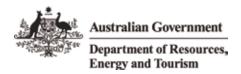






GRAFTON WATERFRONT PRECINCT **MASTERPLAN**

MASTER PLAN REPORT FINAL



This is an Australian Government funded initiative under TQUAL Grants The project was jointly funded by Clarence Valley Council and TQUAL



Prepared for Clarence Valley Council



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INTRODUCTION

PROJECT BACKGROUND

The Clarence River Way Master plan

The Clarence River Way Master plan (CRW), adopted by Clarence Valley Council in February 2009, recognises the untapped potential of the Clarence River. The Clarence River Way is a tourism and infrastructure investment program that aims to position the Clarence as one of the nation's great river experiences. It aims to leverage the regions greatest asset, the Clarence River for the benefit of the entire valley. The CRW masterplan is an integrated multifaceted approach to revitalising tourism in the Valley. It identified 10 key strategic priorities for the river, to be developed over a 10 year timeframe. The top four of these are to:

- 1. Refocus upon the Clarence River for Destination development
- 2. Develop the township hubs along the lower reaches
- 3. Promote Yamba as the gateway port to the Clarence, and
- 4. Reposition Grafton as a tourism hub.

Based upon the masterplan, work has commenced on development of the township hubs along the lower reaches, and promotion of Yamba as the gateway port including the following:

- Design development and community consultation for new jetties and wharfs along the river including options for Ulmarra, Brushgrove, Lawrence, Harwood, Maclean, Yamba and Grafton
- Documentation and construction of new jetties in Ulmarra, Brushgrove and Maclean.
- Design and development of primitive camping sites in the upper reaches of the river
- Promotion for the development of the Clarence Valley Marine Business cluster in Yamba.

The CRW identified the strategic importance of Grafton to the development of the masterplan in spreading the tourism load through the region, by the potential to extend it beyond the concentration on the summer months by the beach. It identified the potential for Grafton to act as a tourism hub, to develop strategies for it to become better known as a "River City", and for the development of the untapped potential of the Grafton Waterfront precinct as part of these strategies.

Developing Grafton as a Hub

Grafton was the original trading capital of the river and is strategically placed within the Clarence River to be the ideal central starting point for visitors to the region coming to partake of this great river experience.

Re-defining Grafton as a River City

While reasonably well known as the Jacaranda City, The CRW identified the potential for Grafton to capitalize on the spectacular Clarence River and eventually become better known as a "River City". However, few visitors to Grafton are aware of its prime waterfront address and the spectacular river experience is poorly capitalised on by the local community.

Capitalise on the Grafton Waterfront Precinct

The Grafton Waterfront precinct has the potential to become the key first point of introduction to the River for visitors using Grafton as their base as well as the key focus and hub for riverfront activities and events. Any redevelopment would not only serve the interests of visitors, but provide a great amenity for locals.

A revitalization program for the Grafton rivers edge area between Queen Street and the Grafton Bridge is therefore critical for the community and visitors to engage with the Clarence River again, in line with The Clarence as one of the Nations Great River Experiences and Grafton as a River City.



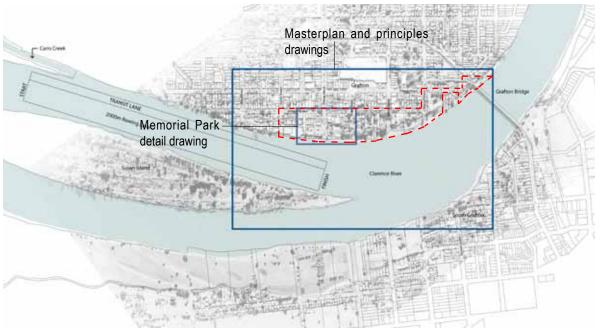
Dragon boat race day

SITE DESCRIPTION

THE GRAFTON WATERFRONT PRECINCT SITE

The Grafton Waterfront Precinct Plan site includes the riverfront land, in the most part below the levee bank between Grafton Bridge and Queen street as indicated on the plan below.

The site includes the existing Rowing Club, Sailing Club, Memorial Park and a substantial portion of privately owned land in front of residential and church properties. The riverfront land belonging to Fitzroy Street residences is excluded from the study area.



The Grafton Waterfront Precinct site. Image Source Clarence Valley Council

Overall the site is characterised as a relatively flat river bank between 20 and 50m wide. The bank rises steeply to meet the levee bank. The site is predominantly grass with some mature trees. There are also Council buildings within the study that are subject to flooding.



Characteristic of the riverfront is the flat bank and steep levee bank.

THE PROJECT PROCESS



The Grafton Waterfront Precinct project commenced in September 2010 and was carried out through to March 2011. The project was undertaken in four stages:

- Stage 1: Research and review process
- Stage 2: Stakeholder and community participation
- Stage 3: Draft Waterfront Precinct Plan and Community Exhibition
- Stage 4: Final Waterfront Precinct Plan



Stage 1: Research and review process

As part of the Research and review process, the team visited the site and me the consultant team has met with a variety of property owners and interested stakeholders including:

- NSW Government Industry and Investment
- Land and Property Management Authority
- NSW Primary Industries
- Grafton Rowing Club
- Clarence River Sailing Club
- Clarence Community Events (CCE)
- Dawn Rise Promotions
- Ron Skinner Enterprises Grafton (Bowling Club owner)
- Crown Hotel-Motel (1 Prince Street, Grafton)
- Catholic Diocese
- Anglican Diocese
- Sisters of Mercy
- George Novak (Susan and Elizabeth Island Trust)

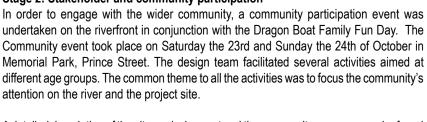


Boat building activities in the Grafton Waterfront project tent in October.



Members of the community taking part in the Riverside discovery trail.

Stage 2: Stakeholder and community participation



A detailed description of the site analysis event and the community response can be found in the Volume 2 Technical papers under the Appendices A, Research Summary Report and appendices B, C and D.



The community sharing their ideas and stories with the design team.



CLOUSTON team's marquees for the community fun day.

The results of the community consultation helped CLOUSTON to identify site issues and opportunities and also influenced the master plan outcomes which are summarised on the A3 fold out page 7.

Stage 3: Draft Waterfront Precinct Plan and Community Exhibition

As an result of this community feedback, a draft Grafton Waterfront Precinct Plan (GWPP) was prepared to outline the vision, design principles and illustrate how the masterplan might look.

The GWPP was exhibited on a dedicated page of the Councils website where the community could down load the exhibition material and displayed at three different locations in the Clarence Valley from the 24th of January to the 21st of February 2011.

The exhibition included the earlier draft of this report and was accompanied by a set of public exhibition drawings. A full set of the exhibition drawings are included in the Volume 2 technical papers Appendix F as part of the community consultation exhibition response report. The three exhibition locations were:

- Council customer service office in Grafton (Prince Street).
- Council customer service office in Maclean (River Street).
- Grafton Shoppingworld (Fitzroy Street).

