

10.3 Car Parks - Upgrade Program

	LINE MARKING	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	COMMENTS
L I N E M A R K I N G	The Coast Road at Pat Morton	\$2,000										
	Flat Rock Road	\$2,000										
	King Street near Club Lennox		\$4,000									
	Rutherford Street Lennox Head			\$3,000								
	Alston Avenue alongside swimming pool – Alstonville					\$5,000						
	Alstonville Leisure & Entertainment Centre					\$2,000						
	Pop Dennison Park					\$5,000						Possible inclusion in masterplan for entire park
	Suvla Street at Beach Road car park					\$3,000						
	Suvla Street at Shelly Beach Rd car park						\$3,000					
	Shelly Beach Road car park						\$2,000					
	Ross Street at Pacific Road – Lennox Head						\$3,000					
	Megan Crescent – Lennox Head						\$1,000					
	Mackneys Lane at LHCC						\$3,000					
L I G H T I N G	Faulks Reserves						\$3,000					
	Quays Reserve							\$3,000				
	Eyles Drive at Antrim Street							\$4,000				
	Wardell Sports Ground							\$4,000				Subject to improvements in pavement surface
	The Coast Road at Headlands Drive							\$4,000				Subject to detailed design and full construction
LIGHTING												
L I G H T I N G	Alstonville Preschool	\$12,000										
	Wollongbar Preschool	\$7,000										
	Marine Rescue Tower	\$7,000										
	Ballina Skate Park	\$20,000										
	Lake Ainsworth Caravan Park		\$20,000									
	Sulva Street Car Park at Shelly Beach		\$26,000									
	Shelly Beach Road at old Surf Club			\$21,000								
	Pop Dennison Park			\$26,000								Possible inclusion in masterplan for entire park
	The Coast Road at Bayview Dr					\$7,000						
	Ross Street at Pacific Road – Lennox Head					\$20,000						
	Wardell Sports Ground					\$25,000						
	Quays Reserve					\$20,000						
	Emigrant Creek Boat Ramp/Bus Stop					\$13,000						
	Wardell Boat Ramp						\$7,000					
	Megan Cres at Lennox Head						\$7,000					
	Ferngrove Estate						\$20,000					
	Faulks Reserves						\$12,000					
Tamar Street (10 Moon St)						\$39,000						
The Coast Road at Pat Morton								\$13,000				
The Coast Road at Headlands								\$20,000				
EXPANSION/MAJOR UPGRADE												
	Missintham Park Amphitheatre	\$50,000										Subject to detailed design and full construction
	Rocky Point Road (Boulder Beach)		\$50,000									Subject to detailed design and full construction
	Pat Morton Lookout			\$50,000								Subject to detailed design and full construction
	Kingsford Smith Park				\$100,000							Subject to detailed design and full construction

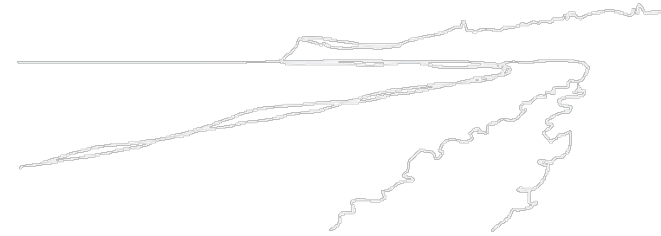
Notes: 1. Costs include a \$500 establishment fee
 2. Lighting assumes LED type "P". Solar lights may be required where cabling/power supply is not in close proximity and cost prohibitive

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EXPANSION/MAJOR UPGRADE											
Pat Morton Lookout	\$90,000	\$10,000									Subject to detailed design and full construction
Missingham Park Amphitheatre		\$40,000	\$10,000								Subject to detailed design and full construction
Serpentine			\$40,000								Subject to detailed design and full construction
Rocky Point				\$50,000							Subject to detailed design and full construction
TOTAL	\$90,000	\$50,000	\$50,000	\$100,000	\$100,000	\$103,000	\$106,000	\$41,000	\$0	\$0	

1. Costs include a \$500 establishment fee

2. Lighting assumes LED type "P". Solar lights may be required where cabling/power supply is not in close proximity and cost prohibitive



Pat Morton Lookout Precinct, Lennox Head
SHARED PATHWAY INTEGRATION CONCEPTUAL IDEAS

10 January 2019

www.designteamink.com
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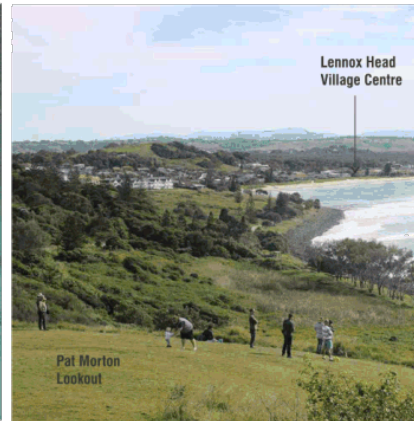
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This document presents CONCEPTUAL DESIGNS ONLY.



Mapping sourced from Ballina Shire Council Online Intra-Maps

SITE LOCATION IN THE CONTEXT OF LENNOX HEAD AND THE COAST



BACKGROUND

Ballina Shire Council has obtained approvals and commenced implementation of a series of pathways which connect the township of Ballina to the village of Lennox Head. The preferred pathway alignments come out of an extensive stakeholder and community engagement process undertaken over many years.

In summary the pathway system consists primarily of two routes:

- a "coastal walk", which follows the coastline on the eastern side of The Coast Road and connects users to beaches, recreation nodes, access points and lookouts.
- a shared pathway, which includes coastal and urban pathway segments and is intended to support commuting and access to residential areas, schools and sports facilities.

At Pat Morton Lookout, which is a regionally significant scenic, cultural and geomorphological landmark as well as a popular recreational and tourist destination, the shared pathway converges with the coastal recreation pathway.

This document relates to that part of the shared pathway that traverses the lower Pat Morton Lookout Precinct and connects from the bushland maintenance track south east of the carpark (near The Coast Road), across the open space to the existing ramped boardwalk in the north -western corner which continues to the village centre.

