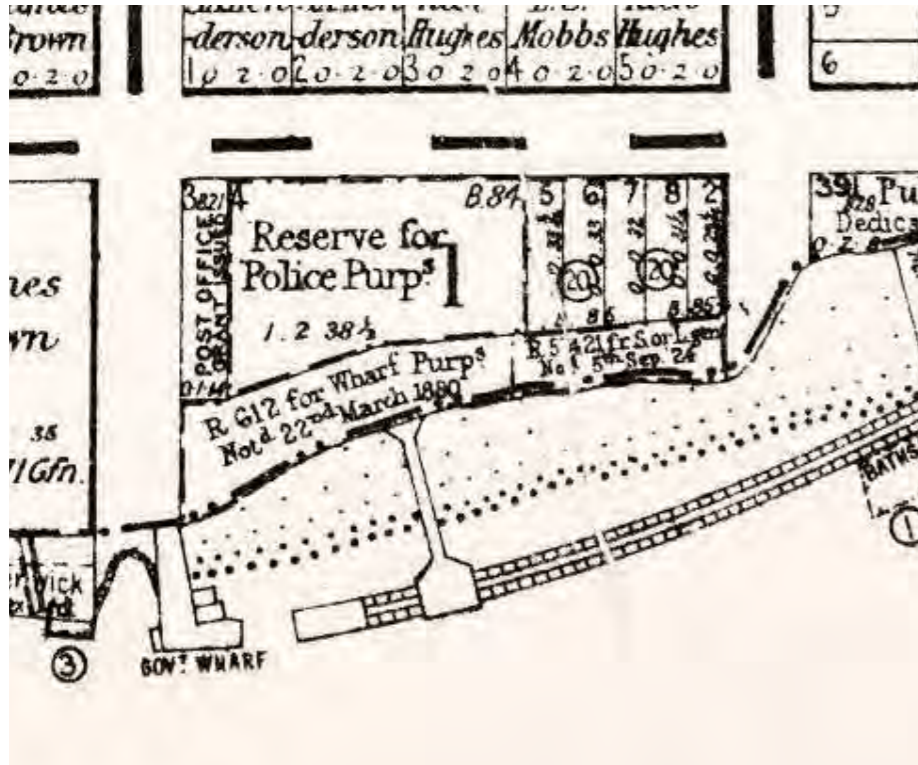


Martin Street Boat Harbour Precinct MASTER PLAN

REPORT NO.3: DETAILED MASTER PLAN

12 August 2016



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1. INTRODUCTION

This report describes and illustrates two master plan options that have been developed for the Martin Street Precinct. It is the third and final report for the project and builds on the outcomes of two initial documents that have been prepared, namely Report No.1: Investigations and Consultation and Report No.2: Design Options and Consultation Review. Accordingly, this report should be read in conjunction with Reports 1 and 2 to fully understand the basis on which master planning decisions were made.

The two precinct master plans are illustrated and described through an overall plan showing proposed improvements, modifications and new ideas across the site. These are supported by a range of detailed design considerations through indicative imagery and urban and landscape materials that are proposed to generate a new, identifiable visual character for the precinct.

The report concludes with an implementation plan that provides a broad breakdown and estimate of cost of the proposed capital work for each of the master plan schemes.



2. CONCEPT DESIGN OPTIONS

Two final concept design options have been adopted as a basis for the preparation of precinct master plans that are detailed in the following section of this report.

The two master plan options are based on a range of earlier schemes that were subject to rigorous review and refinement by key stakeholders of the precinct and the wider Ballina community. The development of the options as master plans ensures further future consideration of two alternative directions remains available. The decision will largely be based on whether the museum will be retained in its present location as detailed in Option A, or whether it will be incorporated within a large new purpose-built facility along with other new and existing site uses as proposed Option B. Key to this determination will be the potential to attract private investment which will be essential to help fund the larger scale redevelopment proposal.

The alternative features of the design options are as follows:

OPTION A:

- Retention of the existing museum in its present location incorporating a relocated entry foyer to enhance site integration.

OPTION B:

- New purpose-built mixed use building including new uses and existing site uses such as the museum; and
- Extensive car parking beneath the new building, replacing existing off-street car parks.