While the exhibition was not attended by Clarence Valley Council (CVC) staff or the CLOUSTON Associates consultant team, the community were asked to provide their general comments and feedback (no specific questions were used) in one of three formats:

- Feedback sheets were made available at the three different exhibition locations for people to fill in. These were collected from the locations at the end of each day.
- The same feedback question was used as part of an online survey accessed from the above mentioned CVC web page. The community were able to write their comments directly into a forum style web page.
- Some responses were received as letters or e-mails written directly to the CVC General Manager.

Stage 4: Final Waterfront Precinct Plan [This document]

Following the community consultation period, all of the submissions received were collated and reviewed. A total of 90 individual responses were received during the formal exhibition period from 87 individuals / organisations. (Three respondents made more than one comment).

As a result of this community consultation a number of changes have been made to this report. The outcomes of this consultation period, the fully collated responses and the tabulated changes to the report are summarised in the Volume 2 Technical papers Appendix E. R-03 Grafton Waterfront Precinct Plan Public Exhibition Response Report, Issue D March 2011, and appendices F, G, and H.





Dragon boat race October 2010

BOWLING CLUB REDEVELOPMENT

The bowling club redevelopment provides an opportunity to create a public facility with a possible marina and a fuel stop.

- Opportunity for possible boat storage under building.
- Opportunity for better quality architectural outcome than present

PRINCE STREET ENTRY

boating access.

the waterfront.

whelming.

With its proximity to Memorial park the Prince

Street entry is one of the key waterfront access

points to the Clarence, with vehicle access to

the river. However it is cluttered and under

Car access with the boating ramp and

• Lots of infrastructure clutters the space.

Opportunity to create a better sense of

· The levee bank blocks direct views to

arrival and address to the river.

rowing club beach allows for easy

 Opportunity for reinstatement and interpretation of old commercial wharf.

PRINCE STREET

Prince street with its good quality building stock is ideally placed for a main-street redevelopment and provides an opportunity to reinforce the street as one of the primary connection points to the river.

DUKE STREET ACCESS POINT

Attractive street entry, but difficult to find a parking space.

- House. Picnic shelter well used, but it blocks vista
- o river.
- Opportunity to interpret penstock valves town flood control.

CHURCH ASSETS. - - - - -

The church lands have good quality architecture that faces the river front. Clarity of public use and safety of any access along the waterfront is important.

CLARENCE STREET ENTRY

· Stairs to the waterfront are

Jacaranda lined street with two

discontinuous

property

Clarence street provides pedestrian access to

the water but the footpaths are not continuous

· Footpath doesn't continue around rivers

side of Clarence street/Fitzroy street

substantial trees adjacent to the church

and the facilities look tired and unkept.

- · Attractive architecture.
- · Substantial fig tree.

VICTORIA STREET

AND FIGTREE

cross streets.

Attractive tree lined street

Victoria street provides an attractive tree

lined avenue that forms the first point of

address to the river with views down the

SAILING CLUB AND BRIDGE **ABUTMENTS**

A key public asset on river, but affected by flooding and is also isolated by surrounding privately owned land.

- · Pending location and design of new bridge, the Road reserve near the bridge abutment provides an ideal location for a down stream public jetty for masted yachts as per the Clarence River Way Masterplan.
- · Sailing club has difficulty with deposits of sediments and launching of craft.
- · Waterfront vehicle access a bonus.
- Toilet block unused and could potentially be better utilised as a viewing platform. Retain any club infrastructure above flood level.

MARY STREET PUBLIC PARKLAND

QUEEN STREET ACCESS POINT

· Unkept lawn area.

Queen street with its levee top shelter is well

utilised for lunch stops and river front viewing.

Very steep and difficult waterfront access.

Outside the study area but is publicly owned foreshore with limited access.

- Sign to riverfront turned around to point away from river front.
- Not clearly signposted at Mary Street.
- · Potential to connect to Grafton Waterfront.

SUSAN ISLAND

• Utilised for spectator viewing of river

Susan Island has a long tradition with Grafton

and many residents commented on the

Great opportunity to reinstate visitor

experiences they had on Susan Island.

· Additional management required to reduce weed infestation.

· Bat colony and rainforest are potential

· Indigenous heritage to be respected.

facilities on the island.

MEMORIAL PARK AND ROWING CI UB

Attractive park, and core destination with rowing club, but in need of rationalisation.

- · Pergola climbers need substantial
- · Council buildings don't take advantage of waterfront views.
- · Water brigade building underutilised.
- Memorial focus potentially limits other uses in the park.
- · River levee infrastructure clutters north west corner of park.
- · Amphitheater terraces to rowing club are a highly memorable and useful asset.
- · Toilet block not in ideal location and reduces the entry space from Duke
- Opportunity with old police inspectors home redevelopment.
- Rowing club facilities in need of expansion but current proposal may block river views.

VILLIERS STREET ENTRY

The Villiers street road easement provides an other vehicle access point to the river but it is not clear if this is a private road or open to the public.

- · Steep banks are unkept and messy.
- Ambiguous public space. The 'No Parking' sign for church land could be interpreted as no public parking or access.
- · Levee bank blocks direct views to the river.

WATERFRONT EDGE

The waterfront river flat forms a continuous edge to the Clarence. However various land owners and management regimes makes it an ambiguous space for visitors and locals.

- · Ambiguity between public and private space makes it confusing for visitors and locals.
- · The riverfront is quiet and peaceful.

KEY

Site study area boundary

Issues/opportunities/constraints areas

Waterfront

SOUTH GRAFTON

Whilst out of the study area, it has prime waterfront access and an underutilised pontoon and boat ramp.

- · Remnants of one of the river ferries is located on the South Grafton Waterfront.
- · Pontoon underutilised as Grafton Bridge limits access. Access may improve once more facilities are provided in Grafton.



CLOUSTON associates

Clarence Valley Council

Scale 1:2000 @A1 1:4000 @A3

200m

Grafton Waterfront Precinct • Masterplan

SUMMARY ISSUES, CONSTRAINTS AND OPPORTUNITIES

SUMMARY ISSUES CONSTRAINTS AND OPPORTUNITIES

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MASTERPLAN PRINCIPLES

As outlined in the research summary paper, the site issues analysis has been undertaken with five key framework headings in mind. The resultant principles that have been developed from this analysis, and illustrated on the following pages use these same headings. These were:

Character and feel of the riverside

What is the visitors perception, experience and image of the precinct?

Finding your way around and getting to the water

 How well can visitors find the precinct and then navigate around it and get to the water?

Cultural and natural assets

- What are the key intrinsic assets of the site?
 - Natural assets in terms of natural systems; geology, soils, plants, vegetation communities, fauna, water catchments, flooding, drainage.
 - Indigenous heritage and the prehistory of the site and it's spiritual and cultural significance.
 - European cultural heritage such as significant buildings or associations to famous persons, events, industries, pioneering etc.

