the Farming Zone along Berreton Lane and Molly Ross Lane to be addressed through larger setbacks, vegetation buffers and open rural style fencing.



Precinct G is currently Farming Zone and is contained by the Napier Street, Brerreton Lane and the Avoca Country Golf Course. The Rutherford River passes through the

Investigate extent of flooding in this precinct to determine suitability to rezone from F2 to LDRZ. Rezoning of this Precinct will create the opportunity to establish a publicly accessible linear corridor of open space along the Rutherford River south of the golf course, which has potential to extend the current open space network to Brereton Lane.

Protect existing unmade roads within Precinct G to facilitate access to allotments should rezoning be investigated. Undertake review of existing trees within these unmade paper roads to ensure new roads or driveways do not compromise significant trees. Sensitive interface to the Farming Zone along Brerreton Lane to be addressed through larger setbacks, vegetation buffers and open rural style fencing.



Precinct H Freeinct H is Farming Zone land that currently forms part of the Avoca River Parkland and Avoca Country Golf Course and is publicly accessible. The land is within Crown ownership and comprises some fragmented titles.

Review land ownership and fragmentation in this precinct, to investigate consolidating and formalising area into a Public Park & Recreation Zone, to extend a network of public space including the Avoca Golf Course and Avoca River Parkland. Pending the outcome of a local flood study, develop a riverfront master plan for the consolidated Avoca River Parkland. Masterplan to address land management between Council and allow for environmental and public realm improvements. These improvements must focus on blostering the invertront's role as a community and environmental asset and focus on the stories of the Avoca River, while providing for passive recreation and supporting local and fourism-based visitation.



Precinct I is contained by the Avoca River, Pound Lane and existing General Residential zoned lots along the Sunraysia Highway.

In the longer term, investigate extent of flooding in this precinct and potential access off Surraysia Highway to determine suitability to rezone from FZ or RLZ or LDRZ. Rezoning of this Precinic could offer the opportunity to establish a publicly accessible linear corridor of open space along the Avoca River, north of the railway line, which has potential to extend the current open space network to Pound Lane. Sensitive interface to Farming Zone along Pound Lane to be addressed through larger setbacks, vegetation buffers and open rural style living. If a flood study confirms potential rezoning a Development Plan Overlay should be introduced to address interfaces, vewlines and access arrangements in addition to designation of land for parkland purposes.



Precinct J

Precinct J epresents a large strategic site in single ownership in General Residential Zoning. Whilst the site is partly within the 400m walkable catchment on the Town Core, it is separated from the Core Residential Area by the disused railway line. The site has limited access to street frontage along Astbury Street.

mportant strategic infill site with current concept permit for retirement village. Should important strategic infili site with current concept permit for retirement village. Should the current permit lapse any development of this precinct should integrate with the surrounding area, be sensitive to the rural character of the township, provide a diversity of housing, facilitate linkages and permeability between Surraysia Highway, Homebush Road and Astbury Street where possible, and maintain a sensitive interface/transition to be addressed through larger setbacks, vegetation buffers and open rural style fencing. A Development Plan Overlay is recommended to facilitate integrated development if the current permit lapses.



Precinct K
Precinct K comprises a cluster of elongated lots along the northern periphery of the township and is in a General Residential Zone.

Sensitive gateway location with interface to farming land to the north. East part of precinct has some redevelopment potential – presentation to pred land a house land a hous precinct has some redevelopment potential – presentation to rural land should be addressed through larger setbacks, vegetation buffers and open rural style fencing.



Precinct L

omprises the Avoca Rifle Range west of Boundary Road and is heavily vegetated and fully contained within the BMO. Part of the precinct is zoned GRZ.

Consider introduction of the PPRZ over the Avoca Rifle Range bushland reserve to



Precinct M
Precinct M is zoned Farming with a Restructure Overlay and is outside the Bushfire Management Overlay.

Subject to demonstration of the ability to satisfy the requirements of clause 13.05-1 of the Planning Scheme, investigate rezoning of this precinct from FZ to RLZ or LDRZ and associated removal of the RO. Sensitive interface of the Farming Zone to be addressed through larger setbacks, vegetation buffers and open rural style fencing.



Precinct N is zoned Rural Living and is separated from the Township by Farming Zone to the south.

ntain current extent of zoning and protect FZ around the precinct, to avoid elongated elopment between this precinct and the township along the Sunraysia Highway.

Current Planning Zones

Commercial Zone (CZ)

General Residential Zone (GRZ) Rural Living Zone (RLZ)

Farming Zone (FZ)

Industrial Zone (IN1Z)

Public Park and Recreation Zone (PPRZ)

Public Use Zone Zone (PUZ) **Current Planning Overlays**

Heritage Overlay - Precinct (HO)

Heritage Overlay - Site Specific (HO)

Design & Development Overlay (DDO) Restructure Overlay (RO)

Bushfire Management Overlay (BMO)

Environmental Significance Overlay (ESO) Environmental Audit Overlay (EAO)

Precinct Considerations

Possible Open Space Corridors

Possible future open space along the Avoca & Rutherford Rivesr to be genthrough rezoning and subdivision of the surrounding areas (refer Precinct I

Unmade Paper Roads to be protected

IIIIII Sensitive Interface to Farming Zone IIIIII Sensitive Interface to Bushland

Existing Bushland Vegetation to be Protected

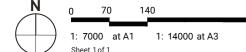
400m Walkable Catchment Reinforce main street as the focus for retail, commercial and mixed uses

Maintain informal and rural character approach to the town Lots with dual road frontages with subdivision potential

Larger lots with dual frontage with development potential Area subject to inundation, investigate extent of flooding in this zone

Rivers and tributaries

Rural Living Precinct NUMBER ONE CREEK ROAD



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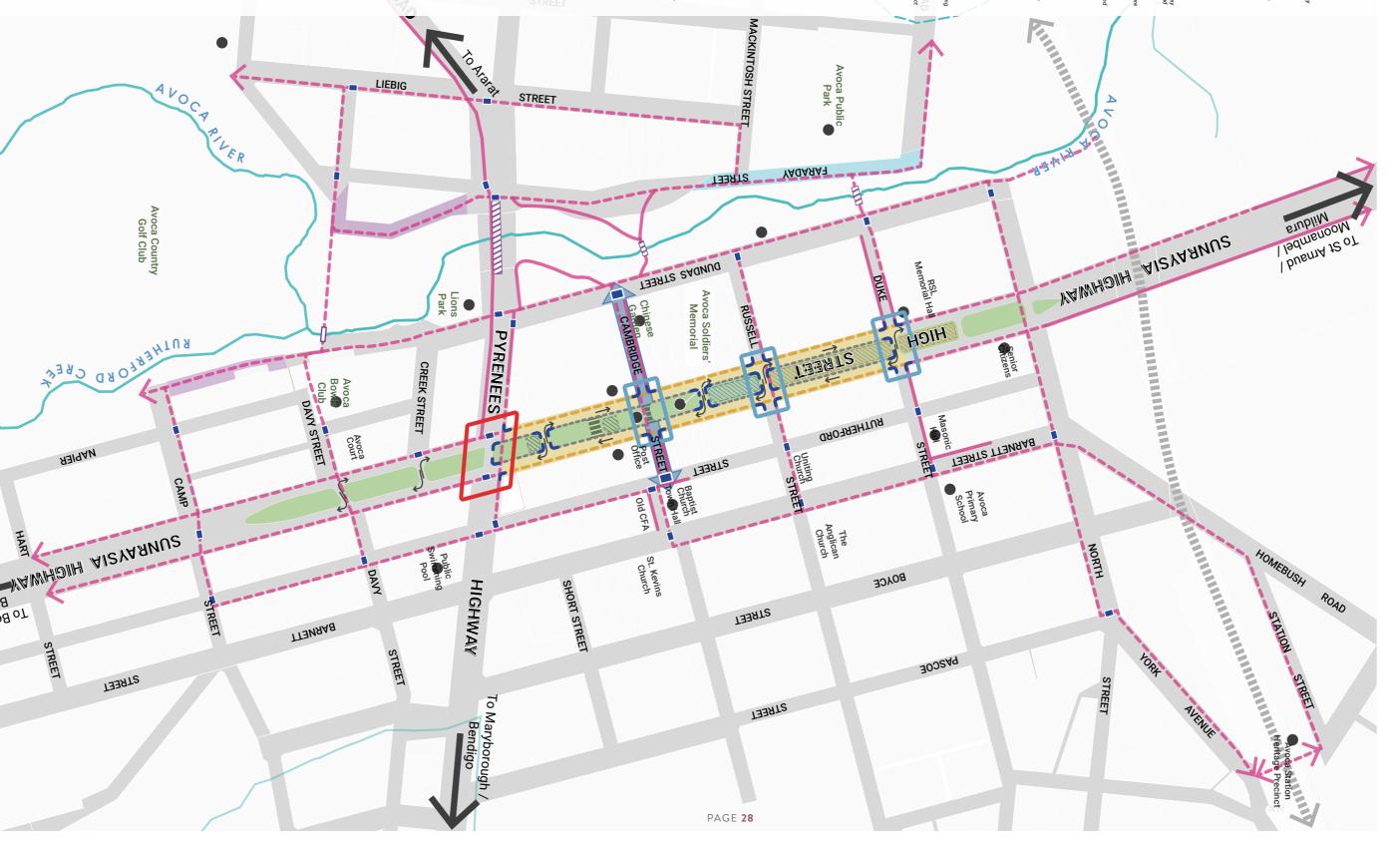
PYRENEES

