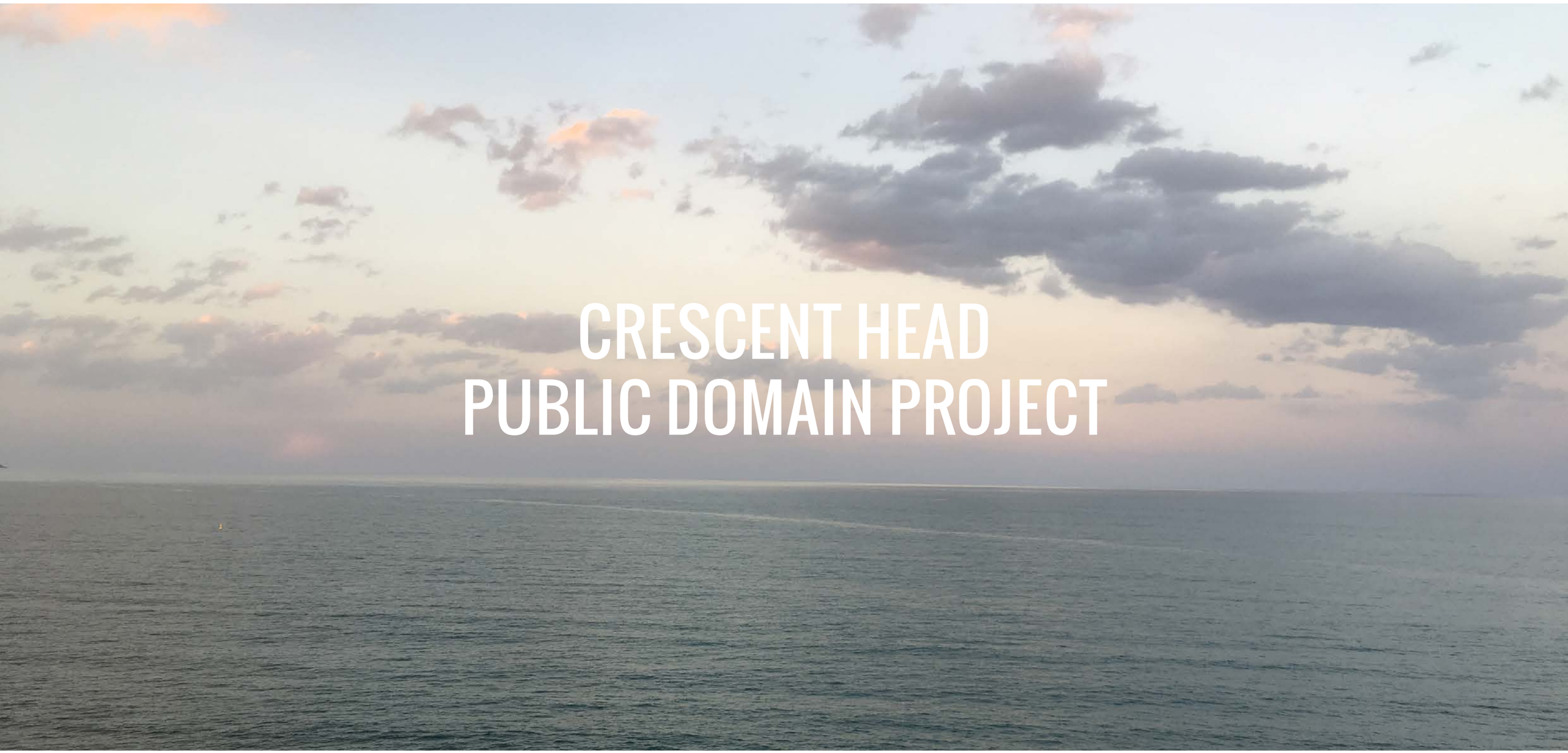


CRESCENT HEAD
PUBLIC DOMAIN PROJECT

KEMPSEY Shire Council

PLUMMER & SMITH
landscape architecture / art / design

Kempsey Shire Council acknowledges
the Dunghutti people as the traditional
custodians of the Macleay Valley

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Document Control

Date	Revision Number	Revision Details	Issued	Approved
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1 INTRODUCTION

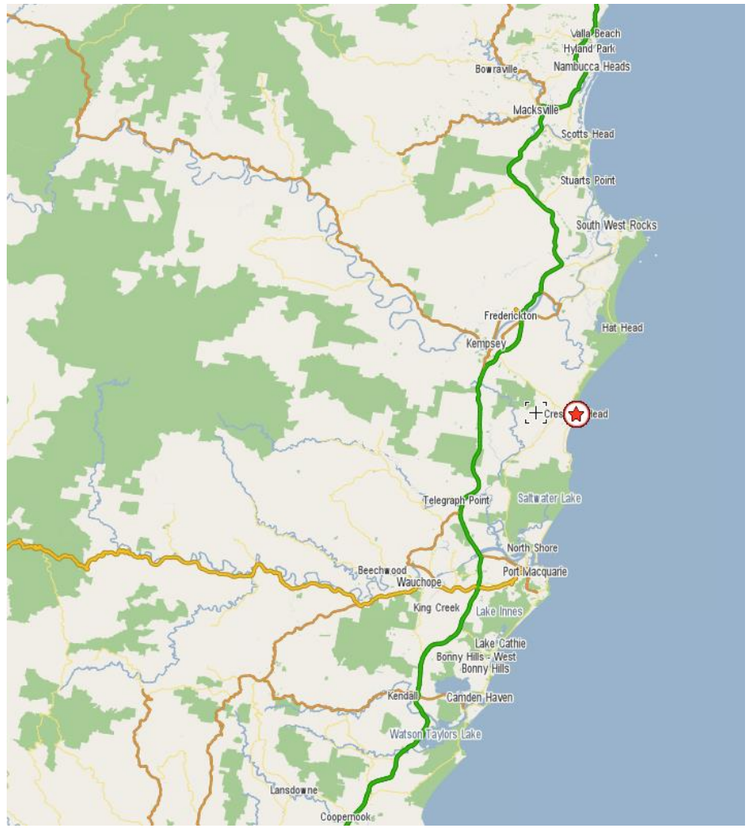
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1.1 SUMMARY

This document is a design report outlining public domain treatments in the village centre and foreshore reserve areas of Crescent Head.

Crescent Head is located on the Macleay Valley Coast in the mid north coast region of New South Wales. It is part of the Kemspey Shire Council local government area.

Crescent Head has a small permenant resident population of approximately 900 people, giving it the laid back, village atmosphere that defines its character. However, as with many coastal locations, the village is- and always has been- a popular holiday destination. As a result it experiences a considerable increase in population during peak periods.



Source: Sydway

Crescent Head is situated within the traditional country of the Dunghutti. The local people retain strong connections to country here- there is a deep shared cultural heritage.

Crescent Head is surrounded by highly valued and stunning natural landscapes. The coastline immediately to the south is protected within the Goolawah National Park while the area to the north is part of the Hat Head National Park. This means, coupled with dominant presence of the ocean, that Crescent Head, and its community, is always linked with its natural setting and beauty.

As a result Crescent Head's history has always been intertwined with its natural environment- and it continues to be the primary draw card that brings people to the village and surrounds.



Killick Creek estuary prior to creek mouth alignment works

Some of the biggest challenges facing Crescent Head- and to varying extents other coastal communities along the eastern seaboard- are the ever increasing environmental and social pressures resulting from increased visitation (both numbers and frequency). The pressures of ever increasing visitation on (often) poorly designed and maintained infrastructure leads to issues of use, management and safety.

At the same time these factors place ever increasing stress on fragile environments and ecosystems.

Change is inevitable and happens incrementally, and almost imperceptibly, at all times. The history of every place is a history of change.



The challenge facing Crescent Head is keeping the place and its future familiar in ways that we like and in ways that are sustainable. The place needs to be safeguarded for the future in ways that maintain nostalgia and cultural legacy.

1.2 BACKGROUND

Planning background:

This document and the analysis, strategies and proposals outlined within it follow on from previous high level masterplan outputs produced by Kempsey Shire Council. The 'Crescent Head Masterplan' was produced in 2017 and outlined a framework for future planning works and an indicative staging approach to a number of related and discrete challenges across the Crescent Head locale.

An important part of the Masterplan was the establishment of a community snapshot- an analysis of demographics and social and community trends and trajectories. The Masterplan was also invaluable in providing the community with an opportunity to set the agenda for the future of the village, its community, and the environment. Community consultation was able to highlight a series of priorities within the village.

The extract (right) provides a snapshot of community driven priorities.

The number one community priority is:

TO CONSERVE THE NATURAL BEAUTY AND ENVIRONMENT OF THE VILLAGE

Not only is this the top priority, in many ways it is also the priority that all others come under the umbrella of. In assessing almost all other 10 priorities they can all be traced back to the first overarching concept. In many ways 'to conserve the natural beauty and environment of the village' is the 'vision' and all other priorities becomes the 'objectives' to acheiving that vision.

It is a fact that the natural beauty of Crescent Head's context is without question. It is also a fact that the natural environment, and therefore the beauty, is fragile. Without consideration and management it will be negatively impacted.



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1.3 SITE / STUDY AREA

The site / study area for the Crescent Head Public Domain project comprises the village centre and the foreshore areas. The aerial image diagram (right) outlines the project areas.

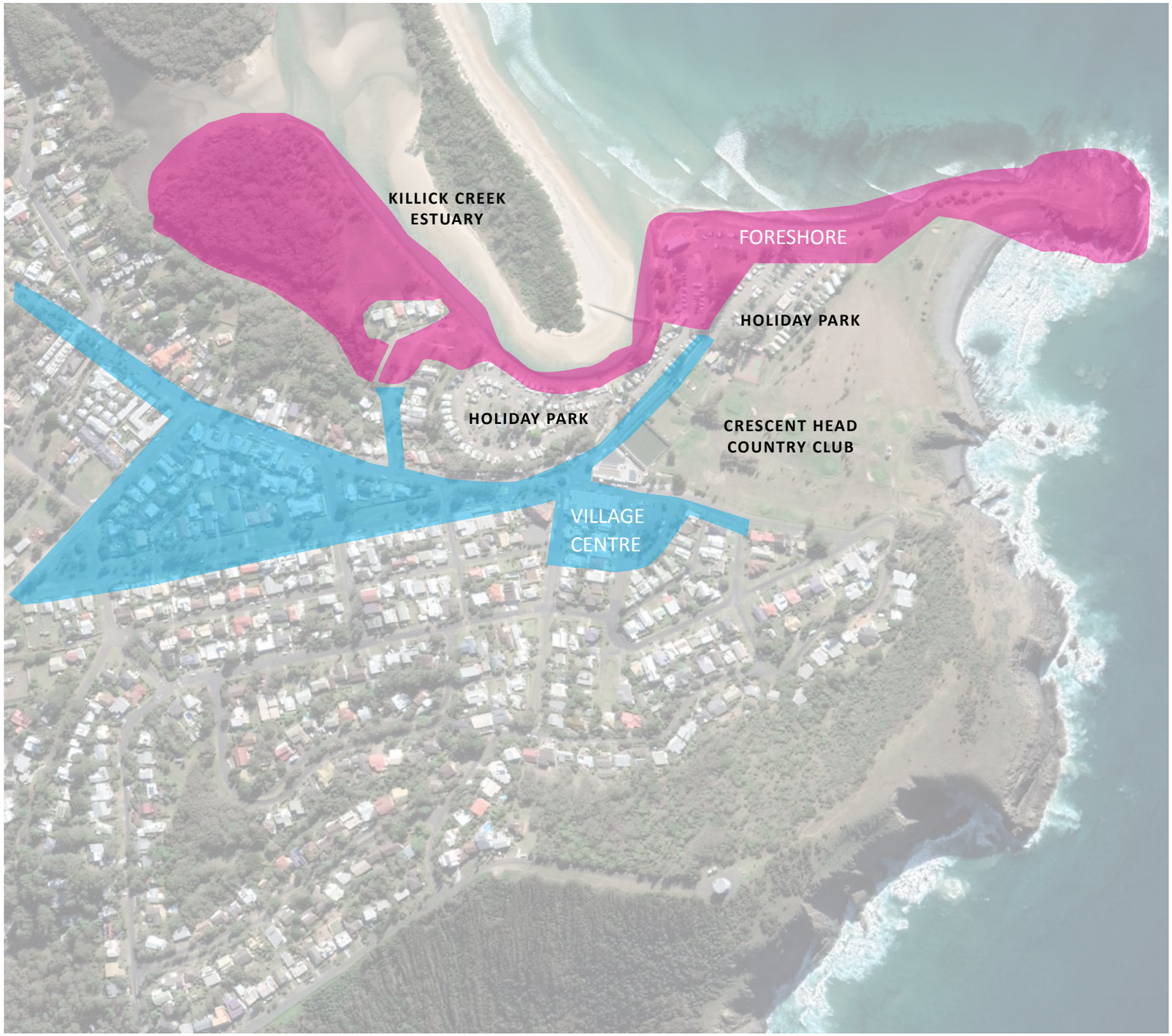
The Village Centre areas include:

- Pacific Street
- Main Street
- Willow Street
- East Street
- Rankine Street
- May Street
- Reserve Road

The Foreshore areas include:

- Little Nobby
- Beach / Surf Break Foreshore
- Killick Creek Foreshore
- Willow Street
- Muddy Arm

The Holiday Park and the Crescent Head Country Club / Golf Course are excluded from the project scope.



1.4 FOCUS AREAS

Due to the scale of the overall site and the particular design challenges within the site area we have further broken down the site into focus areas. There is still very much a unified design challenge and a unified design approach, however, there are often particular challenges and solutions for discrete areas. The establishment of logical focus areas will also assist in delivery and implementation programming in the future (see Section 5.4 for detail).

The fous areas are as follows:

1. **LITTLE NOBBY**
2. **FORESHORE**
3. **KILLICK CREEK FORESHORE**
4. **WILLOW STREET PARK**
5. **MUDDY ARM PARK**
6. **VILLAGE CENTRE - LLOYD PARK, MAIN STREET, RANKINE STREET, EAST STREET, RANKINE STREET CAR PARK, MAY STREET**
7. **RESERVE ROAD**



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LITTLE NOBBY
LINEAR / SURF FORESHORE PARK
BIG NOBBY
WATER TOWER
FORESHORE PARK
KILLICK CREEK FORESHORE
VILLAGE CENTRE
WILLOW STREET PARK
KILLICK CREEK / MUDDY ARM PARK

1.5 REPORT STRUCTURE

The Contents page above provides a detailed breakdown on the structure of the report. Broadly speaking the intent of the report is to step through the project from start to finish. The introduction provides the project and site background information. Project Principles and Site Analysis sections then look in more depth at the existing site and many of the challenges facing the village- its people and its environment- through an Urban Design and Landscape Architectural lense. The Proposals section of the report then works through the various design strategies proposed to be undertaken to address these issues and also provides details on the final Concept proposals for the various site areas.