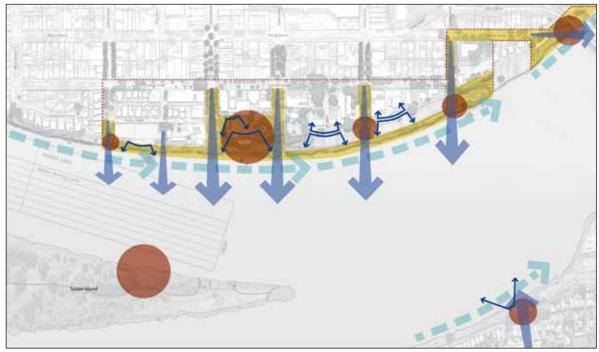
Visitor and user attractions

• What is there to do in the precinct or around it?

Looking after the waterway

 What does Clarence Valley Council need to do to maintain the site and it's resource and also keeps it in good working order and looking good?

CHARACTER AND FEEL OF THE RIVERSIDE - PRINCIPLES



Character and Feel of the Riverside



Provide meaningful and memorable experiences

- Encourage return visitors
- · Have a place making quality that is memorable
- Create a memorable riverfront experience
- Build upon the existing character of riverfront spaces.

Provide a clarity of uses and of spaces

- Be able to know where you are, where you can go, and what you can do
- Improve safety along the river (CPTED Crime Prevention Through Environmental Design).
- · Improve pedestrian legibility.



Improving visual connectivity and vistas

- Improve connectivity along the route.
- Maintain key views and vistas.
- · Reinforce views to the CBD / River.

Create a cohesive palette of riverside park furniture and materials:

- Use a limited number of materials e.g. stainless steel and concrete.
- Consider bespoke items for feature areas.
- Use a uniform signage system along the entire Grafton Waterfront to enhance way finding.
- Select colours that compliment the surrounding heritage buildings and natural setting.
- Specify materials that are robust and long lasting.



Views out to the River and back to assets

- Maintain scenic vistas out from buildings and sites by not building or planting them out.
- Ensure that buildings that contribute to the character of the river through their high level of aesthetic quality remain visible from the waterfront and river.

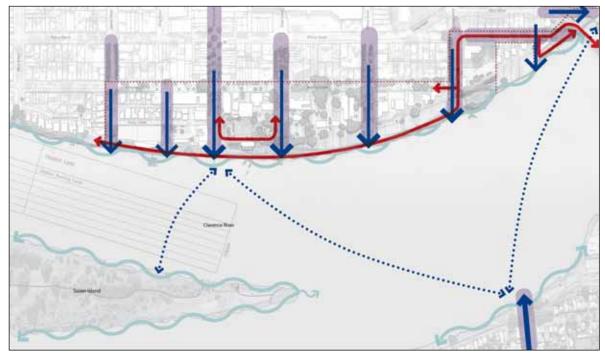


Sequential / Dynamic

 Work with the river as a dynamic and naturally changing eco-system.

FINDING YOUR WAY AROUND & GETTING TO THE WATER

- PRINCIPLES



Finding Your Way Around & Getting to the Water



Improve the ability to get to the riverfront

- Improve car parking both top and bottom of the riverfront.
- Improve accessibility top to bottom i.e. ramps and stairs.
- Improve accessibility to the waters edge i.e. jetty, boardwalks, sandy beaches.



Provide a continuous accessible path of travel along the waterfront

- Provide continuous paths along the top and bottom.
- Allow for a diverse range of users such as cyclists, pedestrians, prams and wheelchairs.

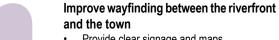


Provide a variety of river interactions and experiences

- Boardwalks.
- Pontoons.
- Jetties.
- Beaches.
- Boat Ramps.
- Marinas.
- Access to Susan Island.



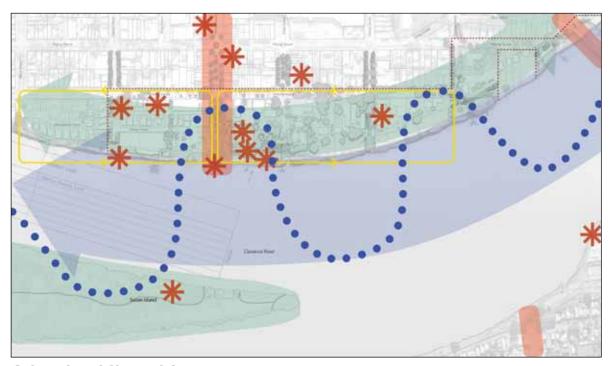
Potential ferry service/links to Susan Island



- Provide clear signage and maps.
- Design clear legible address / access points.
- Use banners and flats in streets leading to the waterfront.
- Improve Footpath connectivity from the streets to the waterfront.
- Improved night lighting.
- Ensuring security & improving visibility, CPTED (Crime Prevention through Environmental Design).



CULTURAL AND NATURAL ASSETS - PRINCIPLES



Cultural and Natural Assets

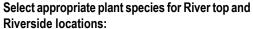
Protect and enhance the natural resources of the river

- Maintain water quality.
- · Protect riverine health.
- · Protect natural ecosystems.
- Provide for wildlife diversity.



Promote continuous indigenous culture and Involvement

- Through artwork.
- Through culture, stories, interpretation opportunities.
- Tradition/Spirituality.



- River top: reflect cultural planting schemes within the town such avenues of Phoenix, large feature trees such as Figs and also some smaller flowering tree species that allow views of the river.
- Riverside: select high canopy, clear stemmed trees that are indigenous to the area and potentially grown from local seed.
- Retain important river vistas from the town when locating trees along the top and bottom banks.



Build upon the European cultural heritage of the river

- · Maintain the strong Rowing tradition.
- Use stories of and reference to the Wharves and the Shipping / Trade.
- · Encourage picnics on Susan Island.
- · Protect historic, architecturally significant sites.
- · Maintain character residential architecture styles.

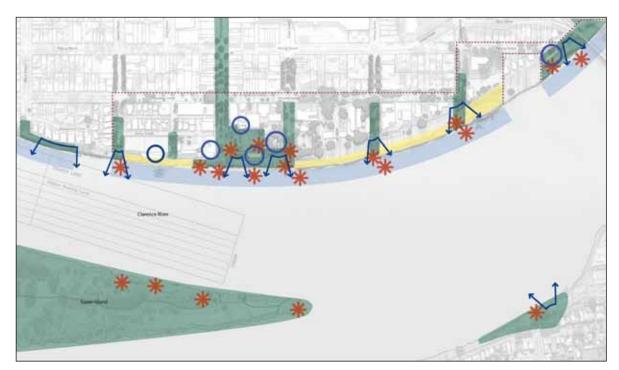


Identify opportunities for interpretive cultural heritage trails and loop walks

- Develop a series of interpretive loop walks that tell the story of the Grafton Riverfront. Use the themes guiding the Clarence River Way Masterplan.
- Investigate options for local volunteer guides, self guide brochures, in- field interpretation and potential use of technology and smart phones to deliver interpretive content.

