This booklet contains a consolidated set of all reports and drawings that were prepared as outputs at key milestones through the progressive development of the Kew Main Street Plan.
Background Information Review

March 2010
Background Information Review

1. Overview

This report consolidates the relevant background information and data associated with the study area as provided by Port Macquarie Hastings Council. The information provided a valuable basis for consideration in the development of the Main Street Plan.

Information was subject to a desktop review to identify particular issues or opportunities and constraints that may influence the development of the main street plan. The following sections summarise the key outcomes of this review.

2. Information Review

2.1 Land Use Management

Land use in the village of Kew is controlled by zonings established in the current Hastings Local Environment Plan 2001 (HLEP) as shown in Illustration 2.1. According to the HLEP, the objectives of the 2(v) Village zone are:

- to provide for a wide range of land uses or works in a consolidated village environment;
- to allow in appropriate locations business and neighbourhood services and facilities which serve the local community and surrounding rural area; and
- to enable appropriate development where allowed with consent.

The great majority of the land surrounding Kew is zoned Rural 1(a1) or (a3). This generally indicates the aim is also to preserve the small scale character of Kew by limiting growth beyond the existing village footprint and by restricting the type, extent and bulk of development that is permissible, as well as to preserve productive farmland.

Port Macquarie-Hastings Council has prepared a new draft Local Environmental Plan (LEP) and draft Development Control Plan (DCP) that provides a new planning framework and accompanying policies for the Port Macquarie-Hastings Local Government Area (refer to Illustration 2.2). This is in response to State Government requirements for all NSW Councils to prepare a consolidated LEP for their local government area and which conforms to the Standard Instrument (Local Environmental Plans) Order 2006.

Pursuant to the new draft LEP, several land zoning changes are proposed within Kew to replace the existing 2(v) Village zoning. New zonings have been determined in accordance with existing settlement hierarchy patterns and uses and include B4 Mixed Use, R1 General Residential, RU1 Primary Production and RE2 Private Recreation.

It is noted that Council’s Property Management will be seeking rezoning of Council land west of the former Visitor Information Centre from its current rural zoning to residential. As the new LEP retains this land in a rural zoning, Council will pursue rezoning by highlighting it as a ‘future investigation’ area for residential development.
Implications on the Main Street Plan

While the zonings under the new draft LEP will essentially maintain the status quo of uses within the village, a number of lots at the northern and southern periphery of the village centre will be rezoned from 2(v) Village to R1 General Residential. This will reduce the possible future extent of commercial operations fronting the street and the potential for increased civic activity that this may generate. There will also be less demand for car parking and other public facilities and services within the street.

2.2 Pacific Highway Environmental Impact Statement – Chapter 13 Visual Assessment, Urban Design and Landscape, ARUP

This study described and assessed the visual environment of the Moorland to Herons Creek area, the impact of the new highway on this environment and the proposed landscape and urban design strategies that would be undertaken to mitigate these impacts. Kew was assessed as one of six visual character units identified for the study area.

Kew was described as one of a number of key highway nodes within the study area that operated as a small service township for both the highway and local community. The township form was generated from the highway and cross road with the overriding character based on commercial activities associated with the highway. Kew offered a range of services including petrol, mechanical, information centres, food and rest facilities. The surrounding built form was typified by single

Illustration 2.1 Hastings Local Environment Plan 2001

Illustration 2.2 Draft Local Environmental Plan
lot housing that faced the highway with minimal landscape embellishments. Views from the highway heading north through the village were partly screened by urban development. Further north, elevated land provided extensive views back across the golf course and Camden Haven River valley.

It was determined that the proposed upgrade of the highway within the Kew section would have a high impact with both the visual sensitivity of nearby residents and viewers. An urban design strategy, including funded and non-funded suggestions was identified (ref Illustration 2.3) and included:

- creation of ‘gateways’ at the northern and southern highway exit ramps using marking icons or announcements to provide advanced notice of services available in Kew. This would include signage and native grasses, trees and shrubs in a structured landscape effect;
- use of locally indigenous plants along the exit ramps varying from a naturalistic style at the beginning of the ramps to a structured planting scheme around the overpass above the cutting;
- retention of the exposed rock face of the 17 metre cutting created by the new bypass to emphasise the scale and significance of this construction feature.

Implications on the Main Street Plan

A range of landscape strategies and works have been proposed by the RTA to mitigate impacts of the new highway at Kew. The proposals aim to create an attractive setting for highway traffic and will emphasise the Kew interchange in particular with a bold landscape response to encourage visitors into the village to use its facilities and services. These aims will complement the objectives of main street plan for the wider benefit of the Kew community and its economy. In order to achieve an optimal outcome from these works, it will be important to ensure that the proposals of each are properly integrated, particularly at their interface at the new and modified road connections into the village.

2.3 Pacific Highway Upgrade – Moorland to Herons Creek, Dec 2004, Roads & Traffic Authority, NSW

This report was prepared by the Roads & Traffic Authority, NSW as part of their investigations for the bypass route (refer to Illustration 2.4).

In assessing the highway conditions through Kew, the report determined that the Kendall Road / Ocean Drive intersection was the only major highway crossing between Moorland and Herons Creek. The highway alignment consisted of one through lane in each direction, right turn storage bays and left turn lanes. Traffic counts recorded through the intersection in early 2000 indicated an average of up to 1,000 traffic movements during morning peak periods, 1,110 in afternoon peaks and almost 1,900 movements on Easter Friday morning peak. Traffic delays through the intersection were compounded by difficulties experienced by traffic entering the highway which caused blockages in traffic flow. Signals were installed to control the intersection in late 2001.

