



KURRI KURRI
COMMERCIAL CENTRE
MASTERPLAN

PLANNING FOR OUR PEOPLE
OUR PLACE OUR FUTURE



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Section 1

Introduction

1.1 Purpose

In recent years, a number of significant developments have occurred in land adjacent to Kurri Kurri and Weston indicating that the District is entering a period of renewal and growth. The impact of growth associated with these developments will have the potential to alter the character of the Kurri Kurri District and its commercial centres. This prospect has intensified the need for an area specific strategy to coordinate local policy for Kurri Kurri and Weston.

The overarching objective of the masterplans for Kurri Kurri and Weston is to guide future public domain improvements in the commercial centres. Revitalising the public domain and differentiating the centres from those nearby will help attract redevelopment and activate the public domain for a range of ancillary uses. It is envisaged that the public domain improvements proposed in the masterplans will attract new businesses and redevelopment to the commercial centres.

The masterplans set the overall layout and form of the streetscape and park improvements. Detailed resolution of the design, materials and finishes will be undertaken in the design development and delivery of future projects.

1.2 Background Documents

The following documents have been referenced throughout this Masterplan:

- Hunter Regional Plan 2036
- Cessnock Cycling Strategy 2016
- Pedestrian Access and Mobility Plan
- City Wide Settlement Strategy 2010
- Cessnock Aquatic Needs Analysis 2014
- Weston Town Centre Upgrade Concept 2006
- Cessnock LGA Economic Development Strategy
- University of NSW, Kurri Kurri and District Research Project 2011
- City Wide Settlement Strategy 2010
- Cessnock LGA Traffic and Transport Strategy

1.3 Community Consultation

Cessnock City Council's objective for the public consultation was to actively involve all stakeholders in open and transparent consultation to understand and respond to their issues, concerns and aspirations in developing the Kurri Kurri District Strategy, including commercial centre masterplans for Kurri Kurri and Weston.

Council has undertaken two rounds of consultation in preparing the Strategy. The public consultation was designed to engage residents of Kurri Kurri and Weston together with the wider community, to assist in developing the final Strategy, including masterplans.



The first round of consultation was undertaken between July and December 2016. This preliminary consultation enabled respondents to provide initial input and aspirations to help shape the draft masterplans.

About 165 comments were received during the preliminary consultation phase, including comments from residents, public agencies and local business groups.

The second round of consultation occurred between 21 June and 2 August 2017. The objective of the consultation was to obtain feedback on the Draft Strategy, including masterplans. The second round of consultation included:

- Online surveys - 41 surveys were completed
- Three facilitated public consultation sessions - approximately 35 people attended
- Targeted stakeholder consultation with representatives of Kurri Kurri Business Chamber, Towns With Heart Inc., Pit Horse Committee, Kurri Kurri Girl Guides, Rotary and Council staff - Approximately 30 people attended
- 6 written submissions to Council
 - one submission from an individual
 - ESS Australia
 - Insite Planning
 - Kurri Kurri 2040 Committee
 - Towns with Hearts Inc.
 - Kurri Kurri District Business Chamber

Overall, the feedback suggests the Draft Strategy, including masterplans are supported by the community and stakeholders with some refinements. Where appropriate, the community feedback, ideas and suggestions have been incorporated into the refined Strategy and masterplans.

In response to the exhibition and community consultation, the following key changes have been incorporated into the refined masterplans:

- Reduction in the overall number of proposed street trees
- Repositioning proposed street trees to retain views to murals and heritage buildings
- Reconfiguration of embellishments in Rotary Park
- Retention of car parking around Rotary Park and provision of additional accessible parking spaces
- RV and coach parking relocated
- Additional wayfinding signage, consistent with the CCC Signage Manual
- Modifications to the proposed Memorial Walk and park edges to maintain clear festival and event access

A detailed summary and response to the online survey and to each consultation sessions has been undertaken under separate cover.

1.4 Report Overview and Structure

1.0	Background	<i>Project Background Masterplan Process Stakeholder Involvement</i>	Provides background into the planning context and process of the Masterplan development.
2.0	Context & Analysis	<i>Regional Context Commercial Centre Analysis History and Character</i>	<p>Overview of the context of Kurri Kurri Commercial Centre and analysis of the Study Area.</p> <p>Analysis of the Study Area was undertaken through a number of site visits, desktop investigations and consultation with CCC staff.</p> <p>This analysis informed the development of the opportunities and constraints map which assisted in guiding the Masterplan development process.</p>
3.0	Vision & Objectives	<i>Kurri Kurri Vision Masterplan Objectives Key Opportunities Key Initiatives</i>	<p>Key opportunities and initiatives were identified through the thorough analysis phase.</p> <p>This section identifies the key design principles and objectives and indicates how they have been applied to the development of the Kurri Kurri Masterplan.</p>
4.0	Masterplan	<i>Masterplan Key Projects</i>	<p>The Masterplan section of the Report provides detailed designs for key projects within the Masterplan.</p> <p>Principles are also identified that should be applied to future development within the area.</p>

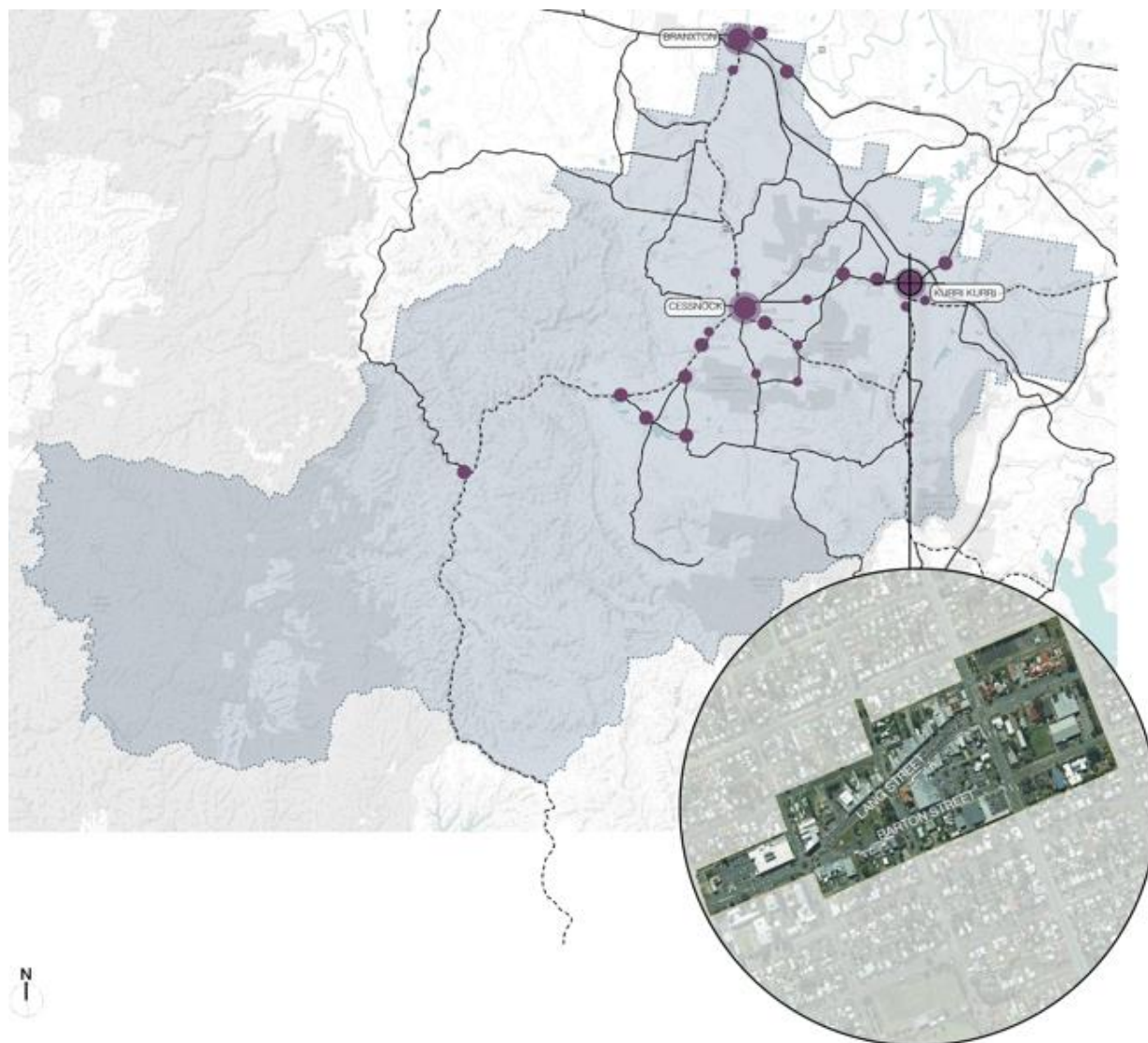
Context and Analysis

2.1 Regional Context

Kurri Kurri is a unique town and important retail centre in the Cessnock Local Government Area (LGA). Kurri Kurri has a distinct character and history and is identified as a 'gateway' to the Hunter Valley Wine Region.

The Kurri Kurri District is located approximately 15 minutes from the major regional centres of Cessnock and Maitland and is the second largest settlement in the Cessnock LGA. For the purpose of this Report, the Kurri Kurri District includes the localities of Kurri Kurri, Weston, Pelaw Main, Stanford Merthyr, Abermain, Sawyers Gully, Heddon Greta and Cliftleigh. These communities form the primary catchment of the commercial centres at Kurri Kurri and Weston.

Figure 1: Regional Context (Insert – Study Area)



The District contains a variety of important destinations and attractions, most notably:

- The Kurri Kurri and Weston commercial centres
- Heritage items and prominent buildings
- The Kurri Kurri Aquatic and Fitness Centre
- A variety of parks, sports fields and public reserves, including Rotary Park at Kurri Kurri and Peace Park at Weston
- Over 60 murals
- Home of the annual Nostalgia Festival
- Hunter TAFE campus
- Kurri Kurri District Hospital
- Several primary and secondary schools

2.2 The Study Area

The Study Area is defined by the main streets (Lang and Barton Streets) extending from the West at Alexandra Street to the East at Merthyr Street. Adjacent side streets including Allworth Street, Bruncker Street, Hampden Street, Mitchell Avenue / Victoria Street have been included in the Study Area. See **Figure 2**.

Figure 2: The Study Area



The Centre contains a primary area of activity along Lang Street between Hampton and Victoria Streets and less active commercial fringe, zoned B4 Mixed Use. In the hierarchy of centres and for local planning purposes, Kurri Kurri is a Commercial Centre whose role is to support the major centre of Cessnock.

Key features and attractions of the Study Area include:

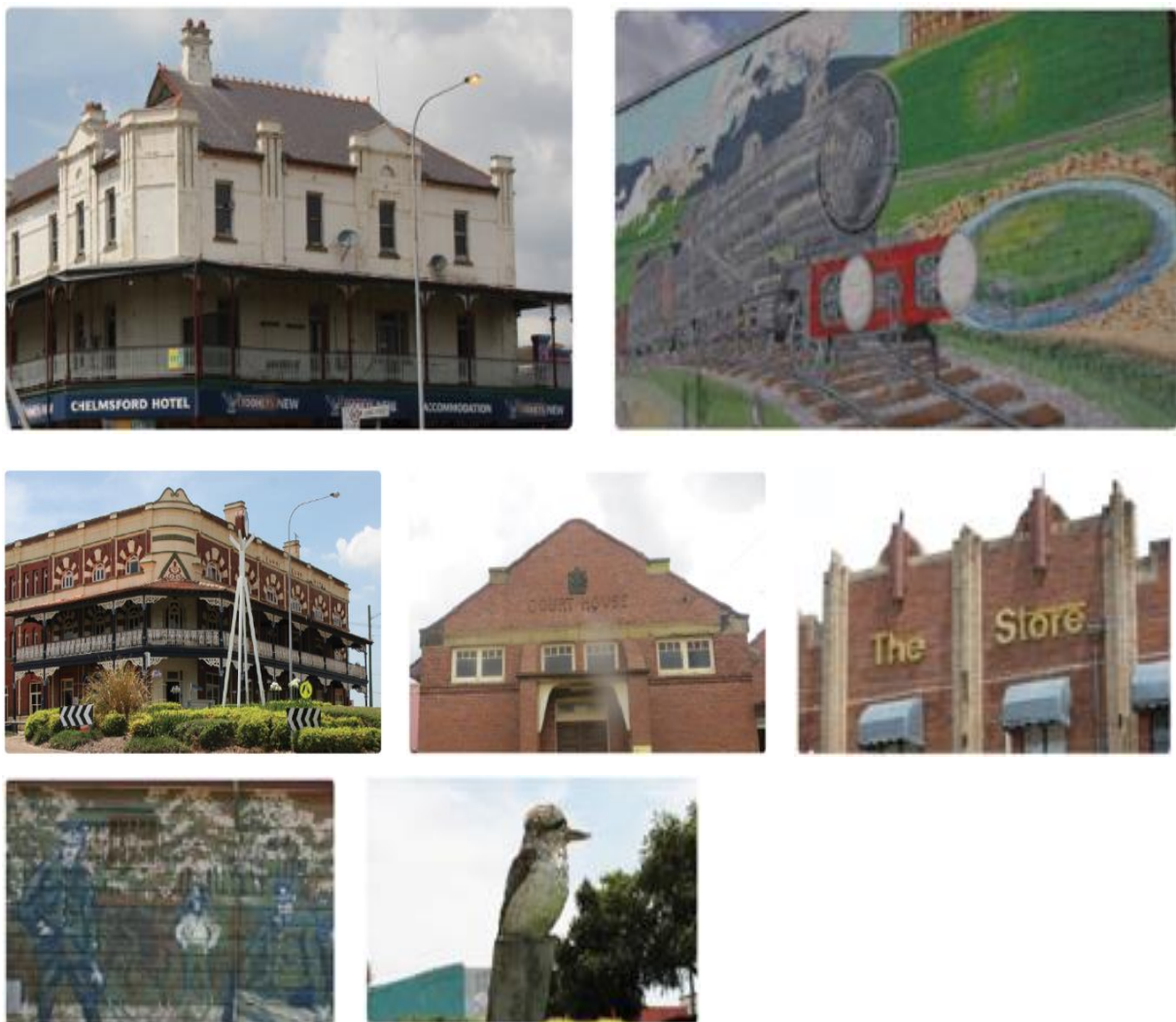
1. Rotary Park
2. Public Library / Community Centre
3. Kurri Kurri Hotel
4. Chelmsford Hotel
5. Courthouse
6. Big Kookaburra
7. Visitor Information Centre
8. Coles Supermarket

A thorough analysis of the Study Area has been undertaken and an overview is included in the following section of the Masterplan.

2.3 History and Identity

A combination of wide streets, heritage buildings and expansive vistas gives Kurri Kurri a traditional country town feel. Known as a 'gateway to the Hunter Valley', the Town has a strong sense of character that is enhanced by public art which interprets the rich history of the area.

Figure 3: Kurri Kurri Heritage



Kurri Kurri was founded at the beginning of the 1900's to service prosperous coal mining of the region. The Town is proud of its industrial past and sporting personalities. The area has been home to a number of successful sports persons who have represented the nation.

Kurri Kurri offers a range of attractions for visitors, but is best known for its murals which depict the history of the area. The Town ship is also known for its annual Nostalgia Festival that attracts in excess of 20,000 people each year.

2.4 Traffic and Transport

The townships of Kurri Kurri and Weston have limited public transport connections with the surrounding area. There are no train services; however, frequent commuter buses provide links to Morisset and Maitland railway stations.

Travel into the commercial centres is mainly by car. A key focus of the masterplans is to provide legible routes throughout the commercial centres and improve safety to encourage pedestrian and cyclist activity from surrounding neighbourhoods.

Figure 4: Traffic and Transport Analysis



2.5 Recreation Space and Playgrounds

There are two parks within the Study Area, Rotary Park and the Molly Worthington Netball Courts. The nearest playground is located at George Winter Park to the north of the Study Area. A proposed playground at Molly Worthington Reserve would ensure there are adequate playgrounds within easy walking distance of nearby residences, schools and the Commercial Centre.