---- Site boundary

VISITOR AND USER ATTRACTIONS - PRINCIPLES



Visitor and User Attractions



Facilitate a range of activities catering for all ages and distributed along the river including

- · Play spaces.
- · Picnics and BBQ facilities.
- · Fishing opportunities.
- Ability for rowing, kayaking, dragon boats, sailing, dinghy and tinnies.
- · Event viewing areas, spectator lawns.

Maximise the rivers potential through use of publicly owned land Water Brigade building.

- · Street ends.
- Memorial Park.
- Toilet blocks.
- Sailing Club.
- Rowing Club.
- · Susan Island.

Ensure flexibility of of uses now and into the future

- Provide a range of non programmed events.
- Provide spaces that are multifunctional.

Create a safe and secure environment that allows for appropriate use throughout the day and early evening

- Improved night lighting.
- Ensuring security, improved visibility, CPTED (Crime Prevention Through Environmental Design).
- · Encouraging passive surveillance.
- Fencing of private property.
- Increased usage.

0

Commercial and/or Recreational Opportunities

- Investigate opportunities for commercial and allied recreational opportunities that can help deliver the activities and attractions that promote the river and the idea of Grafton as a "River City".
- Potential Fitness trail.

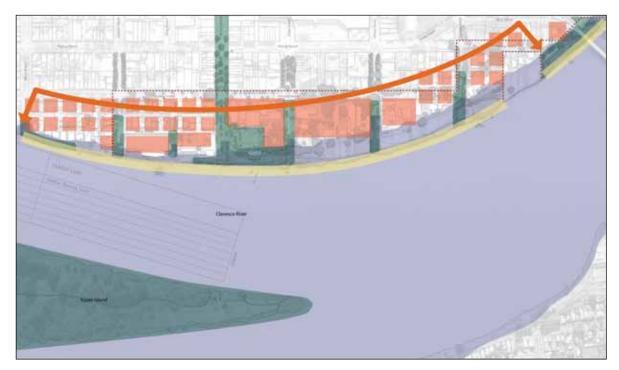


Take advantage of key event viewing locations

- Facilitate access and areas for casual spectator vantage points for river based events.
- Protect key vistas from being built or eventually blocked by planting.

---- Site boundary

LOOKING AFTER THE WATERWAY - PRINCIPLES



Looking after the Waterway

Allow for designs that can easily respond to climate change and sea level rise

 Adapt design life of structures to anticipate predicted sea level rise.

Promote robust design solutions that can withstand regular flooding and inundation

- Locate facilities and equipment to suit flood flows and levels. See typical section on p15.
- Ensure design facilities / infrastructure are robust enough to be flooded, washed away and/or be damaged and not cause obstructions that can snag flood debris.
- · Provide facilities that are vandal resistant.

Allow for effective management and maintenance

- Manage upstream weeds (broader catchment issue).
- Design for simple removal of silts and mud after floods.
- Effective management of Parkland.
- Collaborate with other management bodies and partners to ensure effective implementation and management of assets.

Manage civic scale development

- Provide development control plans that manage any civic scale redevelopment of the Grafton waterfront precinct.
- Development should be in keeping with the scale of the waterfront precinct.
- · Orientate development towards the river.
- · Maximise public use of the foreshore.
- Activate pedestrian activity through uses.



Maintain residential grain

- Provide development control plans that maintain the residential character of the waterfront precinct and control the scale and quality of any redevelopment of the Grafton waterfront precinct.
- Ensure an appropriate scale for single storey development.



Re-orientate buildings and structures to the waterway

 Through planning controls and other incentives ensure that buildings orientate themselves and open up to the river front rather than presenting blank facades to the river.



Site boundary

WORKING WITH A DYNAMIC RIVER

The Clarence River is a dynamic river system and with such a large catchment the amount of water that can be collected is substantial as the recent 2011 flooding has shown. Even a 1:5 year event will place a large proportion of the riverbank under water. All of the design considerations for the masterplan have worked with the following three key zones.

The river top.

Anything above the levee bank can have traditional construction and has no flood related issues.

The parkland levee zone.

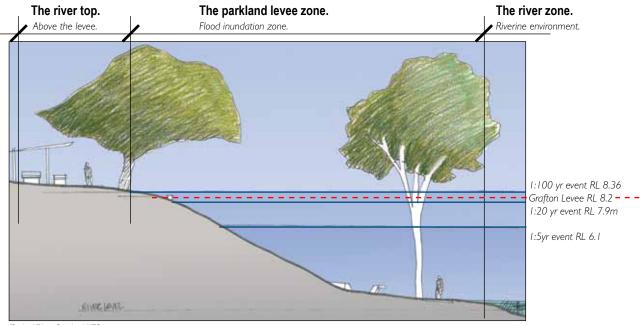
The section between the levee top and the river bank is subject to flooding variations and regular inundation as illustrated in the section below. Therefore:

- All furniture should be robust in materials and design to minimise flood damage and be oriented to facilitate flood flows.
- Any electrical equipment should be IP65 rated or higher.
- Structures with roofs, play equipment and any other structures that could snag flood debris should not be used in this zone
- Any trees should have high canopies with clear stemmed trunks.
- Paving designed to clean easily and clean with rain water flushing.

The river zone.

This is the normal river level of the Clarence. This part of the riverine environment is partly tidal and partially saline.

- Any floating pontoons need tall enough piles to accommodate raised river flood levels.
- Small scale jetties and decks to be of robust construction and designed to allow for flood inundation.



Typical River Section/ NTS

THE VISION



Grafton and the Clarence – heart and soul of a region. Together they are the identity of the place, with the mighty river flowing through time, threading through the landscape as it brings life, purpose and meaning to the valley communities.

In the river city, re-linking the sweep of waterfront parkland and adjacent townscape opens a window onto Grafton's maritime past and rich social history. The stories and experiences to be retold here will intrigue visitors and locals alike, inviting them to explore and appreciate their heritage.

The natural qualities of the river and its diverse recreational appeal across sport, culture and space for quiet reflection, all have a place and a role in renewing this extraordinary public asset. With inventive design, access and security solutions there will be increased facility and enjoyment of the waterfront, all blending with the timeless and uncluttered river vistas.



And the bold landform of the flood levee that is Grafton's engineered defence against the dynamic, sometimes destructive force of the river, will be engaged in a more creative relationship with the river as an amphitheatre for celebration, ceremony and spectacle.



Grafton's history is firmly anchored in the river, but in recent times this has been unappreciated, its inherent potential largely unrealized. Now that a tide of change in expectation for the waterfront is swelling, Grafton's legacy can be revisited, and by creatively re-engaging its river, the very heart of the Clarence revitalized.





THE MASTER PLAN

The Grafton Waterfront precinct masterplan illustrates how the vision and design principles might be applied in transforming the waterfront to a well used and busy river boulevard. One of the key elements is a continuous 3.5m wide shared waterfront walkway, providing direct access to the river front through a variety of means. The waterfront walkway is linked back to the city heart in an accessible manner at all of the key publicly owned road reservations. In some locations implementation of the of the 3.5m wide shared waterfront walkway will require successful resolution of land tenure/ownership negotiations which in some cases may include shared use arrangements.

