



Halls Creek Masterplan

June 2020



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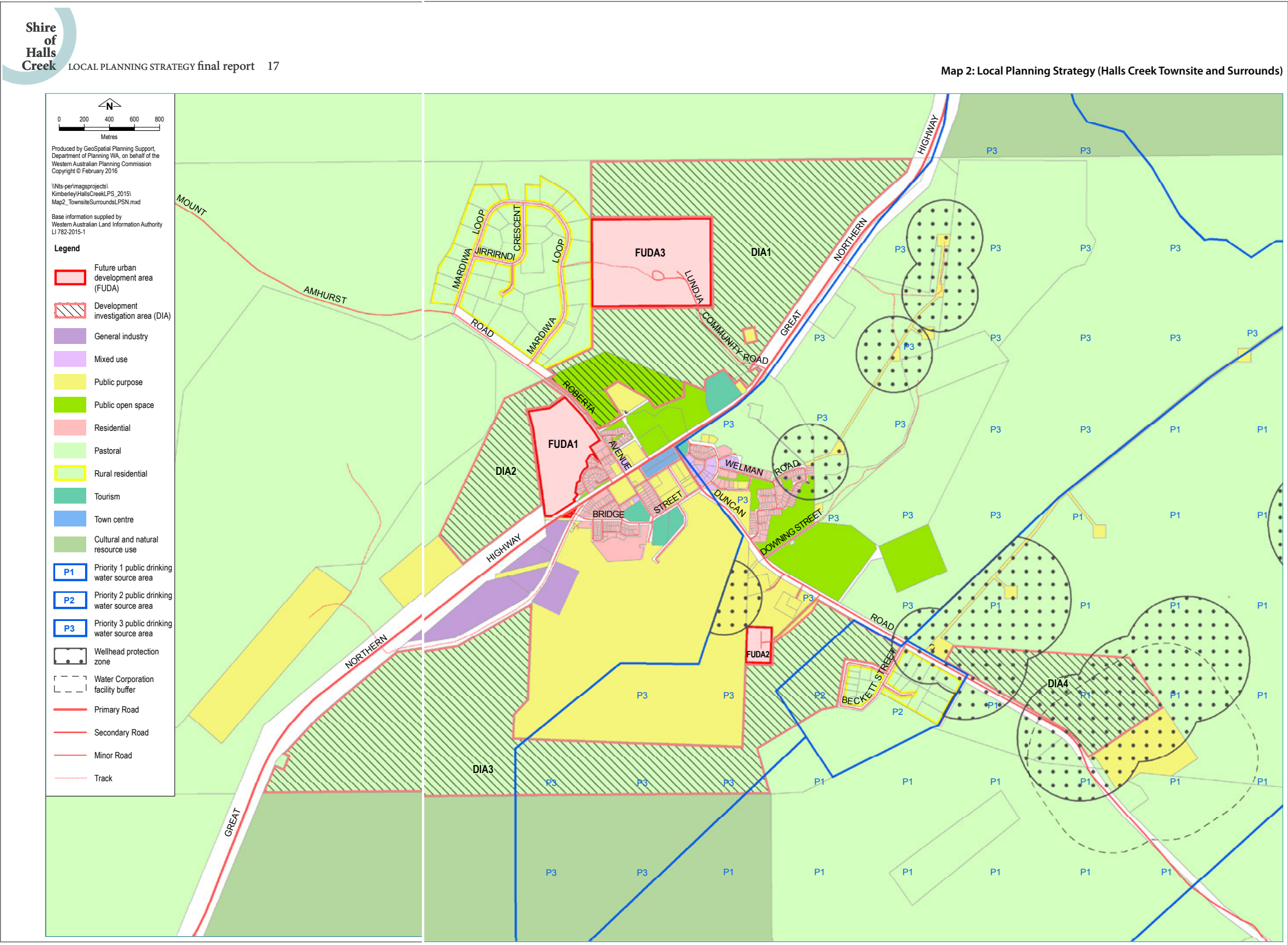
SECTION 1

Planning for Growth

INTRODUCTION

The future growth and strategic direction of Halls Creek is planned for through the Shire of Halls Creek Local Planning Strategy (2016), whilst Local Planning Scheme No. 2, and more detailed structure plans prepared for urban expansion areas provide the statutory framework for managing land use and development within the Shire.

As the town grows, and new areas are developed, it will be important for the Shire of Halls Creek to invest in infrastructure upgrades and expansion to support urban expansion and a growing population.



VISION

The Halls Creek Masterplan provides a blueprint for infrastructure investment, through a collection of community and other infrastructure projects across four key themes identified through preliminary engagement:

1 ENJOYABLE SAFE ACCESS

Safe and enjoyable access to facilities are key features in shaping the structure of a growing Halls Creek.

Ensuring safe and enjoyable access is important to connect the community to facilities, employment, and experience.

2 IMPROVE LIVEABILITY

Enhancing the liveability of Halls Creek includes developing a well connected recreation precinct and community hub. Adding amenities such as a junior oval, dedicated space for cultural ceremonies and events, community-led neighbourhood parks, and integrated water management will help the community to enhance and enjoy the liveability of the town.

3 CELEBRATING CULTURAL IDENTITY

Cultural identity is the core of who we are. Engaging residents and acknowledging the main aspects of a communities culture such as art, language, appearance of public spaces, outdoor activities, and natural features of the area and engaging residents creates the opportunity for the community to be involved in shaping the town. This will improve the sense of place and quality of life for residents.

4 FINANCIAL SUSTAINABILITY

Shaping and maintaining existing and new communities has to be financially sustainable.

