

Trundle

**PARKES**  
REGION

# MAIN STREET PLAN







TRUNDLE MAIN STREET PLAN

Prepared by	King and Campbell in association with Myrtle Studio
Prepared for	Parkes Shire Council
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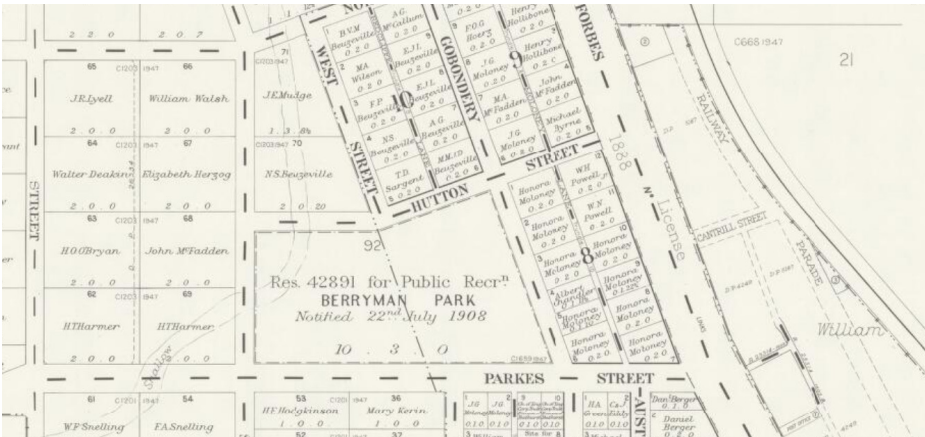
6.0 APPENDICES

A Trundle Main Street Issues Paper

B Trundle Community Strategic Plan Snapshot 2018

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D Proposal Trundle Main Street Avenue of Remembrance Tree Replacement



The town of Trundle is the 3rd largest urban center in the Parkes Shire, with a resident population of approximately 687 people. It is located in the heart of the wheat and sheep belt in Central West NSW, 65km north west of Parkes on The Bogan Way.

The town is dominated by its wide Main Street, Forbes Street, with most business and social activity occurring along it. Forbes Street is the main shopping precinct for the local area and provides the basic essentials (food and beverages, rural supplies, fuel and mechanical services) as well as some higher order services (War Memorial Hall, café, coffee shop, grand pub and club). The wide width of Forbes Street (60 metres) is both an attraction and a challenge for motorists and pedestrians wishing to negotiate the Main Street.

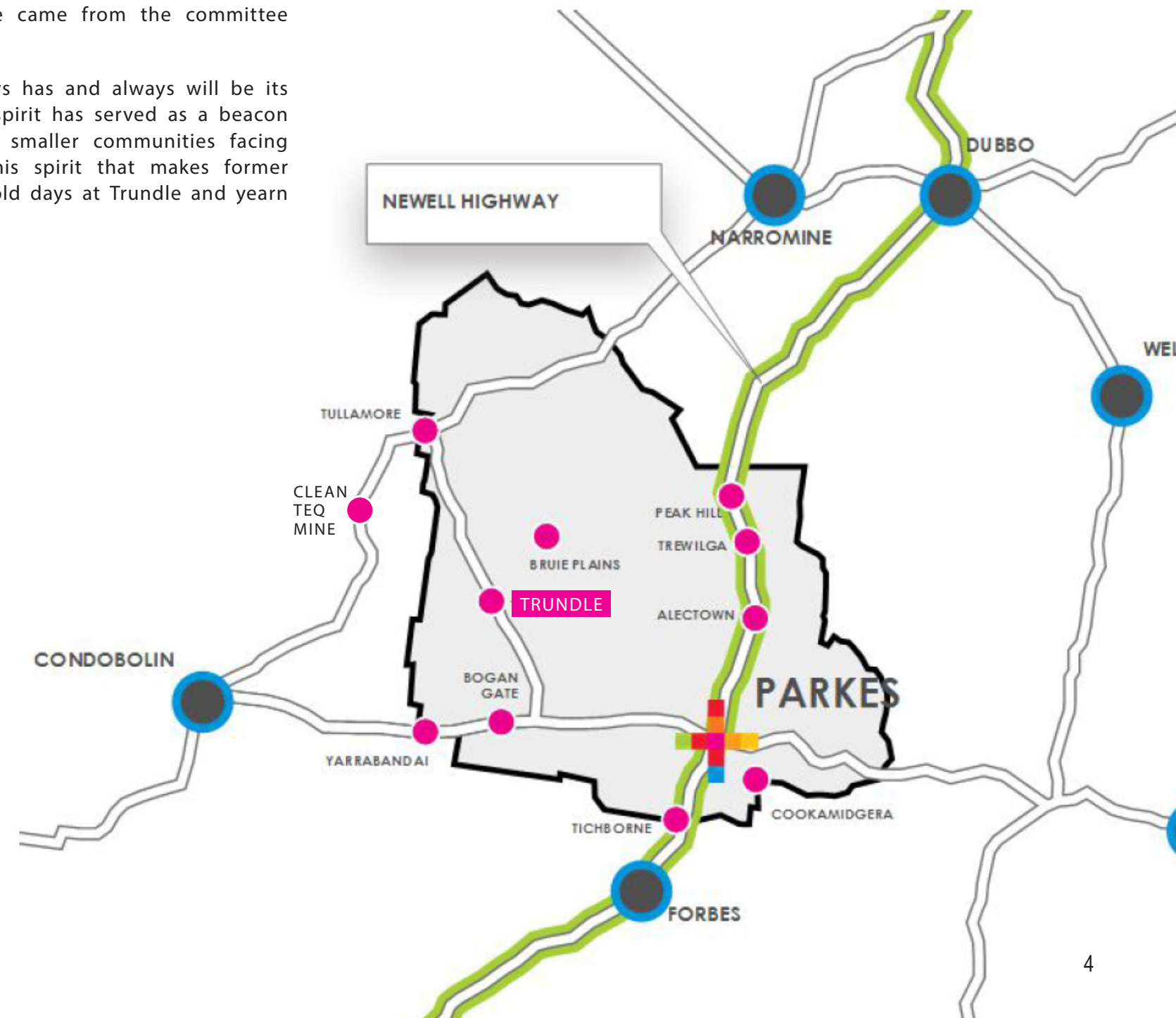
Trundle has a Regional Catchment Area of approximately 30 kilometres radius around town drawing people for its diverse range of shops, heritage architecture, schooling from preschool to year 12, full range of medical services, public swimming pool and event and community spaces including Services Club, Showgrounds, Racecourse and Berryman Park. Trundle is strongly influenced by Parkes which has many of the big discount department stores and franchise chains commonly associated with regional centres. Tourism is a growing market for Trundle, with visitors attracted to town events (ABBA Festival and the Trundle Bush Tucker Day), recreational activities (mainly sporting events), to catch up with friends and family or as part of a touring holiday through the region, taking in the Bogan Way.

The Trundle Main Street Issues Paper was prepared in 2019 by Parkes Shire Council to inform the development of this Main Street Plan. It was placed on public exhibition during December 2019, with constructive feedback being provided through an online survey and written submissions. A Review of Submissions Table has been prepared by Council, and is available for background information.

An emerging issue for Trundle is the proposed Clean TeQ (Nickel, Cobalt and Selenium) Mine, approximately 35 kilometres west of Trundle in the Lachlan Shire. A Pedestrian Access Review was undertaken by GTA Consultants to investigate appropriate road haul routes / road improvements from the proposed Clean TeQ Mine through Trundle.

Trundle has a bright future because of its vibrant and resilient community. As part of the Trundle Strategic Plan Snapshot (2018), the following message came from the committee overseeing it's development:

'Trundle's greatest asset always has and always will be its people. Trundle's community spirit has served as a beacon and a way forward to other smaller communities facing similar struggles and it is this spirit that makes former residents dream of the good old days at Trundle and yearn to return.'



## 1.0 INTRODUCTION



The following background reports were reviewed and recommendations considered and incorporated where appropriate into the Main Street Plans.

Trundle Main Street Issues Paper 2019  
(Appendix B)

The Trundle Main Street Issues Paper (TMSIP) was prepared as a precursor to a Trundle Main Street Plan. The aim of the paper was to explore the relevant issues that needed to be considered with community members, so as to better inform the development of the Trundle Main Street Plan.

