

8.4 Lake Ainsworth Reserve - Eastern Road Closure

5.2 Master Planning Initiatives

The following table identifies the major Master Planning initiatives for the Eastern Foreshore Dune Precinct.

Table 5.1 Eastern Foreshore Dune Precinct Planning Initiatives

Eastern Foreshore Dune Precinct		
Initiatives		Drivers
A1	Eastern Road to be closed to all vehicular traffic (aside from emergency and maintenance vehicles). Note: The closure of Eastern Road is contingent on the establishment of new western access road through or around Lake Ainsworth Caravan Park.	Improve water quality; Improve foreshore and dunal protection; Enhanced recreational opportunities; Enhanced mobility and safety benefits.
A2	New access to Sport and Recreation Centre and Seven Mile Beach via Camp Drewe Road	Improve water quality; Improve foreshore and dunal protection; Enhanced recreational opportunities; Enhanced mobility and safety benefits.
A3	Recreation and open space areas to be established along eastern foreshore	Enhanced recreational opportunities; Enhanced mobility and safety benefits.
A4	Car parking to be removed from eastern foreshore	Improve water quality; Improve foreshore and dunal protection; Enhanced recreational opportunities; Enhanced mobility and safety benefits.
A5	Upgrading of recreational furniture and vegetation fencing	Improve foreshore and dunal protection; Enhanced recreational opportunities;
A6	Pedestrian and cycle access with possible design and construction of contoured cycleway to complement open space areas and enhance public safety	Enhanced recreational opportunities; Enhanced mobility and safety benefits
A7	Aquatic planting in shallow water on eastern foreshore to protect bank and reduce nutrient level	Improve water quality; Foreshore and dunal protection;
A8	Provision for disabled access to lake's edge	Enhanced recreational opportunities; Enhanced mobility and safety benefits.
A9	Educational signage to be erected to promote qualities and sensitivities of the lake	Improve water quality; Improve community education.
A10	Provision of emergency access along foreshore in conjunction with initiative A6 above.	Enhanced recreational opportunities; Enhanced mobility and safety benefits

The major advantages that the above initiatives will have on the Lake Ainsworth Crown Reserve include:

- significant potential to enhance the lake's water quality and foreshore and protect the adjacent dunal system through the closure of the Eastern Rd to motor vehicles; and
- the recreational opportunities of this area of the Crown Reserve will be enhanced through the creation of a vehicle free foreshore open space area including better recreation furniture and infrastructure that will encourage pedestrian, cycling and other passive recreation use.

The specific water quality and traffic/parking advantages resulting from the initiatives are described in the following section.



Photo 6: Parking at end of Eastern Rd near Seven Mile Beach access point, 19 January 2005

5.3 Water Quality Initiatives

The closure of the Eastern Road will remove the flow of traffic and parked vehicles away from the lake edge. Currently, traffic passes and/or parks close to the lake edge providing the ability for pollutants such as petrol and oils to flow into the lake. This along with the dust and other pollutants created by passing traffic will now be removed from the area.

As the strip of land has a minimal catchment area the degree of water quality treatment facilities may only need to be minimal. The construction of swale drains and infiltration trenches along the current road alignment to catch and treat the small overland flows may be sufficient. Larger scale gross pollutant traps and wetlands in this area may not be practical.

Gross pollutants may be an issue in this area with the significant number of picnic tables in the area. Solutions to restrict any pollutant flows could be to move the tables to the other side of the path away from the water edge or provide sufficient bins. In addition, the issue of erosion around the picnic tables may need to be reviewed with alternative treatments investigated.

5.4 Traffic and Parking Initiatives

The proposed traffic and parking initiatives that are identified above namely the closure of the Eastern Rd to vehicular traffic (aside from emergency vehicles and maintenance vehicles), new access road to Camp Drewe, Sport and Recreation Centre and Seven Mile Beach on the western side of lake, the consequential removal of car parking from eastern side of Lake Ainsworth and the establishment of pedestrian and cycleway designed and constructed along Eastern Rd to complement open space areas and also use by emergency and maintenance vehicles have been developed in the context of enhancing water quality, environment, amenity and recreation on the eastern side of the lake and the adjacent dunes.

