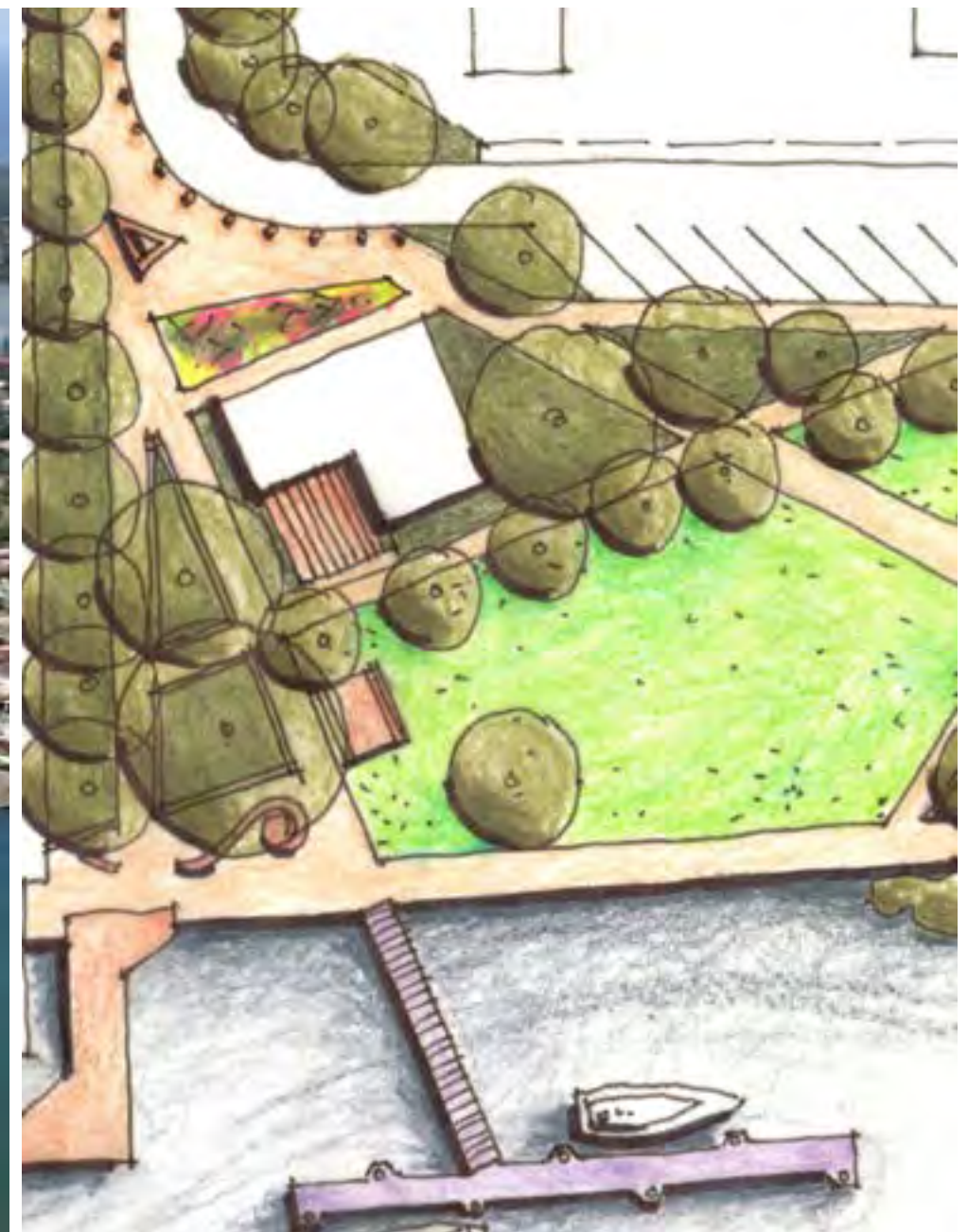


Captain Cook Memorial Park, Ballina

LANDSCAPE MASTER PLAN



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1. INTRODUCTION

This report illustrates and describes the master plan that has been developed for Captain Cook Memorial Park. The plan is based on considerable background research, site analysis and community consultation which is documented in Captain Cook Memorial Park Landscape Master Plan Report No.1. Accordingly, this master plan should be read in conjunction with the earlier report to fully understand the basis on which master planning decisions have been made.



2. STREET IMPROVEMENT CONSIDERATIONS

2

EXISTING TWO-WAY TRAFFIC MOVEMENT

Advantages

- 1 Retains existing familiar traffic system;
- 2 Moon Street is maintained as the central access point into Captain Cook and Fawcett parks; and
- 3 Relatively cost effective to upgrade.

Disadvantages

1. Inefficient wide road required to accommodate two passing lanes and a parking lane which will take up an unnecessarily large area of the adjoining parkland;
2. Expansive turning head required for large vehicles such as garbage trucks which may need to be located near front of CWA Hall
3. Lack of through vehicle access minimises passive surveillance and maintains sense of remoteness at dead end; and
4. Potential traffic conflict during periods of high demand and when car park is full.