TO MARYBOROUGH /

BENDIGO

HWV

Railway Line





5000 at A3

October 2018
AVOCA TOWN MOVEMENT NETWORK PLAN

'Connecting the dots and definging the path'

Pyrenees Shire Council

Level 2, 6 Riverside Quay Southbank, VIC 3006

† 9070 1166

STREET

To Beaufort Sallarat

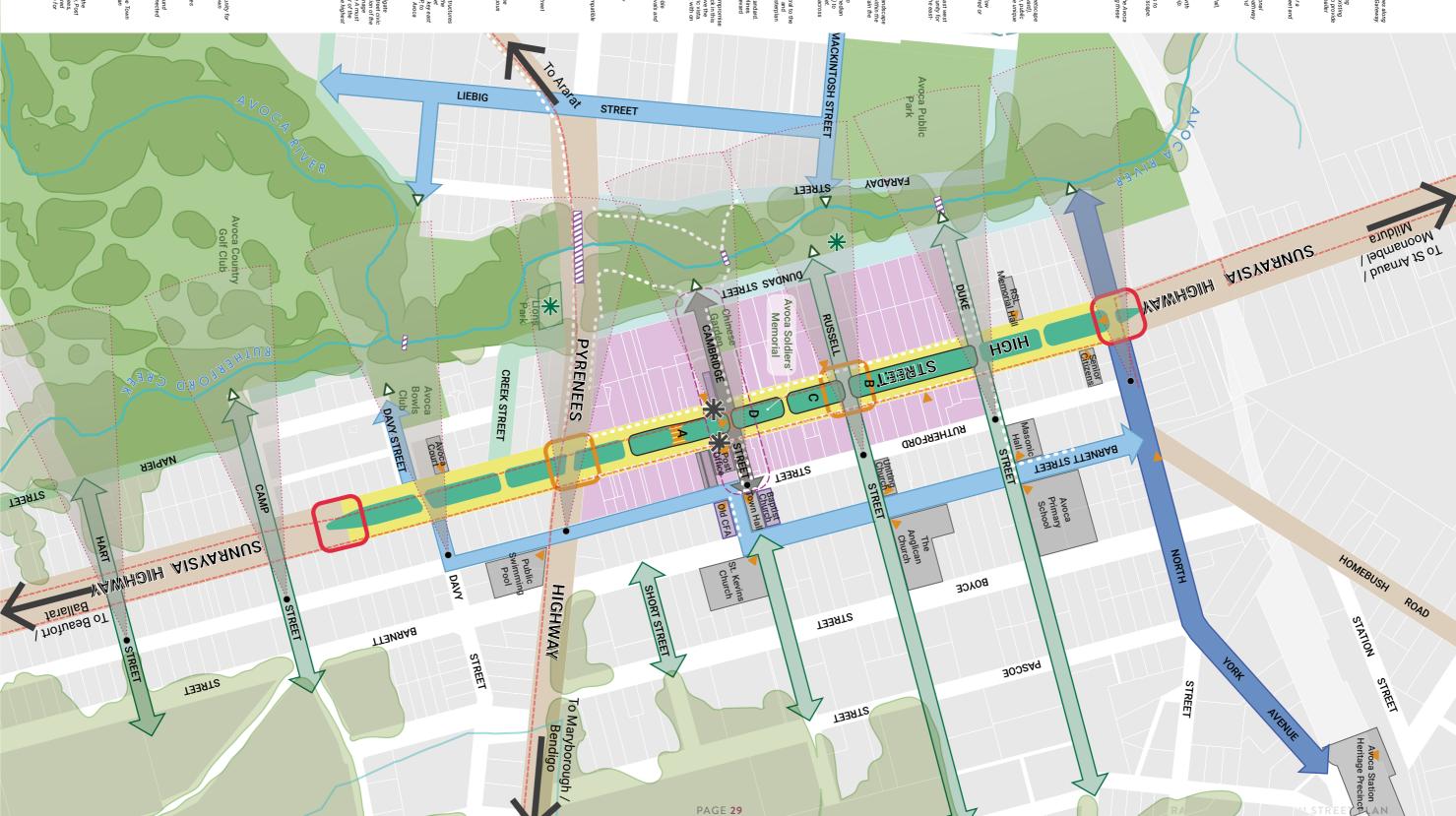


Space Gateways

Space Gateway in the Avoca River Parkland at the termination of the key east west the gateway into the Avoca River Parkland at the termination markers. Opportunty for intrough themed public art, signage and / or wayfinding markers deportunity for its parkland at the control of the visit a dong the east-tools.

River crossing point / bridge Ensure crossings of river accommo

glige Street (Civic Spine / Shared Zone Streetscape alon with VicRoads, teimagine Cambridge Street civic spine flinking the issue dampine dampine Cambridge Street civic spine flinking the issue Garden and the Avoca River. The civic spine will include pedestrian it and experience, and proposes the closure of the Cambridge Street it and experience, and proposes the closure of the Cambridge Street it and experience, and proposes the closure of the Cambridge Street.









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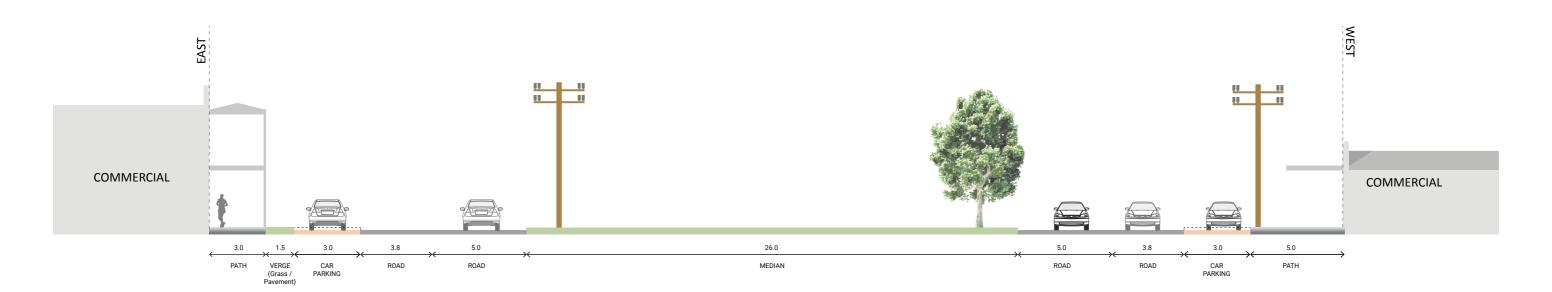
October 2018
AVOCA TOWN BUILT FORM PLAN
'Building on a unique rhythm of built form'
Pyrenees Shire Council
Level 2 6 Riverside Quay Southbank, VIC 3006
+ 9070 1166



← 60.0

PROPOSED HIGH STREET - between Davy St & Russle St





← 60.0

EXISTING HIGH STREET - between Davy St & Russle St





Introducing Streetscape Masterplans

The Streetscape Masterplan maps produced by ACLA put in place a long-term approach to addressing significant urban design issues and building on the structure of the main street.

The plan includes:

- A design inspiration map (page 33) that illustrates how landscape attributes and local narratives are to be incorporated in the town centre.
- A key plan map (page 34) that links to more detailed plans across sections of the main street.

The plan is intended to set in place a ten-year program of works to be supported by an advocacy strategy in order to secure funding to complete all aspects as funding becomes available.

Tree planting works are proposed to be completed in the shorter term, along with changes to traffic movements in High Street and starting to develop the Cambridge Street spine. Surfacing upgrades and public seating nodes may follow.

Longer term projects include reconfiguration of the toilet block to improve viewlines to and around the war memorial and adjacent heritage places.

References

Clark, I, 2014, 'Dissonance surrounding the Aboriginal origin of a selection of placenames in Victoria, Australia: Lessons in lexical ambiguity" in Clark, I; Hercus, L & Kostanski, L (eds), 2014, Indigenous and Minority Placenames: Australian and International Perspectives, ANU Pres, Canberra.

Cunningham, S; Hossain, H; Romeijn, H 2016 Future Landscapes: Pyrenees Biodiversity Action Plan 2016, Deakin University, Geelong.

DELWP, 2016, Victoria In Future Data Tables, online, https://www.planning.vic.gov.au/land-use-and-population-research/victoria-in-future-2016/victoria-in-future-data-tables

Willis, M, 2004, Postcards From Avoca, Avoca Historical Society Inc, Avoca.