1 ENJOYABLE SAFE ACCESS

PEDESTRIANS

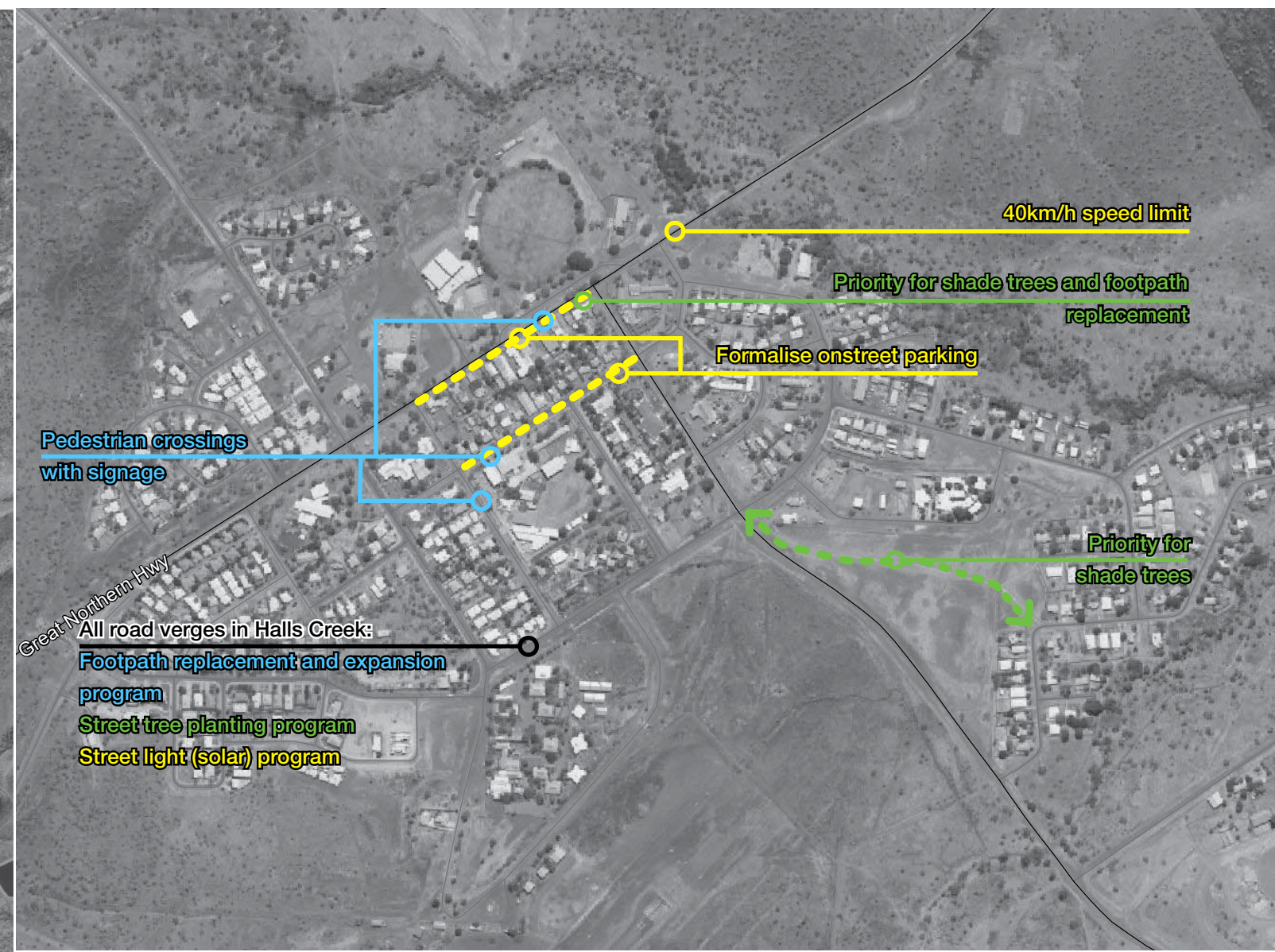
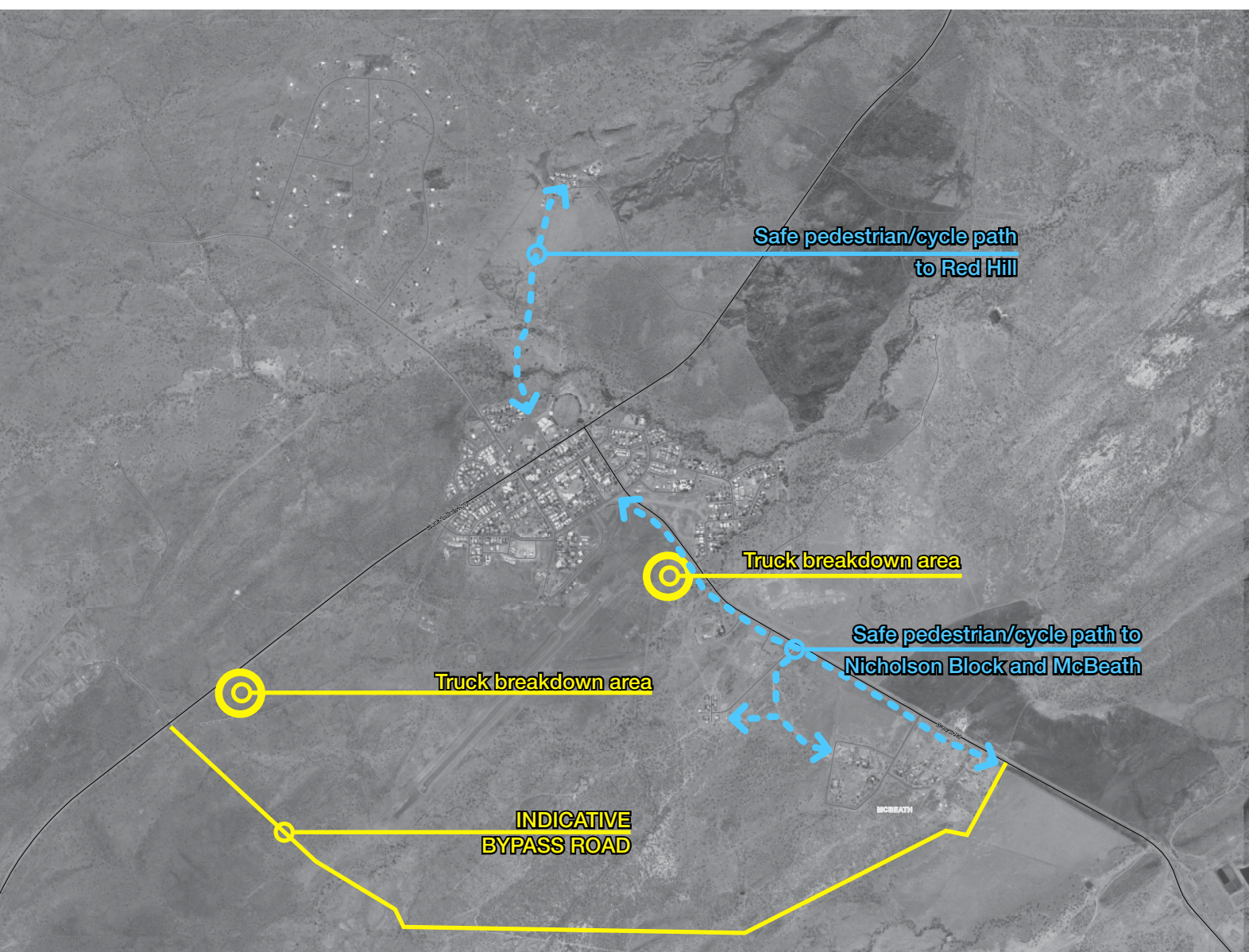
- Safe pedestrian/cycle path to Red Hill , Nicholson Block and McBeath
- Street tree planting program
- Safe pedestrian crossings
- Footpath upgrade and expansion program
- Upgrade street amenity

CARS

- Indicative bypass road
- Upgrade onstreet parking
- Speed limit control

TRUCKS

- Truck breakdown areas
- Speed limit control



1.1

SAFE PEDESTRIAN/CYCLE PATH TO RED HILL, NICHOLSON BLOCK AND MCBEATH

Formalised pedestrian and cycle access between the town centre and Red Hill, Nicholson Block and McBeath will provide greater, safer access for residents coming into the town centre, and town-based residents accessing the Warlawurra Catholic School.

There are informal pathways linking the areas; a formalised, dual use path and exercise tracks would provide enhanced access.



