

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

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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.

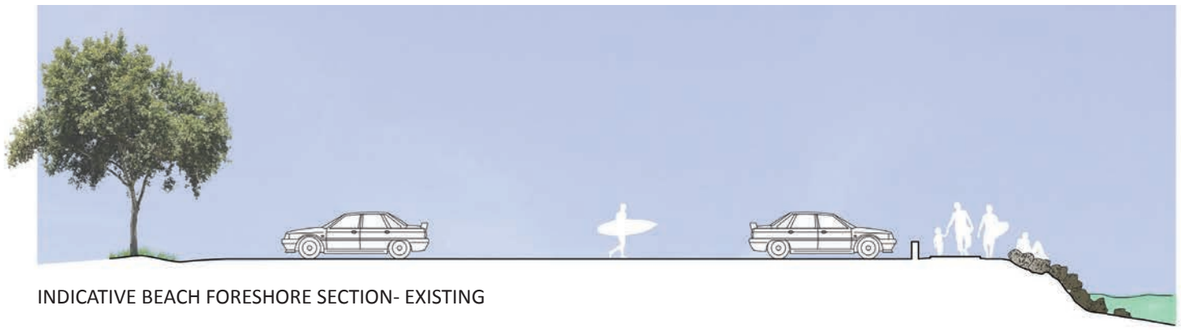
PRIORITISING AND CELEBRATING THE NATURAL ENVIRONMENT



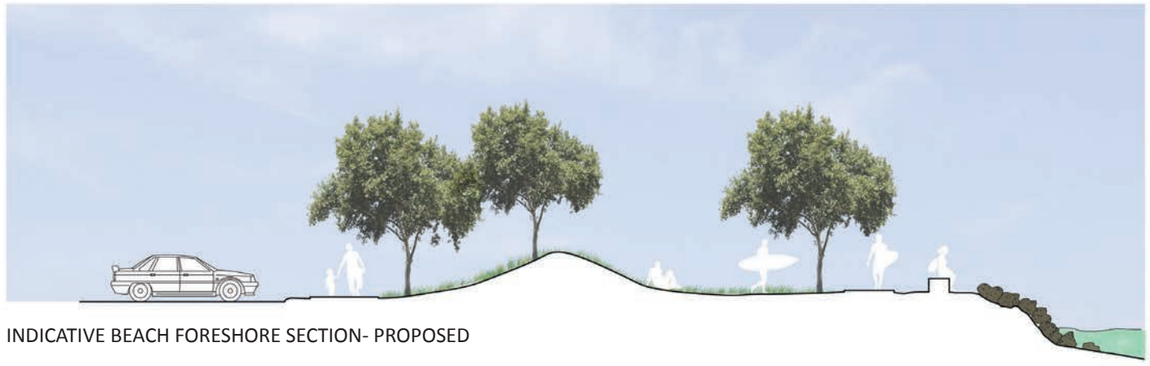
PRIORITISING SAFETY AND PUBLIC SPACE AMENITY



BEACH FORESHORE



INDICATIVE BEACH FORESHORE SECTION- EXISTING



INDICATIVE BEACH FORESHORE SECTION- PROPOSED

CREEK FORESHORE



INDICATIVE CREEK FORESHORE SECTION- EXISTING



INDICATIVE CREEK FORESHORE SECTION- PROPOSED

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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.





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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

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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

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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.

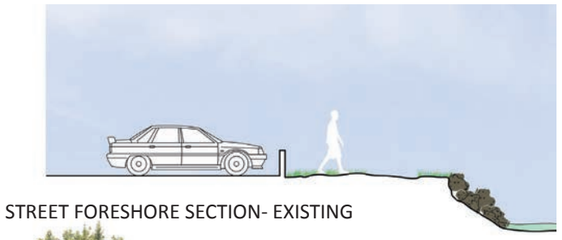
Proposal strategies also include the provision for an access / exit way to the Holiday Park. The merits of this as an egress point are to be investigated by the Holiday Park as a potential way of reducing traffic movements on Reserve Road in peak periods- thereby reducing traffic congestion in the village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

4.1.6 MUDDY ARM

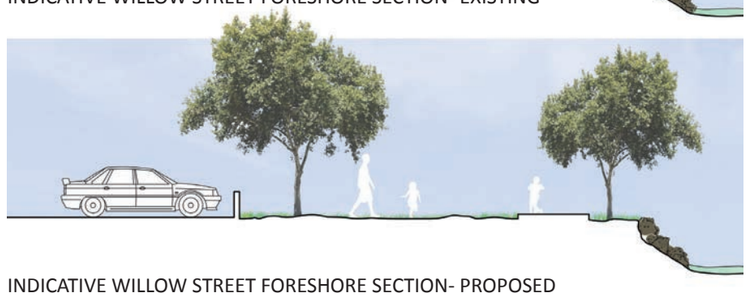
The design strategy for Muddy Arm is to essentially utilise this space as a continuation of a passive recreation circulation route around the village- particularly environmental fringe areas from Big Nobby to Little Nobby, the foreshore, and the Killick Creek frontage.