There is currently a gap in the network of playgrounds at Kurri Kurri. Establishing a new playground at Molly Worthington Netball Court would address the playground provision gap at Kurri Kurri, as shown in See **Figure 5**. A new playground at Molly Worthington Netball Courts is consistent with the provisions of Council’s Draft Recreation and Open Space Strategic Plan.

Figure 5: Recreation Space and Playgrounds Analysis



2.6 Murals

The murals at Kurri Kurri offer a unique tourist attraction and reflect the rich history of the area. There are presently in excess of 60 murals in the Township and surrounds.

The Murals Project is overseen by a Project Manager employed by Towns With Heart Inc. and a committee of local people who guide the development of new murals, assess and approve mural projects, seek and manage funding and undertake maintenance of existing sites. The committee has developed procedures for the management of the Project, including comprehensive guidelines for the murals and their placement. The Murals Project remains a significant drawcard for the Township and is considered by the community to be one of the main attractors to the District.

However, like all art, taste is subjective and people have mixed views on the mural styles, content and execution. Through the Masterplan process, it has been identified that in some locations murals have been inappropriately positioned on some building facades and this can degrade the public domain and street amenity.

Additionally, the placement of murals should not necessarily inhibit the redevelopment and renewal of private and public buildings and spaces. For example, the public amenities building in Rotary Park is considered poorly positioned and this impacts on its safety and usability. In this instance, the preservation of a mural should not come at a cost to public safety and usability. In the long term, it is recommended that the public amenities building be relocated to a more accessible location within the Park.

The Moral Right Act outlines the appropriate measures to notify an Artist to ensure an artwork can be documented if it is to be removed. A new work could also be commissioned on any new public amenities building to replace the mural.

Existing murals and additional potential mural and public art locations have been identified in **Figure 6**.

Figure 6: Mural Location Diagram



2.7 Cycling Strategy

Cessnock City Council adopted the Cycling Strategy in June 2016. The Strategy outlines Council's direction to establish a bicycle friendly environment within the LGA over the next 20 years. The Kurri Kurri and Weston masterplans identify a range of additional bike infrastructure improvements to supplement and enhance the measures outlined in the Cycling Strategy. The aim is to encourage bike use for short trips to the commercial centres, schools and surrounding neighbourhoods.

The proposed routes use on road and new shared paths to provide links to key destinations and recommend a range of treatments to improve safety, wayfinding and amenity for bike riders.

Figure 7: Cycle and Pedestrian Network Analysis



2.8 Tourism and Events

Kurri Kurri is ideally located for travellers using the M1 Motorway, Hunter Expressway and the Hunter Valley Way tourist drive. Strategically located at the eastern gateway to the Hunter Wine Region, Kurri Kurri has established itself as tourist destination with prominent heritage buildings, coal mining history and initiatives established by local community groups, such as the Kurri Kurri District Business Chamber and Towns with Hearts Inc.

These community groups have developed initiatives, including the Nostalgia Festival and the development of the Kurri Kurri Town of Murals Project. In excess of 60 murals are located throughout the Commercial Centre and the surrounding towns, providing a pictorial slideshow of the history of the region.

The annual 1950s and 60's Nostalgia Festival showcases rock and roll, classic cars, fashion and dance. The festival attracts in excess of 20,000 people each year and is a key event in the region.

To encourage visitation, Cessnock City Council implemented a recreational vehicle (RV) rest area and dump point at Kurri Kurri Central Oval. The RV rest area is located about 400 metres walking distance from the main street. Additional RV parking is also proposed in the Commercial Centre on Hampden Street, providing easy access to the Visitors Information Centre, Rotary Park and shops in Lang and Barton streets.

Other key attractions include the Sir Edgeworth David Memorial, Richmond Vale Railway Museum, mural tours, monthly community markets and memorials within Rotary Park.

The Pit Horse Statue Project was established to raise funds needed to install a Pit Horse Statue in Rotary Park to acknowledge the important contribution of working horses in coal mines and to add to the visitor experience.

The Masterplan aims to support and enhance tourism and events in Kurri Kurri and proposes the following:

- maintain good levels of car parking near shops and key destinations
- improve the visual amenity and 'green' the Commercial Centre
- increase shade trees to improve visitor comfort
- retain and frame views to murals, key buildings and beyond
- increase recreation opportunities with a new playground and public amenities
- provide additional RV parking in the Commercial Centre
- increase space and facilitate markets, community gatherings and event uses
- encourage repeat visitation with seasonal programmes

2.9 Activation Programs

Vibrant, growing and sustainable towns usually result from a combination of different economic, environmental, social, locational, historical or other factors that ebb and flow over time through periods of wealth and decline. The Hunter Expressway has helped ignite the next layer of renewal in a long history of change.

The Masterplan focuses on a range of planning and public domain improvements or 'built projects' to revitalise and humanise the Commercial Centre. Another key component in creating robust and vibrant centres is the development and implementation of activation programs.

Activations programs are typically lower cost and low risk, short-term activities which use empty or public spaces to create a sense of place, allow people to reimagine their town, bring people together and ultimately help stimulate commercial activity. By activating key public spaces, vacant shops and unused spaces, it changes the way the community interacts with the public domain, builds community connections and helps support cultural expression. Some activities could include:

- New short term and small events
- Temporary artworks or objects of interest
- Artwork in empty shop windows
- Food trucks
- Activation and use of vacant shops for emerging artists and business
- Floral or seasonal displays throughout the Town



The 'Renew Newcastle' Project was established by the community to find short and medium term uses for buildings in Newcastle's CBD that are vacant, disused or awaiting redevelopment. The initiative identifies artists and cultural and community groups to use and maintain buildings until they become commercially viable or are redeveloped. The Project is a low budget community driven initiative supported by Newcastle Council, Department of Trade & Investment and various local developers, landowners and businesses. The Project has now expanded throughout Australia empowering communities in small towns, suburbs and cities to reactivate underperforming commercial centres.

It is recommended that Council employ a Place Activation Officer to develop and implement an activation program for the Local Government Area and liaise with local businesses and building owners to help improve economic activity in the region.

Figure 8: Activation programs

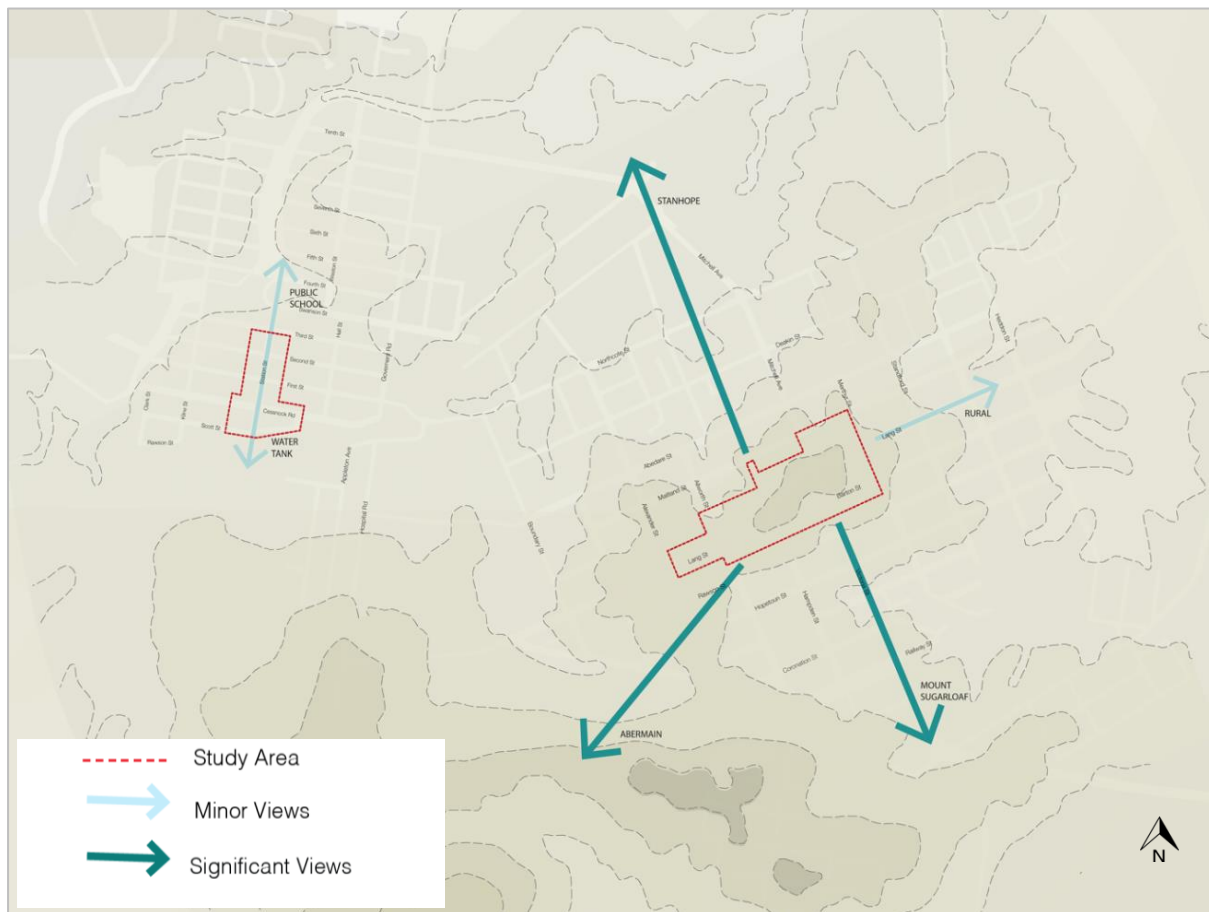


Photograph: Shutter Journal.com

2.10 Topography and Views

A combination of wide streets, heritage buildings and expansive vistas gives Kurri Kurri a traditional country town feel. Kurri Kurri is situated on an elevated topography. Views to distant ranges are available from streets within the Commercial Centre. Key buildings such as the Kurri Kurri Hotel, Chelmsford Hotel and The Store are located on high points in the Commercial Centre with views available on approach from the surrounding neighbourhoods. See **Figure 9**.

Figure 9: Topography and Views Analysis



The Masterplan endeavours to ensure key view corridors are maintained or enhanced where possible and that street tree planting is used to frame significant views.

2.11 Public Amenities

Public amenities provide convenience to residents, workers and visitors of all ages and abilities. A lack of public amenities is most acutely felt by groups with specific needs, including older people, people living with disabilities or health problems and families with young children. For these groups, a lack of convenient and accessible amenities may impact negatively on their quality of life, mobility or dignity by restricting freedom of travel to and within the Council area.

There are currently four public amenities facilities in Kurri Kurri that are predominantly open:

- Rotary Park, Barton Street (7.30 am -Sunset)
- Booth Park, Greta Street (7.30 am -Sunset)
- Kurri Kurri Community Centre and Library (9.00am-5.00pm)

- Kurri Kurri Aquatic and Fitness Centre (5.30am-8.00pm)

Council also own public amenities at the Molly Worthington Netball Courts site and at Kurri Kurri Sports Ground. These facilities are available when fields are open for organised sports, associated training and other events. Some privately operated public toilets are also available at service stations, takeaway outlets and shopping centres during opening hours. See **Figure 10**.

Figure 10: Public Amenities



Improving the provision of public toilets contributes to the quality of a town’s public domain and liveability. The Masterplan recommends providing a clean, safe and accessible network of public toilets to meet the needs of the community and visitors.

2.12 Access

A major focus of the Masterplan is to improve the pedestrian environment, access and connectivity. Increased pedestrian activity means more trade, better safety, improved health and greater social interaction. Facilitating the movement of pedestrians is critical to the long term success of towns. In Kurri Kurri, the car is currently the primary mode of transport and often takes priority where vehicles and pedestrians share the space.

Access within the Commercial Centre is presently limited due to a lack of pedestrian crossings and through site links. As a result, there are typically greater shop vacancies along the northern side of Lang Street. Additional pedestrian crossings and through site links would assist in creating a well-connected Commercial Centre.

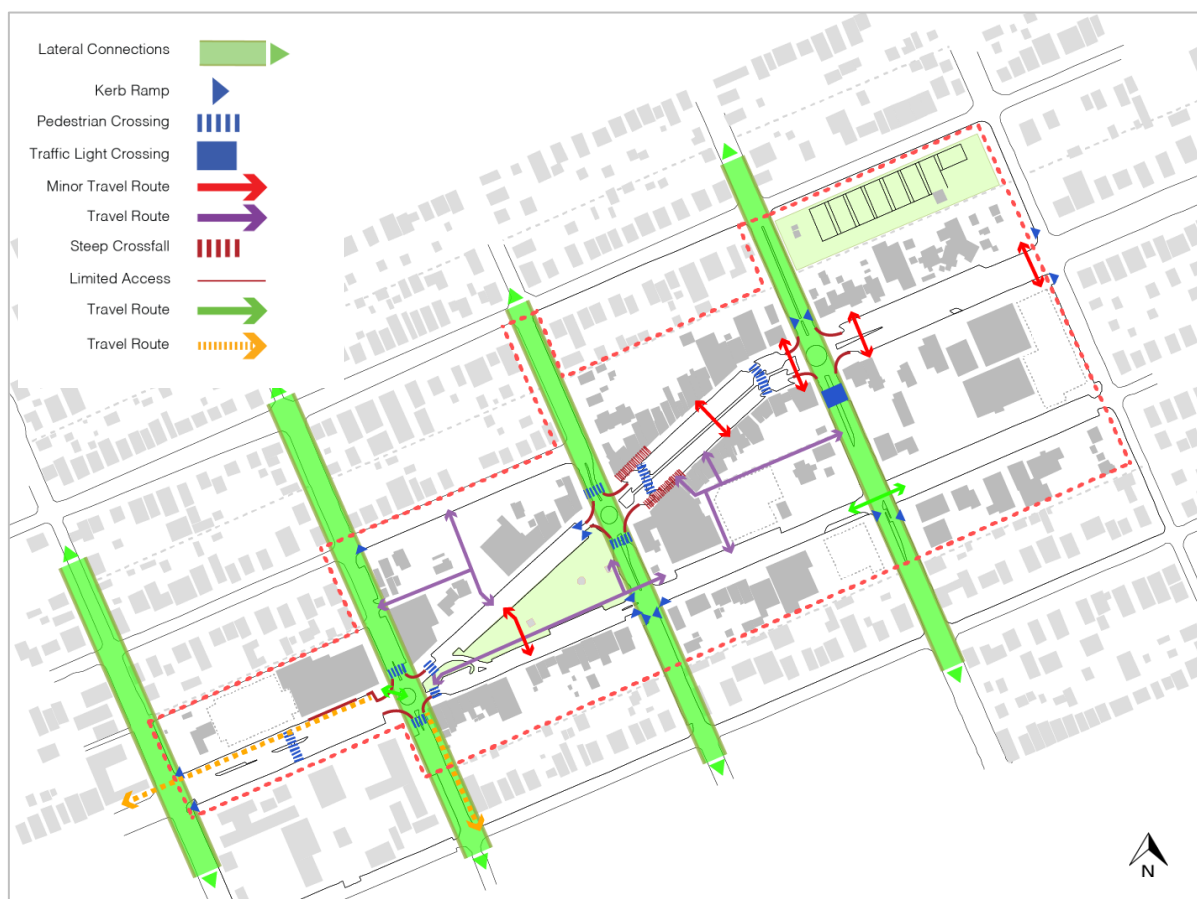
2.13 Commercial Centre Integration

Kurri Kurri Commercial Centre has a range of services which encourage visitation from surrounding neighbourhoods and elsewhere in the LGA, foremost among these are the three large anchor tenants - Coles, Aldi and IGA.

Kurri Kurri has a reasonable mix of retail shops, takeaway food outlets and service providers. The core shopping strip and commercial precinct is located on Lang Street between Hampden and Victoria Streets. Commercial development has expanded approximately 600 metres along the Street and spills into Barton Street (approximately 400 metres). The wide street widths and stretched CBD encourages car use, reduces accessibility and commercial viability, but enables future consolidation and increased development in the Commercial Centre.

