

Johns River Village
Greater Taree City Council

Urban Design Report

Job No: 08062
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Comments

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1.0 Introduction

Andrews Neil Urban Design Group has been engaged by Greater Taree City Council to prepare an Urban Design Concept Plan for the Village of Johns River. Johns River is located on the Pacific Highway roughly halfway between the major centres of Taree and Port Macquarie. As part of the upgrade of the Pacific Highway, a number of villages and centres are to be bypassed in order to increase safety and decrease travel times. Johns River is one of these areas that is to be bypassed.

The construction of this bypass presents the Village with some unique opportunities for the future growth and development of the area. These have been expressed visually in the Concept Plan, with the ideas expanded upon within this document.

This report addresses some of the key ideas, themes and concepts developed by Andrews Neil UDG, the RTA, B J Bradley and Associates Traffic Consultants and Greater Taree City Council.

Andrews Neil Urban Design Group would like to acknowledge the assistance of the Johns River Community in the preparation of the Concept Plan for the area.

2.0 Concept Plan

The Concept Plan prepared by Andrews Neil UDG presents a number of different areas for possible additional works and upgrades in order to make the Village of Johns River a more pedestrian orientated town, as well as to encourage a sense of vitality which is currently inhibited by heavy traffic on the Pacific Highway. A number of key areas are identified to allow this to happen. These areas are discussed throughout the Urban Design Report and identified visually in the overall concept plan, a copy of which is attached in Appendix A. A Traffic Report has been prepared to outline the specific requirements and recommendations for Johns River following the construction of the Pacific Highway Bypass. This is included in Appendix B.

2.1 Recreational Vehicle Rest Point Opportunities

The location of Johns River between Taree and Port Macquarie makes a case for a Recreational Vehicle Rest Point, located at the former petrol station to the south of the Village. Its location provides easy access to Johns River along a corridor of native vegetation leading to both the Village Centre, the Blacksmiths Inn and Visitors Centre, allowing for an increased economic benefit to the community.

The Recreational Vehicle Rest Point would be designed to provide ample parking and integrated turning bays made out of a compacted road surface for ease of manoeuvrability. The design and provision of the rest point, including power and water sources, rest shelters and lighting would be design and constructed using environmentally sustainable processes and materials. This would include sustainable septic systems for the rest area, solar powered lighting and power sources. If this location is not feasible for a Recreational Vehicle Rest Point, an alternative location on council owned land has been illustrated in Appendix D.



Figure 1 - Recreational Vehicle Rest Point Concept Plan (Not to Scale)



2.2 Blacksmiths Inn

The Blacksmiths Inn is one of the main destination points for the Johns River Village. The new freeway and Village upgrades provide a viable opportunity to expand and further develop the building and adjacent surrounding area. The connections between the Inn, proposed Eco Information Centre and Village square allow for each to support the other, thus providing economic sustainability as through traffic and pedestrian activity are directed between these nodal points.

A general upgrade is proposed to the existing Inn which includes refurbished parking, feature landscaping with connecting access to Village upgrades and external works to the tavern to create a family area and associated facilities.

2.3 Eco Information Centre

The proposed location of the Eco Information Centre along with a focal entry gesture on arrival into the Village sets up this area as one of the main nodal points of the Village. The centre is situated to receive both north and south bound traffic into the village and is in close proximity to the Pacific Highway.

Ample parking, bus lay bays, school drop off zones, truck turning area and the opportunity of creating ecologically sustainable barbeque picnic shelters are all draw cards for this centre to act as a feature attractor. The centre itself can provide educational and historical information for the Johns River Village and surrounds.



Figure 2 - Eco Information Centre Concept Plan (Not to Scale)



2.4 Traffic Calming

In order to reduce the speed of traffic through the Village, a number of traffic calming measures are proposed. These have been prepared in association with B J Bradley and Associates Traffic Consultants. Traffic calming devices have been identified as being suitable for being located on the corner of the future Johns River Drive* (currently Pacific Highway) and Stewarts River Road* (* Road names subject to change). This establishes the hierarchy of Johns River Drive as 'Main Street' to breakdown the former role of the Pacific Highway. In addition, it is considered that the road width of the proposed Johns River Drive be reduced so as to allow for 45 degree angle and parallel parking for ease of manoeuvrability and to strengthen the Johns River Village character. This, coupled with a reduced speed limit through the village would help to achieve a safe pedestrian environment.

The provision of pedestrian crossings in close proximity to the Community Centre and Village Centre will enable a safe and accessible link to both sides of Johns River Drive. In addition, a stronger sense of community connectivity is proposed, allowing for much safer pedestrian movements between the Village Centre and Johns River Primary School, located on Station Street. This is to provide a logical flow and continuity for the village centre, increasing pedestrian viability and safety. This may also be used by the patrons of the proposed Recreation Vehicle Rest Area, located further to the south.

2.5 Village Centre

The Village Centre currently consists of a general store and service station. The economic viability of these service outlets could be further heightened with the provision of pavements, boardwalk, outdoor dining / cafe seating areas, associated landscaping, pedestrian access, signage upgrades and facade treatments. Vehicles travelling through Johns River are provided with 45 degree angle parking on the door step to the Village Centre and services.

The streetscape upgrade, facade treatments and associated signage and parking would enhance and reinvigorate this major nodal point of the Village.

2.6 Boardwalk Link

A timber pedestrian boardwalk, linking all of the precincts through the Village, is proposed as part of the upgrade. The boardwalk would be constructed using recycled timber which would unite the theme of sustainability and recycling of materials. The use of timber would reflect the strong history and association the village has with logging and saw milling.

The boardwalk and associated pedestrian walkways would link all of the nodal points of Johns River village which would create an unhindered and enjoyable pedestrian experience.

2.7 Feature Entry Gesture and Signage

Johns River Village is currently announced with standard RTA signage on arrival from north and south bound traffic. This is intended to be enhanced at the time of the bypass, especially for south bound dwellers, in order to maximise town visitation. RTA and TASAC standards are investigated so to provide signage that promotes the existing and future town uses. Namely, the Johns River Festival Gardens and the Eco Information Center respectively. Such signage would need to conform to RTA standards as to their location in proximity to the Village. Refer to Figure 3.

Further creative signage has been identified to attract and announce the arrival of south bound traffic which welcomes visitors to the Manning Valley and begins to inform the character of the Johns River Village. ie: timber milling history associations, antique auctions, markets and festivals, and environmentally sustainable principles in design and construction of the revitalised center.

Further entry statements could be provided to announce both the arrival and exiting of the village in the form of landscape treatments. With a backdrop of evergreen native vegetation surrounding the Village, a contrasting grove of coloured trees along the village peripheries would create a sense of arrival into the village and also help to calm the speed of traffic. The structured planting and associated signage will announce the arrival and departure from the Village itself.

Signage comprises two stages in which to advertise Johns River.

- Stage 1: Install signs within the village centre identifying that Johns River will be by-passed. The signs will identify current and continuing attractions, future attractions and a general request for support.
- Stage 2: (As previously discussed) RTA signage approaching each exit identifying the turn off for Johns River. (Green sign) RTA signage approaching each exit identifying the local attractions such as markets, auctions and eco centre. (Brown Sign)



Figure 3 - Signage (Not to Scale)

2.8 Community Centre

The existing Community Centre is a key nodal point of the Village. The building and its surrounds are the first visual connection to Johns River when travelling south bound. The adjacent field is used for local markets, sporting events, overflow parking and an annual garden expo. Minor upgrades would allow a range of opportunities to be explored for future uses such as an open-air cinema to create new uses for the Community Centre nodal point that promote and increase economic and social viability.

The general upgrade of the Community Centre is to include retrofitting and provision of new amenities, overflow car parking in field and centre surrounds, playground to incorporate play apparatus and rubberised softfall to Australian Standards.

Potential exists for a landscaped forecourt to act as a 'Village Square' for community events. This will create an area for people to congregate and socialise with both market and other community events whilst still acting as a loading dock for antique auctions.



Figure 4 - Community Centre Concept Plan (Not to Scale)



2.9 Tourism Destination

The Johns River area has three key characteristics for making the village a tourist destination. These are:

- Environmental Characteristics: The village is surrounded by large swathes of vegetation and attractive natural features, including lakes, rivers, rock formations and beaches.
- Scenic Amenity: Allows for attractive views and vistas from most sections of the village, creating an appealing stop off point for tourists.
- Activity based attractions: Eco tourism, antique auctions and markets and garden expo.