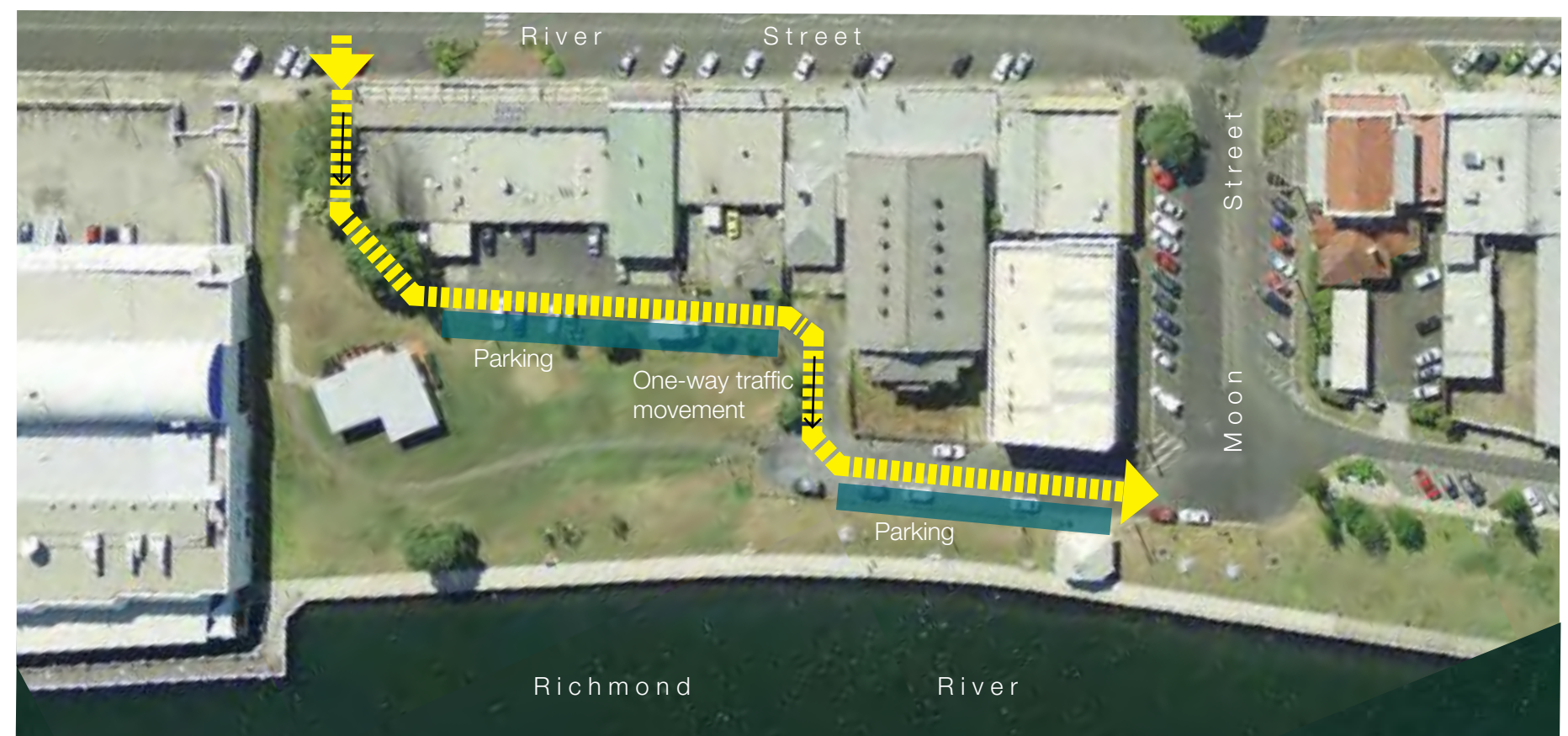
NEW ONE-WAY EASTBOUND FROM RIVER STREET

Advantages

- 1 Narrow single lane is space efficient and enables more space for parkland without compromising car parking availability;
- 2 One-way movement creates easier access arrangement and minimises potential conflicts during peak activity periods;
- 3 Replicates traffic and parking arrangements in Fawcett Street east of Moon Street;
- 4 No turning head required;
- 5 Through access from River Street removes dead end and greatly enhances connectivity and passive surveillance;
- 6 Vehicle access off River Street will increase park recognition from main thoroughfare especially to passing visitors; and
- 7 Loss of parkland area at River Street entry is offset by gains created by narrower street corridor and lack of turning head.

Disadvantages

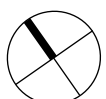
1. Occupies parkland space near River Street entry;
2. Crosses River Street footpath and creates potential new pedestrian conflict point; and
3. Potential greater cost of implementation.

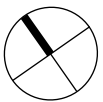
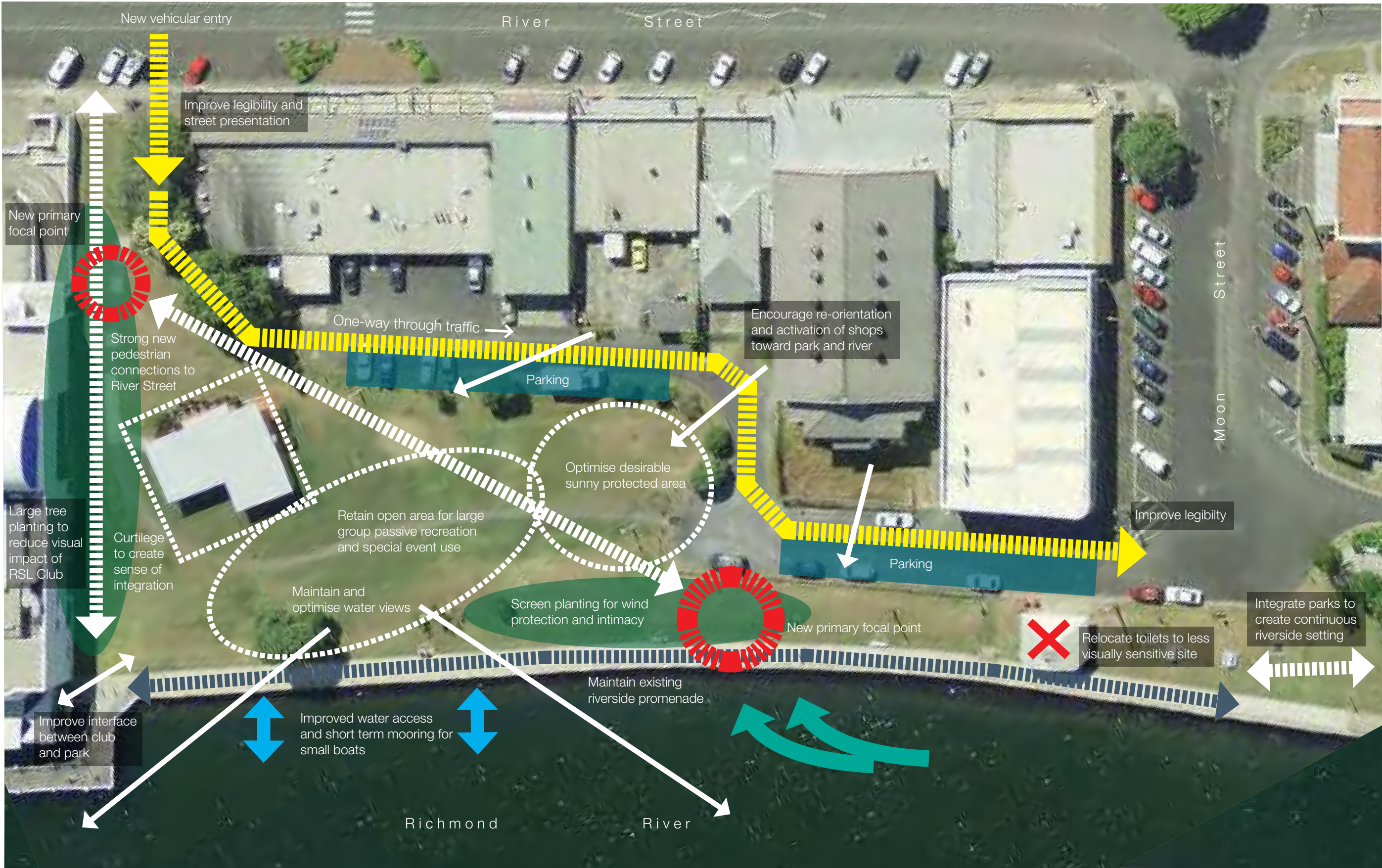