The key common features include:

- Existing harbour replaced with a purpose-built facility;
- Proposed splayed configuration of harbour responds to the bend in river to ensure berths align with river flow;
- Maximum desirable number of berths (64 total) provided with broad range of berth size options;
- Existing pilot station incorporated as a useful, re-purposed historic remnant;
- New buildings to align with street geometry to improve integration with urban fabric and to increase northerly aspect;
- Car parks located parallel to Regatta Avenue to increase accessibility and to occupy the least valued part of the site. The carparks also provide distance between new buildings and existing residents to reduce visual impacts;
- Opportunity for large tree planting within car parks to further reduce visual impact of new buildings and provide an attractive outlook from upper levels of proposed new buildings;
- Two-way connection maintained from Las Balsas Plaza into eastern end of proposed car park; and
- Car and pedestrian connection as an extension to Las Balsas Plaza to the proposed new entry of Ballina Pool.



3. MASTER PLAN: OPTION A

LEGEND

- | | | |
|------------------------------------|---------------------------------|----------------------------------------------|
| 1 New 64 berth floating marina | 6 Main pedestrian harbour entry | 12 Entry court |
| 2 Harbour entry feature and beacon | 7 Harbourside park | 13 New angled car park with one way flow |
| 3 Fuel and waste depot | 8 Harbourside pedestrian plaza | 14 Upgraded riverside parkland |
| 4 Gangways | 9 New small mixed-use buildings | 15 Riverside promenade with seating |
| 5 Western plaza | 10 Re-purposed pilot building | 16 River viewing platform and access steps |
| | 11 New entry foyer | 17 Picnic shelters |
| | | 18 New pool pedestrian entry |
| | | 19 Drive-through parking for towing vehicles |
| | | 20 Short-term lay-by parking |



4. MASTER PLAN: OPTION B

LEGEND

- 1 New 64 berth floating marina
- 2 Harbour entry feature and beacon
- 3 Fuel and waste depot
- 4 Gangways
- 5 Western plaza
- 6 Main pedestrian harbour entry
- 7 Harbourside park
- 8 Harbourside pedestrian plaza
- 9 New small mixed-use building
- 10 New large mixed-use building incorporating multi-level museum
- 11 Re-purposed pilot building
- 12 Maritime / naval sculpture
- 13 New angled car park with one way flow
- 14 Upgraded riverside parkland
- 15 Riverside promenade with seating
- 16 River viewing platform and access steps
- 17 Picnic shelters
- 18 New pool pedestrian entry
- 19 Drive-through parking for towing vehicles
- 20 Short-term lay-by parking



5. KEY DESIGN FEATURES

This section presents the range of design features that are proposed in the two master plan options for the Martin Street Boat Harbour precinct.

The key features that differentiate the options are outlined on this page while the many design features that are common to both are described on the following pages.

5.1 HARBOURSIDE DEVELOPMENT: MASTER PLAN OPTION A

Option A is distinguished by a relatively low level of new built development around the new harbour and marina. It includes a series of small new buildings that will surround the proposed new harbourside plaza. These will accommodate a range of commercial and office uses to serve the needs of the harbour and generate a small central focus for the precinct.

Given their small footprints, the proposed new buildings in this option are likely to be of a modest scale and would likely only rise to two levels. Ground level uses are likely to include cafes with outdoor dining to optimise and further activate the plaza.

Option A also proposes the retention of the existing museum building. In order to achieve a greater level of integration, the master plan proposes to modify the building with a new, relocated entry foyer on the eastern side of the building. The foyer will open onto a large external paved space with strong pedestrian connections to the car park, riverfront and new harbourside area. These new features will enable the museum to enjoy an attractive river focus and to have a stronger sense of relationship with the rest of the precinct. The new foyer will also enhance the experience for visitors entering the museum and provide an opportunity to incorporate a cafe and a new functions venue.

The key focus of Option B is a large new mixed-use building that is proposed to occupy the eastern edge of the new harbourside plaza and create a large central hub of facilities and services for the precinct. A smaller building is also proposed along the northern side of the plaza. Collectively, this new development will replace and consolidate all of existing building footprints within the precinct, in particular the museum, and provide significant additional floorspace to generate an optimal level of critical mass to fully activate the precinct.

The main new building is likely to be of a similar scale to the nearby Ramada Hotel and will be designed to overlook the plaza, capture river views and optimise solar access from its considerable northerly aspect.

While much of the ground level of these building is likely to be occupied by commercial operators, it is proposed that the southern side of the main building will accommodate the relocated naval and maritime museum. The new facility will have a large open foyer with access onto the plaza and generous river views to optimise the setting as a complementary thematic feature. The museum is likely to occupy multiple levels to provide adequate floor space for exhibitions. The new facility will provide significant opportunity, however, to offer a more contemporary and interesting method of display and interpretation and to significantly increase the number of visitors.