The development of these key tourist attractors, over time, in association with the ongoing viability and promotion of the markets are intended to increase economic growth and develop a sense of ownership and pride among the community. The intention is that unrestricted access into the Johns River Eco Village would emanate sub routes to surrounding features which are also picturesque and easily accessible.

2.10 Movement

Once the bypass is constructed it is anticipated that peak vehicular movements through the village during these periods will be significantly reduced. Holiday periods and market and fair days will still generate higher than average pedestrian movements.

Pedestrian movements between the Community Centre, the general store/village centre, the primary school and the pub are anticipated to increase and, as such, become a matter of priority to promote a pedestrian friendly environment which would contribute to the Village identity and atmosphere.

A timber boardwalk is therefore proposed to link pedestrians safely between each of these key sites. The boardwalk would potentially address drainage issues in the village. As well as acknowledge the history of timber milling in the area and maintain and enhance the village character.

2.11 Visual Nodal Points

Johns River is located in a prime position between the three 'Brother' mountains; North, Middle and South Brothers. The Urban Design Concept Plan has been designed to provide and maintain views and vistas to significant visual nodal points. As well as heightening the experience of arrival into the village through a feature landscape entry gesture which serves to sequentially compress and release the sightlines once the user has arrived.

Some key vistas intended to be preserved are:

- View of North Brother from the Community Centre's shaded veranda and sports grounds.
- View of South Brother from the proposed village square (Southern side of Community Centre).
- The site proposed for the Eco Centre has filtered views of south Brother.

2.12 Community Spaces

Each building/space/service are individual attractors that can operate independently to the others, however, it is when they are linked together in logical clusters of like usage that they form purposeful anchor points. The resulting hierarchy of nodal or anchor points creates a sequence of movements whereby users are presented a variety of experiences in close proximity (walking distance), to each other through the village:

- The Community Centre's market and auction days regularly draws visitors to Johns River. On market days this will often be the first stop for visitors.
- New Amenities located next to the community centre are proposed to function as a highway rest area and encourage travellers to leave the highway and use attractions offered by the village. These facilities will also serve the community centre during market days.
- The existing field space would remain as a sporting ground, consisting of football and cricket pitch and as a festival destination site which accommodates the expo, markets and fairs. Opportunities to plant trees around the perimeter of the field exists to act as a wind break and frame views to the Brother Mountains without impeding the sporting grounds.

The Village Square is located on the southern side of the Community Centre and has stunning views of South Brother Mountain. This space provides the opportunity for a number of passive activities and is a link between the Community Centre and the Village Centre.

- The Village Centre services local residents and tourists travelling on the highway. As part of the upgrade, the Village Centre requires a general upgrade to draw visitors into town and encourage them to stay and use other facilities.
- The Eco Tourism centre will be set against a backdrop of existing trees and South Brother Mountain. This centre is another nodal point linking the village centre and the pub.



Figure 5 - Proposed Sporting Field Dimensions (Not to Scale)



2.13 Bus Turning Circle

The provision of a vehicle turning circle and the entrance to the eco centre is vital in encouraging the vitality of Johns River. This would be used for both private vehicles as well as for tourist and school buses. The Eco Centre is designed to have a strong function as a tourist information hub, drawing visitors away from the Pacific Highway and into the village. As such, suitable parking and safe vehicle movements are a necessity to avoid pedestrian and vehicle conflicts in and around this area.

As detailed in the Concept plan, the turning circle enables buses and other vehicles to turn around the central median and return to the highway.

The design of the car park reinforces the tourist function of the Eco Centre, and has been designed to accommodate cars as well as cars with trailers, boats and caravans in a mixture of single and double parking bays.

A bus lay bay has been located on the southern side of the road facing towards the highway. Bus parking is proposed next to the car park, nestled in landscaping, in order to maximise unobstructed views to the Eco Centre and reduce the potential for pedestrian conflict.

If this location is not feasible for the Bus Turning Circle, an alternative location on council owned land has been illustrated in Appendix D.

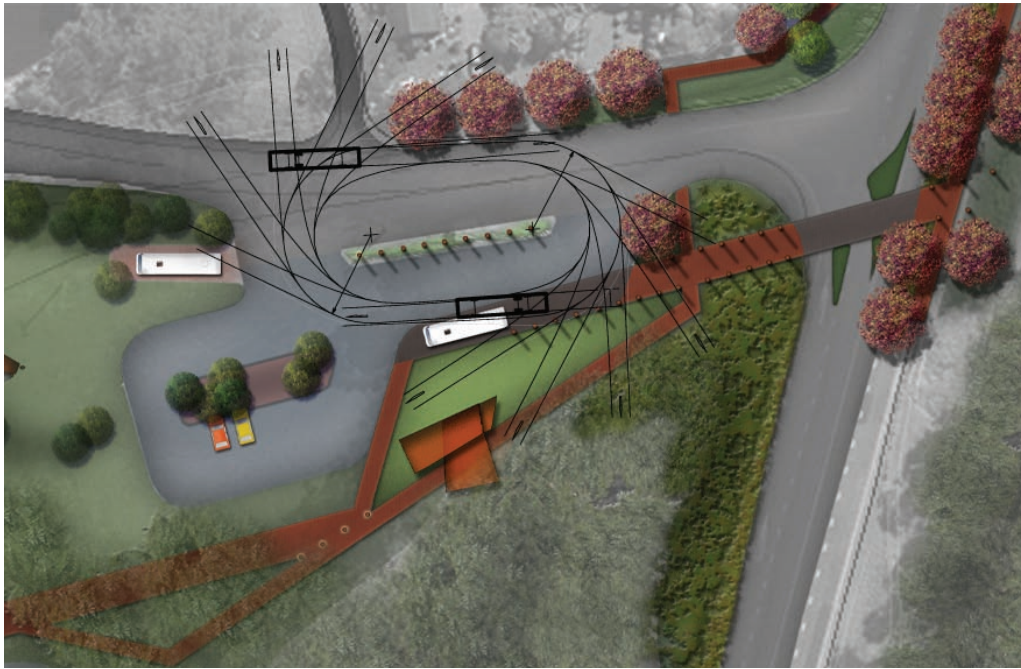


Figure 6 - Bus Turning Circle (Not to Scale)



2.14 Bus Route

School bus services operate from both directions into town. Chatham High School arriving from the South and Camden Haven High School arriving from the North. Both services operate morning and afternoon for pick up and drop off respectively. The proposed location for bus drop off / pick up is in nominated where the existing infrastructure currently resides for this service.

This location is proposed due to its close proximity with the local school, close proximity to the town with ease of vehicular and pedestrian movement to and from the bus drop area, near to traffic calming devices associated with the intersection which aid pedestrian safety and movement, and associated parking facilities to enable ease of picking up and dropping off children.

Bus tour groups visiting the town, in the future, would benefit from subsequent stages of the project nominating areas for bus lay bays.

2.15 Future Growth

The growth of Johns River has traditionally been limited by the Pacific Highway which has cut and divided the town. Heavy vehicles and high speeds have forced residences on the western side of the road to 'turn their backs' to the Village Centre.

As the character of the road will change from a highway to a village street, both sides will have the opportunity to grow and evolve into a vibrant and inviting Village Centre. The area between the new highway and the village core is well suited to increase the village residential capacity for its close proximity to the village centre and better natural drainage conditions.

All future development should be planned to ensure the character of the Village is protected and where possible enhanced.

A Character Statement for Johns River has been prepared (Appendix E) in conjunction with The Urban Design Report and Concept Masterplan to identify the current built form and surrounding natural vegetation. Both of which contribute towards a 'bush land village' character which is recommended to be retained.

3.0 Local and Regional Benefit

The Streetscape and Urban Design improvement works are designed to create a strong sense of social cohesion throughout the Village, drawing on the existing community involvement both within the village and in surrounding areas. There is also an anticipated economic flow on whereby an attractive streetscape will encourage those travelling through the area to stop and spend time in the Village.

The core benefits of a successful implementation of the Urban Design Concept plan as proposed are as follows:

- Building the attractiveness of the village to provide a unique identity for Johns River.
- Providing ease of pedestrian movement between key focal areas.
- Providing for sustained economic growth by upgrading areas for social interaction, tourism and leisure.
- Restoring the old Pacific Highway to accommodate local users and future users of the new highway as a rest stop facility.

4.0 Staging Plan

In order to achieve this end result, a number of works are proposed that have been detailed in this document. These have been surmised and given a priority ranking in the following Staging Plan.

