



Richmond Valley Council



Woodburn Riverside Precinct Master Plan - Design Report

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localé consulting

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Executive Summary

This Design Report has been prepared to support the preparation of a Master Plan for the Woodburn Riverside Precinct. The Precinct will be subject to significant change in coming years, with the town to be by-passed as part of the Woolgoolga to Ballina Pacific Highway upgrade project. This Report provides a broad overview of the Precinct and the outcomes of the Master Plan design process. The report also builds on work undertaken by Council and the community in reviewing the current situation, and seeking to establish requirements for the future of the area.

At the current time, the town is a common stopping point along the Pacific Highway - being the first significant stopping point on the Pacific Highway for those travelling south from South-East Queensland and likewise is a common final stopping point for those travelling north to the Gold Coast (1.5 to 2 hours) and Brisbane (2 to 3 hours). Even with the upgrade of the highway and by-passing of the town, its proximity to the new highway alignment, and the distances travelled from South-East Queensland means that the locality is likely to remain a key stopping point for many.

The existing site contains a number of buildings and other structures which are nearing their useful life, are no longer fit for purpose, and add little character. The existing buildings also block views to the river, dislocating the adjoining main street from the foreshore park and river itself. The highway is also an extremely busy thoroughfare, with the majority of traffic (including heavy vehicles) travelling through the town to access other destinations. Being a national highway, the street is also large in width and the combination of its size and the traffic frequency make it a congested and unattractive setting for enjoying the main street area.

In response to the existing site constraints and future conditions, the Master Plan proposes three key directions:

- consolidation of three existing buildings into one multi-functional space, opening up the visual connection and improving both the quality and useability of the building for intended uses;
- establishing more functional, multipurpose open space areas that can be used for a range of events and activities, as well as better connecting the main street (former highway) with the river; and
- reinventing the main street from its existing busy thoroughfare dominated by cars and heavy vehicles, to a more intimate and attractive location that balances vehicle access with a stronger pedestrian focus.

The project is likely to be implemented in a staged fashion, initially focusing on foreshore improvements and construction of the new multi-purpose building during the by-pass construction period (2017-2020), followed by the rejuvenation of the main street following the by-pass opening.

1. Introduction

1.1 Purpose

The purpose of the Woodburn Riverside Precinct Master Plan (“**the Master Plan**”) is to prepare a blueprint for the future of the main street and foreshore areas (“**the Precinct**”), ensuring that the inevitable change emanating from the Woodburn by-pass can be approached in a positive and pro-active way. The Master Plan ultimately seeks to assist the town to reduce the financial burden of the by-pass on the community (through lost income and jobs associated with the town’s role of servicing the travelling public), whilst establishing attractive and useable facilities that meet future needs to service new events and tourism attraction, as well as continuing to be an attractive place for the travelling public to visit on their journey.

The Master Plan builds on the work of Richmond Valley Council (“**Council**”) and the Woodburn Business and Community Chamber (“**the Chamber**”) in responding to the need for change to meet the challenges that lie ahead. Both Council and the Chamber have undertaken a number of consultation events and activities which have greatly informed the requirements of the Master Plan.

1.2 Need for a Master Plan

The need for the Master Plan has stemmed from the acknowledgement of the Woodburn and surrounding communities that with the by-pass of the town, there were two opportunities which needed to be realised:

- Firstly, to capitalise on the removal of traffic (and particularly heavy traffic) from the town and as a result, for it to become a much more pleasant place to live and visit, including better connection of the town to the river and the facilitation of larger and more frequent events and activities; and
- Secondly, to implement infrastructure in the town so that it can achieve the opportunity above, including a strong base for major events, practical facilities to ensure the town remains an attractive location to stop despite needing to leave and re-join the highway, and to grow the role of Woodburn as a tourism gateway.

As noted by the highway upgrade Social & Economic Working Paper¹, Woodburn is likely to be negatively impacted both during construction and once the new highway is operational. It states in relation to construction:

“Smaller townships that have businesses ‘along the existing highway’ and are proposed to be bypassed, such as Ulmarra, Woodburn, Broadwater and Wardell, are expected to be most [negatively] affected from construction related works owing to potential traffic disruptions, poorer visibility and operating amenity.”

¹ Upgrading the Pacific Highway: Woolgoolga to Ballina – Socio-economic assessment,

In relation impacts once the by-pass is operational, the document said:

"Business sectors focussed on the provision of highway dependent services that would be bypassed are likely to experience a degree of structural change. That is, resources and efforts currently focussed on providing highway related services could be expected to be re-allocated to non-highway related services (e.g. tourist attractions) to maintain sales and commerce (Otto and Anderson 1995 cited in Parolin 2011). The localities that may experience such structural change include the townships of Ulmarra, Woodburn, Broadwater and Wardell".

The paper goes on to say that *"Overtime, it could be expected that adverse impacts on businesses at these localities would diminish as...Improvement in the operating environment occurs due to a reduction in heavy vehicles and through traffic. Bypasses can provide a catalyst for beautifying towns and streetscapes and changes to other uses (eg residential and commercial development, and/or arts and cultural facilities)."*

This process of renewal and reinvention is central to the project design and philosophy, which seeks to build on Council's strategies for both economic development and tourism. Fortuitously, the town also has great potential for major event attraction (sporting and other), has a well orientated main street with high quality outlooks and a strong business / community ethos to embrace change. In combination with the town's role as a tourism gateway, these characteristics present the need for forward planning to facilitate ongoing implementation.

Over and above the physical infrastructure work, it is noted that this renewal process will also need a Place Making or a similar strategy that incorporates event activities and builds up the profile of the town, potentially being a process that is undertaken by or in conjunction with a community group or the Chamber.

1.3 Master Plan Development

The development of the Master Plan has been ongoing since the future of the by-pass was secured and RMS / Council initiated discussions with the community of the future of the town. Since this time, the Chamber and others in the community have undertaken surveys and established a desired vision for the area into the future. This process is outlined in the flow-chart below.



Figure 1: Master Plan process flowchart

The development of the Master Plan and this Design Report therefore seeks to build on this existing information, preparing a basis for an ongoing implementation process.

The report is set out as follows:

- Section 2 provides an overview of the existing situation and site context;
- Section 3 provides an overview of the project vision and Master Plan principles that have been used to drive the design work; and
- Section 4 provides a discussion of the various elements of the Master Plan and how these can be brought together for implementation.

The final section provides a short review of the Master Plan and concluding statements.

2. Existing Situation

2.1 Location and Description

Woodburn is located in the Northern Rivers region of NSW. To the north, the town is accessible along the Pacific Highway from Ballina (42 kilometres) the Queensland border (120 kilometres) and Brisbane (220 kilometres). To the south, major centres of Grafton (100 kilometres), Coffs Harbour (175 kilometres) and further to Sydney (700 kilometres) are also accessible along the Pacific Highway. The Rainforest Way tourist drive commences at Woodburn and traverses numerous national and state parks (including the World Heritage Gondwana Rainforests) to the west, including through the main town of the Council area - Casino (50 kilometres) or via Lismore (36 kilometres).

The town of Woodburn itself is split by the Richmond River, with North Woodburn (north of the River) being part of the Lismore local government area (LGA). The southern side of the River currently accommodates the Pacific Highway, which is due to move to the south-east of the town as part of the duplication of its length - due to be completed in 2020.

The town in its broader context, including the future by-pass location, is shown in Figure 2 (a broader town context plan is also shown in Appendix A).

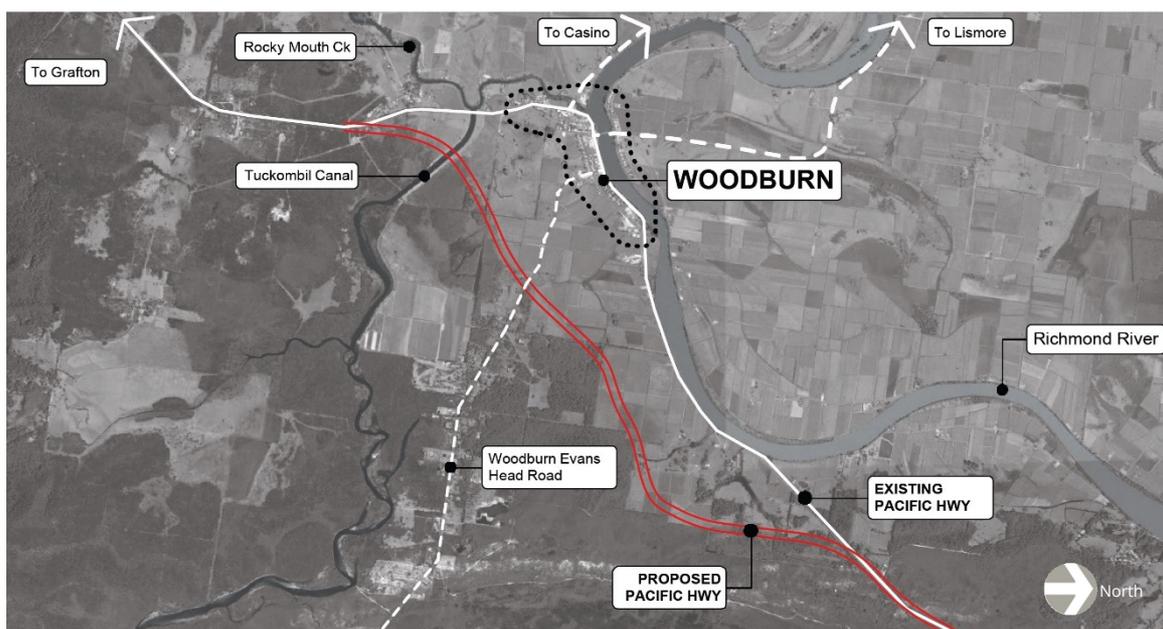


Figure 2: Site Location

The Precinct itself includes the main street area (River Street / Pacific Highway), generally just beyond the intersection with Cedar Street / bridge crossing in the west and just beyond Alfred Street to the east. The project area then extends down to the River, incorporating a large reserve area known as the Riverside Park. The project area is shown in Figure 3.



Figure 3: Project Area

2.2 Existing Site Conditions

2.2.1 General Features

The Precinct is dominated by the two linear features of the area - the Richmond River and the Pacific Highway / River Street. At the present time the Highway is often very busy, being one of the few areas along its length between Sydney and Brisbane that have not yet been by-passed or duplicated. This situation results in significant traffic congestion during holiday periods, and the ongoing impacts of heavy vehicles movements through the town throughout the day and night (around 2,500 heavy vehicle movements per day). This constant traffic also diminishes the ability of both residents and travellers to stop and enjoy the Precinct (see Figure 4).



Figure 4: Typical traffic during holiday periods

The existing park configuration is also disjointed and river views and general circulation are significantly impacted by the presence of three buildings that have been erected in the area over time including:

- Visitor Information Centre / Country Women's Association (**CWA**) building;
- Northern Rivers Water Ski Club building; and
- Public toilets.