DESIGN INSPIRATION

There are a number of unique local qualities and features which have informed the concept design of the Avoca High Street precinct:

The weathered natural beauty and complex local geology of the Victorian central highlands landscape; the site's gold rush and aboriginal history; and more recently the establishment of the Pyrenees wine and tourism region of which Avoca is at the heart.

There are many opportunities to draw on these themes in developing a site specific design that both responds to the local surroundings and Avoca's rich history.



Vineyards



Landscapes defined by the parallel lines of rows of grapevines growing. This familiar Pyrenees geometry is featured in the design as a paving treatment using local stone, the banding starting off as an occasional reference as you enter the precinct gradually intensifies approaching the Cambridge Street Civic spine,





Wine Barrels



Also referencing the Pyrenees region, the rounded shape and warmth of timber barrels is subtly referenced in the design of the street furniture at key social gathering nodes located along the street.

Avoca River



The Avoca River has the most variable flow of all the rivers in the Murray Darling Basin, ranging from months of drought to periods of intense flooding. The meandering course of the river is referenced in the paving treatment along the Cambridge Street Civic Spine, which links High Street and the Avoca Town Hall to the river itself.

Grapes on Wires



The shape of grape vine tendrils are also reminiscent of the winding course of the Avoca River and is referenced in the design of the paving within the Central Square. There are also opportunities to incorporate the form into a shade structure or lighting feature.

Grand Boulevard







Establishing a grand boulevard of consistent street trees along the length of the High Street precinct will not only improve the amenity of the street, but will also contribute to establishing a consistent identity for the centre of the Avoca Township.















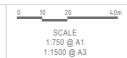








AVOCA HIGH STREET MASTER PLAN, AVOCA LANDSCAPE MASTER PLAN - DESIGN INSPIRATION



	FOR: REVIEW		REV	AMENDMENTS	DATE	ву
	DRAWN: ACLA	DATE: 21.12.18	Α	COUNCIL FEEDBACK	10.04.19	MB
			В	COUNCIL FEEDBACK	15.05.19	MB
	PROJECT N°: 1809 DWG N°: 1809-MP1	DWG Nº- 1809_MP1				

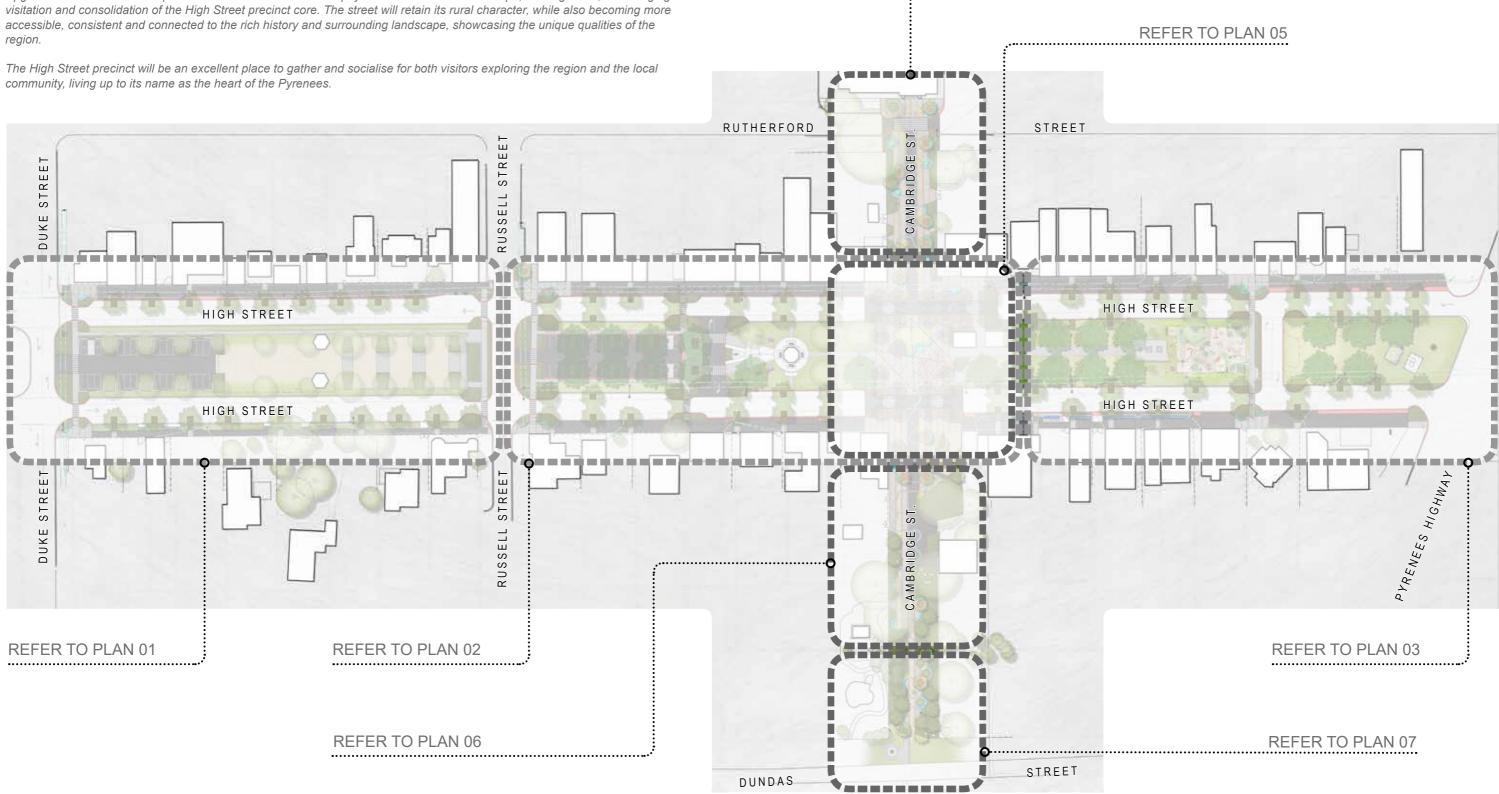


AVOCA HIGH STREET - VISION STATEMENT

Building on the 'Avoca Town Planning Framework Plan' prepared by Mesh Planning, the Avoca High Street Master Plan aims to provide a vision for the future of the central precinct of the Avoca township.

The High Street precinct is, and will continue to be the focus of community pride and activity. Its redevelopment will address a number of infrastructure shortfalls, improving the visual amenity of the street as well as helping to mitigate windy conditions and temperature extremes currently experienced by the precinct. This will include the incorporation of new elements such as furniture, paving and high canopy street tree planting.

Upgrades to the street will help to contain and better define the physical extent of the streetscape, slowing traffic, encouraging visitation and consolidation of the High Street precinct core. The street will retain its rural character, while also becoming more accessible, consistent and connected to the rich history and surrounding landscape, showcasing the unique qualities of the region.









10 20	40m	FOR: REVIEW	
SCALE		DRAWN: ACLA	
1:750 @ A1 1:1500 @ A3		PROJECT Nº: 1809	

REV AMENDMENTS DATE BY A COUNCIL FEEDBACK
B COUNCIL FEEDBACK 10.04.19 MB DATE: 21.12.18 15.05.19 MB DWG Nº: 1809-MP2

REFER TO PLAN 04



MASTER PLAN RECOMMENDATIONS AND ACTIONS

IMPROVE PEDESTRIAN ZONES

- Remove all existing pedestrian paving.
- Introduce a consistent style of paving throughout
- Highlight intersection nodal points with feature
- Residential pedestrian zones Provide a 2.5m wide Footpath along the property boundary and grassed nature strip to the back of the road kerb.
- Commercial pedestrian zones Provide a consistent paved surface treatment extending from the property boundary to the back of the road kerb.
- Strips of parallel feature paving in footpaths along High Street increase in frequency as you near the Cambridge Street Civic Spine highlighting the central precinct and unifying the streetscape.
- Provide social gathering spaces in key locations where people can meet and socialise. These nodes should be highlighted by feature paving, social seating, planting and bike rails where appropriate.
- Reconfigure existing informal gravel car parking area in the central median strip between Duke and Russell Streets to include a formalised car park and multifunctional zone that could be used for festivals and local events. This would involve the formalisation of the gravel 'Pétangue' pistes to encourage social events such as the tournaments held twice a year by the Pyrenees Petangue club.
- Widen concrete paving along the existing paths eading to the war memorial to align with the proposed raised pedestrian crossing zone and improve access
- The section of footpath between the Avoca Hotel and Shear Delights Bakery currently has steep non compliant cross grades. Provide low retaining/ seating walls where necessary and improve the footpath cross- falls. Step/ramp access may be necessary to access the road from the improved footpaths
- In consultation with VicRoads, close the existing central median break at Cambridge Street and convert to an open multifunctional central square, the centre of the High Street and Cambridge Street
- Proposed raised deck to the southern side of Central Square for potential use as a performance or stage area during events.
- Proposed lawn area within the Central Square.
- Proposed removal of the central roof structure of the existing public toilet facilities to open up Central Square and improve views along High Street to the War Memorial.
- In the long term consider removal of the western toilet block to construct a new toilet facilty on the eastern edge of the median, south of the remaining