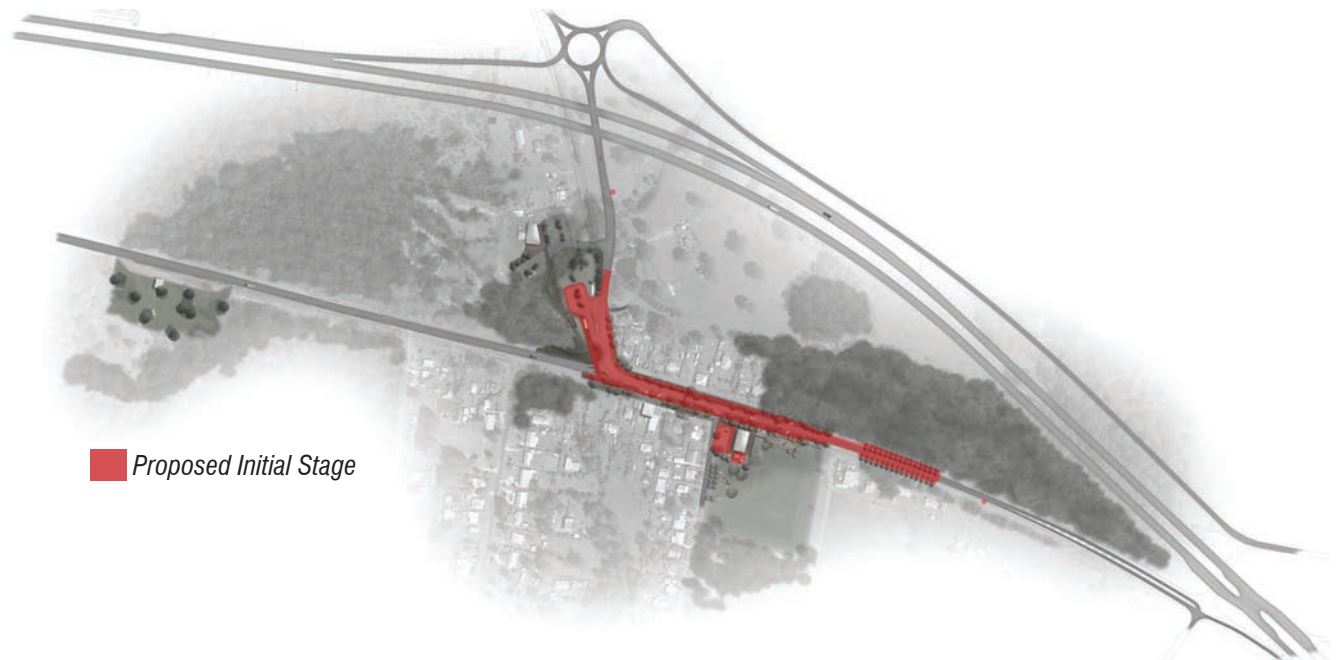


Figure 7 - Staging Plan (Not to Scale)

A staging plan had been prepared to allow for the Johns River Urban Design upgrades to proceed on an as needs basis. The following outlines the proposed staging plan, with details of both the proposed initial stage as well as the subsequent stages.

4.1 Proposed Initial Stage

Continued commitment and growth associated with Johns River should be secured to ensure that economic, social, and environmentally sustainable principles are maintained and expanded further. With the provision of;

- Road upgrades for Johns River Drive and Stewarts River Road including lighting upgrades (some being solar powered)
- Landscaped entry gesture and associated signage
- Drainage issues resolved to road verges and outdoor spaces
- Pedestrian links and boardwalk
- Street trees and associated landscaping of endemic species (with signage plaques that provide educational information on) which incorporate Ecologically Sustainable Design principles
- Adequate parallel and angled parking in front of general store on Johns River Drive

- New amenities for the community centre to allow it to cater as a highway service and rest facility
- Parking area to the community centre for market / social days

These upgrades will:

- Ensure the village does not suffer economically or as a community as a result of the highway bypass.
- Encourage the village to function as a highway rest / stop area
- Reinvigorate the highway as a local road
- Identify the 'start' and 'finish' of the Village with the addition of signage
- Provide useable outdoor spaces and facilities that will draw people from the highway into the Village and immediate surrounds
- Encourage tour groups and the like with the provision of bus bay facilities
- Encourage movement between key nodal points within the village
- Create sustainability for the existing and enhanced infrastructure
- Better serve the local community
- Promote the safety of the Village residents
- Promote Johns River's commitment to sustainable practices
- Involve the local school in the development of Johns River as a sustainable community so they can see the benefits first hand
- Ensure that the 'old' highway is returned to the community, post bypass, in a manner that best serves the needs of the village, new highway users, and supports options for future growth

4.2 Proposed Subsequent Stages

The continual upgrade of the "main street and main nodal points" will create a village atmosphere and help promote Johns River as an attractive destination for tourists and the community alike.

Subsequent stages would help to develop and further enhance on the initial staged works with the provision of:

- Landscaped forecourt to community hall
- Further advancement of parking and coach lay bay spaces
- Pedestrian Movement defined to the eco / information centre and Blacksmiths Inn
- Recreational vehicle rest stop / overnight stay
- Further development of the seating / outdoor dining facilities for the general store / service station precinct
- Create further opportunity for commercial and residential development to the western side of Johns River Road
- Further landscaping which compliments and highlights the sustainability and history of Johns River

These upgrades will:

- Increase confidence within the community and visitors
- Strengthen local identity
- Provide the structure and suitable amenities for future events such as open air cinemas, teaching facilities and concerts
- Identify and promote local natural features
- Act as an information / education hub for tourists visiting local national parks and other natural features
- Provide a unique and distinctive self sufficient eco centre which is a tourist 'driver' but which is also cost effective in its construction
- Promote Johns River's commitment to sustainable practices

- Involve the local school in the development of Johns River as a sustainable community so they can see the benefits first hand
- Establish Johns River as the 'Base Camp to the Brothers' and the local national parks and develop a niche rural tourist attractor in the process
- Enhance the village appropriately to meet community needs as well as servicing the highway as a viable rest stop

5.0 Conclusion

The proposed Urban Design Works are designed to enhance the liveability of the town and recreate the sense of community that has been sterilised by the vehicle movements along the Pacific Highway. With the construction of the bypass, Johns River has a unique opportunity to create a liveable, vibrant village with a strong sense of community. It can be considered that the Pacific Highway has in effect divided the community in two with those living on the western side, centred on the Blacksmiths Inn, and the eastern side, anchored by the General store and Community Hall. This has primarily been due to the difficulty in safely navigating the busy Pacific Highway. Once this impediment to community building has been removed, there is ample opportunity to provide a local community that engages not only passing traffic through unique tourist destinations, but also residents of the Village of Johns River and those in surrounding Rural Areas.

The following recommendations are presented for Council's consideration:

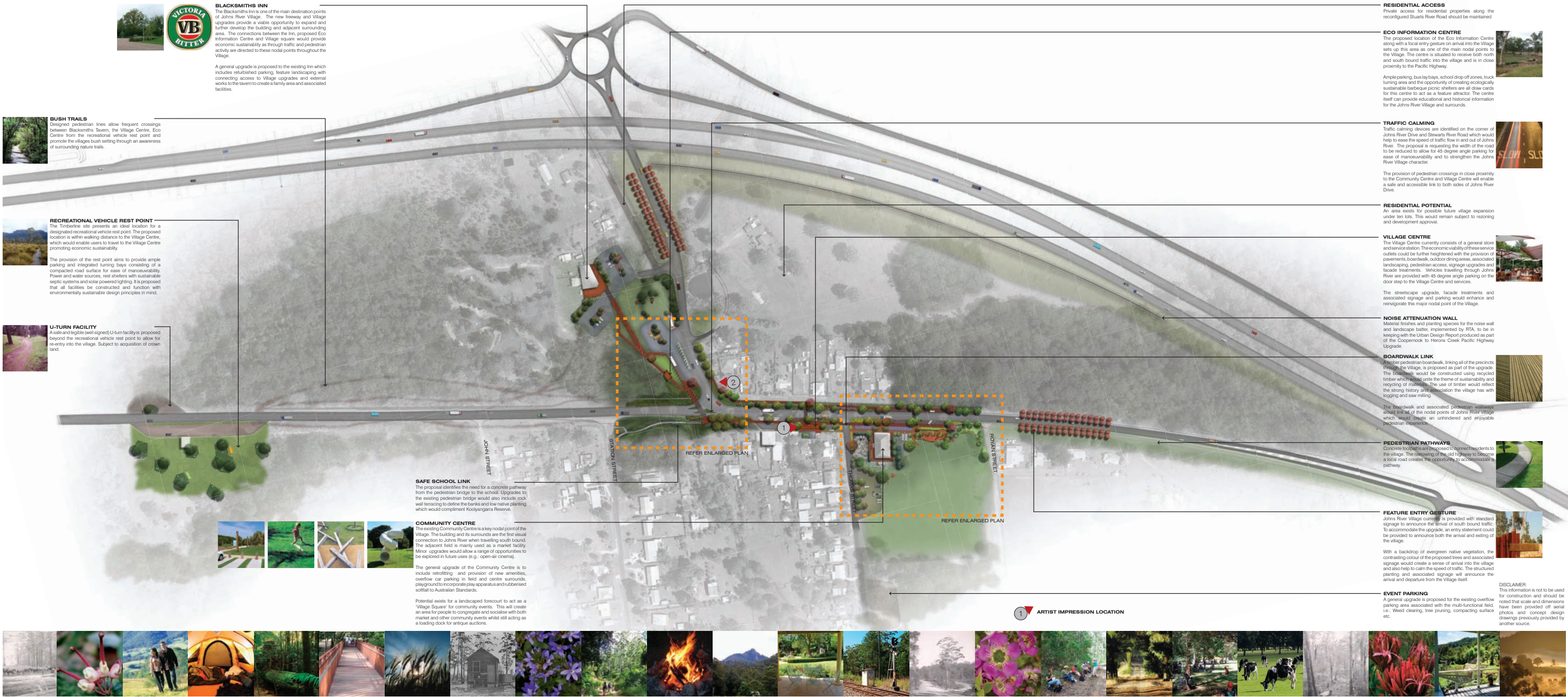
- Adopt the proposed Concept Plan (by Andrews Neil)
- Commission a consultant to undertake detail design and project documentation;
- Update and confirm estimate of cost when detail design becomes available; and
- Tender and contract the first stage of work.