Prince street and the established Memorial Park and rowing club form the current hub adjacent to the river. This is built upon by strengthening and clarifying the Prince Street arrival and entry. The existing underutilised Water Brigade building is proposed to be converted to The River Centre, a key introduction point to the river, capitalising on its great vantage point and parkland setting.

Access to the River Boulevard from the city is provided at a number of key points. The existing vehicle entrances beside the bowling club, at Prince Street, Duke Street, Villiers Street and the Sailing club site will remain and be enhanced to facilitate pedestrian access. New accessible ramps for prams, wheelchairs and bikes are proposed for Duke street and Clarence Street entry points. In the longer term there could also be a potential ramp on the embankment behind the sailing club. This would link Fitzroy street with the future boat mooring facility south of the Grafton Bridge pylon, that is proposed in the Clarence River Way Masterplan.

Facilities that extend and enliven the use of the waterfront such as jetties, beaches and small boat ramps are provided along the length of the River Boulevard. Opportunities for commercial activities that enhance and complement the waterfront such as the conversion of the Former Police Inspectors house to a function centre are to be promoted.

All of the facilities on the riverfront below the levee top would be designed to be robust and durable to withstand regular flooding and inundation as per the typical river section.

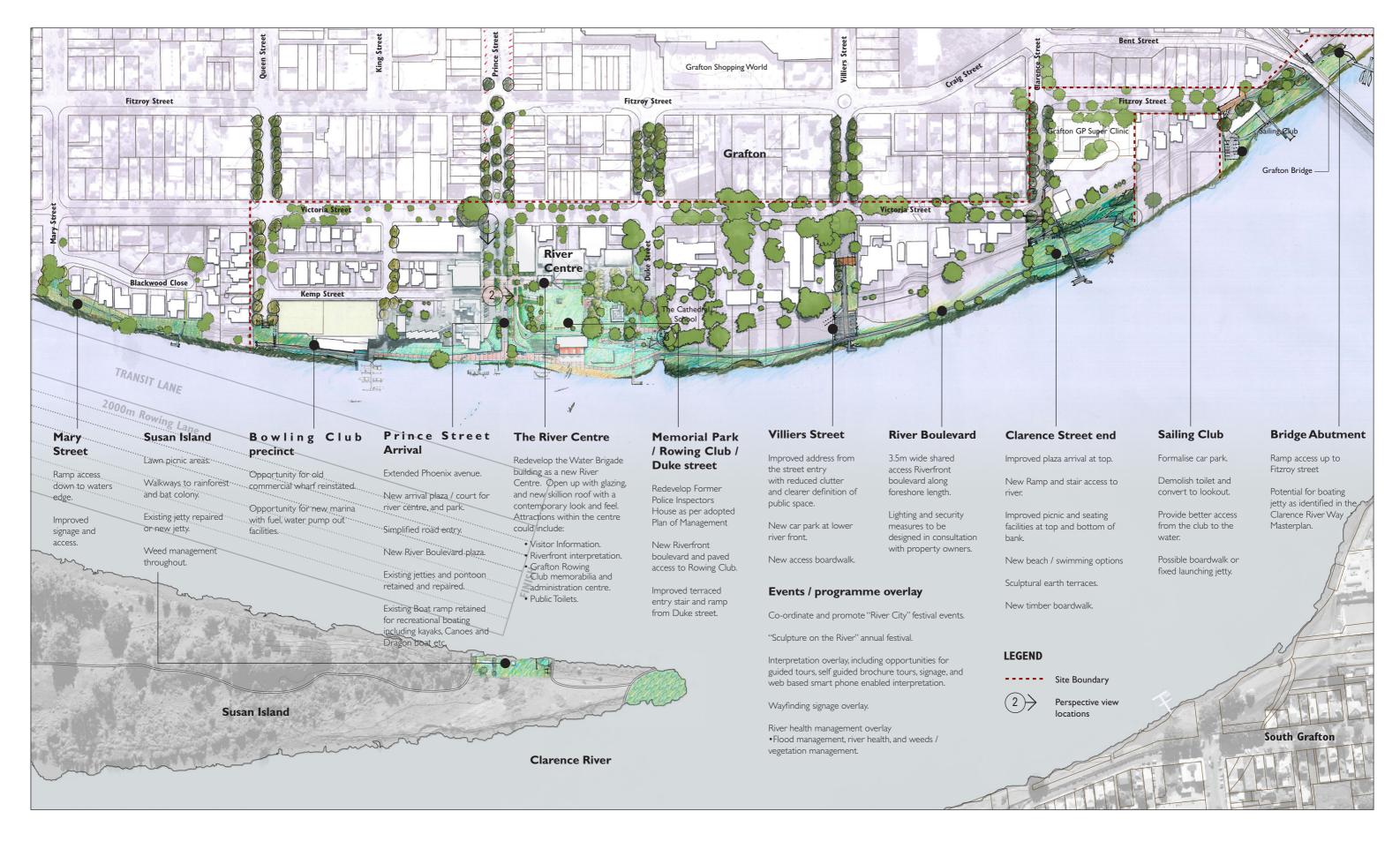
The protection of the Clarence River environment as a valuable resource is essential to maintain the river as a key part of the River City. Underpinning this are broader catchment wide strategies that aim to manage the rivers health.

The masterplan recognises and builds upon the continuous indigenous culture of the river through public art, events and interpretation. Similarly, European cultural heritage and the river's rich maritime history can be made more evident and interpreted in the landscape.

And lastly throughout the precinct, there are river wide overlays of events, programmes and management practices that contribute to the river experience. The river provides a spectacular setting for ongoing events and activities. These could include an annual "Sculpture on the River" event, ongoing river recreation and sporting events, and music and art festivals.

Other overlays include wayfinding signage and interpretation. This could encompass elements such as volunteer guides, self guided tours, interpretive signs, through to web based stories that can be accessed by smart phones. Any interpretive story lines should utilise the themes developed for the Clarence River Way Masterplan.

The masterplan is illustrated overleaf and specific components of the masterplan are described in more detail on the following pages.