- In consultation with the Avoca Hotel encourage development of a breakout space/outdoor eating area facing onto the civic spine to help activate the corner. This could take the form of a level deck facing onto the central square and Cambridge Street Civic Spine.
- Proposed sinuous band of feature paving meandering along the full length of the Cambridge Street Civic Spine, providing a continuous linking element that references the Avoca River and connects High Street and the Avoca Town Hall to the river itself

IMPROVE PEDESTRIAN SAFETY AND TRAFFIC CIRCULATION

- In consultation with VicRoads reduce the width of the High Street carriageway to a single lane within the project area on either side of the median between Duke Street and The Pyrenees Highway. This will help reduce the traffic speeds to a maximum 40km/hr improving the safety and general amenity of the street.
- Provide line marked 'zebra' crossings and warning lights at key crossing points along High Street to slow vehicles and improve pedestrian movement.
- In consultation with Vic Roads, consider introducing a wide raised pedestrian crossing zone between the car park and war memorial to give greater priority and improve accessibility for pedestrians. During events associated with the war memorial, the proposed traffic calming zone could be temporarily closed to traffic using removable bollards to improve the pedestrian connection to the War Memorial from the car park zone.
- Remove sections of existing tubular fencing where existing stone walls form a barrier to vehicles in order to simplify and declutter the median strip. Retain the existing barrier fence to the central lawn area where there are no stone walls
- Maintain vehicular access to existing kerbside petrol pumps outside the North End Service Station.
- In consultation with VicRoads close the median break south of the proposed Central Square and establish a passive recreation and community zone. This zone would include open grass areas and link the Central Square to the new Picnic and Playspace facilities which are projects implemented outside the master plan.
- In consultation with Vic Roads consider introducing a wide raised crossing zone corresponding with the proposed Central Square space. Highlight key pedestrian crossing points with 'zebra' line marking and warning lights. Provide a gradual level change to the road surface so that the maximum grade leading up to the raised crossing does not exceed 1.40
- Proposed shared pedestrian/vehicular zone along the Cambridge Street Civic Spine with the through traffic speed reduced to 10km/hr. Remove existing kerbs along Cambridge street. Consider a phased transition to a pedestrian only zone in the future if warranted by pedestrian usage patterns.

Maintain vehicular access to property access points along Cambridge Street through the proposed shared zones

3 IMPROVE CAR PARKING ARRANGEMENTS

- In consultation with VicRoads extend the verge at crossing points and intersections through kerb realignment, to allow for on street parallel parking on both sides of the road in each direction as well as new outstand bays for tree planting. Retain the existing kerbs wherever possible.
- Proposed kerb out-stands in between parallel parking bays along High Street. Consider incorporating Water Sensitive Urban Design (WSUD) initiatives in key locations to capture runoff from the road and car-parking bays for passive irrigation to street trees/planting.
- Formalise the section of the existing gravel car parking area in the central median strip between Duke and Russell Streets. Car park to include new kerbs, asphalt surfacing, line marking and planting. Existing trees to be retained.
- Provide vehicular exclusion bollards(removable) at the end of the new formalised carpark in the central median off Duke Street to allow the use of the multifunction zone for additional overflow car parking if required.
- Retain and upgrade the existing car park within the median strip south of Russell Street. The upgrade would include new kerbs, tree planting in bays resurfacing and line-marking to formalise car
- Provide dedicated accessible parking spaces to off street car parks and on street as required.
- Remove the existing informal gravel car park in the median north of the Pyrenees Highway and reinstate passive open grass space.
- Provide dedicated on street parking spaces to allow long vehicles (Max. 19m length) to park in key locations along High Street.

4 IMPROVE STREET FURNITURE

- Remove existing street furniture.
- Introduce a consistent style of street furniture including seats, benches, bike racks, drink fountains, litter and recycling bins.
- Provide custom social seating in key locations. The design of these seats subtly references the rounded shape and warmth of timber wine barrels.
- Provide custom tree grates to proposed trees in paved areas along the Cambridge Street Civic Spine and social gathering nodes.
- Ensure adequate seating is provided at bus stops. 4.5
- Ensure street furniture is evenly distributed throughout the street and universally accessible. The location and design of the street furniture will be reviewed as part of the detail design phase.

IMPROVE STREET LIGHTING/ **OVERHEAD AMENITIES**

- Conduct a lighting study as part of the detail design phase to ensure there is adequate street lighting and facial recognition lighting. The style of any additional lighting will be considered during the detail design phase to be in line with the rural character of the street.
- Consider the undergrounding of overhead power lines, This process may prove cost prohibitive.
- Proposed catenary lighting suspended over the Central Square to highlight the feature/ event
- Proposed pole top lights along Cambridge Street

6 INCORPORATE PUBLIC ART

- Provide public sculpture to highlight the arrival to Avoca central at both ends of the precinct.
- 6.2 Proposed lightweight sculptural shade canopy incorporated into part of the Catenary lighting over Central Square. The design could be an abstract reference to the form of a vinevard grapevine on a
- Proposed play sculpture zone providing an informal play area with interactive/playful sculptural elements.
- Provide public artwork to highlight the entry to the Cambridge Street Civic Spine from Dundas Street and the Avoca River parklands.

IMPROVE STREET PLANTING

- Retain existing well established Plane trees in the central median between Duke Street and Russell
- Due to the existing avenue of Plane trees planted in the median between Duke Street and Russell Street, it is proposed that a single row of tree planting in kerb out-stands along he property sides of High Street be planted in this section of the road.
- Proposed avenue tree planting in kerb out-stands along both sides of the road from Russell Street to the Pyrenees Highway to form a grand avenue highlighting the central High Street precinct.
- Existing war memorial Lone Pine to be retained.
- Existing Pine Trees in the median strip north of the Pyrenees Highway to be removed and replaced with Algerian Oaks.
- Remove existing ground storey planting and re-vegetate with hardier, less visually obtrusive species, which have proved more resilient in pedestrianised environments and have diverse floral displays.
- Introduce low planting within the median strip to soften its visual harshness. Consider smaller areas of planting around crossing points rather than planting along the full length of High Street.
- Introduce buffer planting along boundary fences along Cambridge Street.
- Provide additional planting along the frontage of the Chinese Garden to supplement existing. Proposed planting should borrow from and extend on themes established in the Chinese garden.









Existing Overhead Power lines

Existing Power Poles/ Light Poles

_____ Existing Kerbs to be Demolished

Existing Kerbs to be Retained

Proposed Kerbs

Existing Trees to be removed

Existing Trees to be Retained

Proposed High Street Avenue Trees Quercus coccinea - Scarlet Oak

Existing Grass Area

Proposed Grass Area

Proposed Concrete Paving Type 2 •••• Existing Fence to be Demolished Exposed Aggregate Finish Proposed Concrete Paving Type 3 Exposed Aggregate Finish Proposed Feature Stone Banding Proposed Granitic Sand Paving Proposed Bollards Proposed Custom Curved Social Seating

Proposed Bin Enclosures

Proposed Garden Bed

Proposed Asphalt Paving

Groundcover, tufted and shrub species

Proposed Concrete Paving Type 1

Proposed Bike Rails

Proposed Public Artwork

Proposed Raised Crossing

Proposed Retaining/ Seating Wall

Proposed Seat

lighlight intersection nodal points with feature paving. 1.3

Strips of parallel feature paving in footpaths along

move all existing pedestrian paving.

esidential pedestrian zones - Provide a 2.5m wide ootpath along the property boundary and grassed nature strip to the back of the road kerb.

troduce a consistent style of paving throughout the street.

RECOMMENDATIONS & ACTIONS - DUKE TO RUSSELL STREETS

ommercial pedestrian zones - Provide a consistent paved surface treatment extending from the property boundary to the back of the road

High Street increase in frequency as you near the Cambridge Street Civic Spine highlighting the central precinct and unifying the streetscape.