6.0 Recommendations

Given the nature of the Village of Johns River it is considered that the works be conducted in a staged manner, with road and landscape upgrades to the Village Centre to encourage pedestrian viability being the most important approach. The proposed staging plan is included in Section 4 and outlines the proposed stages in further detail.

APPENDIX A

Concept Masterplans



Johns River Village Urban Design CONCEPT MASTERPLAN

DRAWING NO. 08062/SD/UD/PD01/Revision 1

DATE: AUGUST 2008

NOT TO SCALE



Andrews Neil
URBAN DESIGN GROUP

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EDUCATIONAL STREETSCAPE

Trees which are endemic to surrounding state and national forests are proposed to be utilised on the street. Small clusters of like species, which would be identifiable through signage plaques, would create an educational streetscape and pertain a greater environmental awareness.



COMMUNITY CENTRE UPGRADES

Plans to retrofit / upgrade the Community Centre would include; reinstatement of the front entry to Community Centre as main entry, architectural awnings and similar materials and finishes to marry the proposed amenities with the Community Centre, a secondary boardwalk which considers disability access, feature seasonal planting beds, and rainwater harvesting tanks for irrigation.



MULTI-FUNCTIONAL COURTYARD

The paved side court to Community Centre maintains its function as loading dock / parking area as well as creating an area for intimate markets, small events, and general social spill out space.



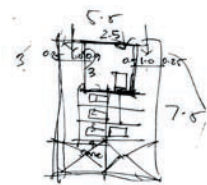
WATER TANKS

Water tanks harvest grey water from Community Centre usage and irrigate surrounding landscape.



AMENITIES

The proposed amenities would include male / female, and disabled toilets, baby change, and showers. The design would ideally form a relationship with the Community Centre while being visible and accessible from the on-street parking bays as well as from the field and in close proximity to the playground.



PLAYGROUND

The playground location is proposed to take advantage of the existing line of Livistona palms as a shade device. A coloured rubber softfall surface and tall and colourful play apparatus would maintain good visual presence to south bound travellers.



ON-STREET PARKING

Cement stabilised gravel or similar would provide a suitable surface for car parking bays and allow for drainage solutions.



ENTRY MOUND

A turf covered earth mound is proposed to contain the field / market space. Bleachers inserted into the mound on the park side would create an intimate natural amphitheatre while the road side presents the perfect opportunity to use the mound as a backdrop to feature signage - "Johns River Recreational Reserve"



FIELD SPACE

The existing field would remain as a sporting ground, and as a festival destination site which accommodates the expo / markets / fairs which occur regularly. Opportunities to plant trees around the perimeter of the field exist to act as a wind break and frame views to the Brother Mountains without impeding the sporting grounds.



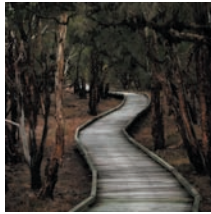
Johns River Village Urban Design COMMUNITY CENTRE

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SECONDARY BOARDWALK

The Eco Centre area, and the Village upgrade itself, present opportunities to engage the user with their surrounds. The boardwalk concept is developed to primarily guide pedestrians along a clear route, however can also be used to develop the curious mind. Feature trees or open views become rewarding treasures along smaller or narrower boardwalk paths, which are seemingly less travelled.



PARKING

Bus, caravan, and car turning are accommodated in the new proposal for a parking area which would service the village, Blacksmiths Inn and the Eco Centre.



ECO CENTRE

The Eco Centre is proposed to draw tourists to Johns River from which point they can travel to surrounding state and national forests equipped with the information they need. It is proposed to double as an environmental learning centre for school groups to engage with. The self-sufficient centre would be an iconic structure which people would identify as unique and Johns River Village as a sustainable community.



TRAFFIC CALMING

The vehicular movement through the village will be considerably diminished once the by-pass is installed. The traffic solution illustrated on this plan takes advantage of the current and future urban design catalysts and presents both a safe and legible route into the village.



PEDESTRIAN LINKS

Desire lines from the footbridge to the school indicate high pedestrian traffic in this area. A concrete footpath is proposed to link the school to the village and beautify the corner area with bold swathes of native plant species.



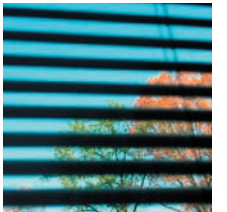
RESIDENTIAL ACCESS

The existing infrastructure allows for future access to potential rezoned residential land and therefore should be maintained and explored as an option.



SCREENING TREES

Proposed trees provide privacy to the residents properties opposite the Eco Centre. Colour, form, texture and scent form the basis for creative avenues of tree planting which act as entry statements into the village and or frame key spaces and views.



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Johns River Village Urban Design

ECO INFORMATION CENTRE

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NOT TO SCALE



APPENDIX B

Traffic Report

**TRAFFIC
ASSESSMENT
REPORT

PROPOSED

ENHANCEMENTS

AT

JOHNS RIVER VILLAGE**

28 AUGUST 2008

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1.0 INTRODUCTION

The purpose of this report is to assess proposed road changes on the old Pacific Highway at Johns River following the opening of the new bypass west of the Johns River Village.

Following the opening of the Pacific Highway bypass, dual carriageways will provide significantly improved traffic capacity, reduced travel times and enhanced safety for through-traffic on the Pacific Highway.

Traffic volumes on the old section of the Pacific Highway through the Johns River settlement will reduce significantly which will improve the traffic and pedestrian environment through the Johns River village.

It is understood that the old Pacific Highway through the Johns River Village will be renamed Johns River Drive.

2.0 EXISTING TRAFFIC ENVIRONMENT AT JOHNS RIVER

The existing Pacific Highway through the Johns River Village is the main arterial road link along the eastern coast of NSW and links regional areas south and north of the Johns River Village.

Following the opening of the Pacific Highway deviation to the west of the Johns River Village, northbound drivers will be able to leave the Pacific Highway and access Stewarts River Road at a roundabout, and then travel east to the Johns River Village via Stewarts River Road.

Drivers wishing to travel north from the Johns River Village will be able to return to the Pacific Highway deviation via Stewarts River Road.

Southbound drivers will be able to leave the Pacific Highway deviation north of the Johns River Village and travel south along Johns River Drive to the Johns River Village.

Drivers wishing to travel south from the Johns River Village will be able to continue south along Johns River Drive to access the highway deviation further south.

3.0 PROPOSED ROAD / PEDESTRIAN ENHANCEMENTS

Following the opening of the Pacific Highway deviation, traffic volumes along the old Pacific Highway through the Johns River Village will be significantly reduced.

The reduced traffic volumes will provide an improved traffic and pedestrian environment through the Johns River Village.

Pedestrian walkways, traffic calming measures, landscaping and improved facilities will be incorporated to rejuvenate the Johns River Village for local residents and visitors.