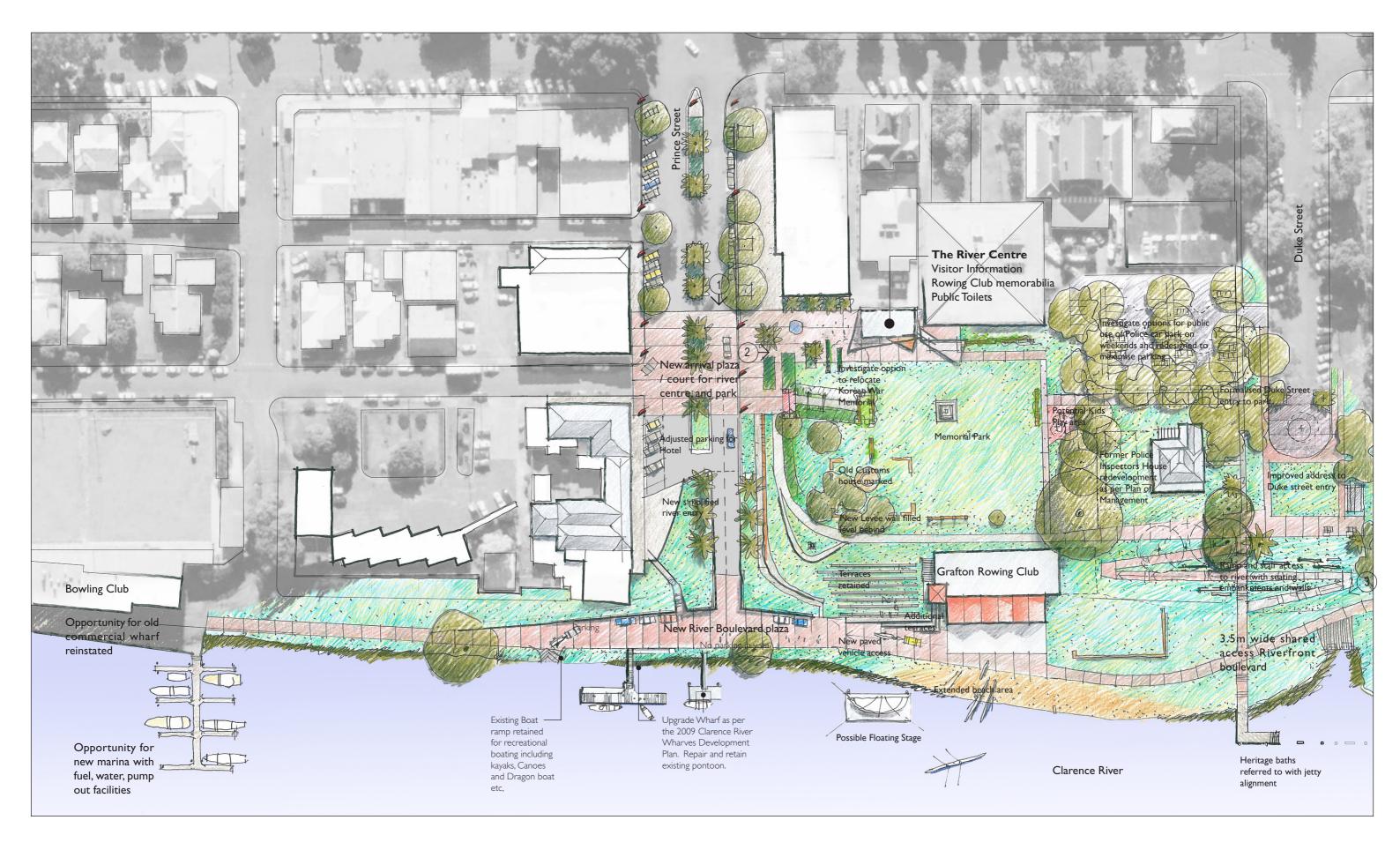


 Scale
 1:2000
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Clarence Valley Council





Clarence Valley Council

Scale 1:500 @A1 1:1000 @A3

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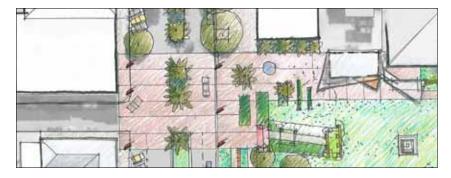


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PRINCE STREET ARRIVAL POINT

With the great majority of visitors arriving by car to the precinct, the current Prince street arrival is cluttered and underwhelming. To capitalise on the primary address point to the river, it is proposed to simplify the street scape to create a clearer arrival point including:

- Understorey planting removed from road islands to open up vistas.
- Banners along Prince street.
- New road islands added with additional Phoenix palm gateways.
- A new paved plaza treatment applied to the street highlighting the River Centre and opening up views into Memorial park.
- Removal of part of the Memorial park fence up to the current gatehouse.
- Removal of infrastructure clutter near the levee.
- Rationalised parking outside the Crown Hotel with no overall loss of car parking spaces.
- Access to boat ramp and pontoons, retained for recreational boating including kayaks, canoes, dragon boats etc.





View 1. View down Prince street towards river with new simplified and enhanced street arrival and address.

THE RIVER CENTRE

The existing underutilised Water Brigade building is proposed to be converted to The River Centre, providing visitors arriving in Grafton with a key introduction point to the majestic Clarence River, capitalising on its great vantage point and parkland setting.

Located in Memorial Park off Prince Street this location builds upon the existing hub created by the Prince street address, Memorial Park and the rowing club.

- Create a new paved plaza. Relocate the round fountain to the Duke Street side.
 Rationalise the post office car parking access from Victoria Street.
- The existing two storey brick building would be converted to a visitor centre with:
 - Increased glazing to the Prince Street frontage and the waterfront.
 - A new iconic roof that creates an identifiable image.
 - Passive solar controls and ventilation including fixed louvres for the western afternoon sun on the Prince Street facade.
 - A viewing deck on level 1.
 - The Rowing Club administration would be provided on the top floor of the River Centre (rather than a second floor on the existing rowing club buildings which would block Memorial Park views of the river).
- The lower floor would accommodate the following:
 - Manned Visitor information point for the river boulevard and river hub.
 - Public toilet.
 - A starting point for guided tours.
 - Rowing club memorabilia.
 - Artworks.
 - Interpretive information about the river and historic photographs.



View 2. The River Centre provides a new clear entry and arrival point for visitors and locals to Grafton as a River City.

THE RIVER BOULEVARD

One of the most consistent items to come out of our community consultation was simply a waterfront pathway. While it varies in width at the Prince street arrival point, The River Boulevard is proposed to be typically a 3.5m wide shared pathway providing continuous foreshore access for pedestrians and cyclists.

- The boulevard links nodal activity points that occur at the roadway easement entry points.
- Robust concrete construction to survive regular inundation.
- It provides water front access to the river in a number of ways, including:
 - Fixed timber jetties designed for small craft access, fishing and swimming.
 These are designed to go underwater in flood events.
 - Ramped access for launching of small boats that require wheeled dollies and trailers, such as kayaks, canoes and tinnies. Other than at Prince Street no specific trailer parking is included on the waterfront. Larger trailer craft would be launched elsewhere.
 - Sandy beaches maintained to provide gentle water access for kayaks, canoes and swimming.
- Rest stops provided at regular intervals, using robust furniture able to withstand regular flooding.
- High canopy shade trees, where these are not blocking important vistas, to provide summer shade.
- Pathway alignment, lighting and security measures to be designed in consultation with property owners.

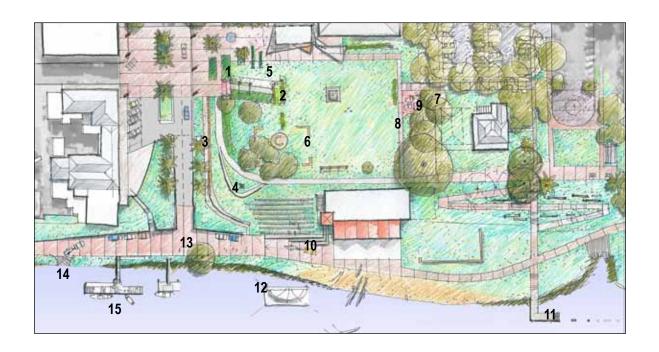


View 4. View looking north along Riverfront Boulevard near the Clarence Street entrance, showing canoe launching beach, small jetty and sculptural earth terraces.