The master plan proposes a large external feature or sculpture that will complement the theme of the museum. The feature will create a focal point within the public domain that will enhance attention and visibility of the museum as a key destination for visitors to the harbourside precinct.





The harbourside has the potential to become a highly attractive social and recreation hub in central Ballina



The new marina will allow significant additional berths and provide much-needed capacity for visiting craft



New harbourside development will be a key factor in activating the precinct and attracting visitors



New marina infrastructure will greatly enhance the value and operation of the harbour as a key boating facility



The pilot station could be transformed into an attractive harbourside building with an appropriate new function



New facilities and services will enhance the profile of the marina as an attractive destination for visiting boats

5.3 HARBOUR AND MARINA INFRASTRUCTURE

A new larger harbour and berthing facility will be constructed to form the key focal point of the precinct and a major destination for boating activity within the wider Ballina community.

The new facility will be achieved by removing the existing spur separating the embayment from the river creating a new wide opening into the shoreline. This will enable a larger, fully integrated and purpose-designed marina to be built including floating pontoons that will extend out into the river channel providing convenient, central and secure access to berths. It is anticipated that the new facility will accommodate up to 64 berths, have capacity for different sized craft and cater to a range of user requirements including leases for private mooring, commercial operators and temporary berths for visiting boats.

The new marina will include a range of supporting facilities to increase the desirability of the precinct for its users. These are likely to include a fuel depot, waste dump and on-shore services and amenities such as laundry, showers, and toilets. A central management office is likely to be located within the new harbourside development nearby.

A key feature of the harbour will be a new large beacon to be located prominently on the western peninsula. The facility could include an elevated public viewing deck and be designed as a highly creative and distinctive landmark element that symbolises the visual image of the harbour and provides a strong new promotional tool for the town.

5.4 HARBOURSIDE PLAZA AND PEDESTRIAN ACCESS

The new harbour will be accompanied by a major new public domain that will feature around its foreshores creating a significant new and attractive visual, social and recreational focus for Ballina.

An important design consideration to the success of the new public realm will be the enhanced visibility of the harbour from surrounding streets and public areas. Of particular importance will be a strong new visual and pedestrian connection into the harbour from Martin Street. As a main entry point into the precinct, this new connection will increase awareness of the harbour and create a sense of arrival for visitors. It will also increase the attractiveness and legibility of the precinct to visitors from the River Street shopping strip.

A generous and unimpeded pedestrian promenade will be designed around the harbour edge. This will form a key section of the main pedestrian route through the harbourside area and the existing path route that extends along the riverfront to the east and west of the precinct. The promenade will enable visitors to enjoy views from three sides of the harbour and the changing visual experiences at different times of the day. A range of seating options will be provided adjacent to the promenade to enhance visitor comfort and encourage a longer stay.

A major public plaza will be created on the eastern edge of the harbour as the central destination and focus for visitors to the precinct. The plaza will comprise a large paved court of public seating and outdoor dining surrounded and complemented by shopfronts of cafes, restaurants and other commercial operators such as boating / marine related businesses that are likely to be attracted to the location. The plaza will generate an attractive, vibrant urban setting for day and night time entertainment and social activity.



A new foyer could enhance the visual image of the museum and create a valuable new functions venue



Relocation of the museum offers scope to create a contemporary new facility attracting greater visitation



Public art that interprets the site's industrial, cultural and maritime heritage will greatly enrich the visual quality of the precinct

Another key pedestrian area will be created in front of the Ramada Hotel. The area will include raised planting beds with trees and understorey plants to enhance visual character and reduce exposure to inclement weather conditions. The new plaza will also create opportunities for public seating and additional space for outdoor dining to complement adjoining commercial operators.

5.5 RE-PURPOSED PILOT STATION

A common feature of the two development options will be the proposed re-purposing of the existing pilot station. This weatherboard building which has possible heritage significance is in deteriorating condition and currently offers little visual or interpretive benefit to the precinct. The master plan proposes to refurbish and relocate the building to the riverfront near the proposed refuelling station where it could be used as a managers office or as another commercial outlet such as a fish and chip cafe. In this way, the new building will occupy a prominent and meaningful position and offer considerable opportunity for interpretation of its historic relevance to the site.

5.6 REGATTA AVENUE AND PARKING AREAS

The master plan proposes to realign and reconstruct Regatta Avenue which is currently in deteriorating condition and has a range of traffic management issues as a consequence of its narrow and awkward alignment.