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

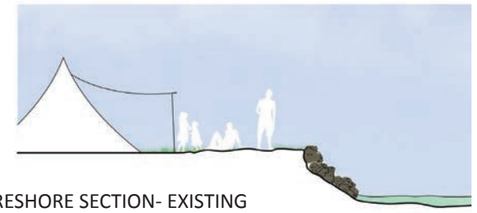


INDICATIVE WILLOW STREET FORESHORE SECTION- EXISTING

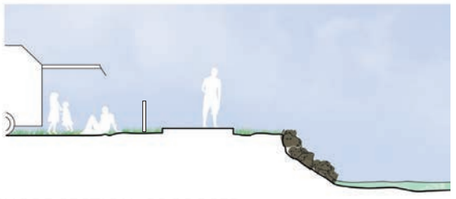


INDICATIVE WILLOW STREET FORESHORE SECTION- PROPOSED

KILLICK CREEK FRONTAGE



INDICATIVE KILLICK CREEK FORESHORE SECTION- EXISTING



INDICATIVE KILLICK CREEK FORESHORE SECTION- PROPOSED

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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.

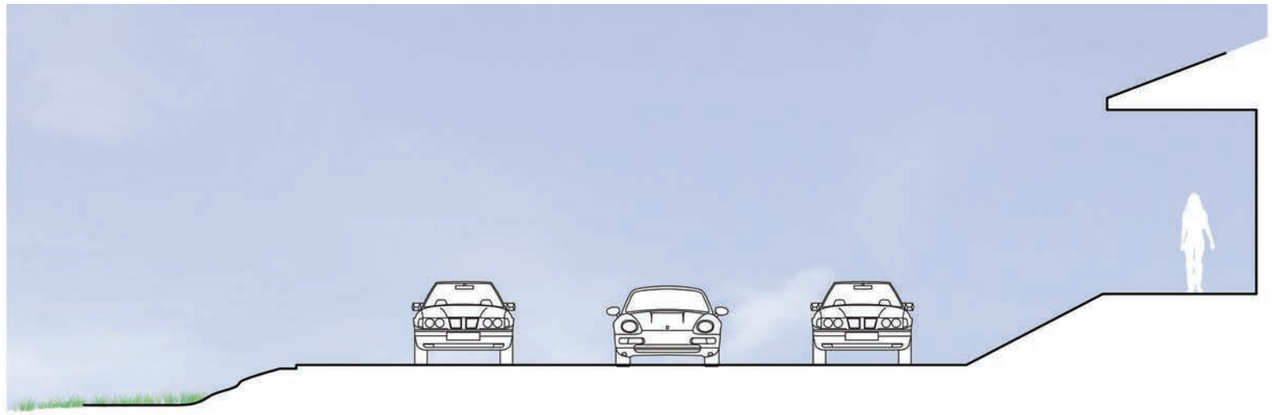
To improve streetscape amenity and accessibility the public domain along the southern side of Main Street needs to be widened. This will enable the provision of accessible ramps from street levels, improvements to outdoor dining, and the introduction of landscape elements for natural shade and amenity. 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.