The Riverside Park also features a range of picnic style furniture, a war memorial and some basic riverside infrastructure, including a small concrete jetty and small beach area - further details of which are provided in Section 2.2.3.

2.2.2 Slope, Elevation and Views

The project area gently slopes down from the existing Highway to the river, with retaining walls in parts of the foreshore providing for near flat conditions in the north-eastern portion of the site, whilst the existing beach area to the south-west results in a more noticeable slope, though still not considered to be steep.

Through the project area, the Highway is elevated to a level of around 3.0 - 3.2m AHD, being slightly higher at the south-west when compared to the north-east. This elevation places the Highway below the 1:100 flood level, which is a consideration for any new buildings and other facilities, particularly in the Riverside Park area which would be subject to high levels of inundation during major rain events. Analysis Plan 2 at Appendix A provides further information on the contours of the site.

High quality views have the potential to be enjoyed from the Highway / River Street across the Riverside Park to the river and beyond - particularly should the heavy traffic and existing buildings be removed. Within the Park, extensive uninterrupted long-views along the River are enjoyed to the north-east, whilst impressive views to the neighbouring bridge are available when looking to the west along the River.

The Park area is also highly visible from the Highway River Street, creating high exposure for the foreshore area.



View north-east along Richmond River



View west to Bridge

Figure 5: Views from Riverside Park area

2.2.3 Existing Buildings and Other Features

As identified earlier, the Riverside Park area has three existing buildings, as well as containing a number of other structures associated with its primary use as a stopping point along the Highway. The following comments are made on the existing buildings:

- Visitor Information Centre / Country Women's Association (**CWA**) building:
 - incorporates local level community facilities, a Visitor Information Centre and an internet kiosk - all of which is operated by Council;
 - an older style fibro building in relatively poor condition, potentially containing asbestos, with several rooms / spaces which are underutilised;
 - the CWA organisation in the local area is not currently operating, though are understood to be looking to re-establish in the near future; and
 - there appears to have been a play area at the rear of the building that has been abandoned, suggesting a possible former use for parents groups or similar.
- Northern River Water Ski Club building:
 - being a former ferry workers cottage (prior to construction of the bridge), believed to have been constructed in 1970's and in relatively poor condition; and
 - building incorporates club rooms, private toilets and a viewing balcony on an accessible second level with storage under, though according to the club, is not fit for purpose due to its small size.
- Public toilet facilities building:
 - includes men's and women's facilities, disabled toilets and baby change facilities; and
 - although a more recent building, is still thought to be almost 30 years old, with a number of compliance issues raised in previous reviews of the site².

The photos at Figure show these facilities and their poor relationship with the adjoining open space.



(Left) Rear of Visitor Information Centre / CWA building with privatised and underutilised space within fence, which separates it from the remainder of the public area.

Figure 6: Existing buildings within Riverside Park

² MAK Planning and Design / Chris Pritchett - Architect, Riverside Park (Woodburn) Master Plan April 2016



Visitor Information Centre / CWA building has good street frontage, but poor / aging appearance



Water Ski Club building, which is a large, solid two storey building located immediately within desire and view lines when crossing the road.

Figure 6 (con't): Existing buildings within Riverside Park

The Northern Rivers Water Ski Club use their club facilities for local events consistently throughout the year, though advise that whilst the facility is well located and the river is highly suited to their sport disciplines, the club facilities are not of a sufficient size for their needs and not suited to their operational requirements during events.

The Visitor's Information Centre is open regularly throughout the year, albeit with only a small number of visitors each day (records however are not kept).

The public toilet facilities are very popular with the travelling public, being very close and highly visible from the highway. Combined with the adjoining Park facilities and retail food shops, the area is extremely popular for rest breaks.

In the remainder of the Park area are a number of improvements including:

- A war memorial including flagpole and enclosing planted hedges;
- three older gazebo style shelters with picnic tables;
- other general improvements including timber picnic table sets (without cover), seats, refuse bins, pathways and landscaping;
- comparatively new barbecue sets, with roofs over;
- fixed public jetty including steps down into the River to cater for changing water levels;
- terraced seating area and small beach area used for (amongst others) nose in boat parking for the ski club and others using the River;
- basic "off the shelf" style playground with relatively new shade sales;

- basic lighting of some Park areas, and more extensive lighting of the main street (Highway lighting); and
- Tourist signage including a local “Woodburn” guide and an extensive static information on local tourist drives (the Rainforest Way) and others.

Many of these features are highlighted in the site analysis plans in Appendix A.

2.2.4 Streetscape Setting

Within the adjoining streetscape and road verge are a number of parking areas, landscape spaces, as well as a mid-point crossing area for pedestrians. Small sections of bollards with nautical style ropes provide the only notable theme to the otherwise older utilitarian improvements.

Electricity wires are located on the southern side of the road, with wires crossing the Highway at regular intervals for lighting on the northern side. Improvements have been made to both Cedar and Duke Street when angled parking and minor landscape works provide for overflow parking from the Highway / River Street.

Pathways on the southern side of the road are generally concrete with most retail frontages between Cedar and Duke Street having awnings for weather protection - the exception being the Rod’n’Reel Hotel that is partially set back from the road with outdoor seating under umbrellas between the building and the Highway. Two vehicle crossovers are present from the highway, with all properties having access from a rear lane.

Landscaping, signage and other improvements are generally inconsistent in their style and materiality, and given the age of most elements, it largely provides for a clean slate in terms of developing a new character palette of materials, colours and planting that may be used in the future.

Services, parking and circulation in the area are provided in the analysis plans provided in Appendix A.

2.3 Stakeholder Engagement

Council, in conjunction with the RMS, have undertaken various consultation activities associated with the proposed by-pass and seeking to encourage the Woodburn and surrounding communities to consider and to start planning for the “post by-pass era”. In response, the Chamber and others in the community have provided extensive feedback to Council on the desires of the area into the future. Three themes that have been relatively clear throughout this process is that:

- the three existing buildings to the north of the Highway block views, are not heavily utilised (except the public toilet) and do not add to the character of the street;
- there is a desire to better connect the retail strip to the Park, and for future use of the park and its infrastructure to better make allowance for the events and activities - particularly in terms of infrastructure that enables larger scale events, including on-water sporting or others; and
- the area needs to be an attractive proposition to encourage the travelling public to continue to visit Woodburn after the by-pass is opened, including new / upgraded

public toilet facilities, improved playground and higher quality park furnishings and streetscape.

Responses to consultations suggested that the views to the River were of a high quality (i.e. the key attraction is already there), but that the views were underutilised largely as a result of the “cluttered” Park and overwhelming traffic conditions. An initial concept planning process was then undertaken in 2016 within the parameters of a limited budget, responses to which were not favourable within the community and it was not considered that the proposed changes would not be sufficient to lift the desirability of the area for the travelling public into the future, nor did it respond or cater for the attraction and holding of events.

This current Master Plan builds on these previous efforts, with a renewed focus on a more substantial transformation including the removal of existing buildings within the Park and the development of a single multifunctional building that would be of a more iconic standard and recognisably “Woodburn”. A draft version of the current Master Plan was exhibited in March 2017, including a public meeting which was held on Monday, March 6. A total of seven formal submissions were received on the project, which varied from support for the project in its entirety, endorsement of the proposed materials and their across the area, to suggested modifications as follows:

- Fencing of the play areas due to the highway traffic;
- Reduction of hard spaces/pathways and the provision of permanent (rubber) soft fall under the children’s play equipment;
- Retaining play equipment to reduce project costs;
- Relocating the existing mosaic art mural which is located on the site;
- Potential to move the proposed building towards to river to increase views to the park from the southern approach and create better river views from the building;
- Revising the parking arrangements where the alfresco dining area has been proposed;
- Concern that the building design is out of character for Woodburn;
- Need for a second public amenities block at the eastern end of the park;
- Creation of space for the community radio station; and
- Retaining the existing CWA building.

These issues are further discussed throughout Section 4 of this document, though as discussed in Section 2.2.3, the retention of the existing CWA building is not considered appropriate and consolidation of the buildings into a new facility is considered to have comparatively widespread community and Council support.

2.4 Existing and Future Site Users

As identified throughout this document, there are a number of existing users of the project area. These users generally fit into four main areas:

- Those that are passing through, potentially spending money on the way on take-away food, petrol or other incidentals;

- Those that attend events that occur at the site (including clubs/organisations and their members), including regular markets, local sporting events and the annual Riverside Festival;
- Those that are passing through the area en-route to other tourism destinations such as Evans Head to the east or travelling to the Rainforest Way tourist drive to the west (using Woodburn as a gateway); and
- The local community who would be drawn to the area with the reduced traffic congestion and improved facilities.

Whilst we know that almost 5,000 vehicles travel in each direction each day on the highway (25% of which are heavy vehicles), data on the number of those stopping and using facilities in Woodburn is not available. In any case, the number of vehicles passing through Woodburn is predicted to halve once the by-pass is in place, significantly changing the future of the Woodburn town centre from a place of high traffic and parking turnover, to a place with much less passing traffic, but a much greater amenity that can be enjoyed by those that continue to use the facilities and visit the town.

In terms of events and activities, between the Chamber, the Ski Club and others, there is expected to both a continuation of existing events, but also a much greater diversity and frequency of events through the addition of new. At the current time events are limited by the conflict that they cause with passing highway traffic. The NSW Road and Maritime Services (**RMS**) are understood to limit events in size and time of the year, so as to minimise the impact on highway movements. As a consequence, the number and size of events is currently being controlled by the proponents with a view to expending these once the by-pass is open and new infrastructure is available.

In particular, there would appear to be significant opportunities for future water-based sporting events, including regional, state, national and potentially international events across a range of skiing disciplines. The Ski Club and their peak bodies have identified Woodburn as a location that has both suitable conditions and high future potential in terms of accessibility from skiing hot spots (i.e. South-East Queensland and Northern NSW). However they also acknowledge that additional infrastructure such as more substantial “function” building and jetties/pontoons would be required for larger events to take place.

Likewise the Chamber would like to undertake more frequent and larger training activities, as well as potentially attracting conferences or seminars - for example professional associations, government roadshows and the like. This would create mid-week usage of the facilities whilst having obvious flow-on effects to the community through catering and incidental spend.

The third user group that, like event users, would be targeted by the project would be day tourists. This group makes little use of the site as the present time, with the current Visitor Information Centre recognised as being need of renewal and not presenting as the best indicator of the region’s tourism potential. In the future, a new Centre, combined with a much more inviting town character (without highway traffic) will have the opportunity to both attract and retain tourists in the town for much more than picking up take-away food.

The final key user group is the local and broader community who would be the most frequent beneficiaries of the new facilities in combination with the removal of the Highway and its

traffic from the town. The main street and Riverside Park would be a far more attractive place in which to visit locally, stimulating greater localised use instead of local people travelling to other destinations. Many in the local community would also be associated with local employment which will be impacted by the highway by-pass, but which could be re-invigorated through the implementation of the Master Plan and the attraction of more tourism, events and re-attraction of those “passers-by” that will otherwise be lost to the by-pass.