The new design is proposed to replace the existing two-way system with a one-way eastbound route. This will be complemented by angled parking which will further alleviate traffic flow problems and provide a much safer street environment for pedestrians. It will also require a narrower street width, allowing much-needed additional space for pedestrians and tree planting. The new system follows a similar arrangement that has been successfully adopted in Fawcett Street and is proposed to be incorporated for another adjoining street further west.

Two lay-bys are proposed along the northern side of Regatta Avenue. These will largely service the needs of the River Street Children's Centre and Richmond Room bringing significant safety and traffic management benefits to users of these facilities during peak periods.

A large new off-street car park is proposed along the southern side of Regatta Avenue. This will occupy the least valuable land and will replace some existing parking at the eastern end of the precinct, allowing a small expansion of parkland in that area. The new car park will adopt a one-way angled parking arrangement similar to the new system proposed for Regatta Avenue.

The existing car park at the eastern end of Regatta Avenue will be modified to comprise rows of 90° parking in an east-west configuration. The car parks will be designed without central barriers enabling two adjoining end-to-end bays to be used for parking and through access by large vehicles and cars towing caravans. While the car park will largely service the needs of the newly remodelled Olympic Pool, it will also encourage use by visitors with recreation vehicles who are accessing the visitor information centre. There is also potential for the car park to be utilised for overnight stays by visitors. While the visitors would benefit from easy access to the services and facilities provided for the boating community, they would also further activate the area and bring economic benefit to the town centre.



A new one-way system with angled parking will greatly improve traffic management in Regatta Avenue



New seating opportunities fronting the riverside promenade will allow greater appreciation of scenic river views



Lighting of key pedestrian routes will improve night time safety and encourage greater use of parkland



Closer interaction with the water will be encouraged through new access steps down the river bank



Additional large canopy trees will provide a more attractive and comfortable parkland setting



Additional furniture and wider pavements will ensure that the riverside area caters to a greater range of recreational uses

5.7 RIVERSIDE PARKLAND

The existing riverside parkland at the eastern end of the precinct is proposed to be upgraded and expanded to become a more valuable recreation resource that is better integrated with the harbour area and the precinct generally.

The revamped park will incorporate an attractive visual character with broad areas of grass open space, shade trees, new park furniture and expansive river views creating a highly attractive setting for passive recreation, quiet contemplation and leisure.

The park will be designed with a new system of paths to improve pedestrian connectivity. This will include a new riverfront promenade to optimise the desirability of the water's edge for walking and appreciating the scenic river views. The path will replace an existing narrower route and will allow access through and beyond the precinct as part of the continuous path system along the riverfront through the centre of Ballina.

Other new paths will provide direct access from nearby car parks to the riverside or to other key destinations such as the harbourside area or park facilities such as picnic shelters.

Master plan proposals for the park will also complement a new relocated entry into the War Memorial Swimming Pool which is proposed to interface with the eastern edge of the park. The new entry will be facilitated by an expanded pedestrian verge, nearby drop-off lanes and a traffic island for turning vehicles.



New picnic shelters incorporating an attractive contemporary style will help generate a strong landscape theme

5.8 HERITAGE INTERPRETATION

A number of opportunities for further consideration are recommended to facilitate the interpretation of the site's rich cultural, industrial and maritime heritage. While direct communication of heritage is encouraged through interpretive signage, a range of other creative ideas should be considered in the future design development of the precinct. These could be achieved through public art, and by integrating and incorporating ideas and themes into the design of new features and infrastructure. This will ensure a more meaningful, interesting and visually rich setting that will enhance the experience and site awareness of visitors.

Some of the possible heritage themes that should be considered for interpretation include:

- The original river shoreline along Regatta Avenue (possibly within the new pavement of Regatta Avenue as part of its reconstruction);
- The original Indigenous community during the early European settlement of the area;
- The former ship building industry near the Ramada Hotel (possibly incorporating the theme of a slipway in the design of the new western promenade of the harbour);
- The old coal loader on the eastern side of the harbour; and
- Naval and maritime themes in the public domain to provide a visual link with the museum.

It is recommended that the Local Aboriginal Land Council be consulted prior to the reconstruction of Regatta Avenue and any other nearby excavations in vicinity of the original river shoreline. This will ensure appropriate measures and practices are undertaken to safeguard Indigenous artefacts that may be unearthed.