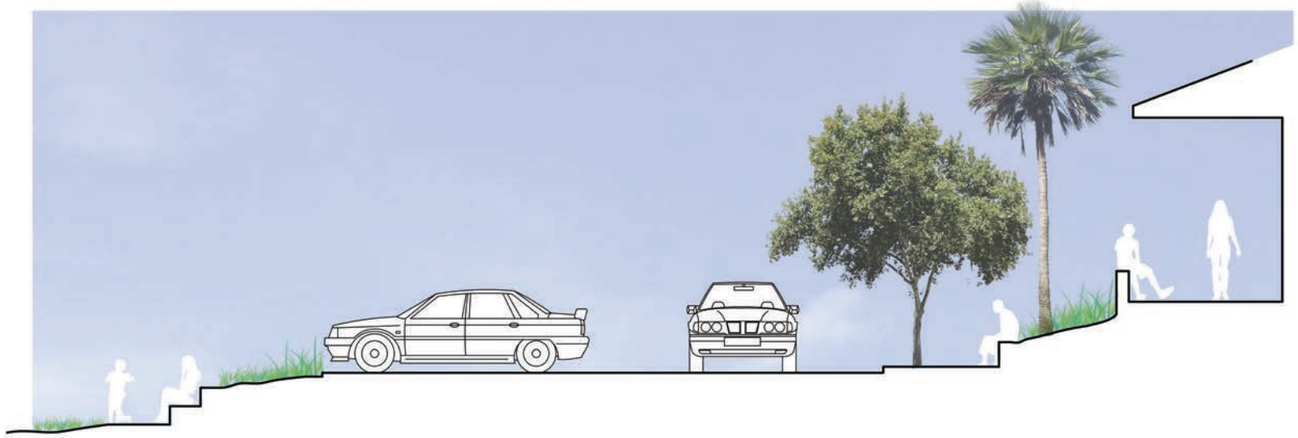
4.1.9 'PACIFIC COURT'

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.

