



Richmond Townscape Study

Clarence City Council Implementation Strategy

City Planning in conjunction with LOOP Architecture 24 February 2014
(incorporating September 2016 and June 2017 material schedules update)

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Introduction

Clarence City Council commissioned the Richmond Townscape Study (RTS) in 1994, which was undertaken by Lesley Gulson in association with Prue Slatyer. Specific elements for consideration at that time included:

- traffic & parking analysis;
- main street urban design study; and
- open space.

The key function of this review is to:

- evaluate streetscape improvements recommended in the report including works that have been completed;
- consider recommendations within the Richmond Cultural Resource Management Plan (RCRMP) and recommended approaches to streetscape treatment, hard and soft landscaping and assess which may be appropriate for incorporation into a capital works plan;
- identify recommended new works and relevant priorities; and
- identify works **not** undertaken in accordance with RTS.

One of the key priorities of this review was to engage with the Richmond Advisory Committee (RAC) or sub-committee thereof, at the outset and throughout the project, in order to gain specific feedback and understanding of local expectations and issues.



Bridge Street, Richmond - currently contains a range of surface treatments and finishes of varying suitability

Objectives

- Conservation and enhancement of historic integrity of the Richmond Village townscape and environs (streetscape in particular)
- Ratification and/or supplementation of recommendations of the 1994 study (what has / hasn't worked)
- Compliance with current accessibility standards
- Future-proofing civil works
- Identification of primary and secondary implementation elements

Study Area

The initial study area scoped within the 1994 report was within limited boundaries of Historic Commercial & Historic Residential zoned property between Victoria & Bilney Streets (North & South) and St Johns Circle to Bridge Street (East to West). The recommended study area for this review correlates with the Richmond Village Overlay within the current Clarence Planning Scheme 2007.

The darker shaded portion represents the primary areas for consideration in relation to Main Street Urban Design issues and subsequent implementation strategies. Management of the Coal River riparian zone is specifically covered by the 'DIER Richmond Bridge Conservation Management Plan (March 2010)'