The report investigated likely intersection operations and traffic capacities following the opening of the new bypass using three scenarios based on low, medium and high traffic flow levels. An analysis of each scenario indicated that Kendall Road / Ocean Drive would generate more traffic than the old Pacific Highway. Based on estimated traffic numbers and flow, future management of the intersection could be achieved either by give-way priority, roundabout or signals until at least 20 years after opening. It was determined that the maximum delay in the give-way priority control intersection would be experienced by vehicles turning right from the southern approach (old highway) towards the new highway interchange. The maximum delay in a roundabout controlled intersection would be experienced by vehicles approaching from the west.

It was estimated that future traffic volumes did not warrant retention of signals at the intersection. It was concluded, however, that retention of the traffic and pedestrian signals should be considered as they generally provide for safer pedestrian and cyclist movements than roundabouts or priority intersections.

If a roundabout is proposed to replace the signals at the intersection, the design should include marked pedestrian crossings on at least the east, south and west approaches. The roundabout should be designed for low speed to enable cyclists to integrate into the traffic stream. Pedestrian crossings should be moved back from the intersection. These measures would overcome some of the disadvantages associated with pedestrian and cyclist safety at roundabouts while providing an acceptable arrangement that effectively slowed all vehicles passing through the village.

The analysis showed that roundabout and signal operations would provide better levels of service than give-way priority control. However, all three types of intersection control were acceptable with respect to traffic capacity.

Other key discussion points and outcomes addressed by the report that had relevance to Kew were as follows:

- acknowledgement of the Regional Bike Plan published by Hastings Council which recommended the development of key routes in the Hastings area to link main townships such as Kew. The Bike Plan identified a route from Laurieton through Kew to Kendall to be provided by a continuous sealed road shoulder. This would require road upgrades to create a 1.5 metre road shoulder through built up areas and a 2.0 metre shoulder along all other sections. On this basis, the proposed new cycle route through Kew needs to be 1.5 metres in width as a minimum.
- pedestrian movement across the new highway at Kew would be incorporated as part of the new highway design and in the provision for local vehicle access. These included pedestrian safety measures at the new grade separated intersection at Ocean Drive.
- an analysis of the need for additional or replacement vehicle rest areas along the new highway determined that no new rest areas, either major or secondary, were necessary either at or within vicinity of Kew as a consequence of the new bypass.
- existing bus services operating through Kew following the opening of the Kew bypass would not be affected by the bypass. Services will be able to use the on and off ramps to the highway and stop on the old highway to pick up or set down passengers.

Implications on the Main Street Plan

The report confirmed that once the Kew bypass is opened, the reduction in traffic volume would allow considerable opportunity to undertake changes to the former highway to benefit the Kew community. These would include improvements to visual amenity, pedestrian access and parking provision.

The report also concluded that:

- a give-way priority, roundabout or traffic signalised intersection would all provide acceptable levels of traffic management at the former highway junction; and
- a bike route along Kendall Road / Ocean Drive has been recognised as an important community requirement which should be incorporated in the design of future upgrades along the road corridor.
- special interchange treatment at the new Ocean Drive overpass including environmental art to be integrated around or on the bridge structure, specifically designed lighting to highlight the structure and use of natural rubble stone on spill through abutments beneath the bridge;
- environmental artwork to convey a visual interpretation or statement on key local contextual issues;
- acoustic mitigation measures that are integrated into the surrounding landscape design; and
- streetscape adjustment measures within central Kew.

2.4 Existing Concept Designs

Proposals to upgrade the Kew main street were identified by Kew community representatives in 2002 during the planning phase of the Pacific Highway and the associated upgrade of the Kew bypass section. In 2003, Council’s Infrastructure staff engaged with the local community to facilitate the development of the upgrade proposals. Council subsequently commissioned Port Macquarie consultants King & Campbell who prepared two concept design options for the Kew main street (refer to Illustration 2.5).

It is understood that the plans were not progressed because of uncertainty of the bypass construction timeframe, and the availability of funding for the improvement works.

The two design options have similar design features:
- Increased visual amenity and the creation of a more human scaled setting through street tree planting, carriageway narrowing and general landscape embellishment;
- Improved car parking capacity;
- Banner poles within a central median;
- Offer to sell surplus land along the western side of the carriageway to adjoining landowners; and
- Creation of a focal point through landscape and pavement treatment at the former highway / Kendall Road – Ocean Drive intersection.

The key differences between the designs were:

Option A
- Retention of a straight carriageway alignment;
- 90°angled parking within a central median a south of the intersection, and parallel kerbside parking throughout;
- Provision of street trees along footpaths and within the central median; and
- Creation of a town square at the former highway intersection through pavement and landscape embellishments.

Option B
- Creation of a curvilinear carriageway alignment;
- 60°angled parking along kerbsides south of the intersection and parallel kerbside parking to the north;
- A narrow continuous central median along the entire street and incorporating street trees north of the intersection; and
- A roundabout for traffic management at the former highway intersection.