Generally speaking each section is broken down into distinct areas or issues that make up the whole- this enables us to analyse and manage both details and the whole at the same time. It also enables readers to 'zero in' on areas of particular interest and concern.

Finally the report concludes with a Delivery and Implementation section that suggests how the various components of the project will progress in the future.

1.6 PROJECT METHODOLOGY

Following on from the 2017 Crescent Head Masterplan, Plummer & Smith were engaged to undertake a Public Domain Design project for the Village Centre and the Foreshore. Running in conjunction with the early stages of the project was the production of a Traffic Management & Parking Plan. The outcomes of this study informed the design outcomes for the public domain project.



A 2016 community consultation workshop for the 2017 Masterplan

The consultant team for the project is:

- Plummer and Smith (public domain and overall project delivery)
- GTA Consultants (traffic and parking)

The other critical members of the broader project delivery team are Kempsey Shire Council and members of the Crescent Head community.

The methodology or works for this project have been as follows:

- a review of the 2017 Masterplan and the associated consultation material
- preliminary site analysis with consultant team and Kempsey Shire Council
- consultation session with Crescent Head Public School students conducted by Kempsey Shire Council. Students produced posters outlining their visions for the village and the foreshore
- extended in depth site analysis (October 2019)
- community engagement workshop (October 2019)- agreeing on the issues, workshopping potential solutions and strategies, discussing likes and dislikes about the place and potential solutions
- analysis of community engagement outcomes
- compilation and production of schematic design solutions, site planning, potential materials and character
- site checking and community workshop to discuss schematic design approach. Commnuity group provide feedback on approach and design material- providing comments from broad approach to particular details
- designs are adjusted in view of feedback, additional site analysis and through design development of proposals
- large format sketch designs produced for commnuity feedback sessions
- additional site review and compilation of feedback
- production of final draft plans with full masterplan, render imagery, design report etc.
- community information and feedback sessions
- public exhibition of the plans with both in person and on-line surveys for communuity feedback opportunities







October 2019 - community consultation workshop

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1.7 PROJECT VISION & OBJECTIVES

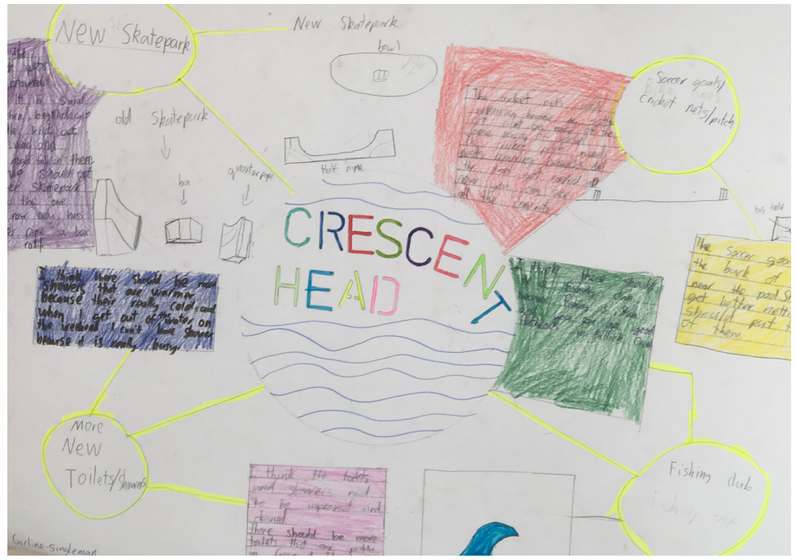
VISION:

TO CONSERVE THE NATURAL BEAUTY AND ENVIRONMENT OF THE VILLAGE

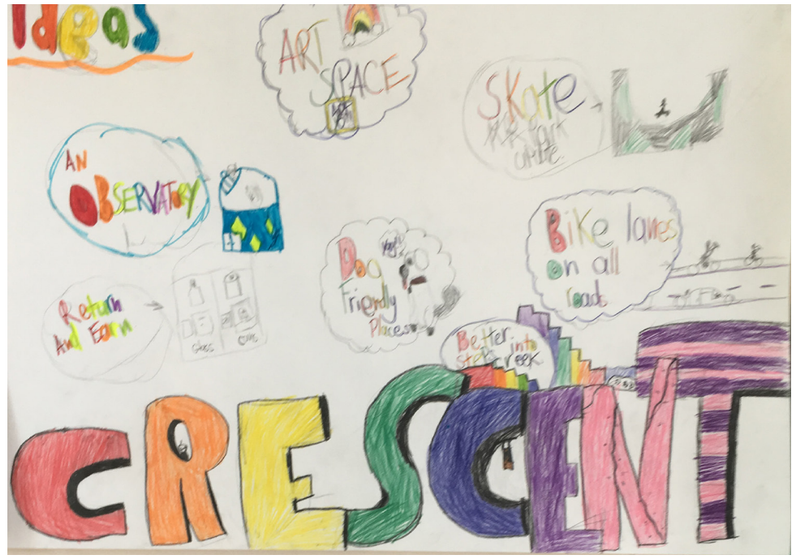
OBJECTIVES:

- to improve connections between the village centre and the foreshore / beach
- to ensure the foreshore is a space of high amenity for the local community and visitors
- to celebrate the stunning natural setting and promote local environmental character where-ever possible
- to manage vehicular access and parking and associated safety and foreshore use
- to provide the required infrastructure of public spaces in a way that maintains and enhances character and improves site function
- to improve village centre amenity and ensure central open spaces are accessible and functional
- to encourage casual social meeting opportunities in the village centre
- to provide for foreshore park use with improved access, circulation and facilities such as shelters
- to provide experiences of both environmental exposure and shelter
- to maintain and promote a character of simplicity
- to ensure designs and materials are robust enough to withstand coastal exposure
- to improve connections to adjacent foreshore spaces - extending recreation trails and use
- to rationalise car parking and consolidate open space areas
- to improve accessibility and connectivity









Examples of a selection of the posters produced by Crescent Head school students

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2 PROJECT PRINCIPLES

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The following prinicples represent the critical project components and considerations established through community consultation and site assessments and analysis. These principles become the structure and criteria that is returned to again and again through the report and the design process- the guide and the measure.

2.1



The natural environment of Crescent Head should remain the primary experience of the place- it is the cultural, economic and aesthetic life blood of Crescent Head

2.2



The culture and history of the place should be legible into the future

2.3



Ensure proposals are in keeping with village scale and village atmosphere

2.4



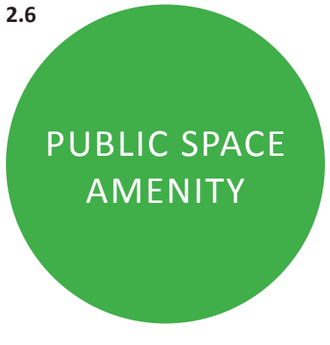
Improving access and mobility across the village centre and foreshore to improve resident and visitor experience and safety

2.5



Manage traffic flow and rationalise parking to improve safety and public domain amenity

2.6



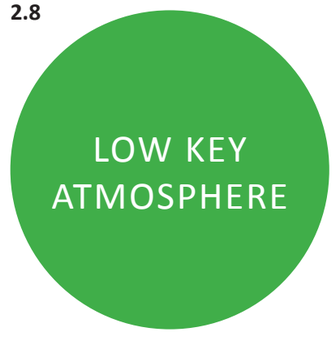
Provide public domain and space outcomes that allow for casual social connection

2.7



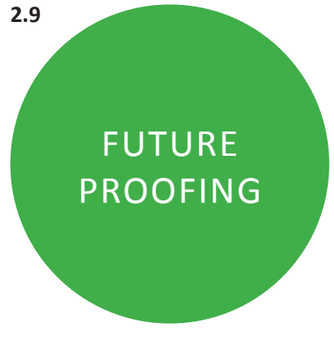
Allow natural beauty and functional public domain to enhance economic viability and resilience

2.8



Any proposals should at all times seek to maintain a low key 'make-do' atmoshpere as a defining characteristic of place

2.9



Ensure the place is fit for the future- both social and environmental- whilst retaining the essence of what makes it special

The project principles are both observations of what defines the place and aspirations the types of solutions required and desired.

2.1 NATURAL BEAUTY

The most important component of Crescent Head and its community and culture (both past, present, and future) is the beauty of its natural environment. Environment and culture are always intertwined- in Crescent Head they are inseperable.

The importance and beauty of the natural environment is undeniable. What is also undeniable is that in certain site areas in particular it is coming under extreme stress...it is being loved to death.

In order to protect and celebrate the natural environment- the cultural, economic, and aesthetic life blood of Crescent Head- some accepted existing cultural practices may need to change



2.2 CULTURE / HISTORY

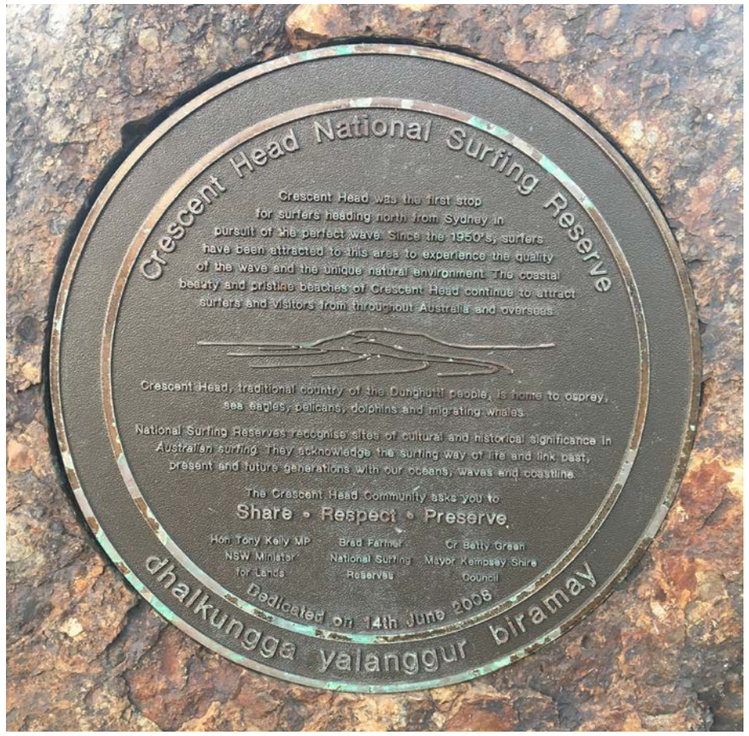
As outlined in the summary section the culture and history of Crescent Head has always been connected to the environment. Indigenous culture and history are deeply important within the local landscape and to the local community. Opportunities for recognition and education exist within the public domain of the village- cultural interpretation opportunities are outlined within the proposals section of the report.

Another important element of Crescent Head's history and cultural landscape is surfing. Since surfing first began as a recreational and cultural past-time Crescent Head has been a legendary surf break of the east coast.



In 2008 Crescent Head was recognised and dedicated as a National Surfing Reserve (dhalkungga yalanggur biramay). Part of the dedication states the edict- 'Share- Respect- Preserve'.

The notion of sharing, respectng, and preserving the natural environment is a key concern for Crescent Head in general.



2.3 IT IS A VILLAGE

A simple concept but one that is important in understanding the aspirations of a place and a community- consider scale and simplicity at all times.



2.4 ACCESS & MOBILITY

Improving accessibility in the village centre in particular will be an important part of proposals. Ensuring that pedestrian and cycling linkages into the village and to the foreshore will improve resident and visitor experience- this was an issue that was raised in all community engagements. Similarly, providing accessible and functional streetscape areas in the village centre is critical- including improved widths for pedestrian flow and outdoor dining, and providing equitable access in areas of level transition.

2.5 TRAFFIC & PARKING

Congestion and safety resulting from traffic flow and parking are significant issues- particularly in busy times. These elements also have a knock-on impact on village atmosphere. The Traffic Management & Parking Plan completed in conjunction with this project outlines a number of potential measures for managing traffic and parking. A number of these recommendations have informed the design components of this masterplan- a number of others are management rather than design based- refer to the Traffic Management & Parking Plan for additional details.

2.6 PUBLIC SPACE AMENITY

In quiet times the scale of public spaces in Crescent Head is comfortable- but amenity could be improved. However, in busy times the scale of public spaces in Crescent Head means that open spaces can become very congested. Various keys to public space amenity include- capitalising on the potential of existing open space areas, rationalising existing elements to ensure the potential of available spaces is realised, increasing public spaces in desireable areas where possible.



2.7 ECONOMIC VIABILITY

The economic viability of the village is really about ensuring that it is a comfortable and beautiful place to be for residents and visitors alike. All other principles relate back to the economic viability of the place- natural beauty, low key atmosphere etc all being important reasons for why people want to live and stay in Crescent Head. Ensuring people have functional and beautiful places to gather, socialise, and linger will be a key for village centre viability- a key to this will be improving streetscape and public open space amenity and functionality. Existing natural elements in village centre public spaces such as the Lloyd Park Melaleuca grove and the 'Pacific Court' palm trees are all valuable assets for setting the scene and providing natural amenity and shade.

2.8 LOW KEY ATMOSPHERE

A significant part of Crescent Head's charm is its 'low-key' atmosphere. Things such as blurred edges, limited areas of kerb and channel, the ambiguity of public open space and the golf course, mature trees in grass are all important components of the cultural landscape of the place. Solutions and proposals don't need to be complex- they just need to enable the character of the place to be maintained as it becomes busier.



2.9 FUTURE PROOFING

Making appropriate changes now that enable the village, the community, and the environment to manage issues in a way that retains the atmosphere of place.

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3 SITE ANALYSIS

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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 envrionmental fragility and inappriopriate 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

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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 forehsore 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



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3.2 FORESHORE PUBLIC OPEN SPACE & PARKING (conti.)