MEMORIAL PARK AND ROWING CLUB • PAGE 1 OF 2

While the core part of Memorial Park is retained, there are a number of improvements at its edges including:

- 1. Open up entry point at the northern end by removing part of the boundary fence up to the gate house. Retain shade trees throughout. Consider additional seating in shade.
- 2. Prune hedge tops of the existing pergola structures.
- 3. Remove or relocate clutter associated with the Prince street levee area.
- 4. Provide a seat wall instead of the besser block wall around the children's memorial. Level the lawn to the top of the levee at the children's memorial.
- 5. Investigate the possibility of relocating the Korean War memorial to the opposite side of the park to facilitate the river centre development.
- 6. Mark the alignment of the old customs house in the lawn.
- 7. Removal of the existing public toilets in association with opening up the Duke street entry. Relocate toilets into the River Centre.
- 8. Provide a new path on the northern and eastern sides of the park to define the memorial area. Limit any new memorials to within this square.
- 9. Potential new children's playground located on the site of the former toilets, located outside number 1 Duke street property.



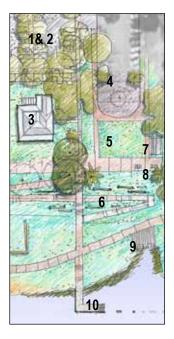
MEMORIAL PARK AND ROWING CLUB • PAGE 2 OF 2

- 10. Extended paved access to the rowing club, with additional terrace seating to address the change in level.
- 11. Indicate the historic baths with markers and a new timber jetty
- 12. Provide mooring anchors for a non permanent floating river amphitheatre shell. Amphitheatre to be anchored during events and stored elsewhere to allow for rowing club access to the river.
- 13. Improve the entry ramp and re-arrange car parking to facilitate pedestrian access.
- 14. Access to boat ramp retained for recreational boating including kayaks, canoes, dragon boats etc.
- 15. Upgrade Jetty as per the 2009 Clarence River Wharves Development Plan.

The inclusion of any structures within the river will require detailed design and further consultation with stakeholders to ensure ease of access and use of the river are maintained. Existing trees would be retained to provide shade.



MEMORIAL PARK - DUKE STREET ENTRY



The Duke street entry provides a second key access point to the Memorial Park hub. Key considerations here include:

- 1. Investigate options for the public use of the Police car park on weekends.
- 2. Consider redesign of the Police car park to improve efficiency.
- 3. Old Police Inspectors House. Develop facility uses according to adopted Plan of Management.
- Square up the roundabout with a paving frame and remove island shrub planting that blocks views. Frame views from the side.
- 5. Simplify and formalise the street address to the river edge with a new square lawn.
- 6. Provide new pedestrian access ramp and stair with spectator embankment and seating walls at the Duke street entry.
- 7. Relocate the picnic shelter out of the view corridor and update it with a more contemporary roof.
- 8. Interpret the Duke Street penstock valves that protect the town from flooding from water flowing up through the stormwater network.
- 9. Provide a timber deck including interpretation over the duke street drainage outlets and former baths.
- 10. Signify the former Grafton river front baths formerly in this location with potential jetty pending discussion with Rowing club.



View 3. View of universal access terraces and ramps from Memorial Park.

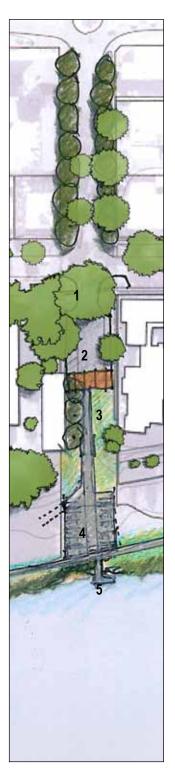
SUSAN ISLAND

Trips to Susan Island were remembered fondly by many of the community consultation participants. While not included in the study area, Susan Island forms an important part of the Rivers culture and identity. Through further consultation with the Susan & Elizabeth Islands Trust, National Parks and Wildlife Service and the Land & Property Management Authority there is the opportunity to re-establish links to the island:

- Repair existing Jetty if not beyond repair or Provide new jetty opposite Prince Street.
- Weed management throughout.
- Provide new lawn picnic areas opposite Prince street and on the islands eastern tip.
- Provide a 1.2m wide mown grass walking track to the rainforest and bat colony.



VILLIERS STREET ENTRY



The Villiers Street entry has a remarkable fig tree on the corner and it provides another vehicle access point to the water front. However it is cluttered and not clear if this is publicly accessible and the steep banks beside the entry road are messy and unkept. The proposal for the Villiers Street entry is to provide a clearer sense of identity and gateway as well as providing additional facilities on the waterfront.

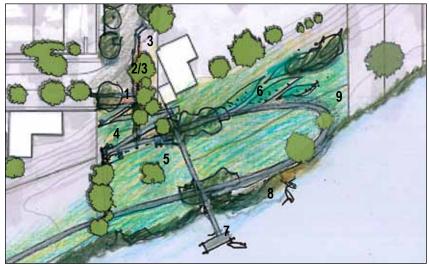
- 1. Retain and protect the large fig tree on the corner of Victoria Street.
- 2. Tidy up car parking and improve the entry point, particularly at the top of levee.
- 3. Improve lawn mowing regime to more regularly maintain the steep levee banks.
- 4. Provide a new casual car parking area potentially using grass cell or a two coat seal (asphalt with gravel rolled into the top) but with no specific trailer parking provided.
- 5. Provide a new access ramp down into the river for small craft that can be carried such as canoes, kayaks and tinnies.

CLARENCE STREET ENTRY AND PARK

The Clarence Street entrance provides an opportunity for public use and extended parkland space. Key aspects of the Clarence Street upgrade include:

- 1. An improved plaza and address point at the levee bank.
- 2. Rationalise the extent of asphalt car park area and remove parking that blocks the street view of the water.
- 3. Access to Grafton bridge Via Fitzroy street. Continuation of the Clarence Street footpath in the paved area utilised by cars to avoid any tree root management issues to the large jacarandas in the footpath easement.
- 4. New ramp and stair access to the waterfront terrace, similar to that at Duke Street.
- 5. Improved picnic facilities at the top and bottom of the road easement.
- 6. Return loop path with leaf shaped sculptural earth mounds planted with indigenous riparian bush food.
- 7. New fixed timber boardwalk / jetty.
- 8. Managed beach.
- 9. Potential fence and shrub planting to property boundary.





SAILING CLUB / BRIDGE ABUTMENT PARK

The sailing club is a key public asset on the river. Being located on the apex of the river suits the clubs sailing activities in all wind directions. However its street address is poor and underwhelming.