2.5 Other Strategic Directions

In addition to the localised directions established through consultation, there are also a number of broader strategic directions that have been established by Council and others which are also important to the Master Plan. These primarily include:

- Economic Development in the Richmond Valley: Council's new economic development strategy document which highlights key existing and future industry opportunities for the area, including tourism and links through to the significant food and agricultural production businesses that are located in the LGA. The document also seeks to establish and reinforce the “Richmond Valley Made” brand;
- Richmond Valley Tourism Plan: Council's new tourism strategy document which highlights the need for the Woodburn Riverside Precinct Master Plan as a key driver of supporting the town post the by-pass implementation, as well as the need to redevelop the Visitor Information Centre and opportunity to build on the river frontage activities and popularity of the area for possible overnight stays via a dedicated RV and caravan parking / camping area; and
- North Coast Destination Management Plan: which provides a regional approach to tourism planning along the Pacific Highway Corridor and its surrounds. This document again highlights the importance of an integrated approach that reinforces the competitive advantages of areas, need for events to drive visitation and activities / experiences to facilitate longer stays.

These strategic directions have informed the development of the Master Plan, seeking to integrate the broader range of opportunities to specific needs of the project area.

3. Master Plan Vision & Principles

Within the context of the existing situation as outlined in the previous Chapter, the following project vision and principles have been developed to inform the design process and to ensure that the project continues to address core community needs as it progresses through detailed design and implementation.

3.1 Project Vision

To integrate the myriad of opportunities that result from the implementation of the by-pass, creating a location that takes advantage of its natural assets, provides a basis for future events and delivers a functional, consistent and memorable experience for those that visit and live in the area.

3.2 Master Plan Principles

The following principles have been developed to guide the development of the Master Plan and its subsequent implementation:

- To reduce the “clutter” of the area through the rationalisation of existing buildings and other infrastructure and enhance its identity through the provision of a consistent set of new materials, vegetation and architecture;
- To increase the attractiveness of Woodburn as a destination by introducing a new multi-use building, public toilets and higher quality play facilities that act as an “attractor” for those seeking to continue to stop in the area;
- To ensure that the multi-use building is designed to facilitate high level events, including sporting, business and community activities;
- To create open spaces and associated infrastructure that enables the flexible use of the Riverside Park and the adjoining street for festivals, events and other activities;
- To improve river accessibility for a range of users, including via the beach, for disabled and less mobile users and for those navigating the river by boat;
- To link the foreshore park and streetscape by facilitating pedestrian movement across the current highway by reducing the focus on vehicle movement and increasing the focus on pedestrians and their enjoyment of the space; and
- To provide a streetscape that assists local businesses to transition from predominantly Highway roadside clientele to a more diverse range of customers and which highlights the “Richmond Valley Made” ethos.

This overarching vision and the Master Plan principles seek to respond to the community and strategic drivers identified through the previous chapter, by providing a bridge between the desires of those involved and the design process.

4. Master Plan Elements

This section provides a review of the proposed Master Plan (see plans at Appendix B). The first part of this section identifies the various elements of the design, with the second part identifying implementation requirements, including staging, costs and processes. It is noted that the images provided within this section are character images only and not the “finished product” being suggested for this project. Artist impression perspectives are also used to provide an indication of what the project will look upon implementation.

4.1 Master Plan Elements

There are five core parts of the masterplan:

- New multi-use community building;
- Playground and central hub area;
- Village green and memorial spaces;
- Waterfront improvements; and
- Streetscape areas.

Each of these core elements of the plan are further discussed in the following sub-sections.

4.1.1 New Multi-Use Community Building

The new multi-use community building is the most significant piece of infrastructure that is envisaged to assist the town to establish itself as a recognisable location for visitation other than for passing trade. The proposed building accounts for views both to and from the building, as well to not impede views from the main street to the River. It must also consider flooding constraints, including the avoidance of the high velocity floodway areas where possible.

In practical terms, the facility must also provide a number of physical spaces including:

- a large open space area that accommodates a range of activities including formal seated events, informal stand-up events and other activities;
- storage for a range of equipment for a number of clubs/groups, including substantial water ski club infrastructure;
- a Visitor Information Centre that is easily accessible and visible from the main street / Riverside Park;
- best practice public toilets that are both functional and attractive for future users; and
- all weather viewing areas that provide a casual use for the building when not in formal use.

In response, the proposed multi-use building has been located within the south-western corner of the site, over the site of the existing CWA / Visitor Information Centre building. The location minimises interference with views from the street, but provides extensive views of the river from all spaces. This location minimises exposure to high flood velocities, though the building will still need to be raised off the ground level - proposed to be around 1.8m above the street level which is around the 1:50 year flood level (including sea level rise).

The building itself provides a viewing terrace / platform (approx. 250sqm) on which two “boxes” would be located within which are the indoor facilities, all with a large modern agricultural style roof over. The roof would utilise an Aramax system material, being an exaggerated corrugated material used for spanning large spaces. The design seeks to provide core materials that would be common to the design - being timber (Woodburn), stone (Rocky Mouth) and the roof material (agricultural). Further character images are evoking these materials and how they would be used are provided in Appendix B.



The largest ‘box’ contains the main internal space housing the Visitors Information Centre, a kitchen/bar, and a multifunction area for activities and functions. Also included are lockable storage areas that can be divided into sections to enable a number of clubs to store materials on-site. It would also contain modern technology / equipment to enable the space to be used for a range of training and conferencing type events.



The smaller ‘box’ accommodates a public toilet space with eight cubicles, plus an accessible / disabled toilet and open air wash basins.

The external terrace would be generous, overlooking the park below, with great views north-east along the river - great for viewing on water events. The building would be quite transparent with large glass doors that easily connect the outdoor terrace with the indoor spaces, enlarging the overall space for functions that are held within the town centre.

Access would be via stairs and an equitable pathway adjoining the main road, slowly raising to the level of the building, with a stone retaining wall wrapping around the corner of River Street (highway) / Court Street (bridge) to meet up with the rising bridge. This wall would also provide the opportunity for an iconic “Woodburn” sign to be provided on the intersection (against the wall), with the building behind. An artistic impression of the building from the pedestrian approach is provided in Figure 7 below.



Figure 7: View to new multi-use building from within central hub area

Storage spaces under the building would be accessible via the River side of the building, establishing direct access to the water for ski club activities, as well as other future uses such as kayak hire or other groups. Skirting the rest of the building would be planted embankments, with small seating walls creating plenty of places to sit and rest whilst also softening the building from the adjoining playground and central community hub.

Concerns raised during public exhibition of the draft Master Plan with regard to the building design / materials are noted. The design process has considered options of a more traditional design (e.g. boat shed style building) versus the suggested design which is deliberately different to the types of buildings which currently exist in Woodburn or similar communities. The purposes of this is to create a point of difference and a memorable building which visitors can recognise as being distinctively from Woodburn. Creating a memorable and distinctive building is considered to be important to continue to attract and create a conversation within visitors and their friends about the area - seeking to evoke a *"Have you been to Woodburn recently? They have this great new building that overlooks and River and with the highway traffic gone, it's a great place to stop with the kids!"* response from users. A distinctive building, combined with some simple marketing techniques (particularly via social media whilst on site and utilising the free wi-fi - *"like our new building - post an update so all your friends can see it too!"*), can also make the area recognisable even through traffic will be bypassed.

With the exception of the Visitor Information Centre which has been enlarged in the final concept (subject to detailed design needs at that stage), the footprint of the building appears to have broad acceptance with in the community. Whilst a request for space for a community radio station has been made, specific space for this type of use has not been provided as other alternatives are considered to be more appropriate. A location on the side of the building for the relocation of the existing mural has also been identified and this is certainly a positive contribution. At the detailed design stage the distinctive nature of the materials and design can be further explored, along with any potential to adjust the siting of the building further towards the River (which will need to consider impacts on the floor height of the building and impacts relating flood velocity). With community opinion both for and against the design, the current distinctive nature of the building has been retained in finalising the Master Plan.

4.1.2 Playground and Central Hub Area

Adjoining the main multi-use building would be new playground spaces and large format shelters, all within a core central area that greets visitors when crossing River Street and entering the Park. These features (and multi-use building) would be highly visible, enticing people to stop and explore the area, with significant children's facilities, public toilets and Visitor Information Centre providing a base for stopping, buying food, looking through the retail shops and generally taking their time to explore the area.

The playground would have two main spaces, one designed for older children and one for younger. The older children's space would include a substantial climbing structure that is highly visible, but does not block views, along with a large spinning disc within a space that is semi enclosed with a stone seating wall between the equipment and the street. The younger children's area would be located further from the street, containing balance, digging and springer type equipment.



Within this space two large format shelters (approx. 70sqm each) would provide substantial shade and picnic facilities, as well as reinforcing the materials and style of the multi-user building. Clear desire / view lines would be created to the beach area and the jetty / pontoon, drawing visitors to the water - the main asset of the site.



In the north-western corner of the site adjoining the River, a turfed picnic area would be retained, taking advantage of a large existing tree which provides an attractive natural setting. Pathways would connect under the adjoining bridge and along the waterfront, as well as adjoining the new building, with the small retaining / seating walls being used to assist in the height transition to the new building. The whole building and hub area would also be significantly softened and connected with the natural landscape by using local native understorey planting and strategically placed native tree species. An artistic impression of the central hub area looking back to the multi-use building is provided in Figure 8 below.



Figure 8: View across central hub area to new multi-use building

Exhibition of the draft Master Plan identified a number of ideas with regard to this area. Fencing of the play equipment was suggested, though also linked to concerns regarding highway traffic which will be significantly reduced upon opening of the by-pass. The proposed location and inclusion of low walls and native planting has been designed to avoid the need for fencing, which is no longer seen as best practice.

The final Master Plan has also reduced the extent of hard paving areas - the material used for which would be further explored at the detail design stage. The extent of pathways and hard pavement would again be examined at the detailed design stage, with a view to inclusion of smaller low maintenance garden areas which would also soften the area. The type of soft-fall used would also be subject to detailed design, with pros and cons existing for a natural

material (which encourages greater informal play for children, but which may also have a greater maintenance requirement) versus and permanent rubber solution (which is easy to maintain, but may be adversely impacted by flooding and create expensive early replacement costs).

Like the main building, provision of new play equipment is seen as important to the positioning of Woodburn as a distinct attraction. A high quality play area is a key element to families coming to the location and staying for a longer period to enjoy the area. Whilst the existing equipment may be retained in the short-term or until funds are available for replacement, the provision of new higher quality play equipment is considered to be necessary as and when possible. As such the play equipment as identified in the exhibited Master Plan has been retained.

4.1.3 Village Green and Memorial Spaces

To the east of the site, the open parkland area would be generally retained, though existing buildings and randomly located park furniture would be removed, opening up the area for events and activities such as market days. Towards the river side, a small stone retaining / seating wall would be used for the dual purposes of levelling the upper area, and creating a long gently sloping area along the riverfront for casual use and viewing of on-water events - allowing for larger crowds for major on-water events.