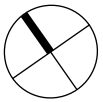
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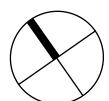
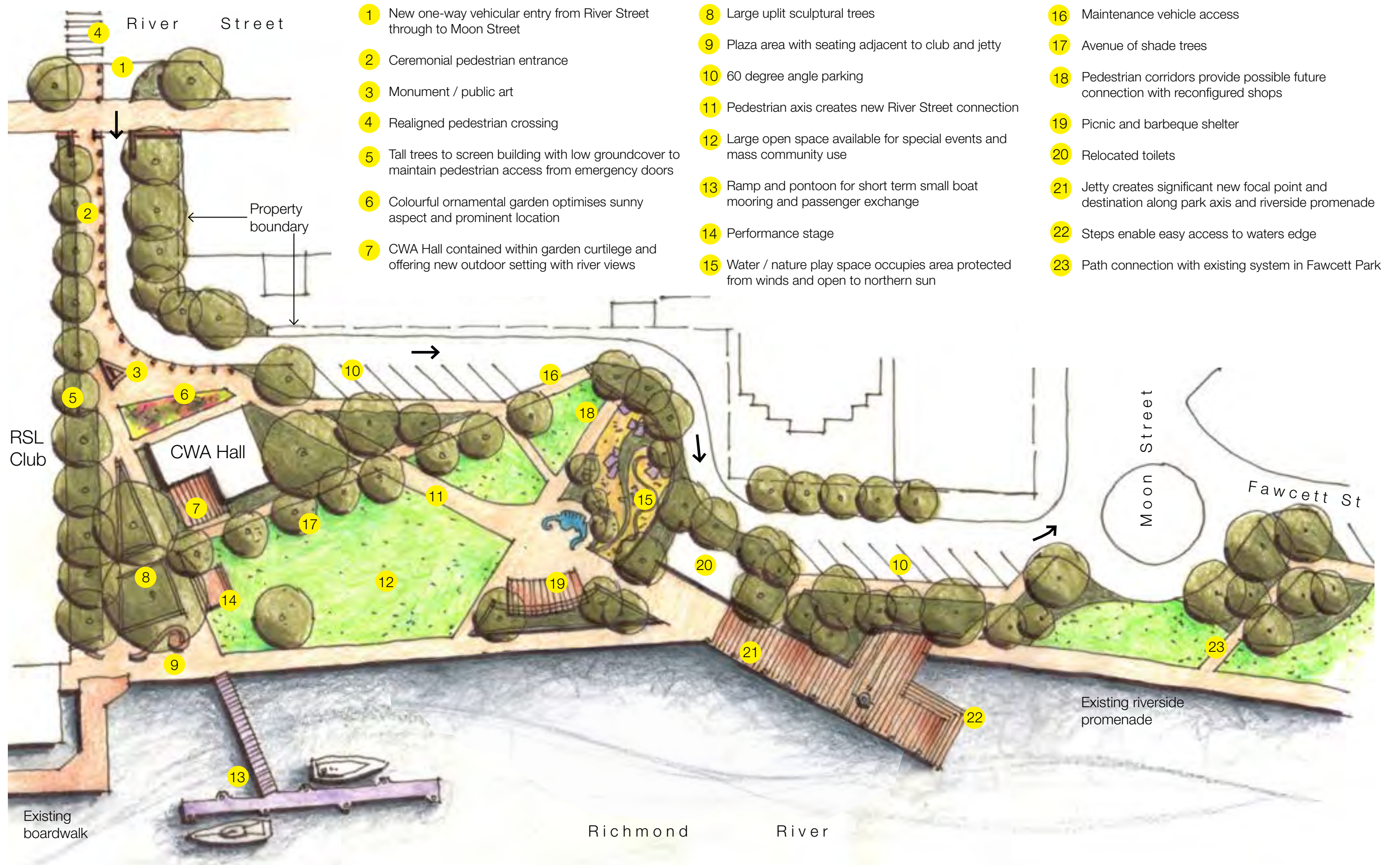






5. LANDSCAPE MASTER PLAN

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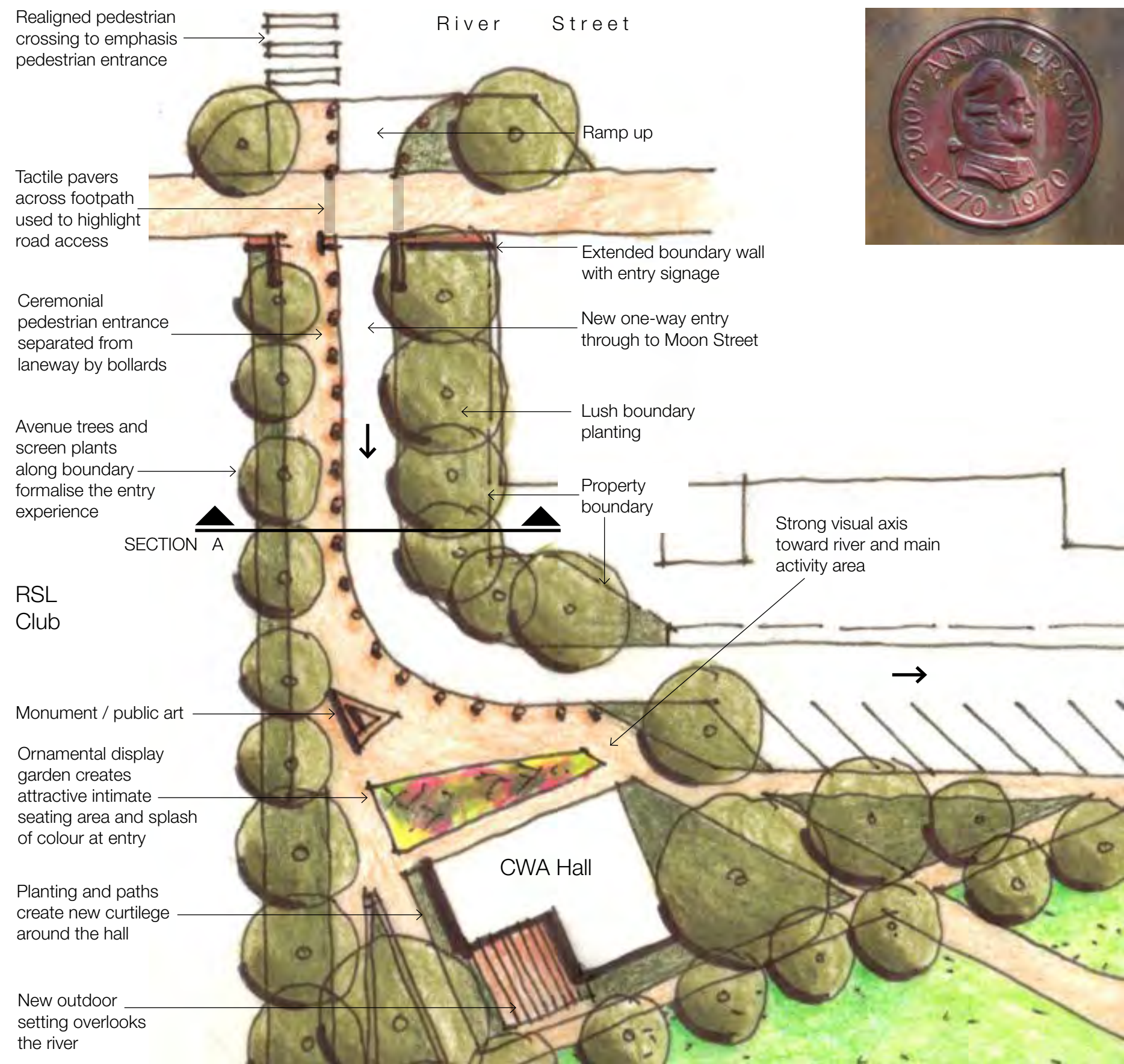


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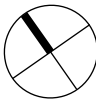
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A new park gateway and entry area will be created on River Street to significantly enhance the visual significance of the park to passing pedestrians and drivers.