6.2 Master Planning Initiatives

The following planning initiatives are proposed for the Southern Foreshore Community Park Precinct.

Table 6.1 Southern Foreshore Community Park Precinct Planning Initiatives

Southern Foreshore Community Park Precinct		
Initiatives		Drivers
B1	Eastern side of caravan park adjacent to amenities block to Pacific Parade to be excised from caravan park (according to the applicable road access option adopted)	Improve water quality; Improve traffic and parking; Enhanced recreational opportunities; Enhanced mobility and safety benefits.
B2	Excised land to be primarily converted into open space and some parking	Improve traffic and parking; Enhanced recreational opportunities; Enhanced mobility and safety benefits.
B3	Southern Road currently linking to Camp Drewe Road to the west at Pacific Parade and intersection will be closed to vehicular traffic (see also Caravan Park Precinct)	Improve water quality; Improve traffic and parking; Enhanced recreational opportunities; Enhanced mobility and safety benefits.
B4	Turning circle at end of Pacific Parade at northern end of SLSC including disabled access drop off point.	Improve traffic and parking; Enhanced mobility and safety benefits.
B5	Handstand/landscaped car parking areas for blocks of 10-20 cars to be provided on western side of Pacific Parade adjacent to SLSC	Improve traffic and parking; Enhanced mobility and safety benefits.
B6	Additional nose in car parking to be provided on eastern side of Pacific Parade	Improve traffic and parking; Enhanced mobility and safety benefits.
B7	Formalised parking controls to be considered	Improve traffic and parking; Enhanced mobility and safety benefits.
B8	Southern Road to be converted to cycle/pedestrian way as part of circular network around Lake	Improve water quality; Enhanced recreational opportunities; Enhanced mobility and safety benefits.
B9	Access road from Pacific Parade (near Norfolk Pines) to provide new entrance to Caravan Park	Improve traffic and parking; Enhanced recreational opportunities; Enhanced mobility and safety benefits.
B10	Enhanced open space and recreation areas on southern foreshores linking to open space area immediately north of SLSC	Improve water quality; Enhanced recreational opportunities; Enhanced mobility and safety benefits.
B11	Children's playground facilities to be installed	Enhanced recreational opportunities.
B12	Education signage to be erected regarding qualities and sensitivities of Lake Ainsworth	Improve water quality; Improve community education.

6 Southern Foreshore Community Park Precinct

6.1 Current Situation

6.1.1 Key Features

The Southern Foreshore Community Park Precinct covers the area from Pacific Parade to that part of the caravan park immediately to the west of the first amenities block and also all area between the lake and Southern Road and the start of the contiguous heath on the western side of the lake.

The land between the lake and the Southern Road is currently used for recreational purpose and the accessing the lake for swimming. Picnic facilities including a BBQ area are provided in open space opposite the Surf Club.

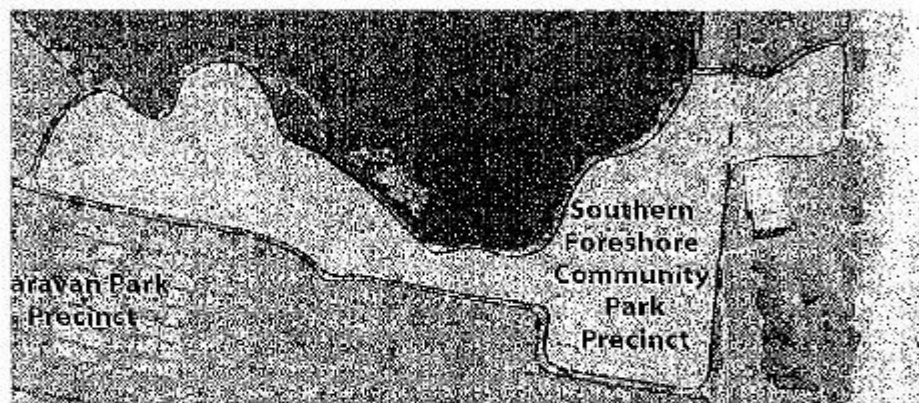


Figure 6: Southern Foreshore Community Park Precinct

This area is the most congested section of the Crown Reserve because of the visitor attractions of the Surf Club and the patrolled beach, Lake Ainsworth and the caravan park activities.