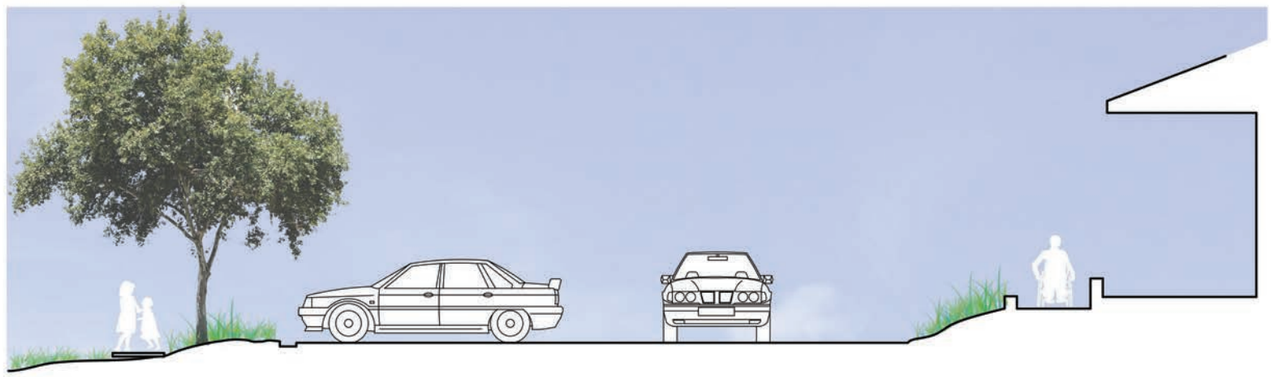
MAIN STREET



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

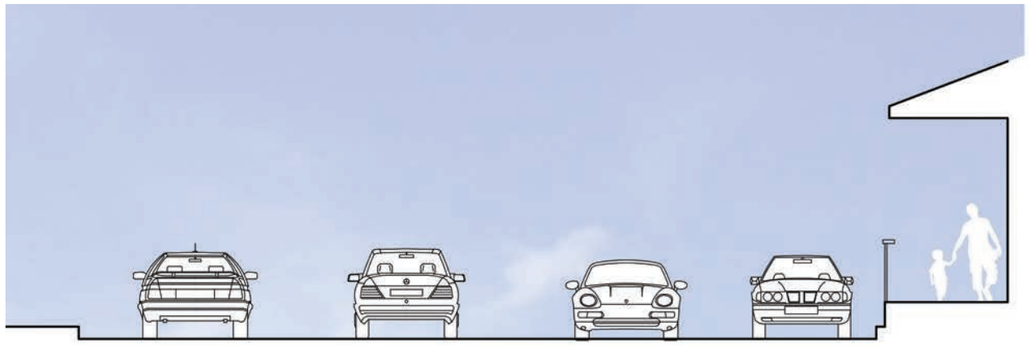
POTENTAIL LOCATION FOR WASTE BINS



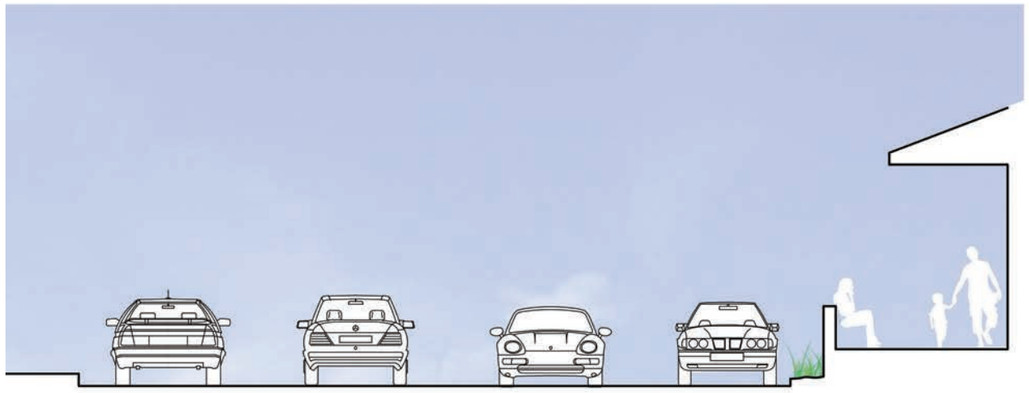
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4.1 DESIGN STRATEGIES

RANKINE STREET



INDICATIVE MAIN STREET SECTION- EXISTING

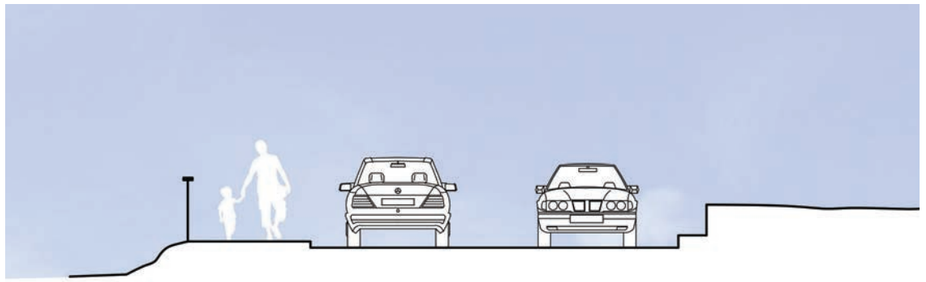


INDICATIVE MAIN STREET SECTION- PROPOSED- MIDDLE OF STREET (RETAINING CAR PARKING TO BOTH SIDES OF THE STREET- MINOR KERB EXTENSIONS TO IMPROVE FOOTPATH AND OUTDOOR DINING)

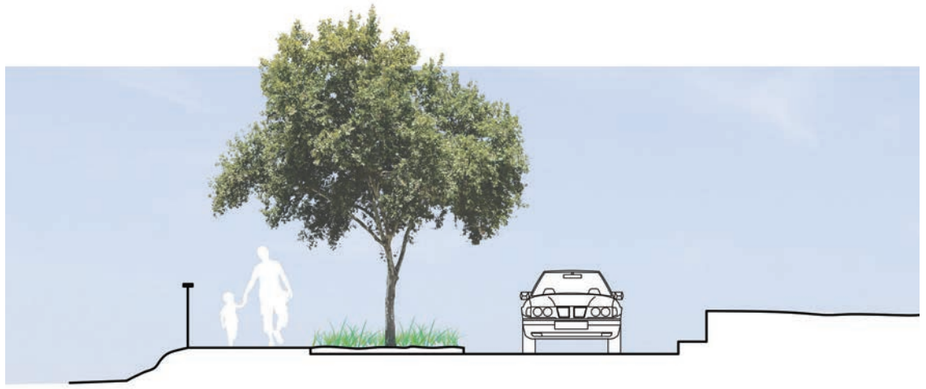


INDICATIVE MAIN STREET SECTION- PROPOSED- EAST END OF STREET (NO PARKING TO SOUTH SIDE OF STREET, KERB EXTENDED TO ALLOW FOR IMPROVED STREET AMENITY AND LANDSCAPE, IMPROVED OUTDOOR DINING)