Implications on the Main Street Plan

The 2003 Sketch Design Options raise a number of points worthy of consideration in the development of the current main street plan:
- The schemes appear ambitious in comparison to the modest commercial activity currently generated in the village;
- The overall extent and number of proposed car parks in particular appears excessive in considering the likely low levels of demand from adjoining uses. Demand for parking is likely to be greatest near the cluster of businesses around the intersection;
- The street configuration in Option A with central parking and street trees is strongly favoured over the proposed curvilinear alignment of Option B which is inconsistent with the existing street fabric of the village;
- Embellishment of the intersection requires discretion to avoid it unduly dominating the streetscape;
- Sale of surplus carriageway land to adjoining landowners is generally favoured although the extent of the area offered needs further consideration; and
- The scope of work now needs to integrate with RTA proposals, particularly at the interface of the works along Ocean Drive.
2.5 Working Group Meetings

A Working Group comprising community, Chamber and Council representatives has been formed to facilitate the development of the Main Street Plan.

Four meetings have been held since the group was formed in 2009. A summary of the meeting minutes including the key issues raised have been identified as follows:

Meeting 1- 10 August 2009
- changed traffic conditions once bypass in place;
- excessively wide carriageway through Kew;
- priority movements at the intersection of Kew main street and Ocean Drive;
- pedestrian movements;
- on and off-street parking opportunities, including parking for tourist buses;
- tourist and directional signage;
- suitability of previous main street concept designs;
- streetscape works to improve amenity;
- opportunities for improved access, utilising existing facilities; and
- retention and enhancement of existing monuments (big axe).

Meeting 2- 16 September 2009
- no PMHC plans to reuse the Visitor Information Centre (VIC). Possible commercial interest sought;
- signage to involve PMHC Tourism Division;
- no PMHC commitment to use existing monuments (axe and big log). Community adamant that monuments are to stay; and
- proposals being investigated to display Nancy Bird-Walton historical information.

Meeting 3- 2 December 2009
- An options paper to be prepared to investigate short-long term uses of the site.

Meeting 4 – 9 March 2010
- VIC to be disposed. Need to find alternative green space and public amenity sites;
- traffic flow;
- roundabout preferred over traffic lights;
- centre parking with trees favoured;
- Draft Option A is preferred;
- need to create a village scale and feel;
- use blisters and vegetation to calm traffic;
- main street to become gateway to Kew / Kendall and Port Macquarie;
- need to incorporate information signs of the area;
- need to influence highway traffic to stop in village;
- service centre facilities include: food, petrol, coffee shops;
- public amenities include: toilets, caravan and RV waste disposal points, parking for caravans, RVs and buses, easy (universal) access;
- axe relocated to Kendall; and
- issues of logging trucks and future B-doubles using the Kew intersection;
- connection to the regional cycleway and Pedestrian and Mobility Plan;
- Main Street Plan scope limited to overpass bridge (east) and possibly the golf club (west);
- hotel patronage: approx 80% local, 20% highway. No change observed since partial bypass opening. Increased highway patronage expected;
- traffic signals may be reprioritised to favour Kendall Road / Ocean Drive;
- removal identified as the preferred option, maybe as part of stage 1 implementation in conjunction with handover of former highway to PMHC;
- Alliance Group could supply trees as part of the main street project.

Implications on the Main Street Plan
Meeting outcomes listed above have been considered as key base information together with all other data supplied by PMHC in the development of the main street plan.
2

Draft Concept Design

June 2010
Photo Analysis

Bypass creates a new entry experience into Kew to southbound highway traffic.

Awkward and hazardous pedestrian access around the hotel along Ocean Drive.

The Kew Hotel is the dominant built element and social hub of the village.

Remnants of the former highway now clutter the streetscape of the village centre.

Southerly view into village highlights the dominant scale and lack of visual amenity of former highway corridor.

Attractive elevated outlook over golf course offers considerable opportunity for greater public enjoyment.

Kendall Road offers an attractive residential streetscape.

Old visitor hoarding displays redundant information and presents a tired visual image.

Existing retail precinct lacks a sense of place and a village atmosphere.

Signage offers the only sense of arrival to highway traffic entering Kew from the south.

War memorial within the grounds of the former visitor information centre requires sensitive relocation.
Site Assessment

Kew Main Street Plan
Draft Concept Design

Elevated roadside location provides attractive panoramic views over golf course

Intersection defines village centre

Local east-west traffic now priority movement through intersection warranting reconsideration of traffic management system

Expansive bitumen area impacts on scale and amenity of streetscape

Narrow footpath constrains pedestrian access around hotel

Poorly utilised public space

Commercial activity mostly concentrated around intersection

Local eas west traffic now priority movement through intersection warranting reconsideration of traffic management system

Driveways interrupt easy pedestrian movement along former highway reserve

Village entry for northbound highway traffic

Village entry and exit to southbound highway traffic

Pacific Highway bypass now removes majority of through traffic from Kew

Historic monument isolated from public view

Hotel is major visual and social focal point in village

Closure of visitor information centre, toilets and parkland will impact on desirability of Kew to visitors

Highly visible corner to traffic entering intersection from highway

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Hotel is major visual and social focal point in village

Village entry and exit to southbound highw
Design Principles and Strategies

- **Optimise attractive public space and convenient access point for low key travellers rest stop**
- **Provide high density on-street car parking adjacent to high demand commercial precinct**
- **Establish green belt through village centre to enhance amenity and visual quality**
- **Historic monument, tourist information map and interpretive centre relocated to prominent public area**
- **Maintain driveway access**
- **Create pedestrian connection between key public destinations**
- **Create sense of arrival for visitors**
- **Establish strong pedestrian connection around intersection**
- **Integrate entry with new RTA landscape design**
- **Recognise regional cycleway route**
- **Possible gateway structure**
- **Increase footpath width to improve pedestrian access and provide improved outdoor space to hotel**
- **Incorporate improved traffic management through intersection**
- **Establish prominent space for outdoor public plaza**
- **Create pedestrian connection between key public destinations**
- **Integrate entry with new RTA landscape design**
- **Possible gateway structure**

