



Proposed Skennars Head Development

Key Stakeholder Workshop - September
2016

Client:
Intrapac Property

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Contact:

Jenny Rudolph
jenny@elton.com.au
02 9387 2600

Sydney
02 9387 2600

Level 6
332 - 342 Oxford Street
Bondi Junction NSW 2022

www.elton.com.au
consulting@elton.com.au
Sydney | Canberra | Darwin
ABN 56 003 853 101

Prepared by	Jenny Rudolph
Reviewed by	Jenny Rudolph
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1 Objectives of the Workshop

Intrapac Property wishes to develop a contemporary residential community with a local neighbourhood hub.

As this is the start of the development project, Intrapac Property considered it prudent to initially invite key stakeholders and some key residents to a workshop in order to:-

- » Obtain input into the proposed concept for the site
- » Obtain feedback from the key and select stakeholders and community representatives at this initial stage of the proposed developments.

The workshop was arranged for a late afternoon (4pm to 7pm) on 14 September 2016 at the local surf club.

Thirty people were invited to the workshop, with 18 people attended (we received 12 apologies) ranging from eight local residents who live in close proximity to the site in Headlands, Ballina Chamber of Commerce, Holy Family Catholic Primary School, Ballina Shire Council (various departments), Xavier Catholic College Ballina, the two local schools (the principle and the head captain), Lennox Longboarders Club, Ballina Chamber of Commerce, CivilTech – Consulting Engineers, Lennox Head Football Club Inc, Lennox Head Combined Sports Association Inc., Lennox Head Cricket Club, Lennox Head Rugby Club Inc, Byron Bay Lennox Head Jnr Rugby League Football Club, and All Girls Surf Riders Lennox Head.

2 Summary of the background aspects provided at the workshop

2.1 Overview

The workshop was divided into three main sections, namely an overview of the history of the site, followed by a presentation on great coastal villages and key elements and principles which can be considered for Skennars Head. This resulted in a discussion and workshop on key principles and concept to include in the development. The last part of the workshop concentrated on workshoping various design elements and components of the proposed development by using an indicative concept to comment, criticise and to add thoughts.

2.2 Overview of Intrapac Property

The workshop began with Bill Knobel of Intrapac providing an overview of Intrapac and his experience in Northern NSW and QLD.

2.3 Planning Overview

Jenny Rudolph of Elton Consulting then provided a summary as follows:

- » The site was rezoned to R2 – Residential and a small section B1 – Local neighbourhood by the NSW Government in 2014.
- » The site has a minimum lot size of 450sqm and a maximum height of 8.5m.
- » The Council's Local Environmental Plan (LEP) required a Development Control Plan (DCP) to be applied to the site before development can occur.
- » Intrapac purchased a portion of Dr. Stewarts land late in 2015.
- » Intrapac approached and have been working with Council on a draft site specific DCP since early 2016.
- » Council's Skennars Head Expansion Area DCP is on exhibition until 16 September 2016
- » Intrapac are now starting the process to consider the subdivision application across the land.
- » Intrapac will also be applying for part rezoning of the land to relocate the B1 centre and to provide a small percentage of smaller lots (down to possibly 300 m².) around the village centre to allow for housing diversity.
- » Jenny explained the proposed consultation process which Intrapac plan to undertake, namely a workshop today, followed by a community information session in November and a further one during the formal exhibition process.

2.4 Overview of great projects and principles of Coastal Communities

Mike Day and Stephen Moore of Roberts Day provided a presentation of key principles for great coastal villages and communities. Mike Day provided examples of overseas and Australian case examples.

In summary, key principles included:

- » Laying the foundations for an active and connected community, promoting social interaction and civic engagement and enabling a prosperous and productive community, are all elements that influence the success of a coastal village and the wellbeing of its residents.
- » Complete and authentic coastal communities are activated with a mix of housing types along with an interconnected network of landscaped recreational corridors and streets allow residents independence of movement with the ability to live, work, learn and recreate within their neighbourhood.
- » Most daily needs including open space, community facilities and small retail outlets are all within comfortable 5-10 minute walking and cycling distances. This reduces the need for using a car within a coastal village.
- » Walking and cycling pathways to open space corridors and the beachfront play a vital role in creating the opportunity for a community to share spaces and experiences.
- » Residential, retail and civic building types and materials reflect and respect the coastal character and climate
- » Tree lined streets and dedicated recreational pathway and parkways are generally configured to provide direct access to the waterfront and bushland areas.
- » Public art can play an important role in enhancing the character and interest within a coastal village
- » Car parking is generally placed behind buildings or parallel to the streets to reduce the impact on pedestrians and cyclists
- » Boardwalks and promenades play an important role in fostering community spirit and developing healthy communities.
- » Small civic pavilions and shade structures are synonymous with the most successful coast communities showcased.
- » Granny flats or studios above garages can provide an alternative and attainable form of housing for key workers, singles and couples.