It is proposed that Johns River Drive through the Johns River Village be narrowed to reduce traffic speed and to enhance the social amenity for residents and visitors. Angle parking is proposed along the eastern side to provide convenient parking for the Community Centre, and Village Centre.

It is essential that traffic speeds through the Johns River Village be minimised by traffic calming measures.

Johns River Drive will have a slip-lane off the new highway deviation for southbound traffic to enter the old Pacific Highway through the Johns River Village.

The features of works proposed throughout the Johns River Village will be as follows:

1. The junction of Stewarts River Road and old Pacific Highway will be designed to give priority to Stewarts River Road. Southbound traffic on Johns River Drive will be required to slow and enter a left-turn lane to exit the Johns River Village towards the south. This will reduce traffic speeds for southbound traffic.
2. Angle parking along the eastern side of Johns River Drive can either be nose to kerb requiring reversing movements onto Johns River Drive when departing, or rear to kerb which requires reversing in and forward movements out when departing.

The general preference is rear to kerb as drivers can observe vehicles on Johns River Drive when reversing and have clearer view when departing.

I recommend rear to kerb parking for safety reasons. Dimensions of angle parking spaces should comply with the requirements of AS 2890.1 – 2004 for a Class 2 parking facility.

3. Traffic calming measures could consist of raised pedestrian thresholds / crossings. The profile of the raised pedestrian thresholds / crossings should be flat top road humps as outlined in Figure D1 of AS 1742.13 – 1991, marked and signposted for pedestrian crossings. Raised thresholds / pedestrian crossings should be signposted for 20km/h and pavement markings should also be applied as per Figure 3.3 of AS 1742.13 - 1991. A raised threshold / pedestrian crossing should be located adjacent to the Village Centre to link pedestrian walkways

along both sides of Johns River Drive as depicted on the layout schematic.

I also recommend the installation of flat top road humps in accordance with Figure 3.3 of AS 1742.13 - 1991 at the following locations

- ◆ On Johns River Drive just south of the junction with Stewarts River Road.
- ◆ On Johns River Drive just south of Station Street.
- ◆ On Johns River Drive north of the junction with Stewarts River Road and just south of the southern driveway for the service station.
- ◆ On Johns River Drive just north of Royan Street.
- ◆ On Stewarts River Road just west of the western access for the ECO Information Centre.
- ◆ On Johns River Drive just west of the access for the Blacksmiths Inn.

Details of the flat top road hump including pavement markings and signposting are shown in Appendix A of this report.

I also recommend that pedestrian refuge crossings be installed in the medians / splitter islands on Johns River Drive just south of the junction with Stewarts River Road to prevent conflict with vehicles turning right from Stewarts River Road into Johns River Drive and pedestrians crossing Johns River Drive.

I recommend that the speed zone on Stewarts River Road and Johns River Drive be signposted as Shared Zones with a 40km/h speed zone within the Johns River Village area.

A vehicle rest area is proposed on the eastern side of Johns River Drive south of the Johns River Village. The area was previously used as a service station. The rest area will be complemented by a U-turn facility that will be designed to accommodate a 19.5 metres articulated vehicle. The area currently serves as an informal rest area with no amenities.

Johns River Drive will be signposted as one-way southbound just south of the U-turn bay and south of the last residential property within the Johns River Village.

Lighting through the Johns River Village will be upgraded to improve pedestrian safety.

4.0 POTENTIAL TRAFFIC IMPACTS

The deviation of the Pacific Highway will result in a substantial reduction in traffic volumes through the Johns River Village.

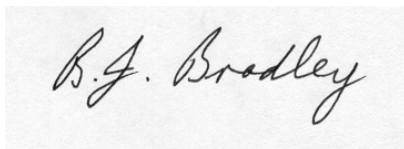
The existing AADT on the Pacific Highway through the Johns River Village is approximately 18,360, based on the 2004 AADT recorded at RTA counting station 09.120, located approximately 2.3 km south of Main Road 600, Laurieton Road, and average traffic growth rate between 1998 and 2004 of approximately 5.6% per annum. The existing daily traffic volume would translate to approximately 1,836 vehicles per hour (two-way) in peak periods.

It is anticipated that the traffic volumes through the Johns River Village will reduce to several hundred vehicles per day following the opening of the deviation.

In my opinion, the only traffic impacts that will result from the deviation of the Pacific Highway will be an improvement in vehicular and pedestrian safety through the Johns River Village in addition to the safety improvements for highway traffic.

5.0 RECOMMENDATION

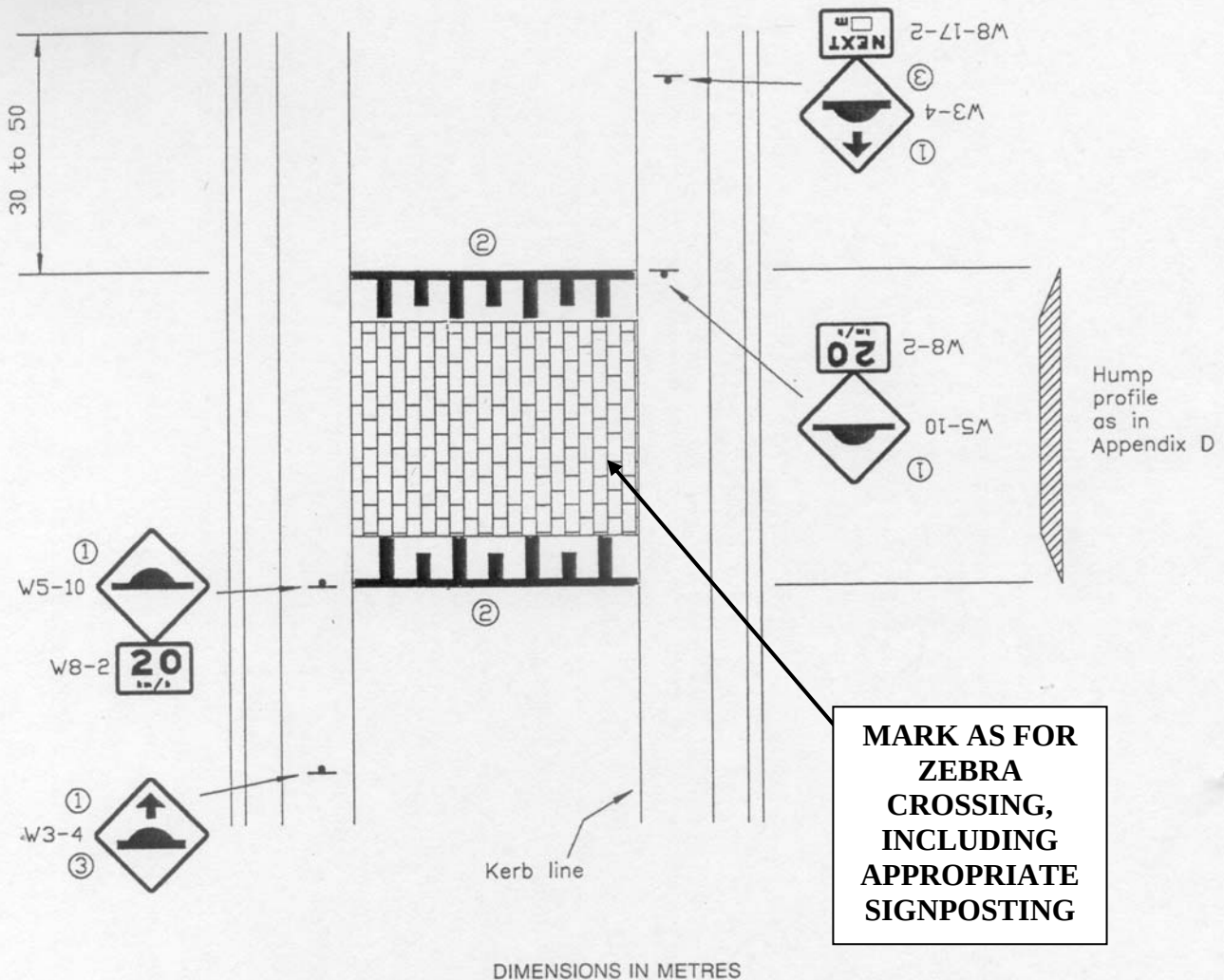
I recommend the proposed enhancements to traffic provisions and pedestrian provisions through the Johns River Village as they will improve pedestrian amenity and safety by providing a low speed traffic environment through the Johns River Village.

A handwritten signature in black ink that reads "B.J. Bradley". The signature is written in a cursive, flowing style.