The display of a prominent museum piece within the new harbourside area would significantly raise the profile of the facility

6. FURNITURE AND SURFACES

A new range of materials and furnishings are proposed throughout the Martin Street Boat Harbour precinct to enhance visual character and amenity and to support a strong new visual image for the area.

The proposed range of materials and furnishings will vary to reflect different levels of emphasis and visual significance of particular settings. This distinction of styles will be evident between the harbourside area and the surrounding parkland and streetscape environments.

6.1 HARBOURSIDE

The harbourside area will have a strong and unique urban quality in response to a higher level of pedestrian activity and expectation. Accordingly, the area should adopt a specific range and style of materials and furnishings with a higher and more formal standard of finish than elsewhere to achieve a distinctive and recognisable urban character.

Pavement

The surface of pedestrian areas including promenades and plaza spaces should incorporate a range and style of pavements and patterns that have been specifically designed for the setting. Ideally the design style would be influenced by local themes to generate a unique and relevant visual character for the precinct. Pavement materials would include large format precast units with colours and textures that have been developed in conjunction with other built elements and features within the harbour setting.

Lighting

External lighting design will be an important factor toward achieving a strong and successful urban setting for the harbourside area, given its particular emphasis on generating night time activation. A range of feature and functional lighting options should be considered to achieve a high level of performance both in terms of the design style of the fixtures and in the quality of light produced. The range should include pole top, catenary and LED lights that combine to create an attractive and safe night time environment that emphasises the particular visual character of the harbour setting.

Urban Furniture

Other key urban elements including outdoor public furniture, bins, bollards and signage require careful co-ordination as part of an overall design suite. The design quality should reflect a strong contemporary theme that complements and integrates the architectural style of the new buildings. The design of new furniture also presents opportunities to incorporate themes that help generate a local visual character.



6.2 PARKLAND AND STREETSCAPES

The remaining parts of the precinct outside the harbourside area, including the upgraded parkland and the new streetscapes and car parks, will adopt a simpler, more generic range of materials and furnishings. These will generally follow the range that has been used in other upgraded sections of parkland along the riverfront, in particular Fawcett Park. The use of these products will help maintain a high level of visual continuity along the riverfront and ensure that the Martin Street precinct seamlessly integrates into the wider public domain. It will also adopt features and details that will be familiar to Council's maintenance team.

Pedestrian Paths

Main paths and key pedestrian nodes will incorporate pre-cast concrete pavers which will be laid in a similar pattern to newly paved areas along footpaths within River Street.

Secondary paths will generally consist of expanses of lightly washed insitu concrete with edge pavers to create a continuous border. All paved areas will include tactile ground surface indicators to enhance accessibility and highlight hazards and road crossings.

Parking Bays

Segmental pavers with flush concrete edges will distinguish car parking areas from the adjoining bitumen traffic aisle.

Riverside Viewing Platform

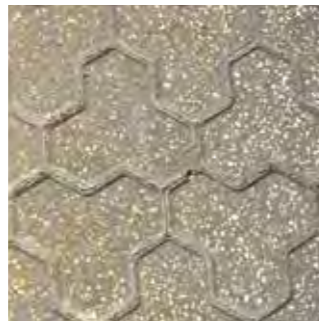
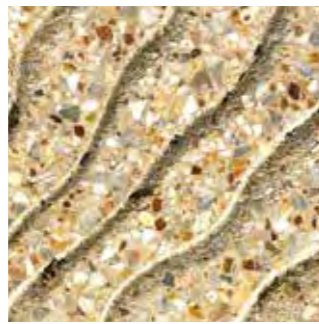
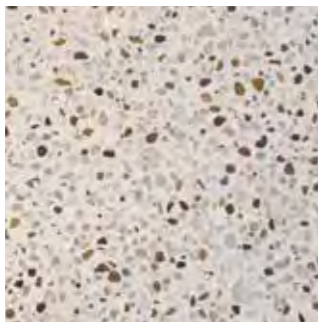
New wharves, boardwalks and jetties will incorporate hardwood timber piles, timber or composite decking, and timber ballustrades and edge seating blocks.

Key park elements such as light fixtures, bollards and shade structures will be finished in white to continue the existing theme along the foreshore and throughout the town centre.

Park Furniture

New furniture will include benches, tables, bins and barbeque units that are finished or highlighted with natural anodised aluminium finish.

A new seating style will be introduced along the riverside promenade. Seats here will be fixed onto the walls of raised planting beds and will incorporate timber battens to complement the decking of new nearby jetties and boardwalks.



