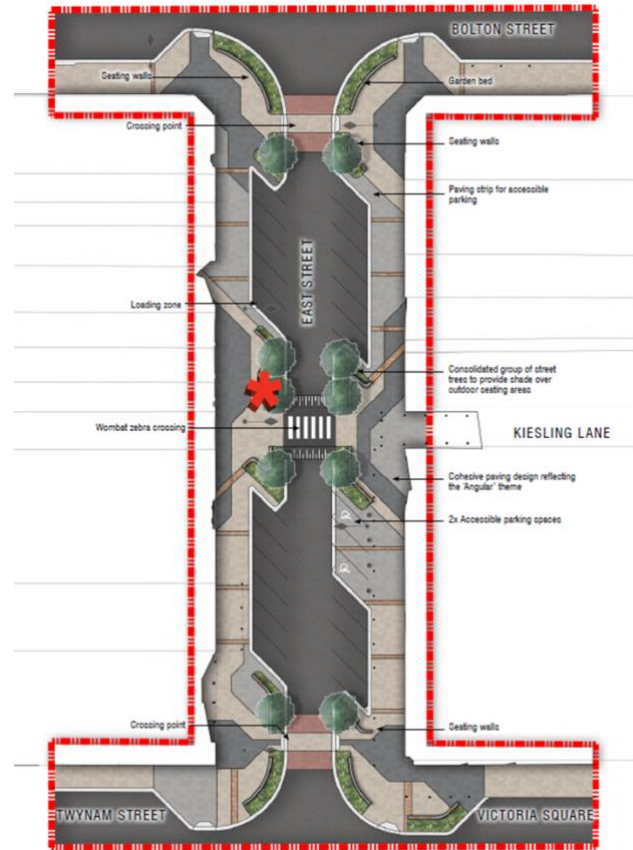


Stage 1B - Narrandera Business Centre Master Plan **East Street between Bolton and Twynam Streets**

The below has been provided by Spiire and explains the design consideration given to the amended design.

Overall, the landscape design for the streetscape provides a cohesive and functional design that includes feature paved areas (responding to the angular geometry of MIA channels) with curved seating overlay at kerb outstands (where curved seating also responds to local environmental / agricultural features).

The kerb outstand areas (main pedestrian and landscape areas) are located at each end of the block and centrally (aligning with existing zebra crossing / Kiesling Lane). These kerb outstand areas allow for large paved pedestrian areas with seating walls, flanked by garden beds with tree planting. Seating walls and garden beds provide visual and physical protection for pedestrians from the roadway.



The consolidated garden and tree planting at the ends of the block and centrally will provide shade and amenity for pedestrians while allowing for groups of parking spaces between the kerb outstands. This will also provide greater opportunity for successful tree growth (where trees are located in garden beds) rather than trees in parking lanes (where microclimate and other factors may inhibit successful growth).

Raised curved seating provides multiple seating opportunities at each kerb outstand and respond to the geometry of kerb layouts and pedestrian flow. The raised curved concrete seating will be a combination of concrete seating and also proprietary plinth mounted seats (with backs and armrests) at key seating locations. The raised concrete seating could be cast insitu and honed to expose aggregate (as per image on illustrative master plan sheet).

Paving includes unit paving throughout the streetscape, where angular paving is included at the kerb outstand areas as feature paving which transitions to rectilinear / banded paving between the kerb outstands.

Materials for resting areas / outdoor dining areas include feature angular paving, concrete seating walls (offering a variety of seating opportunities) with plinth mounted seats in key locations. The paving arrangement may signify extent of dining outdoor dining areas and include a series of paving colours.

Crossing spaces / locations are included at the ends of the block where new kerb alignment reduces crossing distance. These crossing locations are defined by seating walls / curved concrete seating and feature tactile cobblestones in the roadway either side of the crossing location. The crossing points may be paved with unit pavers or asphalt.

The roadway and parking lanes are finished in asphalt with line marking for parking bays. We are hesitant to define the parking bays as different from the road asphalt for a few reasons:

- Use of a unit paver line in asphalt road ways is rarely successful given the turning movement of wheels on the pavers – they move / crack (which I've seen in Dean Street Albury where there were unit pavers which suffered due to vehicle movements and were eventually removed and replaced with asphalt);
- Defining the parking bays with concrete will be a great expense and we are not convinced of this will add value – given this area is not defined as a 'shared space', visual comprehension for pedestrians and motorists that the parking bays are part of the road and not the footpath is essential and in this instance we believe that asphalt is the best way to achieve the distinction between road and pedestrian pavement.
- Consistency with road pavement / parking pavement in asphalt also allows for ease of access to services and repair if and when this may be required.

Disabled parking spaces are located on the eastern side of the street in front of the chemist. These are identified (as per previous comments from Council) where the parking spaces are accessed via a kerb ramp and the parking zone is the same level as the pedestrian pavement. Bollards are identified at the front end of the disabled parking bays to protect pedestrians whilst allowing accessibility.

We concur that a water feature would add distinction and wayfinding to the street (as well as aural and tactile benefits). We envisage that the water feature could be incorporated into the central kerb outstand area garden bed / seating wall zone.

The recommended planting list remains as per previous concept, being a simple palette of native and exotic species to provide colour, variety of foliage texture and ease of maintenance.

Regarding the design being easily linked to future works, the layout concept includes use of existing red brick / clay pavers in bands. We envisage that other key streets within the town centre (eg Bolton Street) could be upgraded that include new paving with feature red brick / clay paver bands, to ensure consistency throughout the town centre.

Spiire understands there are numerous shop fronts where disabled access is hindered by existing steps into shops.

Where practicable and feasible, the detailed design of the pedestrian pavement will incorporate flush entry into shop fronts. This may occur at shop frontages where the height of the existing step may be able to be picked up in the grading design of the footpath. Any footpath grading which meets existing floor levels of shops will need to ensure that cross falls of the footpath are consistent and any areas of pavement that may be raised to meet shop fronts do not themselves cause accessibility issues along the length of the footpath. Spiire does not support ramps and/or handrails in the pedestrian pavement area (road reserve) given the obstruction and safety issues associated with ramps external to business properties.

Where the footpath level cannot be manipulated to provide flush access to shopfronts (either due to safety issues along the length of the footpath or where finished floor levels of shops themselves are higher than the footpath), we understand that Council will consult with individual business owners and provide assistance where required to determine cost effective solutions to enable complaint access (where alterations are internal to businesses). We acknowledge that certain shops / businesses require internal alterations to enable accessibility – which we can nominate on detailed design plans.