B J Bradley BE Grad Dip Man MIEAust CPEng

APPENDIX A

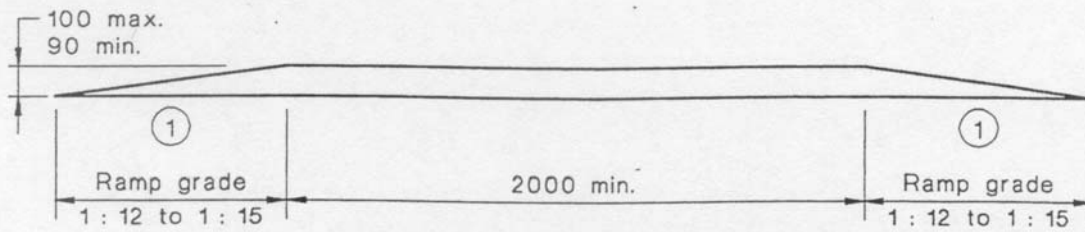
DETAILS OF FLAT TOP ROAD HUMPS



NOTES:

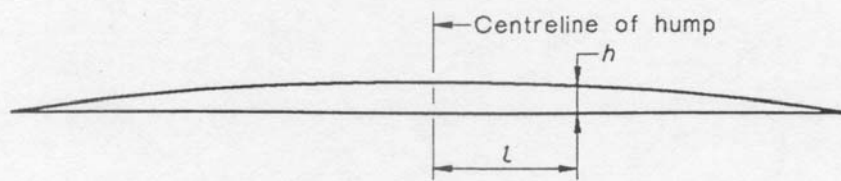
- 1 Sign W3-4, and sign assemblies W5-10/W8-2 and W3-4/W8-17 are not generally required when the device is part of an area-wide scheme.
- 2 For details of hump line marking refer to Clause 4.3.6. This may be omitted on humps in an area-wide scheme but only where the hump is of contrasting colour such that it is clearly visible under all conditions.
- 3 Sign W3-4 is used at an isolated hump installation. Sign W8-17-2 is added if it is the first hump in a series.
- 4 The hump may be supplemented with kerb extensions, e.g. of the type illustrated in Figure 3.6.
- 5 Flat top humps may be combined with a pedestrian facility or a bus stop.

FIGURE 3.3 FLAT TOP ROAD HUMP



DIMENSIONS IN MILLIMETRES

(a) Flat top hump



l (m)	0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8
h (mm)	100	100	99	97	95	93	90	86	81	76	71	65	58	51	43	34	25	16	5

(b) Watts profile hump

NOTE: 1. At ramps at entry points to shared zones the ramp grade is increased to between 1:2 and 1:4.

FIGURE D1 HUMPS PROFILES

APPENDIX C

Opinion of Probable Costs

JOHNS RIVER VILLAGE URBAN DESIGN - Preliminary Opinion of Probable Cost				
Description of Work	Unit	Quantity	Rate	Cost
Community Centre				
Preliminaries - Supervision, Container, Toilet, Office, Mesh Panel Fencing, Silt Fence (assumed to be included under RTA site works)				
Road threshold upgrades. (Price has not been provided due to roadworks being undertaken by RTA)				
Pedestrian links and boardwalk (Permatrack)	m ²	1,025	\$450.00	\$461,250.00
General upgrade to community hall. Includes solar lighting	PC	1	\$100,000.00	\$100,000.00
Amenities for the community centre	PC	1	\$60,000.00	\$60,000.00
Parking area - allows for 100mm roadbase and 75mm cement stabilised decomposed granite	PC	1	\$60,000.00	\$60,000.00
Landscaped forecourt paving (random crazy pattern)	m ²	450	\$120.00	\$54,000.00
Concrete footpath	m ²	40	\$58.00	\$2,320.00
Children's playground including play equipment, associated landscaping and rubberised softfall	PC	1	\$100,000.00	\$100,000.00
Seating / benches: Supply and install proprietary item seating. Secure to concrete pad.	PC	4	\$1,900.00	\$7,600.00
Entry signage	PC	1	\$10,000.00	\$10,000.00
Mass planting - supply and install feature groundcovers and shrubs including 200mm depth topsoil with compost and mulch.	m ²	1,185	\$30.00	\$35,550.00
Supply & install feature trees (100LT) incl excavation, soil, wetting agent, fertiliser & staking/tying, mulch	Each	62	\$390.00	\$24,180.00
Turf - reinstate to areas which are damaged to construction works.	m ²	350	\$10.00	\$3,500.00
Earth mounds	m ³	385	\$25.00	\$9,625.00
(Note - Price does not include; preliminary setup costs, demolition, weed removal, retaining, excavation, gas or electrical connections, removal of spoil, engineers details, Acid Sulphate Soils Management)				
Subtotal				\$ 928,025.00
Design Contingency 30%				\$ 278,407.50
Total (excl GST)				\$ 1,206,432.50
Eco Centre				
Preliminaries - Supervision, Container, Toilet, Office, Mesh Panel Fencing, Silt Fence (assumed to be included under RTA site works)				
Provide Eco / Information centre and associated signage (does not include Blacksmiths Inn facade treatments and associated landscaping)	PC	1	\$200,000.00	\$200,000.00
Pedestrian links and boardwalk (Permatrack)	m ²	445	\$450.00	\$200,250.00
Decomposed granite pathways	m ²	650	\$45.00	\$29,250.00
Concrete footpath pedestrian link	m ²	200	\$58.00	\$11,600.00
Pedestrian safety devices / bollards on pedestrian islands	PC	37	\$550.00	\$20,350.00
Supply & install feature trees (100LT) incl excavation, soil, wetting agent, fertiliser & staking/tying, mulch	ea	20	\$390.00	\$7,800.00
Mass planting - supply and install feature groundcovers and shrubs including 200mm depth topsoil with compost and mulch.	m ²	1,190	\$30.00	\$35,700.00
Revegetation Works: Bushland includes weeding, mulching, additional virotubes (where required)	m ²	5100	\$3.50	\$17,850.00
(Note - Price does not include; preliminary setup costs, demolition, weed removal, retaining, excavation, gas or electrical connections, removal of spoil, engineers details, Acid Sulphate Soils Management)				
Subtotal				\$522,800.00
Design Contingency 30%				\$156,840.00
Total (excl GST)				\$679,640.00
Total Community Centre & Eco Centre (excl GST)				\$1,886,072.50
GST				\$ 188,607.25
TOTAL (incl GST)				\$ 2,074,679.75

Proposed initial works include:

- Landscaped entry gesture and associated signage, includes feature trees and associated signage.
- Drainage to road verges and outdoor spaces. Full extent of drainage will need to be determined at a further stage.
- Pedestrian links and boardwalks.
- Street trees and associated landscaping of endemic species which incorporate Ecologically Sustainable Design principles, eg. Drought tolerant species.
- Amenities for the community centre.
- Parking area associated to the community centre.

Proposed subsequent stages include:

- Landscaped forecourt and general upgrade to community hall. Includes pavement, solar lighting, seating and associated landscaping .
- Further advancement of parking and coach lay bay spaces.
- Eco / information centre and Blacksmiths Inn. Provide Eco / Information centre and associated signage. Works includes pedestrian links, boardwalk, and decomposed granite pathways with timber edging. Does not include Blacksmiths Inn facade treatments and associated landscaping.
- Recreational vehicle rest stop / overnight stay. Works include informal turf rest area, pathways, solar lighting, seating, shelters with BBQ, feature trees, shade trees, associated landscaping.
- Development of the seating / outdoor dining facilities for the general store / service station precinct which includes pavement, shade structure and associated landscaping.
- Provide further opportunity for commercial development to the western side of Johns River Road. Full extent of development will need to be determined at a further stage.
- Further landscaping which compliments and highlights the sustainability and history of Johns River including signage .