SCOPE

This document identifies the landscape features, constraints and issues relevant to master planning this area and subsequently explores the opportunities, translating these into concept design options for the future of the precinct.

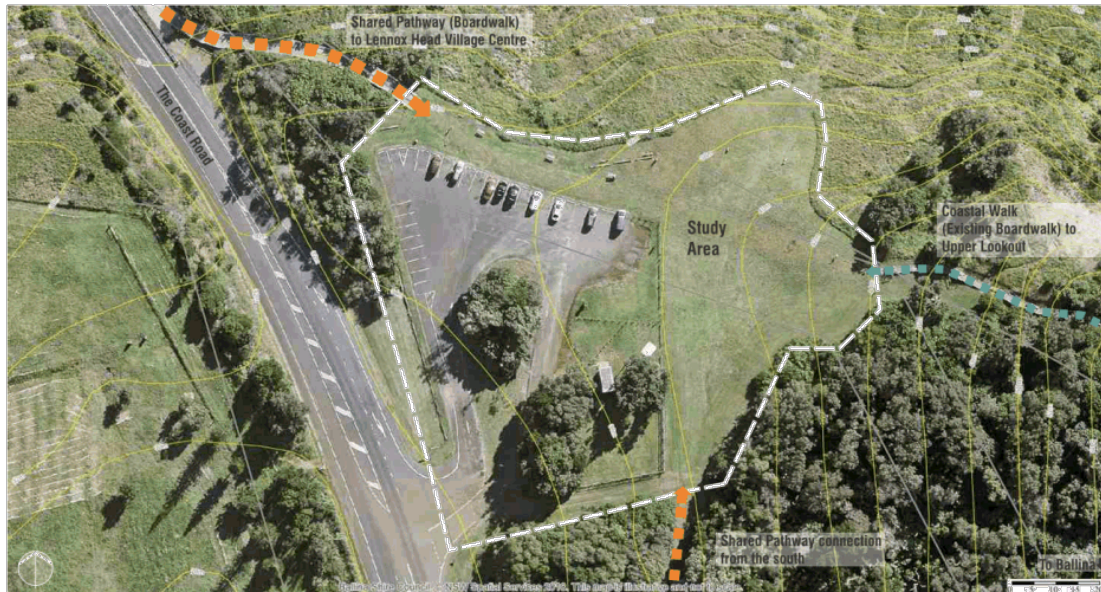
The goal of the master planning process is to develop design options for the connection of the shared pathway across the recreational open space at Pat Morton Lookout which can be used to engage the community with a view to determining a preferred final alignment and treatment for construction. The design options will consider this alignment as part of an integrated design for the lower part of Pat Morton Lookout Precinct (The Study Area).

THE PRECINCT

The study area is located at Pat Morton Lookout which is part of Lennox Headland, the largest headland in Ballina Shire. Lennox Headland is a significant regional and local landmark which is part of a dramatic and distinctive cliff system and rock platform system which stretch south to Sharpes Beach.

Lennox Headland is documented (Steele 1984) as a natural Aboriginal mythological site. The Headland itself has been subject to land clearing in the past but recent revegetation activities have seen the regeneration of a variety of vegetation communities.

Pat Morton Lookout is located adjacent to The Coast Road, west of the crest of the headland at between 34 and 44m AHD. This elevated position with the abrupt cliff faces to the north offers extensive scenic vistas to the north and west. The lookout is a popular location for tourists as well as locals and supports recreational activities such as whale watching, access to a National Surfing Reserve, walking, hang-gliding, paragliding, bike riding, exercising, picnicking and the occasional small function (wedding, birthday party and the like). The headland and lookout is highly valued by the local community.



Mapping sourced from Ballina Shire Council Online Intra-Maps

THE STUDY AREA - PAT MORTON LOOKOUT PRECINCT

Shared Pathway - Pat Morton Lookout Precinct

BACKGROUND AND SCOPE

10.3 Car Parks - Upgrade Program

A Lennox Head Village
Ballina Shire Council is presently undergoing a master planning process for the upgrading of the village centre. This will include consideration of new pavement materials and furniture. The character of the village centre is changing but originates from a low-key, laid back, beach side vibe based upon coastal recreation and in particular surfing. An exquisite beach, the lake, dramatic headland and escarpment, coastal heath and wetlands underpin this character.