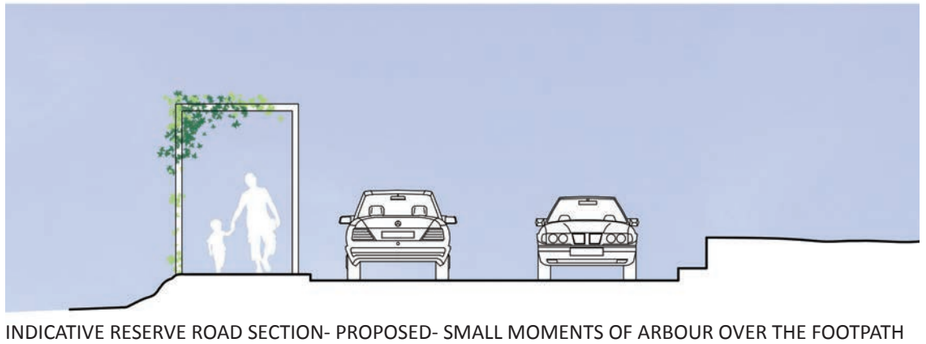
RESERVE ROAD



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

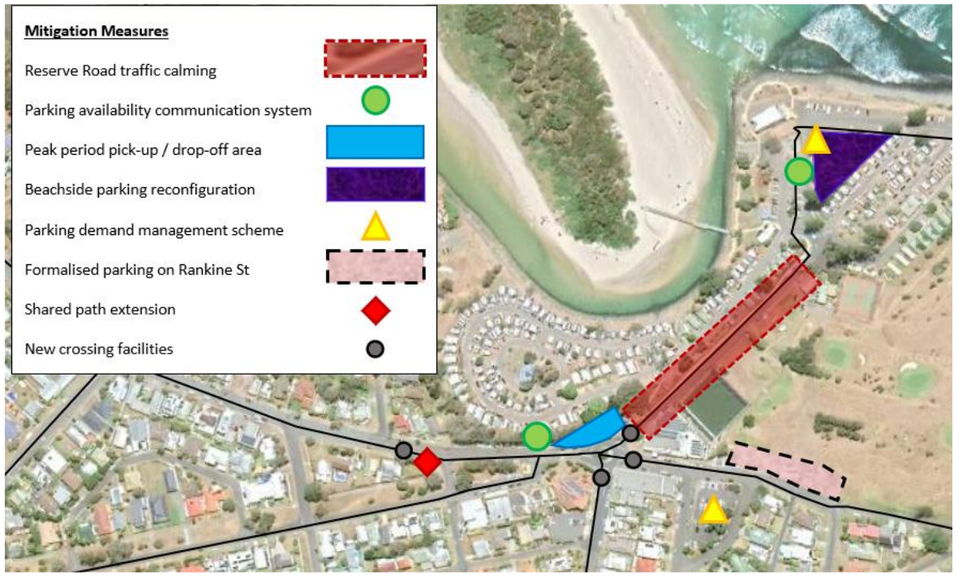
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4.1 DESIGN STRATEGIES