1.3

SAFE PEDESTRIAN CROSSINGS

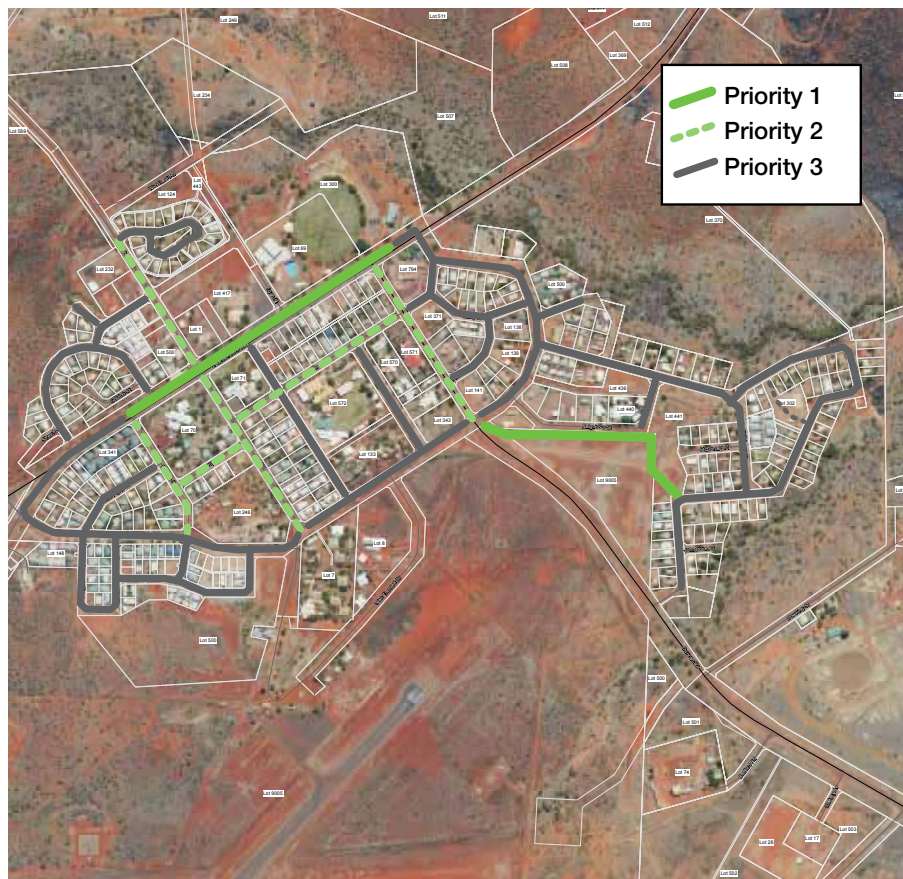
Safe pedestrian crossings are required in key locations of the town centre, providing safe access to the school, and also between the retail strip and the town oval.

Pedestrian crossings in these locations should include zebra crossings with clear signage for both pedestrians and vehicles.



1.2

STREET TREE PLANTING PROGRAM



Shade provision over pedestrian routes is important to improving the health and amenity of access across the town. Greening up Halls Creek will also improve overall liveability and aesthetic of the town.

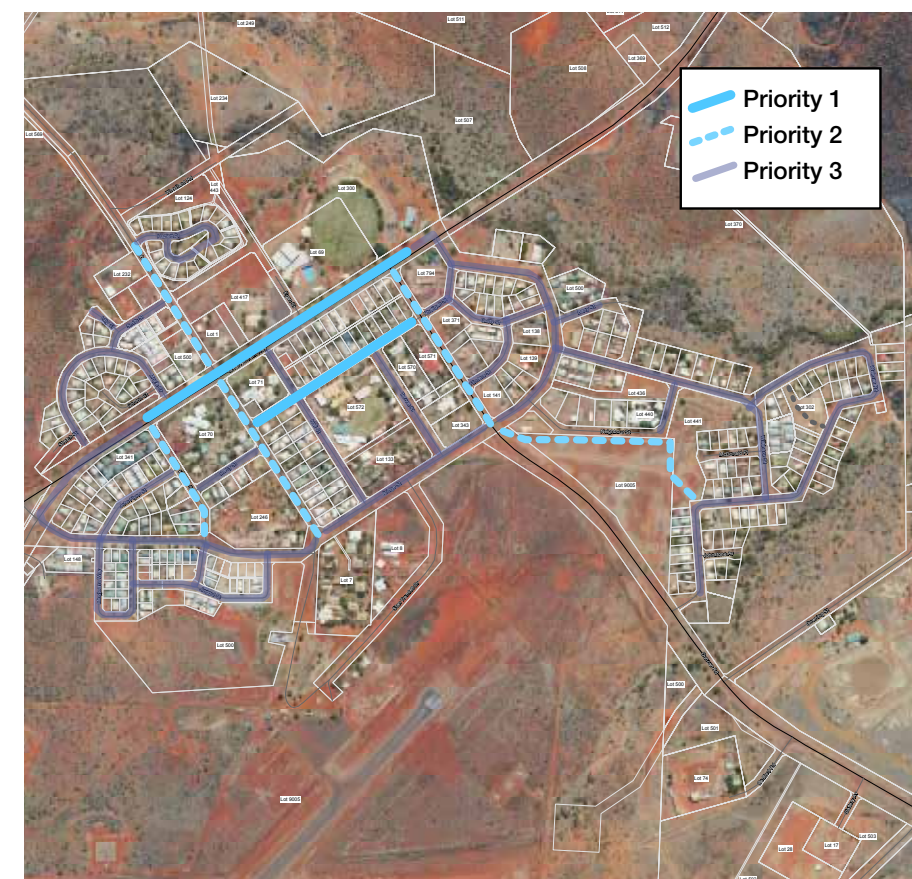
An annual budget allocation should be considered to progressively expand the green network of Halls Creek.

Key priorities for immediate updates include Great Northern Highway within the town centre and the airport triangle which is a key, currently unshaded pedestrian link. The next recommended priority is key pedestrian links between residential areas into the town centre.

The Shire should consider utilising a water truck for establishment of street trees, compared to reticulation infrastructure, as a cost effective approach.