3 Workshop discussion outcomes

3.1 Proposed vision and principles

After a brief group discussion by the Workshop, the following vision and principles were provided as input to Skennars Head:

- » Respect the uniqueness of the site and area
- » Need to include cycle walkways and laneways, pedestrian walkways
- » Limited cars within these new areas, rather should be walkable
- » Carol Avenue is an example and destination
- » Link the existing and new community
- » Access to beach (easy to cross, to be seen and best on level) from the site
- » East side The Coast Road should not be developed
- » Definitely a new Intersection on The Coast Road
- » Respect local environment
- » Development should be safe and friendly
- » Open space should be provided
- » Creation of a community
- » Minimise car usage within
- » Create some local jobs
- » Shops for locals
- » Manage local traffic and provide narrower streets
- » Buffer zone in front of estate should be retained
- » Houses not on top of each other – look at fences, vegetation

Individual comments provided on a sticky note included:

- » *Retain Norfolk Pines on the northern edge*
- » *Retain the coastal character, not "the over engineered" feel of the typical Ballina Urban Development*
- » *Aboriginal Cultural Heritage should be respected*
- » *Keep the Byron/Lennox feel. No traffic lights*
- » *A development that reflects the values of the community by providing a 'sustainable' lifestyle (ensuring environmental and social values are maintained)*

- » *Connectivity with existing subdivision*
- » *Fix the intersection*
- » *Do something with the buffer zone*
- » *Respect the character of the existing local environment*
- » *Sense of Community*
- » *Like the idea of walkable community/family friendly*
- » *Like the idea of community space/coastal buffer – BBQ, picnic, scenic on Coastal forefront*
- » *Would like to see trees/greenspace and open space*
- » *Worried about high density/low socioeconomic compartmentalisation*
- » *Traffic flow into adjacent estates*
- » *Bikes, dog walk*
- » *Wetland buffer – enhance environment of considerations – trees, scrub habitat*
- » *Spoonbill reserve?*
- » *Community facilities*
- » *Access to beach*
- » *Accessibility by all*
- » *Safe and friendly*
- » *Use and access to the natural environment*
- » *Green park front space*

3.2 Workshop the Concept

Three tables with representatives workshopped the one potential indicative concept.

Key comments and ideas from each of the tables can be summarised under the next three subsections

3.2.1 Key Points – Group 1

- » Pedestrian and vehicle safety at the proposed new intersection opposite Sharpes Beach carpark. There was no preference given for a roundabout or signalised intersection. The table recognised that there would be pro's and con's for each.
- » Everyone agreed with the proposed location for the neighbourhood centre – further away from existing Skennars Head estate. All agreed on the need in the local area for a form of convenience shopping and community activity.
- » All were very happy with the proposed co-location of the neighbourhood centre and neighbourhood park.
- » The table all agreed that it was far more preferable to locate the eastern road within the estate rather than along the edge of the coastal reserve. All agreed that a pedestrian promenade was a more desirable outcome for the edge of the coastal reserve.
- » There was a request for a far more structured landscape outcome for the coastal reserve than that which exists in the adjacent Skennars Head estate.

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- » One from the table pointed out the new works currently being undertaken along Sharpes Beach (viewing deck) and maybe a possibility of a second future crossing location towards the southern end of the estate offering a further loop trail out to the beach.
- » A number at the table requested strong pedestrian connections through the estate, north towards the schools located in Headlands Estate.
- » One adjacent resident raised a concern about potential rat running during school drop / pick up times if the main headlands drive was too busy.
- » All would like to see a shared trail system along the edge of the wetland / conservation zone, continuing the existing from the northern boundary. Possibility of a total loop around the entire estate through open space.
- » Preference for the road along the southern boundary (Inter-urban break) located within estate with housing transition to the inter-urban break. It was discussed how urban design guidelines could be used to ensure an appropriate transition of character. Also the use of a rural type boundary fence rather than timber palings at this interface.
- » There was some discussion about all the breaks / corridors into the coastal reserve as well as the conservation reserve. It was explained that such an approach allowed visual connections to the broader landscape setting as well as providing for breezes to move into the centre main housing area.
- » Comments were raised about a group of large Norfolk Island Pines at the NW corner that appear to be on Dr Stewarts land. The adjacent unit development was approved and constructed with a significant offset to ensure the protection of these trees. There was some concern that these would not be retained.
- » There was some discussion about whether proposed homes would be built right to the front of boundaries (suspected misinterpretation of the plans). Advised that there would be a range of setbacks depending on locations. Blocks with front vehicle access would have greater setbacks (more traditional), but where vehicle access was from rear there is the opportunity to bring setbacks forward. In some locations, (Pedestrian promenade on coastal reserve) It might be appropriate to have buildings right to the front or almost to the front boundary.
- » There was some concern about blocks becoming too small.
- » Construction timing for the neighbour centre was raised. Promised commercial element at Skennars Head has not eventuated.
- » It was suggested that the playground to be delivered as part of the neighbourhood park could be similar or based around the one that is located at 'Memorial Park The Entrance'