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

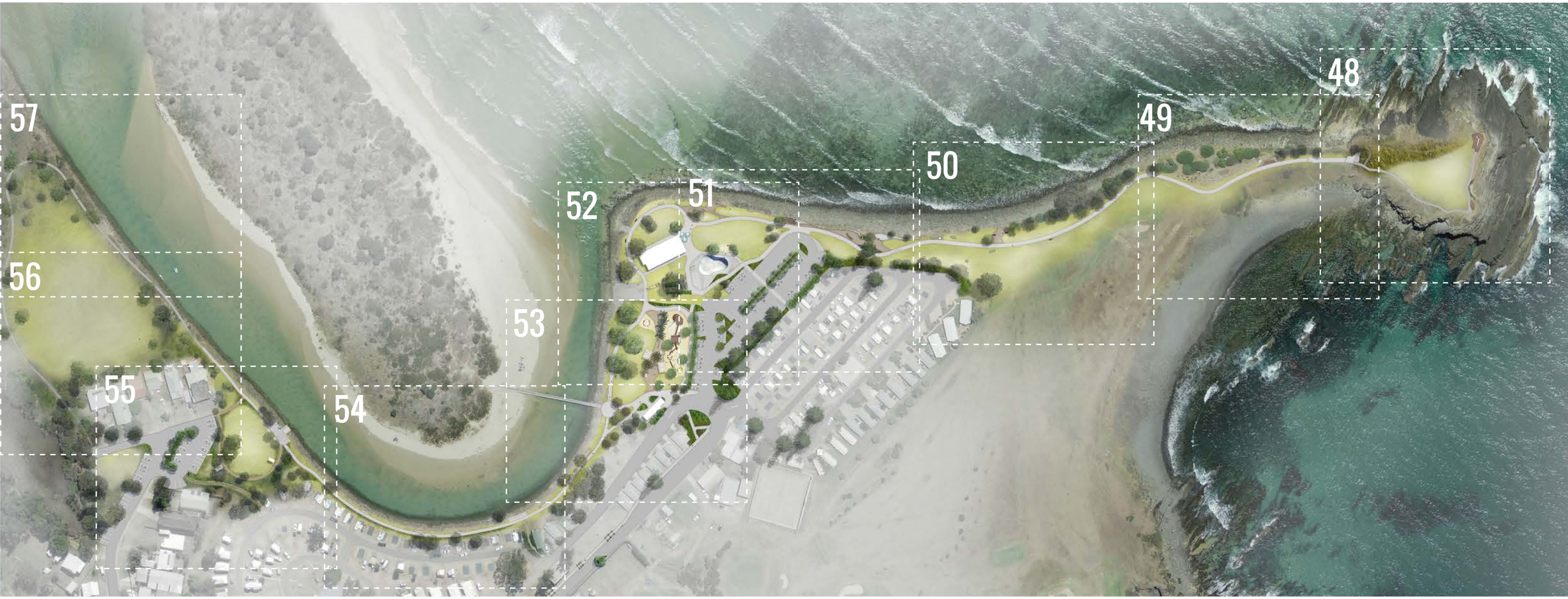


AREA NOTES- refer following pages for additional detail:

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

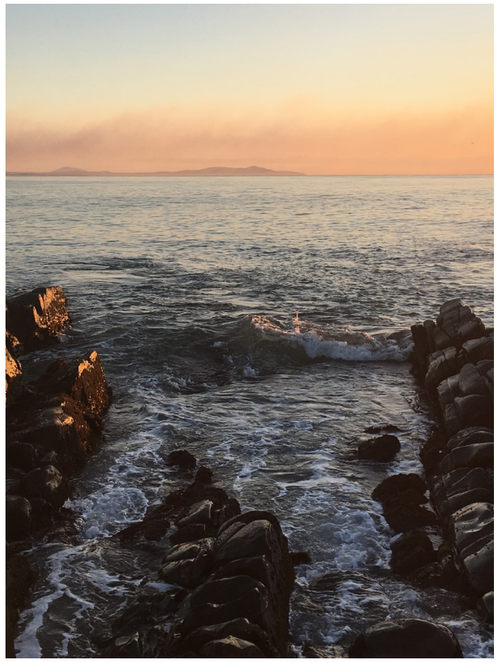
Long timber bench seats to creek edge- fishing and viewing seats- simple gravel areas associated with seat access and base

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

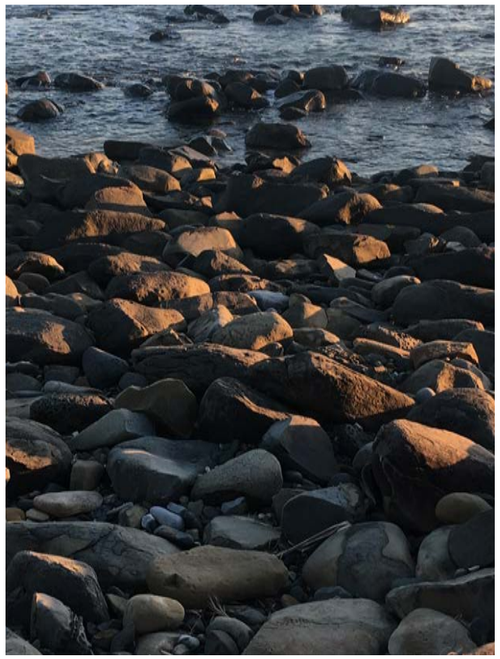
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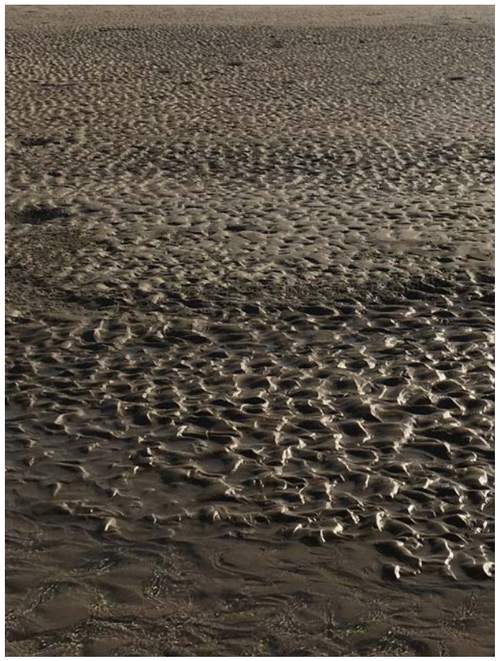
4.4 DESIGN & MATERIALS PALETTE