Provide social gathering spaces in key locations where people can meet and socialise. These nodes should be highlighted by feature paving, social seating, planting and bike rails where appropriate.

econfigure existing informal gravel car parking area in the central median strip between Duke and Russell Streets to include a formalised car park and multifunctional zone that could be used for festivals and local events. This would involve the formalisation of the gravel 'Pétanque' pistes to encourage social events such as the tournaments held twice a year by the Pyrenees Petanque club.

n consultation with VicRoads reduce the width of the High Street carriageway to a single lane within the project area on either side of the median between Duke Street and The Pyrenees Highway. This will help reduce the traffic speeds to a maximum 40km/hr improving the safety and general amenity of the street.

ovide line marked 'zebra' crossings and warning lights at key crossing points along High Street to slow vehicles and improve pedestrian

Remove sections of existing tubular fencing where existing stone walls form a barrier to vehicles in order to simplify and declutter the median strip. Retain the existing barrier fence to the central lawn area where

Maintain vehicular access to existing kerbside petrol pumps outside the North End Service Station.

consultation with VicRoads extend the verge at crossing points and intersections through kerb realignment, to allow for on street parallel parking on both sides of the road in each direction as well as new outstand bays for tree planting. Retain the existing kerbs wherever $% \left(1\right) =\left(1\right) \left(1\right)$

roposed kerb out-stands in between parallel parking bays along High Street. Consider incorporating Water Sensitive Urban Design (WSUD) initiatives in key locations to capture runoff from the road and car-parking bays for passive irrigation to street trees/planting.

Provide vehicular exclusion bollards(removable)at the end of the new formalised carpark in the central median off Duke Street to allow the use

ovide dedicated accessible parking spaces to off treet car parks and on street as required.

Remove existing street furniture.

ntroduce a consistent style of street furniture including seats, benches, bike racks, drink fountains, litter and recycling bins.

Provide custom social seating in key locations. The design of these seats subtly references the rounded shape and warmth of timber wine

Provide custom tree grates to proposed trees in paved areas along the Cambridge Street Civic Spine and social gathering nodes.

Ensure street furniture is evenly distributed throughout the street and universally accessible. The location and design of the street furniture will be reviewed as part of the detail design phase.

Consider the undergrounding of overhead power lines, This process may prove cost prohibitive.

rovide public sculpture to highlight the arrival to Avoca central at both ends of the precinct.

Retain existing well established Plane trees in the central median between Duke Street and Russell Street.

Due to the existing avenue of Plane trees planted in the median between Duke Street and Russell Street, it is proposed that a single row of tree planting in kerb out-stands along he property sides of High Street be planted in this section of the road.

Introduce low planting within the median strip to soften its visual harshness. Consider smaller areas of planting around crossing points rather than planting along the full length of High Street.







0 2.5 5 10m	FOR: REVIEW		REV	AMENDMENTS	DATE	BY
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Existing Overhead Power lines

Existing Power Poles/ Light Poles

_____ Existing Kerbs to be Demolished

Existing Kerbs to be Retained

Proposed Kerbs

Existing Trees to be removed

Existing Trees to be Retained

Proposed High Street Avenue Trees Quercus coccinea - Scarlet Oak

Proposed High Street Avenue Trees Grevillea robusta- Silky Oak

Proposed High Street Avenue Trees Quercus canariensis - Algerian Oak

Existing Grass Area



roposed Asphalt Paving

Exposed Aggregate Finish



Groundcover, tufted and shrub species



Proposed Concrete Paving Type 1 Proposed Concrete Paving Type 2



Proposed Concrete Paving Type 3
Exposed Aggregate Finish



Proposed Feature Stone Banding



Proposed Granitic Sand Paving

Proposed Bollards

Proposed Custom Curved Social Seating



Proposed Bin Enclosures

Proposed Bike Rails



Proposed Public Artwork



Proposed Raised Crossing



Proposed Retaining/ Seating Wall



Proposed Long Vehicle Parking Bays

emove all existing pedestrian paving.



1.3 Highlight intersection nodal points with feature paving.

esidential pedestrian zones - Provide a 2.5m wide Footpath along the property boundary and grassed nature strip to the

Commercial pedestrian zones - Provide a consistent paved surface treatment extending from the property boundary to the back of the road

Strips of parallel feature paving in footpaths along High Street increase in frequency as you near the Cambridge Street Civic Spine highlighting the central precinct and unifying the streetscape

Provide social gathering spaces in key locations where people can meet and socialise. These nodes should be highlighted by feature paving, social seating, planting and bike rails where appropriate.

Widen concrete paving along the existing paths leading to the war memorial to align with the proposed raised pedestrian crossing zone and improve access.

he section of footpath between the Avoca Hotel and Shear Delights Bakery currently has steep non compliant cross grades. Provide low retaining/ seating walls where necessary and improve the footpath crossfalls. Step/ramp access may be necessary to access the road from the improved footpaths.

consultation with VicRoads reduce the width of the High Street carriageway to a single lane within the project area on either side of the median between Duke Street and The Pyrenees Highway. This will help reduce the traffic speeds to a maximum 40km/hr improving the safety and general amenity of the street.

Provide line marked 'zebra' crossings and warning lights at key crossing points along High Street to slow vehicles and improve pedestrian

consultation with VicRoads, consider introducing a wide raised pedestrian crossing zone between the car park and war memorial to give greater priority and improve accessibility for pedestrians. During events associated with the war memorial, the proposed traffic calming zone could be temporarily closed to traffic using removable bollards to improve the pedestrian connection to the War Memorial from the car park zone.

In consultation with VicRoads extend the verge at crossing points and intersections through kerb realignment, to allow for on street parallel parking on both sides of the road in each direction as well as new outstand bays for tree planting. Retain the existing kerbs wherever

Proposed kerb out-stands in between parallel parking bays along High Street. Consider incorporating Water Sensitive Urban Design (WSUD) initiatives in key locations to capture runoff from the road and car-parking bays for passive irrigation to street trees/planting.

Retain and upgrade the existing car park within the median strip south of Russell Street. The upgrade would include new kerbs, tree planting in bays resurfacing and line-marking to formalise car spaces.

Provide dedicated accessible parking spaces to off street car parks and on street as required.

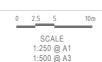
- Provide dedicated on street parking spaces to allow long vehicles (Max. 19m length) to park in key locations along High Street.
- Remove existing street furniture.
- ntroduce a consistent style of street furniture including seats, benches, bike racks, drink fountains, litter and recycling bins.
- Provide custom social seating in key locations. The design of these seats subtly references the rounded shape and warmth of timber wine
- Provide custom tree grates to proposed trees in paved areas along the Cambridge Street Civic Spine and social gathering nodes.
- Ensure street furniture is evenly distributed throughout the street and universally accessible. The location and design of the street furniture will be reviewed as part of the detail design phase.
- Consider the undergrounding of overhead power lines, This process may prove cost prohibitive.
- Proposed avenue tree planting in kerb out-stands along both sides of the road from Russell Street to the Pyrenees Highway to form a grand avenue highlighting the central High Street precinct.
- Existing war memorial Lone Pine to be retained.
- Introduce low planting within the median strip to soften its visual harshness. Consider smaller areas of planting around crossing points rather than planting along the full length of High Street.











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Existing Overhead Power lines

Existing Power Poles/ Light Poles

_____ Existing Kerbs to be Demolished

Existing Kerbs to be Retained

Proposed Kerbs

Existing Trees to be removed

Existing Trees to be Retained

Proposed High Street Avenue Trees Quercus coccinea - Scarlet Oak

Proposed High Street Avenue Trees Quercus canariensis - Algerian Oak

Proposed Garden Bed Groundcover, tufted and shrub species





Proposed Concrete Paving Type 1



Proposed Concrete Paving Type 3 xposed Aggregate Finish

Proposed Feature Stone Banding

Proposed Granitic Sand Paving

Proposed Bollards

Proposed Custom Curved Social Seating

Proposed Custom Platform Seat

Proposed Seat

Proposed Retaining Wall Seat

Proposed Bin Enclosures

Proposed Public Artwork

Proposed Raised Crossing

Proposed Tree Grate

Proposed Retaining/ Seating Wall

Proposed Long Vehicle Parking Bays

Proposed Bike Rails

Strips of parallel feature paving in footpaths along High Street increase in frequency as you near the Cambridge Street Civic Spine highlighting the central precinct and unifying the streetscape.

emove all existing pedestrian paving.

ø

12

1.3

Provide social gathering spaces in key locations where people can meet and socialise. These nodes should be highlighted by feature paving, social seating, planting and bike rails where appropriate.

oduce a consistent style of paving throughout the street.

Footpath along the property boundary and grassed nature strip to the

Commercial pedestrian zones - Provide a consistent paved surface

treatment extending from the property boundary to the back of the road

lighlight intersection nodal points with feature paving.

sidential pedestrian zones - Provide a 2.5m wide

The section of footpath between the Avoca Hotel and Shear Delights Bakery currently has steep non compliant cross grades. Provide low retaining/ seating walls where necessary and improve the footpath crossfalls. Step/ramp access may be necessary to access the road from the improved footpaths.

n consultation with VicRoads reduce the width of the High Street carriageway to a single lane within the project area on either side of the median between Duke Street and The Pyrenees Highway. This will help reduce the traffic speeds to a maximum 40km/hr improving the safety and general amenity of the street.

rovide line marked 'zebra' crossings and warning lights at key crossing Provide line marked 'zebra' crossings and warning ingine access a points along High Street to slow vehicles and improve pedestrian

n consultation with VicRoads close the median break south of the proposed Central Square and establish a passive recreation and community zone. This zone would include open grass areas and link the Central Square to the new Picnic and Playspace facilities which are projects implemented outside the master plan

In consultation with VicRoads extend the verge at crossing points and intersections through kerb realignment, to allow for on street parallel parking on both sides of the road in each direction as well as new outstand bays for tree planting. Retain the existing kerbs wherever $% \left(1\right) =\left(1\right) \left(1\right)$

Remove the existing informal gravel car park in the median north of the Pyrenees Highway and reinstate passive open grass space.