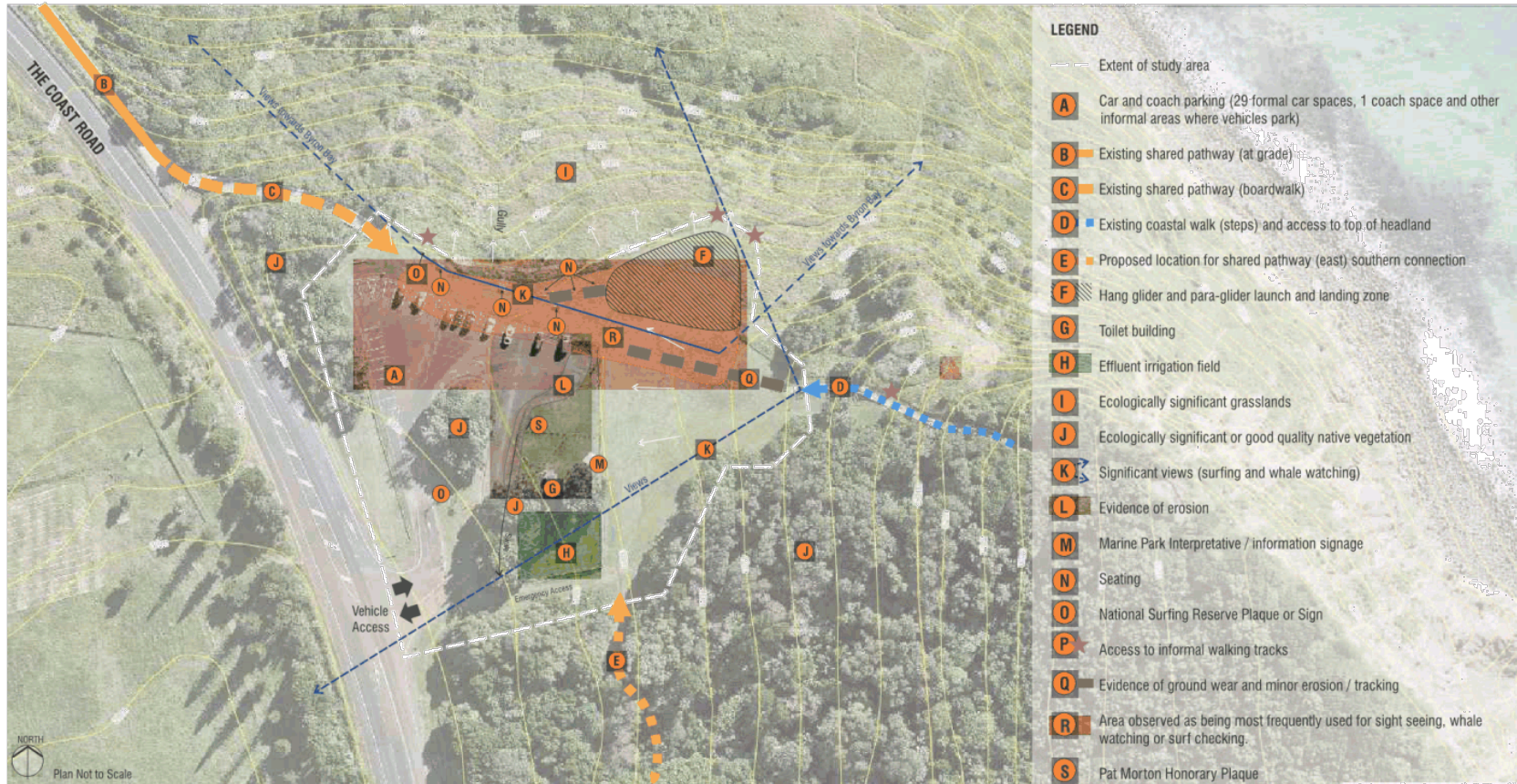
B Lennox Head Coastal Pathways
Pathways within the coastal reserve areas of Lennox Head vary in size and treatment. They are most commonly plain concrete of variable width. Pathways connecting Lennox Head Village Centre to Pat Morton Lookout consist of plain concrete (variable width), a timber boardwalk structure across the rock revetment near the boat channel (known locally as the Brian Smith Boardwalk), informal gravel tracks which connect various parts of the main pathway to key surf access points and informal 'single track' trails within vegetated slopes. The alignment is generally organic in formation based upon the location of existing vegetation and key environmental or scenic elements. Other than the newly built shared pathway from the village centre, other pathways are generally low-key in character.

C Completed parts of the Shared Pathway
The completed part of the shared pathway connecting Pat Morton Lookout to Lennox Head Village consists of a wide concrete formation at the interface of the lower headland slopes and the coastal rock revetment. Near the lookout, where the land form becomes steeper, this changes to a bulky boardwalk structure made from composite fibre materials with metal handrail. Elsewhere in the shire the shared pathway is primarily a 2.5m wide (or wider) plain concrete formation or asphalt which is, in most areas, separated from the road pavement by a grass or planted verge.

D Completed parts of the Coastal Walk and Coastal Recreation Path
The coastal walk meanders along the coastline through vegetated and open areas connecting people to beaches and recreation areas. The coastal walk and recreation pathway surface is variable with sections constructed from asphalt (generally through bushland areas), concrete (generally at the urban fringe) and elevated, light weight composite fibre mesh (generally through sensitive vegetated areas). The journey includes a cultural heritage trail with interpretative signage and features.



Shared Pathway - Pat Morton Lookout Precinct
LANDSCAPE CONTEXT AND CHARACTER
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Mapping sourced from Ballina Shire Council Online Intra-Maps
PAT MORTON LOOKOUT PRECINCT: SITE FEATURES

Left: Lennox Headland and Pat Morton Lookout viewed from Ross Park in Lennox Head Village Centre

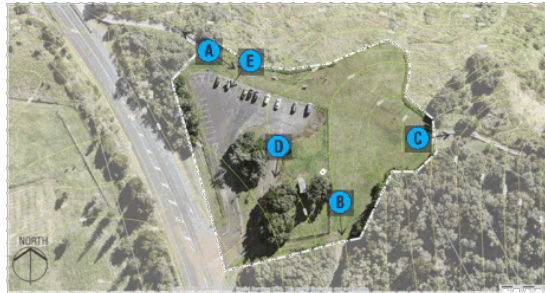
Far Left: Pat Morton Lookout viewed on the approach from The Coast Road



**Shared Pathway - Pat Morton Lookout Precinct
 SITE FEATURES AND CHARACTER**

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10.3 Car Parks - Upgrade Program



LOCATION REFERENCE

Access and Circulation

There are three main points of access to the site for pedestrians and cyclists. They include:

- via the boardwalk at the north-western corner which connects to Lemnox Head village
- via the steps to the higher parts of the headland which connects to the coastal walk, and-
- via the gravel maintenance track which provides a bush-walk style experience through regenerating areas of the headland to the south.

At present the pathways do not connect across the grassy open space around the carpark. There is evidence of grass wear in places which are popular walking routes.

There are also a number of small narrow single-track trails that provide informal access from the lookout to a lower coastal track along the top of the beach rocks. These trails are popular with surfers, walkers and bike riders.

Motorised Vehicles and Buses

The main vehicle access is from The Coast Road. Presently the carpark provides 29 formal spaces for cars and 1 space for bus parking. The orientation of the carpark allows drivers to park overlooking the ocean without leaving the vehicle. A circular one-way vehicle movement minimises conflict between vehicles entering and exiting the site. A cluster of native trees is located central to the carparking area and along the western edge. It is common to see people sitting within the central island under these trees.