1.4

FOOTPATH UPGRADE AND EXPANSION PROGRAM

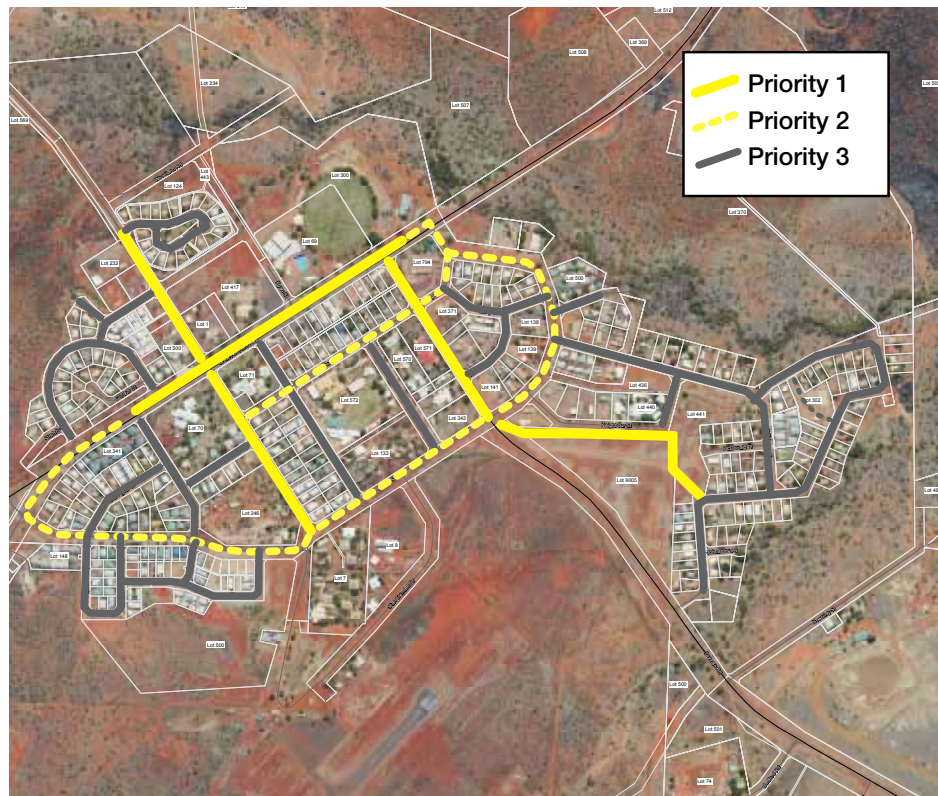


Walking is the primary form of access for much of the Halls Creek Community, therefore investment into renewal and expansion of the town's footpath network is essential.

An annual budget allocation should be considered to progressively upgrade and link footpaths across the town.

Key priorities for immediate updates include Great Northern Highway within the town centre and Thomas Street, providing safe access within the core of the town centre. The next recommended priority is key pedestrian links between residential areas into the town centre.

All footpaths should comply with Australian Standard AS/NZS 1428.4.1:2009



1.5

STREET LIGHT (SOLAR) PROGRAM

Street lighting is necessary to enhance safety and visibility across the town. This should include investment into solar lights for greater sustainability and reduced ongoing costs.

An annual budget allocation should be considered to progressively upgrade and expand street lighting in Halls Creek.

Key priorities for immediate street lighting upgrades are along Great Northern Highway, and the key local roads that connect into the town centre and nodes of evening activity.

1.7

UPGRADE ONSTREET PARKING

Formalised onstreet parking in the town centre, along both sides of Great Northern Highway and on Thomas Street, provides the opportunity to meet parking demand, make parking areas safer, and include opportunity for street trees.

Parking upgrades should include nibs near intersections and crossovers to maintain sight lines. Additional nibs along the area will facilitate planting of additional street trees without impacting on available space for pedestrians.

1.9

BYPASS ROAD

An indicative bypass road alignment, as shown on page 8, is to be investigated to better direct the traffic. This alignment will assist better circulation of traffic movements in and around the town.

1.8

TRUCK BREAKDOWN AREAS

Road trains through Halls Creek have an impact on the safety and amenity of pedestrians and cyclists.

A priority breakdown area, approximately 2 kilometers southwest of the town site can be accessed via the old Great Northern Highway. This provides a suitable location for truck parking and breakdown facilities, reducing the impact of large road trains along the Main Street of Halls Creek.

To capture road trains approaching from the southeast, a second breakdown area can be provided along Duncan Road, offset from the line of the airport runway. A risk assessment should be undertaken to confirm the specific location of any truck parking and breakdown area in vicinity of the airport on Duncan Road.

1.10

SPEED CUSHIONS IN COMMUNITY AREAS

Movement control strategies are recommended to improve local transportation safety and efficiency by targeting speeding and cut-through volumes.

The effectiveness of the speed cushions in achieving the community's goal of reducing speeds is to be evaluated and implemented if deemed an appropriate response.

1.6

40 KM/H SPEED LIMIT IN CORE TOWN CENTRE

Road trains are anecdotally known to travel along Great Northern Highway through the town centre at unacceptable speeds. This creates safety risks, and impacts on the amenity of the town centre.

The Shire should engage with Main Roads to post Great Northern Highway through the centre of Halls Creek as 40km/h. Slowing traffic, in particular heavy vehicles and road trains, will support the amenity and safety of the area.