Provide dedicated on street parking spaces to allow long vehicles (Max. 19m length) to park in key locations along High Street.

stroduce a consistent style of street furniture including seats, benches, bike racks, drink fountains, litter and recycling bins.

Provide custom social seating in key locations. The design of these seats subtly references the rounded shape and warmth of timber wine

vide custom tree grates to proposed trees in paved areas along the Cambridge Street Civic Spine and social gathering nodes.

Ensure adequate seating is provided at bus stops.

Ensure street furniture is evenly distributed throughout the street and universally accessible. The location and design of the street furniture will be reviewed as part of the detail design phase.

Consider the undergrounding of overhead power lines, This process may prove cost prohibitive.

Provide public sculpture to highlight the arrival to Avoca central at both ends of the precinct.

Proposed avenue tree planting in kerb out-stands along both sides of the road from Russell Street to the Pyrenees Highway to form a grand avenue highlighting the central High Street precinct.

Existing Pine Trees in the median strip north of the Pyrenees Highway to be removed and replaced with Algerian Oaks.

Introduce low planting within the median strip to soften its visual harshness. Consider smaller areas of planting around crossing points rather than planting along the full length of High Street.







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____ Existing Overhead Power lines

Existing Power Poles/ Light Poles

Existing Kerbs to be Demolished

Existing Kerbs to be Retained

Proposed Kerbs

Existing Trees to be Retained

Proposed Secondary Street Trees

Native Species - TBC

Proposed Garden Bed Groundcover, tufted and shrub species

Proposed Asphalt Paving

Proposed Concrete Paving Type 1

Proposed Concrete Paving Type 2

Exposed Aggregate Finish

Proposed Concrete Paving Type 3

Exposed Aggregate Finish

Proposed Feature Stone Banding

Proposed Feature Storie Banding

Proposed Tree Grate

ов Proposed Bollards

Proposed Custom Curved Social Seating

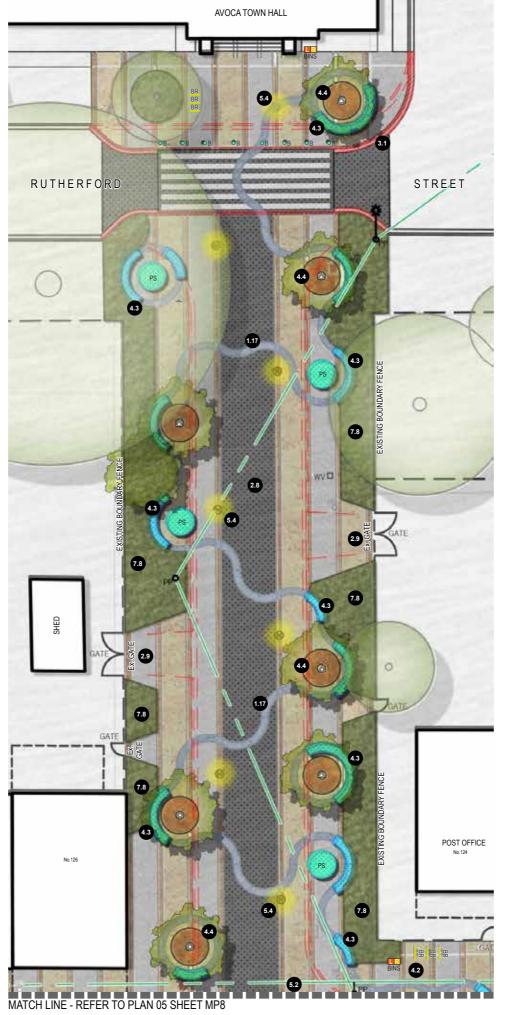
Proposed Custom Platform Seat

BR Proposed Bike Rails

Proposed Raised Crossing

Proposed Bin Enclosures

Proposed Pole Mounted Light











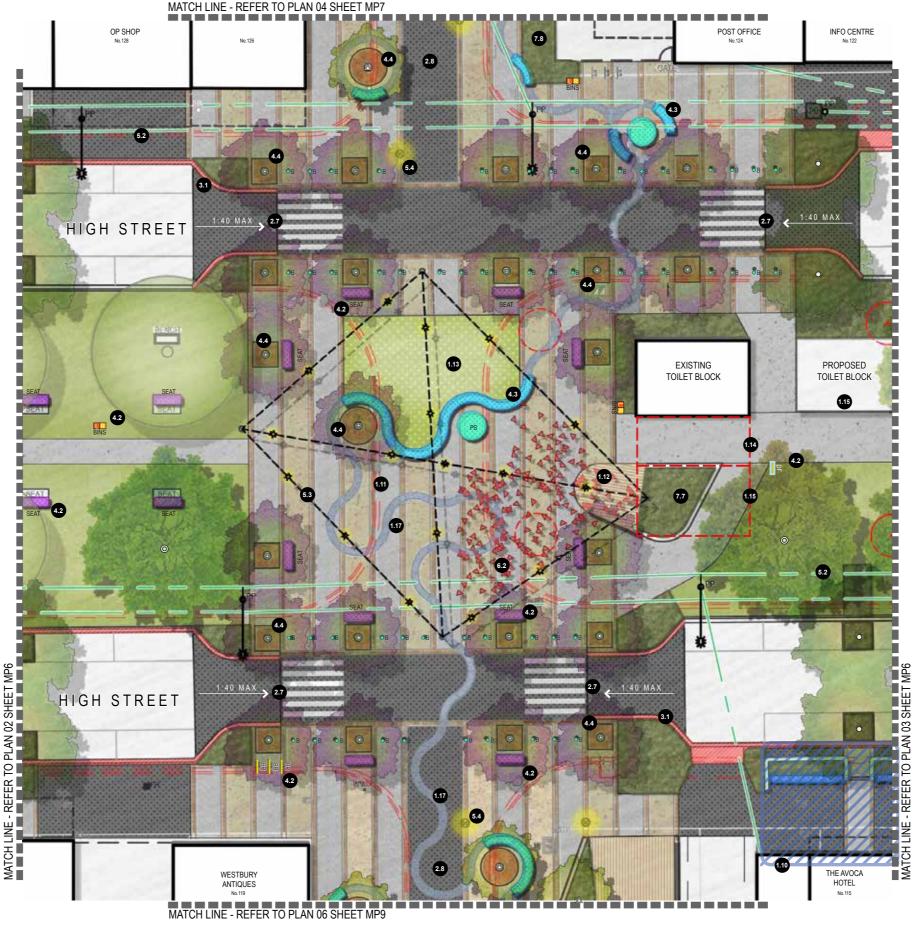
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RECOMMENDATIONS & ACTIONS - RUTHERFORD TO HIGH STREETS

- Proposed sinuous band of feature paving meandering along the full length of the Cambridge Street Civic Spine, providing a continuous linking element that references the Avoca River and connects High Street and the Avoca Town Hall to the river itself.
- Proposed shared pedestrian/vehicular zone along the Cambridge Street Civic Spine with the through traffic speed reduced to 10km/hr. Remove existing kerbs along Cambridge street. Consider a phased transition to a pedestrian only zone in the future if warranted by pedestrian usage patterns.
- Maintain vehicular access to property access points along Cambridge Street through the proposed shared zones.
- Remove existing street furniture.
- Introduce a consistent style of street furniture including seats, benches, bike racks, drink fountains, litter and recycling bins.
- Provide custom social seating in key locations. The design of these seats subtly references the rounded shape and warmth of timber wine barrels.
- Provide custom tree grates to proposed trees in paved areas along the Cambridge Street Civic Spine and social gathering nodes.
- Ensure street furniture is evenly distributed throughout the street and universally accessible. The location and design of the street furniture will be reviewed as part of the detail design phase.
- Proposed pole top lights along Cambridge Street Civic Spine.
- Proposed play sculpture zone providing an informal play area with interactive/playful sculptural elements.
- Introduce buffer planting along boundary fences along Cambridge Street.