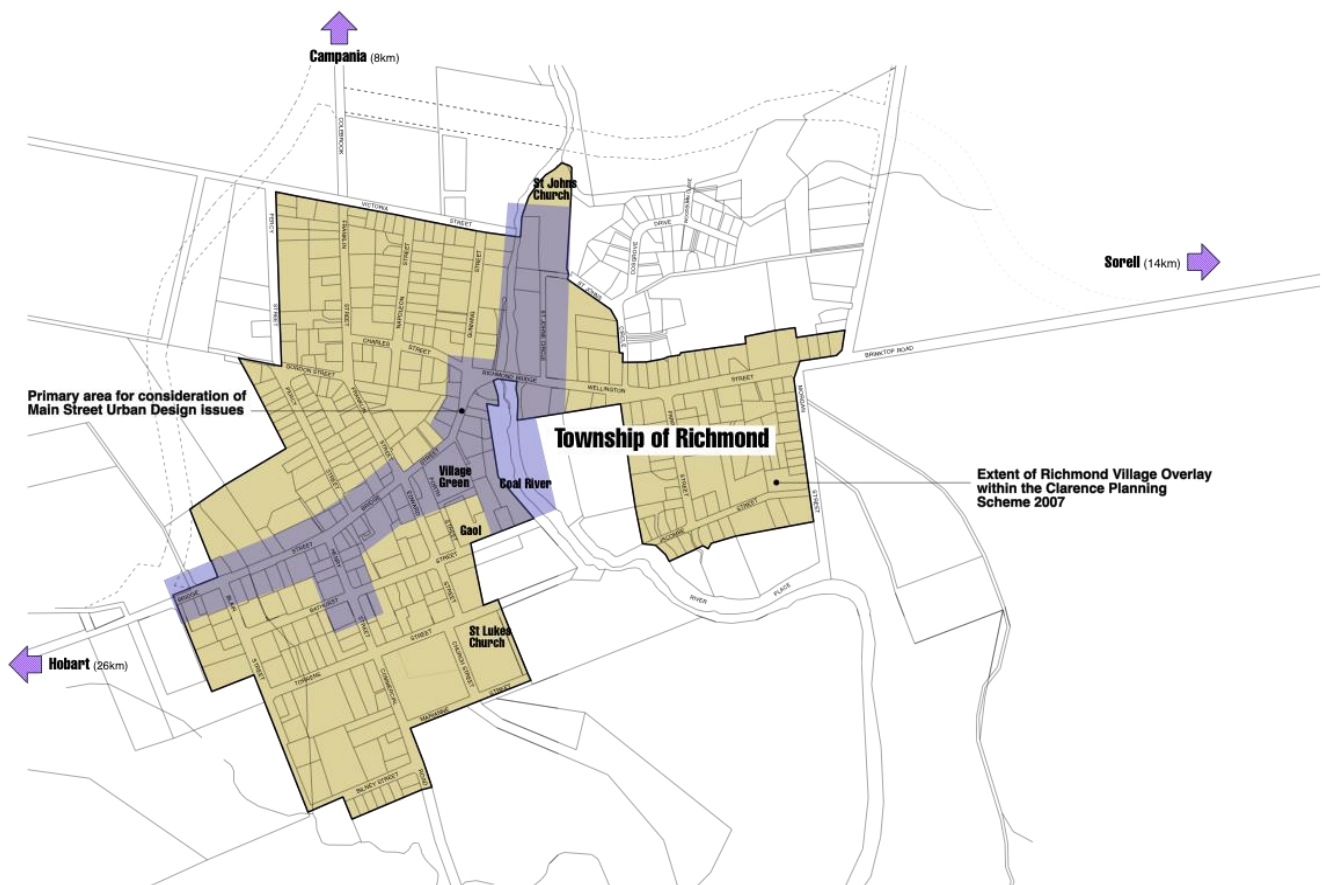


Diagram indicating Richmond Village Overlay & primary Main Street Urban Design area

Issues for Consideration

Footpath Maintenance

A key issue currently at hand within the study area is the progressive degradation of the current range of paving surfaces. Particular attention has been drawn to uneven unit paving, largely caused by tree root intervention, vehicle movement and defective sub base. Current problem areas are monitored by local interest groups and reported on a regular basis.

A revised Council maintenance review is recommended on a more frequent basis to mitigate any potential liability as a result of defective paving material. Although this is undertaken within the risk management process, separate prioritisation is warranted in Richmond due to its unique heritage/ tourism status.



Suitability of Surface Material

It is readily apparent, from the ad hoc occurrence of pavement solutions and maintenance, that a generic & consolidated material schedule has not been adhered to. Provision of such a schedule would mitigate many potential hazards and instances of incompatible surfaces and finishes. Civil works are currently undertaken by more than one authority, all of which should adhere to the same set of standards and development guidelines.

Attention should also be directed towards maintenance-preventative surface finishes, preferably in a monolithic form to deter the ingress of moss & lichen.



Poor maintenance and development solutions have adversely impacted upon the streetscape as a whole

Bridge Inventory Sheet 5 (*Appendix A – Richmond Bridge Conservation Management Plan*) indicates that although not original fabric, the gravel surface is consistent with a traditional surface and subsequently rates its historical value highly. It also identifies a need for further waterproofing between the gravel surface and bridge structure to prevent moisture transfer between same. Although the source / type of gravel is not specifically mentioned, any future supply and /or substitution would need to consider the implications of the bridge's historical context and maintenance recommendations.

The gravel shoulder along the section of Bridge Street owned and managed by the Department of Infrastructure Energy & Resources (DIER) (being the 8m wide road surface and not the shoulder or footpaths) should be spray sealed to provide a seamless transition to the curb. Currently DIER only maintains the 8m wide road surface which results in a discrepancy between this and the road shoulder.

Notwithstanding, DIER has announced its intention to construct and complete the Richmond Heavy Vehicle Link Road in late 2014. This will mean that the current stretch of Bridge and Franklin Streets in the ownership of DIER is likely to be offered to Council once the link road is operational; at which time all roads within the Study area will come under Council control with the exception of Richmond Bridge.

Pedestrian Accessibility

An unfortunate consequence of heritage pavement / verge material and construction is the hazardous variation in surface level and consistency which is mostly avoided via the use of modern interpretations thereof. Future consideration should be given to appropriate treatment of existing and new surfaces to cater for ambulant and disabled pedestrian traffic in addition to the visually impaired.