Centrally within the village green the war memorial would be retained, with improvements to the pavement area and reduction of surrounding hedges so as to facilitate improved viewing during commemorative events and to better integrate the space into the surrounds at remaining times of the year. Options may also be available to upgrade the physical monument, though the improvements recommended (rationalising surrounds furniture etc.) would serve to highlight the memorial as it already exists.



At the eastern end of the project site, a secondary building would potentially be provided to house the Ski Club and to provide a secondary set of public amenities (i.e. one at each end of the park). The building would contain the public toilet and storage at the ground level, and a club room and viewing deck at the upper level. With the exception of the toilets, the building would likely be for the exclusive use of the club, and to act as an official's hub for major events. If funding for the building is not available, a smaller picnic and BBQ shelter matching the eastern hub area could be provided in this space, bookending the main facilities to the west.

Further east, an existing informal parking area would be formalised, sized to potentially suit larger vehicles (e.g. with small trailers or RVs). Longer vehicles (e.g. larger caravans) would continue to use side streets or parallel parking on River Street when available. Further east again, any open space works would be minimal, consolidating cost and infrastructure to the main town centre. Remediating former long vehicle parking areas, providing street trees, and

complementary town signage to the town centre would be the extent of works in this area. An artistic impression of the space viewed from the memorial is provided in Figure 9.



Figure 9: View from memorial towards central hub

4.1.4 Waterfront Improvements

On the waterfront, a number of improvements would also be undertaken. Across the entire river frontage of the Riverside Park a new promenade pathway would be provided, utilising the existing retaining walls for support where suitable.

Centrally within the project area, the existing concrete jetty would be removed, with a new timber jetty and floating pontoon being used in its place. This would expand potential for on-water activities whilst enabling the use of the timber jetty as a future events stage. Adjoining the jetty / stage, a grassed area and the small retaining wall would be shaped to create a small amphitheatre space overlooking the water. With a gentle slope down, this area would create an approx. 180sqm turfed space for this purpose, creating an intimate space for music events and other gatherings.



Adjoining this area is the existing beach which would be upgraded to a slightly larger size and incorporate a small ramp suitable for disabled access (including to facilitate the formal sporting discipline of disabled water skiing), but also suitable for kayak launching and the like. The existing stepped retaining walls would be replaced with new versions that better enclose the area, creating a small viewing area and establishing a family friendly space adjoining the central hub.



At the eastern end of the site, a second but smaller timber deck and pontoon would be provided. This secondary jetty equips the park with facilities suitable for larger on-water events. The pontoons would be designed for heavy floods, potentially similar in style to the recently installed equivalent in Ulmarra. An artistic impression of the beach area looking back towards the village green is provided in Figure 10.



Figure 10: View beach area towards village green and foreshore walk

4.1.5 River Street Streetscape Area

The streetscape upgrade along River Street (the existing highway), would seek to improve the visual appearance and pedestrian amenity of the area which will already be vastly improved in character from the removal of heavy traffic. This process includes reducing the width and expanse of the road, which while suitable for highway purposes, will be excessive once the by-pass is in place. To do this, three main directions are proposed:

- Expanding the pathway width between the crossing point and Cedar Street to create an alfresco dining area that provides more opportunity for eateries, restaurants and the like;
- Replacing existing basic concrete pathways with a more attractive alternative, for example an exposed aggregate; and
- Adding soft landscaping that reduce the amount of asphalt / pavement, and increase shade, visual amenity and add a more natural character to the area.

Particular soft landscape approaches will include the implementation of new street trees, garden beds in place of existing concrete medians, and planting beds with smaller stone walls alongside the alfresco area to create separation. Character and materials would again be consistent with the adjoining Riverside Park. A small number of banner poles would also be suggested along the existing concrete median to create additional interest and to act as a promotional tool for various events, the Visitor Information Centre and other needs. Powerlines on the southern side of the road, and connections to existing lighting poles for highway lighting would all be removed and undergrounded where required. This would enable much of the softening and decluttering works to occur.



In addition to those indicated on the plans, street tree planting would also be suggested to extend to the Evans Head Road turn off to the east and through to the school to the south-west to create a softening of the highway on the approach to the town centre. Ultimately the streetscape will seek to reduce the onus on the road / highway, and to encourage a more comfortable and pedestrian friendly atmosphere where people want to visit and stay for longer periods of time. Whilst parking availability will be impacted by these proposals, demand for parking is also expected to be greatly reduced, and with parking in both Cedar and Duke Street, the overall availability of parking in the plan is considered to be sufficient. Exhibition of the draft Master Plan raised some concern with the loss of parking at the western end of the street where an alfresco dining precinct was shown. An alternative arrangement to retain some parking in this locality has been provided, with the outcomes of this area to be further reviewed at the detailed design stage.

An artistic impression of the future streetscape is provided in Figure 11.



Figure 11: View west along River Street towards existing crossing

4.2 Master Plan Implementation

Implementation of the Master Plan is expected to be undertaken through a staged process, recommended to commence with the main multi-user building (and demolition of existing buildings), but with other elements being added as and when funding becomes available. This section provides an indication of the proposed staging of the project, its costs and what the next phases of implementation will require.

4.2.1 Recommended Staging

Overall, the project has been divided into three stages as follows:

- Stage 1: Riverside Park upgrade with two main aspects:
 - Consolidation of the three existing buildings into a new multi-use community building to include new public toilets, visitor information centre and flexible event and club room spaces for existing community and sporting groups; and
 - Upgrades to the Park to provide facilities in increase the use of the park and to be an attractive setting and outlook to the Richmond River for visitors and the local community, including new children's play areas and event / activity spaces.
- Stage 2: Streetscape upgrade - within the existing highway road reserve once the by-pass has been completed and opened. This stage improves retail amenity, and links the main street to the Riverside Park and Richmond River to enable visitors and the community to fully appreciate the natural assets at the site; and
- Stage 3: the Recreational vehicle facility and riverside walk - which is not discussed in detail and outside the formal scope of master plan area, but is envisaged to provide overnight and short-term parking for recreational vehicles and caravans and linkages to the Woodburn town centre to facilitate overnight stays and event accommodation, resulting in increased tourism opportunities in the longer-term.

Implementation of Stage 1 prior to the opening of the by-pass road is considered to be important so that existing highway users are aware of the changes that are occurring in Woodburn and have a desire to continue to visit - either as passing trade or as a destination. Of the stage 1 works, the greatest priority is the implementation of the multi-use community building, which will not only have the greatest visual impact of change, but will provide a sound basis for the many potential event and sporting activities that have the potential to occur at the site in future years.

Stage 2 would only be possible once the highway bypass has been opened and the road is transferred to Council as a "local road". Prior to this time, additional detailed designs and engineering specifications could be prepared so as to allow implementation as soon as possible following the by-pass opening.

Stage 3 should continue to be pursued with relevant organisations including the Campervan and Motorhome Club of Australia (**CMCA**). Whilst this stage is outside the current Master Plan design commission, it is considered to be an important inclusion to the overall future of Woodburn as it would provide the potential for the area to have a much greater focus on overnight tourism into the future.

It should be noted, that as much of the implementation of the Master Plan would be undertaken with grants, individual elements of each stage, or the order in which the stages are implemented may change to suit available funding programs.

A plan of the proposed stages is provided in Appendix B.

4.2.2 Estimated Project Costs

Details of project costs have been developed broken down in the following table according to the major elements of the design (all figures rounded).

Table 1: Master Plan Cost Estimation Summaries (2017)

Project Element	Costs
Multi-Use Community Building	\$626,000
Shelters and Park Furniture	\$113,000
Playground Equipment and Softfall	\$300,000
Jetties, pontoons and Beach Improvements	\$745,000
Park Improvements (incl. pathways, walls, landscape works etc.)	\$343,000
Streetscape Work (incl. pavements, landscape, undergrounding power etc.)	\$470,000
Preliminaries (incl. design costs, demolition, investigations, earthworks etc.)	\$570,000
Contingencies (20%)	\$633,000
Total	\$3,800,000

In terms of project staging, these costs could be apportioned to approximately \$3.02 million for the first stage (building, foreshore and park upgrades), and \$777,000 for the second (streetscape upgrade post-bypass). It is noted that Stage 3, the potential RV parking / overnight stay area described earlier, has not been designed or costed at this point in time, and nor has the proposed Ski Club building / second public toilet facility at the eastern end of the site. These elements would be subject to separate costing and funding as required.

4.2.3 Next Steps

Following the public exhibition and final approval of the Master Plan by Council, the following phases of implementation or “implementation strategy” would be recommended:

- Phase 1: Obtain necessary approvals, including planning consents or planning assessments, potentially involving:
 - consolidation of land parcels and concurrence of “Crown Lands” (Department of Industry - Lands);
 - undertaking of any required studies - for example a flood assessment may be required; and
 - Controlled Activity approval from NSW Water as the works will occur within 40 metres of waterfront land.

In the first instance, a “Master Plan” development consent may be progressed to give assurances to possible funding bodies that the project is permissible.

- Phase 2: Undertake any necessary detailed studies that have not otherwise been completed in the first phase to enable detailed design to commence (e.g. geotechnical / survey);
- Phase 3: Undertake detailed design / engineering and develop construction level plans ready for implementation - be shovel ready; and
- Phase 4: Construct stages or individual elements of the project as funding becomes available (see note below).

This implementation strategy does not include the implications of processes involved in sourcing the necessary funds to implement the project. Whilst it is understood that Council has \$500,000 available to initiate implementation of the project, other funds would be also needed to sufficiently meet the expected costs - with Council's funds being used to leverage more. As such, it is noted and accepted that the above implementation strategy may need to be progressed in a more ad-hoc way to meet the needs of funding opportunities.

5. Conclusion

This unique opportunity provides a multi-faceted approach to the future of Woodburn and its context within the Richmond Valley and broader region. The Master Plan delivers the opportunity to not only improve and beautify the precinct, but to place it in the context of a sustainable future that reduces the reliance of businesses on passing-trade, and instead develops the area as one which is a hub for water-based sports, a tourism gateway to other areas and a destination in its own right.