The carpark is presently has an aged and informal appearance with evidence of erosion of soils and bitumen at the pavement interface. The Environmental Assessment (NSW Public Works) identifies that once the shared pathway is operating, it is not anticipated that any additional parking would be required as users would predominantly be local residents and tourists starting or ending their journeys at private properties or local accommodation.

The carpark is well used and is often congested, especially when the surf swell is large and in holiday seasons. The widened area on the eastern side of the carpark is used by people with hang gliders and para-gliders when it is windy as it is in close proximity to the landing and launching area. It is also a popular illegal overnight camping place although this is checked by rangers.



Above: Existing boardwalk component of the shared pathway that connects the Pat Morton Lookout Precinct to Lemnox Head Village Centre.



Above: Existing boardwalk component of the shared pathway that connects the Pat Morton Lookout Precinct to Lemnox Head Village Centre.



Above: Existing boardwalk construction



Above: Existing gravel track on the approximate alignment of the proposed shared pathway (east) where it connects to the Pat Morton Lookout Precinct at the southern end.



Above: Existing boardwalk which connects to the coastal walk



Above: Exit from the carpark area between existing native vegetation. Weathered pavement surface and eroded swale drain.

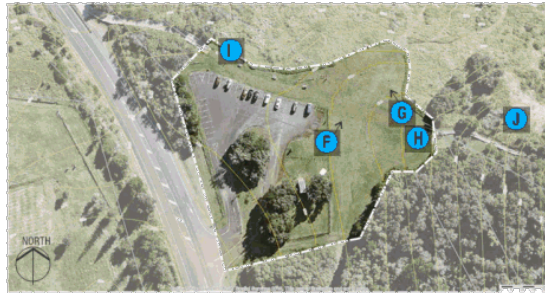


Above: Carparking facing the ocean.

Shared Pathway - Pat Morton Lookout Precinct SITE FEATURES AND CHARACTER

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10.3 Car Parks - Upgrade Program



LOCATION REFERENCE

Function

Pat Morton Lookout is a popular local and regionally significant place. It is a:

- Destination for people walking or exercising;
- Meeting place for locals and travellers;
- Tourist bus stopping location;
- The southern extent of the Marine Park;
- A place to check and access the surf;
- A place to watch whales during migration seasons;
- A place to hang glide or para-glide;
- A place to watch observe the view.

When the wind is suitable, the open grassy area is used for launching and landing hang-gliders and para-gliders. This is quite a unique and colourful spectacle which attracts many visitors.

The unique formation of the headland also creates a large right hand surfing break and the site is part of a National Surfing Reserve.



Above: Cars parked along the edge of the carpark to obtain access to the hang gliding area.



Above: The grassy hillside is a popular place to sit



Above: The large open space area supports many functions including passive observation, walking, hang gliding, para-gliding, surf checking and whale watching. When it is windy these areas can be busy with people watching the gliders, often from their launching and landing area.



Above: Passive open space used for whale watching, sight seeing, watching the hang gliders and general relaxation. People use the seats as well as sit on the grassy hillside.

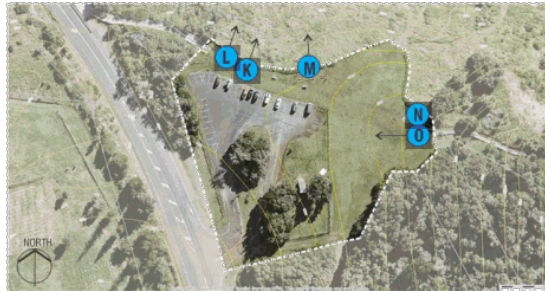


Above: People sit and watch the surfing

Shared Pathway - Pat Morton Lookout Precinct
SITE FEATURES AND CHARACTER

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10.3 Car Parks - Upgrade Program



LOCATION REFERENCE

Views and Scenic Qualities

The Lennox Headland is part of a system of interconnecting ridges and escarpments. The shape of the headland is visually distinctive making it a local landmark. It can be seen from many locations within the village and is a feature of the viewshed from the beach. The Pat Morton Lookout Precinct, located on Lennox Headland, can also be seen from the village centre, beaches and from The Coast Road and associated residential areas. When viewed from these locations, the appearance is predominantly natural in character. Pat Morton Lookout is in the direct line of sight for viewers travelling along The Coast Road from Lennox Head making it a focal point of the view and parts of it sensitive to visual changes in the landscape.

Pat Morton Lookout offers extensive panoramic views to the western escarpments and northwards towards Byron Bay. The Byron Lighthouse can be seen in the distance.

The headland's scenic qualities make it a regionally significant landscape feature and major tourist attraction.

The lookout is a vantage point for viewing the National Surfing Reserve, the Cape Byron Marine Park, the village centre, whales and other aquatic life and the spectacle of the gliders.



Above: View of Lennox Headland and Pat Morton Lookout from Ross Park in the Lennox Head Village Centre



Above: View northwards from Pat Morton Lookout. Byron Bay Lighthouse can be seen beyond Broken Head.



Above: National Surfing Reserve Plaque ('Share, Respect, Preserve')



Above: Views to the water



Above: Views of the para-gliders

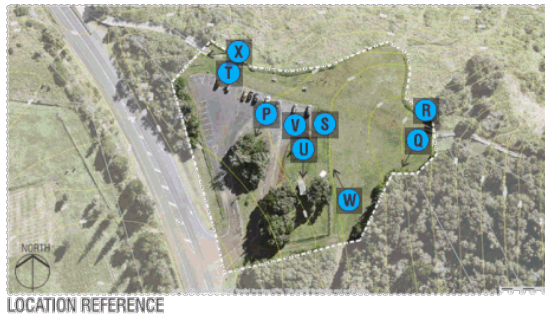


Above: The panoramic views possible from various parts of Pat Morton Lookout

Shared Pathway - Pat Morton Lookout Precinct
SITE FEATURES AND CHARACTER

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10.3 Car Parks - Upgrade Program



LOCATION REFERENCE

Vegetation

Historically the Headland has been cleared for cattle grazing. Some small pockets of remnant vegetation were retained, and since then extensive natural and assisted regeneration has occurred including on the north facing slopes of the headland and around Pat Morton Lookout. The local community is active in the regeneration of vegetation on the Headland.