A greater emphasis on encouraging increased diversity in food outlets, dining options and night-time retail will help improve the vibrancy, amenity and safety in the Town.

Figure 11: Kurri Kurri Commercial Centre Access Analysis



There are several vacant buildings throughout the Commercial Centre, primarily along Barton and Lang Street. Improvements to pedestrian safety and accessibility will assist in improving visitation to these shop fronts and may encourage occupation.

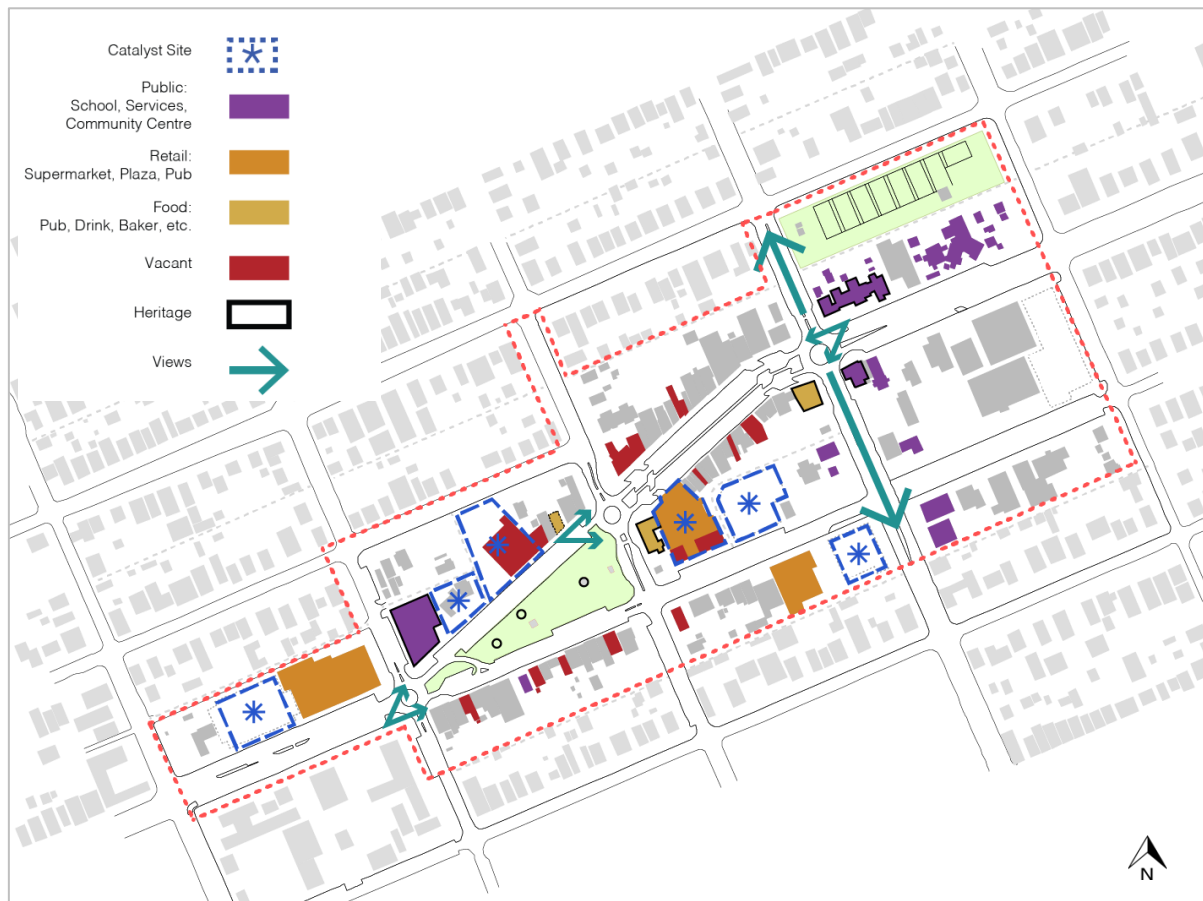
The Masterplan encourages the use of footways in the Commercial Centre for ancillary development, such as dining. The social and commercial benefits for all enterprises in the Centre would be enhanced due to the additional hours of occupation by people attending outdoor dining venues throughout the day and into the evening.

2.14 Landmark Buildings

Kurri Kurri's heritage buildings are generally located on street corners at key points in the Town's road circulation system. Their prominence is further expressed, being situated on topographic high points. This strong combination places heritage buildings as a significant contributor to the townscape and adds to the unique character of the Town.

The Masterplan provides opportunities to place further emphasis on these key buildings by ensuring they remain the cornerstone to the streetscape character and wayfinding strategies. See **Figure 12**.

Figure 12: Kurri Kurri Commercial Centre Landmark Building Analysis



2.15 Car Parking

The current provision of car parking is considered generous and the Commercial Centre road structure on the whole generally copes well with traffic numbers. Parking in the Commercial Centre is predominantly on street angled, rear to the kerb. While the reversing vehicle movement impedes traffic, it also creates a low speed traffic environment that improves safety.

There are currently about 760 car parking spaces in the Commercial Centre. The Masterplan proposes reducing car parking by approximately 13 percent for street trees and to improve safety. The number of street trees has been balanced with the car parking to maintain good parking supply near shops and key services.

Typically, disabled parking spaces are located evenly throughout the Commercial Centre on each block. Some additional disabled parking is proposed on Lang and Barton streets to improve accessibility around the Park. Additional RV parking is proposed on Hampden Street, near Barton Street and Rotary Park, to help visitors shop, buy groceries and explore the Town.

Large areas of private car parking service the major commercial tenancies in the Township. The location and number of car parking spaces should be reviewed in the future with the opportunity to consolidate car parking into multi-level car parks in major catalyst redevelopment sites, refer to **Figure 12**. This can create additional space for footpath widening for outdoor retail, dining and public furniture by returning angled to parallel car parking.

Figure 13: Kurri Kurri Commercial Centre Parking Analysis



2.16 Street Trees and Shade Canopy

Street trees have the potential to unify and 'green' the Commercial Centre to improve the visual amenity and provide shade. Existing street trees are limited, inconsistent and often an inappropriate species. For example, the existing Swamp Mahogany (*Eucalyptus robusta*) street trees along Lang Street are better suited to moist soils not arid hills and roadside conditions.

Inappropriate tree selection impacts the viability of the trees, resulting in poor health, vigour and visual appeal, reduces tree lifespan and increases maintenance. This in turn means that the streetscape and Town is not enjoying the full benefit of the character and amenity trees can provide.

Successful and notable existing street trees include a central row of Ash (*Fraxinus*) in Lang Street between Hampden and Victoria Street and an avenue of Date Palms (*Phoenix canariensis*) on Allworth Street. These give a distinct character and identity to each of these streets.

The Masterplan proposes additional street trees both 'in-road' and on the footpath to increase the shade canopy and visual amenity. The location of trees is indicative and will require further testing to ensure they have been positioned exactly to both retain and frame views to murals, prominent historic buildings and the landscape beyond. See **Figure 14**.

Figure 14: Kurri Kurri Commercial Centre Existing Tree Analysis



Heat Island Effect

Urban heat islands occur in built urban areas leading to consistently higher temperatures than surrounding areas because of a greater retention of heat. This is caused by the sun's heat being absorbed and not reflected by buildings, dark roofs, car parks, paved surfaces and roads. Lack of shade and the higher density of buildings trapping the sun's heat also increases the effects of climate change (Climate Commission 2011). Human activities including vehicles and the use of air conditioning also increases the waste heat generated.

Street trees and urban forests have proven to be one of the most effective methods of mitigating heat retained in urban centres. Shade from trees regulate temperature extremes, reducing the total energy used for heating and cooling. They also cool the air by releasing water vapour through transpiration. It has been calculated that a 5% increase in canopy cover can reduce summer air temperatures by 1-2 degrees Celsius.

In February 2017, Cessnock recorded nine days above 40 degrees. The Masterplan proposes an increase in street tree planting to improve the visual amenity and increase shade canopy.

The aim is to:

- Maintain cooler air temperatures
- Improve comfort levels on the street to encourage shoppers and pedestrians to dwell longer in the Commercial Centre
- Provide shaded car parking spaces to attract people to shop within the Commercial Centre
- Create a green and visually interesting street and Commercial Centre

The Benefit of Street Trees and Shade Canopies

Trees have the ability to transform and define the character of a street. Trees can become landmarks within a town and can often be as important as heritage buildings in defining the identity of a town.

Interestingly, most 'great streets' commonly have evenly and closely spaced trees. The use of a single species usually has the greatest impact on peoples' positive perception of the street. Deciduous trees are useful as they provide shade in summer and permit sun light to reach the streets in winter.

Street trees are a vital urban element that can transform a street and town centre. Street trees provide numerous economic, environmental, aesthetic and cultural benefits as they create a 'sense of place' and enhance the public domain. Trees are on the job 24 hours every day working for all of us to improve our environment and quality of life.

Street tree planting is a very significant component of the physical makeup and appearance of our streets and is a critical factor in our overall impression of the public domain. The most significant factor that makes a 'place' is often its street tree planting. For example, Grafton in NSW is known for its tree lined streets and annual flush of purple Jacaranda flowers and flowering Crepe Myrtles through spring and into summer.

The proposed street tree spacing in Kurri Kurri is similar to Mudgee in NSW with new trees planted at town gateways, intersections and intermittently along the streets. This, combined with a simple pavement palette and consistent furniture palette, will create a green, tree lined, shaded, comfortable and vibrant Town for residents, businesses, workers and visitors.

Some of the economic benefits of street trees include:

- Improving economic performance by increasing the attractiveness of businesses and tourism areas
- People typically linger, shop and dine longer in tree-lined streets
- Shops, apartments and housing in well planted areas usually attract higher rents and sale prices
- Reducing energy consumption, through shading and reductions in the 'urban heat island' effects
- Provide solar protection to road pavements and increase their longevity
- Very effective and inexpensive form of shade structure

Some of the social, psychological and environmental benefits of street tree plantings include:

- Calming traffic, slowing speeds and providing a buffer between pedestrians and cars. They are also useful in delineating and signifying curves in a street
- Creation of feelings of relaxation and well-being. Hospital patients, for example, are shown to recover quicker and with fewer complications when in rooms with views of trees. Workers and students are also shown to be more productive when their environments have views to trees
- Improving comfort and amenity by shading pedestrians, diminishing traffic noise, screening unwanted views and reducing glare
- Defining precincts and links with history. Tree lined streets provide orientation, and contribute to the city's character
- Promote biodiversity through habitat in the urban area
- Provide seasonal interest and natural beauty through foliage, interesting leaf patterns, flowers, bark, fruit and canopy
- Provide a link to nature and visual amenity

Vision and Objectives

3.1 Kurri Kurri Commercial Centre Vision

The Kurri Kurri District will be an active and accessible community supported by revitalised and distinct employment centres, strong industry and high quality open spaces. The District is presently experiencing change as a result of the Hunter Expressway opening in early 2014 and growth associated with development in the urban release areas to the north of the Hunter Expressway. The District's increased accessibility and urban growth is expected to place additional pressure on the commercial centres of Kurri Kurri and Weston.

The rich history of Kurri Kurri will be highlighted through strengthened connections between the built form and the public domain. Emphasis on significant buildings and historical elements of significance will reinforce the distinct character of the Town and differentiate it from nearby centres. The Kurri Kurri Commercial Centre will be thriving and welcoming both physically and socially. A focus on pedestrian and cyclist connectivity will increase safety, amenity and activity in the Commercial Centre.

Active streetscapes with an emphasis on outdoor dining and amenity will draw visitors. Improved vehicular movements and connections will encourage visitors from the wider region into the Commercial Centre. Physical and visual links will be strengthened and improvements to existing parks to ensure they encourage use by a mixed range of formal and informal user groups, with the ability to cater for large scale events to encourage visitation to the Commercial Centre.

3.2 Key Masterplan Objectives

The Masterplan will guide future domain improvements in the Commercial Centre. The public domain improvements will retain the character of the Commercial Centre while catering for increased growth in the surrounding areas.

The objectives of the Kurri Kurri Masterplan are as follows:

- **Enhance Visual Amenity**
Improve the visual amenity of the Kurri Kurri Commercial Centre with public domain improvements, such as paving, landscaping and street furniture
- **Improve Accessibility and Amenity**
Enhance accessibility and amenity for pedestrians and cyclists
- **Encourage Housing Diversity**
Encourage housing diversity within the fringe commercial areas
- **Preserve Important Vistas**
Identify and strengthen important vistas to surrounding natural features and landmark elements within the Commercial Centre
- **Improve Traffic Flow**
Improve traffic flow and car parking within the Commercial Centre
- **Improve Rotary Park**
Formalise the use of the Rotary Park for passive recreation and community events and improve the attractiveness of Rotary Park and its integration into the immediate surrounds
- **Differentiate from Other Town Centres**
Enhance and complement the character and heritage of the Town to differentiate Kurri Kurri Commercial Centre from those nearby

3.3 Opportunities Framework

The following provides an overview of the initiatives proposed to assist in implementing the objectives of the Masterplan.

Urban Form

The relationship between built form and the public domain is integral to a town's sense of place. Kurri Kurri has a number of distinctive features including heritage buildings, views to distant ranges, Rotary Park and numerous murals, which depict the heritage of the place. These elements define the character of Kurri Kurri and distinguish it from surrounding towns.

The Masterplan identifies opportunities to place controls on building heights, development types and the treatment of key sites to ensure the existing character is maintained and not eroded by future development. Significant vistas to distant landscapes, key buildings and public art, are reference points within the Commercial Centre and should not be lost by future building development or street tree planting.

The Masterplan aims to ensure the function of the Commercial Centre is focused on providing a diverse range of commercial, retail and food outlets to ensure the long term viability and vitality of the Centre.

Pedestrian, Bicycle and Transport, Movement

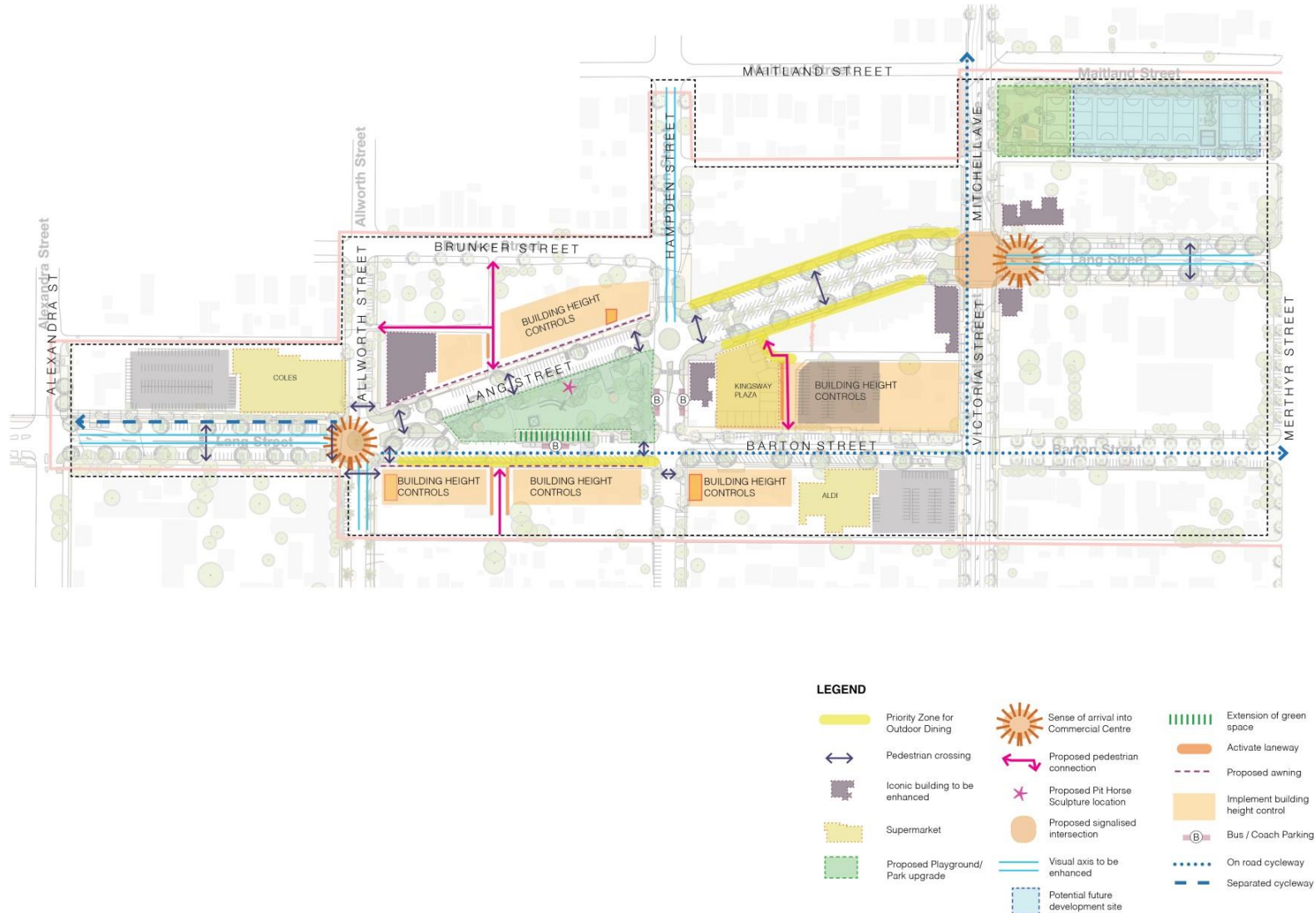
A major focus of the Masterplan is to improve the pedestrian environment, access and connectivity. Increased pedestrian activity means more trade, better safety, improved health and greater social interaction. Facilitating the movement of pedestrians is critical to the long-term success of towns. In Kurri Kurri, the car is currently the primary mode of transport and often takes priority where vehicles and pedestrians share the space.