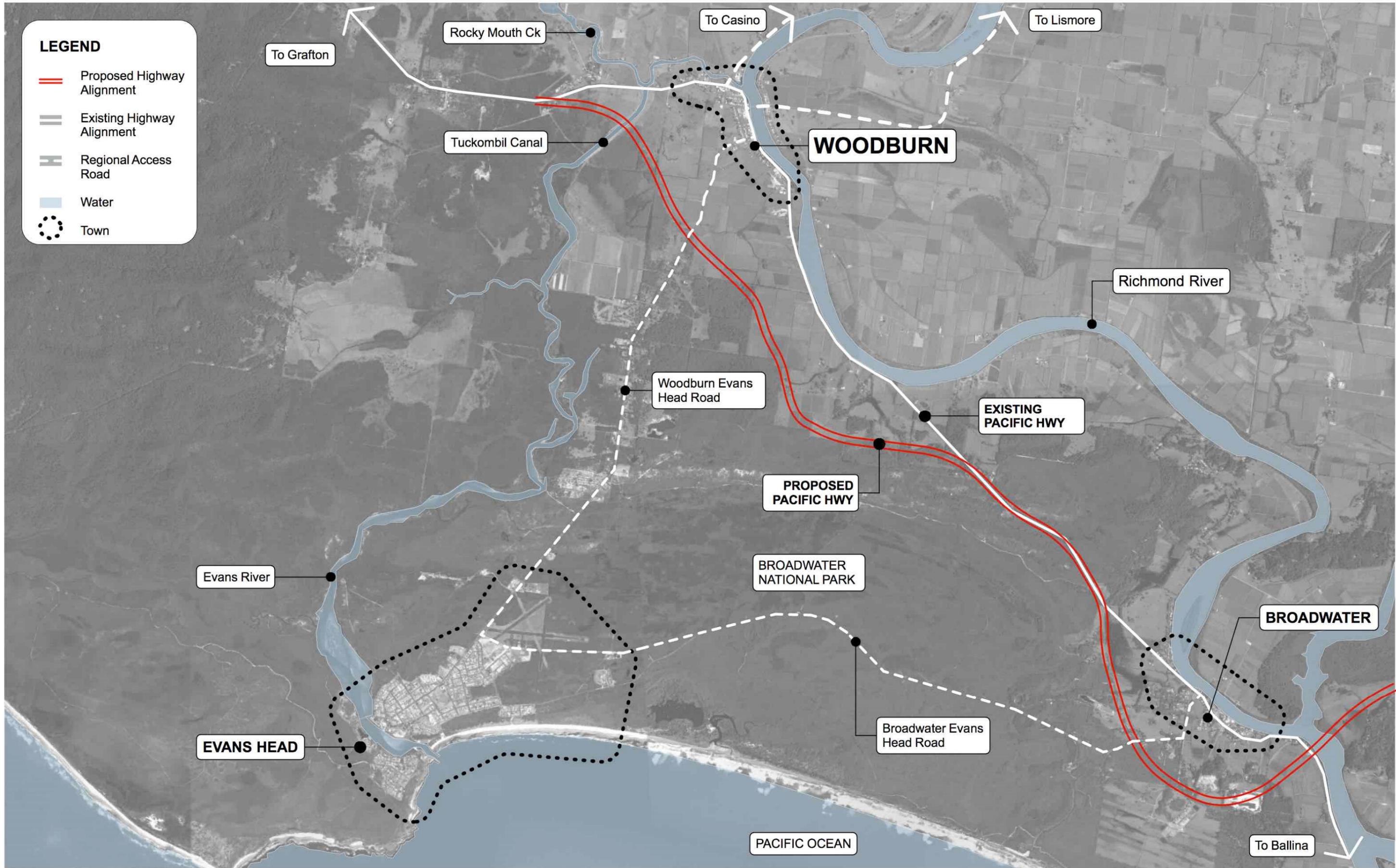
The Master Plan builds on the core features and opportunities of the site - primarily to increase the visual and physical connection to the Richmond River. In doing so many functional aspects are achieved. The project consolidates public buildings in the Riverside Park, turning three into one, and making the new building far more flexible and enabling it to be a centrepiece for future activities and events which are a distinct opportunity not to be missed. However, it is also more than just a “new building”; the open space created can now accommodate a more significant play areas, large spaces for regular events such as markets, music and sporting events, and access to the river via the beach and jetties. Upgrading the main street with a pedestrian focus provides for a more alfresco experience - with great solar orientation and outlooks to the River.

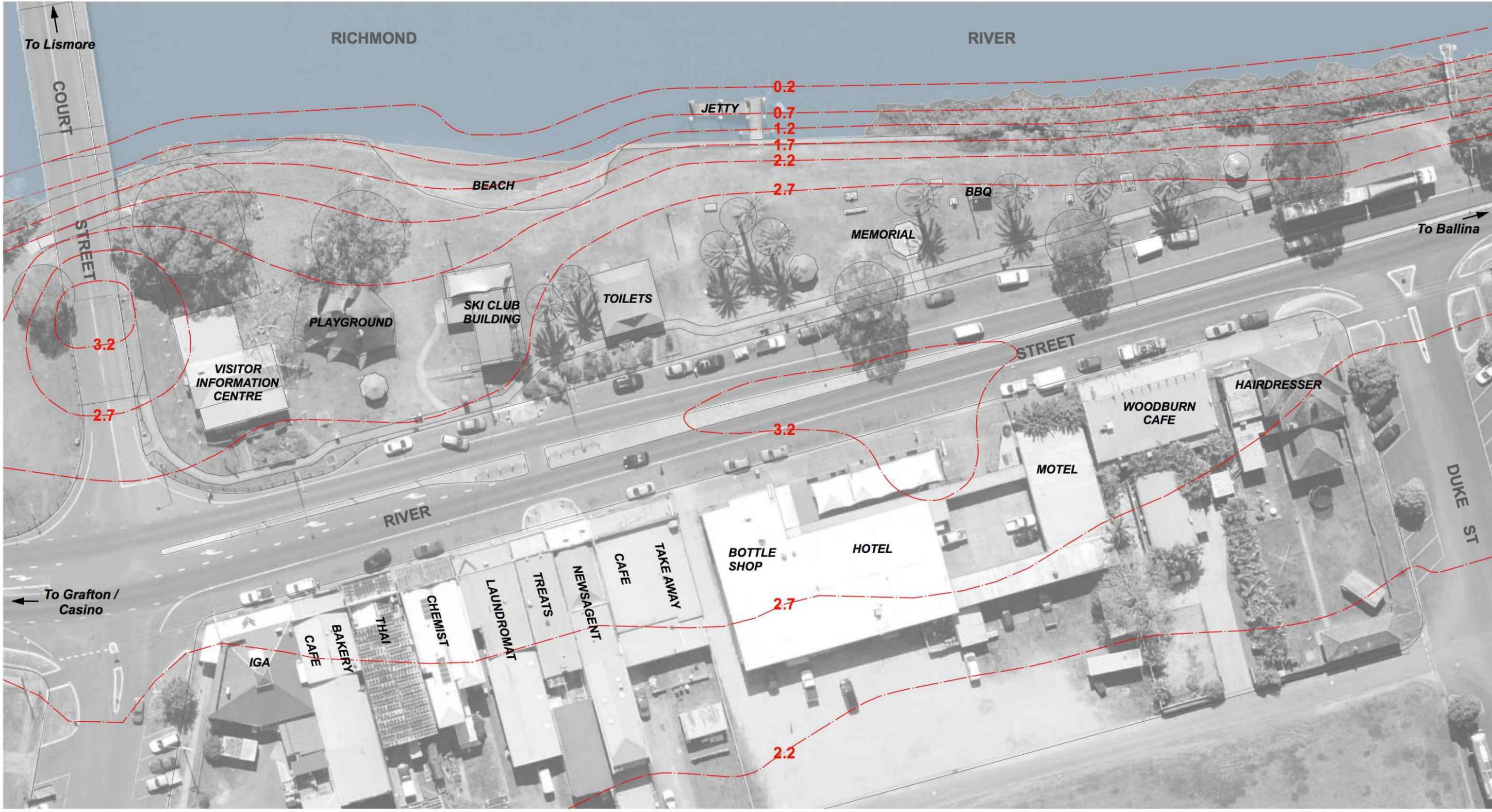
These changes place the area as one with the opportunity to continue to attract those “passing through”, to attract new events both on and off water to increase tourism, and to make Woodburn a daytrip destination - encouraging longer stays where visitors can experience the regions vast food potential and enjoy the area as a ‘must stop’ gateway to other destinations. With staging to ensure people experience and recognise the “new Woodburn” before the by-pass opens, it will continue to play an important role as a “travellers rest” as well as a whole lot more into the future.

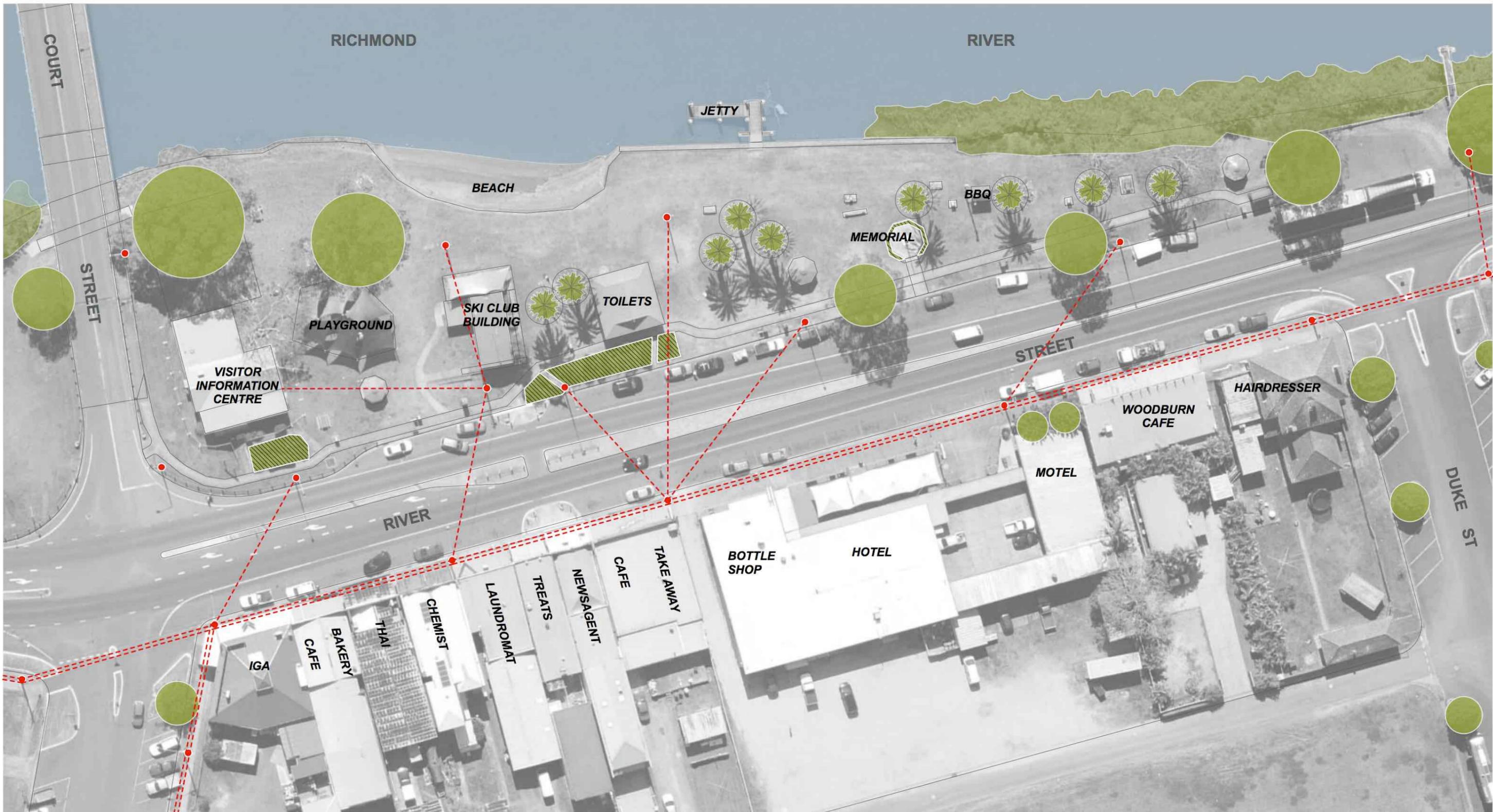
Appendix A – Analysis Plans Drawings

LEGEND

- Proposed Highway Alignment
- Existing Highway Alignment
- Regional Access Road
- Water
- Town