LOCAL ENVIRONMENTAL MATERIAL REFERENCE



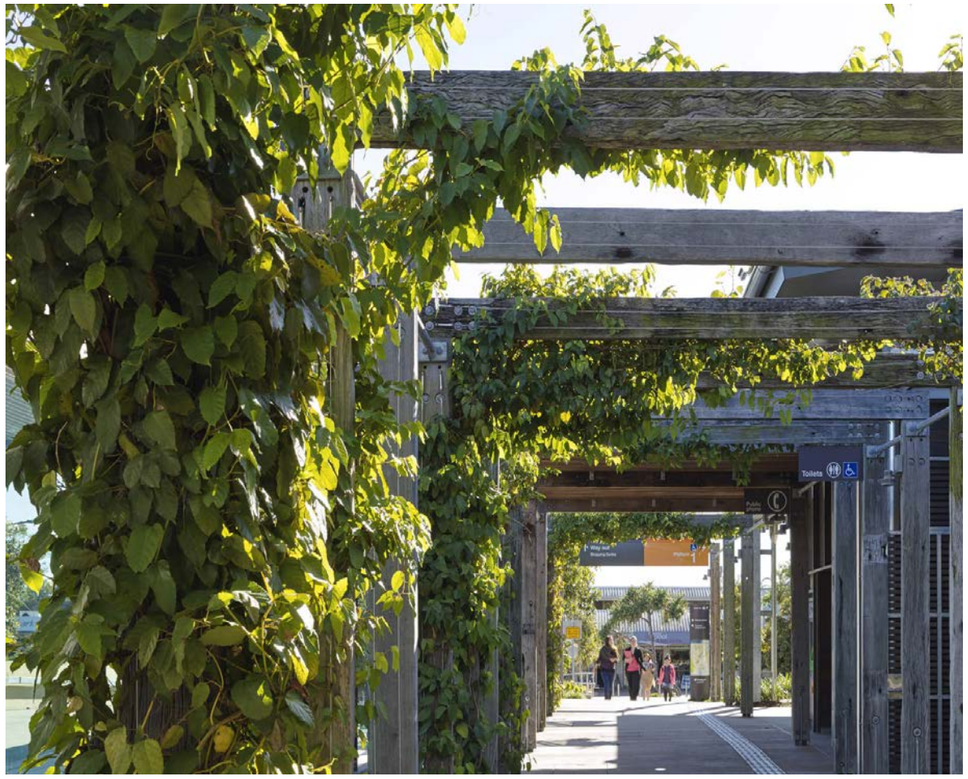







Colours, textures and materials

STRUCTURE & ARBOUR REFERENCE



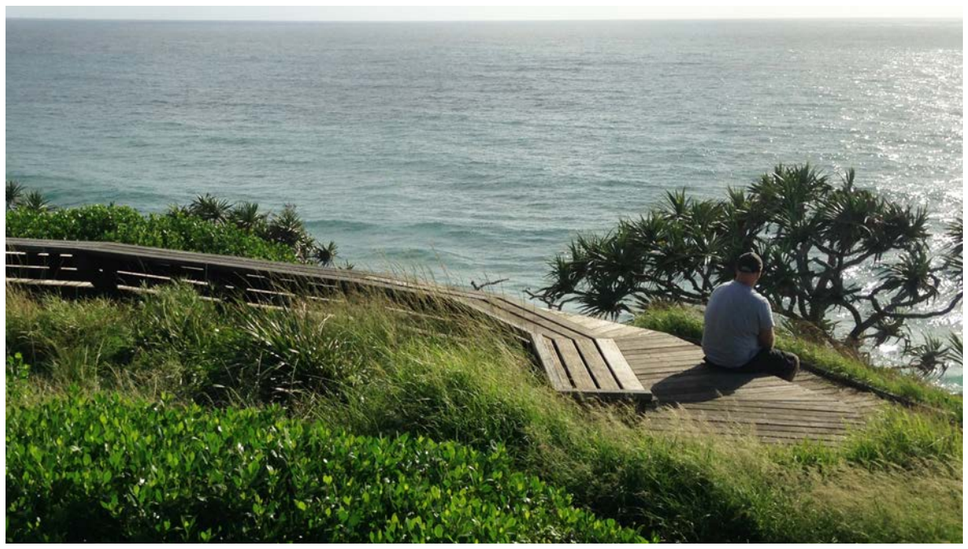
Example of climbing plant arbour constructed using recycled hardwood