EROSION- HUMAN FACTORS

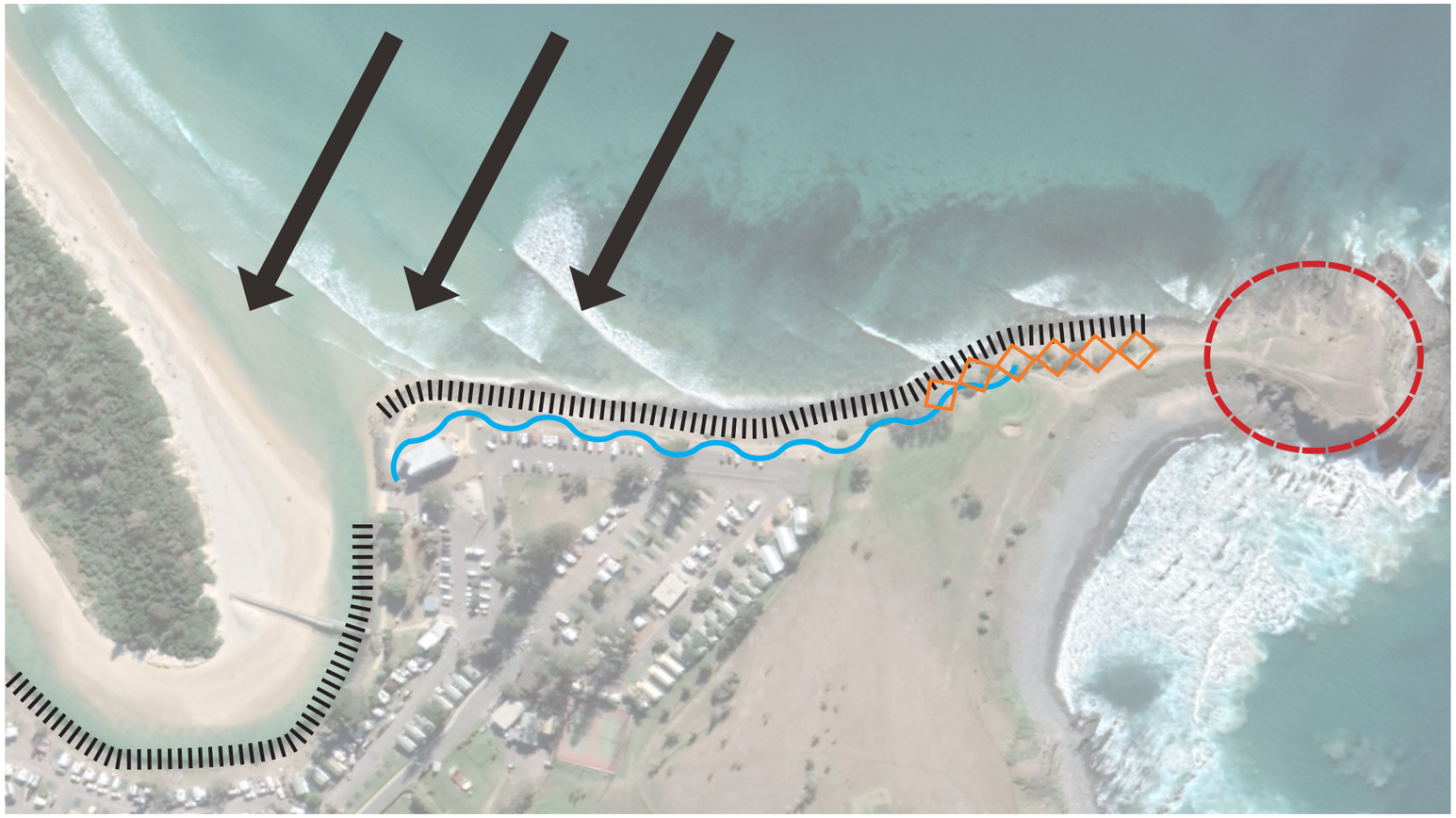
EXISTING FORESHORE PANDANUS

(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



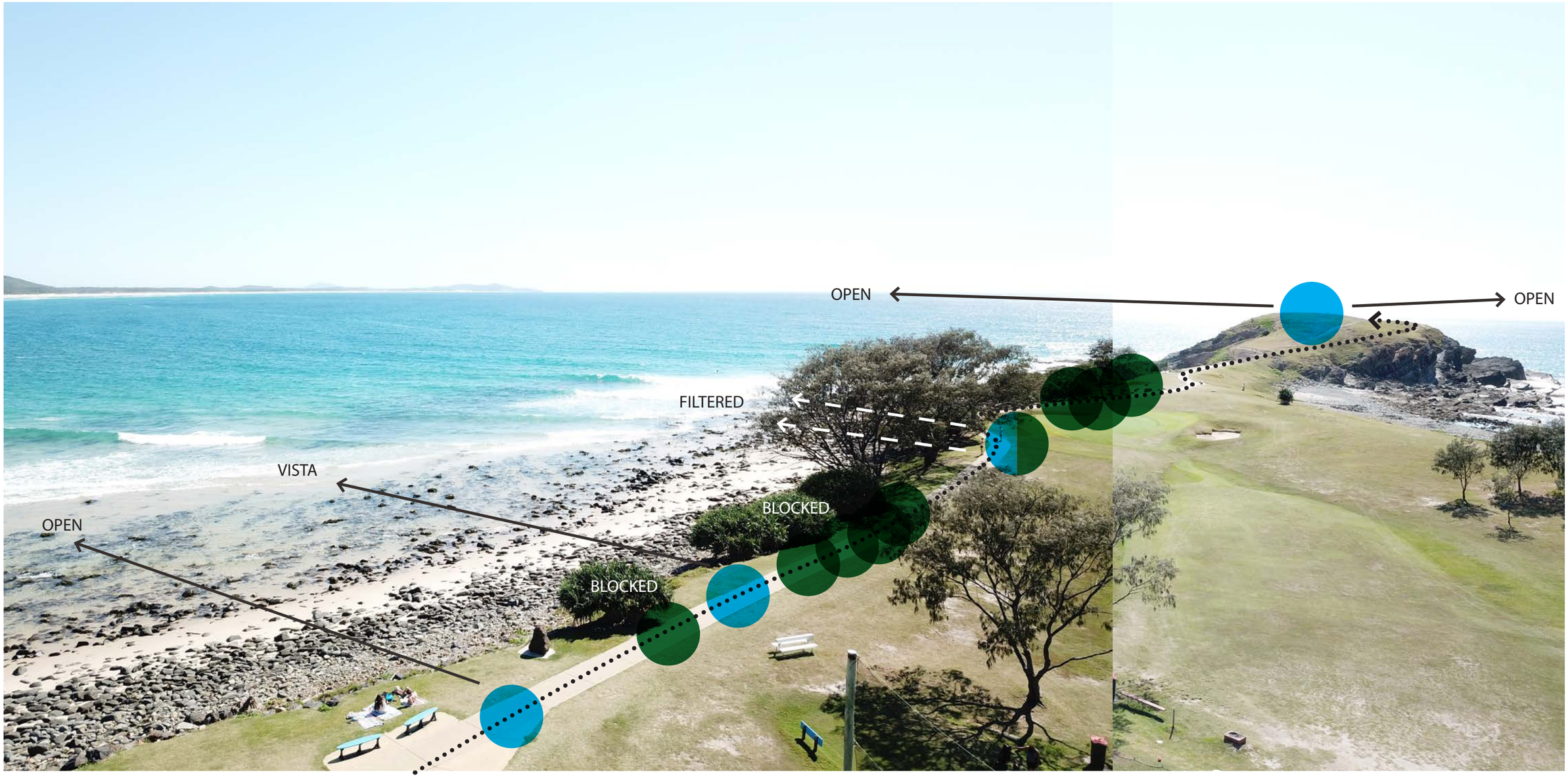
Existing erosion protection measures

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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.



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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, FOCUSSED VISTA



CASUARINA- FILTERED VIEWS, DAPPLED SHADE



PANDANUS- CLOSED CANOPY, DEEP SHADE, BLOCKED VIEWS

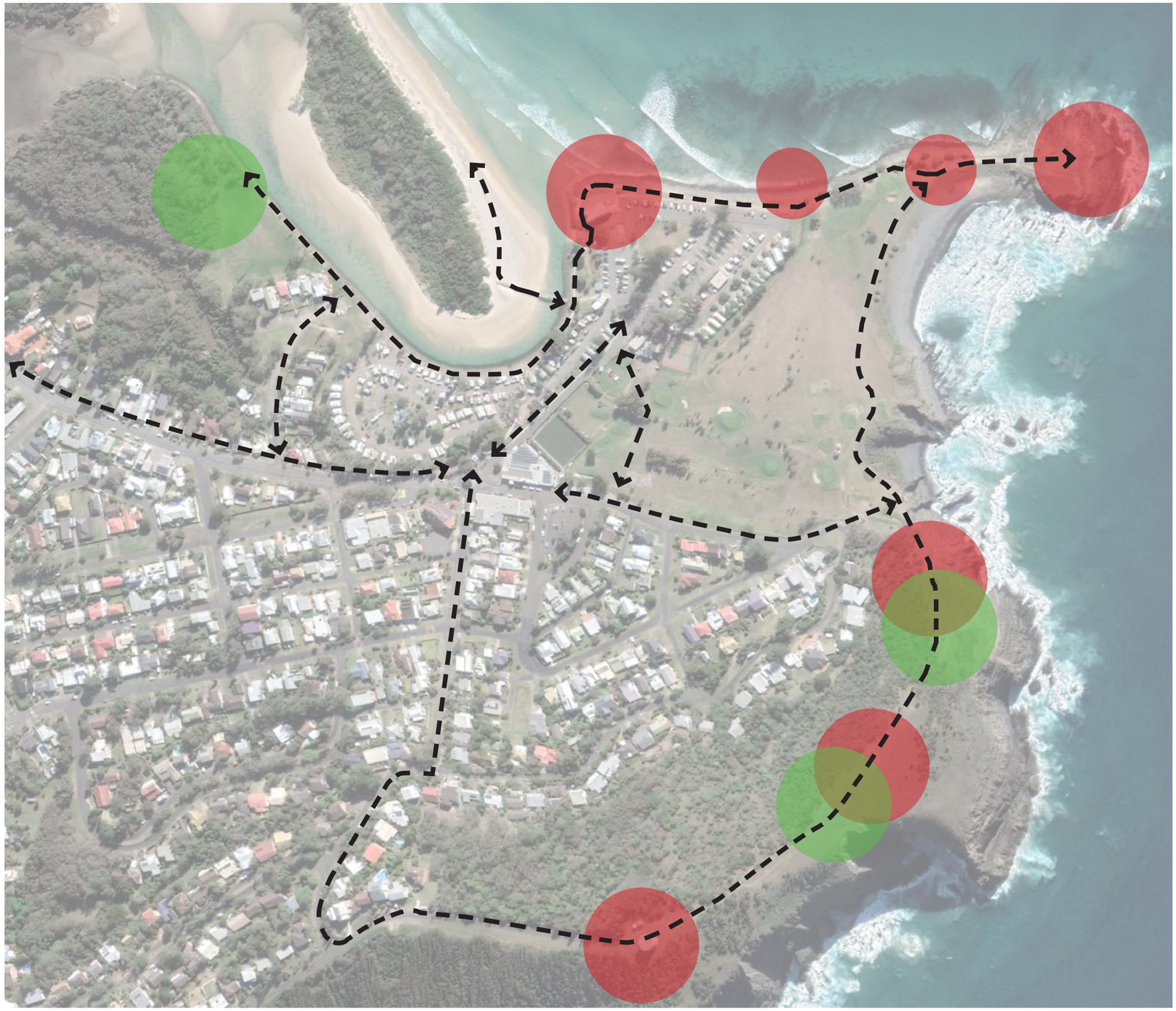
3.3 FORESHORE & CONTEXTUAL CIRCULATION

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



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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 desireable 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.



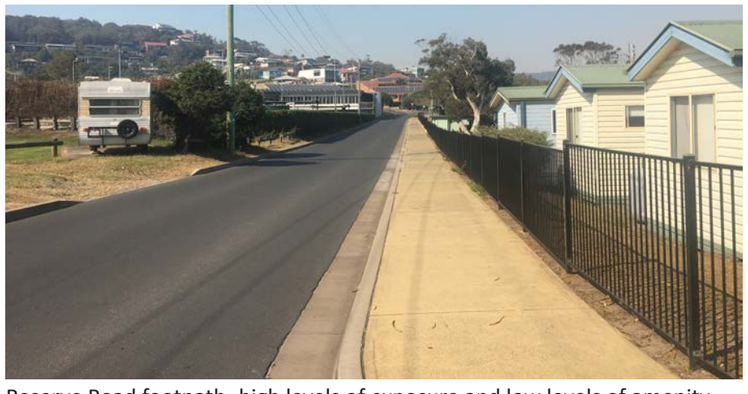
Potential highlights along the foreshore path are currently lacking in amenity and functionality.



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 abbutted 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 abbutting 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.



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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

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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

AMENITIES

BLIND CORNER

MAIN ROAD

WAR MEMORIAL

BUS SHELTER

SECONDARY ROAD

CHARACTER TREES

ACCESS ISSUES

CARPARK

FOOTPATH ENDS

LEVEL TRANSITIONS

PEDESTRIAN CROSSING

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.

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4 PROPOSALS

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4.1 DESIGN STRATEGIES

4.1.1 LITTLE NOBBY

The design strategy for the alignment of the path up Little Nobby is driven by several factors:

- continuing the natural flow of the foreshore path
- following visible design lines and tracking in a way that maintains and respects the natural character and landform of the headland. The proposal favours the south track as the desired route. Significant tracking occurs straight up the centre of the headland, however this route will have a detrimental effect on the visual character of the landmark from a number of vantage points
- selecting the route that most comfortably works with the topography
- selecting a route that does justice to the unfolding sequence of views and climatic experiences of the headland- each with subtley different characteristics. Even on this relatively small exposed landmark there are still areas with greater levels of shelter, while ocean front edges give the weather full scope to impact the senses.





VIEWING AREAS ASCENDING GRADUALLY UP THE TOPOGRAPHY OF LITTLE NOBBY REVEALING DIFFERENT VIEWS AND OUTLOOKS, SUBTLEY DIFFERENT CONDITIONS...ALL THE WAY TO THE CLIMAX AT THE HIGHEST POINT- THE NORTH EASTERN TIP

DRAFT

4.1 DESIGN STRATEGIES

4.1.1 LITTLE NOBBY (conti.)

The first temporary measures for the protection of Little Nobby relate to user behaviour and education. The easily accessible and convenient location of the headland in relation to other foreshore amenity and circulation thoroughfares means that it receives the same use as the concrete foreshore path- ie people ride bikes, scooters and skateboards on the headland. This has a significant impact on the fragile ecosystem of the headland.

The other issue is simply the frequency and number of users combined with the absence of any designated track.

Whilst planning design solutions and fund allocation has taken place some temporary measures have started- a 'no wheels on Little Nobby' sign being a small but important first step in behavioural change.







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4.1 DESIGN STRATEGIES

4.1.2 FORESHORE OPEN SPACE & PARKING

The over-riding strategy for all foreshore areas is to increase public open space where possible and to improve connectivity between spaces. Generally the approach to acheiving this is through the rationalisation of car parking areas and the rationalisation of the layout of open space. In some cases- such as the creek front parking areas- changes are about pedestrian safety as well as improving public space amenity. For the beach front areas changes are about ensuring that the best spots are useable for the community rather than being monopolised by cars and/or vast areas of hot, empty asphalt- depending on the time of the year and the beach conditions. The following pages outline three approaches to the site planning of foreshore open space and parking.