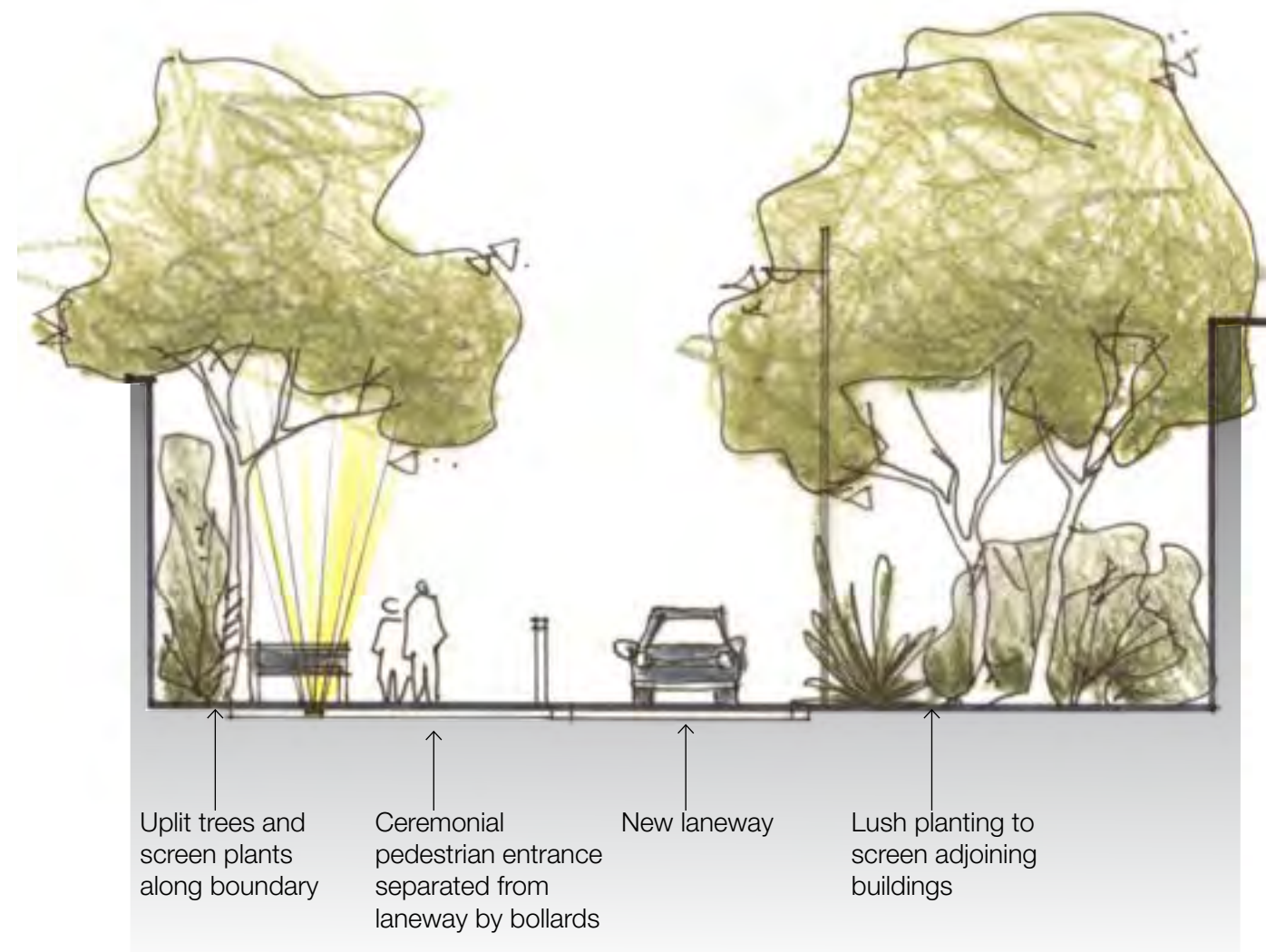
Key to increasing the park's prominence will be a new vehicle entrance off River Street. The new route will provide continuous one-way access linking with the existing laneway at the rear of the shops and onto Moon Street further east. This will greatly improve the sense of connectivity within the park and its level of passive surveillance which is currently curtailed by the dead end of the existing laneway.





A new pedestrian entry will also be established adjacent to the vehicle route. This will be emphasised by the realignment of the River Street pedestrian crossing to be moved from its existing location further east. The entry will be celebrated with a gateway structure incorporating materials and plaques salvaged from the existing entry wall.

From here, pedestrians will pass through a plaza area flanked by seating nodes and an avenue of shade trees that will form a ceremonial axis toward a new monument. The monument will be a central visual feature and key point of orientation within the park.



SECTION A



Trees within the entry area will be complemented by tall boundary plants to conceal surrounding buildings and to create an intimate, green setting. Perennial plants such as canna lillies will also be used in a display garden fronting the CWA Hall to enhance the formality of the space surrounding the monument and to create further seating opportunities.

Lighting will be used as an important device to bring life to the park entrance at night. Uplighting will highlight tree canopies and edge planting while spot lights will illuminate the new monument.

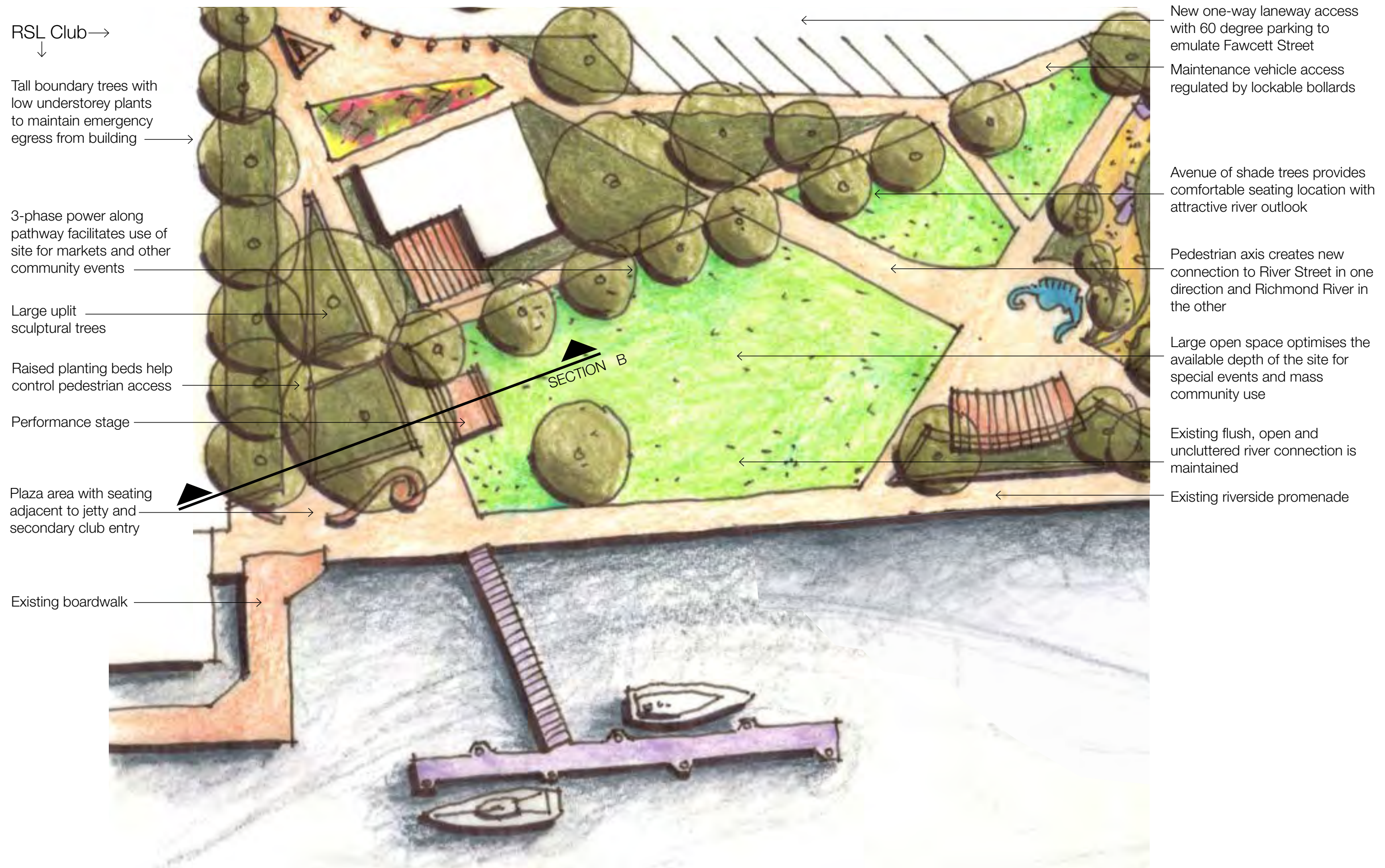


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OPEN SPACE

An open expanse of grassland will form the centrepiece of the park. The grassland will extend across the full width of the reserve to optimise the available depth of space for larger group activities, passive recreation and community events. This broad open area will contrast with the smaller scaled spaces found elsewhere in the park.

The space will be oriented in a south-westerly direction to optimise an attractive vista across a long river reach toward a distant range of hills. The view will be framed by tall, dense canopied trees which will disguise the visual dominance of the RSL Club and CWA Hall.

