



3 SITE ANALYSIS

3.1 LITTLE NOBBY

Little Nobby is the culmination of the foreshore circulation path- the destination. Currently the path stops at the western edge of the headland with no designated walking tracks on the headland. This has, over time, lead to what could be characterised as indiscriminate use. A number of areas of the headland are in a state of increasing and concerning levels of erosion and degradation- resulting from a combination of environmental fragility and inappropriate use. The 'inappropriate' use includes the riding of bikes, skate boards, and scooters on the headland.

Community consultation revealed that the local community is very concerned about the state of the headland, with mitigating measures urgently required.

The proposed mitigation measures are outlined in Section 4 of this document. Measures need to address existing erosion and degradation, change user behaviour, and safeguard the visual and historic qualities of the headland that everyone loves.



Tracking and erosion on Little Nobby



Tracking and erosion on Little Nobby



Existing tracking on Little Nobby

3.2 FORESHORE PUBLIC OPEN SPACE & PARKING

An assessment of foreshore crown land areas and the existing land uses in this zone shows that the left over public open spaces are quite compressed and therefore their health and ongoing viability is critically important to the local community. Efficient site planning- including rationalisation of land use- will assist in having public spaces with high amenity and functional value.



1 FORESHORE CROWN LAND



2 HOLIDAY PARK



3 CARPARK



4 GOLF COURSE

DRAFT

3.2 FORESHORE PUBLIC OPEN SPACE & PARKING (conti.)

Additional analysis of the foreshore zone shows that car parking and vehicular infrastructure dominates and segments the foreshore. The leftover public open spaces are either very narrow or in other cases are bounded by cars and disconnected from other foreshore areas as a result.



Current foreshore parking arrangement- and compromised public space



Public space compromised by land use and historic site planning

PUBLIC OPEN SPACE



CARPARK



SKATE PARK



PLAYGROUND



AMENITIES



FOOTPATHS



BOAT RAMP



3.2 FORESHORE PUBLIC OPEN SPACE & PARKING (conti.)

EROSION- HUMAN FACTORS



EXISTING FORESHORE PANDANUS
(EVIDENCE OF SOME DECLINE)