Kew Main Street Plan
Draft Concept Design
Preliminary Concept Plan

Kew Main Street Plan
Draft Concept Design
Preliminary Detail Area B

Kew Main Street Plan
Draft Concept Design
Preliminary Implementation Strategy

STAGE 1: Short Term (1-3 years)

STAGE 2: Medium Term (4-10 years)

STAGE 3: Long Term (11 years and beyond)
# Preliminary Implementation Strategy Costs

## Stage 1: Short term (1 – 3 years)

<table>
<thead>
<tr>
<th>Description</th>
<th>Rationale</th>
<th>Cost (‘000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Modification to intersection arrangements, new gateway sign posting, 4-metre wide green central median through the former Pacific Highway carriageway and street tree planting.</td>
<td>To create a relatively inexpensive and immediate visual impression and sense of arrival into Kew. This will enable maximum time for new street trees to establish and become the most significant visual asset in the village.</td>
<td>20 35 10 200 100 20 50</td>
</tr>
<tr>
<td></td>
<td>• Minor civil work to enable optimal new traffic management of intersection</td>
<td>20</td>
</tr>
<tr>
<td></td>
<td>• Relocation of services</td>
<td>35</td>
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<tr>
<td></td>
<td>• Removal of a 4-metre bitumen strip through the existing road carriageway</td>
<td>10</td>
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<tr>
<td></td>
<td>• Kerbing, stormwater management and soil</td>
<td>200</td>
</tr>
<tr>
<td></td>
<td>• Street trees and grass</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>• Relocation of historic monument</td>
<td>20</td>
</tr>
<tr>
<td></td>
<td>• New gateway structures for southern and eastern entries</td>
<td>50</td>
</tr>
<tr>
<td></td>
<td>• Contingency 20%</td>
<td>87</td>
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<tr>
<td></td>
<td><strong>SUB-TOTAL</strong></td>
<td><strong>$435</strong></td>
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<tr>
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<td><strong>TOTAL</strong></td>
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## Stage 2: Medium term (4 – 10 years)

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<th>Description</th>
<th>Rationale</th>
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<tbody>
<tr>
<td>Modified carparking arrangement, footpath widening, lighting, tourist information map and signboard, ornamental tree and shrub planting.</td>
<td>To create an upgraded, vibrant village centre as a hub for community and tourist activity.</td>
<td>15 60 20 15 15 50 20</td>
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<tr>
<td></td>
<td>• Relocation of services</td>
<td>15</td>
</tr>
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<td></td>
<td>• Remove existing pavements</td>
<td>60</td>
</tr>
<tr>
<td></td>
<td>• Earthworks</td>
<td>20</td>
</tr>
<tr>
<td></td>
<td>• New drainage</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>• Kerbs</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>• Lighting</td>
<td>50</td>
</tr>
<tr>
<td></td>
<td>• Retaining walls</td>
<td>20</td>
</tr>
<tr>
<td></td>
<td>• High quality paving to plaza areas</td>
<td>200</td>
</tr>
<tr>
<td></td>
<td>• Footpaths and driveway replacement</td>
<td>60</td>
</tr>
<tr>
<td></td>
<td>• Street furniture</td>
<td>50</td>
</tr>
<tr>
<td></td>
<td>• Tourist and community information plinth</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td>• Trees, grass and ornamental planting</td>
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</tr>
<tr>
<td></td>
<td>• Contingency 20%</td>
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</tr>
<tr>
<td></td>
<td><strong>SUB-TOTAL</strong></td>
<td><strong>$585</strong></td>
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<td><strong>TOTAL</strong></td>
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## Stage 3: Long term (11 years and beyond)

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<th>Description</th>
<th>Rationale</th>
<th>Cost (‘000)</th>
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<tbody>
<tr>
<td>New car park and driveway access, realignment of the former highway, path connection to the village centre, playground and picnic shelter, toilet block, seating and general landscape softworks.</td>
<td>To provide a new tourist and public amenities area to replace the facilities at the former visitor information centre. The new facility will create an additional focal point to complement the facilities at the village centre.</td>
<td>50 10 30 20 12 15 20 150 200 30 20 100 20</td>
</tr>
<tr>
<td></td>
<td>• Road reconstruction to realign former highway</td>
<td>50</td>
</tr>
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<td></td>
<td>• Relocation of services</td>
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</tr>
<tr>
<td></td>
<td>• Earthworks</td>
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</tr>
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<td></td>
<td>• Carpark and driveway</td>
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<td></td>
<td>• Drainage</td>
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<tr>
<td></td>
<td>• Kerbs</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>• Waste disposal point</td>
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</tr>
<tr>
<td></td>
<td>• Playground</td>
<td>150</td>
</tr>
<tr>
<td></td>
<td>• Toilet block</td>
<td>200</td>
</tr>
<tr>
<td></td>
<td>• Footpaths</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td>• Street furniture</td>
<td>20</td>
</tr>
<tr>
<td></td>
<td>• Trees, shrubs and grass</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>• Lighting</td>
<td>20</td>
</tr>
<tr>
<td></td>
<td>• Contingency 20%</td>
<td>20</td>
</tr>
<tr>
<td></td>
<td><strong>SUB-TOTAL</strong></td>
<td><strong>$677</strong></td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL</strong></td>
<td><strong>$813,000</strong></td>
</tr>
</tbody>
</table>
An exhibition of the Draft Masterplan was mounted at several locations including the Camden Haven Golf Club, Administration Centre of Port Macquarie Hastings Council, and the Laurieton branch of the Port Macquarie Hastings Library.