- 1. Tidy up street address with new plaza.
- 2. Remove clutter and simplify and improve signage.
- 3. Formalise car park.
- 4. Toilet block underutilised in terms of elevated position. Potential to create a public viewing platform and retain sailing club infrastructure above flood level in lookout platform.
- 5. Provide better access to the water from the club with additional paved area.
- 6. Possible boardwalk or fixed launching jetty.
- 7. As proposed in the Clarence River Way Masterplan, investigate the possibility of a new river-side short stay boating jetty that will collect the boat crews coming up river. Consider options for early placement, including relocation options if a Grafton Bridge bridge duplication affects this site.
- 8. Provide ramped pedestrian access from the bridge abutment to the public walkway at the top, to facilitate access from the potential boating jetty up to street level.



BOWLING CLUB, QUEEN STREET AND MARY STREET

While the Bowling club is privately owned and Mary Street is outside of the study area, these two areas are an important part of the riverfront park network.

Bowling Club:

- 1. Opportunity for the old commercial wharf to be reinstated.
- 2. Opportunity for new marina with fuel, water and pump out facilities.

Queen street Entry:

- 3. Upgrade the popular shelter with a more contemporary roof.
- 4. Tidy up paving and extend plaza paving at the top of the levee and around the shelter.
- 5. Provide new stair access to the waterfront.

Mary Street:

- 6. Provide ramp access down to water's edge.
- 7. Improve signage and access.



STREET SCAPES



The streetscapes leading down to the river provide key arrival and entry points to the river. These could all be enhanced by additional street tree planting and in the case of Prince Street, banners.

- Street trees and tree guards
- Banners down Prince Street and at key intersections of the streets with Victoria Street



Fig tree at the corner of Villiers street and Victoria street

PROGRAMME OVERLAYS

In addition to the capital works, there are a range of events, programmes and management overlays that all have the potential to contribute to the quality of the river experience. These include:

Events and festivals:

- Co-ordinate and promote "River City" festival events.
- Consider a "Sculpture on the River" annual festival based on the successful model
 of the Sculpture by the sea events in Sydney and Perth.

Interpretation and story telling:

 Provide opportunities to learn about the river through an integrated Interpretation overlay, including opportunities for guided tours, self guided brochure tours, interpretive signage and web based smart phone enabled interpretation. The interpretation should be built around the themes refined in the Clarence River Way Masterplan.

Wayfinding improvements:

 Develop a wayfinding signage overlay with a simple hierarchy of orientation and direction signs and maps.

Catchment wide river health management overlay:

- Ongoing catchment wide river health strategies including:
 - flood management,
 - river health, and
 - weeds / vegetation management.



Dragon boat races - 2010

WATERFRONT PRECEDENTS / CHARACTER IMAGERY











































STAGING INVESTMENTS AND PRIORITY WORKS PLAN

The adopted Clarence River Way Masterplan provides the strategic framework for the long term tourism revitalisation for the Clarence River Valley. As outlined on page 1, Point four of the ten point plan of strategic intent for the river identified the goal to reposition Grafton as a "River City" tourist destination.

As a part of the Clarence River Way Masterplan, the Grafton waterfront precinct is a key component of this River City concept to revitalise Grafton as a tourist hub. Its staged redevelopment will provide both the local community and visitors alike with the opportunity to make better use of this undervalued river asset. While providing an immediate benefit to the community, the longer term aim is to stimulate tourism and economic opportunities for Grafton and the region.

Funding sources

Clarence Valley Council actively seeks both Federal and State government funding for projects. This masterplan study has been funded by a TQUAL, a federal Tourism Quality funding programme, which is also funding a number of other initiatives as part of the Clarence River Way, including primitive camping sites and sailing guides.

The Council has also been successful in gaining grants such as the NSW local infrastructure fund for engineering based Flood works in Grafton, and the NSW Maritime - Maritime Infrastructure Program for the funding of the construction of jetties and wharfs at key locations in the Lower Clarence. This grant funding would again be sought for relevant jetty infrastructure works in the Grafton Waterfront Precinct Plan. Other external sources of funding for the waterfront include section 94 funds.

Some of the works would be funded out of existing Clarence Valley Council programmes such as for streetscape works.

Investment priorities

The construction may take place over a number of years and the following page identifies the priorities and likely investment for the river precinct. The opinion of probable investment figures are preliminary and are based upon the likely scope of work as outlined in the illustrative masterplan. They include a small contingency figure and an allowance for design fees.

Appropriate funding for construction and ongoing management and maintenance should be planned and identified fully prior to any detailed design development. Further detailed costing should also be undertaken during this stage.

The following staging plan has been colour coded from darkest to lightest to reflect the highest to lowest priorities:

Priority one works

Establishment of the riverfront boulevard followed by the establishment of the first point of address with the River Centre are the priority 1 works.

Priority two works

Linking the priority one works and consolidating the core hub of the memorial park precinct along with opportunities on Susan Island are proposed as priority two works. This work includes defining the memorial zone, providing the equitable access ramps from Duke Street and building the linking the Prince Street roadway down to the waterfront plaza.

Priority 3 works

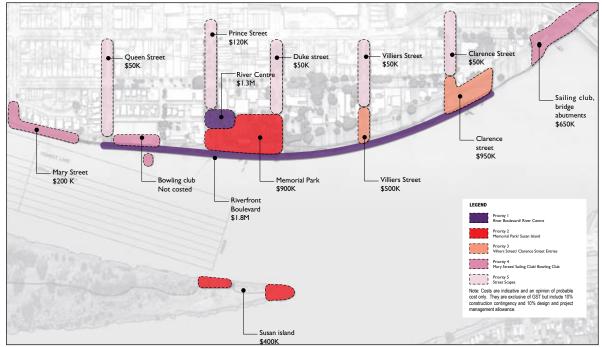
The next areas of opportunity to make improvements are in Villiers Street and Clarence Street waterfront park areas.

Priority 4 works

These cover peripheral works at the ends of the site. While both of the publicly owned sites are isolated form the main works because of private land ownership, but are still important in a longer term network.

Priority 5 works.

These are ancillary works to the streetscapes leading down to the river. They reinforce visual cues to the waterfront from the city centre.



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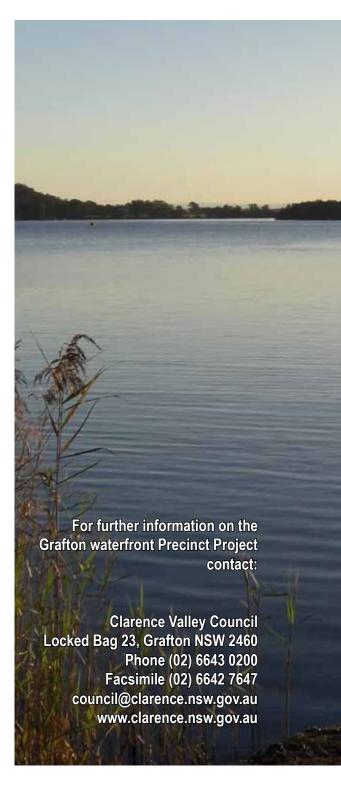
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