EROSION DUE TO ENVIRONMENTAL AND HUMAN FACTORS



OCEAN SWELL ROCK RETAINING



DAMAGING STORM SURGE



A number of Pandanus on the foreshore are in decline



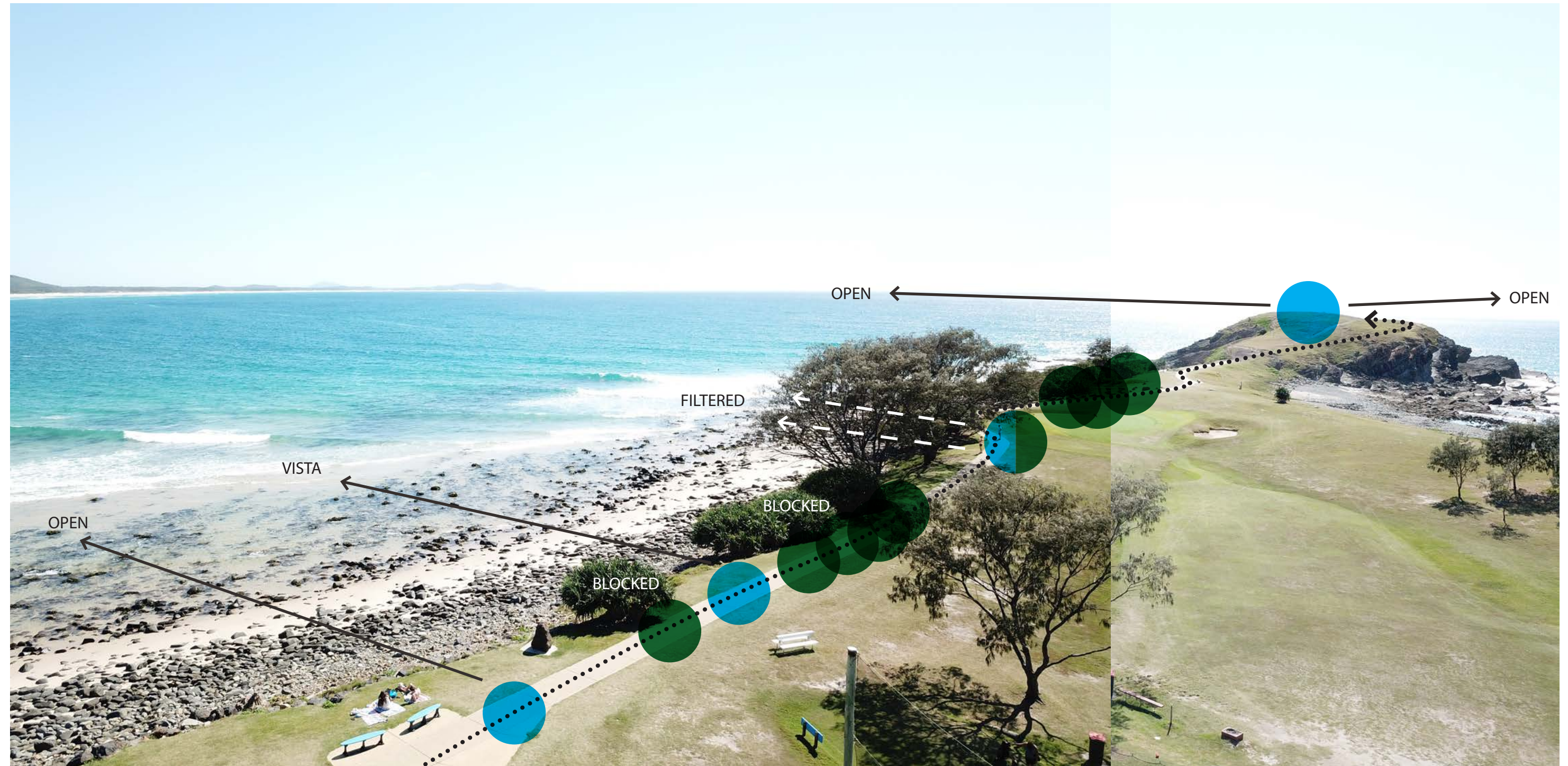
Tracking and erosion along edge of sea wall



Existing erosion protection measures

3.2 FORESHORE PUBLIC OPEN SPACE & PARKING (conti.)

Existing vegetation types and the impacts on foreshore atmosphere and experience- understanding the qualities of different vegetation types.
The below indicates different qualities of views resulting from foreshore vegetation.



3.2 FORESHORE PUBLIC OPEN SPACE & PARKING (conti.)

Existing vegetation types- a review of growing habit and resulting experiential quality. The images to the right offer a sequence of typical view and vegetation relationships along the foreshore.

It is also important to note that the two main foreshore edge tree species- Pandanus and Casuarina- have very different impacts on understory vegetation. The dense canopy of the Pandanus limits understory vegetation and increases the likelihood of erosion.



The more open canopy of the Casuarina allows filtered light through enabling healthy understory growth. This assists with both ground level amenity and also erosion protection.



NO TREES- OPEN, EXPOSED



SPACED PANDANUS- DENSE CANOPY, FOCUSED VISTA



CASUARINA- FILTERED VIEWS, DAPPLED SHADE



PANDANUS- CLOSED CANOPY, DEEP SHADE, BLOCKED VIEWS

3.3 FORESHORE & CONTEXTUAL CIRCULATION

The aerial diagram (right) shows the main circulation routes around the village and the landscape setting. It also marks a number of the 'events' along the routes relating particularly to outlook and environment.