Particular attention should be directed towards rectification of severe occurrences of pavement / kerb undulation and provision of appropriately designed crossings to direct vulnerable pedestrians away from problematic areas that are difficult to address.



Areas with heritage significance would benefit from reconstruction or remedial works to avoid hazards

Current instances of accessible pedestrian management appear incompatible with the colours and textures of generic pavement surfaces adopted throughout the Richmond Village precinct. Present technology allows consistent coloured material to be used repeatedly and leaves little excuse for the wide discrepancies that currently occur (refer to photographs on page 8).

Once clear guidelines are developed, copies of such should be distributed to the relevant authorities responsible for new, upgraded and remedial works to the subject areas. Guidelines should include:

- pavement material;
- colour – (mixture ratios where appropriate);
- aggregate type & source;
- proprietary systems and colours; and
- standard details for surface integration, crossovers, street furniture installation, etc.

All works should be approved by the Group Manager Asset Management (or relevant works manager by delegation) prior to commencement and certified as being in accordance with the approved materials schedule.

Traffic / Car Parking Management and Capacity

The adequacy of identification of on and off-street parking has been questioned within this investigative process. Lack of on-street parking has presented as a significant issue but may also be the result of inadequate signage to identify the abundant off-street parking zones.

Background research shows that car parking and traffic management was reviewed in 2002-03. The study by Jim Higgs (TTM) made some preliminary findings which were not accepted and a further study was undertaken by the RAC. To date Council has not adopted a comprehensive strategy in respect of parking.

A brief survey of parking was recently undertaken late on a Saturday morning as a 'snapshot' to help inform the study. The survey area included the central parts of Bridge Street and the public car parks at Franklin and Forth Streets. It was noted that only 50% of the available parking was used and that only 3 of the 32 available car parking spaces at the Franklin Street car park were utilised. This 'snapshot' tends to suggest that there is generally sufficient parking available but,

especially in the case of the Franklin Street car park, it is underutilised. A key reason for this is likely to be poor identification of off-street parking facilities. It is therefore recommended that signage be rationalised by removing all non-essential signage at the junction of Bridge and Franklin Streets to inform visitors of the car parking at Franklin Street.

It is further recommended that the directional 'P' signs for the public carparks be changed to also read 'Carpark' to clarify the location of parking for overseas visitors. Specific car parking information should also be included within information panels and tourist literature.



Road surface and verge treatments require a uniform approach to maintain visual consistency and easy recognition

Motor Home Management

An increased number of visiting motor homes, identified by RAC, has drawn particular attention to the lack of available stop-over areas and appropriate waste transfer facilities within the Richmond Village precinct. Signage identifying parking is provided at the entrance of the township to provide early recognition of key areas. However, it is considered undesirable to provide further facilities such as a stop-over area or waste transfer facility. The matter is not considered appropriate to be considered within the context of a streetscape study and is an issue which in any case also occurs outside of the boundaries of the study area (the Richmond War Memorial Recreation Ground for example).



Early recognition of key motorhome areas will assist with overall impact reduction upon town infrastructure

Implementation of Underground Utilities

The progressive transfer of overhead utilities to underground services has commenced and proved to be a significant contribution to the preservation of heritage character of the Richmond Village precinct. Further substitution of services is recommended, particularly along the main arterial routes to and from the town centre.



Integration of utilities, although generally considered successful, requires further guidance and controls to ensure consistency and long-term maintenance reduction.

The integration of power supply turrets within the major streetscape zones has also attracted the attention of graffiti 'artists' which requires some consideration of surface finish and or protection. This may also contribute to the anonymity of the

hardware within the heritage precincts. Adoption of graffiti resistant finishes for ground turrets is highly recommended.

Additional guidelines / control should also be reviewed to regulate installation of services and utilities within pedestrian and traffic areas to ensure consistency of finish and subsequent anonymity of essential objects and equipment.

Council's preference is for the future undergrounding of above ground utility infrastructure where possible. It is proposed that Council develop a memorandum of understanding with service providers to consider the undergrounding of utility infrastructure as part of future works.