There is a cluster of *Banksia integrifolia* (Coast banksia) and other mixed native species central to the car parking area. These provide shade and also break up the visual mass of pavement. The open grassy area surrounding the carpark is also flanked to the east and south by regenerating rainforest. The existing gravel maintenance track at the southern end of Pat Morton Lookout Precinct, where the shared pathway is proposed to be formalised, is surrounded by regenerating vegetation and creates an interesting visual contrast upon exiting the track into the open grassy area where the views northward become expansive.

Various ecological assessments note important grass species such as *Themeda australis* (Kangaroo grass), part of an endangered ecological community, and *Arthraxon hispidus* (Hairy joint grass), a vulnerable species, on the northern face of the Headland.

Drainage and Erosion

Much of the open grass area slopes east to west falling towards the carparking area. There is evidence of water and vehicles eroding the interface of the grass and carparking area. North of the central ridge the land falls away steeply towards the north. Drainage in this area passes through native grasslands and vegetated slopes with little evidence of erosion, other than on small narrow, low-key walking tracks.

Built Form

A toilet facility is provided near the carparking area. An effluent irrigation field is located south of the toilet building. The building is concrete in construction and does not reflect the character of the landscape or village. The building is not clearly identifiable as a toilet facility. Solar lighting exists near the toilet facility. Additional lighting was installed and subsequently removed due to potential impacts upon turtles in the marine park. There appears to be no consistent built form or colour theme for the site.

Furniture is informal with old round coppers logs being used as seating and bollards. Three custom designed timber seats was recently installed near the boardwalk access. In the past there has been significant wear and erosion around the base of seats. Many people sit on the grass.



Above: Copses of *Banksia integrifolia* and other native species are present within the car parking area and around the eastern and southern edges of the precinct.



Above: Regenerating vegetation around the perimeter of the open space area



Above: Grasslands on the northern slope



Above: Erosion and water tracking along the edge of the gravel and pavement



Above: New seating and other informal seating



Above: The toilet building which is not legible as a public toilet. The effluent field is behind.



Above: General view of the carpark and built elements with a vegetated backdrop



Above: Information sign



Above: Way-finding / regulatory signage

Way Finding

The site contains way finding and advisory signage in Council's standard format. An interpretative sign under a shelter structure is located near the toilet facility. There is no obvious or co-ordinated way-finding signage to direct visitors to the upper lookout area or to other observation points or walkways.

Shared Pathway - Pat Morton Lookout Precinct SITE FEATURES AND CHARACTER

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DISCUSSION

The objectives of the shared pathway (extract from Council meeting minutes 26 August 2010) is to "provide an efficient, safe and accessible transport route between Lennox Head and the Ballina Town Centre with easy access to schools, sporting fields and other facilities in between and provide adequate disabled access to increase overall accessibility."

Development of the shared pathway proposal and alignment is a result of a number of community consultation processes, ecological investigations, cultural heritage investigations and discussions over more than five years. Construction of the shared pathway has been staged with many parts already completed.

In 2013, Council commenced construction of a 3.5m wide concrete pathway adjoining the asphalt carpark and received community opposition resulting in them terminating the shared pathway at the end of the boardwalk without proceeding across the front of the carparking area. Some new timber seats were installed.



Above: Photograph of pathway construction that was stopped as a result of community opposition

The documented concerns of the community are summarised below:

- 3.5m is too wide for a pathway in this location.
- The design of the pathway needs to be considered in relation to the entire carparking area at Pat Morton Lookout.
- The timber seats were supported.
- There was a preference for timber over aluminium for seating.
- There was support for a surface other than plain concrete (e.g. patterned, textured, other material).
- One submission stated they felt that concrete was not suitable and that grass was preferred over concrete.
- There was general support for a 'natural' look and feel.
- One submission stated that there should not be a concrete connection to the stairs.
- When considering possible design solutions, adopt the motto 'Share, Respect, Preserve'.

KEY OBJECTIVES

One of the key objectives of the shared pathway is to provide a **continuous and accessible pathway between Ballina and Lennox Head**. Therefore, the design options explore ways to achieve this having consideration to the community preferences noted in the discussion.

Aesthetics and Amenity

- maintains a sense of 'naturalness'
- maintains opportunities for informal use of open grassy areas for passive recreation
- maintains the panoramic views from the open grassy areas and carpark for enjoyment of the general public
- provides conveniences that are adequate for the low-key vibe of the space
- retains a predominantly natural look when viewed from the village centre, beach and residential areas

Accessibility and Connectivity

- achieves the vision of the shared pathway network
- is well connected to adjoining pathway networks
- has areas with panoramic views which are accessible to most users
- incorporates open space areas which are accessible to most users
- provides carparking to at least the same capacity as exists at present
- provides for the safe ingress, egress and parking of tourist coaches

Ecology

- protects significant amenity and native vegetation
- protects vulnerable species and endangered ecological communities
- respects and protects areas of community bushland regeneration activities

Supports Community

- provides publically accessible, shared open spaces
- supports existing local recreational activities such as hang gliding, paragliding, whale watching, cycling, walking, jogging and exercising
- provides opportunities for involvement of the community in creation of furniture and artwork
- educates the community about the environment or history of the site/place (e.g. Marine Park, Geology, Geography, Lennox Head village, significant local activities, cultural heritage etc)

Safety

- addresses crime prevention through environmental design criteria to provide a place where people feel and can be safe

Sustainability

- supports healthy lifestyle activities
- uses locally sourced materials
- repairs eroded areas and ensures that the design minimises the potential for future erosion
- utilises water sensitive urban design techniques for stormwater management

Wayfinding

- improves navigation by providing graphically co-ordinated, structured and clear directional signage
- includes interpretative signage which is educational and interesting.

CONCEPT OPTIONS

This report presents four concept options which seek to achieve the key objectives of the shared pathway project and take into consideration, the community comments. Whilst these options focus on the provision of the pathway, design options and improvements to the facilities and features of the broader lookout area have also been considered.