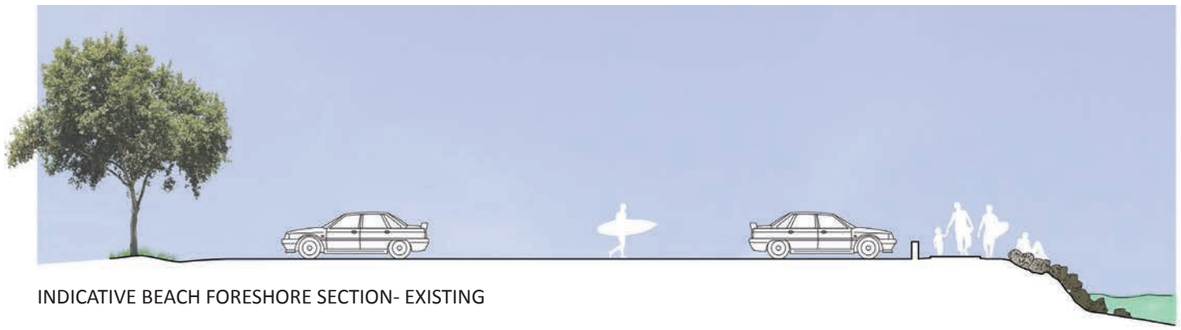
PRIORITISING AND CELEBRATING THE NATURAL ENVIRONMENT



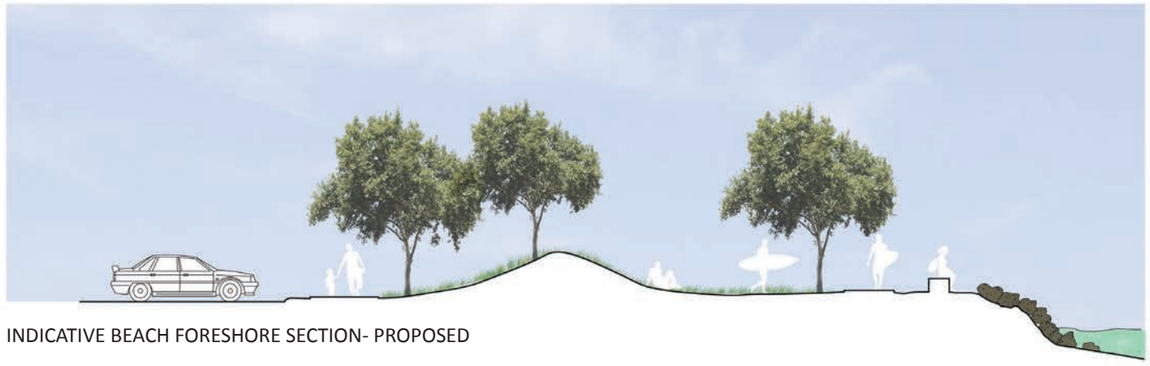
PRIORITISING SAFETY AND PUBLIC SPACE AMENITY



BEACH FORESHORE



INDICATIVE BEACH FORESHORE SECTION- EXISTING



INDICATIVE BEACH FORESHORE SECTION- PROPOSED

CREEK FORESHORE



INDICATIVE CREEK FORESHORE SECTION- EXISTING



INDICATIVE CREEK FORESHORE SECTION- PROPOSED

DRAFT

4.1 DESIGN STRATEGIES

4.1.2 FORESHORE OPEN SPACE & PARKING (conti.)

The intent of foreshore open space and parking proposals is to improve public space outcomes for the community both now and into the future. As well as improving and increasing public space it is also about creating as much public space connectivity as possible- consolidating rather than segregating open space areas.





DRAFT

4.1 DESIGN STRATEGIES

4.1.2 FORESHORE OPEN SPACE & PARKING (conti.)

This proposal includes 3 options for foreshore parking and open space layouts. This provides the community with options to assess. Option A is the advised option and as such it is represented in the presented overall Masterplan solutions. Areas beyond the extents of the Plan insert on the right are the same with all three options.

FORESHORE CAR PARKING OPTION A

APPROXIMATE EXTENTS OF EXISTING CAR PARK AREAS

EVENT & MAINTENANCE VEHICLE ACCESS

1 NEW CAR PARK AREAS

2 LONG VEHICLE AND BOAT TRAILER PARKING

3 PARKING REMOVED FOR SAFETY & PUBLIC SPACE IMPROVEMENTS

4 PARKING REMOVED FOR PUBLIC SPACE IMPROVEMENTS

5 SURF CHECK



CAR PARK SPACES
EXISTING: 110
PROPOSED: 96

LONG VEHICLE / BOAT TRAILER SPACES
EXISTING: 4
PROPOSED: 6

LAND USE AREAS
CAR PARKING
EXISTING: 5596 m2
PROPOSED: 3635 m2

PUBLIC OPEN SPACE
EXISTING: 8750 m2
PROPOSED: 10711 m2

DRAFT

4.1 DESIGN STRATEGIES

4.1.2 FORESHORE OPEN SPACE & PARKING (conti.)

FORESHORE CAR PARKING OPTION B

APPROXIMATE EXTENTS OF EXISTING CAR PARK AREAS

EVENT & MAINTENANCE VEHICLE ACCESS

1 NEW CAR PARK AREAS

2 LONG VEHICLE AND BOAT TRAILER PARKING

3 PARKING REMOVED FOR SAFETY & PUBLIC SPACE IMPROVEMENTS

4 PARKING REMOVED FOR PUBLIC SPACE IMPROVEMENTS

5 SURF CHECK



CAR PARK SPACES
EXISTING: 110
PROPOSED: 91

LONG VEHICLE / BOAT TRAILER SPACES
EXISTING: 4
PROPOSED: 6

LAND USE AREAS
CAR PARKING
EXISTING: 5596 m2
PROPOSED: 3695 m2

PUBLIC OPEN SPACE
EXISTING: 8750 m2
PROPOSED: 10651 m2

DRAFT

4.1 DESIGN STRATEGIES

4.1.2 FORESHORE OPEN SPACE & PARKING (conti.)

FORESHORE CAR PARKING OPTION C

APPROXIMATE EXTENTS OF EXISTING CAR PARK AREAS

1 NEW CAR PARK AREAS

2 LONG VEHICLE AND BOAT TRAILER PARKING

3 PARKING REMOVED FOR SAFETY & PUBLIC SPACE IMPROVEMENTS



CAR PARK SPACES

EXISTING: 110

PROPOSED: 89

LONG VEHICLE / BOAT TRAILER SPACES

EXISTING: 4

PROPOSED: 5

LAND USE AREAS

CAR PARKING

EXISTING: 5596 m2

PROPOSED: 4301 m2

PUBLIC OPEN SPACE

EXISTING: 8750 m2

PROPOSED: 10045 m2

4.1 DESIGN STRATEGIES

4.1.3 FORESHORE CIRCULATION

The main design strategy for foreshore circulation is to provide for more of it. Currently the single foreshore path becomes clogged with pedestrians, bikes, scooters, prams and skate boards in busy times. By providing additional routes across the foreshore public open space areas the current concentration issues can be alleviated. Where possible footpath widths will also be increased. Rationalising public space and car parking also enables the creation of gathering spaces that are connected to, but separated from the paths- again, this assists in limiting congestion.

4.1.4 KILLCK CREEK FORESHORE

The design strategy for the Killick Creek foreshore path is to clearly communicate that is is public space. This will involve continuing the material finishes of the main foreshore path through this zone (removing paver path). Widths will be increased to 2 metres. Importantly, there will also be subtle separation between holiday park sites and the path including planting and a low barrier (see diagram below).



4.1.5 WILLOW STREET

Rationalise existing car parking to enable public space to be reclaimed for public use. Public space reclamation also extends to areas currently privatised by adjacent residential properties to ensure that the Killick Creek foreshore continues the linear foreshore park from Little Nobby to Muddy Arm.

Proposals to be intentionally low key to ensure that the existing character of the site is retained.

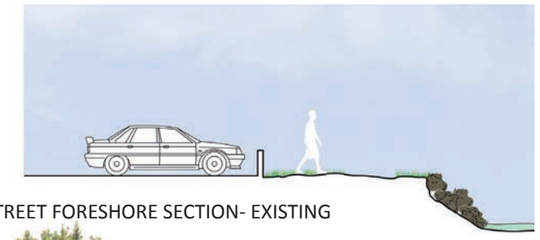
Proposal strategies also include the provision for an access / exit way to the Holiday Park. The merits of this as an egress point are to be investigated by the Holiday Park as a potential way of reducing traffic movements on Reserve Road in peak periods- thereby reducing traffic congestion in the village centre.

4.1.6 MUDDY ARM

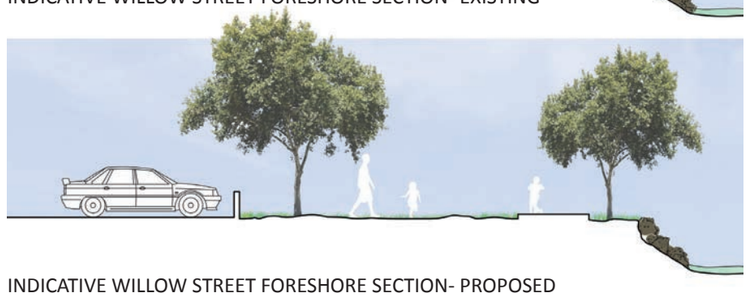
The design strategy for Muddy Arm is to essentially utilise this space as a continuation of a passive recreation circulation route around the village- particularly environmental fringe areas from Big Nobby to Little Nobby, the foreshore, and the Killick Creek frontage.

Finishes will be intentionally low key and low maintenance. This will remain a quiet place- an environmental haven close the the busier bustle of the key beach and creek foreshore areas.

WILLOW STREET CREEK FRONTAGE

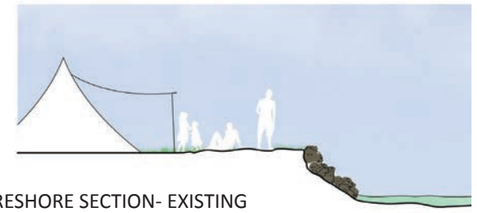


INDICATIVE WILLOW STREET FORESHORE SECTION- EXISTING

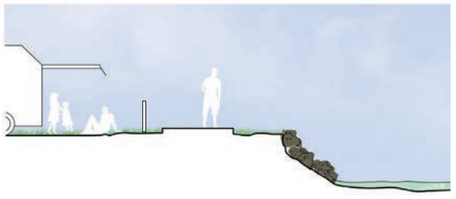


INDICATIVE WILLOW STREET FORESHORE SECTION- PROPOSED

KILLICK CREEK FRONTAGE



INDICATIVE KILLICK CREEK FORESHORE SECTION- EXISTING



INDICATIVE KILLICK CREEK FORESHORE SECTION- PROPOSED

DRAFT

4.1 DESIGN STRATEGIES

4.1.7 PACIFIC STREET & VILLAGE CENTRE ENTRY

Small considered improvements to the streetscape of Pacific Street- particularly the addition of trees and landscaping- can have significant benefits to village amenity. These improvements can also assist with slowing traffic speeds and establishing a village centre that prioritises pedestrians and cyclists over vehicles- making for safer streets and higher visual amenity. This helps communicate the value of natural beauty to visitors as soon as they enter the village- this was something community engagement participants thought was very important.

The existing bus stop is proposed to be moved west along Pacific Street. This ensures it is in an accessible location- connecting paths will need to be extended to this location.

Refer to Traffic Management & Parking proposals for additional path connectivity information.



New street trees
Investigate appropriate species for various locations- eg under power lines.

Main access road- aesthetic improvements where possible- new street trees installed where possible. Investigate on and/or off road bike paths connecting to the west of the village centre

Existing Bus Stop re-located here

Potential location for waste bins

Improved path network connections

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4.1 DESIGN STRATEGIES

4.1.8 LLOYD PARK & MAIN STREET

Lloyd Park is a small space. However, it is also a space that is centrally located and one that benefits from valuable existing natural shade. The main strategies for Lloyd Park are to improve accessibility and connectivity not only to and from the park but also through the park. A key component of this is the proposed relocation and re-orientation of the War Memorial monument to within the park space. This will enable the monument to address the open space of the park and create the provision of an accessible and comfortable gathering space in front of the memorial for special events.

Simplifying and rationalising park access, features, and furniture also enables the establishment of a small open space lawn with good natural shade. This makes the park a comfortable place in which to sit, meet people, and linger.

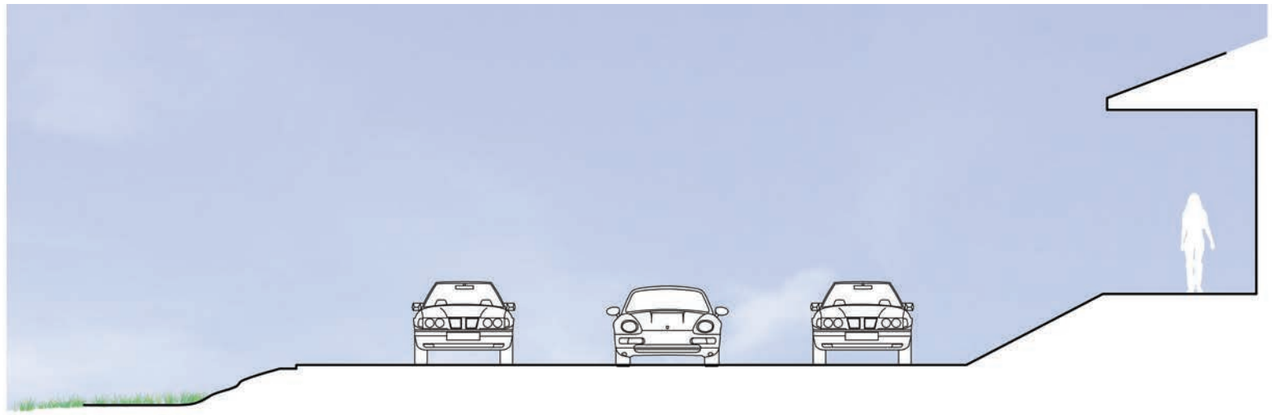
To improve streetscape amenity and accessibility the public domain along the southern side of Main Street needs to be widened. This will enable the provision of accessible ramps from street levels, improvements to outdoor dining, and the introduction of landscape elements for natural shade and amenity. In order to acheive this widening the parallel parking to the southern side of the street will be removed allowing for kerb extensions. Parallel parking on the northern side of the street will be replaced with angled parking to ensure car parking numbers are maintained. Accessible car parking spaces will be provided in locations associated with accessible access paths.

Feature timber arbours on both the park and commercial side of the street will assist in linking the commercial precinct and the public space- to the benfit of both.