Signage (including sandwich boards)

Despite current regulation of signage within the Richmond Townscape, there still appears to be potential for further integration of directional and visitor signage options. RAC has also identified a continued presence of unauthorised sandwich boards that present a danger to the visual and mobility impaired. These should be monitored and progressively outlawed. A communication strategy should be put in place to ensure that all owners are aware of requirements before displaying illegal signs.

Portable signs (sandwich boards) placed on the footway are a concern as they can clutter the footway, create a safety hazard and detract from the overall street appearance.

To control this under Council's guidelines, a permit may be granted to display one portable sign if all the following conditions are met:

- in recognition of the unique heritage values of the Richmond Township, only one sign will be permitted per business and / or property frontage;
- the dimensions of signs / sandwich boards must not exceed 900mm high and 600mm wide; and

- signs / sandwich boards must be well constructed with rounded corners from quality materials and heavily weighted or anchored to the pavement to avoid causing damage in windy conditions.

Private signage co-located upon existing street signposts should be progressively replaced with examples that match in proportion and colour. Consistency should also be maintained throughout the township to eventually eradicate the diverse and often incompatible colour schemes used.

General directional and tourist information signage should be compatible with the form and scale of the generic street signage, albeit in a differing compatible colour according to type of information, with specialist information limited to interpretive panels as detailed below:

- street signage - white lettering on black background;
- feature / property signage - white lettering upon blue background; and
- specialist / emergency signage - to be assessed individually.



Sympathetic street / feature signage compromised by inappropriate secondary signage, sandwich boards also present a significant hazard

Historic Interpretation (signage / plaques)

Whilst the majority of interpretation signage / information panels are appropriately located and simplistic in design / appearance, some benefit would be gained by review of surface treatment and finishes. Care should also be taken to avoid location within significant, photogenic view corridors.

The Draft Clarence City Council Cultural Heritage Management Plan (2011) also suggests that *“These panels would have benefitted from the inclusion of more and / or larger site-specific historic photos”*, which should be considered during periodical maintenance reviews.



Current interpretation panels, although considered adequate, could benefit from colour, detail and information review

Litter Disposal

Litter receptacles should be progressively replaced / upgraded to coordinate with the current tree protection barriers. A simplistic, rectangular design finished in a dark grey / charcoal colour is considered appropriate for inclusion within the townscape design palette.



Whilst there appears to be an abundance of street furniture and waste receptacles throughout the study area, some additional locations are recommended and indicated on the attached Street Furniture Plan (Attachment 1).

Street Lighting

Some disparity has occurred via the use of alternative reproduction lamp post designs. Progressive replacement / upgrading of the inappropriate model and other inappropriate modern posts is recommended and continual availability of the preferred to be secured.

Lamp posts must be designed in accordance with the standard drawing at Attachment 2.

Fencing

Fencing options within the Richmond Townscape precinct should be undertaken on a site-specific basis with reference to the recommendations within the Richmond Cultural Resource Management Plan. Height, detail and colour would form an integral part of this procedure.

Public Transport (Bus / Coach Services)

Circulation and management of transport services appears to be reasonably managed at present via strategic location of bus / coach parking and associated public facilities. Associated signage, however, should be reviewed to provide improved compatibility with appropriate existing examples.

Public Amenities

Existing amenities buildings are considered appropriate in colour and form within the context of the Richmond townscape. Future development of additional facilities should also take the following in to consideration:

- context of immediate surroundings - built and natural;
- prevailing site conditions;
- avoidance of significant vistas and photo opportunities;
- compatibility with surrounding structure and materials; and
- maintenance and future availability of replacement material / fittings.



Street Landscaping

There are significantly affected areas within the Richmond townscape that require urgent review, mostly requiring removal of raised surfaces or protruding vegetation. There is also a high incidence of uneven paving / surface material that requires urgent review and rectification. Recent works undertaken at the

western end of Bridge Street are considered highly appropriate and should be the minimum standard for the remainder of the study area.

Mature trees of significance that are reaching the end of their purposeful lifespan should be considered for replacement with similar species where necessary. Progressive replacement of multiple specimens is preferable to clear-felling.