Option 1

This option provides for a new pathway north of the carparking area in a similar location to the original approval. The edge of the carparking area would be pulled back to the south to give more grass area and to make provision for the path. The pathway is 2.5m wide and separated from the carparking pavement by a narrow grass verge.

Option 2

This option provides for a 2.5m wide pathway along the northern edge of the carparking area adjoining edge of the carpark. The edge of the carpark is pulled back 1m to maximise the grass area. The pathway would be defined and separated from vehicles by wheels stops and pavement colour / patterning treatment.

Option 3

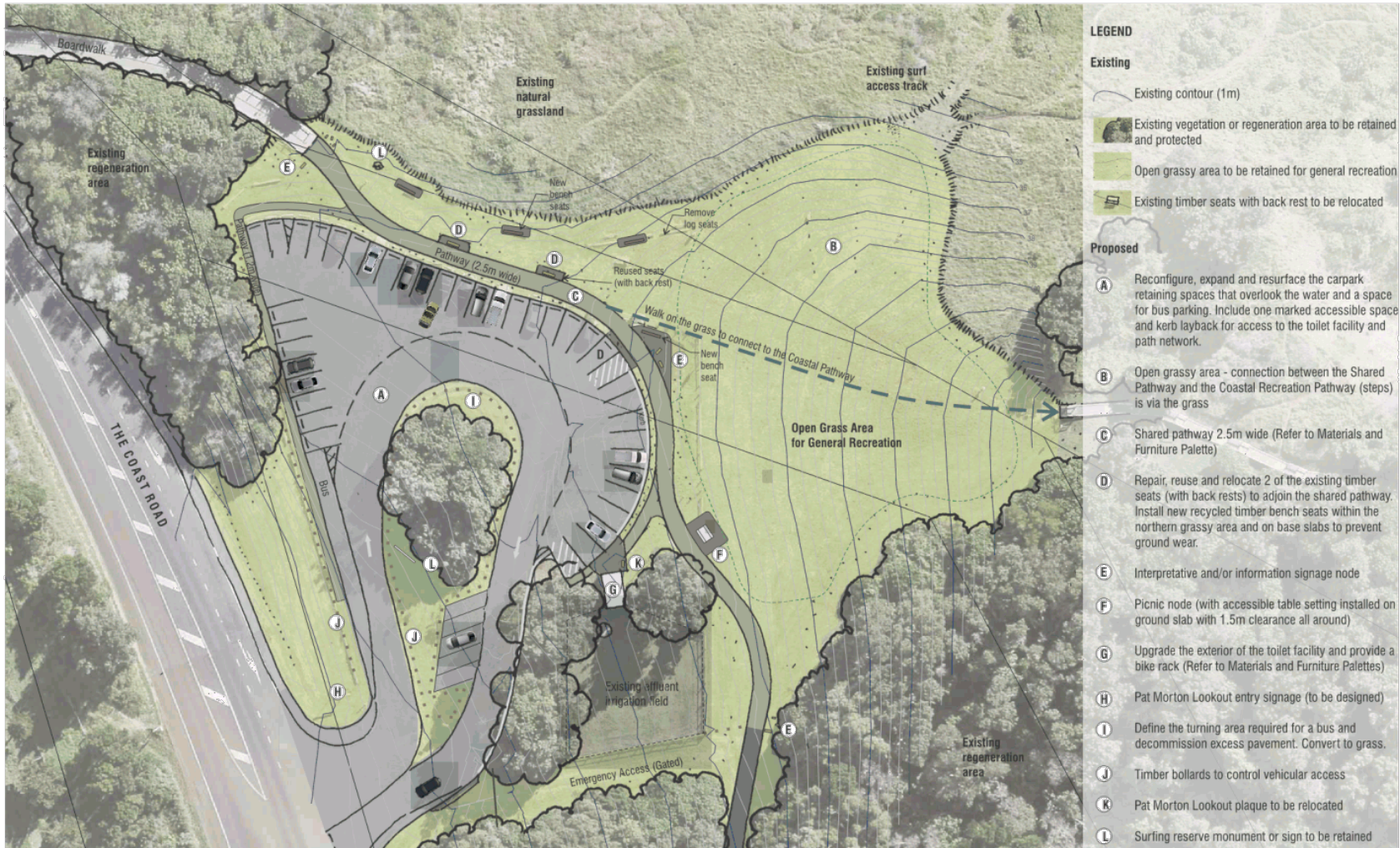
This option provides for a 2.5m wide pathway that passes through the carparking area leaving the northern edge of the carpark as a grass surface.

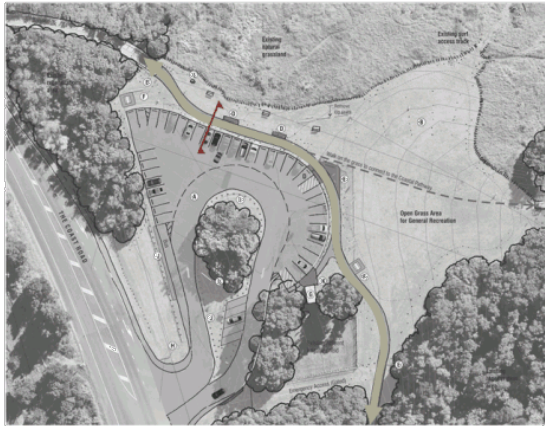
Option 4

This option provides for reconfiguration and reconstruction of the entire carparking area to minimise the amount of hard pavement surface and provision of a 2.5m wide pathway that passes through the carparking area leaving the northern edge of the carpark as a grass surface.

Suggestions for other embellishments, preferred materials, furniture and signage are also provided herein.