7. PLANTING PALETTE

The proposed planting palette will have a predominance of native species to generate a strong natural theme and visual character. This will include a range of robust locally indigenous species to resist the site's harsh microclimate and to create an attractive, visually distinctive setting for precinct.

Large spreading trees are proposed in the harbourside plaza to shield new buildings from the western sun and bring a canopy of shade for pedestrians in the plaza area. Ornamental trees with strong seasonal colour are proposed in key locations around the harbour.

New avenues of trees will bring shade and visual amenity to car parks and adjoining streets while trees with pockets of lower level vegetation will provide further shade, wind protection and an attractive landscape character to the transformed riverside parkland and the area of open space adjoining the harbour.



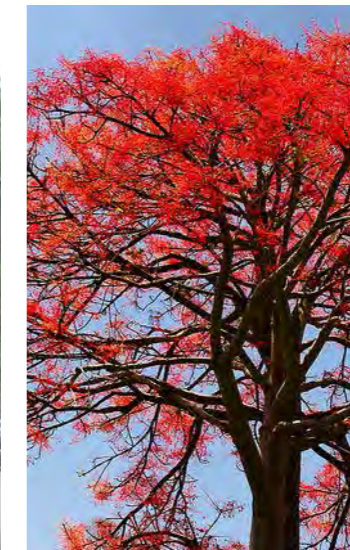
Melaleuca quinquenervia



Lophostemon confertus



Cupaniopsis anacardioides



Brachychiton acerifolius



Ficus rubiginosa

BOTANIC NAME	COMMON NAME	HEIGHT(m)
TREES		
<i>Banksia integrifolia</i>	Coast Banksia	15
<i>Brachychiton acerifolius</i>	Flame Tree	18
<i>Cupaniopsis anacardioides</i>	Tuckeroo	12
<i>Delonix regia</i>	Poinciana	6
<i>Ficus rubiginosa</i>	Port Jackson Fig	20+
<i>Harpullia pendula</i>	Tulipwood	6
<i>Lophostemon confertus</i>	Brush Box	20
<i>Melaleuca quinquenervia</i>	Broad-leaved Paperbark	18
<i>Waterhousia floribunda</i>	Weeping Lilli Pilli	10
<i>Xanthostemon chrysanthus</i>	Golden Penda	10

SHRUBS		
<i>Austrumyrtus dulcis</i>	Midgen Berry	0.5
<i>Cordyline stricta congesta</i>	Narrow Palm Lily	2
<i>Hymenosporum flavum Dwarf</i>	Dwarf Native Frangipani	1
<i>Syzygium sp</i>	Lilly Pilly	varies
<i>Westringia fruticosa</i>	Coast Rosemary	2

GROUNDCOVERS AND UNDERSTOREY PLANTS		
<i>Crinum pedunculatum</i>	Spider Lily	1.0
<i>Dianella caerulea</i>	Flax Lily	0.4
<i>Liriope muscari</i>	Lilyturf	0.6
<i>Lomandra 'Tanika'</i>	Mat-rush	0.6



Delonix regia



Waterhousia floribunda



Xanthostemon chrysanthus



Banksia integrifolia



Harpullia pendula



Westringia fruticosa



Hymenosporum flavum Dwarf



Syzygium sp.



Crinum pedunculatum



Dianella caerulea



Lomandra 'Tanika'