Figure 15: High Street Arcade, Bowral & Kensington Lane, Chippendale



Figure 16: Masterplan Opportunities Framework Design



Removing Barriers

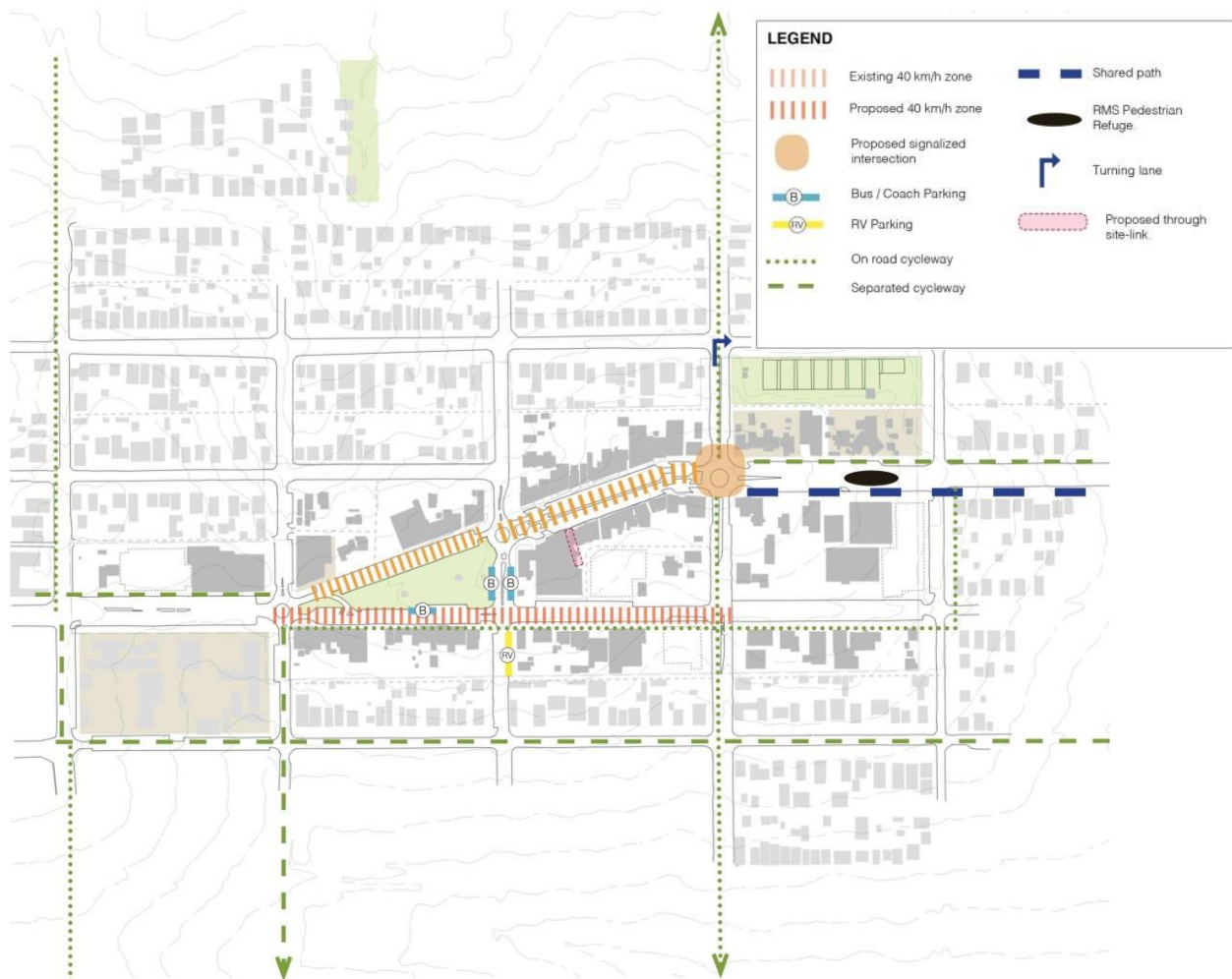
Pedestrians will always try to take the shortest route. However, these are often restricted or unsafe, due to obstacles, ownership or poorly located or absent crossings. A key aspect of making the Commercial Centre more pedestrian friendly is removing barriers and improving connections. Some key improvements to help pedestrian movement and circulation are:

- Create a low speed traffic environment in the Commercial Centre to improve safety and amenity
- Prioritise walking and active transport over vehicles
- Removes barriers and facilitate crossing on all sides at every intersection and at key mid-block connection
- Provide kerb extensions to shorten the crossing distance and kerb ramps to improve access and safety
- Address and improve footpaths with steep and non-complaint cross-falls
- Provide a wide shared path on Lang Street to improve access for shopping
- Address gaps in footpaths and cycleways to the Commercial Centre

Lane ways and Pedestrian Links

Enhance connectivity from Barton Street and the Kingsway Plaza Car Park to Lang Street. Connectivity is presently limited to a narrow pedestrian walkway (between nos. 164-166) or internally through the Plaza, which is closed after-hours.

Figure 17: Traffic and Movement Principles Diagram



Activated, fine grain pedestrian links improve circulation throughout a town centre and contribute to the character of a town. Retaining and enhancing these connections is critical to improving liveability and economic sustainability. The Masterplan recognises the key connections are:

- Maintain and activate Jones Lane between Lang and Brunner Streets, retain and enhance the rear lane behind 122-172 Lang Street for public access
- Improve pedestrian access along the lane between Kingsway Plaza and the Kingsway Plaza Car Park and encourage the establishment of retail and commercial premises to address and activate the lane
- Establish Planning Controls which provides a new external paved plaza space and public pedestrian link between Barton and Lang Streets. Alternatively, Council could investigate purchasing 172 Lang Street to provide a pedestrian link between Barton and Lang Streets

The north-south streets including Alexandra, Allworth and Hampden are key links from the surrounding residential areas into the Commercial Centre. The grades on these streets are steeper on the north approach to the retail centre however are more suitable for walking and bike riding on the eastern, west and southern sides.

As the population ages, improving accessibility by providing footpaths, new kerb ramps and additional pedestrian crossings will help people live independently for longer within their community and significantly improves quality of life.

The installation of new footpaths and kerb ramps in all streets within 500 metres (10 minutes' walk) of the Commercial Centre, particularly on the north-south streets, where topography is most restrictive, will help connect residents to services and the Commercial Centre. This will encourage walking and reduce reliance on car use.

Pedestrian movements throughout the Commercial Centre are currently complicated and connections across the main streets are limited. As a result, there are typically greater shop vacancies along the northern side of Lang Street.

Pedestrian connectivity throughout Kurri Kurri could be significantly improved to increase the number of visitors to the Commercial Centre. Creating a safe, pleasant environment focused on pedestrians and cyclists can have a direct link to the success of a Commercial Centre.

The Masterplan aims to encourage pedestrian and cyclist movement within the Commercial Centre through; increased pedestrian crossings, new pedestrian and cyclist networks, reduced traffic congestion and improvements to the amenity of the Centre.

3.4 Urban Form Initiatives

Initiative	
1.1	Review the DCP to discourage 'big box' type commercial developments (large footprint shops, food and retail outlets) with off street car parking - particularly on Victoria Street, Mitchell Avenue and Lang Street – to maintain a rich, active streetscape and vibrant Commercial Centre.
1.2	Review the DCP to encourage retail and food outlets to develop active street frontages and address and activate smaller laneways in particular.
1.3	Review the DCP to ensure height controls (on Lang Street and Barton Street in particular) to retain streetscape and 'country town' character. Building heights should not impact on the visual curtilage of heritage buildings.
1.4	Establish height controls on key sites to protect significant views to significant buildings. Ensure long distance views along streets are maintained and framed where possible.
1.5	Review the DCP to encourage a continuous awning along Barton Street between Allworth and Hampden Street and Lang Street between Allworth and Mitchell Avenue to create a pedestrian scale.
1.6	Retain larger lots sizes (4,000m ²) to provide separation between each Commercial Centre and retain the country town character.
1.7	Ensure future development discourages off street car parking on Lang Street which creates car dominated streetscapes, increases large commercial signs and sterilises future infill retail / shops.
1.8	Investigate the feasibility of relocating the existing netball courts at Molly Worthington Park and redeveloping the site.
1.9	Review the DCP to encourage two or three storey mixed use commercial / retail with residential above the former Workers Club site, 238 Lang Street (Goodyear Auto Care) and the Kingsway Plaza site.
1.10	Review the DCP to ensure development activates frontages and entries address the street.

3.5 Transport and Movement Network Initiatives

Initiative	
2.1	Install footpaths and kerb ramps on all streets with 500m of the Commercial Centre Precinct to improve pedestrian safety and encourage pedestrian movements.
2.2	Provide pedestrian crossing points on Lang Street and Barton Street to encourage safe pedestrian connections within the Kurri Kurri Commercial Centre.
2.3	Provide a network of safe cycleways from the Kurri Kurri Commercial Centre to key destinations in the District, including schools, the TAFE and the Kurri Kurri Hospital.
2.4	Provide amenities to encourage cycling into the Commercial Centre including: improved road surfaces and signage on bicycle routes, bicycle racks along Lang Street and an end of trip facility in Rotary Park.
2.5	Implement a 40km per hour zone on Barton Streets between Allworth Street and Victoria Street to improve safety for pedestrians and cyclists.
2.6	Implement recreation vehicle parking on Hampden Street near the Commercial Centre and Rotary Park.

- 2.7 Provide tourist Coach Parking on Hampden Street with good access to the amenities of Rotary Park.
- 2.8 Retain Jones Lane between Bruncker and Lang Street to retain fine grain pedestrian and cyclist circulation patterns.
- 2.9 Develop a signage strategy for the Commercial Centre to assist in way finding and improve pedestrian movement.



Cessnock St (later renamed Lang St), Kurri Kurri – Band Rotunda and Plantation Reserve C1908

Source: This image is from the archives of the Coalfields Heritage Group – Sir Edgeworth David Memorial Museum, Kurri Kurri.

3.6 Public Domain Improvements

Kurri Kurri has a rich history with many unique features, including heritage buildings and murals, which define the Township. The Masterplan identifies opportunities to improve the public domain to enhance these existing elements and interpret the Town’s heritage. This would enhance the sense of identity and character of the Commercial Centre, differentiating it from other nearby towns.

The implementation of a coherent materials and furniture palette to complement the existing character of Kurri Kurri would significantly improve the amenity of the Town to increase repeat visitation. Street tree planting is proposed to ‘green’ the Commercial Centre, define the street hierarchy and provide amenity for pedestrians.

The Masterplan places an emphasis on outdoor cafes and dining to encourage visitors to the Commercial Centre, with an emphasis on streets fronting Rotary Park. Kurri Kurri is known for its number of murals located within the Commercial Centre which depict historical events. The Masterplan identifies the important role public art in establishing a town's sense of place. See **Figure 18**.

Figure 18: Public Art and lighting of heritage facades



3.7 Public Domain Materials

The quality of the public domain and pedestrian environment is directly linked to peoples' decision to walk instead of driving their car, particularly for short trips within the Commercial Centre. There are many positive financial benefits to improving walking and cycling accessibility in Commercial Centre. Successful strategies to enhancing the amenity and attractiveness of the public domain include activated frontages, reduced traffic speed, street tree planting, a unified pavement and materials palette, improved signage and lighting.

The Masterplan establishes a simple, robust and sustainable footpath pavement and materials palette. High quality and well detailed brushed concrete is proposed as the primary pavement treatment with unit paving at key nodes and intersections with potential to infill paving along the street in the future. Regional centres such as Mudgee in NSW have using a restrained furniture palette and simply, but well detailed concrete pavement, to achieved a beautiful and memorable identity which attract thousands of visitors each year.

3.8 Wayfinding Signage

Cessnock City Council has developed a series of LGA precinct, town and town centre wayfinding signs. Signage is a powerful tool to unify a region, create a positive impression for visitors, provide important information and aid navigation and wayfinding. The Masterplan identifies locations for new wayfinding and location signage at key locations and recreation facilities. The consistent signage suite will help unify the Commercial Centre, improve accessibility, circulation and improve the visitor experience.

3.9 Recreation and Open Space Improvements

Rotary Park

Centrally located in Lang Street, Rotary Park forms the 'Town Green' and a hub for passive recreation, community gatherings and events. Despite Rotary Park's size, the usable space is restricted due to ad-hoc embellishments over the years with memorials, seats and fixtures scattered throughout and a large public toilet building in the middle of the Park.

The Park has a beautiful character with areas of open grass and mature trees and is considered a place of historic and civic pride. The iconic Kurri Kurri War Memorial, a Band Rotunda and Kookaburra statue are all located within the Park.

The health of the existing mature trees, both native and exotic, is varied due to the shallow and poor subgrade soils. Equitable access through the Park is limited with usability impeded by a lack of circulation and access paths.

The Masterplan sensitively edits and refines the Park to retain its character and important historic elements, plaques and memorials. The aim is to create a comfortable, green and flexible open space for passive recreation and community gatherings. The design objectives are:

- Retain the enhanced historic park character and civic importance
- Protect and manage the mature tree planting
- Create a safe and welcoming public park
- Be inclusive and improve accessibility, particularly for the elderly, mobility impaired and children
- Improve circulation with the establishment of a 'loop' and accessible paths
- Create a flexible park and increase usable open grass area for passive recreation
- Facilitate and improve the layout for community event uses, including markets, outdoor movies, concerts, carol nights, festivals and remembrance days
- Define and formalise the Park edges with low shrub mass plantings and well located tree plantings
- Create a Memorial Walk to celebrate Kurri Kurri's rich history, prominent people, past and future achievements
- Increase seating opportunities, including bench seats, picnic tables and a lawn terrace to encourage social interaction
- Improve night-time safety with path and feature lighting

The refurbished Park will re-establish the green centre of Town for residents, workers and visitors to celebrate the rich history, relax and gather together.

Figure 19: Indicative Photos of Rotary Park



Molly Worthington Park

Molly Worthington Park is located about 100 metres north-west of the main street at Kurri Kurri. The 1.2 hectare site is used for active sports with eight netball courts, a car park, canteen and public amenities. A mixture of small native trees is planted around the edge of the site and along Mitchell Avenue.