The TMSIP was developed through analysis of the Trundle Main Street environs and engagement with the Trundle Community. It provides a SWOT analysis which identified the following strengths, weaknesses and opportunities:

Strength	Renowned wide main street
Weakness	Wide Main street discourages pedestrian movement either side of street
Weakness/Opportunity	No focal point / green spaces in the town centre
Opportunity	Part of a RV tourism route
Opportunity	Signature trees in Forbes Street could enhance the character of the Main street
Opportunity	Providing for long vehicle parking
Opportunity	Wayfinding
Opportunity	Increased marketing of The Bogan Way as a RV travelling tourism route

The GTA Pedestrian Access Review Forbes Street, Trundle 2018  
(Appendix C)

This Pedestrian Access Review includes a review of the pedestrian environment along Forbes Street with regard to existing traffic conditions, and forecast traffic conditions incorporating predicted Clean TeQ Sunrise Project traffic. It makes a number of recommendations:

Kerb extension treatment – Subject to further discussion with the community, Parkes Shire Council and RMS, the suggested location for a kerb extension would be near the northern end of the Trundle Hotel, in line with 61/63 Forbes Street.

It is also recommended that a kerb extension treatment be considered on Forbes Street south of Parkes Street, to serve not only general pedestrian activity but also to assist those school students who need to cross Forbes Street.

The review recommends consideration be given to installing threshold treatment at the entries to the built-up area of Trundle and speed reduction warning signs.

Parkes Pedestrian and Cycle Plan

This Plan identifies 2 main improvements to Forbes Street both of which have been taken into account in the plan. These are continuation of a footpath to the Services Club and improvement of the footpath linkage from St Patrick’s Primary School to the Town Centre.

1.1 BACKGROUND REPORTS





## The Parkes Shire Community Strategic Plan 2022

The Community Strategic Plan identifies the following key future directions that are relevant to the Trundle Main Street Plan:

- Maximise public safety
- Develop and implement pedestrian access and cycling mobility facilities
- Develop strategies to work with and support the townships endeavors
- Utilise an integrated planning framework to guide the development of our communities
- Provide equitable access to community facilities
- Develop and support the tourism industry in the Shire
- Manage road assets

## Parkes Shire Council Trundle Strategic Plan 2014 and Strategic Plan snapshot 2018 (Appendix E)

The Parkes Shire Council Trundle Strategic Plan identifies improvements for the town. The top ten priorities and their status are:

- Public toilet and rest area/park in the Main Street  
-Complete (toilet purchased but not installed)
- Increased support for festivals in Trundle  
-Ongoing
- Free camping area on the edge of town  
-Long Term
- Replace power at Trundle Showground and upgrade facilities  
-Complete
- Fence to fence bitumen outside SES building  
-Complete
- New lights at Berryman Oval  
-Long Term

- Widen and upgrade Bogan Gate Road  
-Short to Medium Term
- Upgrade the Trundle Memorial Hall  
-Ongoing
- TAFE courses run in Trundle  
-Ongoing
- Clean up car bodies and untidy blocks  
-Ongoing

## Parkes Shire Heritage Interpretive Plan

Parkes Shire Council has identified the need for a number of interpretive signs to engage the local community and visitors in the heritage of the Parkes Shire. There are a number of identified heritage sites, buildings and landscapes that special interest groups and the community would like to see identified and interpreted. A clear and unified approach in style and materials is required to ensure consistency throughout and a clearly recognisable identity for Parkes. The Plan identifies a number of potential sites for interpretation within Trundle including Trundle Hotel, Main Street, Stockmans Way, Black Range, Commemorative Avenue. It specifies the Trundle colour of Magenta be used in signage for consistency and branding.

## Trundle Main Street Avenue of Remembrance Tree Replacement Proposal

This proposal presents 2 options for the Avenue of Remembrance Tree Replacement. These have been taken into account, however, an alternative option incorporating larger tree species more in scale with the street has been proposed in the Main Street Plan.

## Parkes Shire Council Street Tree Replacement Strategy

Appendix 3 of this Strategy lists potential deciduous and evergreen trees appropriate for the Shire. This list has been referred to in establishing the four recommended tree species.

## 1.1 BACKGROUND REPORTS



## Parkes Shire Heritage Trail Interpretive Plan



612 6699 2977 | 614 01 33 4242  
www.interpretivedesign.com.au  
dee@interpretivedesign.com.au