2 IMPROVE LIVEABILITY

HEALTH

- Main street urban enhancement
- Integrated recreation precinct

AMENITY

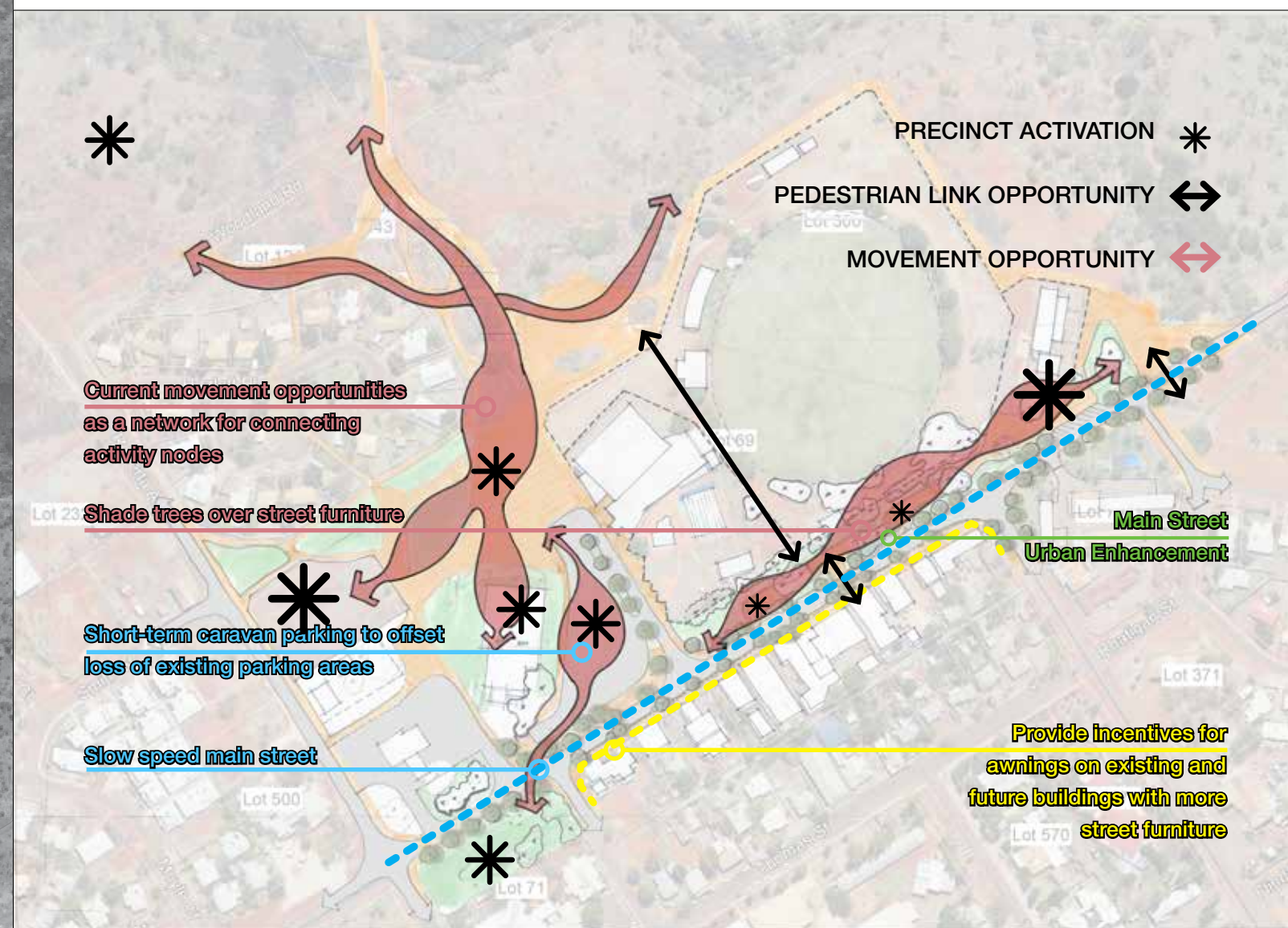
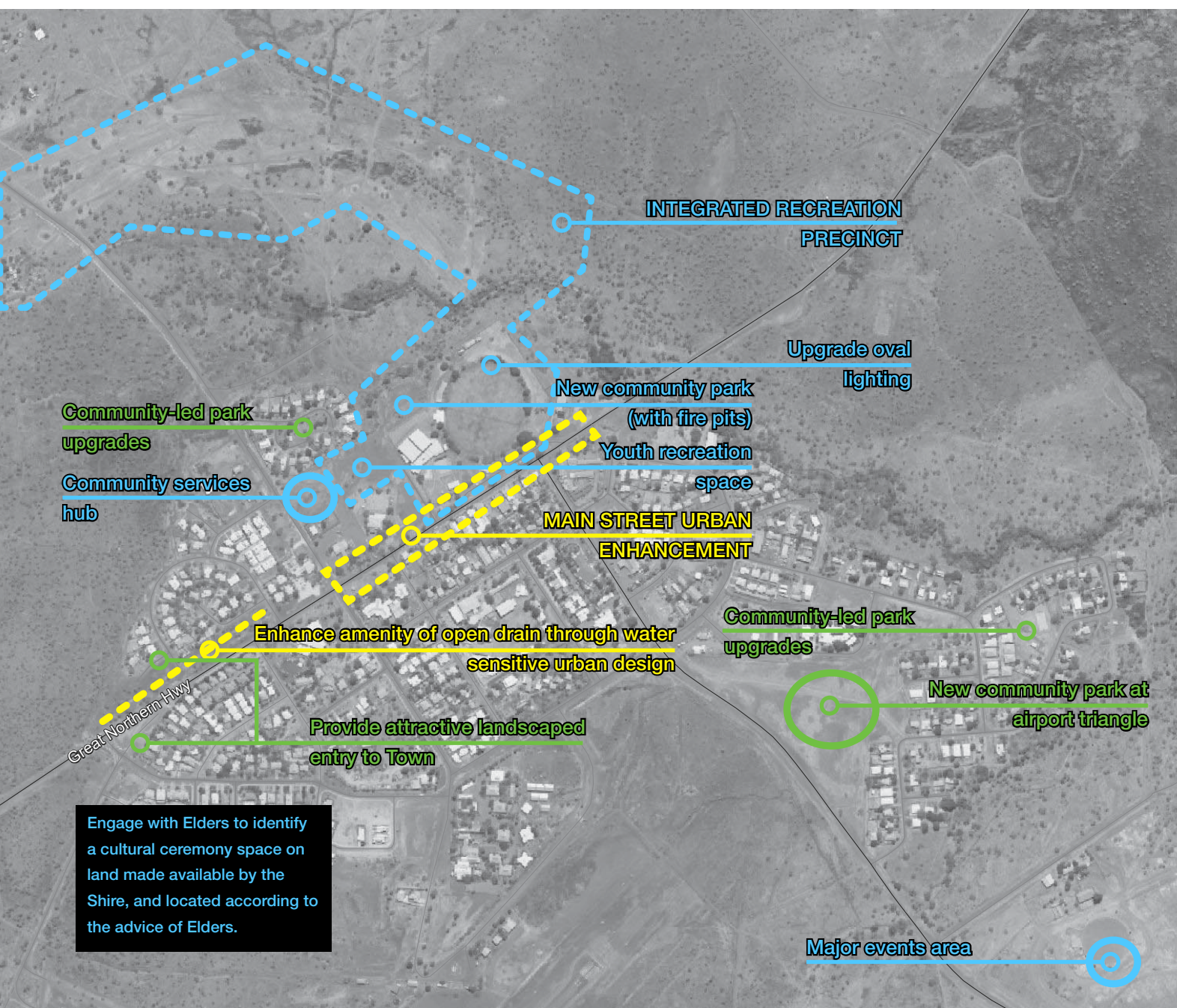
- Community services
- Cultural ceremony space
- Major events area

PARKS

- New community park at airport triangle
- Community-led park upgrades

WATER

- Water sensitive urban design drain upgrades
- Storm water harvesting



2.1

MAIN STREET URBAN ENHANCEMENT

Great Northern Highway, from the Shire Park to the Art Gallery, is the core retail and tourist centre of Halls Creek.

An enhancement of the urban environment through this area will create a diversity of places for the community to meet and socialise, and provide an improved tourist environment.