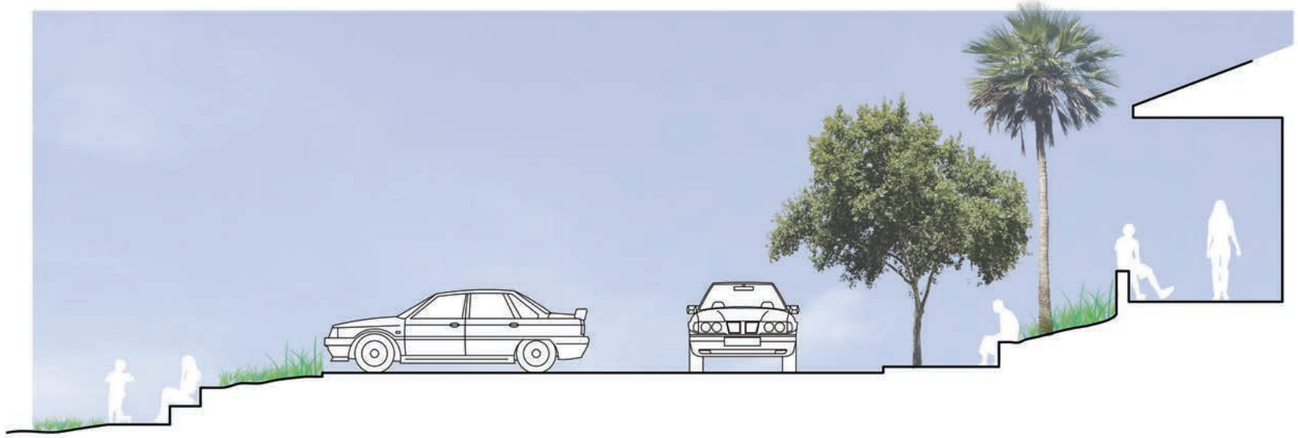
4.1.9 'PACIFIC COURT'

As will other village centre areas the strategy with this space is to improve accessibility and connectivty to and through the space. This involves pathway improvements and additions, the removal of unnecessary barriers that currently disconnect the footpath from the small open space, and the provision of comfortable seating.

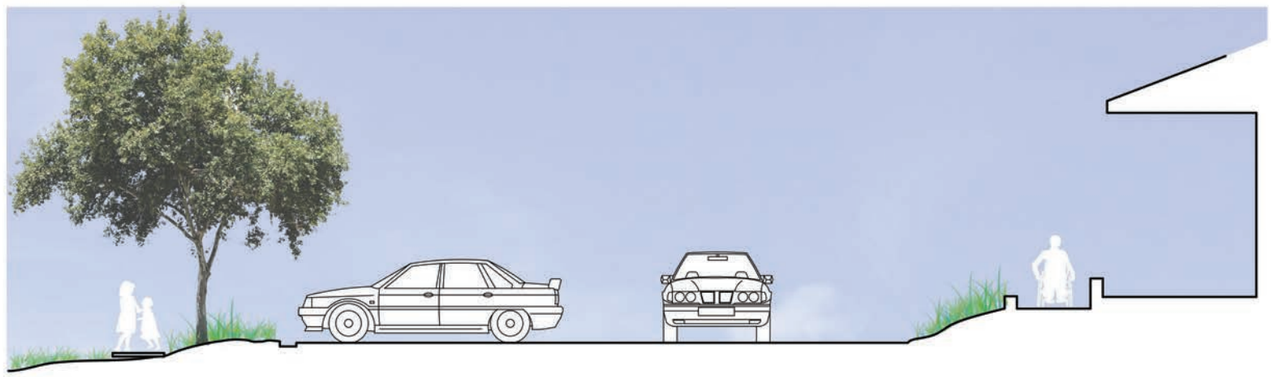
MAIN STREET



INDICATIVE MAIN STREET SECTION- EXISTING



INDICATIVE MAIN STREET SECTION- PROPOSED- MIDDLE OF STREET (SOUTH SIDE- KERB EXTENSIONS FOR OUTDOOR DINING AND LANDSCAPE AMENITY, NORTH SIDE- ANGLED PARKING AND PARK IMPROVEMENTS)



INDICATIVE MAIN STREET SECTION- PROPOSED- WEST END OF STREET (SOUTH SIDE- KERB EXTENSION FOR ACCESSIBILITY IMPROVEMENTS, NORTH SIDE- ANGLED PARKING AND PARK IMPROVEMENTS)

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4.1 DESIGN STRATEGIES

4.1.10 EAST & RANKINE STREET

East Street proposals are limited to the introduction of street trees for shade and amenity and footpath improvements to improve accessibility and safety.

Rankine Street proposals relate to improving public domain amenity and accessibility. Kerb extensions at both ends of this section of Rankine Street will enable the introduction of streetscape planting (including shade trees), and an accessible ramp connecting shop level to street level. Kerb extensions also enable improvements to footpath circulation and outdoor dining.

4.1.11 RANKINE STREET CAR PARK

The design strategy for Rankine Street car park is to improve its visual amenity through the planting of street trees and to improve its connectivity to the village centre commercial area through the provision of new and improved footpath connections. In addition to the Rankine Street car park strategies it is also proposed that May Street become one way in a southerly direction and that the Car park side of the street be changed to angled car parking. This will enable an increase to village centre car parking numbers.

4.1.12 RESERVE ROAD

Reserve Road currently has issues relating to pedestrian safety and amenity, traffic speeds, and congestion. Some traffic and parking management proposals are outlined in detail in the Traffic Management & Parking report- generally these are intended to limit required vehicular movements on Reserve Road. Pedestrian amenity can be slightly improved through small interventions that introduce natural and structured shade. Two landscaped traffic islands are proposed to slow traffic speeds and allow for the planting of street trees.

It is also proposed that the caravan lay-by area be extended. Future detail phases should also investigate the merits of potential additional parking south of Reserve Road.

The potential of Reserve Road as a shared zone should also be further investigated in the detailed phases of future works.

NEW STREET TREES

TRAFFIC CALMING WITH TREES

NEW FOOT PATH / IMPROVE ACCESSIBILITY

IMPROVED ACCESSIBILITY / FOOTPATH DINING

ONEWAY TRAFFIC TO MAY STREET

ANGLED PARKING

FORMALISE PARKING

EXTEND CARAVAN LAYBY

SEMI FORMALISE PATH TO FORESHORE

CAR PARK

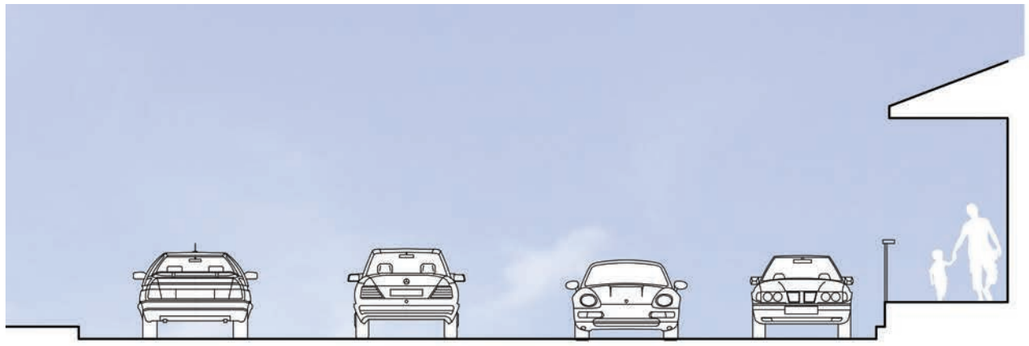
POTENTAIL LOCATION FOR WASTE BINS



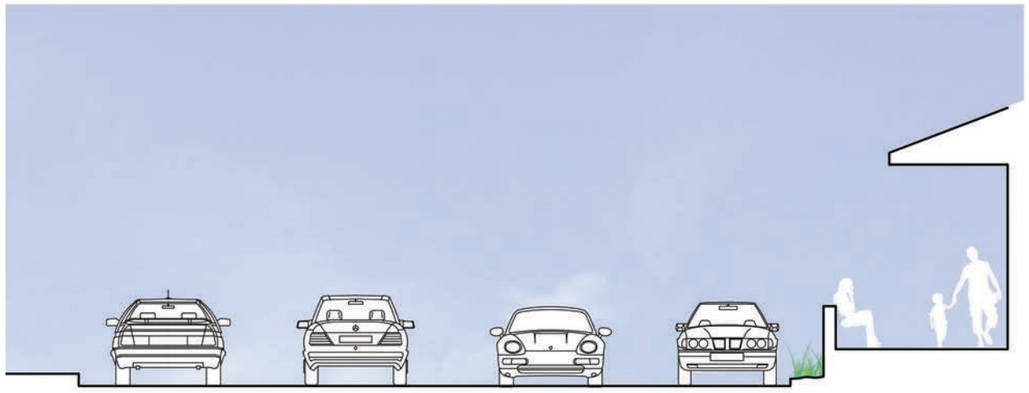
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4.1 DESIGN STRATEGIES

RANKINE STREET



INDICATIVE MAIN STREET SECTION- EXISTING

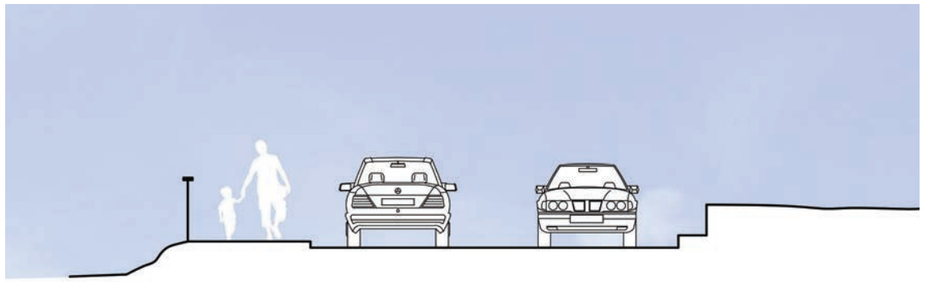


INDICATIVE MAIN STREET SECTION- PROPOSED- MIDDLE OF STREET (RETAINING CAR PARKING TO BOTH SIDES OF THE STREET- MINOR KERB EXTENSIONS TO IMPROVE FOOTPATH AND OUTDOOR DINING)

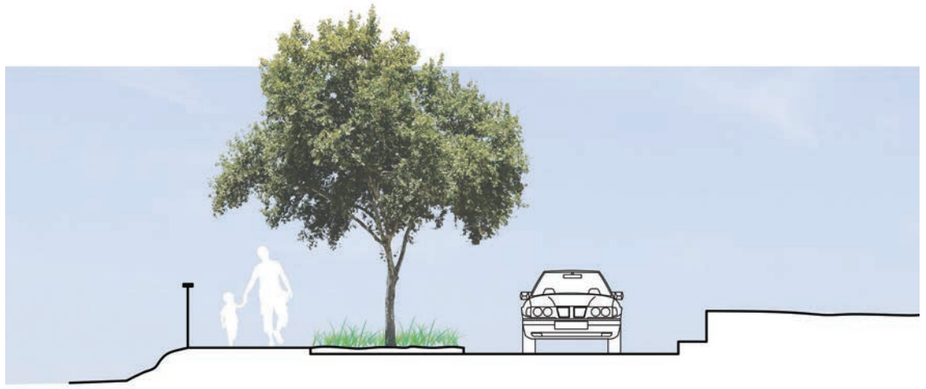


INDICATIVE MAIN STREET SECTION- PROPOSED- EAST END OF STREET (NO PARKING TO SOUTH SIDE OF STREET, KERB EXTENDED TO ALLOW FOR IMPROVED STREET AMENITY AND LANDSCAPE, IMPROVED OUTDOOR DINING)

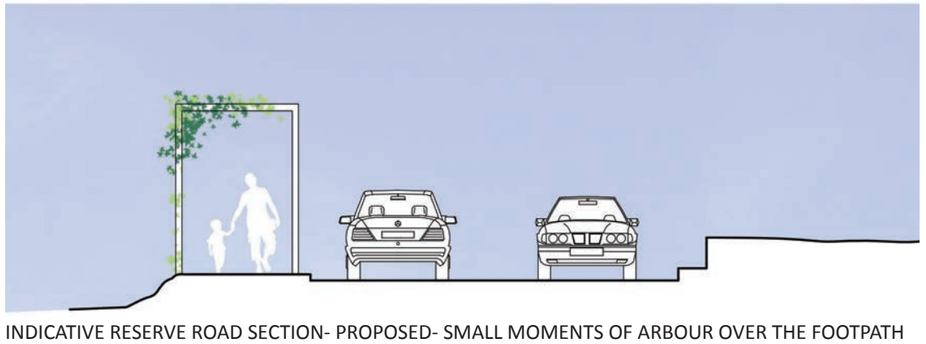
RESERVE ROAD



INDICATIVE RESERVE ROAD SECTION- EXISTING (& MAINTAINED IN PROPOSED IN PARTS)



INDICATIVE RESERVE ROAD SECTION- PROPOSED- SMALL TRAFFIC CALMING MOMENTS ALLOWING FOR LANDSCAPE AMENITY AND NATURAL SHADE



INDICATIVE RESERVE ROAD SECTION- PROPOSED- SMALL MOMENTS OF ARBOUR OVER THE FOOTPATH PROVIDING SHADE AND CLIMBING PLANT AMENITY

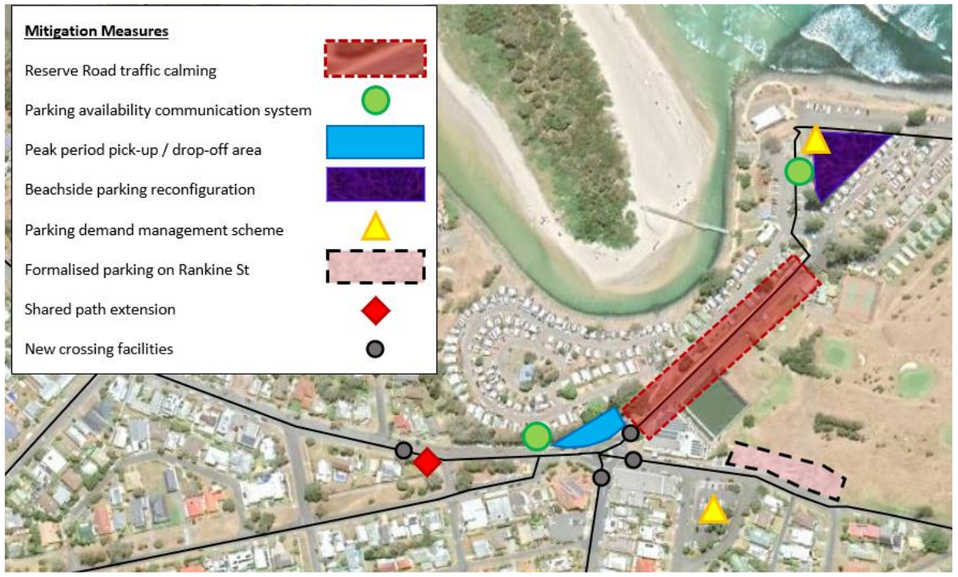
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4.1 DESIGN STRATEGIES

4.1.13 TRAFFIC & PARKING

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





In summary, the mitigation measures outlined target the speeding, parking demand, traffic and walking and cycling safety and amenity problems identified through the existing conditions review and site visit. All the measures outlined are recommended to be incorporated into Plummer and Smith's landscape plan for Crescent Head and subsequently implemented by Kempsey Shire Council. The recommended mitigation measures are categorised into the table below which outlines their recommended timeframes for implementation which respond to their relative priority.