A public presentation of the draft Plan was held at the Camden Haven Golf Club on the evening of Thursday 29 August 2010. The meeting was widely advertised in local print media, on Council’s website and via a letter box drop to residents and businesses along the main street of Kew. The meeting was attended by 39 people.
Site Analysis and Design Considerations

Existing retail precinct lacks a sense of place and village atmosphere. Old visitor hoarding displays redundant information to southbound traffic. Closure of visitor parking creates a new entry experience into Kew to southbound traffic. The existing war memorial within the grounds of the former visitor information centre will require a sensitive new location.

Remnants of the former highway now clutter the streetscape. The existing highway realignment creates an angled parking movement for long vehicles. This presents a tired visual image. The northern entry and exit to the village centre is isolated from highway traffic.

Commercial activity is mostly concentrated on northbound traffic entering the village. Ocean Drive realigned to east-west traffic now enters the village in a mid-block gap for U-turns. This provides attractive panoramic views over golf courses.


Design Principles and Strategies

Create sense of arrival for visitors. Establish intersection from highway re-entry to hotel provides space for outdoor seating and dining. Colourful planting creates a strong sense of place and attractive plaza setting. New rest area optimises attractive public space.

New paved public plaza creates sense of arrival for visitors. Existing driveways are retained and accommodate wider demand.


Future Streetscape Character

Draft Masterplan for Public Exhibition

Kew Main Street Plan

July 2010

Regional cycleway along former highway corridor.

Entry welcome sign

New rest area optimises attractive public space.

Central green belt

Newly retained Magnolia grandiflora - Bull Bay Lophostemon confertus - Brush Box


Street Tree Options

Future Streetscape Character

Draft Masterplan

Section

VILLAGE CENTRE

1.0.30m wide single lane close to village centre

2.0.45m wide single lane car parking

3.0.60m parallel car parking with 4.5 metre wide traffic movement for long vehicles

Full width for auto service

2040

Existing driveways

New rest area optimises attractive public space.

New paved public plaza creates sense of arrival for visitors. Existing driveways are retained and accommodate wider demand.

New rest area optimises attractive public space.

Central green belt

Newly retained Magnolia grandiflora - Bull Bay Lophostemon confertus - Brush Box


Principal street tree options

Flindersia australis - Australian Teak
Syzigium francissi - Giant Water Gum

City of Bangalow

Primary footpath link between village centre and eastern pedestrian movement for long vehicles

Entry welcome sign

New rest area optimises attractive public space.

Central green belt

Newly retained Magnolia grandiflora - Bull Bay Lophostemon confertus - Brush Box


Principal street tree options

Flindersia australis - Australian Teak
Syzigium francissi - Giant Water Gum

Avenue planting to generate panoramic views over golf courses


Supplier information

GeoLINK

Contractor:

PPS Partners

Draft Masterplan

July 2010

RTA landscape design

Recognise regional cycleway route

Possible gateway structure

Possible gateway structure


Client:

Kew Main Street Plan

Kew Main Street Plan

Kew Main Street Plan
Response to Community Feedback

October 2010

The draft Kew Main Street Plan prepared by GeoLINK was placed on public exhibition for a 4 week period from Monday 19 July 2010. The exhibition was mounted at several locations including the Camden Haven Golf Club, Administration Centre of Port Macquarie Hastings Council, and the Laurieton branch of the Port Macquarie Hastings Library.

A public presentation of the draft Plan was held at the Camden Haven Golf Club on the evening of Thursday 29 August 2010. The meeting was widely advertised in local print media, on Council’s website and via a letter box drop to residents and businesses along the main street of Kew. The meeting was attended by 39 people.

There were 9 written submissions received during the exhibition period. A range of comments from the public presentation were also recorded. A summary of the key issues and comments raised in the submissions and during the presentation have been listed in the following table. A response to these issues and comments and subsequent recommended actions has also been provided by GeoLINK to provide a basis for the masterplan to be finalised and adopted by Council.
## Written Comments