LEGEND Existing Overhead Power lines Existing Power Poles/ Light Poles Existing Kerbs to be Demolished Existing Kerbs to be Retained Proposed Kerbs Existing Trees to be removed Existing Trees to be Retained Proposed High Street Avenue Trees Quercus coccinea - Scarlet Oak Proposed High Street Avenue Trees Quercus canariensis - Algerian Oak Proposed Secondary Street Trees Native Species - TBC Proposed Central Square Trees Jacaranda mimosifolia - Jacaranda Existing Grass Area Proposed Grass Area roposed Garden Bed Groundcover, tufted and shrub species Proposed Asphalt Paving Proposed Concrete Paving Type 1 Proposed Concrete Paving Type 2 Proposed Concrete Paving Type 3 Exposed Aggregate Finish Proposed Feature Stone Banding Proposed Bollards Proposed Custom Curved Social Seating Proposed 'River' Feature Paving Proposed Custom Platform Seat Proposed Seat Proposed Retaining Wall Seat Proposed Bike Rails Proposed Raised Crossing Proposed Retaining/ Seating Wall Proposed Bin Enclosures Proposed Drink Fountain Proposed Shade/ Catenary Sculpture Proposed Catenary Lighting



RECOMMENDATIONS & ACTIONS -CAMBRIDGE STREET CENTRAL SQUARE

- Proposed sinuous band of feature paving meandering along the full length of the Cambridge Street Civic Spine, providing a continuous linking element that references the Avoca River and connects High Street and the Avoca Town Hall to the river itself.
- In consultation with VicRoads, close the existing central median break at Cambridge Street and convert to an open multifunctional central square, the centre of the High Street and Cambridge Street precincts.
- Proposed raised deck to the southern side of Central Square for potential use as a performance or stage area during events.
- Proposed lawn area within the Central Square
- roposed removal of the central roof structure of the existing public toilet facilities to open up Central Square and improve views along High Street to
- In the long term consider removal of the western toilet block to construct a new toilet facilty on the eastern edge of the median, south of the remaining
- In consultation with the Avoca Hotel encourage development of a breakout space/outdoor eating area facing onto the civic spine to help activate the corner. This could take the form of a level deck facing onto the central
- Proposed sinuous band of feature paving meandering along the full length of the Cambridge Street Civic Spine, providing a continuous linking element that references the Avoca River and connects High Street and the Avoca Town Hall to the river itself.
- In consultation with Vic Roads consider introducing a wide raised crossing zone corresponding with the proposed Central Square space. Highlight 2.7 key pedestrian crossing points with 'zebra' line marking and warning lights. Provide a gradual level change to the road surface so that the maximum grade leading up to the raised crossing does not exceed 1:40.
- Proposed shared pedestrian/vehicular zone along the Cambridge Street Civic Spine with the through traffic speed reduced to 10km/hr. Remove existing kerbs along Cambridge Street. Consider a phased transition to a pedestrian only zone in the future if warranted by pedestrian usage
- In consultation with VicRoads extend the verge at crossing points and intersections through kerb realignment, to allow for on street parallel parking on both sides of the road in each direction as well as new outstand bays for tree planting. Retain the existing kerbs wherever possible.
- Remove existing street furniture.
- ntroduce a consistent style of street furniture including seats, benches, bike
- Provide custom social seating in key locations. The design of these seats
- rovide custom tree grates to proposed trees in paved areas along the
- Ensure street furniture is evenly distributed throughout the street and universally accessible. The location and design of the street furniture will be reviewed as part of the detail design phase.
- Proposed pole top lights along Cambridge Street Civic Spine.
- Proposed play sculpture zone providing an informal play area with interactive/playful sculptural elements.
- Introduce low planting within the median strip to soften its visual harshness. Consider smaller areas of planting around crossing points rather than planting along the full length of High Street.
- $\label{thm:condition} \mbox{Introduce buffer planting along boundary fences along Cambridge Street}.$

Proposed Pole Mounted Light







FOR: REVIEW REV AMENDMENTS DATE BY A COUNCIL FEEDBACK DRAWN: ACLA DATE: 21.12.18 B COUNCIL FEEDBACK 15.05.19 MB PROJECT Nº: 1809 DWG Nº: 1809-MP8



Existing Overhead Power lines

Existing Power Poles/ Light Poles



_____ Existing Kerbs to be Demolished



Existing Trees to be Retained



Proposed Secondary Street Trees



Existing Grass Area



Proposed Garden Bed Groundcover, tufted and shrub species



Proposed Asphalt Paving



Proposed Concrete Paving Type 2



Proposed Concrete Paving Type 3 Exposed Aggregate Finish



Proposed Feature Stone Banding



Proposed Custom Curved Social Seating



Proposed 'River' Feature Paving



Proposed Bollards



Proposed Bin Enclosures





MATCH LINE - REFER TO PLAN 07 SHEET MP10





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Proposed sinuous band of feature paving meandering along the full length of the Cambridge Street Civic Spine, providing a continuous linking element that references the Avoca River and connects High Street and the Avoca Town Hall to the river itself. Proposed shared pedestrian/vehicular zone along the Cambridge Street Civic Spine with the through traffic speed reduced to 10km/hr. Remove existing kerbs along Cambridge Street. Consider a phased transition to

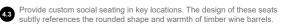
a pedestrian only zone in the future if warranted by pedestrian usage

In consultation with the Avoca Hotel encourage development of a breakout space/outdoor eating area facing onto the civic spine to help activate the corner. This could take the form of a level deck facing onto the central square and Cambridge Street Civic Spine.



RECOMMENDATIONS & ACTIONS -HIGH STREET TO DUNDAS STREETS

ntroduce a consistent style of street furniture including seats, benches, bike racks, drink fountains, litter and recycling bins.



rovide custom tree grates to proposed trees in paved areas along the Cambridge Street Civic Spine and social gathering nodes.

Ensure street furniture is evenly distributed throughout the street and universally accessible. The location and design of the street furniture will be reviewed as part of the detail design phase.

Proposed pole top lights along Cambridge Street Civic Spine.

Proposed play sculpture zone providing an informal play area with interactive/playful sculptural elements.

Introduce buffer planting along boundary fences along Cambridge Street.



Existing Power Poles/ Light Poles



Existing Trees to be Retained



Proposed Secondary Street Trees



Native Species - TBC



Proposed Garden Bed Groundcover, tufted and shrub species



Proposed Asphalt Paving



Proposed Concrete Paving Type 3
Exposed Aggregate Finish



Proposed Granitic Sand Paving



Proposed Custom Curved Social Seating



Proposed 'River' Feature Paving

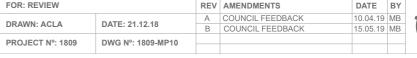


Proposed Public Artwork



Proposed Play Sculptures





RECOMMENDATIONS & ACTIONS -HIGH STREET TO DUNDAS STREETS

Proposed sinuous band of feature paving meandering along the full length of the Cambridge Street Civic Spine, providing a continuous linking element that references the Avoca River and connects High Street and the Avoca Town Hall to the river itself.

42 Introduce a consistent style of street furniture including seats, benches, bike racks, drink fountains, litter and recycling bins.

43 Provide custom social seating in key locations. The design of these seats subtly references the rounded shape and warmth of timber wine barrels.

Provide custom tree grates to proposed trees in paved areas along the Cambridge Street Civic Spine and social gathering nodes.

Proposed pole top lights along Cambridge Street Civic Spine.

themes established in the Chinese garden.

Ensure street furniture is evenly distributed throughout the street and universally accessible. The location and design of the street furniture will be reviewed as part of the detail design phase.

Proposed play sculpture zone providing an informal play area with

Provide public artwork to highlight the entry to the Cambridge Street Civic Spine from Dundas Street and the Avoca River parklands.

Provide additional planting along the frontage of the Chinese Garden to supplement existing. Proposed planting should borrow from and extend on











AVOCA HIGH STREET MASTER PLAN, AVOCA

LANDSCAPE MASTER PLAN - PLAN 07

PROPOSED FURNITURE PALETTE









Seats - Potential to incorporate custom laser cut motif in side panel.



4.2 Seating on top of retaining/ seating wall



Custom tree grates with custom laser cut motif



Bin enclosures - Potential to incorporate custom laser cut motif in door panels.





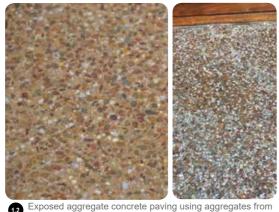


Potential for the design to reference the metal rings holding together a wine barrel.

PROPOSED MATERIALS PALETTE



Custom Bike rails



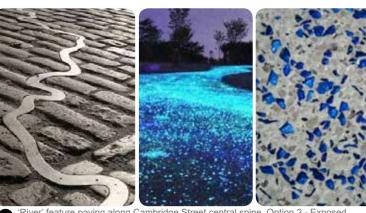
2 Exposed aggregate concrete paving using aggregates from



Feature stone banding - Pyrenees Stone pavers



'River' feature paving along Cambridge Street central spine. Option 1 - Random Castlemaine Slate Stone Pavers/ Cobble Pavers



'River' feature paving along Cambridge Street central spine. Option 2 - Exposed aggregate concrete with coloured glass aggregate and glow in the dark aggregate



1.16 Timber Decking



1.12 Raised stage timber deck



Proposed street trees in kerb out-stands.