CONCEPTUAL LAYOUT OPTION 1





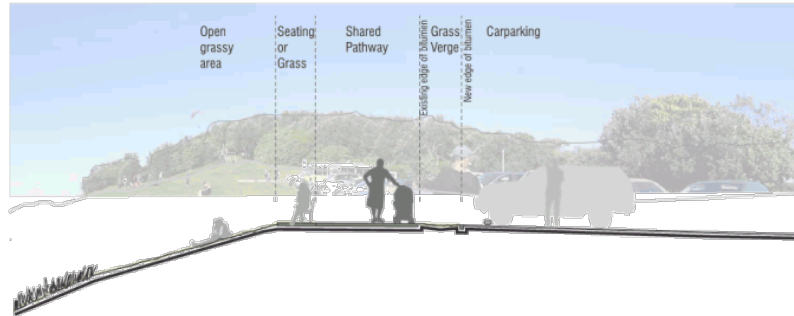
CONCEPTUAL LAYOUT OPTION 1: REFERENCE PLAN

BENEFITS

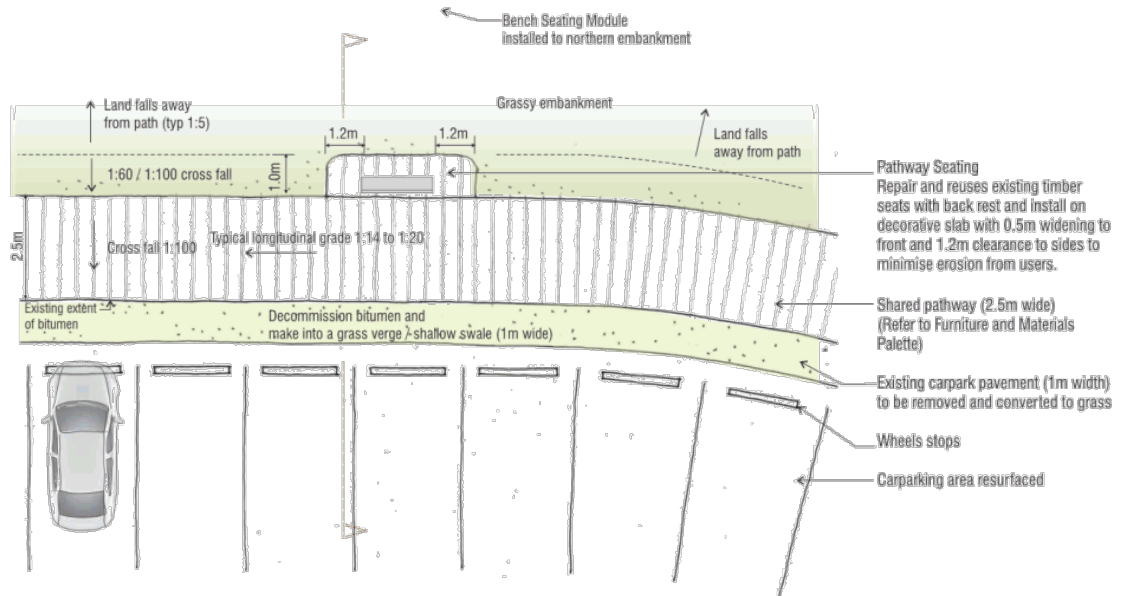
- Provides a continuous pathway connection without vehicular conflict.
- Provides a pathway which is accessibility compliant (grade, cross-fall, width).
- Retains a predominantly 'natural' experience and large open area for general recreation purposes.
- Reduces the amount of asphalt pavement in the existing carpark area by decommissioning 1m of the northern edge of the pavement.
- Provides additional grass area central to the carpark.
- Improves parking by providing 42 standard, 1 disabled and 1 bus parking spaces
- Remediate eroded areas by sealing the carparking area, adding kerb to the eastern side and formalising drainage along the eastern edge of the access driveway.
- Retains and protects existing vegetation.
- Provides community education via interpretative and informative signage
- Presents a distinctive image for the lookout precinct via subtle and coordinated suite of signage.

ISSUES

- The pathway occupies a presently grassed area, although this area is a current thoroughfare to the upper lookout area.
- There is no hard surface pathway link to the Coastal Recreation Pathway (steps) which may be preferred by some users.



TYPICAL SECTION OF OPTION 1 SHARED PATHWAY ARRANGEMENT



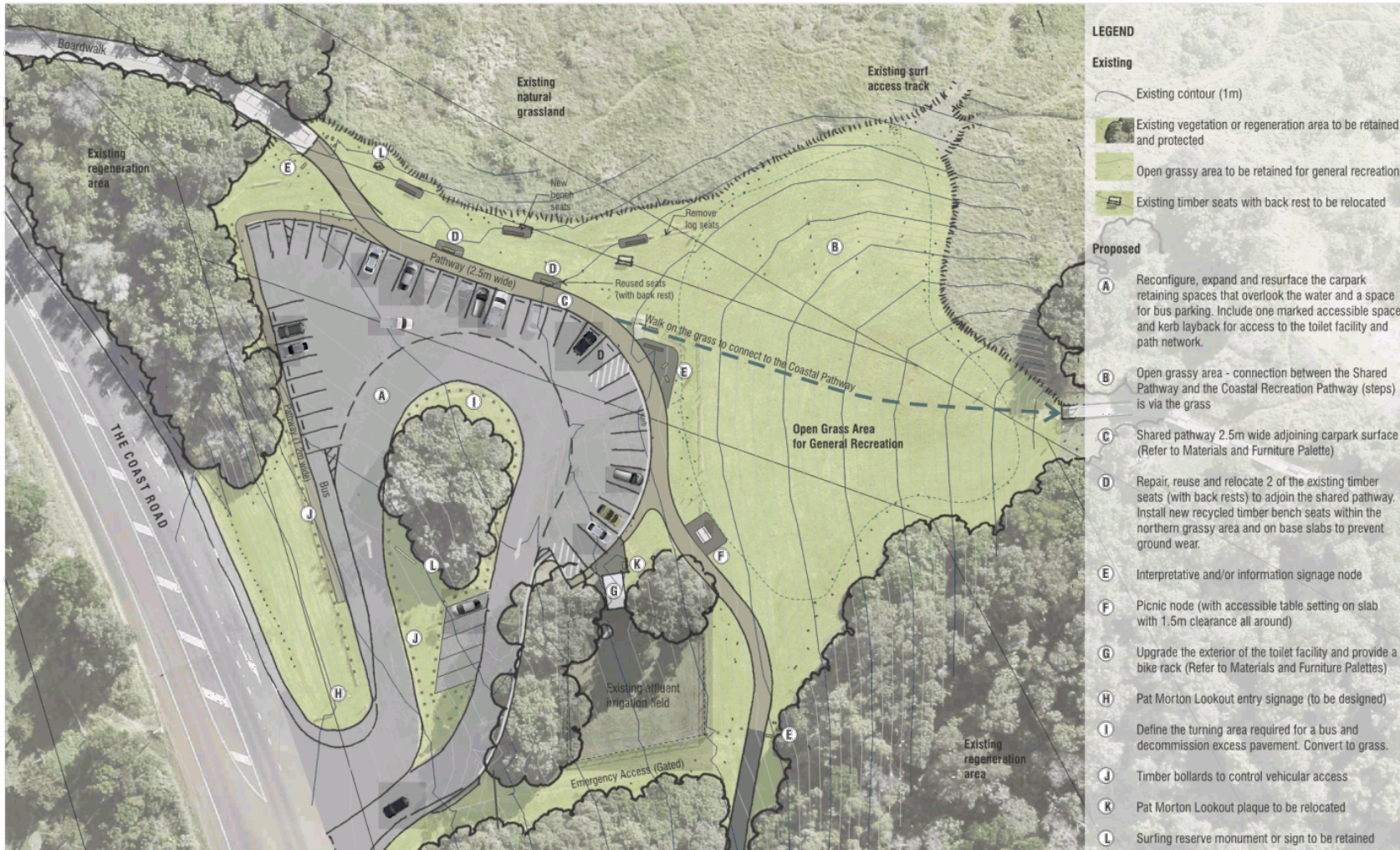
TYPICAL OPTION 1 SHARED PATHWAY ARRANGEMENT (Plan Sketch Only)