The following street trees are acceptable in the following locations:

- *Platanus Orientalis* “Insularus” Plane Tree – Bridge Street;
- *Fraxinus Excelsior* “Aurea” Golden Ash - Franklin Street;
- *Fraxinus Augustifolia* “Raywoodii” Claret Ash - Charles Street; and
- *Qercus Polustrus* Pin Oak – Wellington Street and on the Richmond Arms side of Bridge Street.

Tree guards must be designed in accordance with the standard drawing at Attachment 3.



Inappropriate raised garden beds and root intervention can be successfully replaced and averted

Urgent and immediate attention should be drawn to pedestrian access points from the Franklin Street carpark area. These narrow laneways are currently ‘ghetto like’ in appearance due to unsightly adjoining back yards in addition to poor fencing, lack of suitable screening vegetation and general poor condition. These areas would benefit from specific design responses to rectify the above anomalies.



Appropriate design responses should be implemented to improve current 'ghetto-like' thoroughfares.

Coal River Riparian Area

Vegetation forms an important part of the Richmond landscape and the setting of the Richmond Bridge. The vegetation varies from native riparian reeds along the River, to mature exotic trees. These plantings have heritage value and varying degrees of significance. Specific vegetation management policies will be developed by Council to include general policies on the significance of the plantings; processes when works are proposed; and importantly, the need for long term management and planning of the historic plantings.

Issues arising from special events

The production of specific management plans to respond to individual events within the Richmond precinct is recommended in conjunction with a generic management strategy to cater for influx periods. This should specifically consider (but not be limited to) increased demand upon public amenities, traffic management and litter disposal. It is recommended that the remit of Council's existing Special event Assessment Group (SAG) be extended to include an additional category for events in Richmond to require requests be accompanied by a management plan detailing projected numbers attending / parking / toilet facilities / litter collection etc.

Review of initiatives undertaken within other historic towns



Appropriate footpath treatment within the township of Sheffield, Tasmania



Heritage paving material can be appropriately reinstated and supplemented by modern generic surface treatments (Maldon, Victoria)



Heritage kerbing / guttering can be appropriately supplemented by modern paving elements (Hill End & Yackandandah, Victoria)

Recommended Outcomes



Existing street elements / treatments that are considered appropriate for future use

Element	Problem / Issue	Recommendation	Priority
Footpath Surface	Irregular surface finishes, tripping hazards, weed ingress	Adoption of uniform monolithic construction	1
Pavement Substrate	Undulation & root intervention	Engineered vehicle crossovers & design alternatives for pavement near trees of significance	2
Accessible crossovers & tactile surface indicators	Irregular placement and random finishes	Adoption of standard series of surface treatments and uniform colour palette	1
Pavement material & elements of heritage significance	Undulation & irregular placement / settlement	Reconstruction / remediation of existing heritage elements, diversion of access / visually impaired	1
On-street Parking	Saturation at peak times	improved signage to designated off-street parking areas	1

Off-street Parking	Under utilised	Improved signage (rationalise / remove superfluous) and directional 'P' signs for the public car parks be changed to read 'Carpark'	1
Underground Utilities	Vandalism	Appropriate finish and or surface treatment to mitigate graffiti	1
Above Ground Utilities	Visual distraction	Progressive transfer to below ground delivery	3
Underground Utilities	Incompatible surface remediation	Provision of standard finishes schedule to relevant authorities	1
Signage	Visual distraction & trip hazards	Review of signage guidelines and increased governance in relation to sandwich board signage	2
Litter Disposal	Variation of vessel types	Standard vessel design / colour to be maintained	3
Street Lighting	Variation of lamp / post types	Replace later reproduction street lighting with original version	3
Historic Interpretation	More interpretive information required	Review of Interpretation Strategy, design and frequency	3
Fencing	Instances of inappropriate fencing types / heights	Progressive compliance with RCRMP guidelines &/or development of suitable alternatives	1
Public Amenities	Cleaning / Maintenance	Advanced cleaning / servicing required prior to large visitor groups – identify suitable regime	2