<table>
<thead>
<tr>
<th>No</th>
<th>Respondent Name</th>
<th>Key issues / comments</th>
<th>GeoLINK Response</th>
<th>Recommended Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Thomas Roch 6 Weemona Place Kew</td>
<td>Southbound travel lane removed in plan preventing vehicle access into Kew for northern residents; New rest stop is a waste of money as travellers will not walk back to utilise the village centre which should be supported and encouraged</td>
<td>This is a misunderstanding of the proposal. The plan retains the existing two-way traffic flow along the former highway ensuring that access into Kew from the north is unaffected. The new rest area was included on the masterplan to replace facilities closed at the former VIC site. This was considered essential if visitors and highway travellers in particular were to be encouraged to continue using Kew as a rest stop. In the absence of any logical alternative, the site overlooking the golf course was considered ideal as it was easily accessible by vehicle, highly visible to northbound traffic returning to the highway, and had attractive elevated views that would enhance visitor experience. The distance of the new rest stop from the village centre (intersection) at approximately 150 metres is similar to that of the former VIC site and is not considered to be a disincentive to walking. The plan aims to provide a balance between car parking and new pedestrian and planting areas which are essential in creating a more attractive village setting. It is considered that more parking will compromise this balance. However, the design allows for possible increase of parking provision within the 6 metre wide central median if this is considered necessary in the future.</td>
<td>No change to masterplan</td>
</tr>
<tr>
<td>2.</td>
<td>Paul Macindoe 49/15 Pacific Highway Kew</td>
<td>Supports basic design as it will enhance Kew. Concern for loss of 6 car spaces in front of his business as a result of the new plaza. Suggests a new replacement car park be constructed by Council on his property at the rear of his shop.</td>
<td>Agreed</td>
<td>No change to masterplan</td>
</tr>
<tr>
<td>3.</td>
<td>KA &amp; BA Maxwell 135 Nancy Bird Walton Drive Kew</td>
<td>The plan does not allow easy semi-trailer access both in and out of his two properties along NBWD. Concern that the canopies or new trees will hinder large vehicle access along NBWD. Concern that the B-Double Route has not been considered in the Plan. Increased maintenance of new trees and grass will be a cost burden on council. Is there a budget for this work?</td>
<td>Further detailed road design and stakeholder input will be essential in the design development of the masterplan which is beyond the scope of this project. It is anticipated, however, that truck movement into and out of properties along NBWD should be achievable in the new layout of the street. Final selection of tree species should be based on the suggested list in the masterplan. These were selected to ensure that canopies will either be too narrow to spread across the road or will be large enough and would respond favourably to under pruning if necessary to ensure clearance requirements. Further detailed road design and stakeholder input will be essential in the design development of the masterplan which is beyond the scope of this project. Undertake preliminary modelling to ensure that B-double sweep paths have been considered in the masterplan. New planting will require an additional level of maintenance, particularly during the initial establishment period. However, the appropriate choice of plants and careful detailed design of planting areas can ensure that maintenance is kept to a minimum. A suitable budget for ongoing maintenance will require a Council commitment that is beyond the scope of this project.</td>
<td>No change to masterplan</td>
</tr>
<tr>
<td>No</td>
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<td>- If the ANZAC monument cannot be retained in its present location it should be relocated to the Camden Haven Golf Club</td>
<td>Retention of the monument within the village centre as proposed in the masterplan is considered more desirable as it allows an optimal level of prominence to the Kew community. However, relocation of the monument within the grounds of the golf club will not adversely impact on the masterplan should this be considered preferable.</td>
<td>Consider relocating the cenotaph into village plaza</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- The axe monument should be relocated to the village entry at the southern end of NBWD</td>
<td>This proposal has merit as it would create a strong statement to visitors entering the village from the south. There is opportunity to identify an appropriately scaled site for the monument and to create a dignified setting as public art. A final decision on the relocation of the axe monument, however, rests with PMHC.</td>
<td>No change to masterplan. Further consideration required by PMHC</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Existing VIC and associated carpark, and public amenities should be reorientated</td>
<td>The decision to retain or close the VIC rests with PMHC and is therefore beyond the scope of this project.</td>
<td>No change to masterplan. Further consideration required by PMHC</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- The bus stop on NBWD near Tathra Road is no longer used and should be relocated allowing the site to be upgraded including new kerbs</td>
<td>While the proposal has merit and is complimentary with the masterplan, a decision on implementation is beyond the scope of this project.</td>
<td>No change to masterplan. Further consideration required by PMHC</td>
</tr>
<tr>
<td></td>
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<td>- Proposed implementation period is excessive</td>
<td>The timeframe for implementation is indicative depending on available funding and council budget priorities which are beyond the scope of this project. Importantly, however, the implementation strategy identifies priorities for the capital works which are based on optimal community benefit, logical sequencing of work and best return for investment</td>
<td>No change to masterplan</td>
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<tr>
<td></td>
<td></td>
<td>- Why has the upgrade work taken council and the local Chamber so long to initiate?</td>
<td>The timing for undertaking this project was a decision of PMHC.</td>
<td>No change to masterplan. Further consideration / response required by PMHC</td>
</tr>
<tr>
<td>4.</td>
<td>Sandy &amp; Don McIlrime</td>
<td>- Cycleway provision on the Plan strongly supported</td>
<td>Agreed</td>
<td>No change to masterplan</td>
</tr>
<tr>
<td></td>
<td>474 Batar Creek Road Kendall</td>
<td>- Choice of native trees is strongly supported. Requests quick implementation</td>
<td>Agreed in principle. Final plant selection will be subject to further consideration as part of the next design development phase of the project. Implementation will be dependent on future funding and is beyond the scope of this project</td>
<td>No change to masterplan</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Roundabout replacement of traffic lights supported</td>
<td>While the roundabout offers greatest flexibility for traffic movement, the final design and method of traffic management of the intersection rests with PMHC and is beyond the scope of this project.</td>
<td>No change to masterplan</td>
</tr>
<tr>
<td>5.</td>
<td>Mandy &amp; Max Smith</td>
<td>- More parking required on the southern side of the intersection particularly for large vehicles</td>
<td>The masterplan adopts the same parallel kerbside parking that is currently in place along NBWD. Additional parking is limited by the frequent interruption of existing driveways.</td>
<td>No change to masterplan</td>
</tr>
<tr>
<td></td>
<td>144 Nancy Bird Walton Drive Kew</td>
<td>- Concern for proposed street tree planting obscuring views of the motel business and a future mural on the front wall of the building</td>
<td>The final location and selection of street trees will be subject to future design development which is beyond the scope of this project. However, it is intended that all street trees will have high canopies to ensure vehicle clearance and this will ensure that view corridors will be retained.</td>
<td>No change to masterplan</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Suggest historical / interpretive information and monument of Nancy Bird Walton be displayed to enhance visitor experience of Kew</td>
<td>This is strongly supported as it would enhance local historical and cultural values for the benefit of visitors and the local community.</td>
<td>Ensure masterplan recognises need to incorporate appropriate recognition of heritage features</td>
</tr>
</tbody>
</table>