LEGEND

-  Existing Riparian Veg
-  Significant Trees
-  Phoenix Palms
-  Garden Beds
-  Overhead Power Lines
-  Street Lights / Poles



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LEGEND

- - -> Pedestrian Circulation
- P Parking

Formal Car Parking

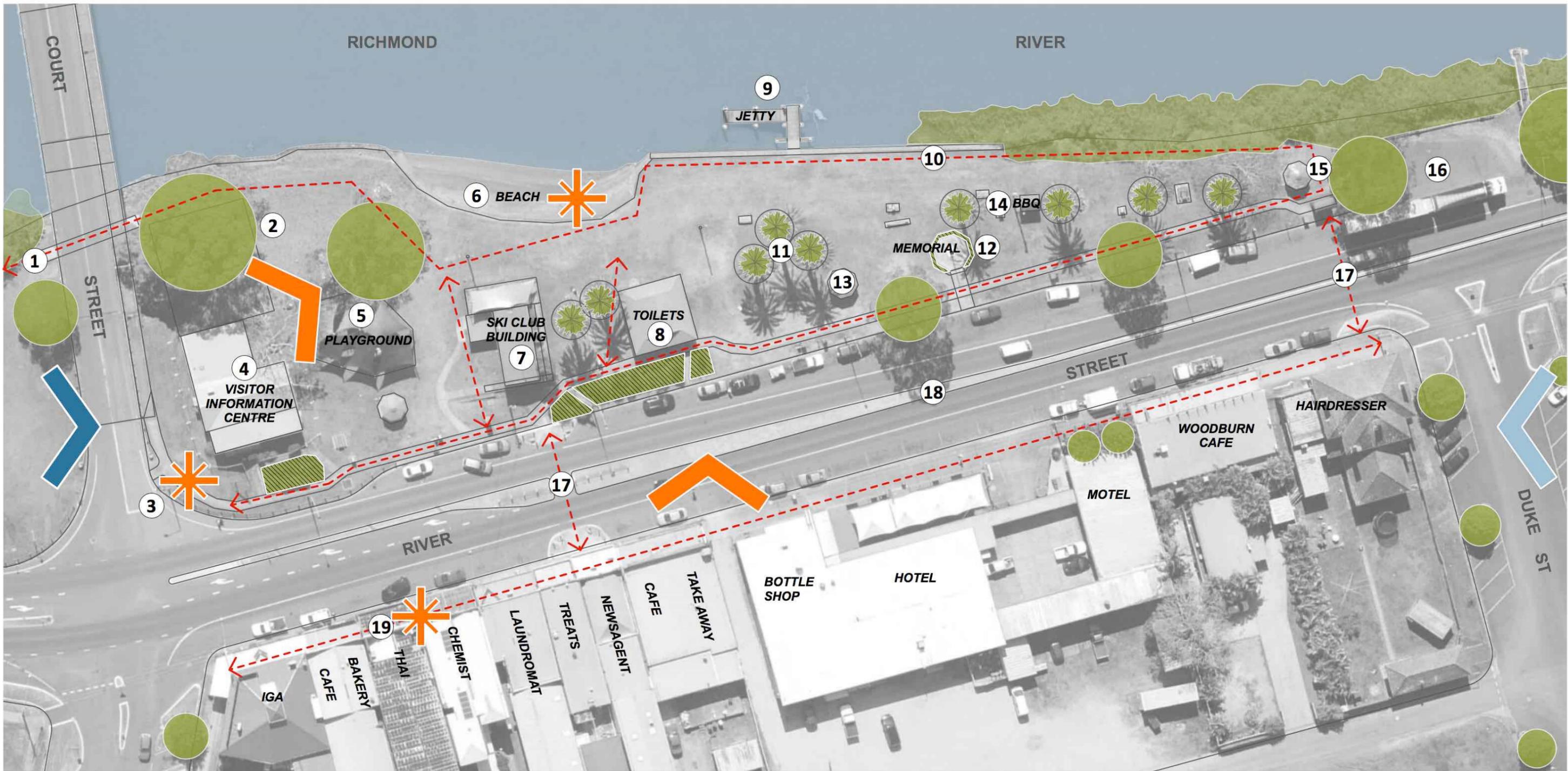
River Street:	Approx 40 Parallel
Court St:	Approx 37 Angle
Duke St:	Approx 15 Angle
Total:	Approx 92



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DESIGN NOTES

- 1 SHARED PATHWAY
Potential for pedestrian connection to Rocky Mouth Creek.
- 2 TURF AREA
Potential for popular picnic area to be retained and improved under large shade tree.
- 3 INTERSECTION
Potential to improve appearance and provide precinct signage at main town intersection.

- 4 VISITOR INFORMATION BUILDING
Existing building is old, underutilised, and not compliant with current flooding requirements. Location is good however for new community building for river views and to leave the park open and unobstructed.
- 5 PLAYGROUND
Fairly standard equipment. Location is congested and dislocated between two buildings.
- 6 BEACH
Well used and an important feature. Potential to upgrade and improve as a focal point to the park and launch area for kayaks etc.

- 7 SKI CLUBHOUSE
Unattractive brick building. Dislocates the park and obstructs views to the river. Potential to remove and relocate club activities in new building.
- 8 TOILET BUILDING
Unattractive building. Dislocates the park and obstructs views to the river. Potential to remove and relocate in new building.
- 9 JETTY
Requires upgrade to include floating pontoon. Investigate potential to reuse existing piers as part of new structure.
- 10 RIVERSIDE ACCESS
Potential to improve pedestrian access along foreshore.

- 11 PALMS
Possible to mostly retain palms and upgrade their surrounds.
- 12 MEMORIAL
Possible to retain and upgrade surrounds as original park element.
- 13 GAZEBOS
Beyond useful life. To be removed to de-clutter park.
- 14 PICNIC SHELTERS AND FURNITURE
Cluttered and inconsistent. Opportunity to consolidate picnic facilities with a uniform suite of furniture and elements to provide a more open village green character.

- 15 EASTERN END
Possibility for an upgraded picnic shelter and / or small toilet block with connection to street crossing and any future jetty.
- 16 INFORMAL BITUMEN AREA
Potential to rationalise into linemarked parking for RV vehicles.
- 17 MAIN PEDESTRIAN CROSSING POINTS

- 18 RIVER STREET
Potential to review vehicle access and parking requirements after bypass. Lacks shade trees and identity.
- 19 CORE RETAIL STRIP
Opportunity to upgrade and improve streetscape to encourage visitation. Could include alfresco dining opportunity.

LEGEND

- STRONG WESTERLY WINDS
- COOLING EASTERLY BREEZES
- SIGNIFICANT RIVER VIEWS
- FOCAL POINTS
- PEDESTRIAN CIRCULATION



Appendix B – Master Plan Drawings



LEGEND

- NEW CONCRETE PAVEMENT
- TIMBER
- TURF
- NATIVE PLANT BED
- SAFE FALL SAND
- EXISTING TREES
- EXISTING PALMS
- PROPOSED TREES
- ROOFLINE
- ALTERNATIVE LONG TERM SKI CLUB BUILDING LOCATION

DESIGN NOTES

1 SHARED PATHWAY
Continues underneath bridge along foreshore to public reserve at Rocky Mouth Creek.

2 TURF AREA
Existing turf area redefined for foreshore picnics. Large shade tree retained. Smaller tree removed due to poor vigour and obstructing views from future community building.

3 PARK SIGN
Stone retaining wall, terraced native planting, and a weathered steel sign provides an entry feature at the towns main intersection.

4 COMMUNITY BUILDING
Incorporates public toilets, visitors information, community groups and storage. FFL 1.8m above existing ground for flooding with ramp/stair access and viewing area. Terraced gardens and stone walls ground the building with the existing landscape. Large corrugated roofing (Aramax system) over timber boxes evoke the areas agricultural roots.

5 ALFRESCO AREA
Streetscape along the main retail section of River St widened to encourage a vibrant eating strip with alfresco dining overlooking the park and river. Streetscape is defined by low stone wall and native planting.

6 BEACH
Existing beach area formalised and widened to encourage beach activity and river access for swimmers, kayaks etc. Includes improved terrace seating area and ramp for disabled access, and launching kayak / rowing vessels.

7 PLAYGROUND AND PICNIC SHELTERS
Two large format picnic shelters with matching roof profile to main building provide shade and furniture to park users. Playground includes a younger childrens playspace and an older childrens playspace with significant play elements.

8 MAIN STREET CROSSING & PARK ENTRY
Defined by new pavement, stone wall and planting. Median upgraded with planting and banner poles.

9 WESTERN JETTY & PONTOON
New timber jetty with floating pontoon structure for boat access. Can be used as a stage for festivals and events.

10 FORESHORE PROMENADE
New shared pathway along foreshore edge.

11 VILLAGE GREEN
Existing structures and infrastructure removed to provide an open multipurpose turf area with expansive river views. Potential to host community markets and events. Includes stone retaining wall to level/terrace the topography and provide a large seating element. Existing palms predominantly retained with new understorey planting.