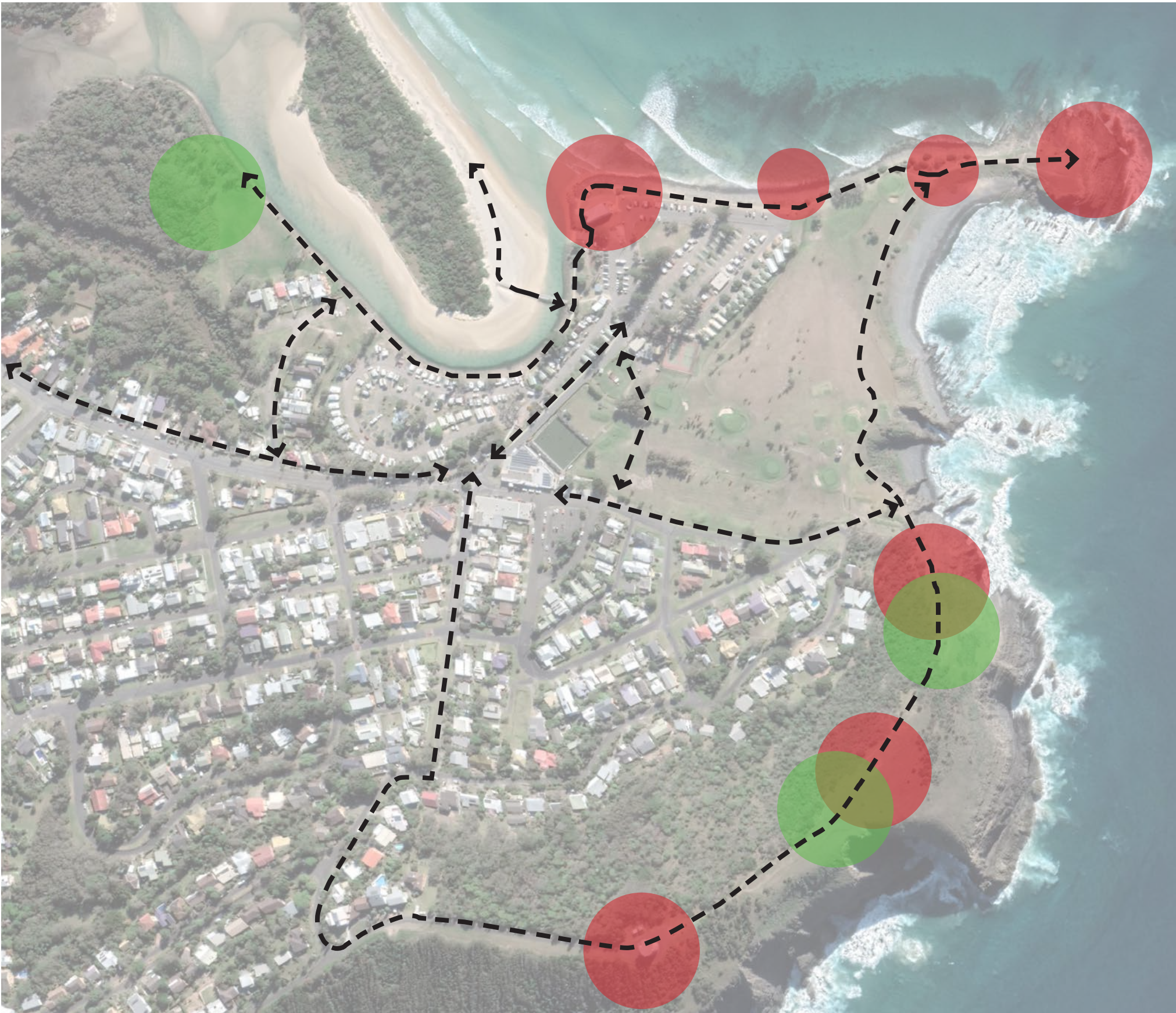
MAIN CIRCULATION ROUTES



DESTINATIONS/EVENT



QUIET/ ECOLOGY



3.3 FORESHORE & CONTEXTUAL CIRCULATION

The entire foreshore is currently more or less serviced by one 2 metre wide concrete path. This singular path along a highly desirable and utilised route means that it regularly becomes very congested in busy times. Exacerbating this is that the path is also often compressed through tight spaces between car parking areas and the foreshore edge. This compression means that the path route is often performing the functions of circulation, gathering, and picnicking all at the same time. This makes using the path very difficult in busy times.



Potential highlights along the foreshore path are currently lacking in amenity and functionality.



Critical junctures of the foreshore such as the entry / exit of the footbridge also become clogged at busy times.



Safety- lack of proper footpaths at critical junctures of the foreshore, eg where Reserve Road enters the foreshore car parking areas lead to safety concerns for pedestrians. At present pedestrians are largely required to walk along the road and through the car park to access both the beach and the creek. The location for this lack of adequate pedestrian paths also coincides with one of the most congested and confusing locations for traffic flow in the village- the entry to the foreshore zone, the entry to the Holiday Park (both east and west sectors), and a roundabout. Refer to Section 4 of this document for proposed management measures relating to pedestrian and vehicular safety in this key foreshore zone.