Retaining wall/ Seating wall



Proposed pedestrian crossings with 'zebra' line marking and warning lights









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PROJECT Nº: 1809	DWG Nº: 1809-MP11					
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PROPOSED LIGHTING



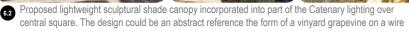




Examples of pole top lights proposed for Cambridge Street pedestrian spine.

PROPOSED ARTWORK/ SCULPTURAL ELEMENTS







6.1 Proposed Public Artwork examples Located at key entrance points to High Street precinct.





Sculptural play elements located within the Cambridge Street Civic Spine. Proposed Public Artwork example for the Cambridge Street entry from Dundas Street.

PROPOSED TREES



Quercus coccinea - Scarlet Oak 12m high x 8m wide @ 20 years



Proposed tree planting to formalised car park Grevillea robusta - Silky Oak 20m high x 15m wide @ 20 years



Proposed tree planting to median strip Quercus canariensis - Algerian Oak 20m high x 20m wide @ 20 years



Proposed tree planting around the central square Jacaranda mimosifolia - Jacaranda 10m high x 8m wide @ 20 years

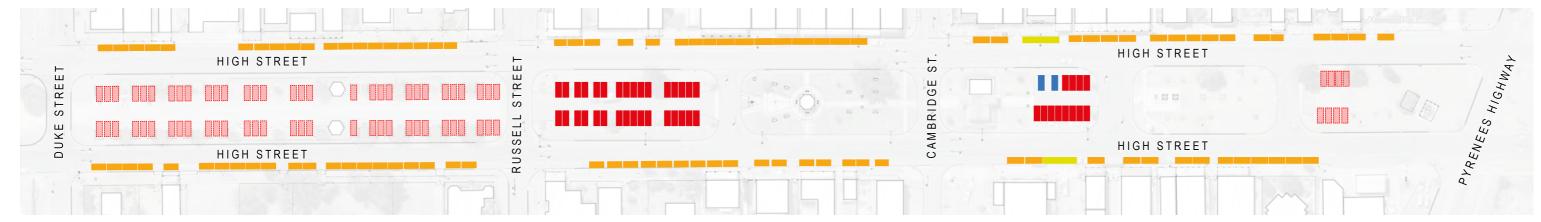


Proposed secondary street tree planting to Cambridge Street Hymenosporum flavum - Native frangipani 6-8m high x 5-6m wide @ 20 years





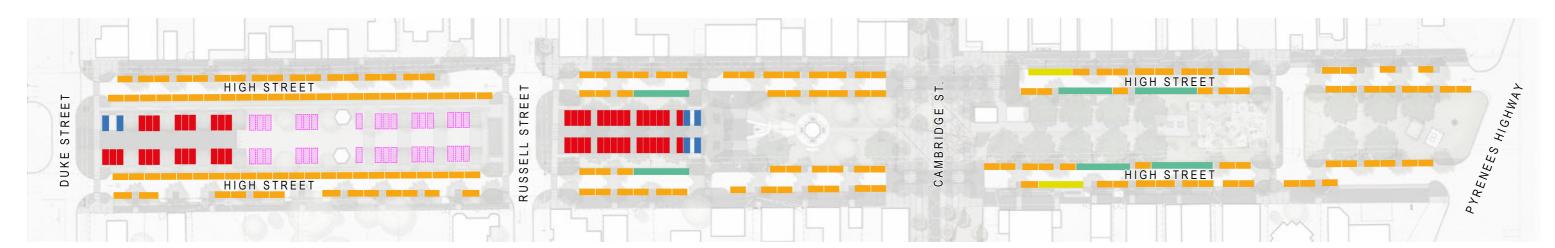




EXISTING CONDITIONS

- 104 on street parallel car spaces
- 44 off street 90° formalised car spaces
- 70 off street 90° informal car spaces
- 2 accessible car spaces
- · 2 bus zones

TOTAL = 220 CAR SPACES



PROPOSED CONDITIONS

- 175 on street parallel car spaces
- 6 on street long vehicle car spaces
- 52 off street 90° formalised car spaces
- 32 off street 90° overflow car spaces
- 6 accessible car spaces
- 2 bus zones

TOTAL = 241 CAR SPACES(+ 32 overflow car spaces if required)

LEGEND

- On street parallel car spaces
- On street long vehicle space (Vehicles up to 19m long)
- Off street 90° formalised (sealed/ line-marked) car spaces
- Off street 90° informal (unsealed/ unlinemarked) car spaces
- Off street 90° informal (unsealed/ unlinemarked) overflow car spaces
- Accessible car spaces
- Bus zones





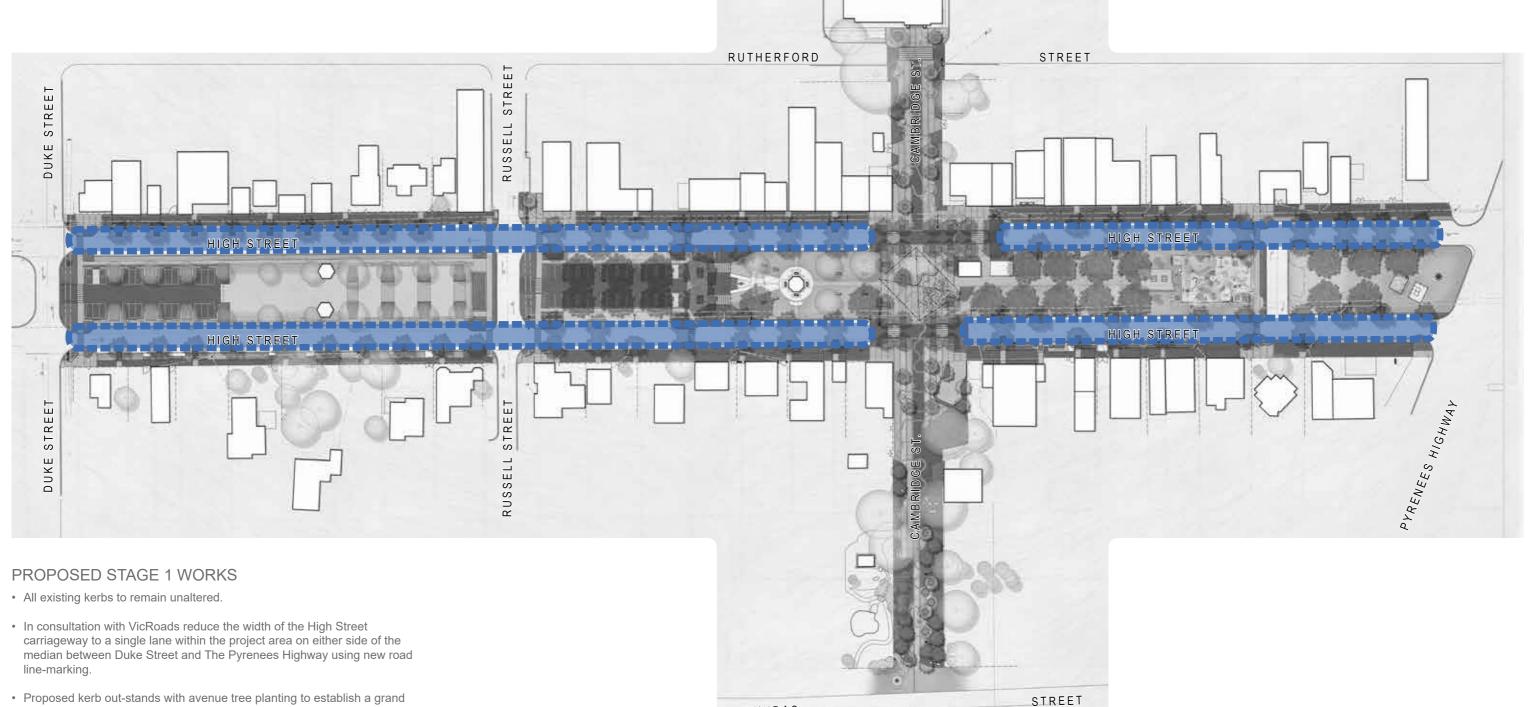




I	40m	20	10	0
I		SCALE		
-		750 @ A1		

FOR: REVIEW REV AMENDMENTS DATE BY A COUNCIL FEEDBACK
B COUNCIL FEEDBACK 10.04.19 MB DRAWN: ACLA DATE: 21.12.18 15.05.19 MB PROJECT Nº: 1809 DWG Nº: 1809-MP13





DUNDAS

- Proposed kerb out-stands with avenue tree planting to establish a grand boulevard along High Street.
- Provide temporary kerb out-stands in locations where trees will be located in garden beds behind kerb realignment works in future stages.









Permanent Kerbs

Temporary Kerbs







FOR: RE	40m	20	10	0
DRAWN		SCALE		
PROJEC		750 @ A1 500 @ A3		

REVIEW REV AMENDMENTS DATE BY A COUNCIL FEEDBACK
B COUNCIL FEEDBACK N: ACLA DATE: 21.12.18 15.05.19 MB CT N°: 1809 DWG Nº: 1809-MP14





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