The Masterplan proposes to rearrange the netball courts to provide space for a new playground and open space which will be well-connected to the Commercial Centre. By locating the playground close the Commercial Centre it will be both convenient for visitors to Kurri Kurri and the broader region as a rest-area, as well as addressing a gap in the surrounding network of playgrounds for residents.

The provision of a new playground at Molly Worthington Park has been identified in the Draft Recreation and Open Space Strategic Plan 2017. The Masterplan for Molly Worthington Park aims to activate an underutilised Park with a range of passive and active recreation activities for children, youth, parents and visitors. The components are:

- A safe and welcoming public Park
- Improved circulation with new paths and connection to the surrounding streets
- Activation of the Park with temporary uses and events outside winter netball seasons.
- A new play space for children 0-12 years with a mixture of traditional and imaginative playground equipment. The key elements are:
 - Swings
 - Slides
 - Lookout tower towards the Broken Back Ranges
 - Colliery tunnel and historical theme
 - Shade structure
 - Barrier planting and fencing along Mitchell Avenue
- Youth orientated activities, including a new basketball hoop and outdoor table tennis
- Fitness equipment for all ages
- Additional shade and park tree plantings
- Low shrub mass plantings to improve the visual amenity
- Increased seating opportunities, including bench seats and picnic tables to encourage social interaction
- Painted green surface on the hard-court which will improve the visual amenity and reduce radiated heat

3.10 Public Domain Initiatives

Initiative	
3.1	Provide a unified streetscape palette including paving, furniture and lighting, which reflects the country town character.
3.2	Provide street trees and low shrub planting in kerb extensions within the Commercial Centre to calm traffic, improve safety, visual amenity and 'green' the streetscape in accordance with a tree planting program for the District.
3.3	Prepare a Street Tree Masterplan and ongoing tree planting program for streets outside the Study Area to create a sense of arrival into the Commercial Centre.
3.4	Upgrade nominated footpaths in the Kurri Kurri Commercial Centre with a consistent palette to improve visual amenity, provide a unified street, remove trip hazards and allow for outdoor dining.
3.5	Undertake a lighting upgrade to provide pedestrian scale lighting throughout the Commercial Centre and parks to improve pedestrian safety and amenity.
3.6	Investigate opportunities to illuminate key buildings and heritage facades to create a strong sense of character and provide night time amenity.
3.7	Establish a temporary mural / artwork & banner pole artwork program to encourage repeat visitation.
3.8	Integrate and coordinate the installation of the LGA Wayfinding Signage Manual to align with the proposed Masterplan.

3.11 Recreation and Open Space Initiatives

Initiative	
4.1	Undertake upgrades to Rotary Park to sympathetically consolidate existing elements and create a flexible 'Village Green' and Park for community events.
4.2	Relocate and upgrade with public toilets at Rotary Park with toilet facilities, including accessibility amenities and baby change facilities.
4.3	Limit the installation of additional embellishments in Rotary Park to ensure the space remains usable for local events.
4.4	Investigate the opportunity to provide a playground with amenities in the western portion of the Molly Worthington Netball Courts Site.

4.1 Overview of the Masterplan

The Masterplan has been developed based on a response to the findings in the detailed analysis. A focus has been placed on the enhancement of the Commercial Centre and connectivity throughout the Study Area and wider District.

The Masterplan has been separated into the following key projects:

Project 1: Lang Street Upgrades

Project 2: Barton Street Upgrades

Project 3: Rotary Park Improvements

Project 4: Molly Worthington Park Improvements

Project 5: Pedestrian Arcade

Project 6: Wayfinding and Public Art

Project 7: Street Tree Masterplan

Figure 20: Kurri Kurri Commercial Centre Masterplan



(Masterplan key over page)

Kurri Kurri Commercial Masterplan Key

1. LANG STREET WEST
Streetscape upgrades to Lang Street between Alexandra Street and Allworth Street to create sense of arrival to the Commercial Centre.
2. ALLWORTH STREET
Streetscape improvements, including street tree planting to Allworth Street.
3. LANG STREET CENTRAL (WEST)
Streetscape upgrades to Lang Street between Allworth Street and Hampden Street.
4. ROTARY PARK UPGRADES
Upgrades to Rotary Park.
5. BARTON STREET WEST
Streetscape upgrade to Barton Street fronting Rotary Park between Allworth and Hampden Streets.
6. BARTON STREET EAST
Streetscape improvements to Barton Street, including street tree planting.
7. HAMPDEN STREET
Streetscape improvements, including street tree planting to Hampden Street.
8. PEDESTRIAN ARCADE
Proposed pedestrian connection between Lang Street and Barton Street.
9. LANG STREET CENTRAL (EAST)
Streetscape upgrades to Lang Street between Hampden and Victoria Streets.
10. LANG STREET CENTRAL (EAST)
Work with landowner to improve existing lighting, safety and amenity.
11. MITCHELL AVENUE
Streetscape improvements including street tree planting to Mitchell Avenue.
12. VICTORIA STREET
Streetscape upgrades to Victoria Street.
13. PLAYGROUND
14. NETBALL COURTS
Reconfiguration of existing netball courts.
15. LANG STREET EAST
Streetscape upgrades to Lang Street between Victoria Street and Merthyr Street to create sense of arrival to the Commercial Centre.
16. PEDESTRIAN CONNECTION UPGRADE
Installation of pedestrian refuge at centre of road to improve pedestrian safety when crossing Lang Street.
17. ALLWORTH STREET
Streetscape upgrade to create sense of arrival into Commercial Centre.
18. BIKE LANE UPGRADE
Bike lane and median upgrade at the intersection of Burton and Victoria Street allowing for safer bike crossing

4.2 Project 1

Lang Street Upgrades

1. Implement building height control in Lang Street to allow for development that is consistent with the 'country town' character of the District.
2. Upgrades to existing footpath, to place emphasis on pedestrian connectivity and outdoor dining. Provide a consistent material palette throughout the Commercial Centre.
3. Create opportunities to extend the footpath into existing car spaces to create space for outdoor dining.
4. Provide street tree planting and landscaping to define the Commercial Centre.
5. Ensure safe pedestrian crossing points across Lang Street to connect to Rotary Park and Barton Street.
6. Upgrades to Rotary Park and amenities to facilitate events to encourage visitation to the Commercial Centre.
7. New street lighting to improve night time safety.

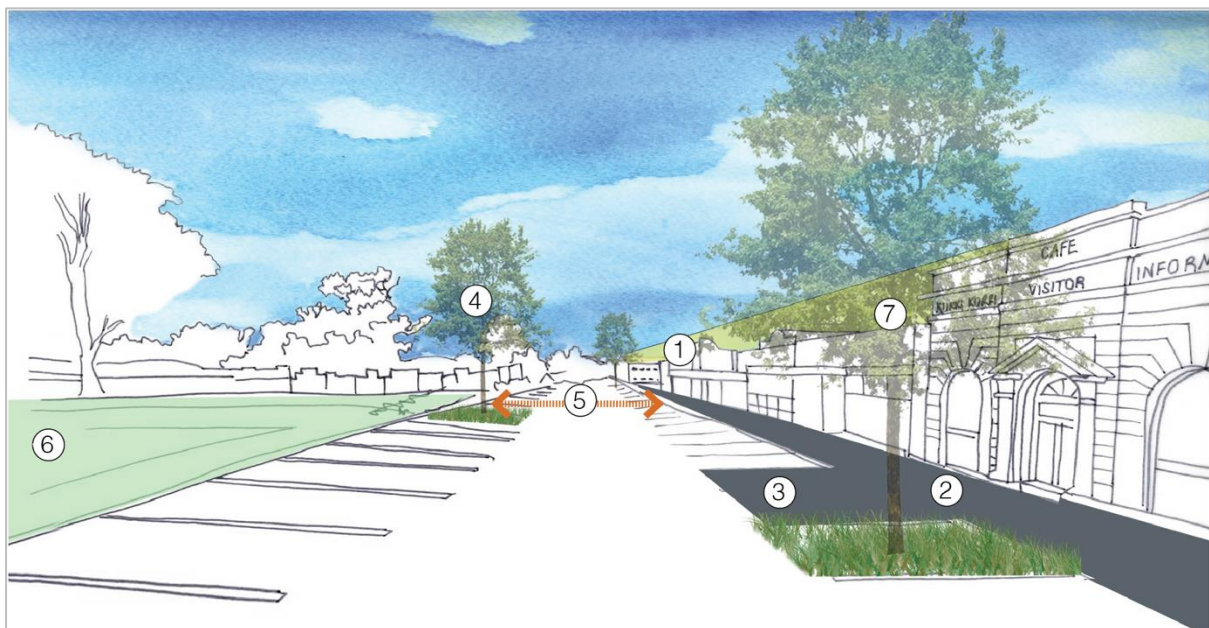


Figure 21: Lang Street Upgrades Principles

Lang Street Upgrade Overview

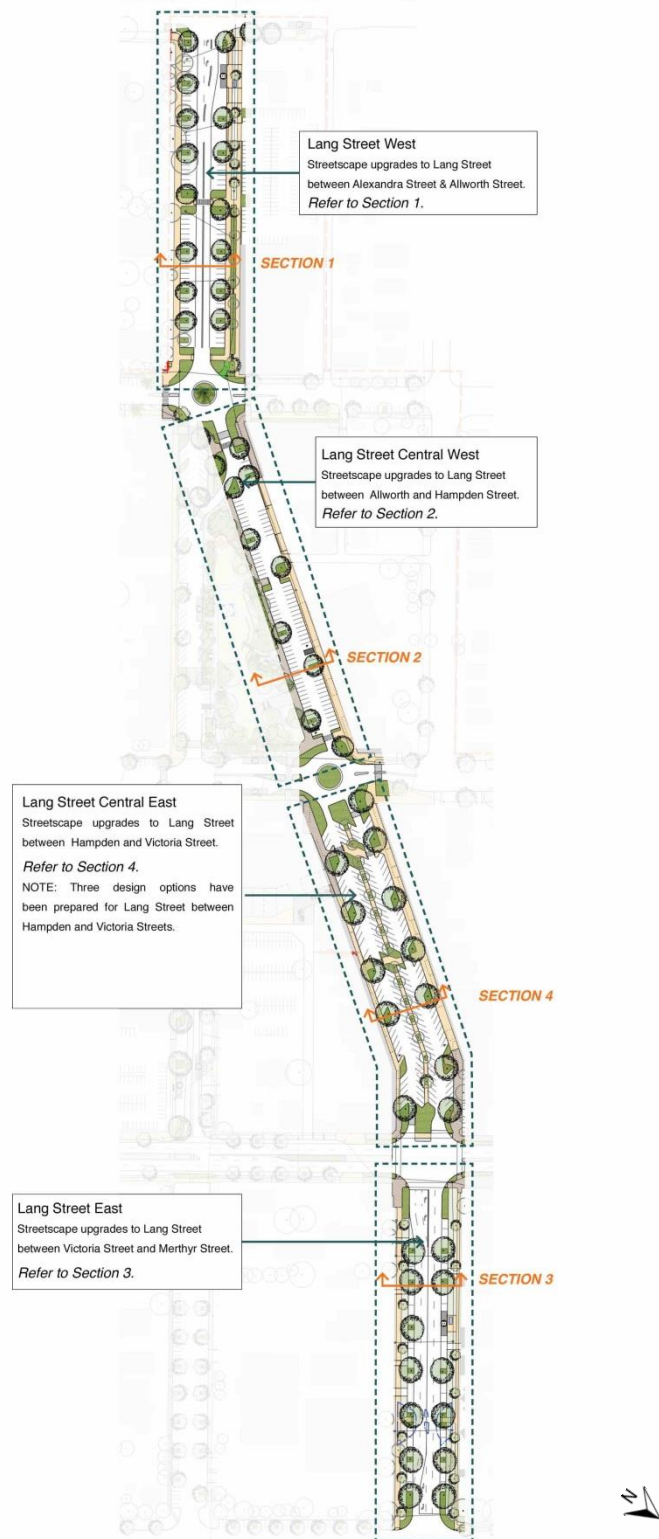


Figure 22: Lang Street Upgrade Overview

Lang Street



KEY

1. A shared path connection to Boundary Street, Kurri Kurri Hospital and beyond.
2. Kerb extension to reduce the crossing distance, improve pedestrian access and safety.
3. New bus shelter and accessibility improvements.
4. New street trees and low shrub planting in kerb extensions to calm traffic, improve safety, visual amenity and green the street.
5. Driveway modification and road lane adjustments to maintain access to Coles car park.
6. Median removed to increase footpath widths and improve access.
7. New kerb extension at pedestrian crossing to reduce the crossing distance and improve pedestrian safety.
8. Widened shared path between Alexandra and Allworth Streets to improve access to on street parking and bike access to the shops and Centre.
9. Removal of barrier fence and obstructions (trolley racks) to improve access and declutter the street.
10. New intersection footpath connection to improve access and pedestrian circulation.
11. New cycle connection into the Commercial Centre.
12. In road pavement threshold to denote Commercial Centre entry and encourage a low speed traffic environment.
13. Pit Horse Statue at Commercial Centre entry to celebrate the region's mining heritage.
14. New street trees and low shrub planting in kerb extensions to calm traffic, improve safety, visual amenity and green the street
15. Retain existing street tree and roundabout clock.
16. Additional disabled parking spaces to improve accessibility.

Figure 23: West Lang Street Upgrade Plan (Corner of Station / Second Street)

Lang Street Upgrades (East)



KEY

16. In road pavement threshold to maintain low traffic speeds and improve safety.
17. Footpath upgrade to address cross fall issues and improve accessibility.
18. Retain and supplement existing street tree plantings.
19. New paved footpath to improve the visual amenity, provide a unified streetscape and remove trip hazards.
20. Provide a consistent street furniture suite with seating and bike racks at regular intervals.
21. Encourage outdoor dining and retail on the footpath.
22. Future roundabout removal and installation of intersection traffic signals.
23. New plaza link between Lang Street and Barton Street with outdoor dining and seating to improve access and circulation through the Commercial Centre.
24. Partnership project with land owner to improve through site link amenity and safety.
25. New bus shelter and accessibility improvements.
26. Double avenue street tree planting along Lang Street between Mitchell Avenue and Merthyr Street to improve the visual amenity, provide shade and create a gateway entry to the Centre.
27. Shared pathway to connect to Main Road, Heddon and beyond.
28. Future road widening to four lanes to improve traffic flow.
29. Traffic refuge on Lang Street to improve pedestrian access and safety.