Numerous seats will be located around the periphery of the parkland catering to high visitor demand and providing options to overlook the park and to seek protection from excessive sun and wind.

Service hubs providing 3-phase power will be incorporated at the base of light poles along the northern edge of the parkland to facilitate it's use for community markets or other special events.

PEDESTRIAN ACCESS

The park will comprise a new network of paths to enhance circulation and to establish legible connections between key facilities and destinations.

The main path will be a 3-metre wide corridor that will pass diagonally across the park to create a strong visual axis and pedestrian connection between the riverside promenade and the main River Street entry. The monument and a new pedestrian jetty with wind sculpture will form two prominent visual cues at either end of the axis further enhancing orientation and legibility.

Another key path will follow and emphasise the view corridor extending from River Street to the river foreshore. Low, strap leaf plants in the garden bed between the path and the RSL Club will ensure access is maintained from the emergency doorways along the eastern wall of the building.

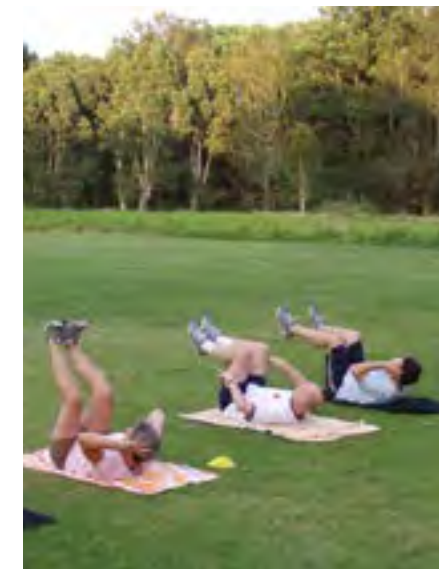
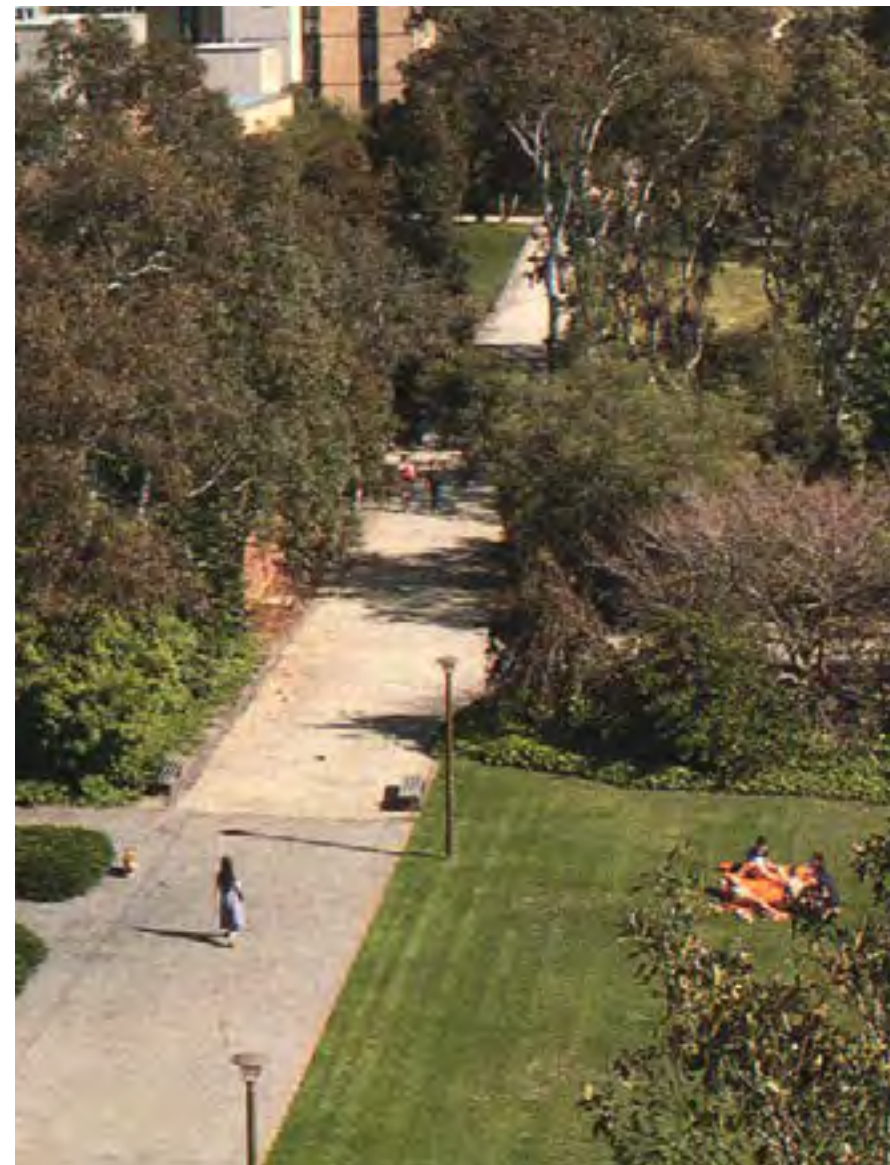
A separate path will fork away from this route to form a secondary axis and pedestrian gesture extending out toward the river, further enhancing the sense of integration between park and river.

A series of other smaller paths across the park will further enhance connections between destinations and provide additional opportunity for seating around the central open space.

PUBLIC WHARF

A new public wharf is proposed at the termination of the secondary pedestrian axis through the park. The jetty will provide short term mooring for small water craft and enable easy exchange of passengers. This will greatly enhance the park as a destination for the boating community and increase the visual interest of the park generally. It will also enable greater access to the river edge for recreational fishing, and provide a convenient facility for special fishing events organised by the nearby RSL Club.

The riverside path between the jetty and the RSL Club will be widened and include seating to complement these activities and create a more formal forecourt and interface between the club and the park.



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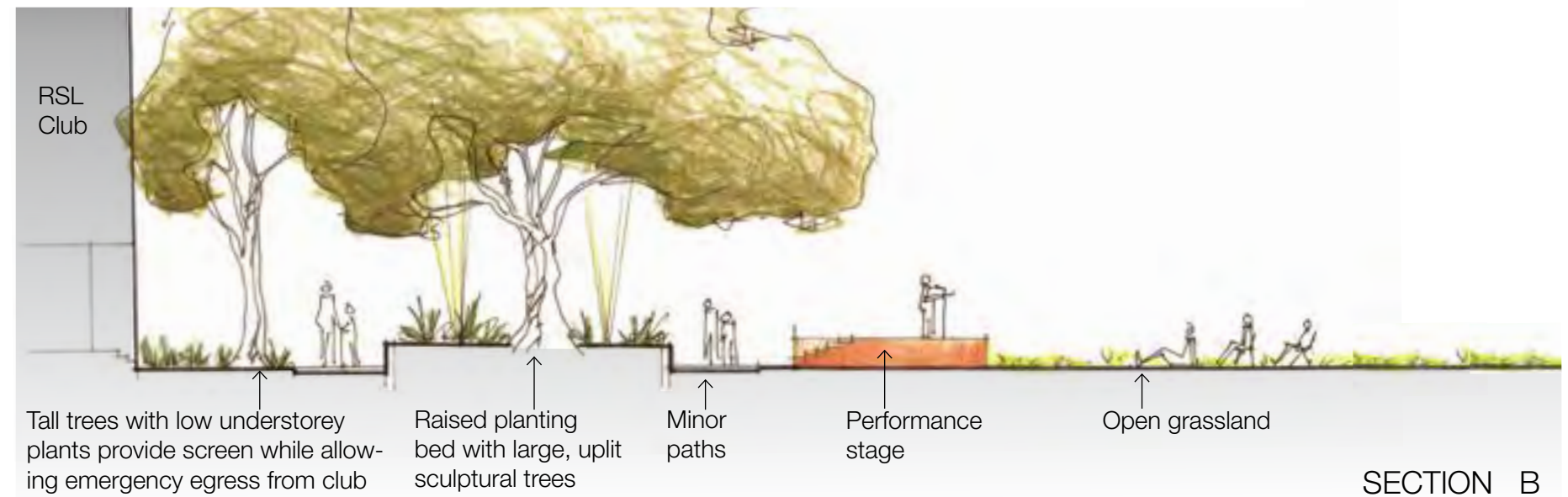
CWA HALL

The masterplan proposes to help integrate the existing CWA Hall into the park by aligning paths and providing infill planting to create a well defined building curtilage. It is also recommended that the building be modified to better utilise the existing river views and access to the park. This could be achieved with new doors along the southern wall of the building that open out onto a new protected outdoor courtyard. This would greatly increase the appeal of the hall for functions and allow larger activities to spill out onto the adjoining open space. Large trees within mass planting beds will create privacy from the nearby RSL Club.