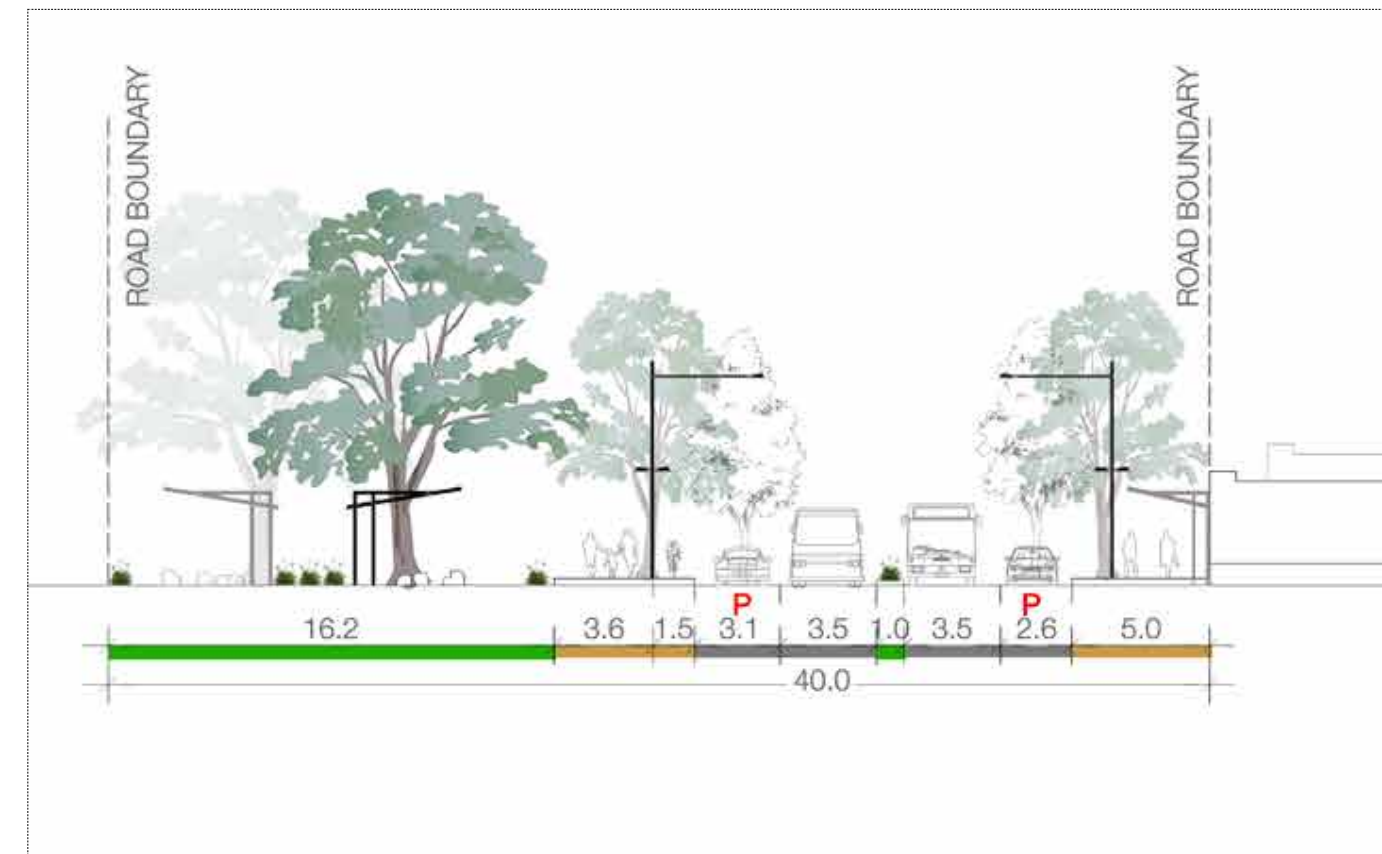
Urban enhancement should include key interventions to improve the safety of access in the area for all forms of movement.

Key urban interventions in this area include:

- Remove the northern parking area adjacent to the oval and create a community passive parkland space, with zebra rock street furniture and shade trees.
- Incorporate formalised onstreet parking to both sides of Great Northern Highway, with nibs for additional street

tree planting.

- Formalise short-term caravan and car parking in the offstreet parking area west of the Recreation Centre to offset the removal of the existing car parking area.
- Include street trees for shade to achieve attractive, consistent streetscape.
- Include a 1m median strip as pedestrian refuge.
- Introduce free-standing (vandal proof) shade structure north and south of the road.
- Incorporate street furniture along the southern (urban) side and the northern (parkland) side of the highway. Similar materials used on each side will create a visual relationship that ties the diverse characters of these road edges together, creating consistency.
- Incorporate art into street furniture.
- Consider provision of incentives for awnings and shade structures along private buildings on the southern side.



1 PEDESTRIAN CROSSING POINT

2 INFORMAL SEATING AREA



2.2

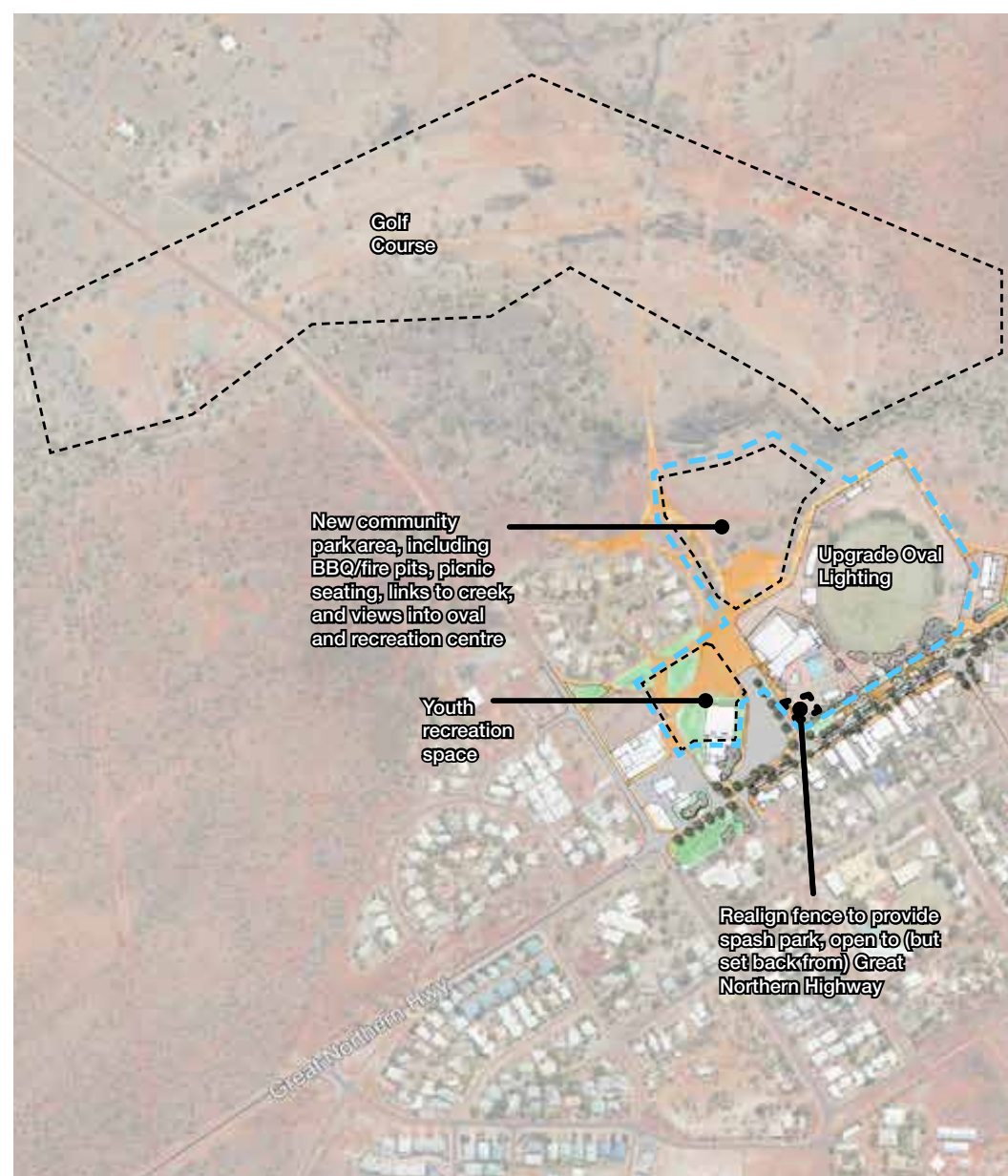
INTEGRATED RECREATION PRECINCT

Under-utilised land in the vicinity of the town oval creates a key opportunity to engage the community in the design and delivery of an integrated recreation precinct.