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



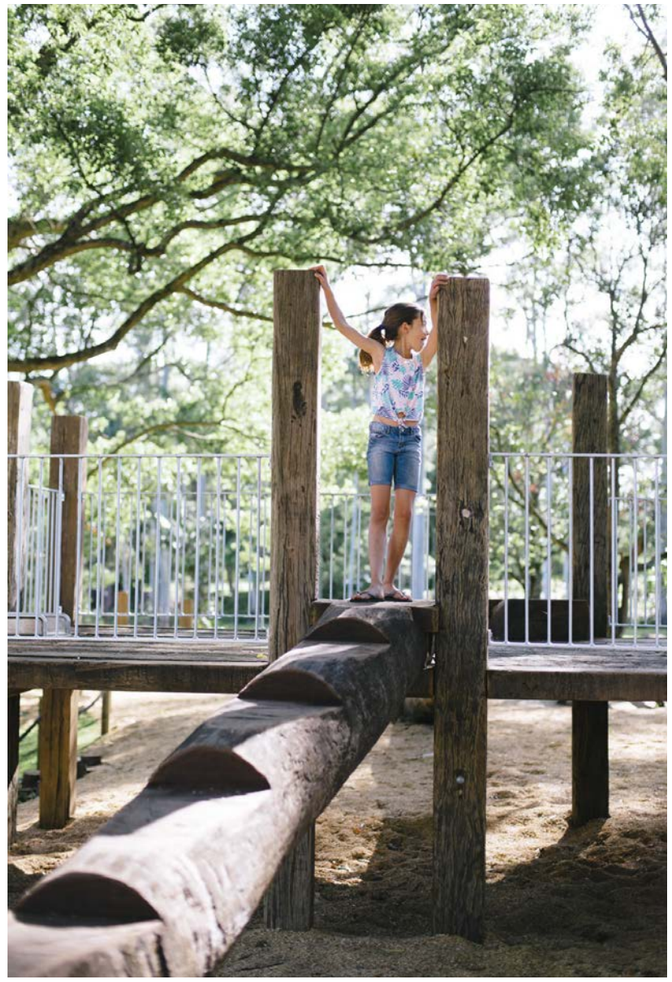
Example of low profile viewing platform

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



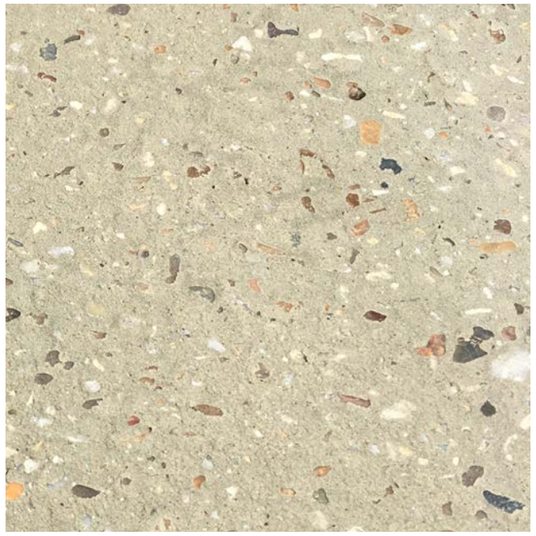
Example play barrier fence and planting and circulation aesthetic



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'



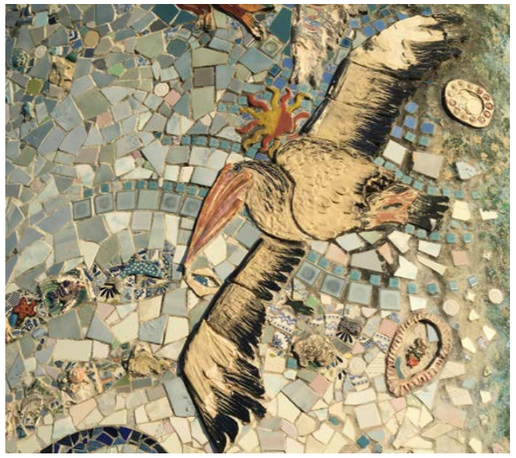
Bins- Gossi Park 'Foreshore' Bin



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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