**Kew Main Street Plan**

Response to Community Feedback
<table>
<thead>
<tr>
<th>No</th>
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</tr>
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</table>
| 6. | Estelle Gough  
President  
Port Macquarie Landcare Group PO Box 5287 Port Macquarie NSW 2444 | **Supports plant species proposed particularly native plants of local provenance such as Brush Box**<br>**Concern for use of exotic ornamental plants if proposed which may become environmental weeds. Suggests suitable native plants for this purpose to strengthen connection with surrounding forest** | Agreed in principle. Final plant selection will be subject to further consideration as part of the next design development phase of the project. | No change to masterplan |
|     |                 | **Landcare seeks opportunity to assist with implementation of project including selection of plants** | The involvement of Landcare with future implementation work rests with PMHC. | No change to masterplan |
| 7. | Mitch McKay  
Port Macquarie Hastings Heritage | **Ideal opportunity to interpret the history of Kew including its prominent visible heritage items (Royal Hotel and former Courthouse), the not heritage listed war memorial and the axial Nancy Bird Walton** | This is strongly supported as it would enhance local historical and cultural values for the benefit of visitors and the local community. | Ensure masterplan recognises need to incorporate appropriate recognition of heritage features |
| 8. | Steve Chant  
Parks and Recreation Coordinator Infrastructure Service  
Port Macquarie Hastings Council | **Proposed median turf will increase maintenance burden and create OHS concerns for staff in close proximity to moving traffic**<br>**Plants proposed for garden areas should be low maintenance and not require regular pruning (eg grass species)** | The additional maintenance requirement resulting from the provision of the grassed median is considered to be a relatively small price to pay for the significant benefit that the green space will bring to the amenity of the village centre. The grass is considered to be a vital element to the success of the masterplan and should remain if at all possible. The risks to staff working within this environment will be governed by workplace policies set by PMHC. Refinement of the design in accordance with these policies may be necessary in the future design development phase of the project. | No change to masterplan |
| 9. | Clinton Moss  
Tree Inspection Officer  
Port Macquarie Hastings Council | **Seeks further information regarding the tree planting pits**<br>**Details associated with the method of installing future street trees will be subject to the next design development phase of the project.** | | No change to masterplan |
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<tbody>
<tr>
<td>10.</td>
<td>Need to ensure NBWD carriageway width and intersection design is sufficient to maintain B-double, heavy vehicle and logging truck access</td>
<td>Traffic lanes along NBWD have been designed to be 4.0 metres wide near the village centre and 4.5 metres elsewhere which will be adequate for large truck movement. The design of the intersection and other possible truck turning areas will be subject to further engineering consideration as part of the next phase of the project.</td>
<td>Undertake preliminary modelling to ensure that B-doubles can be accommodated in the masterplan.</td>
</tr>
<tr>
<td>11.</td>
<td>Concern that mature trees proposed in NBWD will affect truck clearance</td>
<td>While the final choice of street trees will be decided at the next design development phase, it is recommended that proposed trees are either sufficiently large or have narrow canopies to provide sufficient clearance for large vehicles. The underside of tree canopies can also be raised and shaped as necessary as trees grow.</td>
<td>No change to masterplan.</td>
</tr>
<tr>
<td>12.</td>
<td>New trees may obscure businesses</td>
<td>The final location and selection of street trees will be subject to future design development which is beyond the scope of this project. However, it is intended that all street trees will have high canopies to ensure vehicle clearance and this will ensure that view corridors will be retained.</td>
<td>No change to masterplan.</td>
</tr>
<tr>
<td>13.</td>
<td>Possible use of the VIC site until the new rest area is installed</td>
<td>The decision to retain or close the VIC rests with PMHC and is therefore beyond the scope of this project.</td>
<td>No change to masterplan. Further consideration required by PMHC.</td>
</tr>
<tr>
<td>14.</td>
<td>Lack of parking for patrons, staff and owners of businesses in the village centre</td>
<td>The masterplan aims to provide a balance between car parking and new pedestrian and planting areas which are essential in creating a more attractive village setting. It is considered that more parking will compromise this balance. However, the design allows for possible increase of parking provision within the 6 metre wide central median and this will ensure that view corridors will be retained.</td>
<td>No change to masterplan.</td>
</tr>
<tr>
<td>15.</td>
<td>Need to review the new location of the monument</td>
<td>While the proposed new location of the monument in the central median at the intersection is considered highly appropriate, the final decision on the preferred location of the monument requires direction from PMHC.</td>
<td>Consider relocating the cenotaph into village plaza.</td>
</tr>
<tr>
<td>16.</td>
<td>Concern for access of heavy vehicles entering and exiting existing driveways</td>
<td>Further detailed road design and stakeholder input will be essential in the design development of the masterplan which is beyond the scope of this project. It is anticipated, however, that truck movement into and out of properties along NBWD should be achievable in the new layout of the street.</td>
<td>No change to masterplan. Further consideration required in future design development stage.</td>
</tr>
<tr>
<td>17.</td>
<td>Retain truck parking in front of motel and access into motel grounds</td>
<td>There is no change to the existing provision of parallel parking along NBWD or access arrangements into the motel.</td>
<td>No change to masterplan.</td>
</tr>
<tr>
<td>18.</td>
<td>Opportunity to interpret Kew heritage as part of the plan</td>
<td>This is strongly supported as it would enhance local historical and cultural values for the benefit of visitors and the local community.</td>
<td>Ensure masterplan recognises need to incorporate appropriate recognition of heritage features.</td>
</tr>
<tr>
<td>19.</td>
<td>Signs should be provided to identify Kew as the entrance (gateway) to region</td>
<td>Supported in principle. Ideally this would be incorporated as part of the possible relocation of the cenotaph at the southern entry into the village from the new Pacific Highway. This proposal is subject to further consideration by PMHC.</td>
<td>No change to masterplan.</td>
</tr>
</tbody>
</table>
The Final Draft Masterplan incorporates the following agreed amendments arising from further investigations of B-Double truck movements through the intersection (see Appendix) and submissions received following the public exhibition of the Draft Masterplan (as identified in Section 4):