The monthly markets are also held along the Southern Road. In peak holiday times, car parking occurs on both sides of the Southern Road. Bollards along Southern Road prevent direct access into the caravan park from that road.

Most importantly, the Southern Road currently provides access from Pacific Parade to Camp Drewe via the western Camp Drewe Road.

The Lake Ainsworth Crown Reserve has no formal footpaths and/or cycleways aside from a concrete footpath on the western side of Pacific Parade between Ross St and the Southern Rd intersection.

The cleared open space immediately adjacent to the east of the disabled amenities block north of the SLSC is currently used as a helicopter landing area for aero-medical emergencies.

The precinct's planning initiatives also considers the impacts on the neighbouring street network to the south of the caravan park although these streets are technically outside the Crown Reserve study area.

Initiatives		Drivers
B13	Watercraft access to lake to be established on western side of precinct	Enhanced recreational opportunities; Enhanced mobility and safety benefits.
B14	New or retained amenities block (depending on road access option adopted)	Enhanced recreational opportunities; Enhanced mobility and safety benefits

The major advantages of these Master Plan initiatives in the Southern Foreshore Community Park precinct include:

- the potential to enhance the lake's water quality and southern foreshore through the removal (or controlled access) of traffic and parking around this area of the lake;
- the enlargement of this popular section of the lake for community open space and recreational use through the excision of existing caravan park land; and
- the establishment of formalised car parking away from the open space recreational area to minimise pedestrian and vehicle conflicts, and increase the available foreshore area for recreational uses (as opposed to car parking).

The water quality and traffic/parking advantages are addressed specifically below.

6.3 Water Quality Initiatives

The area south of the lake provides the most potential for water quality improvement through the Master Plan development. Currently a large proportion of run-off from the caravan park flows into the lake with little or no water quality treatment. The area drains through approximately three outlets into the lake.

Swale drains and infiltration trenches could be installed along the existing road alignment to provide treatments of overland flow from the south and if required an additional swale could be installed along the caravan park boundary depending the level of flow. This will need to be investigated with particular regard to the peak flows and the peak occupancy of the caravan park considering the increase in pollutants that may occur.

At the outlet into the lake a mini wetland could possibly be installed or if the flows are not sufficient to warrant such system smaller gross pollutant traps, sump pits and trash grates could be installed.

Carparks and roads providing kerbside parking are high source areas for the full range of pollutant types including gross pollutants to fine particulates and hydrocarbons. The design of the new roads and carpark can be developed considering the water quality treatment requirements and incorporate systems such as swale drains and infiltration trenches to improve run-off quality and treat run-off at road and carpark sites. The development of the roads and carparks may also investigate the possibility of directing the run-off south away from the lake.

6.4 Traffic and Parking Initiatives

6.4.1 Pacific Parade (Between Ross St and Eastern Rd)

The following initiatives have been identified for the above section of Pacific Parade:

- Pacific Parade at northern end of SLSC to become a dead end with turning circle (emergency vehicles and maintenance vehicles to have access along former Eastern Rd and disabled access drop off point located within the turning circle);
- Southern section of Camp Drove (Western) Rd to be closed off for vehicles traffic (aside from emergency and maintenance vehicles) from the existing T-intersection with Pacific Parade (the extent of closure is based on the road access option adopted);

- New access road to new caravan park entrance off Pacific Parade immediately north of Ross St T-intersection;
- Formalised hardstand car parking areas for about 20-30 cars on the western side of Pacific Parade on former caravan park land, exclusive of existing kerbside parking;
- Although outside the Lake Ainsworth Crown Reserve, additional formalised hardstand car parking on side of Pacific Parade south of the SLSC including the formalising of existing and future off-street car parks; and
- Retention of footpath on western side of Pacific Parade and constructing of new footpath on eastern side.

The advantages of implementing the above initiatives are:

- Vehicle access to SLSC, disabled amenity block and helicopter landing area for aero-medical emergencies is maintained;
- Formalised parking on Pacific Parade and off-road car parking areas;
- Greater public amenity and safety through more formalised traffic and parking arrangements;
- Dedicated access entrance road to caravan park thereby eliminating queuing along Ross St.