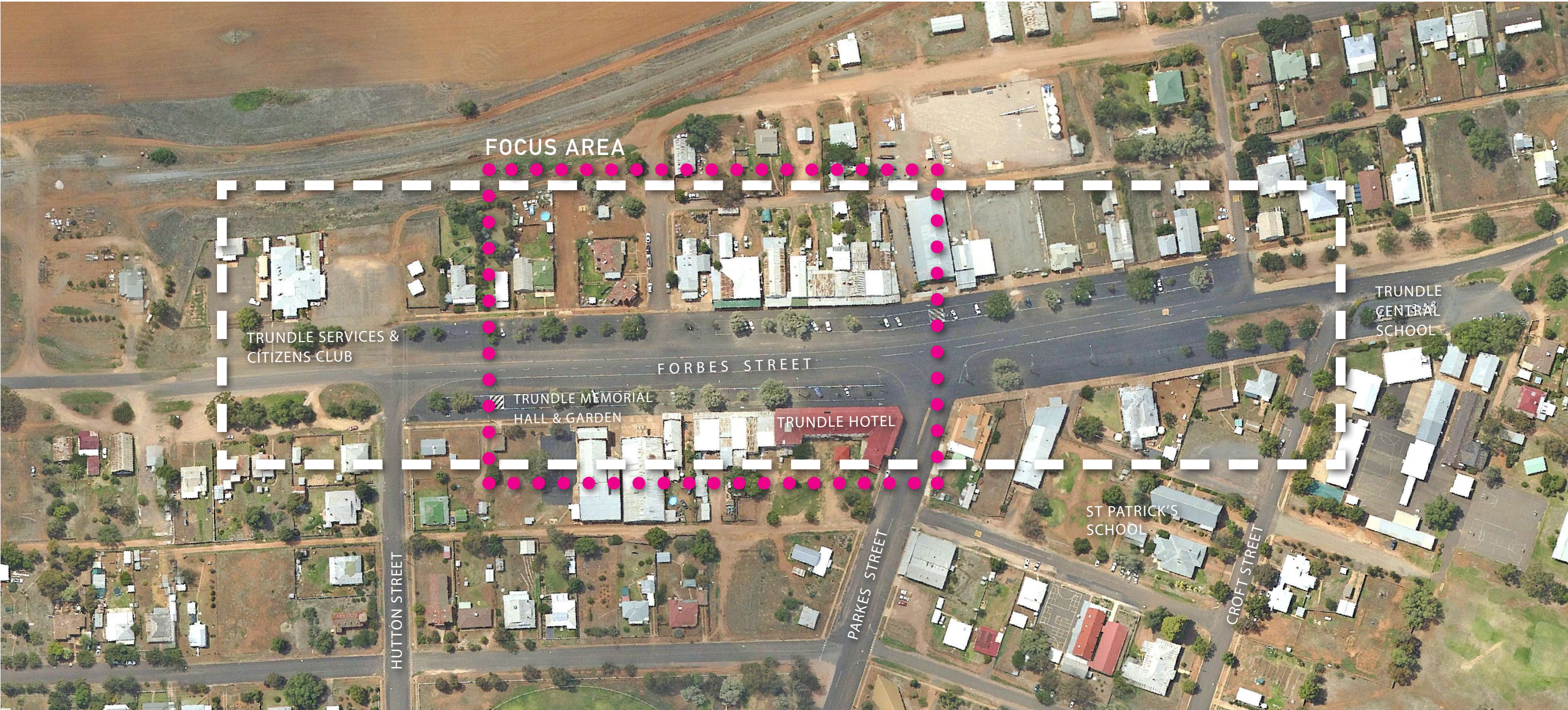
interpretive THE DESIGN COMPANY



# 1.2 PROJECT SCOPE

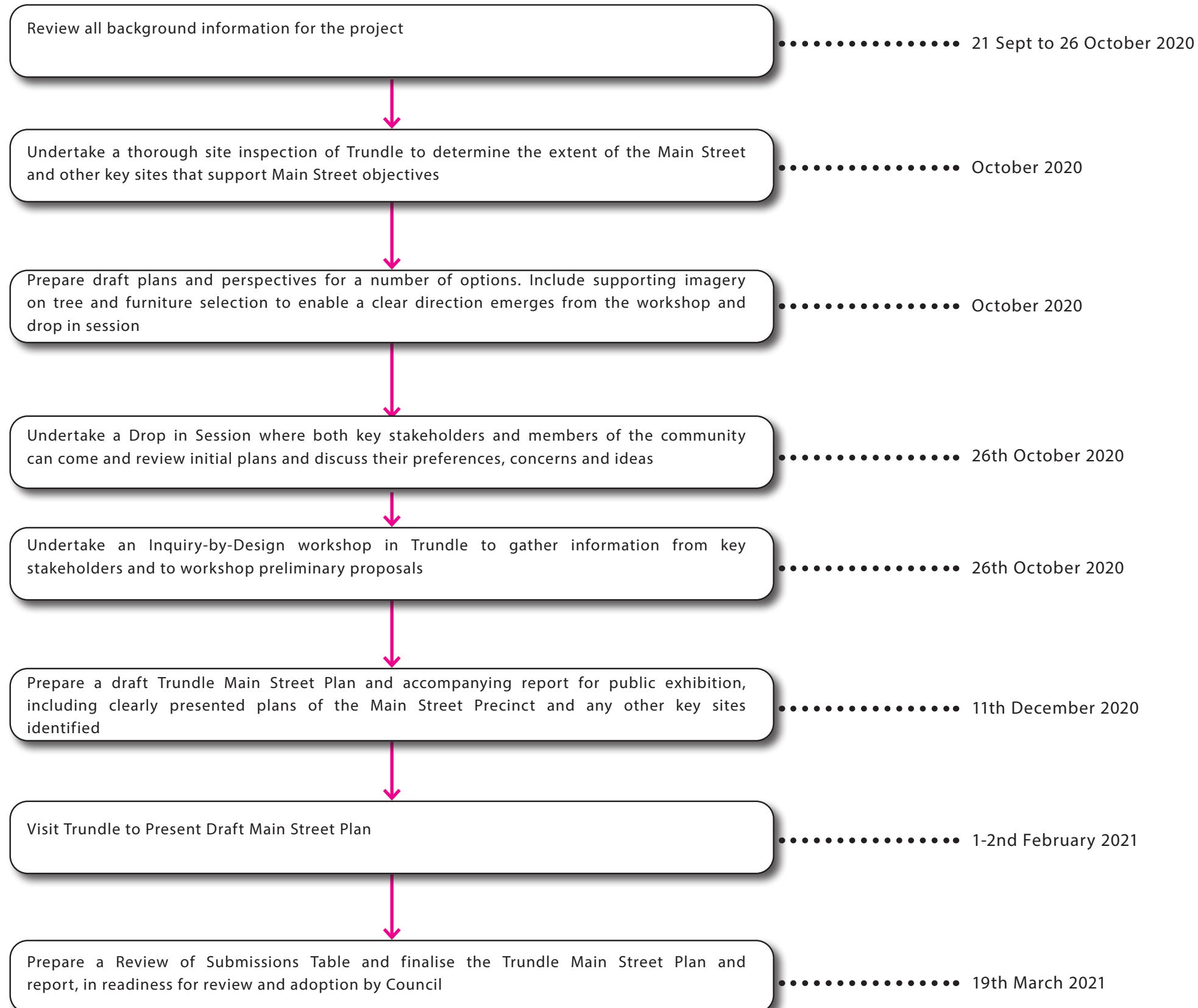
The Trundle Main Street Plan addresses the section of Forbes Street between the Trundle Services and Citizens Club and Croft Street. It has a particular focus on the central business district which contains the main commercial core of Trundle from Parkes Street to the Memorial Hall.

The Plan also considers other elements external to this boundary that are important to the main street, such as signage and linkages to key destinations.





## 1.3 PROJECT METHODOLOGY





Parkes Shire Council (PSC) is seeking to deliver its vision of being “a progressive regional centre, embracing a national logistics hub, with vibrant communities, diverse opportunities, learning and healthy lifestyles”.

The above vision involves working towards delivering the following future directions:

- Develop education and lifelong learning opportunities
- Improve health and well being
- Promote, support and grow our communities
- Grow and diversify the economic base
- Develop Parkes as a national logistics hub
- Enhance recreation and culture
- Care for the natural and built environment in a changing climate
- Maintain and improve the Shire's assets and infrastructure

This project has the potential to support many of these future directions.

## VISION

The vision for the Trundle Main Street Plan as stated in the TMSIP is:

“...build on the good elements of Forbes Street and the unique opportunities it affords in a manner that meets the needs of the local community as well as visitors and tourists....”

## URBAN DESIGN PRINCIPLES

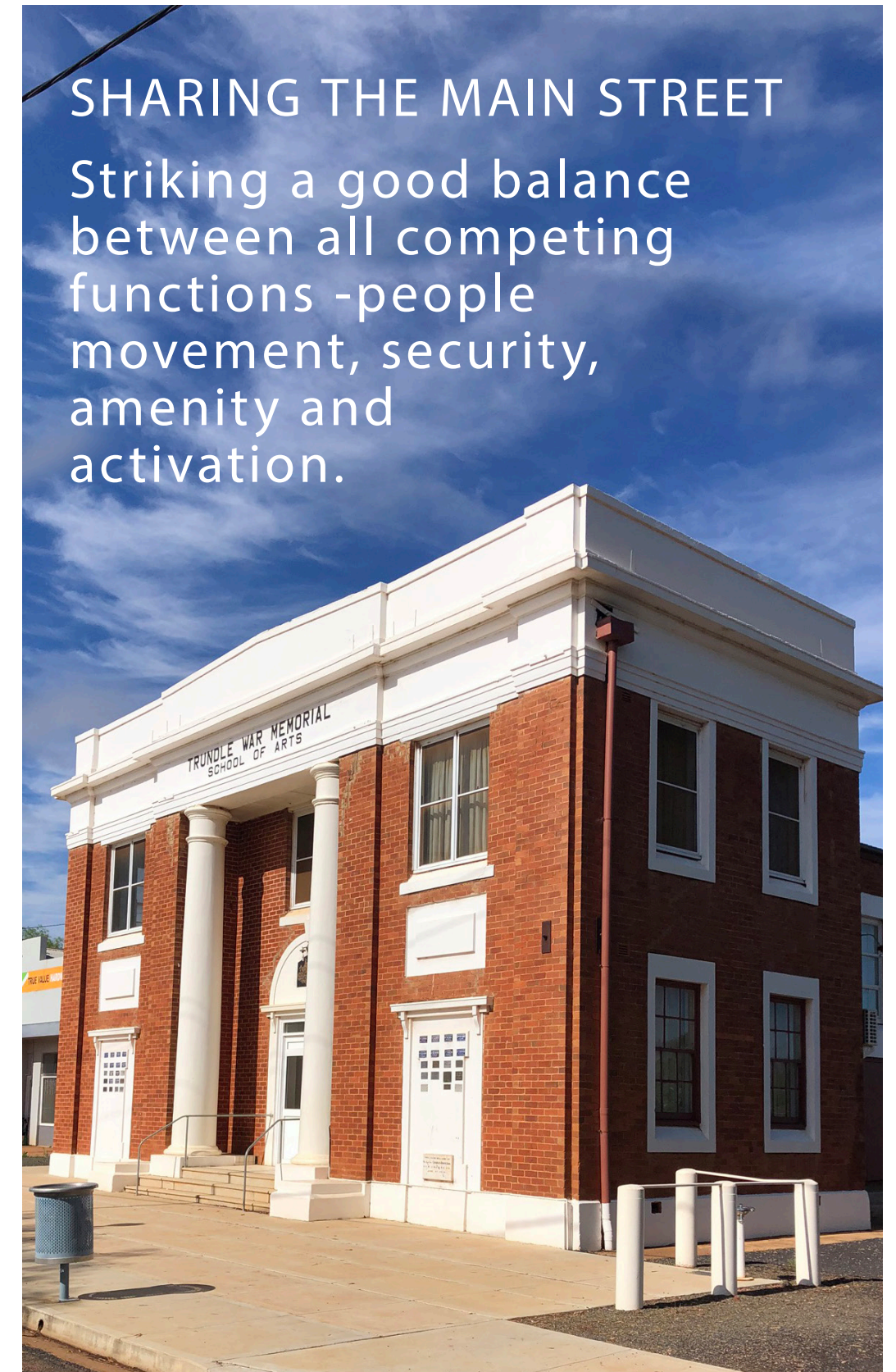
The Urban Design principles used to inform the design of the Main Street are:

- Provide a variety of services in the Trundle Main Street
- Promote localisation, sustainability and an adaptable Main Street
- Protect and enhance existing heritage buildings and streetscape elements and character
- Focus urban renewal around the main activity generators and / or areas that offer place making appeal
- Celebrate the ‘stories’ of the evolution of the Trundle Main Street
- Design the Trundle Main Street to be pedestrian friendly and accessible by all users
- Create a sense of place with high quality street tree plantings and engaging urban design

## 2.0 DESIGN PRINCIPLES

### SHARING THE MAIN STREET

Striking a good balance between all competing functions -people movement, security, amenity and activation.



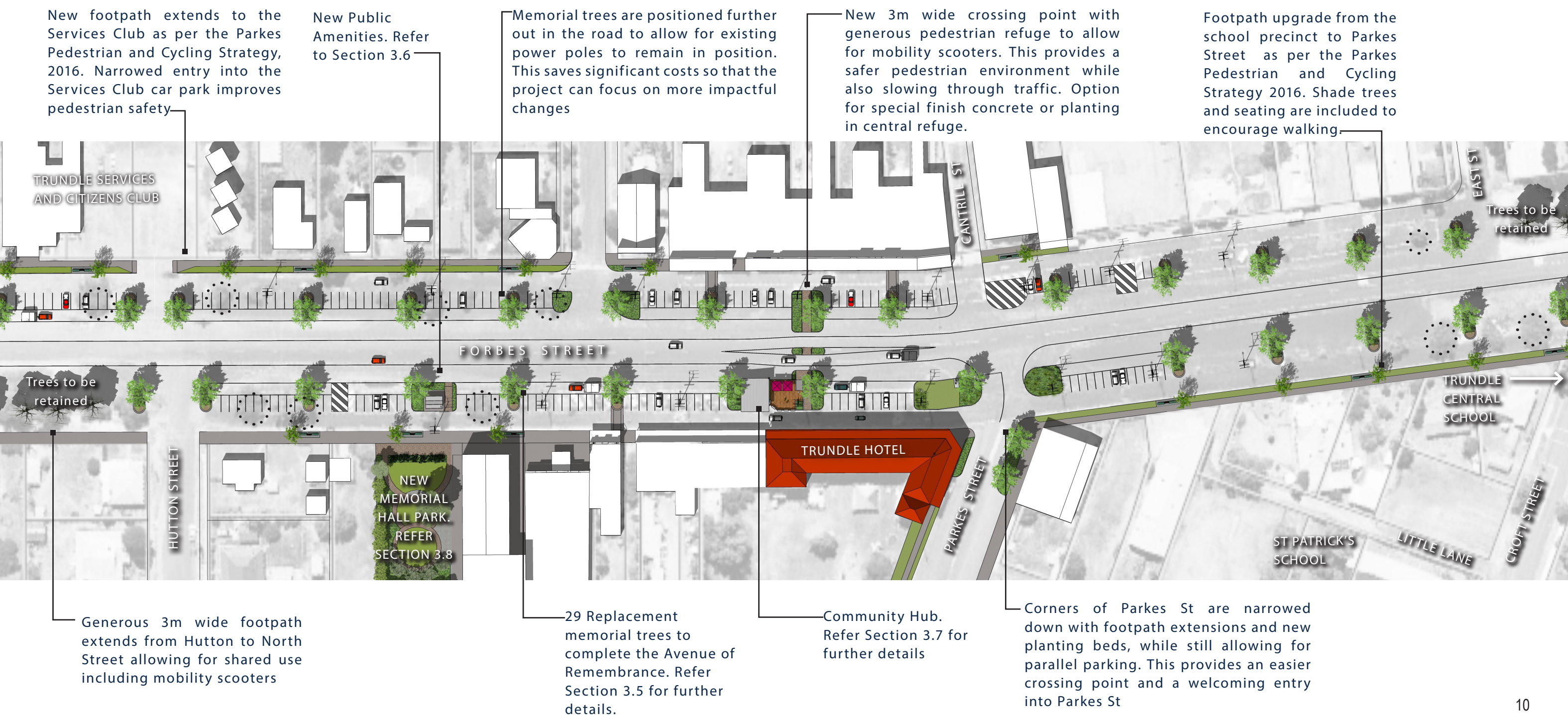


## DESIGN RATIONALE

The design conceived for Trundle's Main Street is to retain its important 'widest main street' status and feeling while improving appearance and pedestrian comfort. Large trees are proposed to provide visual relief to the road expanse as well as shade and a cooler environment. The parking layout is substantially similar to the present arrangement while allowing for convenient long vehicle parking to encourage visitors to stop and spend time in the town, thereby providing economic stimulus.