12 EXISTING MEMORIAL
New pavement provided. Hedging retained on northern end.

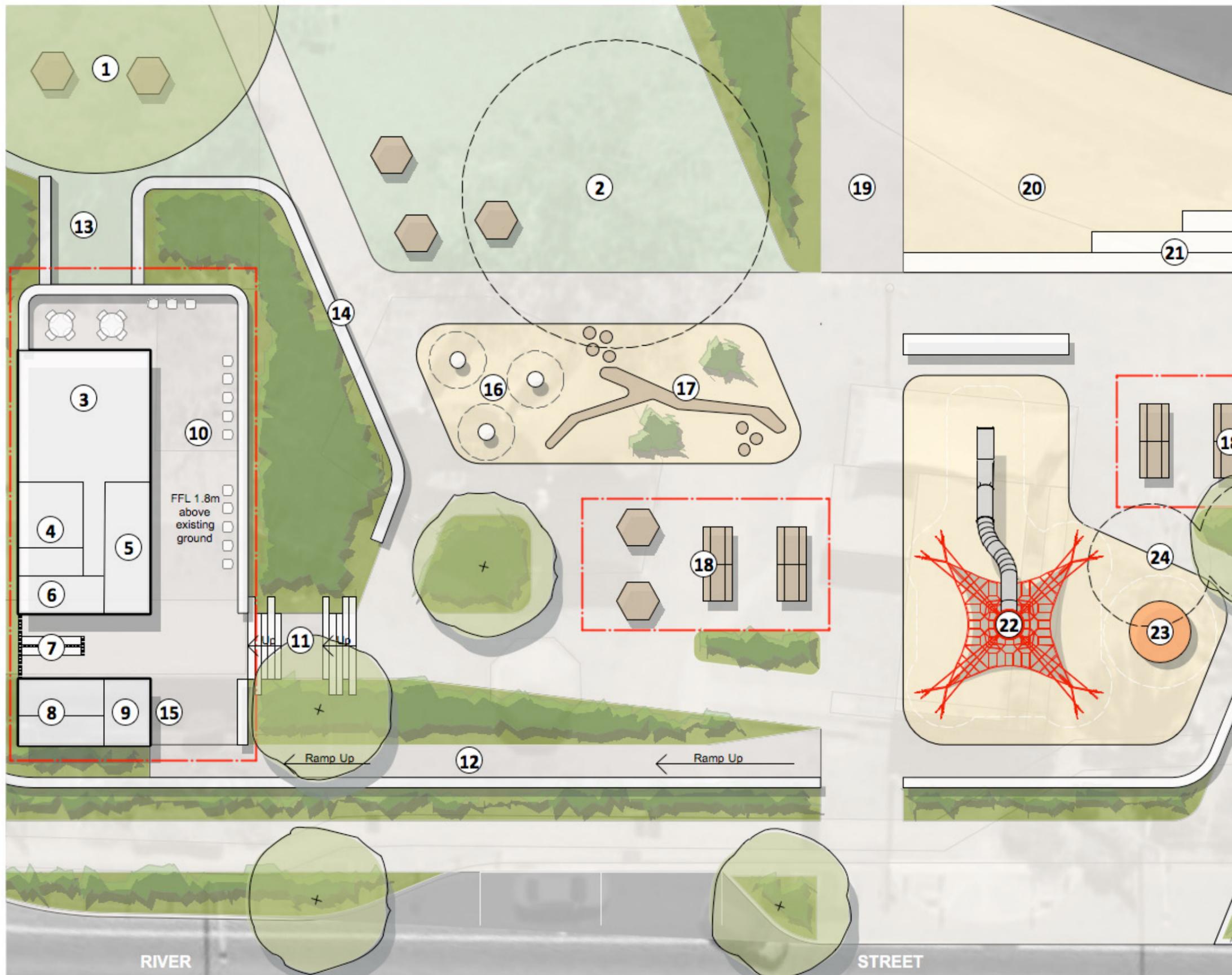
13 RIVER STREET PARKING & TREES
Parallel parking spaces provided (26) along with a street tree avenue (species to be confirmed).

14 EASTERN JETTY & PONTOON
New timber jetty and floating pontoon structure. Accessible from off street car park.

15 SKI CLUB BUILDING
New Ski Club Building and small public toilet.

16 LARGE VEHICLE CAR PARK
Existing bitumen area formalised as parking, potentially suitable for larger RV vehicles.

17. RIVER ST PARKING OPTION
Alternative arrangement for on-street parking at western end of River St if required.



DESIGN NOTES

PICNIC AREA

- 1 PLATFORM SEATING UNDER EXISTING TREE
- 2 EXISTING TREE TO BE REMOVED

MULTIPURPOSE BUILDING

- 3 CLUB / COMMUNITY FUNCTION ROOM
- 4 INTERNAL KITCHEN & TOILET
- 5 VISITOR INFORMATION
- 6 EXTERNAL MALE TOILET CUBICLES
- 7 EXTERNAL UNISEX SINKS
- 8 EXTERNAL FEMALE TOILET CUBICLES & STORAGE
- 9 ACCESSIBLE TOILET
- 10 COVERED TERRACE (250m2 inc Building)
- 11 STAIRS
- 12 RAMP (1:20)
- 13 ACCESS TO STORAGE AREA UNDER BUILDING
- 14 STONE RETAINING / SEATING WALL
- 15 TILED MOSAIC RELOCATED TO EXTERNAL WALL

SMALL CHILDRENS PLAY SPACE

- 16 DIGGERS & SPRINGERS
- 17 NATURAL STEPPERS AND BALANCE BEAMS

PICNIC SHELTERS

- 18 VARIETY OF FURNITURE

BEACH AREA

- 19 ACCESS RAMP (KAYAK, ROWING, WHEELCHAIR)
- 20 WIDENED BEACH AREA
- 21 NEW CONCRETE TERRACE STEPS

OLDER CHILDRENS PLAY SPACE

- 22 CLIMBING NET WITH LOOKOUT & SLIDE
- 23 LARGE SPINNING DISK
- 24 EXISTING PALM TO BE REMOVED

LEGEND

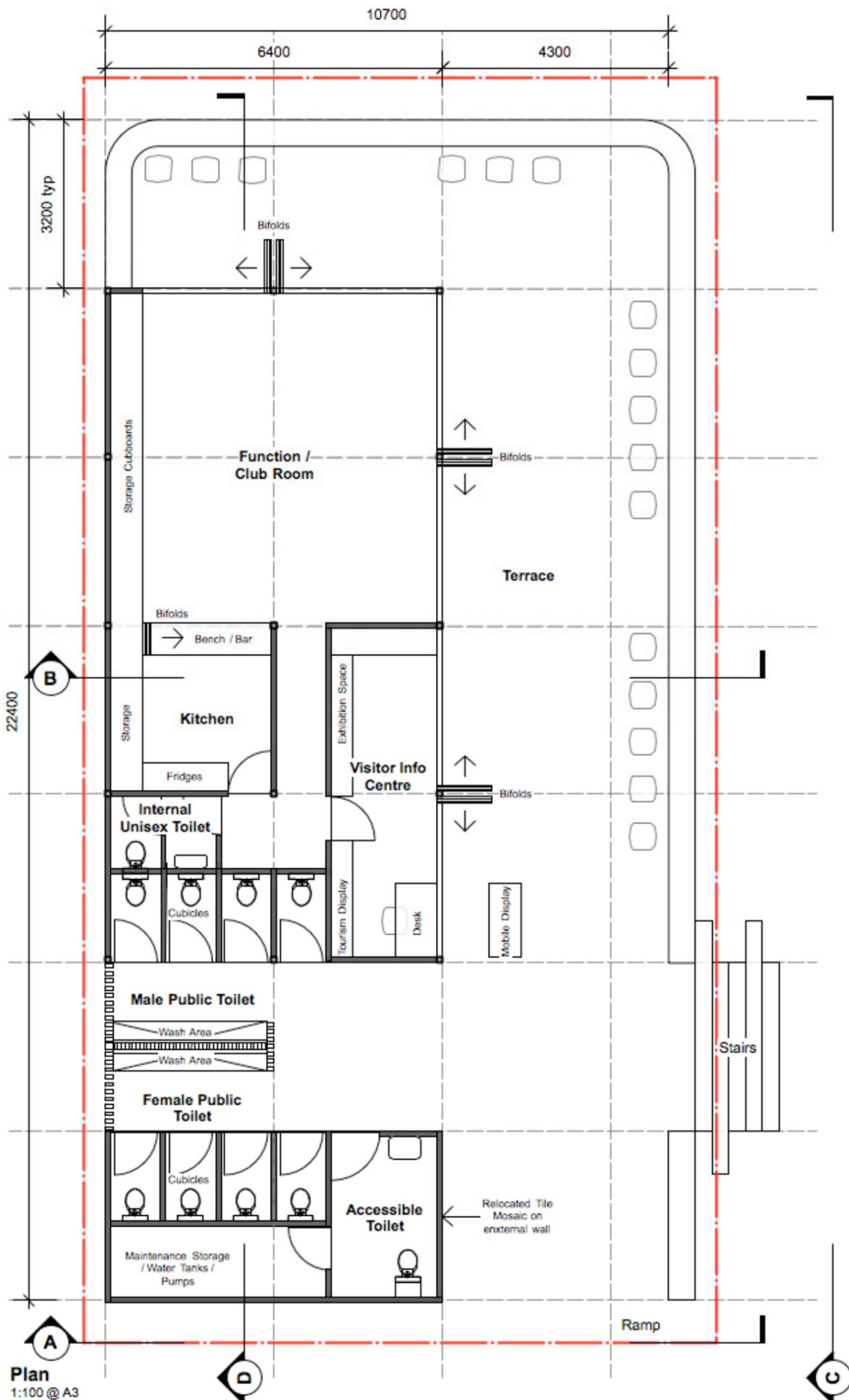
- NEW CONCRETE PAVEMENT
- TURF
- SAFE FALL
- 🌴 EXISTING PALMS
- ROOFLINE
- TIMBER
- NATIVE PLANT BED
- EXISTING TREES
- PROPOSED TREES



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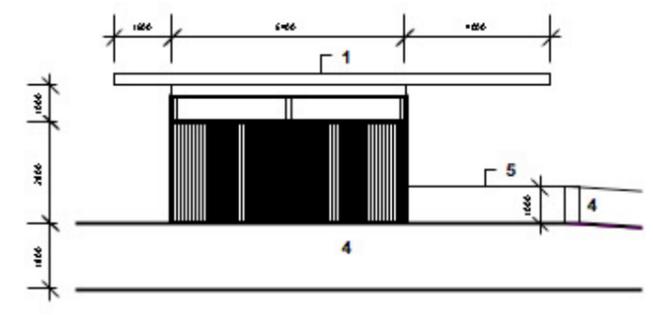


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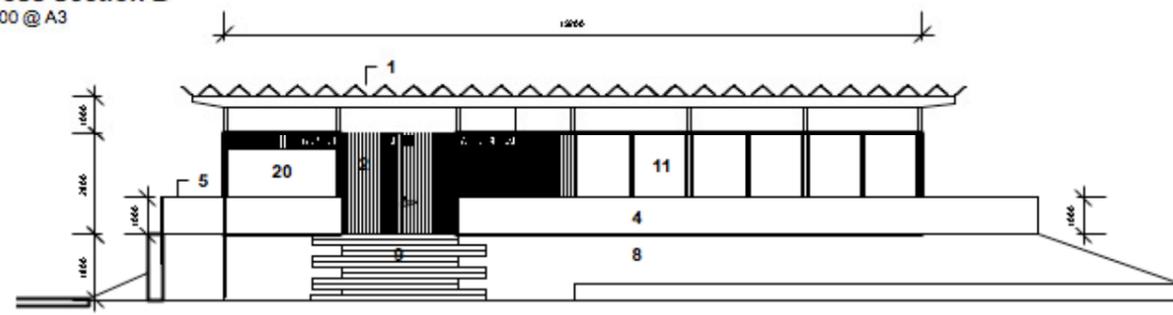