The above cost estimate is based on the Johns River Village Landscape Masterplan dated August 2008:

EXCLUSIONS;

Landscape costs do not include the following:

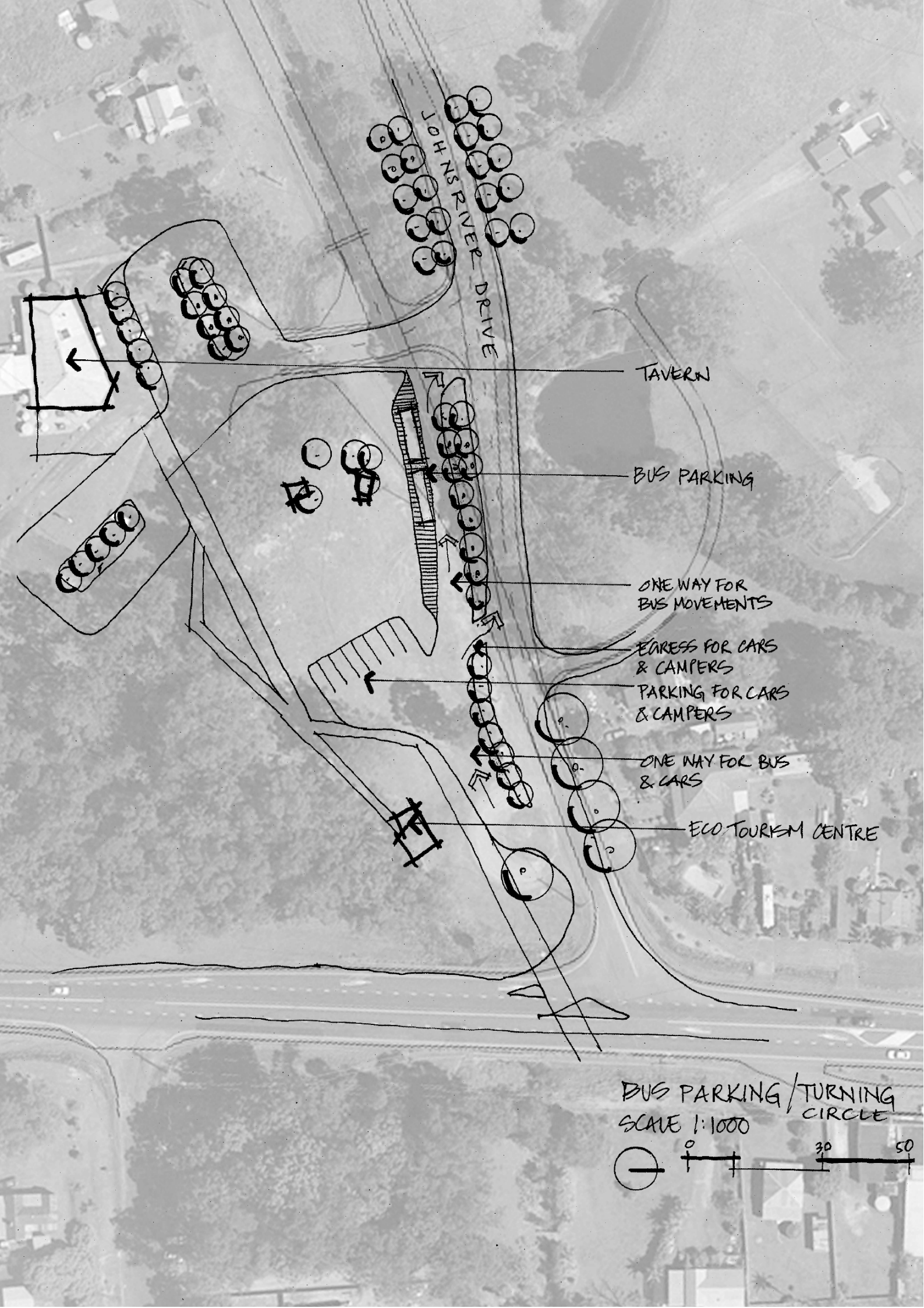
1. Civil works
2. Engineers details.
3. Street Lighting.
4. Water tanks.

OPINION OF COST NOTES;

5. Opinion of costs are rates based on quantities derived from the Johns River Village Landscape Masterplan dated August 2008.
6. This opinion of cost is intended to be a guide for project budgeting rather than estimating actual construction costs.
7. As Landscape Architects and not quantity surveyors, Andrews Neil can not and does not guarantee that the opinion of cost will not vary from actual construction costs.
8. The Artists impressions are conceptual only & have been based on site photographs & desktop analysis, final heights / levels of ramps and platforms have not been determined.

APPENDIX D

Alternative Bus and RV Rest Stop Locations



JOHN RIVER DRIVE

TAVERN

BUS PARKING

ONE WAY FOR
BUS MOVEMENTS

EGRESS FOR CARS
& CAMPER

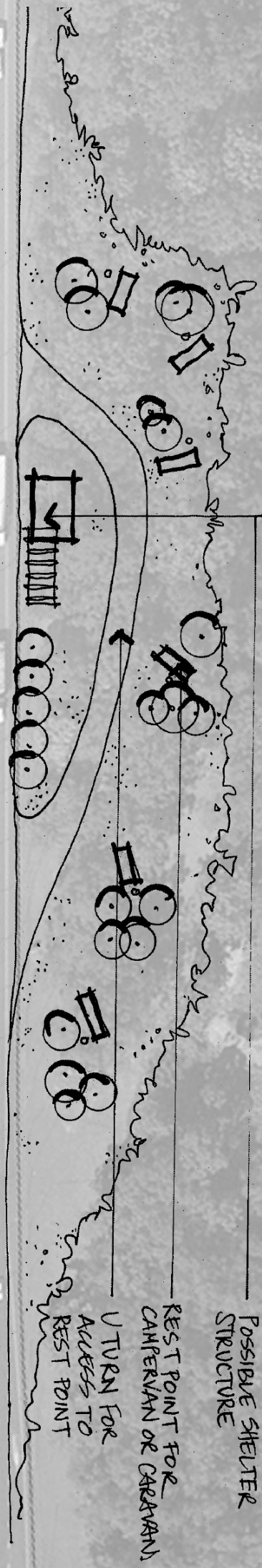
PARKING FOR CARS
& CAMPER

ONE WAY FOR BUS
& CARS

ECO TOURISM CENTRE

BUS PARKING / TURNING
SCALE 1:1000
CIRCLE





JOHN STREET

STATION STREET

RECREATIONAL VEHICLE REST POINT
1:1000



APPENDIX E

Character Statement

Johns River Village
Greater Taree City Council

Character Statement

Job No: 08062
Date: October 2008

PO Box 1476 Gosford NSW 2250 T 02 4324 3633 F 02 4324 3771

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ABN 55633432460 Andrew Dickson Nominated Architect (Registration No. 7657)

Andrews Neil Pty Ltd As trustee for the Andrews Neil Group Unit Trust

Job No.: 08062

File Locations: T:\08\08062 GTCC, Johns River Village Urban Design\03 Graphics\01 Presentation\Milestone 3\Character Statement

Quality Control Plan

ISSUE	DATE	DESCRIPTION	CHECKED BY
A	05.09.08	First Draft issued for Client comment	AN
B	09.10.08	Revised after Client comment	CJR
C			
D			
E			
F			

Comments

(Use this area to write or type all changes etc required)

Please initial page to proceed with above changes or for approval with no additions.

Signature/s: _____ Dated: _____

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3.0 Existing Character	1
4.0 Identified Character Areas	2
4.1 Village Core	2
4.2 Village Living	6
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1.0 Introduction

Johns River is a small inland village located between the major regional centres of Taree (20 minutes south) and Port Macquarie (30 minutes north). Villages generally provide support services (e.g. petrol, post office, bread and milk) to the surrounding hinterland and village residents, and offer semi-rural living opportunities.

The existing Character of Johns River is influenced by a number of factors, including the historic settlement patterns in the area, the current zoning of the area, the topography and natural environment including the surrounding state forests, National Parks and the key features of the Three Brothers. The current character of the village itself is also largely shaped by two dividing factors; The Main North Coast rail line, which creates an eastern end to the Village, and the Pacific Highway, which dissects the town along an east/west axis. The Pacific Highway upgrade will result in traffic by-passing the village from 2009/10. It is appropriate therefore to identify opportunities that will be created as a result of this bypass and identify the desired future character for the village.

The overall direction for Johns River must ensure the long term viability of the village, maintaining the residential and commercial base, school and support services provided for village and hinterland residents. With the removal of traffic from the main road through the village, opportunities exist to strengthen the bushland village character and promote Johns River as a tourism gateway to National Parks and beaches, providing day trip opportunities for residents of Taree and Port Macquarie and overnight accommodation (e.g. B&B) for travellers.

The purpose of this character statement is to identify elements of built form, style and vegetation present at Johns River. This information can be used to strengthen the bushland village character desired by the community.

2.0 Overall Character Statement

Located between Taree and Port Macquarie, Johns River is a small inland village, comprising residential and semi rural lots and support services including a post office and service station. Johns River is segmented along its east/west axis by the Pacific Highway, with the proposed highway upgrade in 2009 resulting in by-passing of the township..

A Key role of the village is to provide a service centre for the Rural/ Village community. The desired character for the village is a small scale bushland village surrounded by National Parks and Johns River State Forests.