No.	Issue	Potential Solution	Explanation
1	Speeding on Reserve Road	Traffic treatments to reduce speeds along Reserve Road that recognise its use by pedestrians, cars and campervans heading to the beach and holiday park. Potential treatments include: • Speed humps (amenable to campervans); • Chicanes/lane shifts, either through built blocks or planters; The proposed traffic treatments can be supported by an investigation into transforming Reserve Road into a 10 km/h shared zone in accordance with Roads and Maritime guidelines on shared zones (TTD 2016/001).	Speeds were surveyed to be problematic on Reserve Road as they were recorded at over twice the posted speed limit of 15 km/h. Moreover, the northern part of Reserve Road beside the roundabout to the holiday park is marked as a shared zone, so it is important that speeds are in keeping with this designation and with this street's proposed 'Places for People' classification. The use of gentle speed humps that are appropriate for campervans and installing chicanes/lane shifts through planters of built blocks are cost-effective ways of reducing speeds without the need for a costly reconstruction of Reserve Road to high-quality shared zone standard (i.e. through high quality paver surface treatment). Transforming Reserve Road into a formal shared zone would provide a regulatory means to formalise the low-speed environment, although it is unlikely a high quality 'Category 1' kerbless shared zone as per TTD 2016/001 could be realised given the cost implications. A 'Category 2' shared zone with kerbs may be more realistic.
2	Vehicle queuing along Reserve Road during peak periods	Implement a parking availability communication system whereby a team of two to three traffic management workers are employed in the peak months to communicate parking availability/capacity at the beachside car park to incoming drivers. One worker would be stationed at Pacific Street before the town centre roundabout. This worker would be informed of the parking availability by another worker stationed at the beachside car park via electronic means (e.g. walkie talkie, phone, etc.). Where the car park is at capacity, the worker at Pacific Street could cone off the entrance to Reserve Road and direct drivers to other car parks (e.g. Rankine Street) or to on-street parking in the town centre. Such a system will need to be subject to the development of a traffic management plan for the peak period, and the workers will need to be accredited traffic controllers.	The implementation of this system would avoid drivers unnecessarily driving down Reserve Road to look for a parking space when the car park is already full, which will reduce vehicle queuing, volumes and congestion along Reserve Road and at the beachside car park area.
3		Convert the car park beside the town centre roundabout into a pick up/drop off area for beachgoers and holiday park users during peak periods only.	A large proportion of the vehicle queuing and congestion issues along Reserve Road is comprised of cars and campervans trying to find a parking space or waiting to check in to the holiday park but being held up by the boom gate entry and exit. Providing a temporary pick up/drop off area at this car park allows drivers to pick up/drop off visitors at a convenient location near beach and holiday park without the need to drive the whole way down Reserve Road. Outside of peak holiday periods, this area will remain as a car park.

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4.2 FOCUS AREAS

MASTERPLAN- FOCUS AREAS



1. LITTLE NOBBY
2. FORESHORE
3. KILLICK CREEK FORESHORE
4. WILLOW STREET PARK
5. MUDDY ARM PARK
6. VILLAGE CENTRE - LLOYD PARK, MAIN STREET, RANKINE STREET, EAST STREET, MAY STREET
7. RESERVE ROAD

4.3 DESIGN

MASTERPLAN

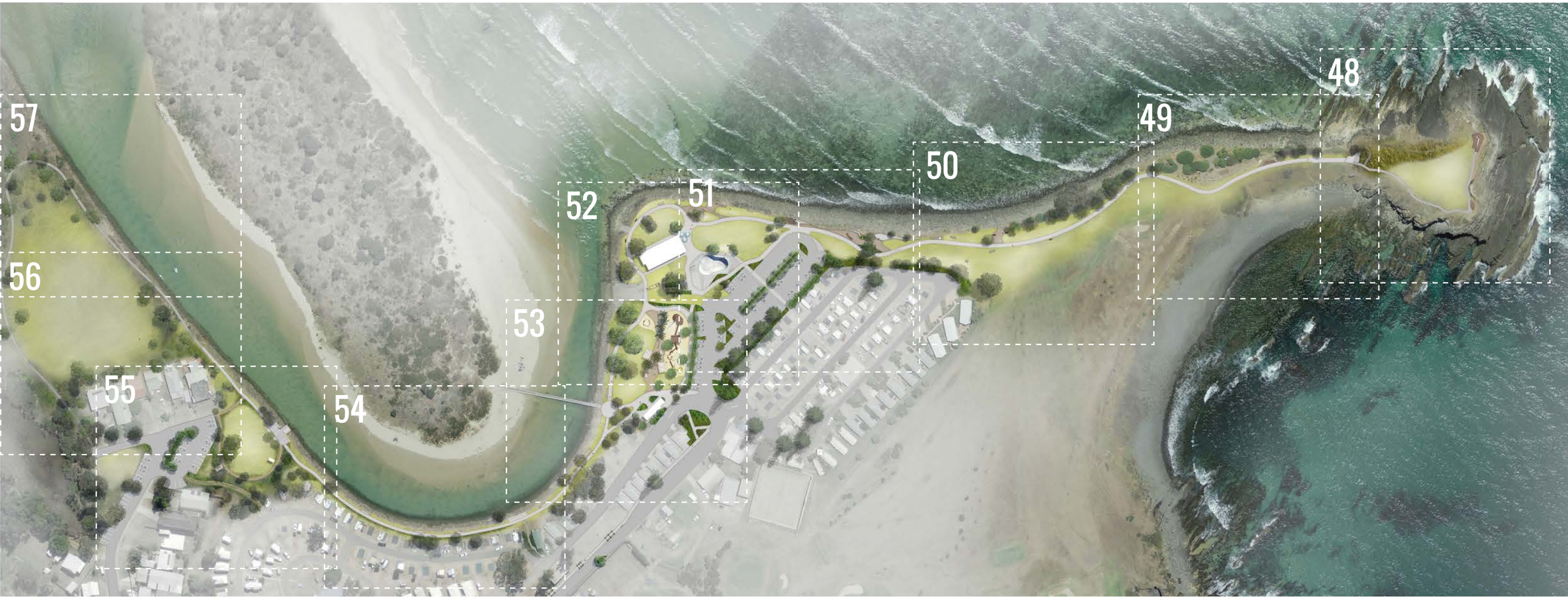


AREA NOTES- refer following pages for additional detail:

1. Little Nobby- path and viewing platforms
2. Foreshore linear park
3. Proposed foreshore public open areas
4. Proposed foreshore car park
5. Proposed skate park
6. Proposed play zone and Killick Creek foreshore public open space
7. Killick Creek foreshore path upgrades
8. Reserve Road lay-by area, traffic calming and pedestrian amenity improvements
9. Willow Street Park and formalised car parking
10. Muddy Arm Park
11. Lloyd Park and Main Street upgrades
12. 'Pacific Court' upgrades
13. Village Centre streetscape improvements
14. Rankine Street car park and May Street

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FORESHORE- KEY PLAN



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LITTLE NOBBY

1. Small gathering space at the end of the foreshore path. Simple long timber seating bench positioned to take in views of the surf break, the beach, and Hat Head National Park beyond
2. Terraced seating area with views back along foreshore and of the sunset- at this point the thoroughfare of the foreshore path ends with steps and terraces limiting bike, scooter, and skateboard access to Little Nobby (this is an important management measure to mitigate erosion and degradation of the fragile environment)
3. Existing exposed rock shelf blends into terraces and planting
4. Low planting to manage erosion and reinforce the use of the designated track
5. Little Nobby access track / boardwalk. Path is narrow and low set to blend with surrounding vegetation and topography. The access track follows the existing 'goat track' along the southern edge of Little Nobby. This enables the track to gradually ascend the contours- avoiding the need for extensive steps and handrails. This route also creates an ascending sequence of viewing events- Pebbly Beach, Big Nobby, the Ocean and the north coast
6. Providing a designated track enables the low native headland species existing on Little Nobby to regenerate- protecting the fragile ecology and the integrity of the Little Nobby cultural landscape
7. Big Nobby timber viewing platform- pulled slightly back from the edge (with gravel surround)
8. Minor retaining and planting around the existing lowered (eroded) viewing pad
9. Primary viewing platform- a low, one-step-up timber platform with a seating bench centrally located. Seating bench and platform 'bend' to pick up multiple views. The slight elevation of the platform allows it to just float above the surrounding surface- providing a seating edge with sunset views along its south western edge. Platform to be pulled slightly back from the edge with a gravel surround- removing the need for visually intrusive balustrading



FORESHORE- SURF BREAK / LINEAR PARK

1. Foreshore path- widen path to 2.5 metres
2. Existing memorial rock field retained
3. Areas of erosion to be managed with locally native groundcover vegetation
4. Surf viewing deck / seating terrace with gravel path in front
5. Existing grass viewing terrace
6. Pebbly Beach
7. Existing rock stair access retained- access point and associated barrier / handrail to be upgraded
8. Terraced seating area with views back along foreshore and of the sunset- at this point the thoroughfare of the foreshore path ends with steps and terraces limiting bike, scooter, and skateboard access to Little Nobby (this is an important management measure to mitigate erosion and degradation of the fragile environment)



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FORESHORE- SURF BREAK / LINEAR PARK

1. Buffer planting and shade trees along Holiday Park boundary
2. Beach shower and associated bench seat
3. Turf bank with natural shade- provides surf break viewing and casual parkland open space for picnicking and gathering
4. Park area designed to enable service and event vehicle access along the linear park for events such as the Mal Classic and markets
5. Surfers Reserve dedication rock
6. Timber platform- picnic platform, seat, table, surf check platform
7. Backrest timber seat
8. Foreshore path- widen path to 2.5 metres
9. Existing stand of Casuarina trees
10. Existing Pandanus trees
11. Country Club / Golf Course



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FORESHORE & SURF BREAK PARK

1. Foreshore car park access road
2. New foreshore car park
3. Permeable paving shared zone for boat ramp and boat trailer parking access
4. Existing Banksia trees to be retained
5. New skate park
6. Building forecourt linking to foreshore circulation path network
7. Foreshore circulation path- splitting and duplication of paths allows for the current congestion issues at busy times to be aleviated
8. Grass bank against elevated skate park edge- provides beach, ocean, and surf break views
9. Seating and garden under existing pandanus
10. Foreshore path- 2.5 metres wide
11. Beach shower and associated timber bench
12. Open parkland space with shaded and activated edges- simple, flexible open space with beach and view access
13. Grass mound and shade trees provide an edge to the open space, a foreshore path 'splitter' moment, and a soft viewing terrace with views across the beach and surf break
14. Surf check deck and viewing terraces- doubles as surf break exit point. Positioned close to car park for easy access and with open views across the water
15. Path for car park and Holiday Park access
16. Existing Norfolk Pines- any parking areas associated with these trees to be gravel surface for permeability
17. Central landscape island through car park- provides rain garden drainage and shade trees
18. Buffer landscaping and shade trees along Holiday Park boundary
19. Primary surf break gathering space with the shade and amenity of the existing Norfolk Pine and Pandanus tree. Gravel surfacing, planting, seating, and terracing blending into rock wall enabling protection for existing eroded areas
20. Concrete terrace edge and lowered viewing platform down amongst rocks- allows for erosion protection and gathering space
21. Parkland- grass banks with surf break views, natural shade, buffer landscaping to Holiday Park, event vehicle access, picnic tables



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FORESHORE- KILLICK CREEK & SLSC SECTOR

1. Timber bench seats to Killick Creek edge
2. Re-aligned foreshore path passing between existing trees
3. Existing trees to be retained
4. Realigned path provides space for a creek edge gathering zone- picnic tables and natural shade
5. New shelters and picnic tables through the centre of the extended creek side park
6. BBQ's (accessible)
7. Long timber bench seats allowing for informal use
8. New play area- adventure / nature play
9. Shade trees and planted buffer along car park edge
10. Foreshore circulation path- splitting and duplication of paths allows for the current congestion issues at busy times to be aleviated
11. Fence / barrier adjacent to main play element
12. Seating wall / barrier, path and planting at the junction between play park areas and boat ramp access shared zone
13. Permeable paving shared zone for boat ramp and boat trailer parking access
14. Existing boat ramp
15. Existing Casuarina tree to be retained
16. Boat trailer parking
17. Surf Life Saving Club
18. Shade trees- positioned to ensure important view lines are not impeded
19. Timber backrest seats with views across the creek mouth
20. Foreshore path with flexible timber bench platforms- seats, tables, viewing platforms
21. New skate park
22. New foreshore car park
23. New path
24. Path connecting into car park and the Holiday Park
25. Gravel path, mound, and seating wall creating a feature gathering moment around existing Pandanus tree
26. Foreshore open space parkland area made possible by reconfiguring car park areas



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FORESHORE- KILLICK CREEK / PLAY PARK SECTOR

1. Timber bench seats to Killick Creek edge
2. Re-aligned foreshore path passing between existing trees
3. Existing trees to be retained
4. Realigned path provides space for a creek edge gathering zone- picnic tables and natural shade
5. New shelters and picnic tables through the centre of the extended creek side park
6. BBQ's (accessible)
7. Long timber bench seats allowing for informal use
8. New play area- adventure / nature play
9. Car park- existing car park west of this to be removed to improve pedestrian safety at critical foreshore entry zones- also provides for more generous public open space in prime creek foreshore location
10. Foreshore circulation path- splitting and duplication of paths allows for the current congestion issues at busy times to be aleviated
11. Fence / barrier adjacent to main play element
12. Seating wall / barrier, path and planting at the junction between play park areas and boat ramp access shared zone
13. Footbridge
14. Gathering and 'holding' space at the entry/exit point of the footbridge- managing congestion
15. Seating walls benefitting from shade of existing trees
16. Informal open space and casual gathering space
17. Existing amenities block to be retained
18. New park and foreshore pedestrian entry court- large palms to form a connection with existing play area palms
19. New path through planting to improve pedestrian safety- reducing vehicular and pedestrian conflicts
20. New path connecting to Holiday Park office and entry- removing need for people to walk along road
21. Holiday Park Reception
22. Caravan lay-by area extended
23. Foreshore path extending along Killick Creek foreshore
24. Gathering and flexible seating / nature play moments positioned under canopy of significant existing trees- capitalising on creek foreshore area of high amenity and good natural shade provision



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FORESHORE- KILLICK CREEK FORESHORE PATH

1. A soft barrier / deliniation along Holiday Park boundary. Planting and gravel mulch strip with bollards and/or low-key (and low) fencing. Ensures that the public foreshore path does not become 'privatised' and blocked by individual campers
2. Upgraded foreshore path- 2 metres wide along creek foreshore
3. Concrete terraces stepping down the rock creek wall- sitting, fishing, and potential creek access
4. Existing path through holiday park
5. Timber bench seats positioned intermittently along path- small gravel surround for access and wearability



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FORESHORE- WILLOW STREET PARK