## 3.1 OVERALL PLAN

Existing tree to be retained until new avenue trees are established







3.2 DETAILED PLAN





### 3.3 PERSPECTIVES



PERSPECTIVE 1 LOOKING SOUTH



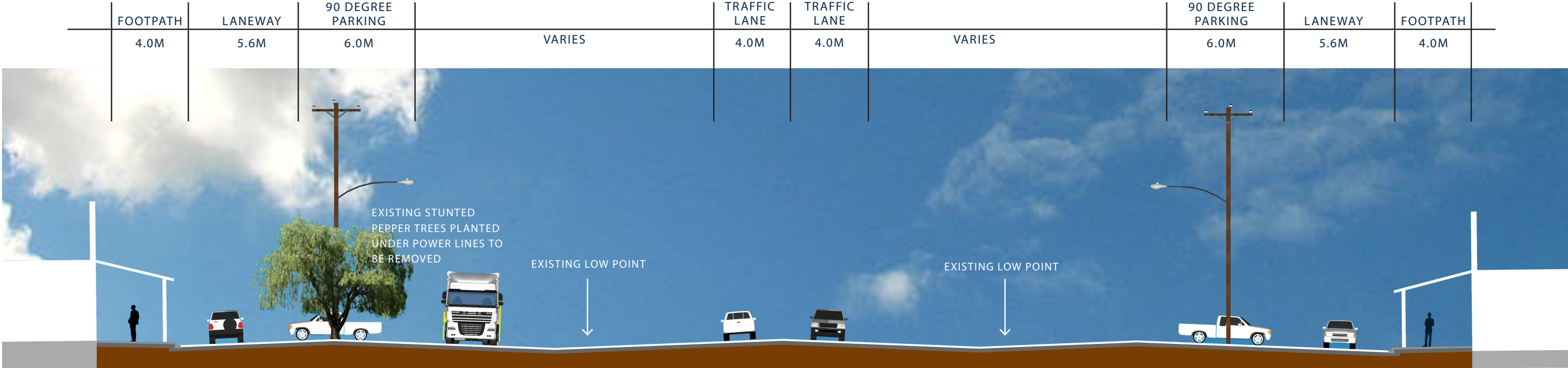
PERSPECTIVE 2 LOOKING NORTH

#### LEGEND

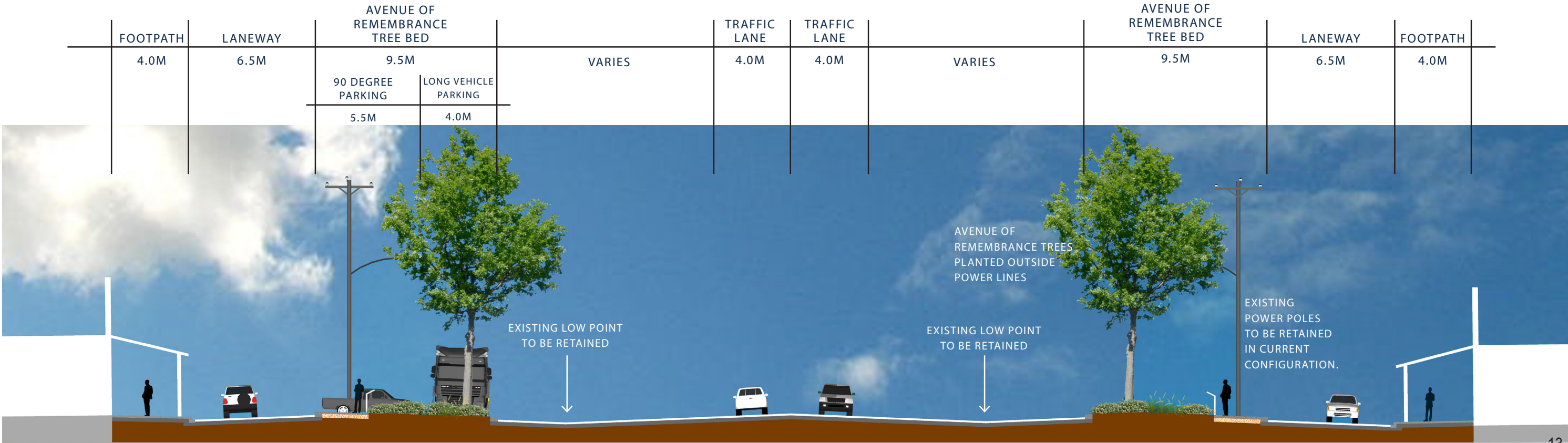
- |                         |   |
|-------------------------|---|
| ① AVENUE OF REMEMBRANCE | ⑤ UPGRADED FOOTPATH WITH NEW FURNITURE AND PLANTERS |
| ② CROSSING              | ⑥ TOWN BLADE SIGNAGE                                |
| ③ COMMUNITY HUB         | ⑦ PARKES STREET KERB EXTENSION                      |
| ④ LONG VEHICLE PARKING  | ⑧ POWER POLES REMAIN IN CURRENT POSITION            |



TYPICAL STREET SECTION  
EXISTING



TYPICAL STREET SECTION  
PROPOSED





## 3.5 AVENUE OF REMEMBRANCE

Memorial Tree

Low growing water-wise native ground cover such as *Westringia frutucosa*. An automatic irrigation system is also installed for a thriving, low maintenance garden

Tree uplighting

Memorial planting of rosemary to signify remembrance

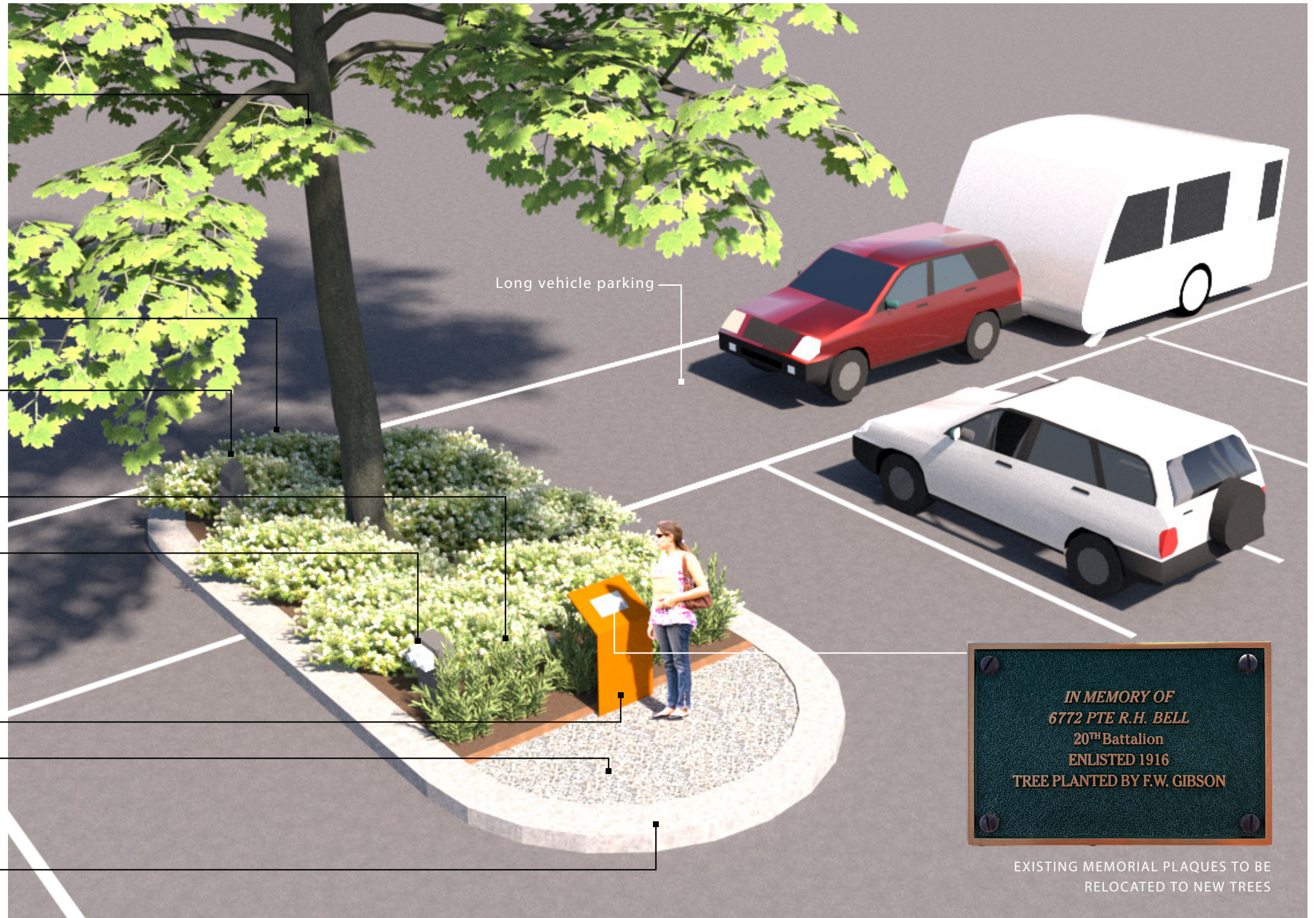
Power outlet for events

Memorial plaque. Existing plaques are relocated to each new tree and displayed on a weathered steel plinth

Compacted decomposed granite

Large tree planting pit (4m x 9.5) allows tree to thrive. 400mm wide kerb provides space for people to stand after exiting parked car

Long vehicle parking



IN MEMORY OF  
6772 PTE R.H. BELL  
20<sup>TH</sup> Battalion  
ENLISTED 1916  
TREE PLANTED BY F.W. GIBSON

EXISTING MEMORIAL PLAQUES TO BE  
RELOCATED TO NEW TREES



3.5 AVENUE OF REMEMBRANCE TREE OPTIONS



1. PIN OAK  
*Quercus palustris*

A fast growing deciduous tree with shiny, deeply lobed dark green leaves. In autumn, foliage turns bronze with occasional red coloured leaves.

2. GREEN ASH  
*Fraxinus pennsylvanica*

This pyramidal tree is attractive and tough. Yellowish-green flowers are produced in spring and in autumn, dark green, glossy foliage turns a beautiful bronze colour before falling.



3. YUNNAN POPLAR  
*Populus yunnanensis*

Fast growing upright, column shaped tree. Bright Green in Spring/ Summer turning a beautiful golden colour.

4. SWEET GUM  
*Liquidamber styraciflua*

This is a conical shaped tree with finely toothed leaves which colour to shades of red, orange and purple during Autumn putting on a spectacular show.





## 3.6 PUBLIC AMENITIES

A public amenities block (Burton 2 model supplied by Modus ) has been purchased for Trundle by the Parkes Shire Council. It has universal access, 2 cubicles incorporating lighting and a baby change station. The roof and trims are in Colorbond Shale Grey and the walls and doors are in Colorbond Windspray.