Figure 24: East Lang Street Upgrade (Between Hampden and Merthyr Street)

Section 1: Lang Street West



Figure 25: Typical treatment to Lang Street between Alexandra & Allworth St

Section 2: Lang Street Central West



Figure 26: Typical treatment to Lang Street between Allworth & Hampden Street

Section 3: Lang Street East



Figure 27: Typical treatment to Lang Street between Mitchell Ave & Merthyr St

Section 4: Lang Street Central

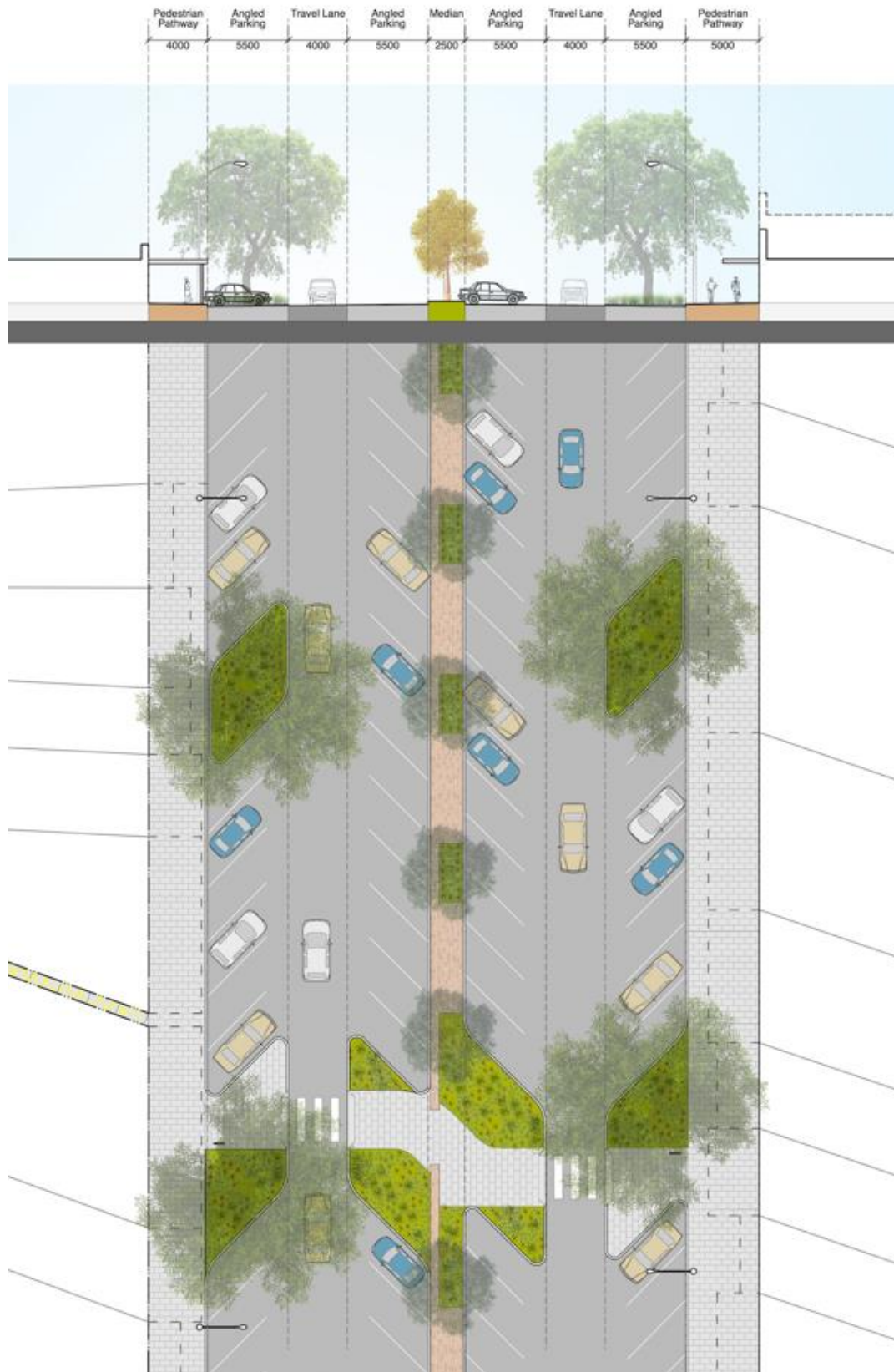


Figure 28: Treatment Option A to Lang Street between Hampden and Victoria St

4.3 Project 2

Barton Street Upgrades

1. Implement building height control on Barton Street to allow for development that is consistent with the 'country town' character of the District.
2. Provide continuous awning along Barton Street to retain pedestrian scale.
3. Upgrades to existing footpath with an emphasis on outdoor dining and pedestrian amenity. Create a consistent material palette through the Commercial Centre.
4. Street tree planting and landscaping to provide amenity and identify Barton Street.
5. Safe pedestrian crossing across Barton Street to connect shops to Rotary Park and Lang Street.
6. Upgrades to Rotary Park.
7. Extend Rotary Park into existing carpark.
8. Provide safe cycle connections.

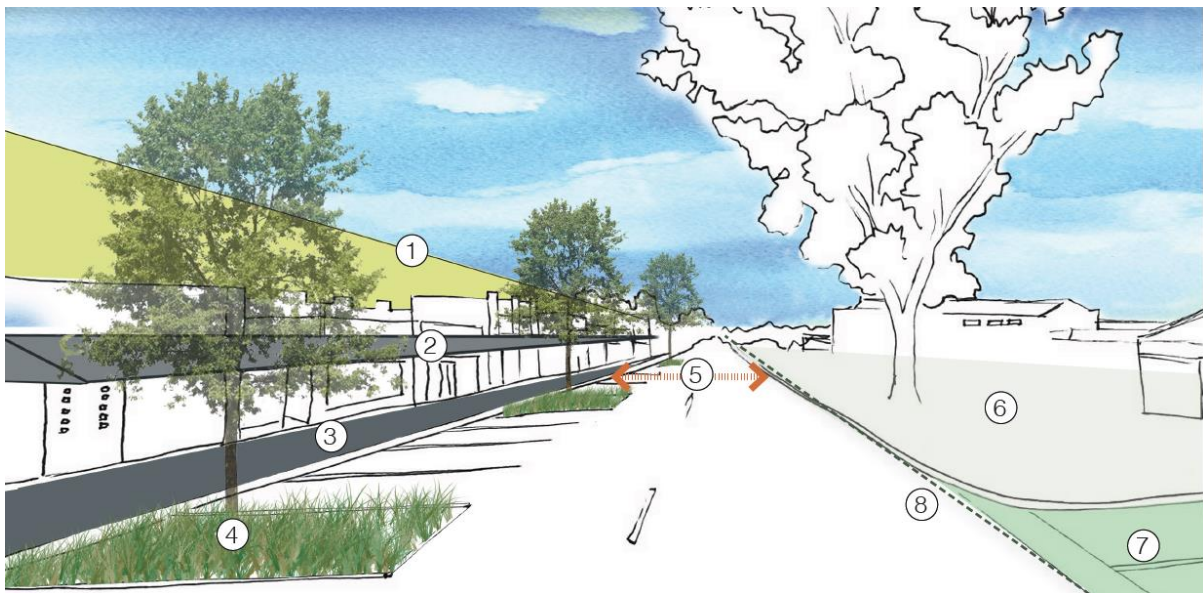


Figure 29: Barton Street Upgrade Principles

Barton Street Upgrades Overview

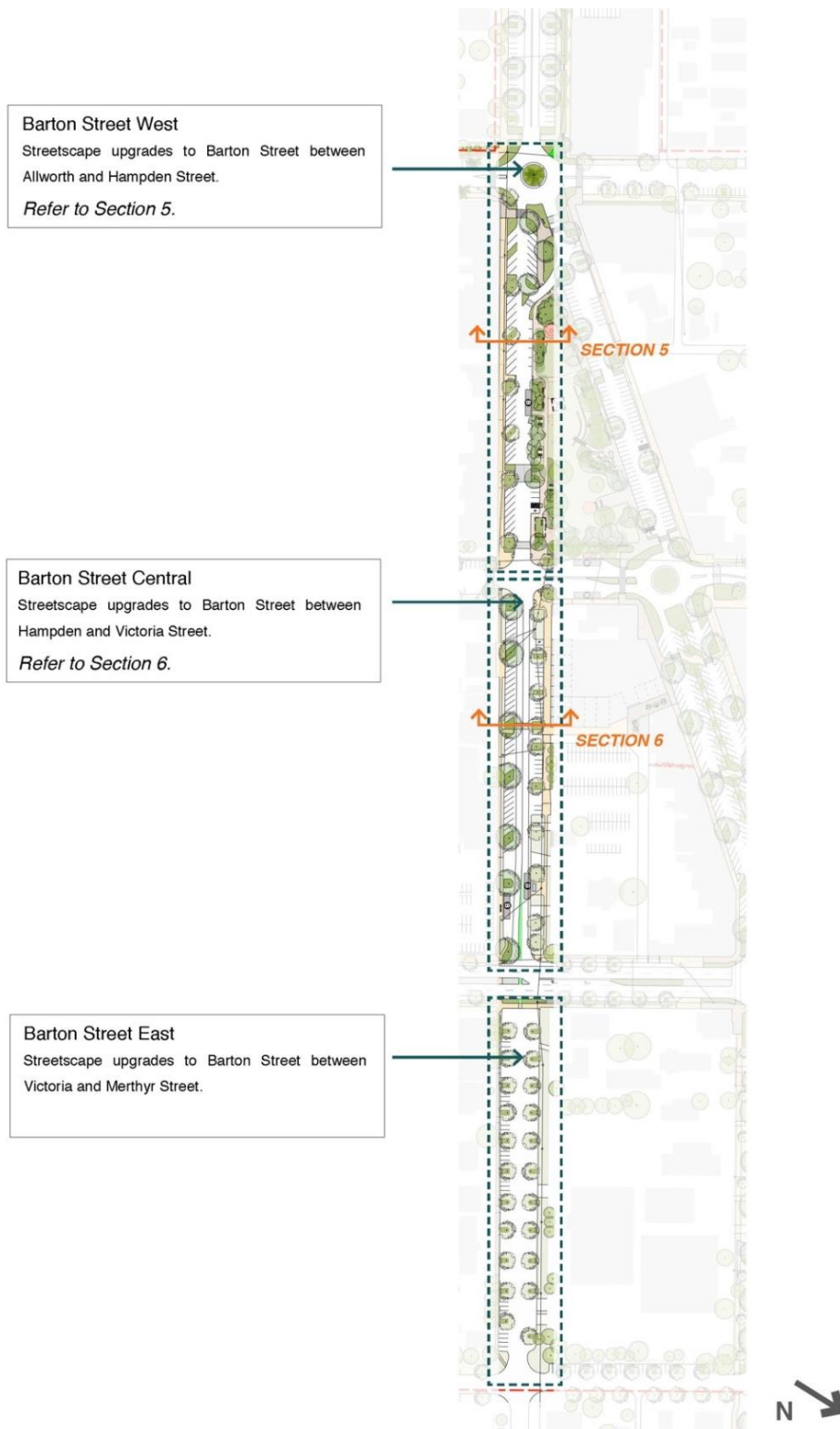


Figure 30: Barton Street Upgrade Overview

Barton Street Upgrades Plan



KEY

1. Footpath upgrade to improve the visual amenity, provide a unified street and remove trip hazards.
2. Building height and awning planning controls to unify the street and provide a continuous edge to the Park.
3. Encourage outdoor dining and retail on the footpath.
4. In road street tree plantings to improve the visual amenity, green the street, provide shade and create a low speed traffic environment.
5. Mid-block kerb extension to reduce crossing distances, improve pedestrian access, circulation and safety.
6. Parking changed to parallel parking to increase Park area and amenity.
7. In road pavement threshold to maintain low traffic speeds and improve safety.
8. Rotary Park renewal to improve amenity and increase spaces for community event use.
9. New coach bus parking on Barton Street near new public amenities.
10. New pavement threshold to denote Commercial Centre entry and create a low speed traffic environment.
11. Investigate new bicycle 'end of trip' facilities and storage.
12. Mid-block kerb extension to reduce crossing distances, improve pedestrian access, circulation and safety.
13. New concrete footpath connection to improve access and circulation around the Commercial Centre.
14. New footpath or shared zone in the car park access lane to improve pedestrian circulation and safety.
15. In road street tree plantings to improve the visual amenity, green the street, provide shade and create a low speed traffic environment.
16. New bus shelter and accessibility improvements.
17. Bike lane and intersection / median modifications to improve bike movements and safety.
18. Proposed bike boulevard loop on Barton Street (North) to improve access, safety and encourage bike use to the Commercial Centre and nearby schools.
19. New RV Parking to Hampden street near commercial centre and Rotary Park.

Figure 31: Barton Street Upgrades Plan

Section 5: Barton Street

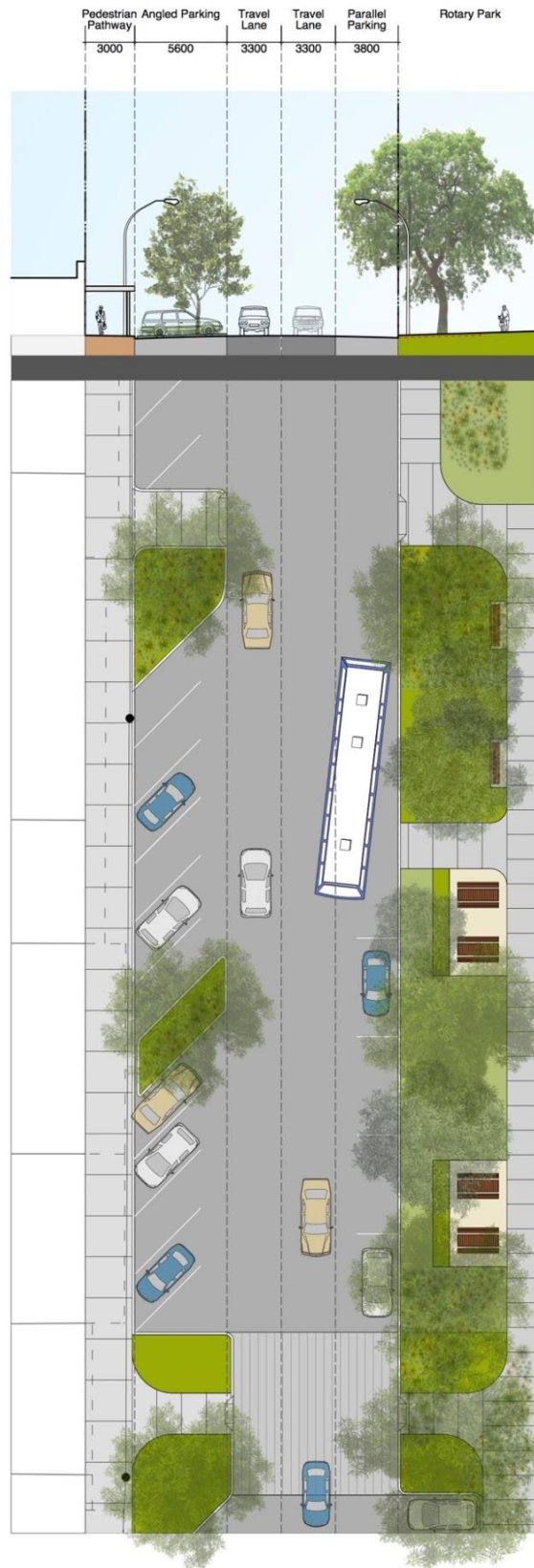


Figure 32: Barton Street

Section 6: Barton Street Central

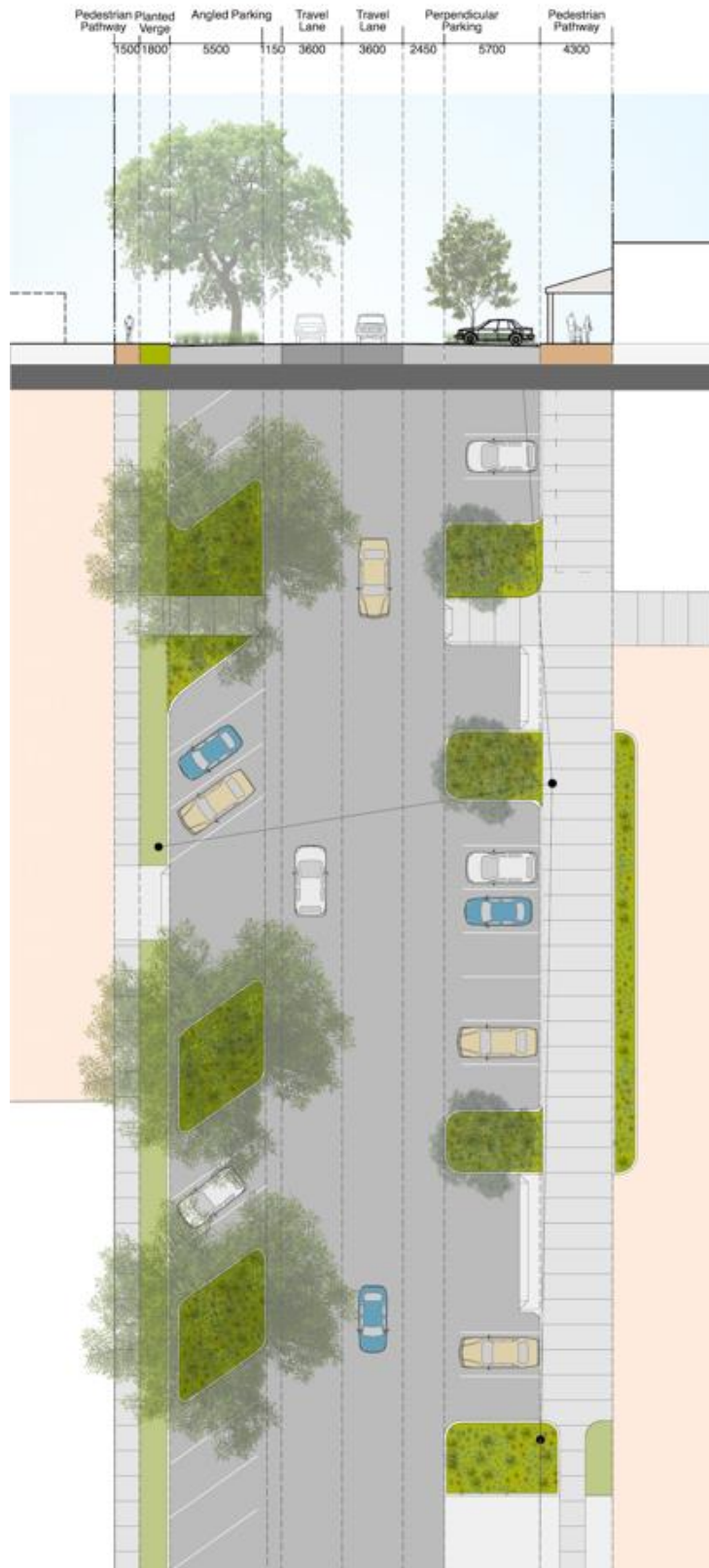


Figure 33: Barton Street Central Typical Treatment

4.4 Project 3

Rotary Park Improvements

The Rotary Park Masterplan aims to provide a flexible 'Village Green' for passive recreation and community event use. The Plan proposes sympathetic improvements to the Park to retain the existing character and create a series of spaces to improve the amenity, usability, access and circulation for the enjoyment of workers, residents and visitors. The Master plan sensitively edits and refines the Park to retain the important historic elements, plaques and memorials. The aim is to create a comfortable, 'green' and flexible open space for passive recreation and community gatherings. The design objectives are:

- Retain the enhanced historic park character and civic importance
- Protect and manage the mature tree plantings
- Create a safe and welcoming public park
- Be inclusive and improve accessibility particularly for the elderly, mobility impaired and children
- Improve circulation with the establishment of a 'loop' and accessible paths
- Create a flexible Park, and increase usable open grass area for passive recreation
- Facilitate and improve the layout for community event uses including markets, outdoor movies, concerts, carols nights, festivals and remembrance days
- Define and formalise the Park edges with low shrub mass plantings and well located tree plantings
- Create a Memorial Walk to celebrate Kurri Kurri's rich history, prominent people, past and future achievements
- Increase seating opportunities including bench seats, picnic tables and a lawn terrace to encourage social interaction
- Improve night-time safety with path and feature lighting

Figure 34: Rotary Park Artist Impression



Memorial walk stone insert



Interpretive text in memorial walk

Rotary Park Concept Plan



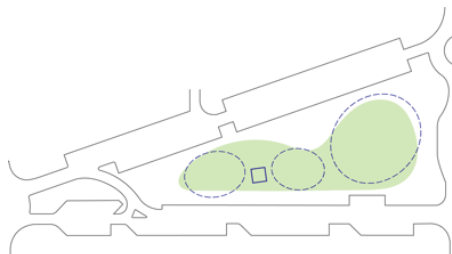
(Concept Plan key over page)



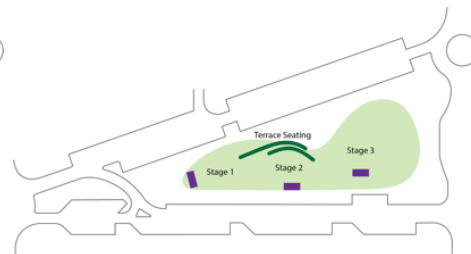
Figure 35: Rotary Park Improvements Concept Plan

Rotary Park Concept Plan Key

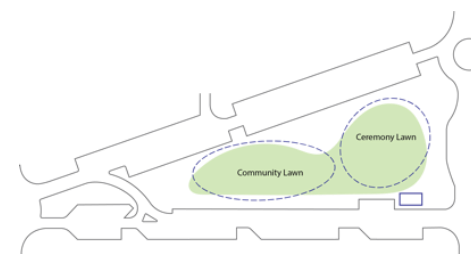
1. Retain and protect the War Memorial, iconic Kurri Kurri Kookaburra and Mining Memorials.
2. Install a Pit Horse Statue near the Miner’s Memorial.
3. Establish a Kurri Kurri Memorial Walk to celebrate, consolidate and curate the collection of memorials and plaques.
4. Declutter the central lawn areas to increase the usable Park area for passive recreation and community event use.
5. Improve the accessibility and circulation with a range of Park paths.
6. Plan to relocate the Park amenities in the longer term to provide a flexible open lawn area for community events such as the Nostalgia Festival, farmers markets, outdoor cinema, celebration and carols’ night.
7. Investigate a new location for a new public amenity building including male, female, accessible and baby change facilities, bike end of trip and storage facility.
8. Provide coach bus parking on Barton Street near the existing amenities building.
9. Provide additional seating near bus interchange.
10. Improve and formalise the main Park entries.
11. Unify the Park with a consistent palette of furniture, materials and planting
12. Regrade the lawn areas to improve usability and create view embankments
13. Provide low boundary planting to define the edges and shelter the Park from the street.
14. Retain, protect and manage healthy mature Park trees.
15. Provide a mixture of new native and exotic Park tree plantings to provide shade and improve Park amenity.
16. Provide a range of seating recreational opportunities including tables, bench seats and picnic tables.
17. Improve night time safety with Park top post lights.
18. Refurbish the rotunda including feature beacon lighting and Wi-Fi.
19. Create a quiet, enclosed memorial space.
20. Change existing angled parking to parallel parking on Barton Street to increase Park area and improve park amenity.
21. Improve pedestrian access, circulation and safety with mid-block kerb extension to reduce crossing distances.
22. Install street trees around the Park to improve park amenity.
23. Remove street lighting poles from the middle of grassed areas.



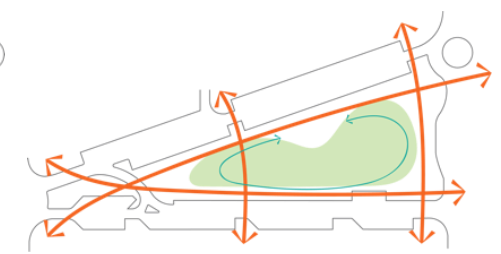
There are currently 3 Park open space areas



Combined Park in event mode

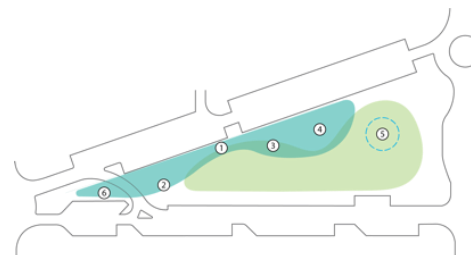


Flexible spaces for specific & everyday uses

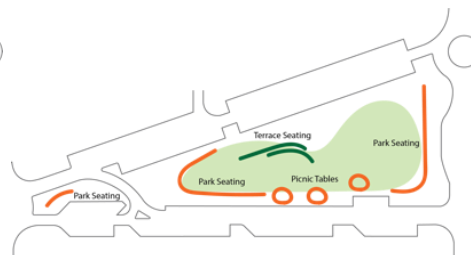


Improved circulation and connection

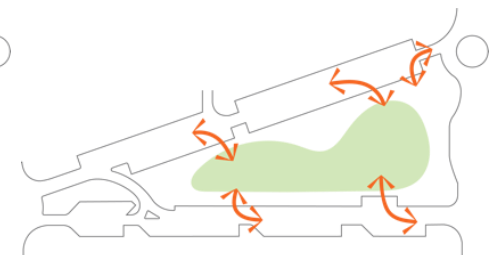
- ① Proposed Memorial Walk
- ② Family Memorial
- ③ Big Kookaburra
- ④ Mining Memorial and Pit Pony
- ⑤ Anzac Memorial
- ⑥ Pictorial History Wall



Dedicated space for memorials



Extensive seating of varying types



Multiple vehicle entry points

4.5 Project 4

Molly Worthington Park Concept Plan



(Concept Plan key over page)

Figure 36: Molly Worthington Park Concept Plan

Molly Worthington Park Concept Plan Key

1. Relocate a netball court to the northern end of the Park to provide more open space near the Commercial Centre.
2. Consolidate the netball courts around a central spectator and gather space near the clubhouse building.
3. Provide a series of terrace seating walls for spectators and address the level change.
4. Establish a new playground near the Commercial Centre for residents and visitors and address the gap in the playground provisions.
5. Provide a range of youth orientated recreation facilities including a basketball hoop and table tennis table.
6. Relocate the amenities building to increase the passive open grass area and provide a range of recreational uses to increase Park use.
7. Upgrade netball court with a new green plexipave surface.
8. New low barrier fence and buffer planting to Mitchell Avenue.
9. Utilise the netball courts for community events including temporary bike tracks or skateable moments.
10. Provide gathering space adjacent to the clubhouse building.
11. Install mid-block stairs to improve access.
12. Improve the Park entries to provide a welcoming open space.
13. Unify the Park with a consistent furniture, planting and materials palette.
14. Provide a mixture of new native and exotic tree plantings to provide shade and improve Park amenity.
15. Provide a range of seating opportunities and rest spots.
16. Improve night time safety with Park post top lights.
17. Provide additional tables, benches and picnic opportunities.
18. Upgrade the car parking and provide trees and low shrub planting to improve the amenity and provide shade.
19. New right turn lane into Maitland Street to facilitate turnaround traffic movements.

Molly Worthington Park

The Molly Worthington Park Concept Plan aims to increase recreation opportunities and use of the Park. The Plan reconfigures the Park to retain the existing netball courts and provide space for a new playground and youth orientated activities near the Commercial Centre for the enjoyment of residents and visitors. The components are:

- A safe and welcoming public Park
- Improved circulation with new paths and connection to the surrounding streets
- Activation of the Park with temporary uses and events outside winter netball seasons.
- A new play space for children 0-12 years with a mixture of traditional and imaginative playground equipment. The key elements are:
 - Swings
 - Slides
 - Lookout tower towards the Broken Back Ranges
 - Colliery tunnel and historical theme
 - Shade structure
 - Barrier planting and fencing along Mitchell Avenue
- Youth orientated activities, including a new basketball hoop and outdoor table tennis
- Fitness equipment for all ages
- Additional shade and park tree plantings
- Low shrub mass plantings to improve the visual amenity
- Increased seating opportunities, including bench seats and picnic tables to encourage social interaction
- Painted green surface on the hard-court which will improve the visual amenity and reduce radiated heat

Figure 37: Molly Worthington Park – Artist Impression



4.6 Project 5

Lang Street Pedestrian Arcade

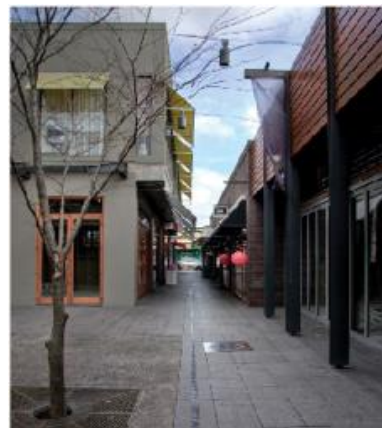
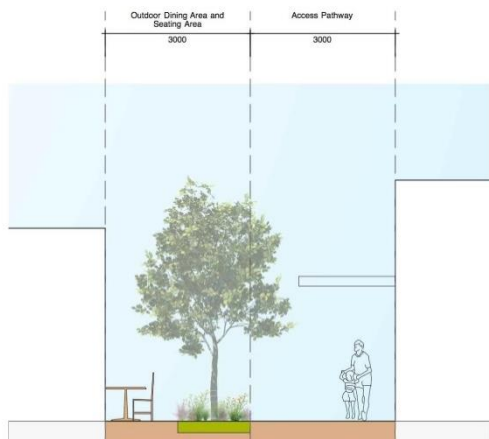
Figure 38: Lang Street Pedestrian Arcade Concept Plan



Pedestrian Arcade Key

1. Tree Planting within the arcade to provide shade, separation and visual amenity
2. Opportunities for outdoor dining
3. Small scale shopping opportunities can be located to provide an active frontage
4. Create a new central entry/exit point from the arcade to the adjacent mall
5. Building setback to open and improve sight lines along the length of the arcade

Figure 39: Lang Street Pedestrian Arcade Section **Figure 40: Existing view Lang Street**



4.7 Project 6

Public Art and Wayfinding

Figure 41: Public Art and Wayfinding diagram



Public Art and Wayfinding Key

1. Provide Commercial Centre wayfinding signage in accordance with the Cessnock Signage Manual in locations as shown.
2. Banner Pole Art Program on existing and proposed poles to create seasonal interest, encourage community engagement and increase return visits.
3. Provide night lighting to the facades of key iconic buildings within the Commercial Centre, as shown.
4. Partnership project with land owner to improve through site link use and safety. Potential improvements include art wall or installation and lighting improvements.

4.8 Project 7

Street Tree Masterplan

A Street Tree Hierarchy has been defined for Kurri Kurri and extends beyond the Study Area to create a sense of place and arrival into the Commercial Centre.

Figure 42: Street Tree Masterplan



Street Tree Masterplan Key

1. Define entry to the Commercial Centre along Lang Street from the west with street tree planting in parking bays and median.
2. Proposed planting in car parking bays along Lang Street adjoining Rotary Park.
3. Retain existing central median of Fraxinus sp. between Hampden Street & Mitchell Ave. Extend planting into parking bays to define the street.
4. Extend street tree planting from Lang Street to Main Road to create a continuous avenue of trees into the Commercial Centre from the East
5. Street tree planting within parking bays along Barton Street, i.e. Plane Tree.
6. Continue planting of Brush Box in parking bays along Hampden Street.
7. Create an avenue of Palms into the Commercial Centre along Allworth Street.
8. Small street tree species, i.e. Blueberry Ash along Bruncker Street suitable for planting under powerlines.
9. Continue planting of Brush Box in parking bays along Mitchell / Victoria Street.

Proposed Street Tree Species

Street trees make an important contribution to the character and amenity of a Commercial Centre. Street trees can create a sense of place and provide long lasting environmental contributions. The tree species selected for the Kurri Kurri Commercial Centre have been based on suitability to the site conditions.



LANG STREET EAST & WEST

VERGE:
Crepe Myrtle *Lagerstroemia indica*



PARKING BAY:
Pin Oak *Quercus palustris*



LANG STREET CENTRAL

CENTRAL MEDIAN:
Ash Tree *Existing *Fraxinus sp.*



PARKING BAYS:
Pin Oak *Quercus palustris*



BARTON STREET

PARKING BAY:
Zelkova *Zelkova serrata* 'Green Vase'



ALLWORTH STREET

PARKING BAY:
Canary Palm *Phoenix canariensis*



MITCHELL AVE / VICTORIA ST

PARKING BAY:
Brush Box *Lophostemon confertus*



BRUNKER STREET

TURF VERGE:
Blueberry Ash *Elaeocarpus reticulatus*

Figure 43: Street Tree Species

Commercial Centre Materials and Furniture Palette

The materials palette selected for the Kurri Kurri Commercial Centre will reinforce the unique character and heritage of the area and create a sense of continuity through the Town.

The aim of the materials palette is to create a cohesive character and sense of place within the Kurri Kurri Commercial Centre, ensuring a simple, sustainable and consistent palette, which is appropriate to the character of the Town and unify the Commercial Centre whilst providing variations in some areas to define the street hierarchy.