1. Existing road surfaces
2. New formalised parking along western edge of Willow Street
3. New landscaped island providing shade and amenity and a landscape buffer between parking and residents
4. Existing informal surfaces to be retained
5. New formalised parking circuit
6. Potential informal access track to Holiday Park
7. Proposed park shelter
8. New gravel path around open space
9. New parking arrangement pulls vehicles back from creek edge to provide more generous creek frontage open space
10. Public foreshore path to continue along creek edge
11. Flat public open space
12. Picnic tables with natural shade
13. Small gathering and kayak resting space associated with step and ramp creek access
14. Seating elements and beach shower
15. Ramp and step access to creek
16. Existing shelter and exercise equipment
17. Existing mounding to Holiday Park edge to be retained and landscaped
18. Minimal truncation to the extra long corner sites of the Holiday Park- allows path and linear creek foreshore strip to open out to the Willow Street park
19. Holiday Park



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FORESHORE- MUDDY ARM PARK

1. Existing natural areas to be retained and protected
2. Gravel circulation path
3. Shade and amenity trees
4. Open space- simple and flexible
5. Shade trees positioned carefully in spots with natural amenity and views- seats provided in some locations
6. Potential for small creek access steps
7. Existing vegetation to be retained and complimented with additional planting
8. Creek forshore path extends along creekline.
9. Low-key gravel surface finishes proposed in Muddy Arm park



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FORESHORE- MUDDY ARM PARK

1. Existing natural areas to be retained and protected. Existing mown grass tracks to be retained- designated hard surface paths will not extend into this environmentally sensitive zone
2. Foreshore circuit path returns along western edge of Muddy Arm open space areas. Return location provides expansive views across the open space areas, along and across the creek- all the way to Big Nobby above the village
3. Minimal furniture carefully placed to benefit from existing amenity and views
4. Open space- simple and flexible
5. Creek forshore path extends along creekline. Low-key gravel surface finishes proposed in Muddy Arm park
6. Potential for small creek access steps



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VILLAGE CENTRE- KEY PLAN



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MAIN STREET / LLOYD PARK

1. Improved accessibility with new ramps, wider footpaths, and appropriate grades
2. New steps access points
3. Removal of car parking from southern side of street allows for room for improved outdoor dining, wider circulation paths, planting and street trees
4. Long bench seats / retaining- improving social nature of street
5. Outdoor dining area
6. Stair access with associated timber / plant arbour- highlights connections to Lloyd Park
7. Gravel surface under trees for low key transitions between concrete footpath and planting
8. Highlight pavement finish to park pedestrian link
9. New angled car parking
10. New footpath and planting treatments (bins relocated)
11. New boardwalk path links into park- associated planting areas under Melaleuca trees with feature boulders to provide casual, natural seating
12. Formalised car parks
13. Timber deck under the canopy and shade of the paperbarks
14. Terraced seating walls managing the level change from Main Street to the centre of the park
15. Footpath linking east to west through the park- slightly widened to accommodate gathering in key locationcs
16. Accessible ramp to Pacific Street level
17. New footpath to Pacific Street edge
18. Level, open lawn area
19. Existing trees to be retained- retaining required for footpath to be further investigated
20. Feature timber and plant arbour as a highlight feature in the park- signifying linkage to Main Street
21. New planting
22. Gathering space with relocated War Memorial. Memorial relocation allows the statue to address the park allowing the park to become the gathering space for memorial events
23. Seating wall
24. New linking path made possible by relocating the memorial
25. New tree on a grass mound
26. Improved pedestrian linkages
27. Improved linkages connecting existing paths
28. Likely location for waste bin



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'PACIFIC COURT' / EAST STREET

1. A paved courtyard space providing gathering space and a variety of circulation options
2. Existing palms retained- new planting areas to the base of palms
3. Existing pedestrian crossing retained
4. Existing bollards removed and footpath widened
5. Lawn area
6. New footpath improving circulation and strengthening links between public spaces
7. Long bench seats in the shade of existing palms
8. New character tree providing a natural element in the view corridor of the street crossing
9. New landscaped refuge island
10. Seating wall
11. Existing character Pandanus in roundabout to be retained
12. Improved pedestrian linkages between public spaces
13. Existing Melaleuca tree retained. Paving and seating around trunk to be removed
14. Removal of driveway crossover allows for improved pedestrian linkages
15. Adjusted parking arrangement rationalises access
16. New street trees
17. Existing amenities to be retained



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RANKINE STREET

1. Realigned and rationalised car parking
2. Improved pedestrian links
3. Retaining / seating wall and planting enables crossfall grades on path to be managed- improving accessibility
4. New accessible ramp to Rankine Street level- links to crossing point
5. New landscaped refuge island crossing point
6. Stair access linking to crossing point and kerb side path for car park access
7. New planting areas and street trees
8. Existing Pandanus in roundabout to be retained
9. Footpath connections
10. Footpath extensions for improved outdoor dining opportunities
11. Short term parking for retail convenience and accessibility
12. Kerb extensions provide space for imrpoved streetscape amenity with ground planting and shade trees
13. New kerb ramp installed for improved accessibility
14. Existing car parking on northern side of street to be retained



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RANKINE STREET CAR PARK / MAY STREET

1. New kerb ramp to improve accessibility
2. New trees for improved street amenity and shade
3. New path and kerb ramp improving accessibility to Rankine Street shops
4. Existing parking areas
5. New footpath
6. New street trees improve amenity, shade path and car park, and screen car park
7. Extended kerb allows for a landscaped island- also a potential place for the commercial rubbish bin- reducing the number on Main Street
8. May Street proposed to be one way (south bound direction) to allow room for angled parking against the Rankine Street car park edge
9. New angled parking
10. Existing trees complimented with new planting



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RESERVE ROAD

1. Existing Reserve Road footpath
2. New planted timber arbour features over footpath zone. These features enable the provision of intermittent moments of shelter and natural shade in areas where space for tree planting is not available
3. Landscaped traffic calming islands. As per the traffic report these are traffic calming measures to reduce speeds along Reserve Road. Islands also provide space for tree planting to assist with improving streetscape aesthetics



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IMAGERY- Killick Creek Foreshore Park and Play Area

Small gathering space at the footbridge to assist with managing pedestrian movements

Simple low-key gathering and seating opportunities along the creek foreshore

Casual picnicking areas around existing trees

Informal pathways and surfacing through central zone of seats, shelters and BBQ's

Park expands into current car park areas allowing for improved family gathering spaces and more play



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IMAGERY- Foreshore / Surf Break Park



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IMAGERY- Foreshore / Surf Gathering



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IMAGERY- Lloyd Park

New path along Pacific Street park edge

Memorial repositioned to address the park- providing gathering space for events

Centre of park reorganised as open space

Seating / retaining wall providing generous informal seating opportunities

New angled parking and landscaping to Main Street edge

New deck under the shade of existing trees

Boardwalk to Main and Hill Street



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KILLICK CREEK FORESHORE- details





Visual access from camp sites to creek maintained

Delineation of public foreshore / Holiday Park extents- gravel and planting strip associated with a bollard and rope barrier fence or similar

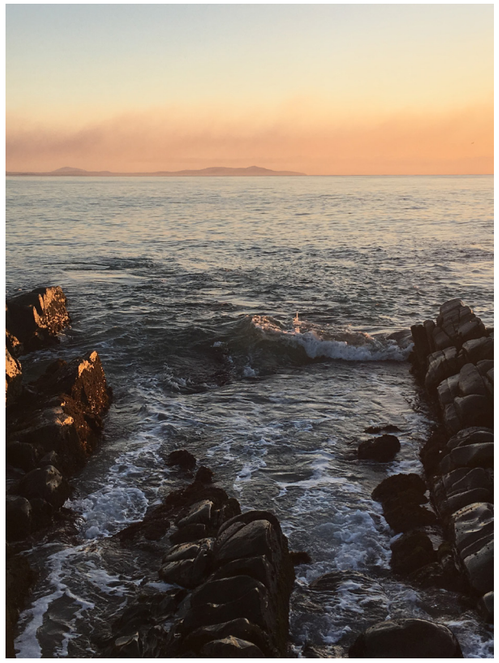
Long timber bench seats to creek edge- fishing and viewing seats- simple gravel areas associated with seat access and base

Footpath width widened to 2 metres and surface to match other foreshore path finishes

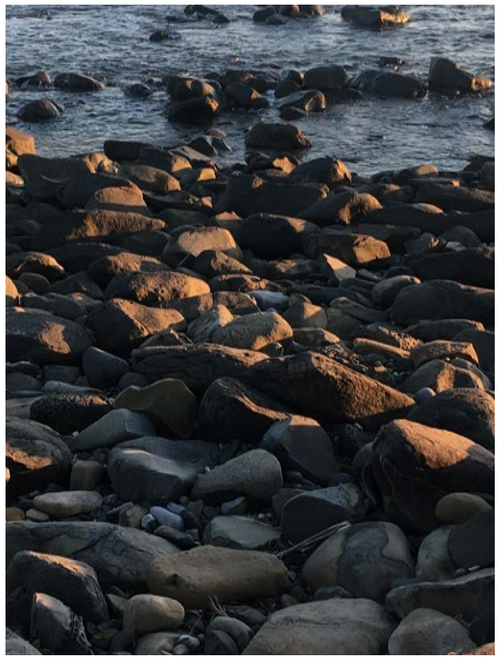
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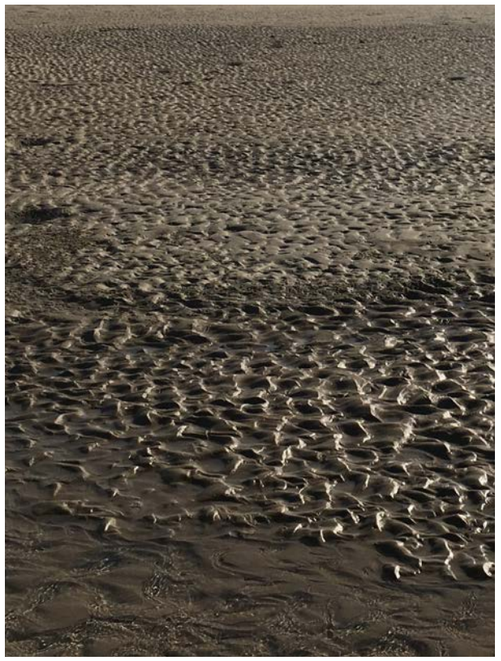
4.4 DESIGN & MATERIALS PALETTE

LOCAL ENVIRONMENTAL MATERIAL REFERENCE



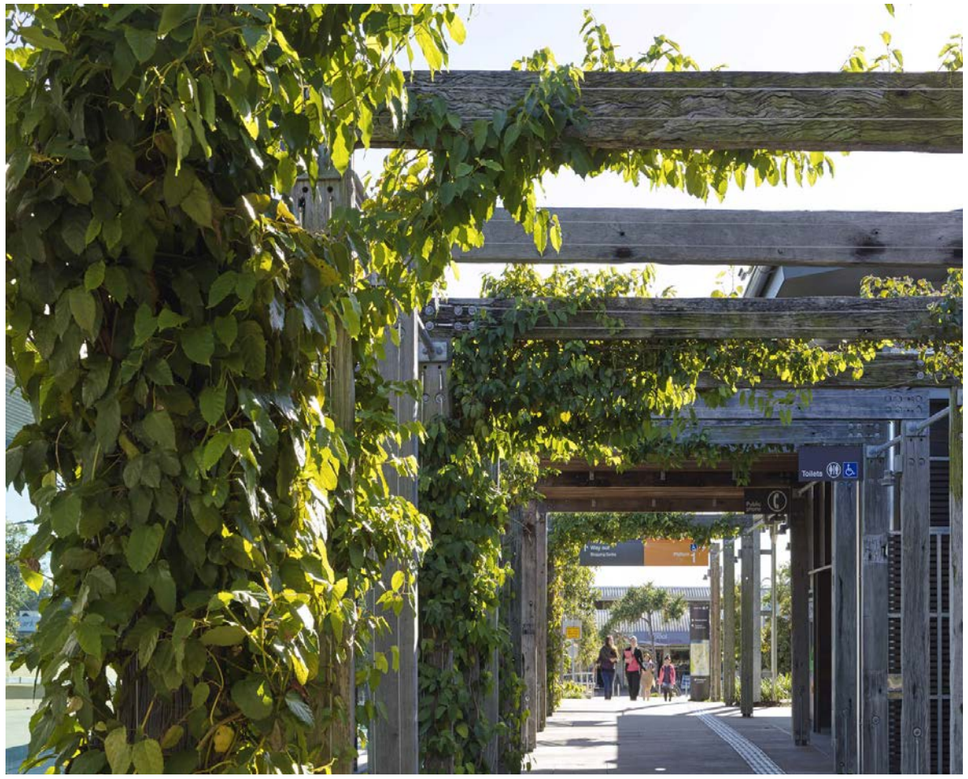







Colours, textures and materials

STRUCTURE & ARBOUR REFERENCE



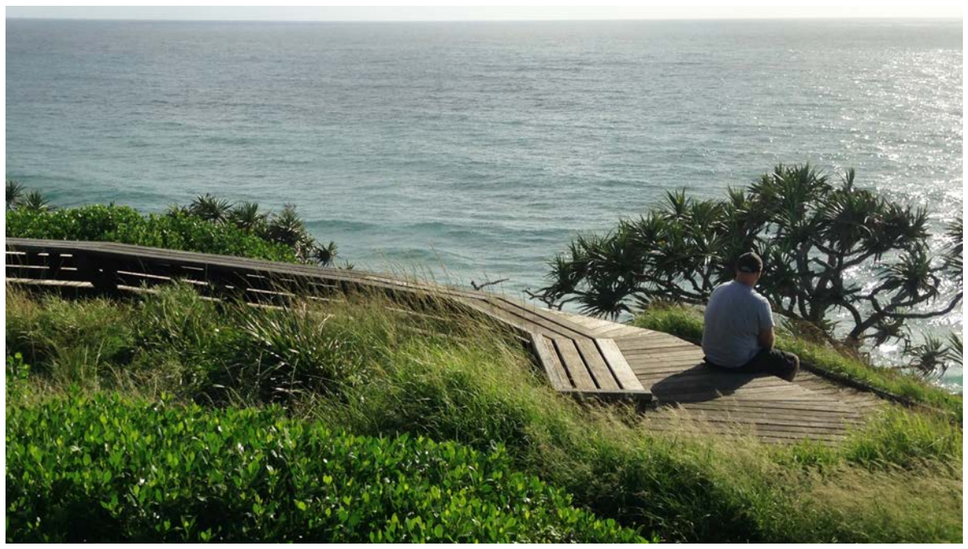
Example of climbing plant arbour constructed using recycled hardwood