Plan
1:100 @ A3

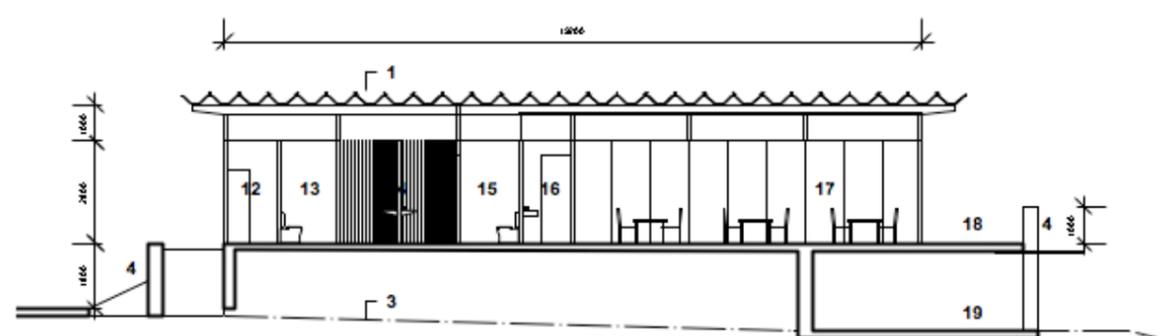
Southern Elevation A
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Cross Section B
1:200 @ A3



Eastern Elevation C
1:200 @ A3

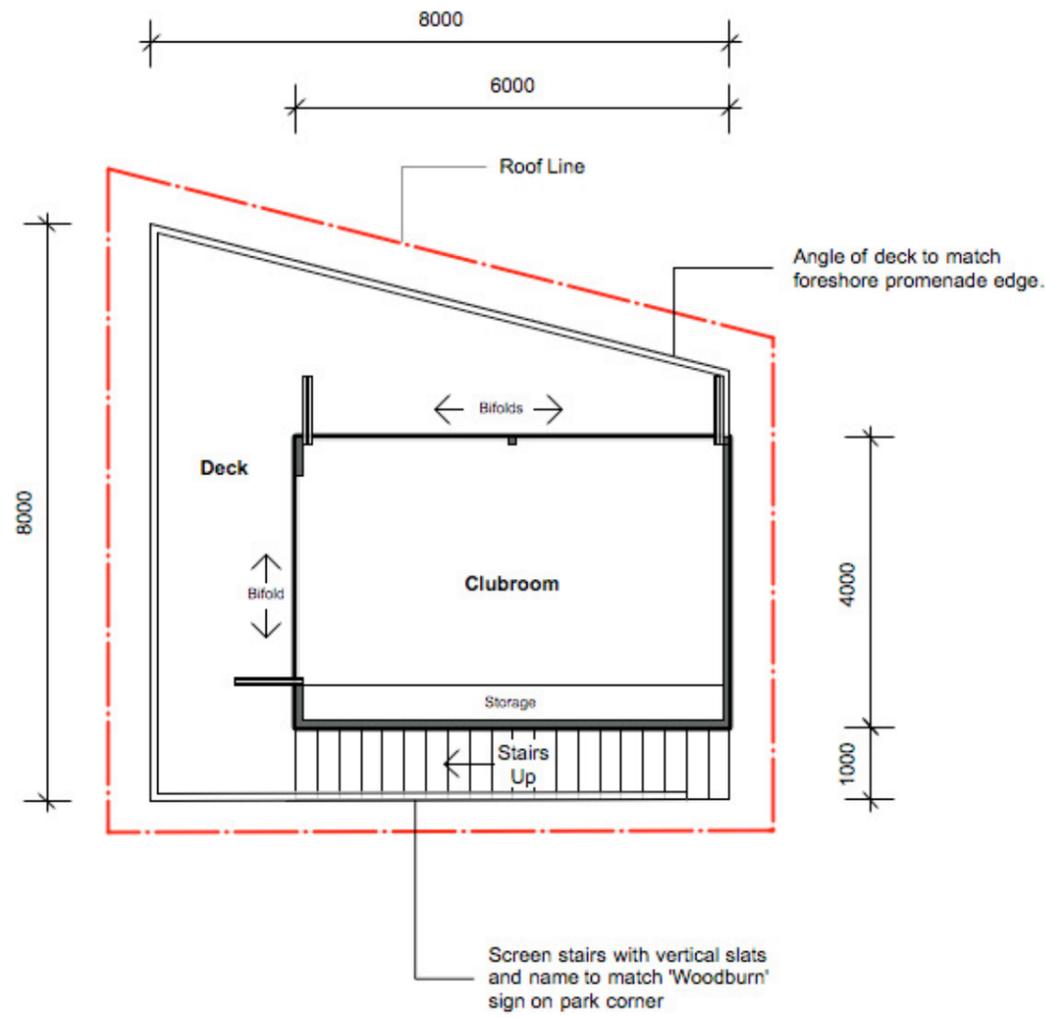


Long Section D
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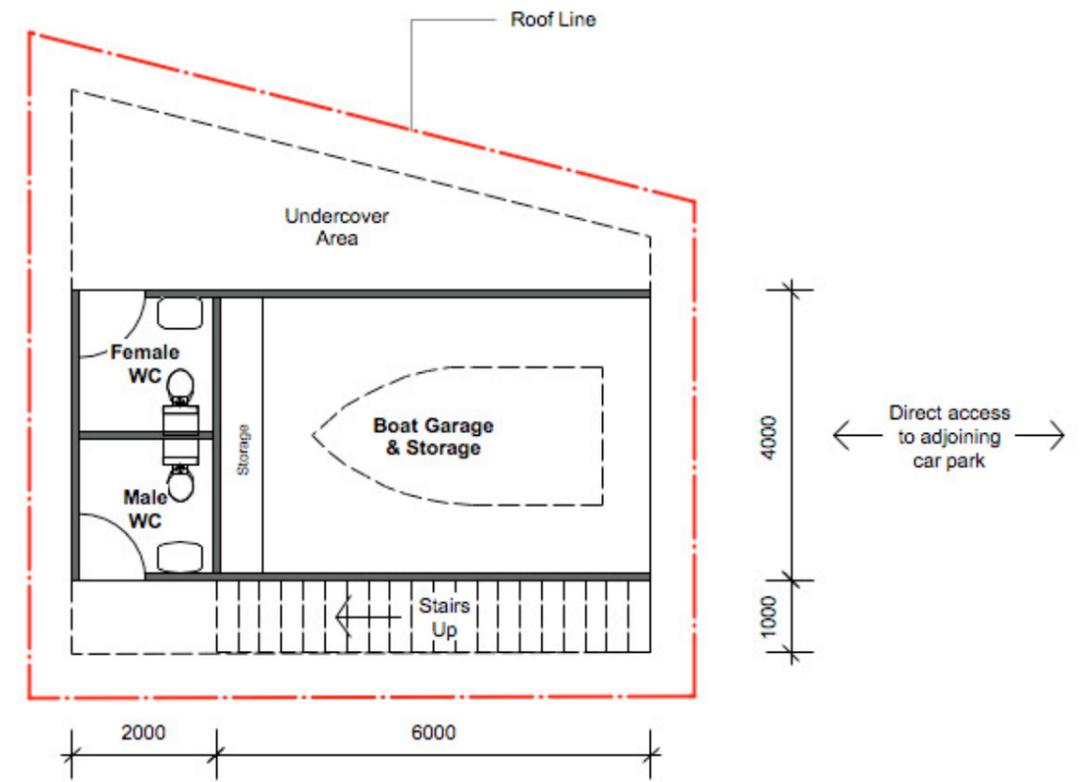


DESIGN NOTES

- 1 Large Corrugated Roofing (Aramax System)
- 2 Timber Cladding
- 3 Existing Ground Line
- 4 Stone Wall
- 5 Steel Balustrade
- 6 Office / Small Club Room
- 7 Kitchen
- 8 Plant Bed
- 9 Concrete Steps
- 10 Visitor Information
- 11 Glass Bifold Doors
- 12 Service Area
- 13 Female Toilet Cubicle
- 14 Wash Area
- 15 Male Toilet Cubicle
- 16 Internal Bathroom
- 17 Main Function / Club Room
- 18 Outdoor Terrace
- 19 Basement Storage Room
- 20 Relocated Tile Mosaic



First Floor Plan
1:100 @ A3



Ground Floor Plan
1:100 @ A3

SKI CLUB BUILDING

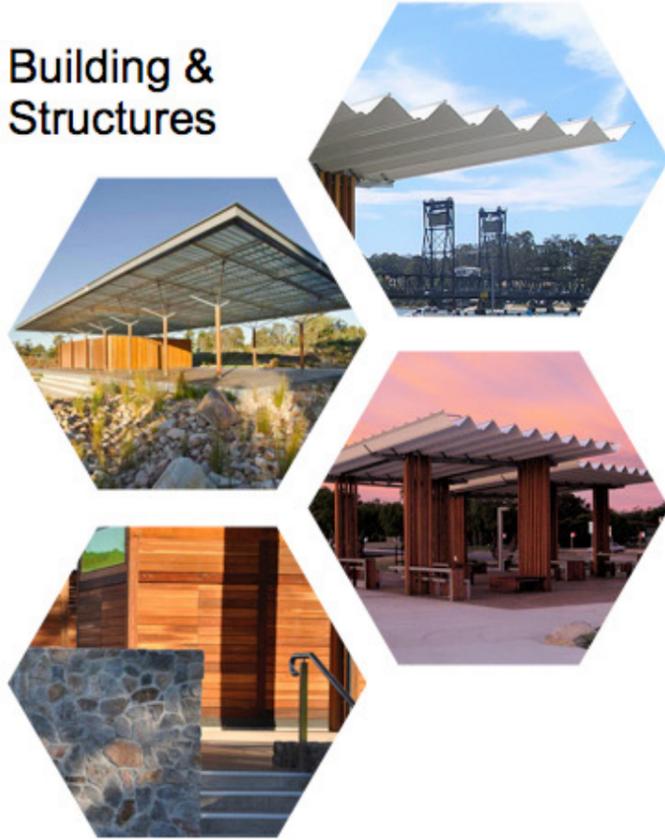
19 May 2017
Scale as shown



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Building & Structures



Walls & Signs



Jetty & Beach



Playground



Village Green



Vegetation



Furniture



Streetscape





P1 Eastern View from River & Cedar St Intersection



P2 Eastern View from River St Alfresco Area



P3 Northern View from River St Pedestrian Crossing



P4 Western View from River St Median Strip



P5 Western View from Memorial



P6 Western View from Playground Climbing Net



P7 Western View from Playground Slide



P8 Eastern View from Beach Area



P9 Western View from Stairs to New Building



P10 Northern View from Building Terrace at Visitor Information



P11 Eastern View from Function Room



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