The protected northerly entrance area of the hall will also feature a small display garden with seating to optimise this desirable setting for quiet contemplation. The garden will complement the design theme of the nearby monument and provide a splash of colour at the River Street entry of the park.

LANEWAY DESIGN

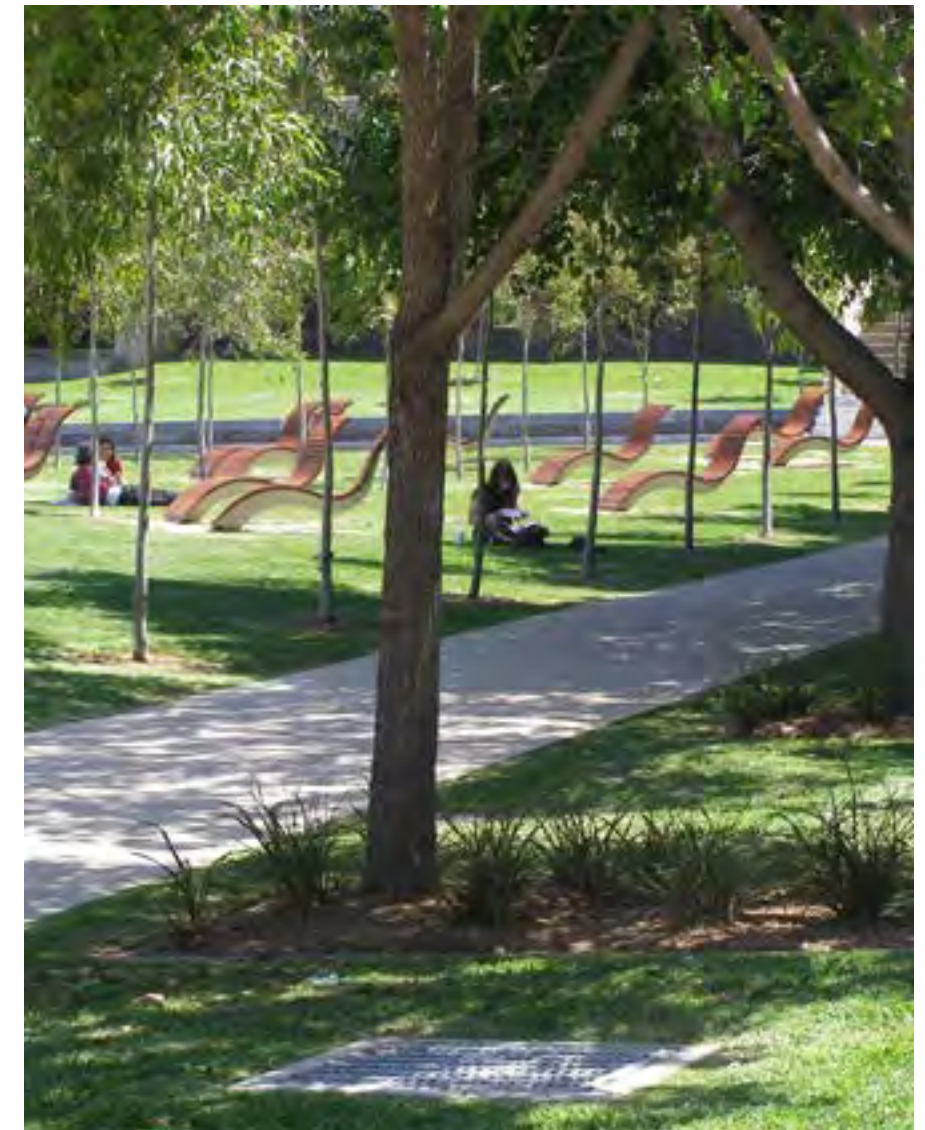
A new one-way through route will replace the existing two-way, deadend laneway. This new corridor will greatly enhance traffic flow by avoiding bottlenecks during peak park use when the car park is full. It will also enable an easier and safer route for large vehicles such as garbage trucks which would otherwise require a significant additional turn-around area. A one-way system will require a much narrower traffic aisle enabling more space for the park without compromising the availability of car parking. The laneway and car parking will adopt the same design and construction materials as Fawcett Street further east for visual continuity and legibility.



SAFETY BY DESIGN

Safer by design is an important principle that has guided the preparation of the master plan. Key features of the park that demonstrate this principle include:

- replacement of a dead end laneway with a through route to enhance traffic flow, enable safer truck movement and increase passive surveillance of the park;
- creation of legible pedestrian paths with clear, direct sightlines that allow continuous access to exit points at the park periphery;
- the provision of planting beds and bollards along the edge of the laneway to prevent vehicle access onto the park;
- low planting beneath canopy trees to maintain clear lines of sight;
- provision of a safety fence adjacent to the playground to contain children and prevent access onto the laneway;
- location of the play area away from the river edge;
- discrete provision of primary lighting along the laneway and main pedestrian paths to minimise dispersed movement at night; and
- feature lighting of park elements such as tree canopies, public art and walls to minimise areas of complete darkness.