3.2.2 Key points – Group 2

- » Pedestrian and vehicle safety at the proposed new intersection opposite Sharpes Beach carpark. There was a preference given for signalled intersection.
- » due to whale watching and all the surf vehicles means that the cars slow down, especially on the ridge
- » Neighbourhood centre is proposed to be ideally located and needs alfresco, restaurant and a pub
- » Needs open space and playground adjacent to the neighbourhood centre
- » Should be able to walk to the neighbourhood centre from within
- » Central open space should be a gentle incline and have pedestrian and cycle pathway
- » Central open space area should have a quiet passive space.

- » Should have a boardwalk and trail along the wetland
- » Testing should occur for a pedestrian bridge over The Coast Road
- » Speak to the school principle about the needs of the L Platers from the school.
- » Support strongly the promenade
- » Ensure good pedestrian link from the new neighbourhood centre to the school
- » Consider a future road connection in the south
- » The transition area in the south should not have a road edge but rather an urban/interface edge.
- » Need a diversity of housing and smaller land and housing but question 300sqm
- » Close Headlands Drive with its current intersection with The Coast Road.

3.2.3 Key Points – Group 3

- » Preference was given for a roundabout at the proposed intersection opposite Sharpes Beach carpark, although there was some concerns regarding the pedestrian safety of roundabouts. Further evidence would be useful on this topic.
- » A 'big idea' for pedestrian access to Sharpes Beach are two sculptural / artistic bridges which could also be viewing platforms.
- » Long term a further access / egress into the site towards the southern boundary would be beneficial.
- » The neighbourhood centre is a great idea to provide daily needs and other amenities, but need to ensure uses are viable as 'vacant shops' make an area unattractive.
- » Strong support for the coastal promenade and concern Council's proposal for a road would create hard infrastructure against a natural edge.
- » Support the idea for a network of public places linked by pedestrian trails and paths. Need to explore further opportunities to connect into a proposed trail system at the north-western edge of the site.
- » Large pines towards the north-western corner of the site where adjoining houses are, may have been planted in memory of veterans and do create maintenance issues. Need to investigate further and provide some alternate subdivision solutions including potential trail on northern boundary.
- » A variety of strong, emotive phrases were captured by the group and provide the basis for refining the vision including:-
 - » See the water and my heart starts beaking
 - » One of the most beautiful places
 - » It's unique, so special.
 - > Peaceful, relax
 - > Not busy/laidback/relaxing
 - > Openness
 - > Lennox feel
 - » Having kids – three schools
 - » Feeling of an era within one little community

- » Common bond
- » Surfer community
- » Whale watching overpasses
- » Flat rock most easterly part of Australia on low tide. Sharpes beach. Best whale watching village
- » "The most" spectacular sunset park, sunset plaza in the world"

All on table generally happy with project concept layout and approach. Everybody agrees with the principle of community building rather just another sub-division.

4 Actions resulting from the workshop

The summary of the actions resulting from the workshop were:

- a. Further work to ensure a safer, convenient and attractive intersection at the Coast Road. There was mixed views on whether it should be a roundabout or traffic light intersection
- b. Analysis to consider a further access point to the south
- c. Review how to include the design to retain the Norfolk pine trees along the northern boundary on the western side
- d. Consider further the cycle, pedestrian "board walk" along the western edge with the wetland
- e. Consider how to manage traffic so there is no short cut to Canoll Avenue
- f. Detail up the pedestrian/cycle connection from the proposed B1 centre to the Reserve on the northern boundary
- g. Detail up some additional planning of the B1 centre as the group supported the new relocated location
- h. Strong support for the promenade along the interface area and hence further detailed planning on this area
- i. Signal vs roundabout at the Coast Road test further detail designs (test two lanes for bus out onto The Coast Road) or pedestrian lights or a pedestrian structure, with the aim to ensure:
 - i. Safety
 - ii. Comfortable
 - iii. Delight to cross



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