It is proposed to be placed in the Memorial Park however there have been protracted negotiations with the QLD Ambulance Service on the transfer of the land to Council. For this reason 2 options are proposed in this Draft Main Street Plan for the Amenities location:

### 1. Trundle War Memorial Garden

This option can be seen in the Trundle War Memorial Garden Plan (see pg 18). While providing the benefits of housing the amenities in a scenic setting, the disadvantages are poor visual surveillance which can lead to antisocial behaviour and perceptions of lack of safety. If selected this option may be further delayed due to unknown and potentially protracted timeframes for land transfer.

### 2. Road Reserve (shown here)

This option places the public amenities in the road reserve in front of the War Memorial Gardens. This option has the advantage of providing good passive surveillance and therefore increased safety for users. It is easily visible for visitors who are more likely to stop in the town and spend some time. A strong advantage of this option is that it can be built more quickly as the land is already in public ownership.



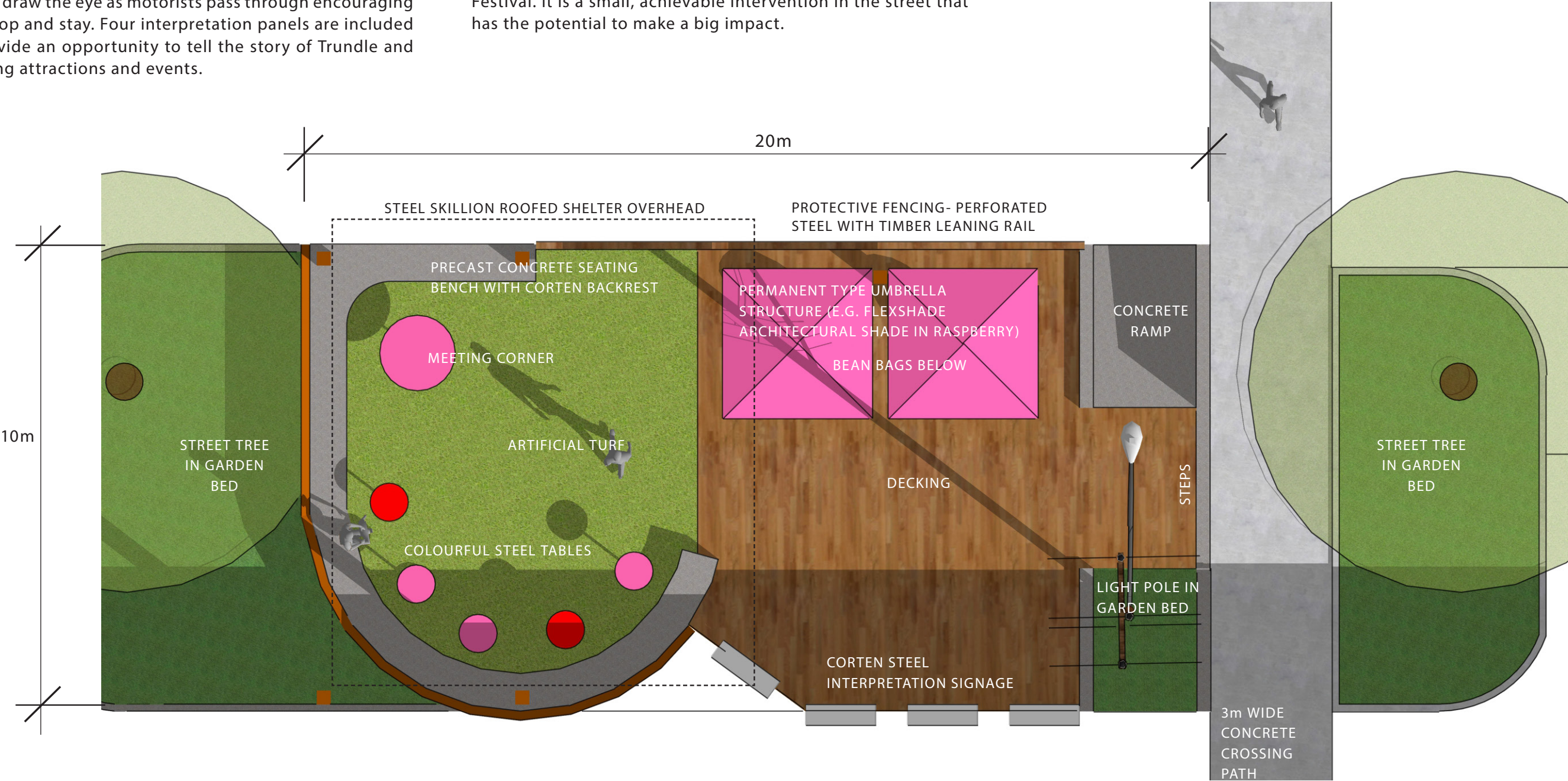


3.7 COMMUNITY HUB

COMMUNITY HUB

The Community Hub is a combination purpose built platform and insitu concrete (seats and edges) which provides a focus and activity point within the Main Street. It is multi-functional and can be used for casual recreational purposes such as sitting, reading, drinking takeaway coffee or eating a sandwich. It provides a comfortable shady meeting point for small groups of locals or visitors. Brightly coloured umbrellas and tables draw the eye as motorists pass through encouraging them to stop and stay. Four interpretation panels are included which provide an opportunity to tell the story of Trundle and surrounding attractions and events.

The hard surfaces of timber decking and artificial turf provide visual relief to the expanse of bitumen and are low maintenance surfaces to give long lasting appeal. The soft surfaces of planting beds and large trees give shade and temperature amelioration. The scale of the “Hub” makes it visible within the large street-scape and flexible for use as an events space such as a small stage for occasions like the Abba or Bush Tucker Festival. It is a small, achievable intervention in the street that has the potential to make a big impact.