The design and delivery of a recreation precinct should be led by the community that will use the space, to foster ownership and ongoing responsibility and care for the space.

Facilities that might be considered and explored as part of a community engagement process to develop a design for the precinct include:

- Youth recreation space, including bike/skate park or other facilities determined by youth in the community.
- A splash park south of the recreation centre, open to Great Northern Highway and Egan Street, located by realigning the fenceline of the recreation centre inwards to excise the space.
- New community park, with BBQs/fire pits, that connects key active recreation zones into the creek.
- An upgrade of oval lighting.
- Establishment of a youth hostel that includes a safe house, provision of food, laundry and social space.



2.3

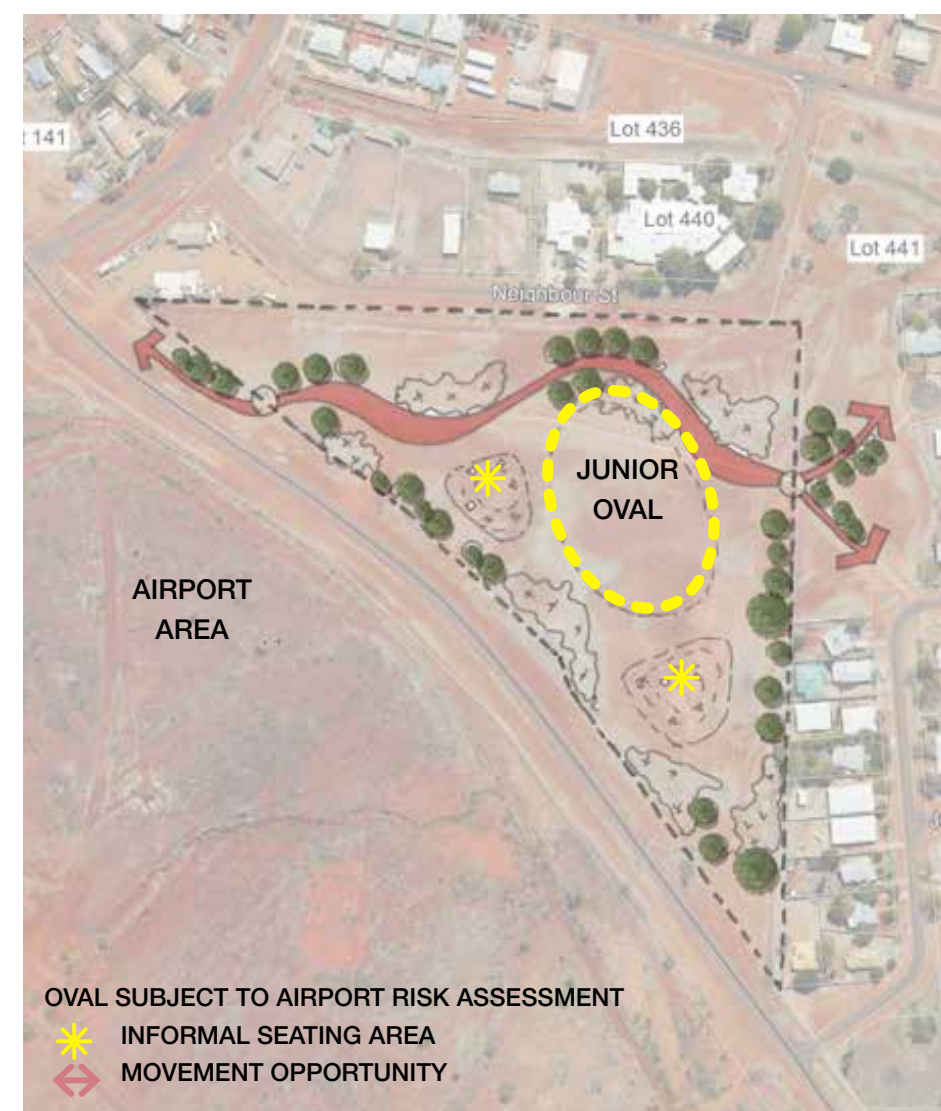
NEW COMMUNITY PARK AT AIRPORT TRIANGLE

The airport triangle is currently under-utilised space, used for access between residential areas and the town centre. The site forms part of the airport allotment, and is identified for public purposes within the Local Planning Strategy and the Local Planning Scheme No. 2.

However, the 2007 Airport Masterplan identifies the site for parks and recreation or as a mixed use, residential and commercial home business investigation area if parks and recreation is not required.

A risk assessment should be undertaken to confirm the availability of this site for alternative uses, considering any influence of the airport. This should include engagement with pilots and airport users. Reference should also be made to National Airports Safeguarding Framework Guideline I "Managing the risk in public safety areas at the ends of runways".

If broader recreational use of the site is confirmed by more detailed risk assessment, then the design and delivery of a recreation space should be led by the community that will use the space, to foster ownership and ongoing responsibility and care for the space. This might include realigning the existing footpath to enable a junior sized oval in the area, therefore reducing maintenance pressure on the existing town oval. Future recreational use might also include shade trees, and seating areas.



2.4

COMMUNITY SERVICES

There is an opportunity to consolidate community services in Halls Creek into a contemporary, custom designed hub for the community.

Located on Roberta Avenue, with strong links into the recreation precinct, this hub would include early childhood services and learning which is a key services gap identified by the community.

Design of the community services hub should include safe pedestrian access between road and recreation precinct.

A business case should be prepared, including concept architectural design, as the first step to progress this project.

There is an opportunity to upgrade youth facilities to better accommodate modern youth requirements. This may include upgrades to recreational spaces as well as investigation of the potential need for a youth hostel, sobering up shelter and safe house.

2.5

MAJOR EVENTS AREA

The rodeo grounds and racecourse are currently under-utilised.

If demand for large events increases in the future, this area might be considered for a major events precinct.

2.6

STORMWATER HARVESTING

Recommendations of the masterplan in relation to public open space and a significant increase in street tree and public landscaping will require a secure water resource for irrigation and reticulation.

Whilst treated wastewater from the waste water treatment plant is available for use, this is restricted to fenced areas therefore is not appropriate for all irrigation needs across the town.

The Shire should undertake a feasibility study into available options for stormwater harvesting to provide water for irrigation purposes.

2.7

CULTURAL CEREMONY SPACE

Aboriginal culture is integral to the identity of Halls Creek. There is opportunity to identify land within the town that can be made available by the Shire, and engage with traditional owners to identify cultural ceremony spaces and any associated facilities to support the exercise of traditional law and culture in town.