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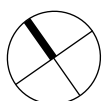
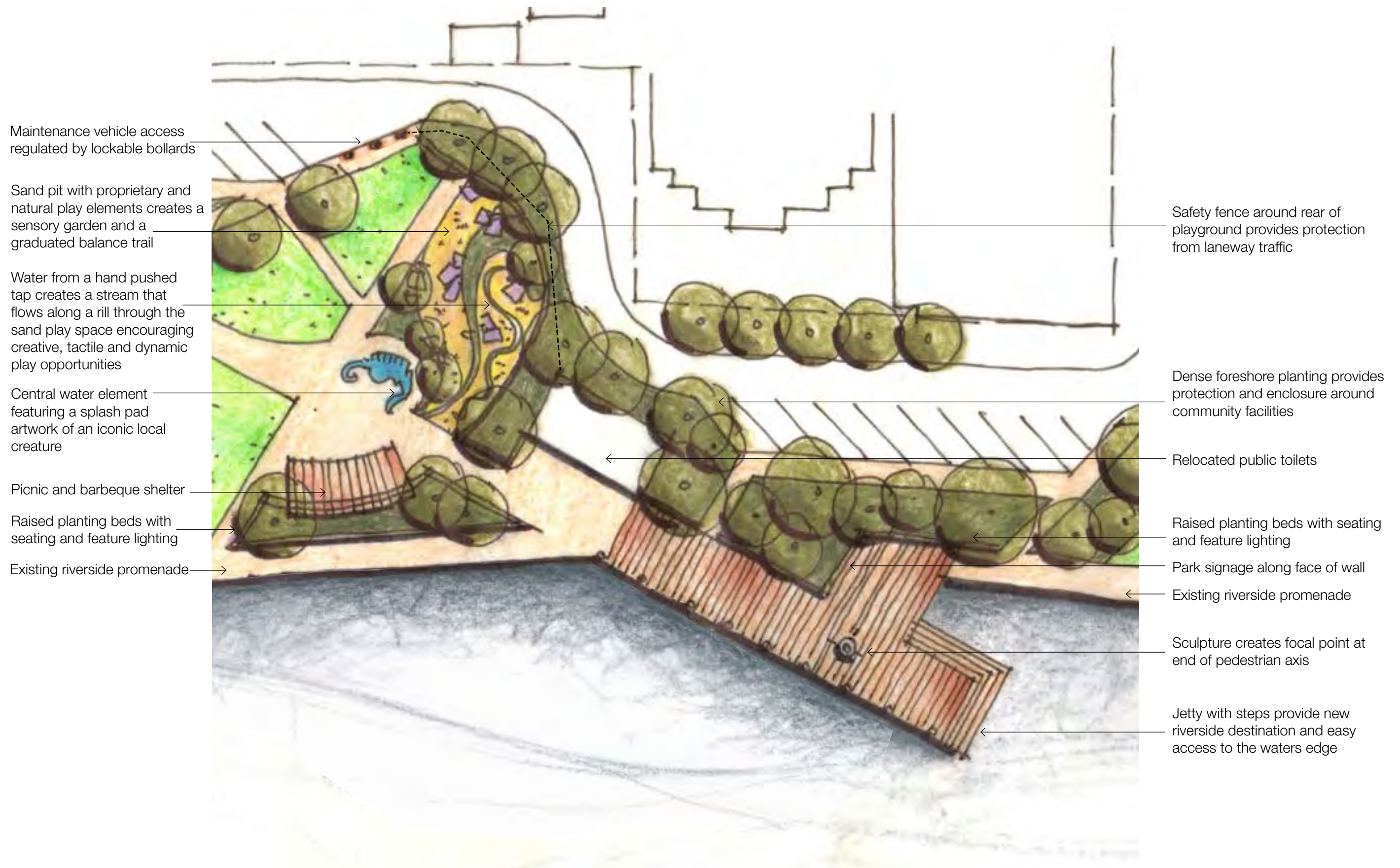
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8. WATERSIDE ACTIVITY ZONE

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A range of new public facilities will be concentrated at the southern end of the main path axis to establish a primary destination of community activity. The location is convenient to car parking and is central and easily accessible to the existing established parkland further east.

PLAYGROUND

An open, nature based playground is proposed in the park to complement the existing enclosed facility containing conventional equipment in Fawcett Park.

The new playground is a key feature of the park and has been carefully positioned for optimum benefit of its users. The proposed location avoids the impacts of overshadowing and visual intrusion from surrounding buildings, particularly the RSL Club. It will also be protected from undesirable winds generated across the river and will be discretely remote from the river edge to minimise safety concerns. The playground here will also benefit from its close proximity and easy access to the adjoining grass area, and to other key park facilities such as picnic tables, barbeques and toilets.

The playground will be designed as a series of informal play spaces featuring natural materials and themes. It will be a place where children will be encouraged to interact, explore and develop skills through spontaneous play in a safe and stimulating environment.

Ideas for the play spaces include:

- water and sand play featuring a hand-operated tap to deliver water into a meandering rill within a setting of sand and natural forms to encourage creativity, teamwork and social interaction;
- a graduated balancing circuit of rock, tree trunks, stumps and other natural and constructed forms that increase in difficulty to challenge and encourage achievement;
- sensory walkway and nature play featuring a range of loose natural elements and a variety of native plants with different textures and fragrances to stimulate sensory play;
- a splash pad with zero water depth featuring an iconic local water creature creating a safe, inclusive and accessible facility and establishes a central creative feature in the park

Numerous shaded seating opportunities will be provided around the playground for children supervision. Playground structures such as walls, tree trunks and sculptural elements may also offer informal seating opportunity.



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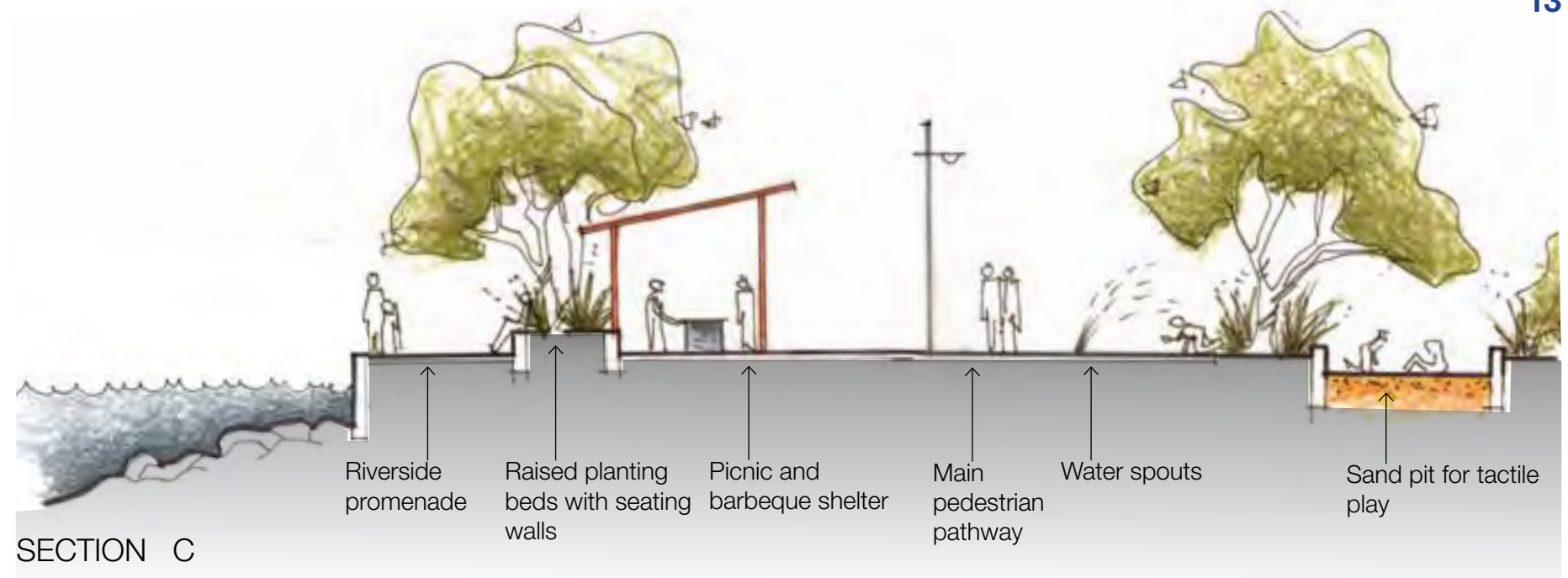
RIVERSIDE JETTY

A new riverside jetty is proposed at the southern end of the main axis path as a primary focal point of the park. The structure will extend out across the river edge, interrupting the westward flow of pedestrians along the riverside promenade and redirecting them toward the new monument and onto River Street. This new diversion will aim to change the main pedestrian flow into and through the park with greater emphasis on the River Street connection.

The jetty will include steps down to water level to provide new water edge experience for park visitors. Piers will also enable a secondary location for temporary mooring of small water craft. Seating, wider decking and a public art installation positioned centrally along the main path axis will further highlight the significance and visual focus of the jetty facility. A park identification sign will be located along the side of the raised planting bed of the riverside path to announce the park entry for pedestrian approaching from the east.

PUBLIC AMENITIES

New public facilities will be installed in close and convenient proximity to the new jetty and playground area. These will include new male and female toilets, a separate baby change and an accessible toilet to replace the existing highly prominent facilities near the end of Moon Street. A new covered picnic facility will also be installed featuring barbeques, picnic tables and seats to cater to large groups.