COMMUNITY HUB PLAN VIEW



# 3.7 COMMUNITY HUB



PERSPECTIVE 1



PERSPECTIVE 2



PERSPECTIVE 3



PERSPECTIVE 4



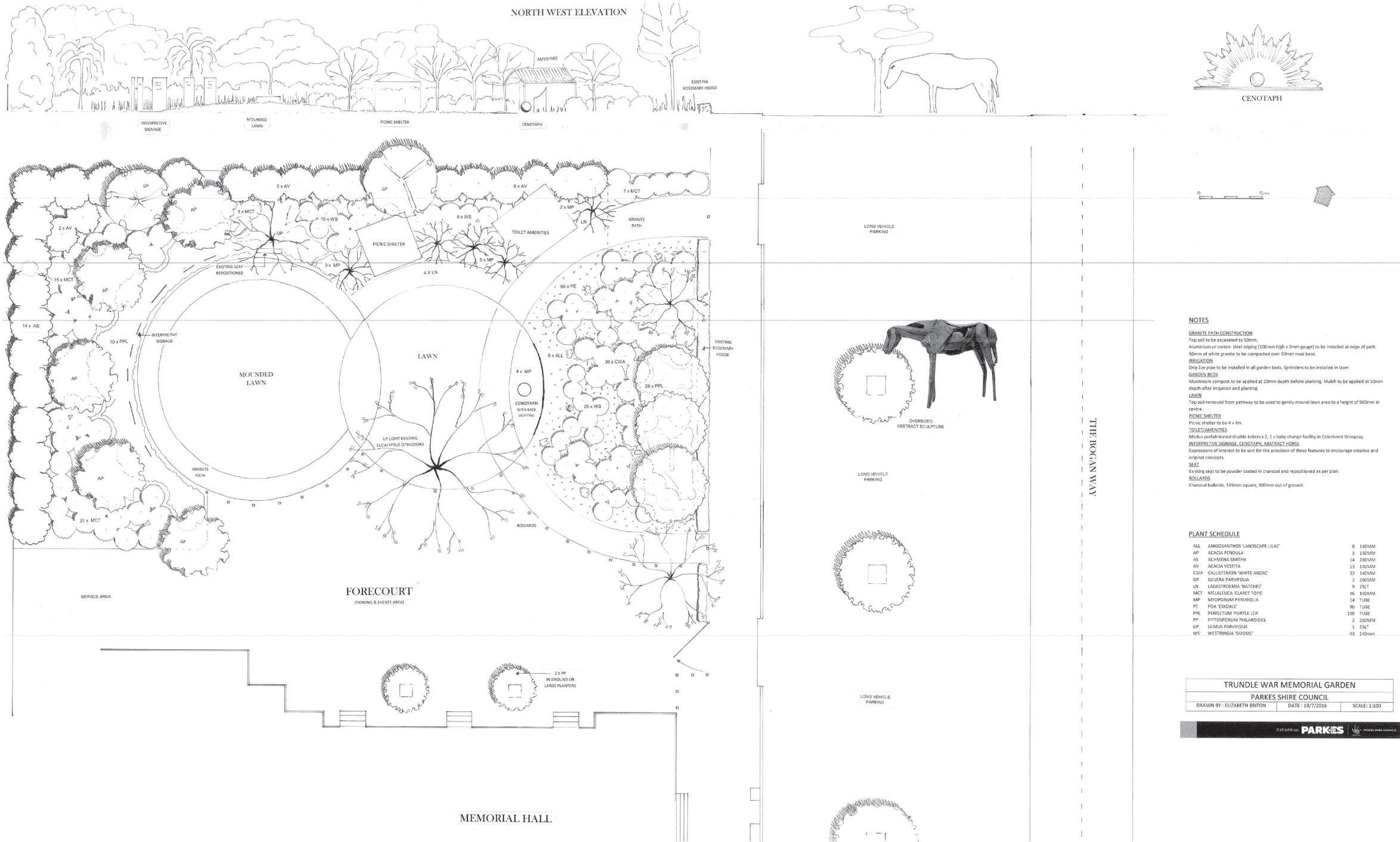
3.8 MEMORIAL HALL GARDEN

MEMORIAL HALL GARDEN

The Memorial Hall Garden (the Garden) was designed in 2016 by Elizabeth Briton. The plan includes public amenities, circular lawns, garden beds, interpretation signage, picnic shelter, a paved events and parking area and a new cenotaph.

It has been endorsed by the community for implementation but cannot be constructed until ownership of the land has been transferred to Parkes Council.

It is recognised that the Garden has support of the community and should be implemented when land ownership has been resolved and funding becomes available, however this Main Street Plan proposes that other projects take priority to achieve a larger impact in the Main Street. In this regard, the recommendations of this Plan for treatments within the road reserve should take precedence over the Memorial Hall Garden Plan.





## 3.9 SIGNAGE AND BRANDING

### SIGNAGE

There is currently a mix of signage styles in Trundle. The entry signs are not large enough to easily see. Signage should follow the Trundle branding theme using magenta sparingly and a colour such as Colorbond "Monument" as a contrast (similar to the Trundle Library). New contemporary, large blade signs should be installed at the entry to the town

and a single one in the centre of town directing visitors to key destinations such as the Showground, Hospital, Public Amenities and Berryman Park. Other town signs should use the branding theme with contemporary sign design such as noticeboards and community hub entry and interpretation signage.



New signage family includes community noticeboard wall sign, Town entry and centre signage blades, Community Hub entry sign and interpretation signage

Trundle  
c=0 | m=100 | y=0 | k=0

Trundle branding including colour selection should be used consistently in signage. It's strong hue should be used sparingly and selectively



Existing signage is inconsistent and in need of renewal



Trundle Library shows application of new branding in signage and colour selections



3.9 SIGNAGE AND BRANDING

MAIN SIGNAGE LOCATION PLAN

- ENTRY BLADE SIGN
- TOWN CENTRE BLADE SIGN





## 3.10 FURNITURE AND MATERIALS

### BENCH SEAT



OPTION 1  
Kingsgrove Seat  
Supplier: Gossi Park and Street Furniture



OPTION 2  
Urban Post Seat  
Supplier: Botton and Gardiner

### PLANTERS



OPTION 1  
Precast Concrete Planter  
Supplier: Local Manufacturer



OPTION 2  
Half Wine Barrel Planter  
Supplier: Local Winery

### BIN ENCLOSURE



OPTION 1  
Bin Enclosure  
Supplier: Botton and Gardiner



OPTION 2  
Bin Enclosure  
Supplier: Strabe



3.10 FURNITURE AND MATERIALS

BIKE RACKS



OPTION 1  
Bike Rack as public art project  
Supplier: Local artist



OPTION 2  
Bike Rack  
Supplier: Botton and Gardiner

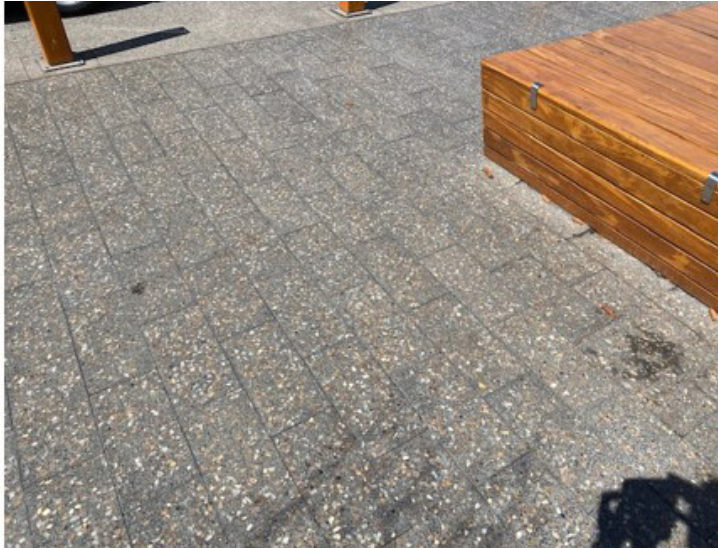
PAVEMENT OPTIONS



OPTION 1  
Special finish concrete & banding  
Supplier: Local contractor



OPTION 2  
Bluestone Paving  
Supplier: Local contractor



OPTION 3  
Honed Concrete Pavers  
Supplier: Local contractor



## TRUNDLE MAIN STREET ENQUIRY BY DESIGN DROP-IN & WORKSHOP

Trundle Services Club, Monday 26 October

1pm-4pm and 5pm-8pm

### Overview

- Attendees included community members, community committee members, local business owners, local farmers and Parkes Shire Council mayor, councillors and staff members.
- Overall, the community agreed that the main street needs upgrading and that a Master Plan would be useful in attracting funding to achieve this and in specifying projects. Current issues include; cars and trucks not slowing down when passing through town, there is no public toilet in the main street of town, nothing to define the street (trees, pedestrian crossing etc).
- The community are very proud of having 'the widest main street' & 'the second longest pub verandah' these are iconic aspects they don't want to lose.
- The current trees in the main street need replacing, however there is attachment to the Memorial nature of the current trees and tree guards.
- The community would like to see more renders of the hub/ parklet - demonstrating its transparency
- The community would like to have input to the tree species and prioritisation of project areas

### Specific Outcomes

#### TREE PLANTING

- All people favoured the concept of the street tree planting - in terms of the location of trees (about 5 metres clear of power lines), the 12 - 15m proposed size of trees,

the tree planting islands (9m x 5m approx.), and the need to identify a tree species that can be sourced and grown on as advanced tree specimens.

- The tree species was discussed at length but not determined, other than the Eucalypt species provided as options were generally not favoured. A deciduous tree species needs to be identified. Options at this time include Pin Oak, but more options need to be investigated and put forward as part of the next round of consultation.
- The tree planting scheme should be referred to as the Avenue of Remembrance Tree Replacement Program (name per previous report). All trees should include as part of their planting suitable large sized islands, irrigation, uplighting, a memorial plaque and power outlets for festivals. Power outlets and uplighting may be confined to planting islands in closer proximity of the centre - in being mindful of costs.
- Tree planting should extend south down the eastern side of the road to the Library - i.e. an extra 3 to 4 trees. The total number of trees should be 29 (plan shows 25 now), which is understood to be the total original number of Memorial Trees (there were 44 original plaques however 15 have been placed on the Memorial Hall).
- There was concern about the tree proposed in the planting island on the corner adjacent the Hotel - that it would interfere with the iconic views to the Hotel from the south. It was resolved to give further consideration to ensure that tree plantings don't impact on this view.

#### COMMUNITY HUB

## 4.0 COMMUNITY ENGAGEMENT

### TRUNDLE MAIN STREET MASTER PLAN

#### INVITATION FOR COMMUNITY INPUT



Parkes Shire Council is inviting members of the Trundle community and users of the Trundle main street to meet with the Council project team to develop ideas and solutions designed to improve this space to best meet the future needs of the Trundle community, and key users.