- Inclusion of mountable kerbs and pavements around the intersection to accommodate likely sweep paths of B-Double trucks;
- Adjustment to planting areas, footpaths and pedestrian crossings to facilitate the sweep paths;
- New location of the WW1 cenotaph and provision of a new flagpole within the village plaza area to create an informal ceremonial space;
- Slight adjustment to the design of the plaza space;
- Reference to the heritage values of Kew to be interpreted and incorporated into the detailed design of the pavements and urban furniture within the site.
Kew Main Street Plan
Final Draft Masterplan

New rest area optimises attractive elevated views across golf course and close proximity to village centre.

Regional cycleway along road shoulders.

Mid-block gap for U-turns.

New public amenities building in visible location to facilitate passive surveillance.

Primary footpath link between rest area and village centre.

Carriageway realigned and width reduced to create space along western reserve for rest stop.

Parallel parking enables convenient pull-in / pull-out movement for long vehicles.

Playground with picnic shelter and seating.

Pull-in bay for cars with trailers with waste dump point.

6 metre wide central median with large canopy trees in planting beds.

Wide road reserve optimised with angled parking close to village centre.

4 metre wide single traffic lane with parallel parking.

Existing driveways retained.

10 metre long grassed sections for informal seating and possible future angled parking.

Okean Drive realigned to accommodate wider southern footpath.

Entry welcome sign.

Avenue planting to generate sense of arrival.

Ocean Drive realigned.

New rest area optimises attractive elevated views across golf course and close proximity to village centre.

Playground with picnic shelter and seating.

Pull-in bay for cars with trailers with waste dump point.

Primary footpath link between rest area and village centre.

Carriageway realigned and width reduced to create space along western reserve for rest stop.

Parallel parking enables convenient pull-in / pull-out movement for long vehicles.

6 metre wide central median with large canopy trees in planting beds.

Wide road reserve optimised with angled parking close to village centre.

4 metre wide single traffic lane with parallel parking.

Existing driveways retained.

10 metre long grassed sections for informal seating and possible future angled parking.

Okean Drive realigned to accommodate wider southern footpath.

Entry welcome sign.

Avenue planting to generate sense of arrival.

New public amenities building in visible location to facilitate passive surveillance.

Large canopy trees in central median.

Medium trees along street verges.

Low shrubs.

Ornamental plants.

Grass.

High quality plaza paving.

Concrete footpaths and driveways.

Future streetscape character.

Street tree options:
- Magnolia grandiflora
- Lophostemon confertus
- Flindersia australis
- Syzygium francisii
- Magnolia grandiflora
- Lophostemon confertus
- Flindersia australis
- Syzygium francisii
New paved public plaza with outdoor dining defines the village centre.

Information centre provides a central source of useful local information including:
- Tourist maps
- Lockable community notice board
- Interpretative display of local features such as heritage, cultural and natural assets

Colourful planting creates sense of arrival.

Extended footpath adjacent to hotel provides space for outdoor seating and dining.

Wide road reserve allows angled parking with 4.5 metre wide traffic lane close to village centre.

Relocated WW1 cenotaph on a raised level platform to enhance its visibility and status within the plaza.

Flagpole located directly opposite the cenotaph to create a semi-formal space for ceremonial gatherings.

Central median provides refuge for pedestrians along crossing.

Footpaths located clear of B-double sweep lines.

New trees provide shade, pedestrian scale and visual amenity to the existing wide carriageway.

Extended footpath adjacent to hotel provides space for outdoor seating and dining.

Mountable kerbs and pavement to accommodate B-double truck movement through intersection while maintaining tighter new street geometry.

Heritage interpretation blended into design of pavement, walls and street furniture.

Barriers to help direct pedestrians toward designated crossings and to prevent uncontrolled access onto adjoining streets.
Appendix

B-Double Truck Turning Paths
Kew Main Street Plan
Appendix: B-Double Truck Turning Paths (source PMHC)