The disadvantages of implementing the above initiatives are:

- Land on eastern side of Pacific Parade would be required to accommodate additional formalised parking areas;
- Loss of some tent, caravan and cabin sites (these can be moved to other suitable locations in the caravan park).

6.4.2 Southern Section of Camp Drewe Rd (Southern Rd)

The following initiatives have been identified for the Southern Rd:

- Closure of existing road section from the Pacific Parade intersection immediately in front of SLSC to new access road junction to the west of lake;
- Southern Rd section to be converted into a pedestrian/cycleway as part of the pedestrian/cycleway network around Lake Ainsworth; and
- The above possible closure of the road along the southern foreshore depends on the road access option to be adopted.

The advantages of implementing the above initiatives are:

- Removal of vehicular traffic and car parking from the southern section of the lake thereby reducing environmental impacts and enhancing water quality;
- Enhanced recreational open space areas on the southern foreshores;
- Enhanced public safety removing the potential for vehicle and pedestrian/recreational user conflicts;
- Provision of pedestrian/cycleway;
- Better pedestrian linkages/interface to SLSC.

The disadvantages of implementing the above initiatives are:

- Closure of southern road section necessitates the finding a new road access through or around the caravan park to the Western Rd;
- Removal of existing informal car parking results in a slightly longer walking distance to the southern foreshore from designated car park areas on Pacific Parade.

6.4.3 Ross St

The following initiatives have been identified for Ross St:

- Parallel parking to be retained on southern side of Ross St but formalised;
- Modification of the existing park entrance

Paul Hickey
General Manager
Ballina Shire Council

8th June 2011

CC: Graham Plumb

Dear Paul,

Thank you for your correspondence, through Graham Plumb, to our office referring us to the Notice of Motion put to council last Thursday. Please find my comments for inclusion in a report to be tabled regarding this recommendation.

Firstly let me say that the management of the Centre and our Department have, and continue to support the need for the conservation of the lake and its surrounds, and importantly have been involved in the Lake Management committee looking to the end result of the Lake Ainsworth Masterplan.

I would like to point out to Council that the facility provides employment for 23 staff in two business units, the majority who live in the Lennox Head township and we bring over 7,000 visitors to the township per year which relates to a substantial boost to the Lennox Head community in many ways, including supporting the local businesses with tourism dollars and also procuring goods and services from these same businesses.

Having said that, we agree in principal to the long term objectives of that plan but we see the need for proper timeframes, good management and communication essential to meet these objectives. The motion for an immediate blockage of traffic along the eastern side of Lake Ainsworth will severely disrupt the Centre's business for the following reasons:

- Security for the Centre and our clients will be compromised as the south eastern or main entrance has an electronic security gate which closes at a designated time each night. This allows only clients with a code to enter the centre after hours. The north western entrance is serviced by a lockable gate which will have to left open to all, as there is no power available to this gate at this time.
- The state of the western public road is not up to a standard to provide for safe carriage of the traffic flow needed to service the Centre with large coaches and trucks needing to traverse this road to access the facility. Moreover the western entrance to the centre is very dangerous in that there are no designated turning lanes, speed signs or signs eluding to a turn site into the facility off the western road which is confusing and will cause many accidents

- As all development in the past has been allowed by council with the front access point as focal, if immediately closed off, we would now have the situation where all delivery vehicles would have to traverse through the main accommodation area which will compromise child safety.
- The increased amount of traffic flow on the western road would also account for a boost in the amount of animal kills as this road is a haven for many crossings for species to access the lake for water. Although not a direct burden for the Centre it is a fact that the children at the centre would not get to experience this wildlife as much in their environmental education walks or bike rides along the road and if they do it would probably be in the dead state.
- Emergency services, such as fire and ambulance to the Centre would be compromised as there are no signs at the moment to send services around the western road which is also not lit allowing for confusion in finding the facility in minimal time.

These considerations are expressed in terms of providing feedback to an immediate closure as suggested and by no means deter our commitment to work with council over the long term to sure up planning for a longer term future of the Lake Ainsworth Masterplan.

Kind regards,

John Mills
For;

John Mills

Phil Andersen
Director, Commercial Services
NSW Sport and Recreation
Communities NSW