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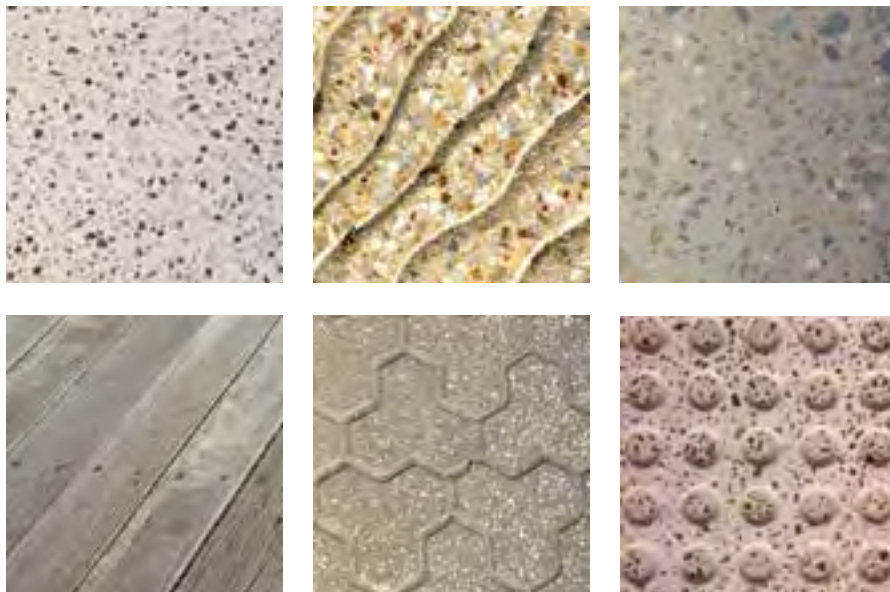


9. FURNITURE AND HARD SURFACE FINISHES

14

CONCEPT

The proposed range of materials and furnishings for Captain Cook Park will generally adopt the same suite used in adjoining Fawcett Park and within the upgraded sections of River Street. This existing range will accommodate the broad scope of applications and high standard of finish required within the new park setting. It will also ensure that the upgraded park will seamlessly integrate into the wider public domain with products and details that will be familiar to Council's maintenance team.



SURFACE TREATMENTS

Pedestrian Paths

Main paths and key pedestrian nodes will incorporate pre-cast concrete pavers which will be laid in a similar pattern to newly paved areas along footpaths within River Street.

Secondary paths will generally consist of expanses of lightly washed insitu concrete with edge pavers to create a continuous border. All paved areas will include tactile ground surface indicators to enhance accessibility and highlight hazards and road crossings.

Parking Bays

Segmental pavers with flush concrete edges will distinguish car parking areas from the adjoining bitumen traffic aisle.

Jetties

New wharves, boardwalks and jetties will incorporate hardwood timber piles, timber or composite decking, and timber ballustrades and edge seating blocks.



Key park elements such as light fixtures, bollards and shade structures will be finished in white to continue the existing theme along the foreshore and throughout the town centre.



PARK FURNITURE

New furniture will include benches, tables, bins and barbeque units that are finished or highlighted with natural anodised aluminium finish.

A new seating style will be introduced along the riverside promenade. Seats here will be fixed onto the walls of raised planting beds and will incorporate timber battens to complement the decking of new nearby jetties and boardwalks.



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10. PLANTING PALETTE

The proposed planting palette will have a predominance of native species to generate a strong natural theme and visual character. This will include a range of robust locally indigenous species to resist the site’s harsh microclimate and to create an attractive setting that will offer much needed wind protection and shade for visitor comfort. Native plants will also enhance the site’s natural values and raise visitor awareness and appreciation of the original riparian plant community. Tall evergreen trees will enclose and screen the park from surrounding built form while avenue trees will be used to generate a sense of formality between the River Street entry and the new monument. A mix of ornamental plants including some exotic species will create a visually rich formal display on the northern side of the CWA Hall to complement the protected sunny aspect of the site.

MASTER PLAN PLANT SCHEDULE		
Botanic Name	Common Name	Height (m)
Trees		
<i>Banksia integrifolia</i>	Coast Banksia	15
<i>Brachychiton acerifolius</i>	Flame Tree	18
<i>Callistemon salignus</i>	Weeping Bottle Brush	9
<i>Cupaniopsis anacardioides</i>	Tuckeroo	12
<i>Ficus macrophylla</i>	Moreton Bay Fig	30
<i>Lophostemon confertus</i>	Brush Box	20
<i>Melaleuca quinquenervia</i>	Broad-leaved Paperbark	18
<i>Xanthostemon chrysanthus</i>	Golden Penda	10
Shrubs		
<i>Acmena ‘Allyn Magic’</i>	Lilly Pilly	0.5
<i>Alpinia caerulea</i>	Native Ginger	2
<i>Austrumyrtus dulcis</i>	Midgen Berry	0.5
<i>Banksia robur</i>	Swamp banksia	2
<i>Codiaeum variegatum</i>	Variegated Croton	1
<i>Cordyline stricta congesta</i>	Narrow Palm Lily	2
<i>Eupomatia laurina</i>	Bolwarra	3
<i>Hymenosporum flavum Dwarf</i>	Dwarf Native Frangipani	1
<i>Syzygium Pinnacle</i>	Pinnacle Lilly Pilly	6
<i>Westringia fruticosa</i>	Coast Rosemary	2
Groundcovers and Understorey Plants		
<i>Canna sp</i>	Canna Lily	1.0
<i>Dianella caerulea</i>	Flax Lily	0.4
<i>Hardenbergia violacea</i>	False Sarsaparilla	0.4
<i>Lomandra ‘Tanika’</i>	Mat-rush	0.6
<i>Rhoea spathacea</i>	Moses in the Cradle	0.2



Melaleuca quinquenervia



Lophostemon confertus



Cupaniopsis anacardioides



Brachychiton acerifolius



Ficus macrophylla



Syzygium Pinnacle



Callistemon salignus



Xanthostemon chrysanthus



Banksia integrifolia



Westringia fruticosa



Cordyline stricta congesta



Banksia robur



Acmena ‘Allyn Magic’



Codiaeum variegatum



Hymenosporum flavum Dwarf



Dianella caerulea



Lomandra ‘Tanika’



Hardenbergia violacea



Rhoea spathacea



Canna sp.

	ITEM	DETAIL	EST. COST
1	Laneway /carpark	New and reconstructed AC roadway, kerbs, ramps, drainage, signs, lights, bollards, planting, other services, fees	\$500 - \$750K
2	Monument	Artist, sculpture construction, footings, feature lighting	\$20 - 50K
3	Pedestrian entry	Paving, planting, drainage, lighting, furniture, fees	\$200K
4	RSL edge landscape	Paths, retaining walls, drainage, planting, uplighting, furniture, fees	\$150K
5	Open parkland	Paths, planting, lighting, furniture, 3-phase power, performance stage, fees	\$200K
6	Public wharf	Piles, decking, lighting, fees	\$200 - \$250K
7	Water play area	Drainage, retaining walls, hydraulics, fence, play equipment, natural play structures, sculptures, surface materials, planting, fees	\$400 - \$500K
8	Picnic Shelter	Structure, barbeques, furniture, paving, planting lighting, retaining walls, fees	\$150K
9	Public toilets	Building installation, services, fees	\$300K
10	Jetty	Piles, decking, steps, lighting, sculpture, fees	\$200 - \$350K
11	Landscape between activity zone and Fawcett Park	Seating walls, planting, drainage, feature and functional lighting, paving, furniture, signage, fees	\$150K
TOTAL			\$2.47 - \$3.05M