Example of outdoor dining terrace and awning constructed with recycled hardwood



Example of climbing plant arbour constructed using recycled hardwood



Example of low profile viewing platform



Example of low profile viewing platform



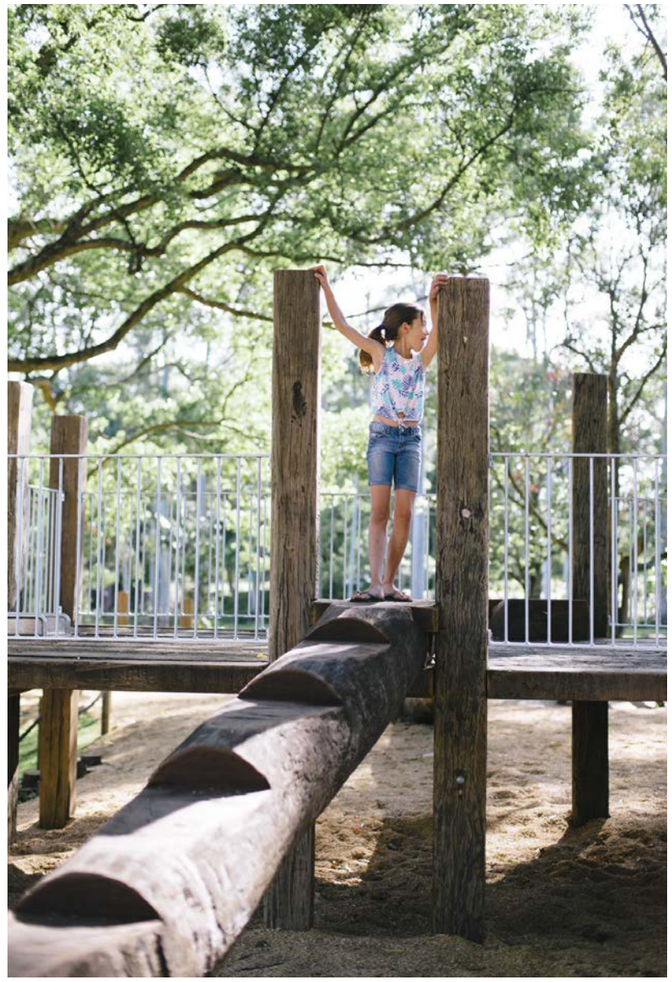
Example of low profile viewing platform

PLAY REFERENCE

As much as possible the play design and experiences offered should compliment the natural environment. Environmental connection can be fostered to increase play value. Natural and hardwearing materials to be used where-ever possible to ensure park features are in keeping with the low key, natural environment and village atmosphere. The images show examples of nature / adventure play outcomes utilising natural, tactile materials.











PLAY, SKATE & STYLE REFERENCE



Example of a coastal skate park



Example of coastal skate park- combining active recreation with passive open space and visual amenity



Example play- character and softfall and planting finishes



Example play- incorporating natural elements and finishes as part of the play experience



Seats set back from the path flow



Subtle variations in finishes to define space and use

MATERIAL & FEATURE REFERENCE



Example of mesh material installed at grade to allow vegetation to blur the edges



Example of mesh material installed at grade to allow vegetation to blur the edges



Neutral tones and hard wearing materials



Example of low key barrier along holiday park / Killick Creek interface- bollards and/or rope fence



Permeable paving example- boat ramp access and associated parking



Permeable paving example- boat ramp access and associated parking



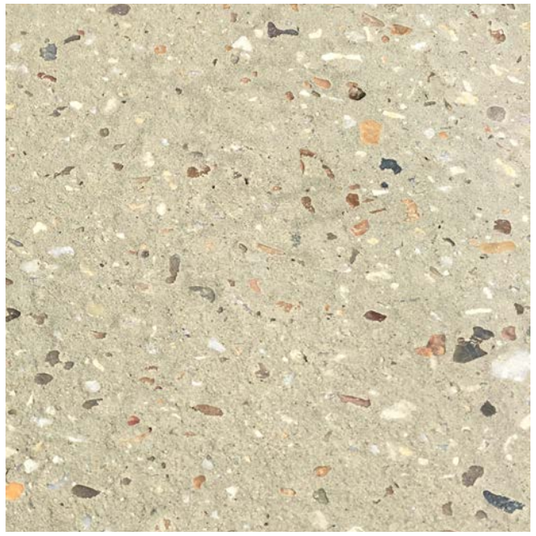
Example play barrier fence and planting and circulation aesthetic



Potential barrier fence options for the play ground

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FURNITURE & SURFACES REFERENCE



Concrete finishes (pathways)- coloured concrete with a very lightly exposed aggregate



Concrete finishes (pathways and shelter slabs)- neutral grey with a light broom finish



Feature stone gravel for selected planting areas



Compressed gravel



Backrest seat-



Bike racks- Street Furniture Australia 'Semi Hoop'



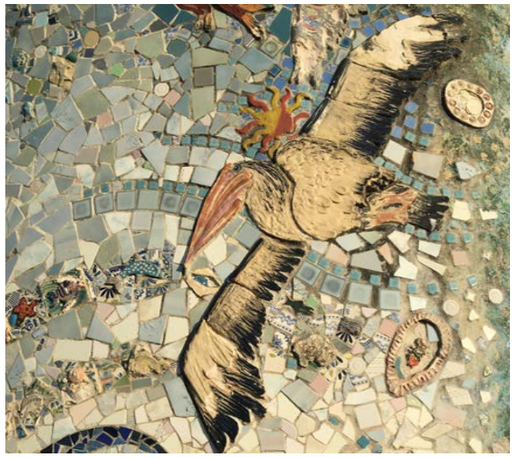
Bins- Gossi Park 'Foreshore' Bin



Picnic Table

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FEATURES & FINISHES REFERENCE







Potential feature elements











Examples of complimentary material relationships between hard finishes and plants

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FEATURE & SHELTER REFERENCE



Timber deck and timber bench seats- complimentary material relationship with stone



Timber bench seat- locally sourced recycled bridge timber



Custom timber elements- utilizing KSC recycled bridge timbers where appropriate



Example shelter (simple and open)



Example shelter (simple and open)

CULTURAL INTERPRETATION & REFERENCE

It was clear from community consultation engagements that indigenous cultural recognition and interpretation is important to the local community.

There are opportunities for elements of interpretation and information to be included in the public domain of the village centre and foreshore areas where appropriate.

These elements should be integrated within the design of public domain areas during future detailed phases- including the associated consultation with local indigenous representatives.





Examples of cultural stories and meaning being incorporated in public domain finishes via the inclusion of Indigenous artworks





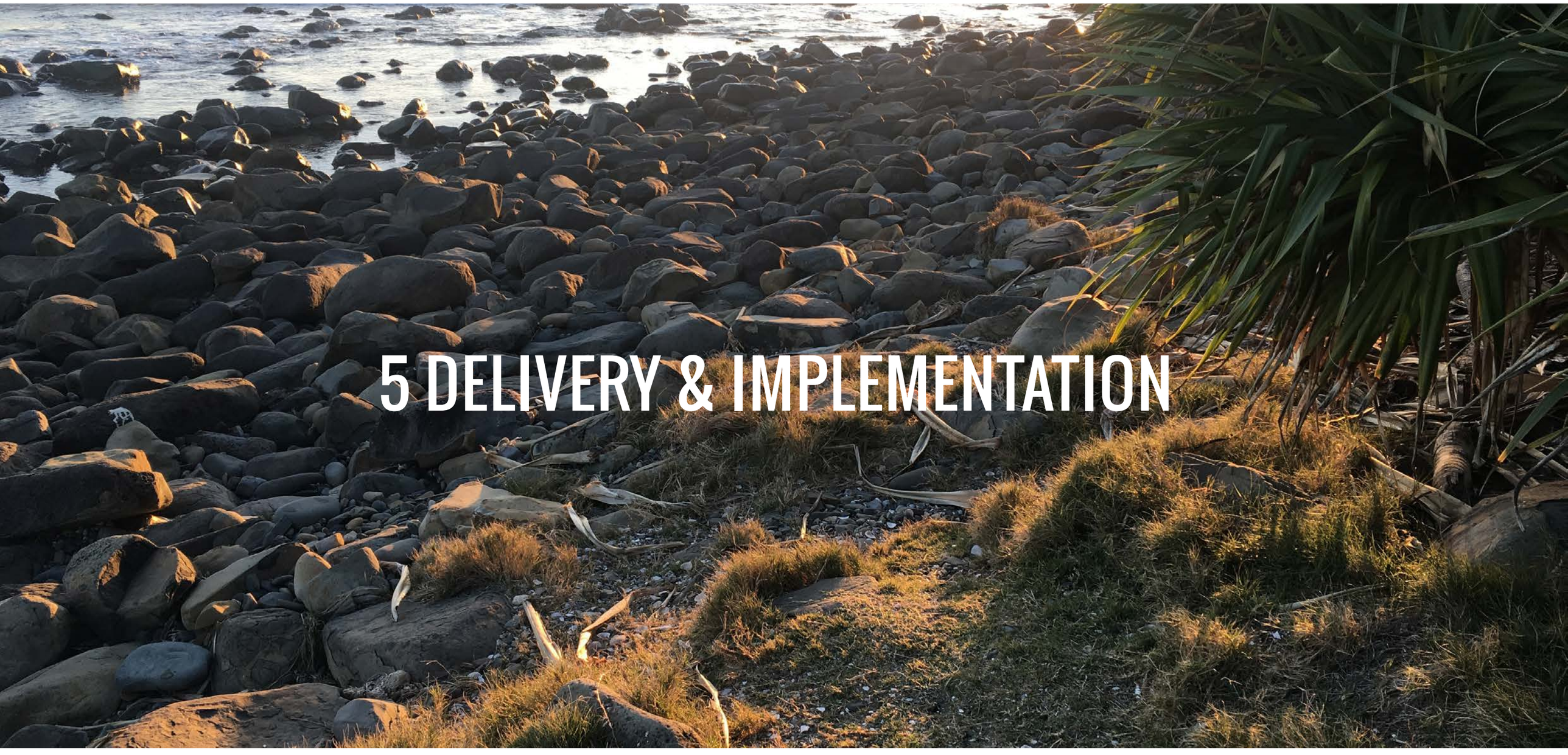






Examples of interpretive signage

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5 DELIVERY & IMPLEMENTATION

5.1 FUNDING AND BUDGETS

Kempsey Shire Council will apply for grant funding to assist with the delivery of on the ground projects.

5.2 EXPERT ADVICE / RISK ANALYSIS

Certain parts within the future programming of works outlined in this proposal will require particular specialist advice. In particular works along the extreme coastal edge will require input from coastal erosion and engineering experts.

A coastal zone risk analysis should also form part of future works to provide additional information on expected changes resulting from environmental factors and changes. Works detailed within these areas will need to be cognicent of Kempsey Shire Council's planning and management approach to these issues.

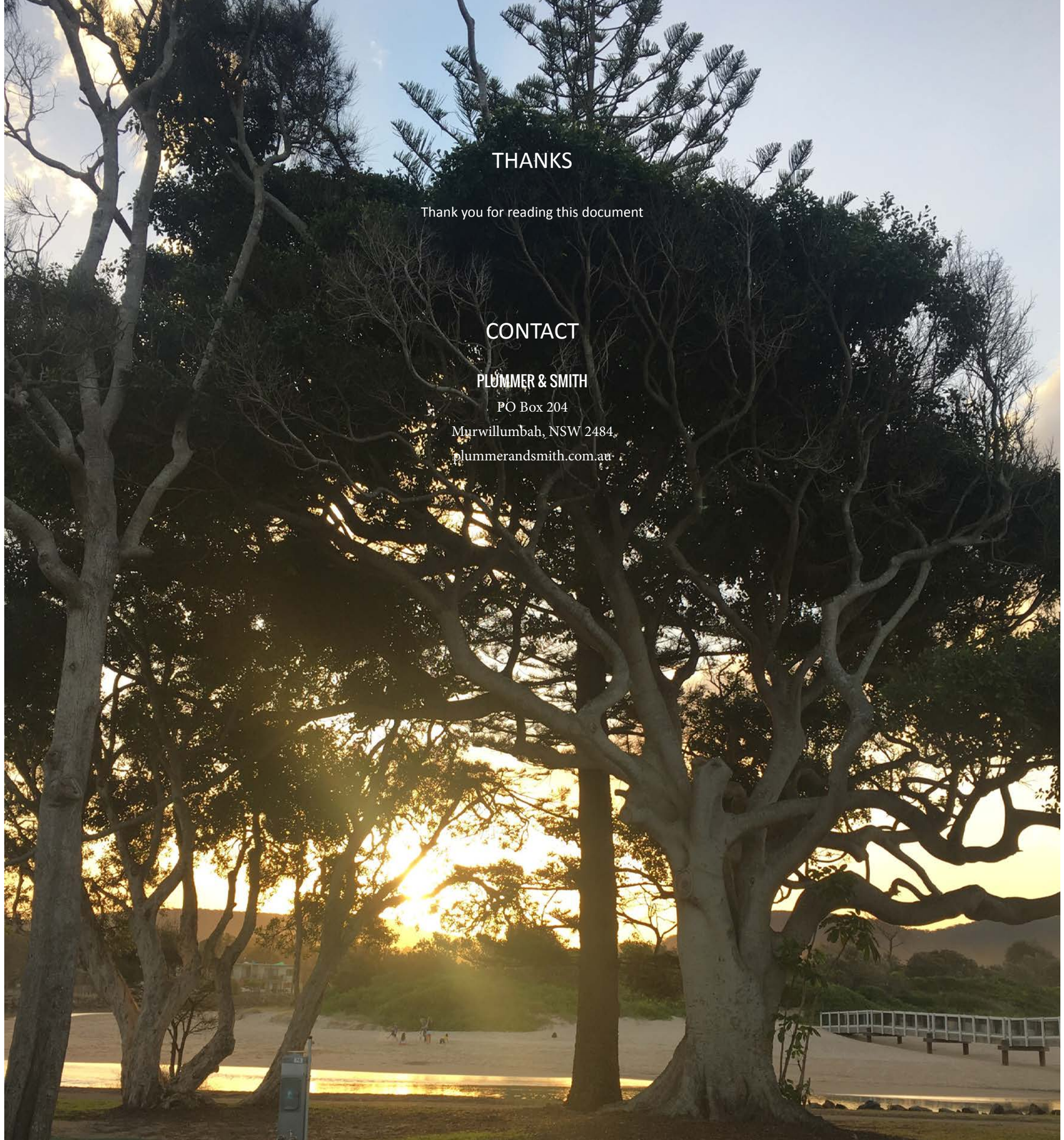
5.3 COMMUNITY INPUT

The Crescent Head community will have the opportunity to influence the priority of works programming. This community feedback will be a guide- assisting, along with a range of other factors, the establsihment of programming.

5.4 INDICATIVE DELIVERY PROGRAMMING

The programming of works wil consider a range of factors including available budgets, timing, and the everyday social and economic functioning of the village. Some components of the proposals can be acheived as discrete elements without impacting adjacent areas or the overall functioning of the place. Similarly, there are certain areas where envrionmental degradation or the quality of public domain mean that mitigating measures are a matter of urgency. In some cases these areas are also the most acheivable in time and cost scale.

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THANKS

Thank you for reading this document

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