Street Landscaping	Raised garden beds	Replacement of all raised beds with appropriately detailed pavement level options	3
Street Landscaping	Root invasion from significant plantings	Detailed pavement / tree base options and/or pedestrian traffic management	3
Riparian vegetation along the Coal River	Effective management	Develop specific vegetation management policies to include general policies on the significance of the plantings; processes when works are proposed; and importantly, the need for long term management and planning of the historic plantings.	2
Special Events	Additional pressure upon rubbish removal & facilities	Management Plan required	2
Pedestrian access points from the Franklin Street carpark area.	Narrow laneways are currently 'ghetto like' in appearance due to unsightly adjoining back yards in addition to poor fencing, lack of suitable screening vegetation and general poor condition.	Urgent and immediate attention should be drawn to these areas which would benefit from specific design responses to rectify the above anomalies.	1
Authorisation Process	Irregular / random finishes	Establish an approval process involving the sign off of the	1

		General Manager Asset Management (or delegate) before ANY works such as those detailed above may be undertaken	
Development Approvals	Works involving the road reserve	Standard advice on all planning permits involving works within the Study area alerting developers to the Study and suitable materials (particularly relevant for crossovers etc. and can be achieved as a workflow question).	1
Review	Regular review and evaluation of the Study	A review should be undertaken every five years	3

Surface Finishes / Street Furniture Schedule*

Element	Material / Product	Colour
Footpath – Gravel	Barwick's Limestone Gravel	Approved limestone or equivalent from local source
Footpath – Segmental Paving	Random concrete paving pattern (to match new work in Bridge Street)	Richmond Terra, ABRI (formerly Besser) Sample CC7 – Note: Minimum purchase quantities apply
Footpath – Monolithic	Hanson Decorative Aggregate or similar – selected standard mix	Medium exposed aggregate (to match current use in Bridge St) in Colour Concrete Systems – 'Canvas' 5%
Domestic Crossover & Driveway options	a) Exposed Aggregate Concrete – Hanson Decorative Aggregate or equivalent – Medium exposed aggregate (to match current use in Bridge St)	Colour Concrete Systems – 'Canvas' 3% for hand mixing and 5% for plant mixing (maybe amended by Council's Group Manager Asset Management from time to time as required),
	b) Approved limestone compacted gravel from local source – Barwick's	

	Limestone Gravel or equivalent	
On-street Parking	10mm Quartzite aggregate from North East Excavations (TAS) P/L from St Helens Quarry (Diana's Basin) with a twin coat seal	
Off-street Parking	Sealed areas – 14/7mm Quartzite aggregate from North East Excavations (TAS) P/L from St Helens Quarry (Diana's Basin) with a twin coat seal. Unsealed areas (i.e. recreation ground & subsidiary parking areas) – Barwick's compacted 10mm Limestone gravel or equivalent.	
Underground Utilities	Concrete border, cast iron / poly lids	Approved mixes (above) with Dark Grey / Black components Colour Concrete Systems – 'Canvas' 5%
Above Ground Utilities	Fibreglass / Poly turrets	Progressive transfer to below ground delivery / Approved Dulux 2-pack Graffiti-proof finishes
Signage	Proprietary system to	Complimentary colours

	match existing	based on use / information type
Litter Disposal 	'Street & Park' standard bin enclosure	'Charcoal' to match ex. Tree shrouds with s.s. top
Street Lighting 	Reproduction lamp post to match existing preferred model. Vicpole – 'Boulevard' pole with ladder rest & lamp to match existing	Charcoal / Black to match existing 
Historic Interpretation	To be assessed upon application	To be assessed upon application
Fencing	Refer to RCRMP	To be assessed upon application
Tree Protection / Bollards 	TAS Steel Supplies & Fencing REPLAS 125mm square bollard	'Charcoal' to match ex. Tree shrouds 'Charcoal'
Park Benches	Furphy Foundry Council Seat	Charcoal frames with Jarrah coloured timber

		slats or synthetic equivalent
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* Council's Group Manager Asset Management, in conjunction with Council's Heritage Advisor, may source alternative materials where required

Management & Implementation

Whilst the provision of tangible style guidance, schedules and colour finishes is regarded as a major step forward to consolidation & remediation of the current array of inappropriate streetscape treatments and furniture, management of these recommended outcomes will require significant administrative input and control.

Effective regulation can be achieved via designated reporting mechanisms, to be developed by the Group Manager Asset Management, to authorise introduction of any new material in addition to everyday regulation of the recommendations within this study.