2.8

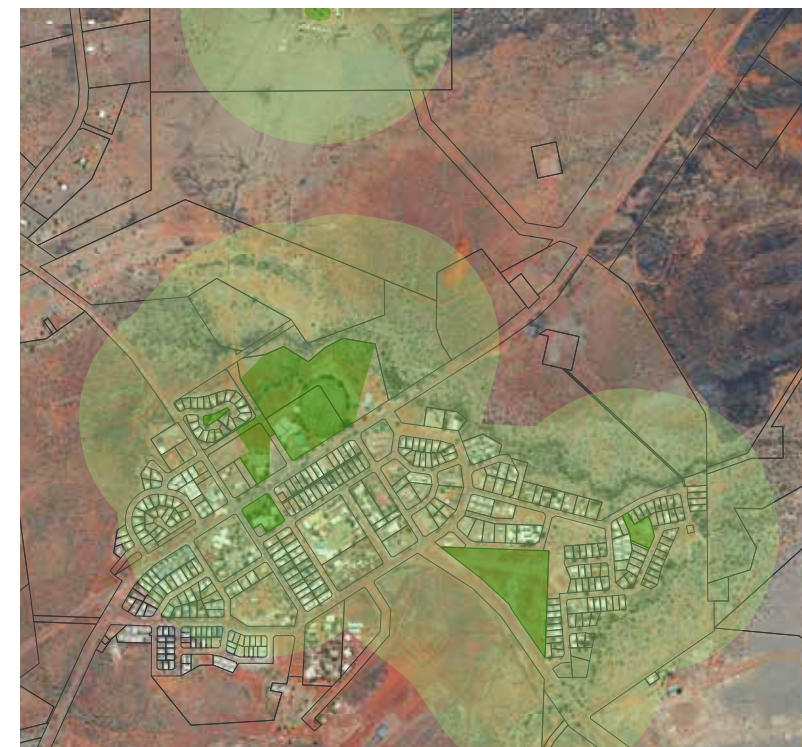
WATER SENSITIVE URBAN DESIGN UPGRADE OF OPEN DRAIN

The visual aesthetic of the western approach to Halls Creek is influenced by an open drain along the north of Great Northern Highway, extending from Bridge Street to Moyle Crescent.

Incorporating water sensitive urban design principles, with a strong landscape component, to create a vegetated swale from the open drain will provide an improved visual and water quality outcome in the area.

2.9

COMMUNITY-LED PARK UPGRADES



For the most part, the residential areas of Halls Creek are located within a short (400 metre) walk of public parks and open space. Further urban expansion will incorporate additional open space and parkland for the community.

Whilst there is appropriate availability of parkland and open space in Halls Creek, the quality of parkland is impacted by vandalism in some areas, and under-development in others. There is opportunity to undertake upgrades of parks across the town and promote solar lighting to add low maintenance amenity to public open spaces.

The design and delivery of park upgrades should be led by the community that will use the space, to ensure the facilities provided meet their needs, and to foster ownership and ongoing responsibility and care for the space.

3 CELEBRATING CULTURAL IDENTITY

- TOURISM

 - Cultural ownership of Wolfe Creek and Bungle Bungles
- ART

 - Town site branding through art
- LANGUAGE

 - Legibility and acknowledging native users- Multi-language signage
- PUBLIC IMAGE

 - Consistent street tree and furniture choice



3.1

CULTURAL OWNERSHIP OF WOLFE CREEK AND BUNGLE BUNGLES

Halls Creek is the physical and cultural gateway to the Wolfe Creek Crater and the Bungle Bungles of Purnululu National Park.

There is opportunity to incorporate signage and interpretation for Halls Creek to be viewed as the “owners” of the tourist and cultural experience of these major tourist assets.



3.2

CONTINUE TOWNSITE BRANDING THROUGH ART

Aboriginal art is part of the visual identity and branding of Halls Creek, and continuation is a key opportunity to strengthen and promote this.

Opportunities for greater incorporation of Aboriginal art across Halls Creek include:

- Public art entry statements at the western and eastern approaches to town on Great Northern Highway.
- Aboriginal murals along areas of uniform fencing, in particular along the western approach to the town.
- Continued inclusion of Aboriginal art within street furniture, fences, and footpaths.



3.3

MULTI-LANGUAGE SIGNAGE

Signage is a key way to acknowledge the traditional owners and culture of Halls Creek.

acknowledgment, respect and retention of local language in Halls Creek.

Whilst common in other countries, multi-language signage is not used widely in Australia.

With two Aboriginal languages in Halls Creek, it is possible for all public signage (including street and traffic signs) to be presented in local language, alongside English. A multi-language signage strategy will contribute to the

3.4

CONSISTENT STREET TREE AND FURNITURE CHOICE

To support consistency in character and visual identity, all street trees plantings should be consistent with those already iconic in public places: poinciana, golden shower tree, and bauhemia are current dominant species, and should continue to be used for street tree planting in Halls Creek.

Cleanliness is a key part of the identity of Halls Creek, and involves considerable, daily maintenance by the Shire of Halls Creek. An additional idea for iconic branding and visual identity is incorporating basketball rings to bins to support litter reduction, and introduce an additional “quirk” to the character of the town.

Similarly, a coordinated look and feel across Halls Creek can be achieved by the use of consistent street furniture. The Shire has been using zebra rock for street furniture in key open spaces, including Shire Park. Zebra rock is iconic to the Kimberley, generally vandal proof, and low maintenance. This should continue to be used as the primary choice for street furniture, creating an iconic visual brand.

4 FINANCIAL SUSTAINABILITY

EMPLOYMENT

- Viewing increased maintenance regimes as an opportunity for local employment

BELONGING

- Community engaging design and budgeting programs

MAINTENANCE

- Local low maintenance material and furniture choice

4.1 MAINTENANCE AS AN EMPLOYMENT OPPORTUNITY

Issues of vandalism and littering in Halls Creek requires greater investment into maintenance regimes. However, this can be viewed as an opportunity for greater employment in town, with increased maintenance regimes providing opportunity for employment associated with townsite stewardship.

The Shire should partner with local employment services, and seek State and Federal government for contributions to employment costs that are associated with higher than typical public space maintenance regimes on the basis that this supports local employment for community members.

The community has identified a requirement for more land for business development. New business development is limited by costs associated with the Town's commercial zone. Markets and other low capital businesses will flourish through identification of a business incubator space and retail marketspace.

4.3 MATERIALS SELECTION

In delivering public facilities, materials selection will be key to managing ongoing maintenance costs. It will be important to review and utilise vandal proof materials that are fit for purpose. Tree cages are recommended for landscaping and self-binding gravels for long footpaths, eg Nicholson Block to Town Centre, McBeath to Town Centre and the exercise tracks are preferred.

4.2 COMMUNITY DESIGN AND PARTICIPATORY BUDGETING

A community level place management approach is a key opportunity for the Shire to foster community ownership of public spaces and facilities. Rather than acting as a third party designing and delivering infrastructure, the Shire should facilitate groups of the community to undertake projects to design and deliver their spaces.

Through participatory budgeting, the Shire can provide the community with budget and cost parameters within which to design their space. The community can also apply for their own grants if required to deliver facilities that may be beyond the Shire's budget, in particular for smaller parks outside the main recreation precinct.



Example of low maintenance materials choice

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