Areas that will be explored include main street character, approaches, parking, access, street furniture, pedestrian facilities, plantings, heritage and tourism opportunities.

#### COMMUNITY DROP-IN SESSION

**Monday 26 October**

**1.00pm - 4.00pm**

**Trundle Services & Citizens Club, 99 Forbes St, Trundle NSW 2875**

All are welcome to drop-in to this session at any time between 1.00pm and 4.00pm to meet with the project team and discuss issues, challenges and contribute ideas and solutions. Numbers and physical distancing will be managed accordingly to meet COVID-safe requirements. NO RSVP required.

#### ENQUIRY BY DESIGN WORKSHOP | PRE-REGISTRATION ESSENTIAL

**Monday 26 October**

**5.00pm - 8.00pm**

**Trundle Services & Citizens Club, 99 Forbes St, Trundle NSW 2875**

This more detailed session is designed for representatives from key stakeholder groups to sit down and work with the project team and each other to sort through issues and challenges and collaboratively develop ideas and solutions in the workshop. Numbers for this workshop are limited due to COVID-safe requirements. As such, a key representative from local groups is asked to express their interest in attending no later than Tuesday 20th October at [www.surveymonkey.com/r/trundlemainstreet](https://www.surveymonkey.com/r/trundlemainstreet). Registrations will be confirmed via email by Thursday 22 October. You must receive a confirmation email to attend.

(NOTE: If capped numbers are exceeded, preference will be given to ensuring that all key stakeholder groups are represented)

**Enquiries can be directed to:**

Kelly Hendry | Parkes Shire Council

☎ 02 6862 6000

✉ [kelly.hendry@parkes.nsw.gov.au](mailto:kelly.hendry@parkes.nsw.gov.au)



- The Community Hub was favoured by the large majority of participants. The western side of the road (Option 1b) was preferred, in part because the 2 storey buildings on that side of the street (including the Hotel) provided valuable shade from the late afternoon (western) sun.

#### PUBLIC TOILET

- There was much discussion about the location of the public toilet. The preferred location was determined to be in Memorial Park, although this location is not certain owing to protracted land negotiations between Council and State Government. An alternative location for the public toilet was thought to be in the road reserve directly in front of Memorial Park, in the event that land negotiations fall down.

#### PEDESTRIAN REFUGE

- There was involved discussions regarding the inclusion of the pedestrian refuge island. While there was general support during the Open Day, some workshop participants did not support this initiative. At the meeting it was eventually resolved to progress with this initiative (see also notes below regarding subsequent meeting with Council Staff, Police NSW and Transport NSW).

#### FOOTPATHS

- There were a few requests to construct a new footpath along building frontages on the western side of the street, between Hutton Street and North Street. This was generally supported by participants. There was also a request to repair footpaths between the Hotel and the Primary School.
- The proposal to not underground power lines, rather to direct funds to other more pressing Main Street upgrade needs, was supported by all participants.
- A request to include the upgrade of Memorial Park and establish a Community Garden near the Library,

was supported by participants, however these were considered to be later stage initiatives.

#### PARKING

- It was resolved to retain parking in Parkes Street in front of the Hotel, to offset any on-street parking loss in the Main Street outside of the Hotel.
- The general arrangement of car and long vehicle parking - as per Option 1b - was supported by participants.

#### SIGNAGE

- The (rough sketch) proposals to provide new town entry and wayfinding signage was supported by participants. These proposals need to be further developed.

#### STREET FURNITURE

- Of the street furniture and paving options displayed the following were preferred: 1. The Kingsford Seat - Gossi Park and Street Furniture; 2. Bottom Gardiner litter bin enclosure; 3. Special finish concrete paving and banding; Bottom Gardiner bike rack.
- The need for the inclusion of public art was expressed. It was explained that this was important and should be encouraged (and included in the Master Plan recommendations)
- The need for building improvement works, particularly to heritage buildings (including the Hotel), was expressed. It was explained that this was important and should be encouraged (and included in the Master Plan recommendations), but that the principal purpose of the Master Plan was to provide a suite of improvement works that can be readily implemented by Council and, in turn, act as an incentive for private landholders to invest in building improvements.

## 4.0 COMMUNITY ENGAGEMENT





## STAGING

- The staging of works was discussed - in particular, what should be done first. The following staging was generally resolved:

Stage 1: The Memorial Trees

Stage 2: The Public Toilet

Stage 3: The Community Hub

- A staging plan will be developed as part of the next phase of the Master Plan development.

## BRANDING

- The Trundle colour of hot pink had been established by Parkes Council through prior community engagement, however there were some strong views opposing the colour. A vote was held and the majority of workshop attendants supported the sparing use of hot pink in the Trundle Main Street eg signage.

### Outcomes of meeting with Council Staff, Police NSW and Transport NSW in Parkes on 27th October 2020:

- Option 1b, the resolved preferred Option out of the Open Day session and Evening Workshop in Trundle on 26th October 2020, was supported. The semi-formal configuration, including non-reliance on signs in lieu of visual cues, and narrowing of the visual expanse of road generally, was supported as the principal means of calming traffic
- The issue of the pedestrian crossing and refuge was discussed at length. The location of the pedestrian crossing and the pedestrian refuge was generally supported. The particular properties of the mid-block crossing were resolved to be:
  - Refuge 2.5m wide with holding rails;
  - Lanes on either side of the refuge to be narrowed from 4m (typical existing lane dimension) to 3.5m;
  - Kerb extensions approaching the crossing on both sides of the road to be extended to within

1.5 metres of the lane edge. Leaving a minimum 5m with uninterrupted passage for extra wide vehicles.

- Trees at crossing to be under-pruned so as not to block views to pedestrians
- There was discussion regarding the surface treatment detail of the pedestrian crossing. It was resolved to retain road pavement at-grade across the road sections - i.e. that more pedestrian style footpath paving be confined to between the kerb blisters - so as to maintain a clear message to pedestrians that they are crossing a road and to give way to vehicle traffic.
  - Code compliant lighting will be required to be provided at the pedestrian crossing. It is assumed that existing street lighting would not meet code requirements and, therefore, addition lighting will therefore be necessary.
  - Connection to broader pedestrian and cycleway networks within the town was discussed, including the need to provide bicycle parking facilities (racks) in the Main Street. (Parkes Pedestrian and Cycling Strategy 2016 to be reviewed for recommendations relating to the main street)
  - The inclusion of speed control devices on the road aisles adjacent the kerbs - i.e. speed bumps - was discussed. It was determined to include shallow speed bumps at every second planting island.
  - An option to provide dedicated RV parking areas on the approaches to the Town Centre was discussed, as opposed to the 1b configuration. After discussion it was considered that the 1b configuration was preferable as it promotes RV parking right in the centre of town.
  - Police noted that accidents in the main street are random. Urban design measures will assist in reducing issues eg Kempsey Main Street.

## 4.0 COMMUNITY ENGAGEMENT





5.0 PRIORITIES

All cost estimates indicated in this section are approximate and subject to detailed design and cost assessment.

PRIORITY	ITEM	DESCRIPTION	COST ESTIMATE
1	AVENUE OF REMEMBRANCE	29 Tree pits with advanced tree, memorial plinth and plaque, compacted gravel, irrigation, and planting. Power outlet and uplighting to a limited number (say 10-15) of tree pits at the centre.	\$900,000
2	PEDESTRIAN CROSSING AND REFUGE	Kerb build outs, refuge with grab rails, planting and concrete paths	\$ 100,000
3	PUBLIC AMENITIES	Public amenities and environs, including accessible pathways, services (sewer, water and power) and planting	\$150,000
4	COMMUNITY HUB	Community Hub, including deck and artificial turf areas, cast in situ concrete seating, steel shelter, access pathways and ramps, interpretation signage, umbrellas and planting	\$220,000
5	SIGNAGE	2 x entry signs, 1 x town sign, 1 x notice board (interpretation signage included in Community Hub)	\$ 50,000
6	MEMORIAL HALL GARDEN	Memorial Hall Garden as per plan	\$300,000