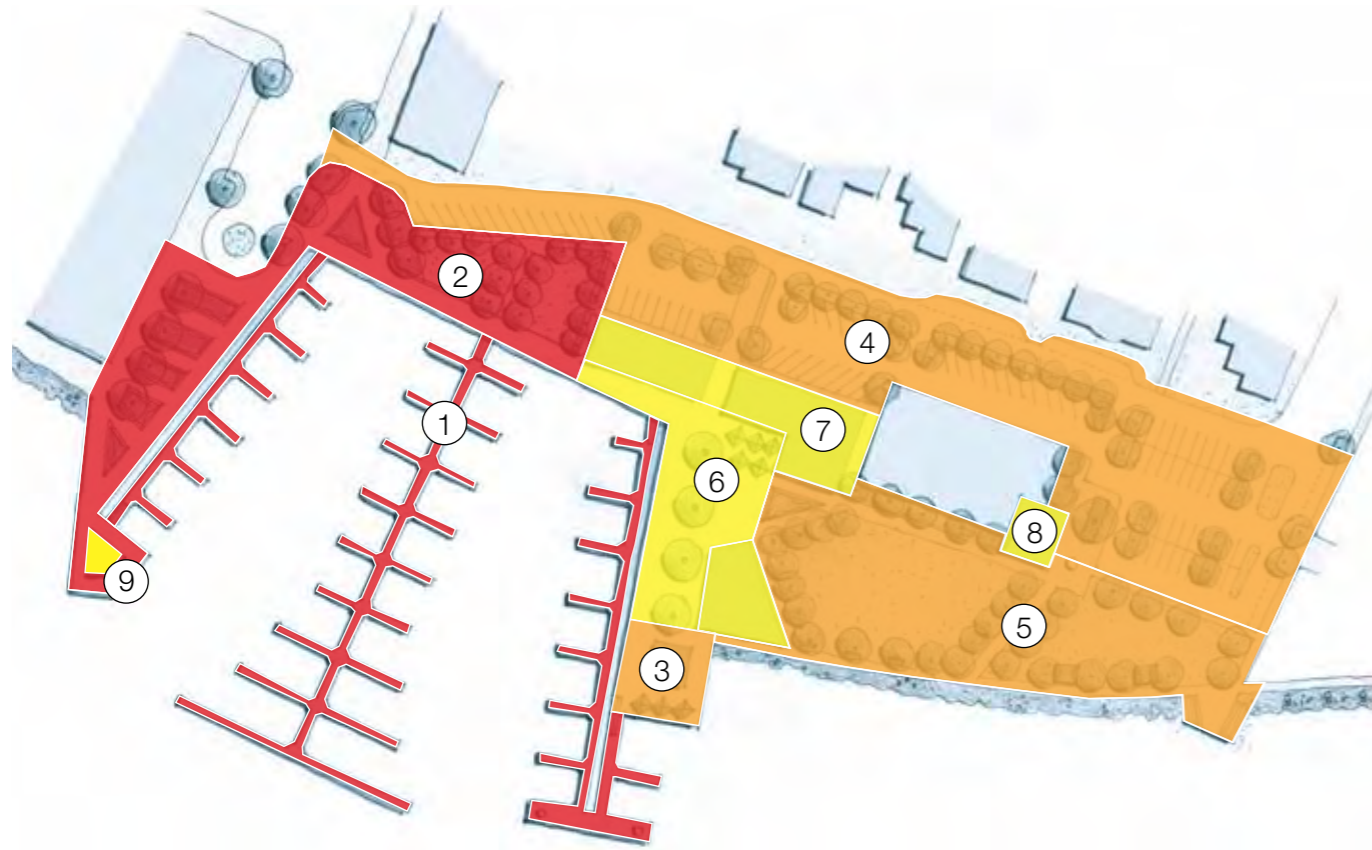
Cordyline stricta congesta



Liriope muscari

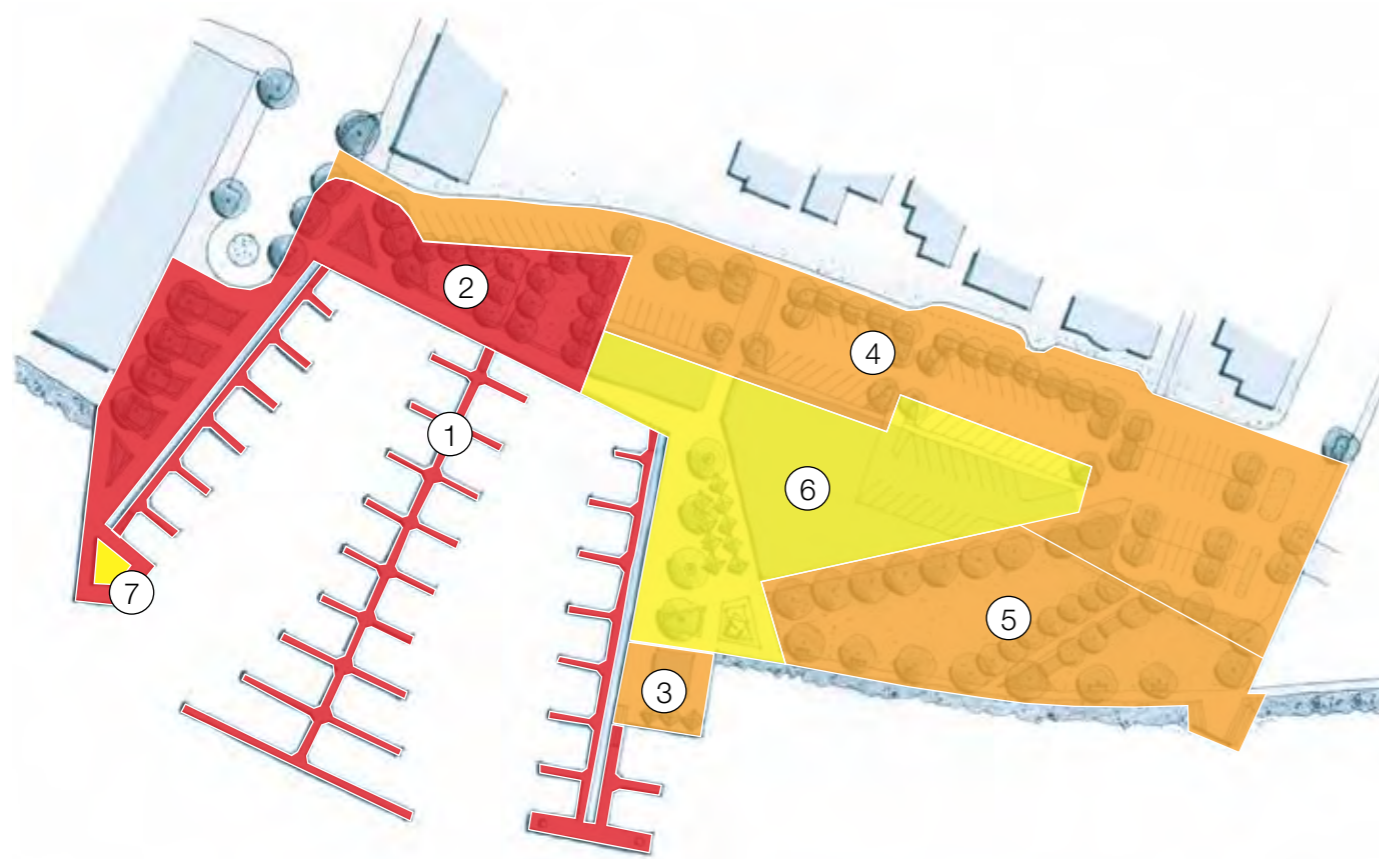
8. IMPLEMENTATION

OPTION A



No	ITEM	DETAIL	EST. COST \$/M	
			LOW	HIGH
HIGH PRIORITY				
1	New harbour and marina infrastructure	Civil work to create new larger bay and provision of new floating pontoons, gangways, berths and associated marine services	3	6
2	Harbour parkland and western plaza	New soft and hard landscape elements including pavements, walls, lighting, planting and park / urban furniture	0.4	0.5
MEDIUM PRIORITY				
3	Pilot Station	Relocate and refurbish the existing structure, new paving and urban furniture	0.2	0.4
4	Regatta Avenue and new car park	Road reconstruction and provision of new and modified car park including civil work, services and street tree planting	0.8	1.2
5	Parkland upgrade	New path routes, raised planting beds, tree planting grass, shelters, park furniture and river edge terrace and access steps	0.3	0.5
LOW PRIORITY				
6	Harbourside plaza	New paved pedestrian plaza, services and planting	0.4	0.6
7	Harbourside development	Three x 2-storey mixed use buildings	3	3.5
8	Museum foyer	Internal building alterations, new built addition with glass facade and paved external plaza	0.2	0.5
9	Harbour beacon	New beacon structure and public viewing platform	0.1	0.2
TOTAL			\$8M	\$13M

OPTION B



No	ITEM	DETAIL	EST. COST \$/M	
			LOW	HIGH
HIGH PRIORITY				
1	New harbour and marina infrastructure	Civil work to create new larger bay and provision of new floating pontoons, gangways, berths and associated marine services	3	6
2	Harbour parkland and western plaza	New soft and hard landscape elements including pavements, walls, lighting, planting and park / urban furniture	0.4	0.5
MEDIUM PRIORITY				
3	Pilot Station	Relocate and refurbish the existing structure, new paving and urban furniture	0.2	0.4
4	Regatta Avenue and new car park	Road reconstruction and provision of new and modified car park including civil work, services and street tree planting	0.8	1.2
5	Parkland upgrade	New path routes, raised planting beds, tree planting grass, shelters, park furniture and river edge terrace and access steps	0.3	0.5
LOW PRIORITY				
6	Consolidated harbourside development	Removal of existing buildings including museum, construction of new 5-storey building, paved pedestrian plaza, services and planting	19	22
7	Harbour beacon	New beacon structure and public viewing platform	0.1	0.2
TOTAL			\$24M	\$31M