Materials Palette

1. Solid stone kerb
2. Warm grey plain concrete, broom finish
3. Bluestone feature paving



Lighting

4. **Park Lighting – Boca 612** Up lighting
Supplier: Cooper Industries
Finish: Stainless Steel
5. **Park Lighting – SL7005** Solar Heritage Lamp Post
Supplier: Commercial Systems Australia
Finish: Charcoal Satin Power Coat
6. **Commercial Centre Street & Pedestrian Lighting and Banner Poles**
Street Lighting with pedestrian lighting & banner attachments
Post: GM Pole Light: WE-EF
Finish: Mid Grey



Furniture

7. **Bollard - Commercial Centre and Parks**
SB2101 Urbania Bollard
 Supplier: Commercial Systems Australia
8. **Drinking Fountain - Commercial Centre and Parks**
 Arqua Drinking Fountain
 Supplier: Street Furniture Australia
9. **Bike Rail - Commercial Centre& Parks**
BR7101 Urbania Bike Leaning Rail
 Supplier: Commercial Systems Australia
10. **Bin Enclosure - Commercial Centre and Parks**
LR6533 Manhattan Bin Enclosure
 Supplier: Commercial Systems Australia
11. **Commercial Centre and Parks**
TM4510 Manhattan Seat
 Supplier: Commercial Systems Australia
 Finish: Mild Steel Frame, Hardwood timber battens
12. **Picnic Setting - Parks**
TM4512-11 Manhattan Picnic Setting
 Supplier: Commercial Systems Australia Finish: Mild Steel Frame,
 Hardwood timber battens
13. **Bench Seating - Commercial Centre and Parks**
TM4511 Manhattan Bench
 Supplier: Commercial Systems Australia
 Finish: Mild Steel Frame, Hardwood timber battens
14. **Platform Bench Seating - Commercial Centre and Parks**
TM4514 Manhattan Platform Bench
 Supplier: Commercial Systems Australia
 Finish: Mild Steel Frame, Hardwood timber battens



Key Initiatives (Appendix A)

Kurri Kurri Key Initiatives

Priority Level:

High, Medium or Low

Budget/Cost:

Estimated cost range –

Nil	=	No cost.
\$ Low	=	<50,000
\$\$ Medium	=	50,000 - 250,000
\$\$\$ High	=	>250,000

Timeframe:

Short term (1 year)

Medium Term (2-4 years) or

Long Term (4-20 years)

1.0 Key Initiatives: Urban Form

	Initiative	Priority	Cost	Timeframe
1.1	Review the DCP to discourage 'big box' type commercial developments (large footprint shops, food and retail outlets) with off street car parking - particularly on Victoria Street, Mitchell Avenue and Lang Street – to maintain a rich, active streetscape and vibrant Commercial Centre.	High	Nil	Short Term
1.2	Review the DCP to encourage retail and food outlets to develop active street frontages and address and activate smaller laneways in particular.	High	Nil	Short Term
1.3	Review the DCP to ensure height controls (on Lang Street and Barton Street in particular) to retain streetscape and 'country town' character. Building heights should not impact on the visual curtilage of heritage buildings.	High	Nil	Short Term
1.4	Establish height controls on key sites to protect significant views to significant buildings. Ensure long distance views along streets are maintained and framed where possible.	High	Nil	Short Term
1.5	Review the DCP to encourage a continuous awning along Barton Street between Allworth and Hampden Street and Lang Street between Allworth and Mitchell Avenue to create a pedestrian scale.	High	Nil	Short Term
1.6	Retain larger lots sizes (4,000m ²) to provide separation between each Commercial Centre and retain the country town character.	High	Nil	Short Term
1.7	Ensure future development discourages off street car parking on Lang Street which creates car dominated streetscapes, increases large commercial signs and sterilises future infill retail / shops.	High	Nil	Short Term
1.8	Investigate the feasibility of relocating the existing netball courts at Molly Worthington Park and redeveloping the site.	Medium	\$	Short Term

1.9	Review the DCP to encourage two or three storey mixed use commercial / retail with residential above the former Workers Club site, 238 Lang Street (Goodyear Auto Care) and the	High	Nil	Short Term
1.10	Review the DCP to ensure development activates frontages and entries address the street.	High	Nil	Short Term

2.0 Key Initiatives: Transport and Movement Network

Initiative	Priority	Cost	Timeframe
2.1 Install footpaths and kerb ramps on all streets with 500m of the Commercial Centre Precinct to improve pedestrian safety and encourage pedestrian movements.	High	\$\$\$	Medium Term
2.2 Provide pedestrian crossing points on Lang Street and Barton Street to encourage safe pedestrian connections within the Kurri Kurri Commercial Centre.	High	\$\$	Short Term
2.3 Provide a network of safe cycleways from the Kurri Kurri Commercial Centre to key destinations in the District, including schools, the TAFE and the Kurri Kurri Hospital.	Medium	\$\$	Medium Term
2.4 Provide amenities to encourage cycling into the Commercial Centre including: improved road surfaces and signage on bicycle routes, bicycle racks along Lang Street and an end of trip facility in Rotary Park.	Medium	\$\$	Medium Term
2.5 Implement a 40km per hour zone on Barton Streets between Allworth Street and Victoria Street to improve safety for pedestrians and cyclists.	Low	\$	Medium Term
2.6 Implement recreation vehicle parking on Hampden Street near the Commercial Centre and Rotary Park.	Low	\$	Medium Term
2.7 Provide tourist Coach Parking on Hampden Street with good access to the amenities of Rotary Park.	High	\$	Short Term
2.8 Retain Jones Lane between Bruncker and Lang Street to retain fine grain pedestrian and cyclist circulation patterns.	N/A	N/A	N/A
2.9 Develop a signage strategy for the Commercial Centre to assist in way finding and improve pedestrian movement.	Low	\$	Medium Term

3.0 Key Initiatives: Public Domain Initiatives

Initiative	Priority	Cost	Timeframe
3.1 Provide a unified streetscape palette including paving, furniture and lighting, which reflects the country town character.	High	\$\$	Long Term

3.2	Provide street trees and low shrub planting in kerb extensions within the Commercial Centre to calm traffic, improve safety, visual amenity and 'green' the streetscape in accordance with a tree planting program for the District.	High	\$\$\$	Long Term
3.3	Prepare a Street Tree Masterplan and ongoing tree planting program for streets outside the Study Area to create a sense of arrival into the Commercial Centre.	Medium	\$	Short Term
3.4	Upgrade nominated footpaths in the Kurri Kurri Commercial Centre with a consistent palette to improve visual amenity, provide a unified street, remove trip hazards and allow for outdoor dining.	High	\$\$\$	Medium Term
3.5	Undertake a lighting upgrade to provide pedestrian scale lighting throughout the Commercial Centre and parks to improve pedestrian safety and amenity.	Medium	\$\$\$	Medium Term
3.6	Investigate opportunities to illuminate key buildings and heritage facades to create a strong sense of character and provide night time amenity.	Medium	\$	Short Term
3.7	Establish a temporary mural / artwork & banner pole artwork program to encourage repeat visitation.	Medium	\$	Short Term
3.8	Integrate and coordinate the installation of the LGA Wayfinding Signage Manual to align with the proposed Masterplan.	Medium	\$	Short Term
3.9	Provide a unified streetscape palette including paving, furniture and lighting, which reflects the country town character.	Medium	\$	Short Term




4.0 Key Initiatives: Recreation and Open Space Improvements





Initiative	Priority	Cost	Timeframe
4.1 Undertake upgrades to Rotary Park to sympathetically consolidate existing elements and create a flexible 'Village Green' and Park for community events.	Medium	\$\$\$	Medium Term
4.2 Relocate and upgrade with public toilets at Rotary Park with toilet facilities, including accessibility amenities and baby change facilities.	High	\$\$	Medium Term
4.3 Limit the installation of additional embellishments in Rotary Park to ensure the space remains usable for local events.	High	\$	Short Term
4.4 Investigate the opportunity to provide a playground with amenities in the western portion of the Molly Worthington Netball Courts Site.	Medium	\$\$\$	Medium Term





Site Inventory (Appendix B)

Trees and Planting



Number	Image	Note
1		Fraxinus sp. on median strip.
2		Leptospermum planting on pedestrian pavement.
3		Pittosporum on Lang Street kerb planting.

4		<p>Callistemon boundary planting along Mitchell Avenue in Molly Worthington Netball Court.</p>
5		<p>Lophostemon shade tree in Molly Worthington Netball Court.</p>
6		<p>Jacaranda in off street parking planting strip.</p>
7		<p>Intersection mass planting.</p>





8		Tuckeroo planting in Rotary Park next to the bus stop.
9		Established Eucalyptus in Rotary Park.
10		Unestablished tree planting in Rotary Park.
11		Specimen Norfolk Island Pine in Rotary Park




<p>12</p>		<p>Overhead vine planting in Rotary Park.</p>
<p>13</p>		<p>Roundabout mass planting with Palm at the intersection of Lang Street and Allworth Street.</p>

Paving and Surface Treatments







Number	Image	Note
1		<p>Unit paver pedestrian pathway in Central Lang Street.</p>
2		<p>Unit pavers on median strip.</p>
3		<p>Unit pavers in Rotary park.</p>

<p>4</p>		<p>Wide concrete pathways on Lang Street.</p>
<p>5</p>		<p>Concrete pedestrian pathway on East and West ends of Lang Street.</p>
<p>6</p>		<p>Concrete median strips.</p>
<p>7</p>		<p>Asphalt pathways.</p>

<p>8</p>		<p>Brick pavers on Lang Street.</p>
<p>9</p>		<p>Paving and turf transition.</p>
<p>10</p>		<p>Steel drainage channel capping between pedestrian pathway and kerb extension.</p>

Structures and Furniture






Number	Image
1	
2	
3	
4	





<p>5</p>	
<p>6</p>	
<p>7</p>	
<p>8</p>	

<p>9</p>	
<p>10</p>	
<p>11</p>	
<p>12</p>	

Murals







Number	Image	Note
1		<p>Schoolyard mural on Allworth Street.</p>
2		<p>Outing mural on Barton Street.</p>
3		<p>Mural in Rotary Park.</p>

<p>4</p>		<p>War mural on Lang Street.</p>
<p>5</p>		<p>Mural on Hampden Street.</p>
<p>6</p>		<p>Kookaburra mural on Hampden Street.</p>
<p>7</p>		<p>Sporting mural on Hampden Street.</p>

<p>8</p>		<p>Drive in cinema mural on Barton Street.</p>
<p>9</p>		<p>Coalmine mural on Victoria Street.</p>
<p>10</p>		<p>Miner mural on Victoria Street.</p>
<p>11</p>		<p>Steam train mural on Victoria.</p>

<p>12</p>		<p>Mural on fire station.</p>
<p>13</p>		<p>Service Station mural on Lang Street.</p>
<p>14</p>		<p>Stairway mural on Lang Street.</p>
<p>15</p>		<p>Werataka National Park mural on Lang Street.</p>

<p>16</p>		<p>Gathering mural on Lang Street.</p>
<p>17</p>		<p>Factory mural on Lang Street.</p>
<p>18</p>		<p>Home mural on Lang Street.</p>
<p>19</p>		<p>Marching band mural on Lang Street.</p>

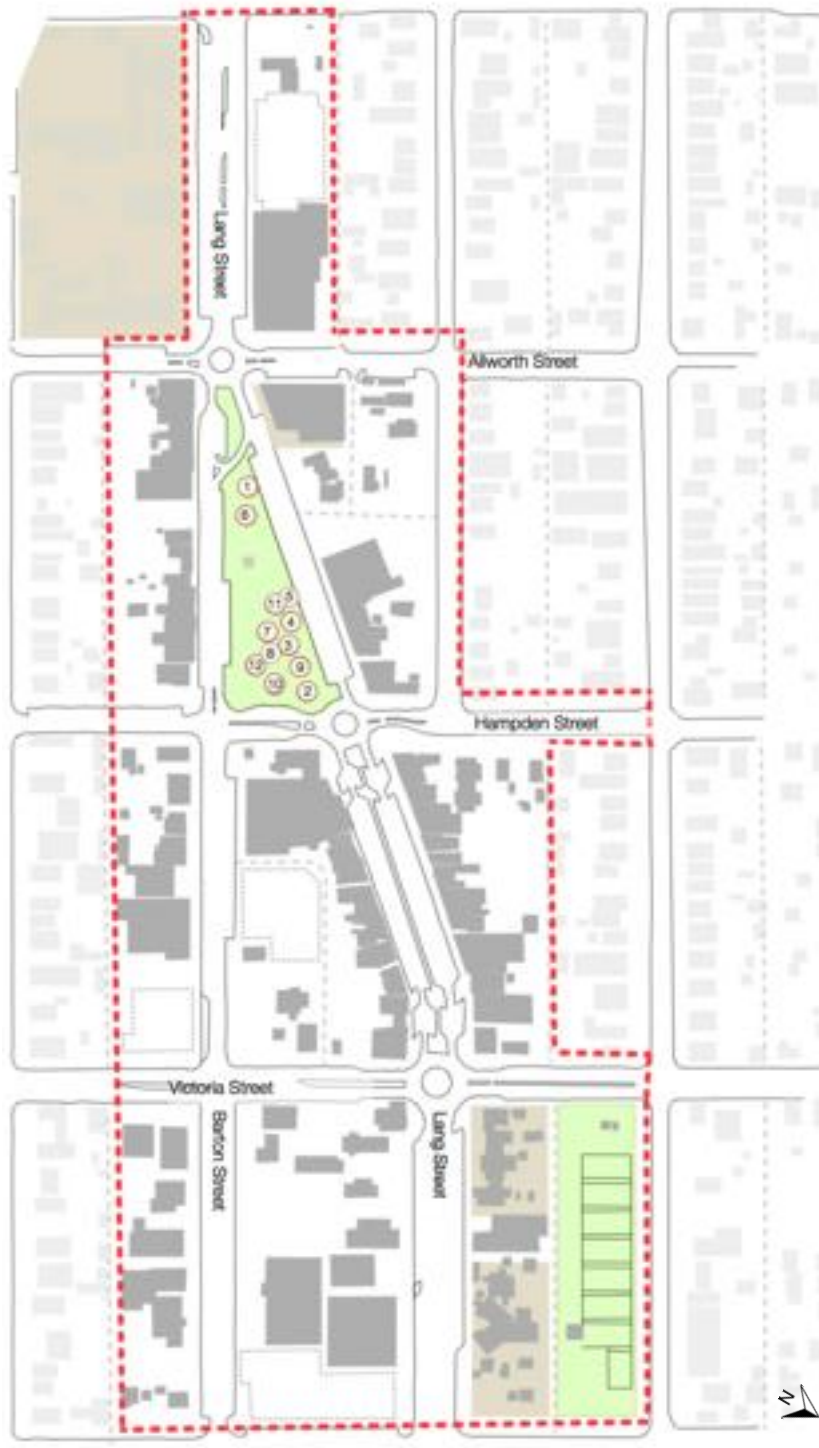
<p>20</p>		<p>Township mural on Barton Street.</p>
<p>21</p>		<p>Family mural on Lang Street.</p>
<p>22</p>		<p>Bathing mural on Lang Street.</p>
<p>23</p>		<p>Fantastical drawing on Lang Street.</p>




24











Sporting personality mural on
Allworth Street.

Heritage and Memorials



Number	Image	Note
1	 <p>A large, rectangular information panel mounted on two wooden posts. The panel is covered with a grid of small historical photographs. It is situated on a grassy area with a paved path and buildings in the background.</p>	<p>Historical photo information panel.</p>
2	 <p>A tall, blue metal signpost with a decorative top. The sign features the text 'Kurri Kurri Tidy Towns' and a grid of small portraits of local sporting personalities. It is located outdoors on a grassy area.</p>	<p>Local sporting personality information panel.</p>
3	 <p>A large, circular Anzac Memorial structure with a red roof and a central spire. In the foreground, there is a paved area with a small, white, rectangular information panel. The memorial is surrounded by trees and a paved walkway.</p>	<p>Anzac Memorial.</p>

4		Miner statue.
5		Garden of Honour.
6		Memorial Wall.
7		Civic Plaque.

8		World War One Memorial.
9		Coal Miner Memorial.
10		Lone Pine Memorial.
11		Kookaburra Statue.

12



Decorated barbeque in Rotary Park.



62-78 Vincent Street
Cessnock, NSW
Australia



Contact:
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Online help:
council@cessnock.nsw.gov.au
<http://www.cessnock.nsw.gov.au>