References

Clarence City Council Cultural Heritage Interpretation Plan (DRAFT)

Prepared by Gabrielle Balon, Interpretation Consultant – 18 November 2011

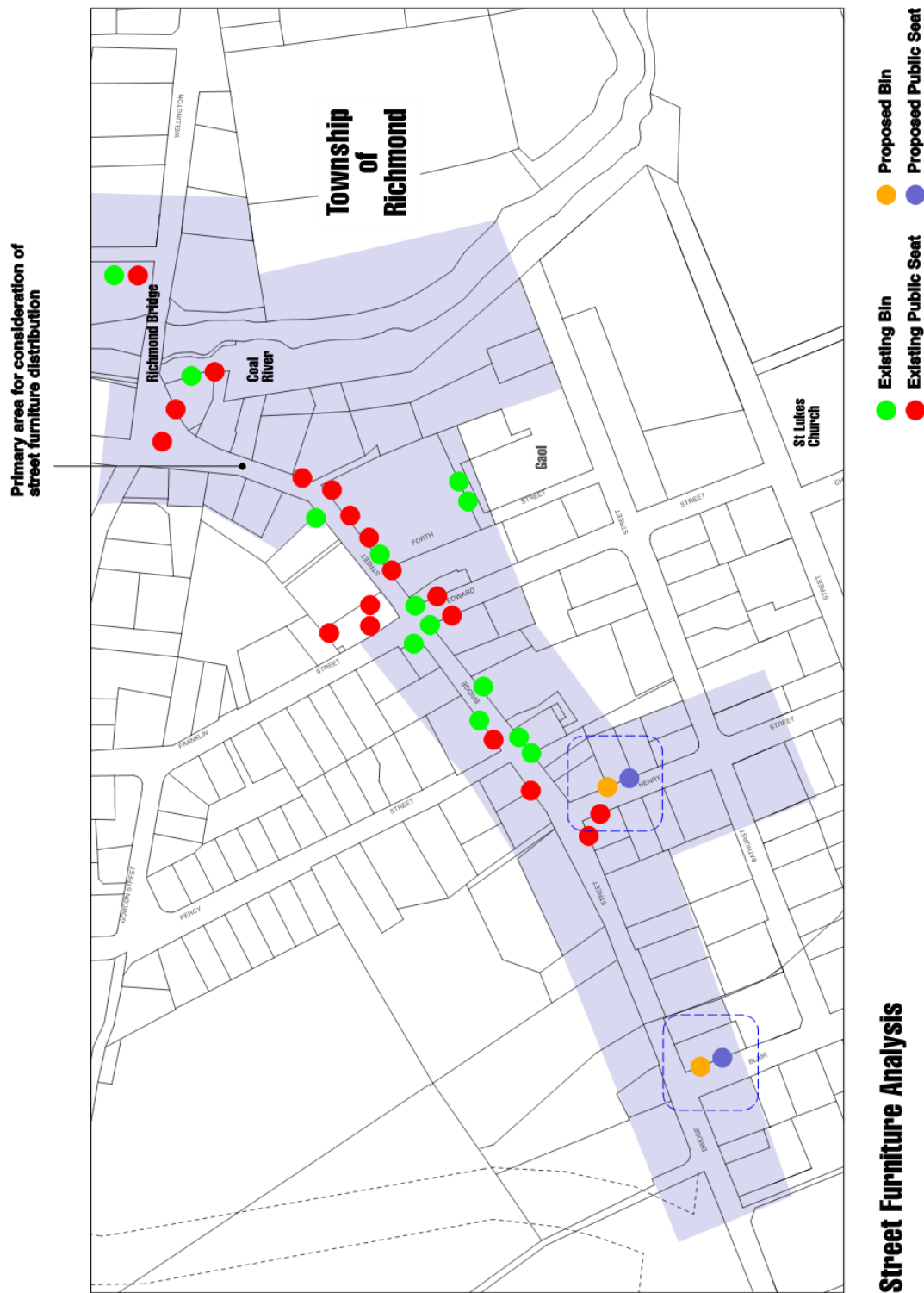
Richmond Bridge Conservation Management Plan