It is envisaged that the basic services provided for the local/ rural communities will be implemented within a pedestrian friendly village environment. The village of Johns River demonstrates a commitment to ecological living principles.

Respect must be shown in all new residential developments, in regards to established setbacks, fencing and landscape patterns.

New Community/ commercial developments will be within and re-inforce the village core.

The village of Johns River provides a high level of amenities to attract visitors off the Highway and will develop as a highway service village and attractive rural destination.

3.0 Existing Character

The existing character of Johns River has developed in response to John River's traditional role as a highway service village, supporting the surrounding hinterland and needs of highway traffic. The village developed in response to those needs.

Johns River has an historic association with the local timber, logging and dairy industries. Current land uses reflect the growth and development of the village over time. Street layout is the common recti-linear form. Outside the commercial area, residential lots are large (more than 1000 m²), reflecting the traditional lot format and size of a semi-rural location. Housing types are single storey, timber framed, with weatherboard or fibro-cement sheeting cladding.

4.0 Identified Character Areas

The Village of Johns River has been divided into three separate character areas for the purpose of this character assessment. These areas are as follows:

- Village Core, defined as the area stretching from the Settlers Arm Tavern in the south to the Community Hall in the north, and taking in development fronting the Pacific Highway between these two locations
- Village Living, defined as the area encompassing John, Station and Thomas Streets
- Rural Lifestyle.

Figure 1 shows how these areas are separated.

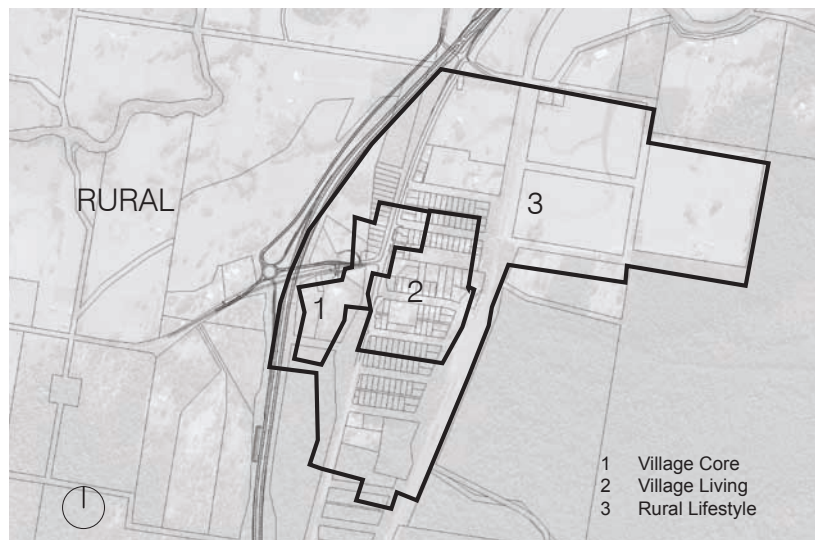


Figure 1 - Identified Character Areas (Not to Scale)

4.1 Village Core

The Village Core of any rural centre is one which creates and attracts a strong sense of vitality and place amongst the residents. This strong sense of village identity extends past the immediate village area and into the surrounding rural areas, both to the east and the west of the proposed Village bypass.

Within Johns River the Village Core is largely defined by three key areas. The first of these is the community hall and playing field, located to the north of the village. The second is the central General Store/Petrol Station as well as the residential dwellings fronting the Pacific Highway. The third key area is the stretch of Stewarts River Road, incorporating the existing bus stop and turning circle and the Settlers Arm Tavern.

Large setbacks on the western side of the Pacific Highway provide off highway parking and access to the general store. With the future reduction in traffic resulting from the by-pass operation, the opportunity exists for creation of a more defined Village Core. The area could be paved and landscaped to define the village commercial centre, encouraging pedestrian access and use. Paving could lead to the Community Hall and playing field with safe crossing locations developed in the Village Core. The playing field area would benefit from the installation of playground equipment.

The tavern and bus turning area are located within the Village Core but on the opposite side of the Pacific Highway from other elements in the Village Core. Pedestrian movement within the core would be enhanced by the provision of structures to improve pedestrian safety.

Enhancement of pedestrian facilities and provision of destinations (e.g playground at the playing fields) would encourage pedestrian activity and contribute to revitalisation of the Village Core. Additional business uses (e.g. café, bakery) would benefit the Village Core, however comment on the viability of such uses is beyond the scope of this statement.



Village Core Photo 1: Looking South past General Store illustrating the wide setback from Pacific Highway.



Village Core Photo 2: Looking south towards the former petrol station with residential development fronting the Pacific Highway in the background.



Village Core Photo 3: Looking towards the Community Hall .



Village Core Photo 4: Residential development within the village core.



Village Core Photo 5: Looking to the south west highlighting the tavern in the distance and the turning circle/bus bay in the foreground.

4.2 Village Living

In Johns River the village living zone is the small area of inner residential surrounding and supporting the village core. The village is of a scale that the character of the streets may be considered separately.

The Village Living area is composed of a variety of residential house styles and themes. Each street in the Village Living zone appears to have a consistent character associated with it, although the details of the character can vary depending on what side of the street is being examined.

In order to gain a full appreciation of the existing Village Living character, the main residential streets have been examined:

John St

John St forms the natural southern limit of the Village Living zone. The land to the southern side of the street is largely comprised of an established area of vegetation which forms a natural buffer to between the rural living and village lifestyle zones (photo 6). This is reinforced by the unformed road surface and the large setback between the small number of houses and the road itself (photo 7).

The large area of open space fronting John St (comprising the school playground) reinforces the nature of John Street as a transition from Village Living to Rural Lifestyle (photo 8)



Village Living Photo 6: Plantings along the southern side of John St.



Village Living Photo 7: Large consistent setback to John St.



Village Living Photo 8: Area of open space fronting John St.

Station St

Station St is a key residential street within the Johns River Village. Two distinct characters are present along this street.

The north western corner with the Pacific Highway is occupied by a large vegetated reserve area. West of this, the northern side of the street has a consistent built form, with a wide road reserve and the deep front setbacks to single storey timbered framed dwellings (photo 9). The setback has allowed for the establishment of clumps of native vegetation, contributing to the semi-rural feel of the street. This is reinforced by the rural style of fencing that some residents have erected in the area.

Houses on the southern side of the street do not experience the wide road reservation but still enjoy a deep setback and established private gardens (photo 10).



Village Living Photo 9: Large consistent semi-rural setback on northern side of Station St.



Village Living Photo 10: Southern side of Station St, looking east, with narrower setbacks to roadway.

Thomas St

Thomas Street fulfils a vital role linking the Village Living and Village Core areas with the forestry and logging areas to the east of the railway line. Thomas Street is sealed. Kerb and guttering is not present.



Village Living Photo 11: Looking east along Thomas St towards the railway line.



Village Living Photo 12: Looking west along Thomas St.

Houses on Thomas Street are single storey timber framed, weatherboard or fibro-cement clad. Setbacks are of 5 to 10 metres. Fences, where present, are of a rural style, namely post and rail or vertical pickets. Double garages are present, generally on the setback of the dwelling, and accessed via concrete or grass driveways.

Village Living - Conclusion

While the streets in the Village Living area have variations, particularly in setbacks, the built form, streetscapes and vegetation combine to create a semi-rural village character. The salient visual feature of the village living area is the absence of brick as a building material and the predominance of timber-based fencing styles in preference to metal fencing products.

Single storey dwellings reinforce the low scale village character of the area.

4.3 Rural Lifestyle

The village of Johns River is surrounded by a large area of rural and semi-rural properties. This Rural Lifestyle area is bordered by the proposed Pacific Highway bypass to the west, the railway line to the east, Wharf Road to the north and the former petrol station to the south. The character of this area is strongly defined by the tradition of maintained farmland flanked by large areas of bushland.

This character is maintained through the use of avenue plantings on Wharf Road using non-native species. (photo 13) This style of planting also creates a separation between the Village Living zone and the Rural Lifestyle zone on the southern edge of the village

The rural character of the area is maintained by unsealed roads, traditional avenue tree plantings and rural fencing.

Large lot sizes result in housing being setback from the road and not impacting on the rural streetscape or character of the area.



Rural Lifestyle Photo 13: Avenue tree planting on Wharf Road.



Rural Lifestyle Photo 14: Traditional farm buildings corresponding to the natural environment create a strong rural feel to the area.



Rural Lifestyle Photo 15: Typical informal rural entrance contributing to the overall rural lifestyle character of the Wharf Road Area.