Reserve Road footpath- high levels of exposure and low levels of amenity

3.4 KILLICK CREEK FORESHORE

The Killick Creek foreshore path suffers from ambiguity of ownership. This section of path is closely abutted by Holiday Park sites. A change in surface treatment from concrete to pavers, and a reduction in width, suggest that the public nature of the path may have changed. At times the path is also 'privatised' by campers as they naturally spill out of the creek front sites to the waters edge. This can make public use of the footpath awkward and difficult.



Similarly, residential 'privatisation' of the public foreshore strip renders tenure of space ambiguous.



3.5 WILLOW STREET- PARKING & OPEN SPACE

The public space along the Killick Creek foreshore at the end of Willow Street is highly valued by the local community. It is valued as flat, quiet open space- a quieter place to access the creek and the foreshore. Existing elements are minimal and include- a beach shower, step access to the creek, small shelters and picnic tables and a small amount of exercise equipment.

Currently approximately half of the space is taken up with overflow car parking- the vehicular barriers for this space mean that even in quiet times the open, useable nature of the Willow Street park is compromised.



Willow Street park is also a popular area for locals to access the creek for kayaking- facilities for which are minimal.

Further back from the creek edge the character of Willow Street is that of a quiet residential street abutting natural areas. A number of mature existing Melaleuca trees provide significant character and amenity to the area.

This landscape character acts as a transition point to the nature and ecology of the Muddy Arm area north of Willow Street and the associated residences.



3.6 MUDDY ARM

The Muddy Arm area is defined by an area of open grassland adjacent to Killick Creek and the ecological areas of the Muddy Arm part of the waterway. The open space area is fringed by sparse trees and the ecological / wetland area. No formal paths exist through this area but it is regularly traversed and minimally maintained.



The northern and western areas of this zone are ecologically sensitive- providing sheltered habitat for a range of birds and other flora and fauna. Any use in this area should be low impact to ensure the ecological health of the area is maintained.



3.7 VILLAGE CENTRE

It is important to understand the context of the village centre- how it links to the rest of the village, and its situation in regards to the highlights of the locale. The aerial diagram (right) shows the village centre relationship to residential areas, the foreshore, and the environmental highlights.

MAIN ROAD


FORESHORE LINKS


VILLAGE CENTRE


KEY VIEWS




3.7 VILLAGE CENTRE (conti.)

The aerial image diagram (right) and associated key provide a broad analysis of village centre elements.

3.7.1 LLOYD PARK & MAIN STREET

Lloyd Park is a small public space in the heart of the village. The character of the park is defined by two main elements- a number of existing mature trees and the existing War Memorial. The War Memorial is located in the eastern tip of the park. The narrowness of its site positioning means that accessibility to and around the Memorial is very difficult- the siting impedes pedestrian access along both edges of the park and creates safety concerns with memorial access steps exiting the memorial platform directly to the road surface. The integration of this important monument could be better integrated into the park setting with minor relocation- ensuring that it is accessible and that there is public gathering space attached to the memorial for events.



The existing topography and grades into the park from surrounding streets make accessibility into and across the park problematic. The park space itself is scattered with apparently randomly placed elements and fixtures including fountains and furniture.



PUBLIC OPEN SPACE



MAIN ROAD



SECONDARY ROAD



CARPARK



LEVEL TRANSITIONS



AMENITIES



WAR MEMORIAL



CHARACTER TREES



FOOTPATH ENDS



PEDESTRIAN CROSSING



BLIND CORNER



BUS SHELTER



ACCESS ISSUES



DRAFT

The main village centre bus stop is positioned on the Pacific Street frontage of the park. The existing bus stop is cut into the bank and is not accessible by any designated path.



An existing element within Lloyd Park that currently negatively impacts park character and experience is the presence of several commercial rubbish bins in the south western corner of the park. Improved waste management from village centre businesses should be encouraged to reduce the bin numbers.



Main Street, along its commercial and Lloyd Park length is one way with parallel parking to both kerbs. Accessibility between the road levels and the footpath and shop fronts is very poor for most of its length on account of the significant level change.

3.7.2 'PACIFIC COURT'

Pacific Court, or the Tavern forecourt, is a small public space. The landscape character of the space is dominated by the edge planting of palm trees. The space is often cluttered with signage from the adjacent bottle shop.