Department of Infrastructure, Energy and Resources – January 2010

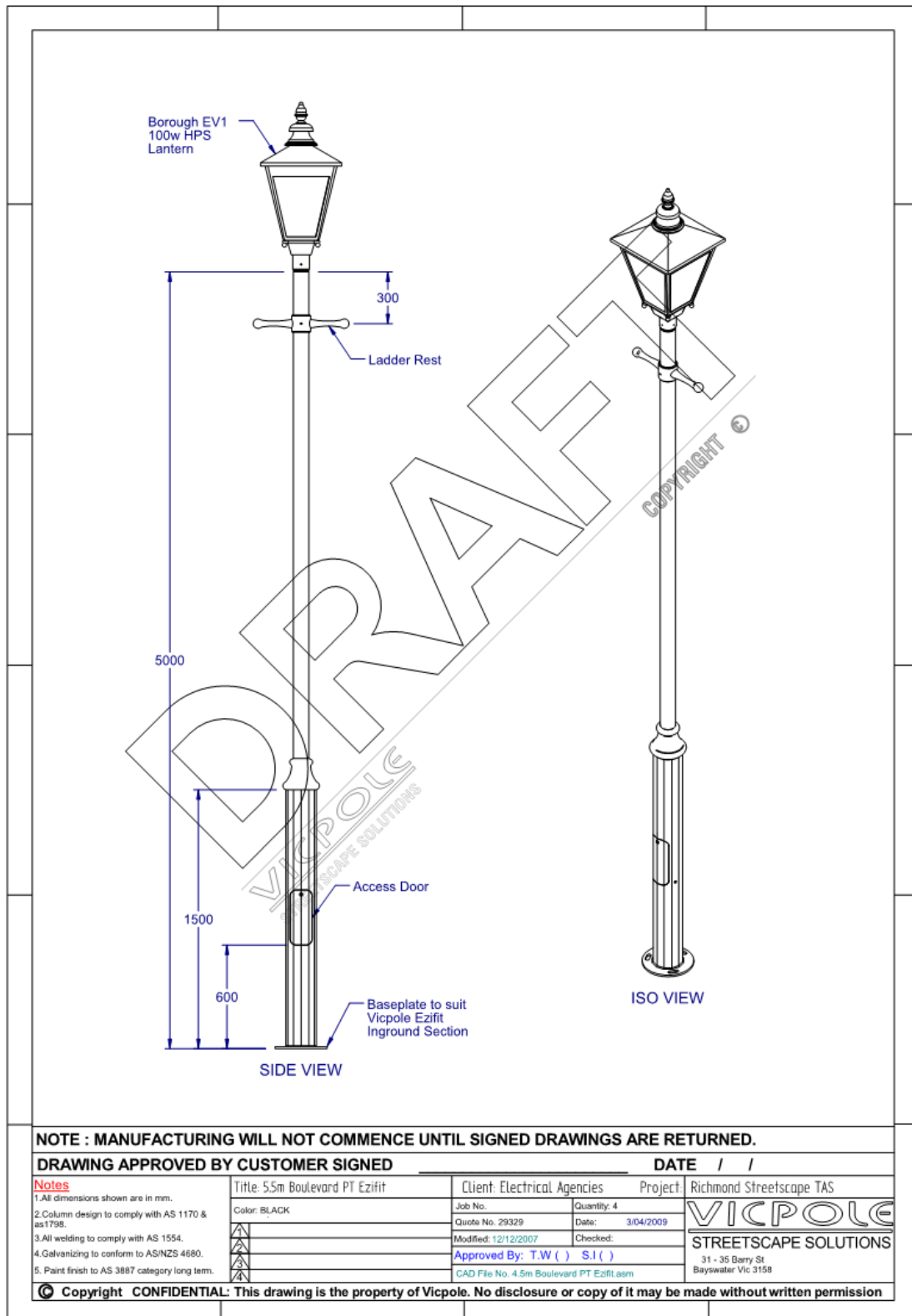
Richmond Townscape Study – Draft Report and Recommendations

Prepared for Clarence City Council (Gulson & Slatyer) – 1994

Attachment 1- Street Furniture Analysis



Attachment 2 – Standard Lamp Post



Attachment 3 – Standard Tree Guard