Small seating areas also existing in the shade of two small Melaleuca trees.



3.7.3 EAST & RANKINE STREETS

The character of East Street is defined by the residential areas as it ascends to the south and the large character Pandanus that dominates the roundabout at its junction with Rankine Street. There is very limited shade and street tree amenity in East Street.

Accessibility is a significant problem in the commercial sector of Rankine Street. The public domain is characterised by degraded pavements, in some areas pathway crossfalls result in safety and accessibility concerns. Ramp

and step access points from road levels to footpath levels are also degraded and unsafe. In many locations these ramps and steps exit directly to road surfaces



Access points creating safety concerns



Existing accessible ramps on Rankine Street- poor quality access and amenity.

The combination of pedestrian circulation and footpath dining along narrow footpaths also leads to often congested public domain outcomes.



As with Main Street, the level transitions between street and shop front levels also result in congested public domain and street interfaces. Limited to no space for the planting of street trees for natural shade and amenity also negatively impacts street and village centre character.



3.7.4 RANKINE STREET CAR PARK

The Rankine Street car park is valuable in providing an extensive area of parking in the village centre. Much of the car park is very exposed, meaning it is hot and negatively impacts on the visual amenity of its immediate surrounds. There is also poor connectivity and accessibility between the car park (and this part of Rankine Street) and the village centre commercial area. There are no footpath connections from the car park to the commercial area.



No kerb ramp and no footpath connection to the car park

3.7.5 RESERVE ROAD

Reserve Road is the only vehicular, and primary pedestrian and cycling, access way to the foreshore.

There is some evidence of speeding being an issue along Reserve Road (refer to Traffic Management & Parking report). Some level of traffic calming is advised in the Traffic Report and is proposed in Section 4 of this document.

Pedestrian amenity is very poor along Reserve Road. During hot periods of the day there is no shade- either natural or from structure. There is also

very little visual amenity. Space is very limited, making achieving more generous footpath widths and the introduction of landscape amenity difficult.



Blind corner and poor sight lines on the pedestrian crossing point of Reserve Road



Limited space for pedestrian amenity

3.8 TRAFFIC & PARKING

See below for Traffic Management & Parking Plan extract. The below extract shows the summary of the site analysis (source: Crescent Head Traffic Management & Parking Plan, produced by GTA Consultants)



No.	Location	Description of Issue
1	Roundabout/ entry to holiday park and car park	Tight roundabout and the boom gate entry/ exit to holiday park leads to a long vehicle queue length, which consequently leads to conflicts with pedestrians and cars trying to enter the beachside car park.
2	Car park near Bridge	Car park's central location leads to conflict with pedestrian desire lines heading to/from the bridge and people using the playground, amenities and the beach.
3	Beach car park	Although this is not a transport issue per se, Plummer and Smith and Council representatives have informed GTA Consultants that this car park when full obscures prime views towards the water and takes up valuable prime public realm right by the water.
4	Town centre roundabout	Lack of pedestrian crossing facilities, lack of information about car park capacity and availability at the beach or in the town centre - leads to cruising for parking
5	Reserve Road	Reported speeding issues, usually in the off-peak season when there are fewer vehicles. Queuing issues in the peak season. The speeding issues are corroborated by the traffic survey results in sub-section 3.2.1 above.
6	Rankine Street car park	Potential need for parking restrictions during peak seasons (e.g. 3P) to manage peak season parking demand
7	Peak parking demand issue in the peak at beach car park	Tight roundabout, the boom gate entry/exit to holiday park, high occupancy at beach car park and lack of information about car park capacity and availability leads to a long vehicle queue length, which consequently leads to conflicts with pedestrians and cars trying to enter the beachside car park as well as cruising for parking.
8	Main Street	Traffic circulation and pedestrian access issues impacting the shopping precinct fronting the eastern end of Main Street.
9	Pacific Street	Lack of safe pedestrian crossing facility at Pacific Street, between Hill Street and Willow Street.
10	Willow Street	Lack of pedestrian and cyclist connectivity along Willow Street between Pacific Street and the foreshore park.
11	Willow Street	Overflow parking in the peak season, occurring on Willow Street and the adjoining open space areas.
12	Crescent Head Holiday Park	Overflow of parking in the peak season.