Shared Pathway - Pat Morton Lookout Precinct

OPTION 1: DETAILS

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CONCEPTUAL LAYOUT OPTION 2





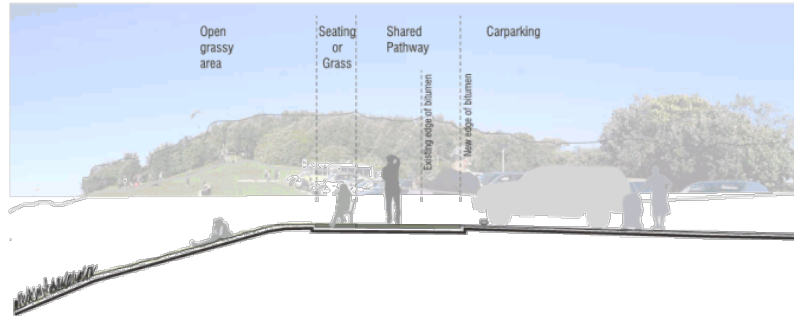
CONCEPTUAL LAYOUT OPTION 2: REFERENCE PLAN

BENEFITS

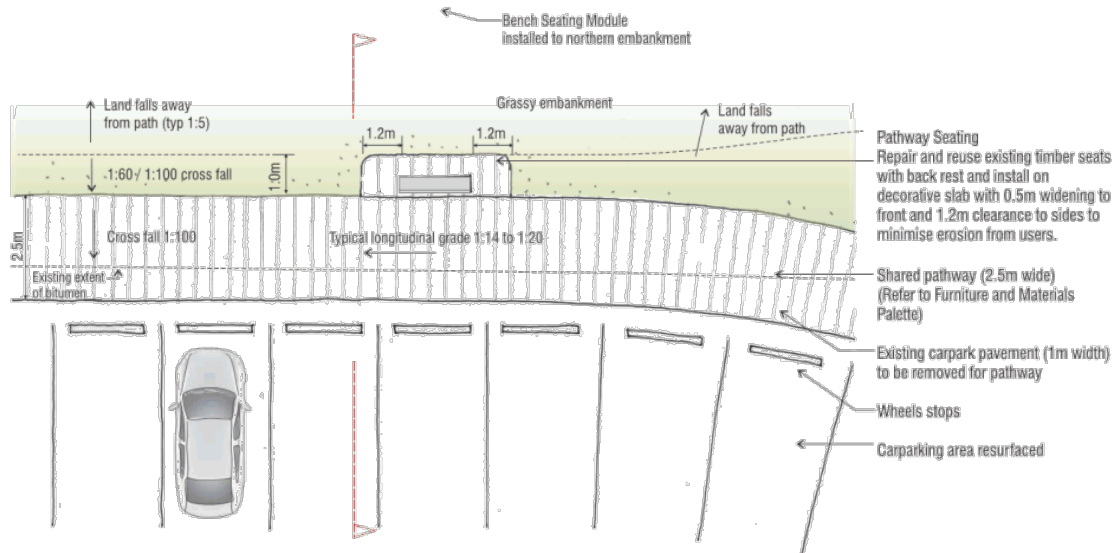
- Provides a continuous pathway connection without vehicular conflict.
- Provides a pathway which is accessibility compliant (grade, cross-fall, width).
- Retains a predominantly 'natural' experience and large open area for general recreation purposes.
- Maximises the amount of grass space on the eastern side of the pathway by decommissioning 1m of the northern edge of the carpark pavement and locating the pathway adjoining the carpark.
- Provides additional grass area central to the carpark.
- Improves parking by providing 42 standard, 1 disabled and 1 bus parking spaces.
- Remediates eroded areas by sealing the carparking area, adding kerb to the eastern side and formalising drainage along the eastern edge of the access driveway.
- Retains and protects existing vegetation.
- Provides community education via interpretative and informative signage
- Presents a distinctive image for the lookout precinct via subtle and coordinated suite of signage.

ISSUES

- Provides no 'soft' green separation between the pathway and the carpark
- No grass verge between the pathway and carpark for stormwater infiltration
- There is no hard surface pathway link to the Coastal Recreation Pathway (steps) which may be preferred by some users.

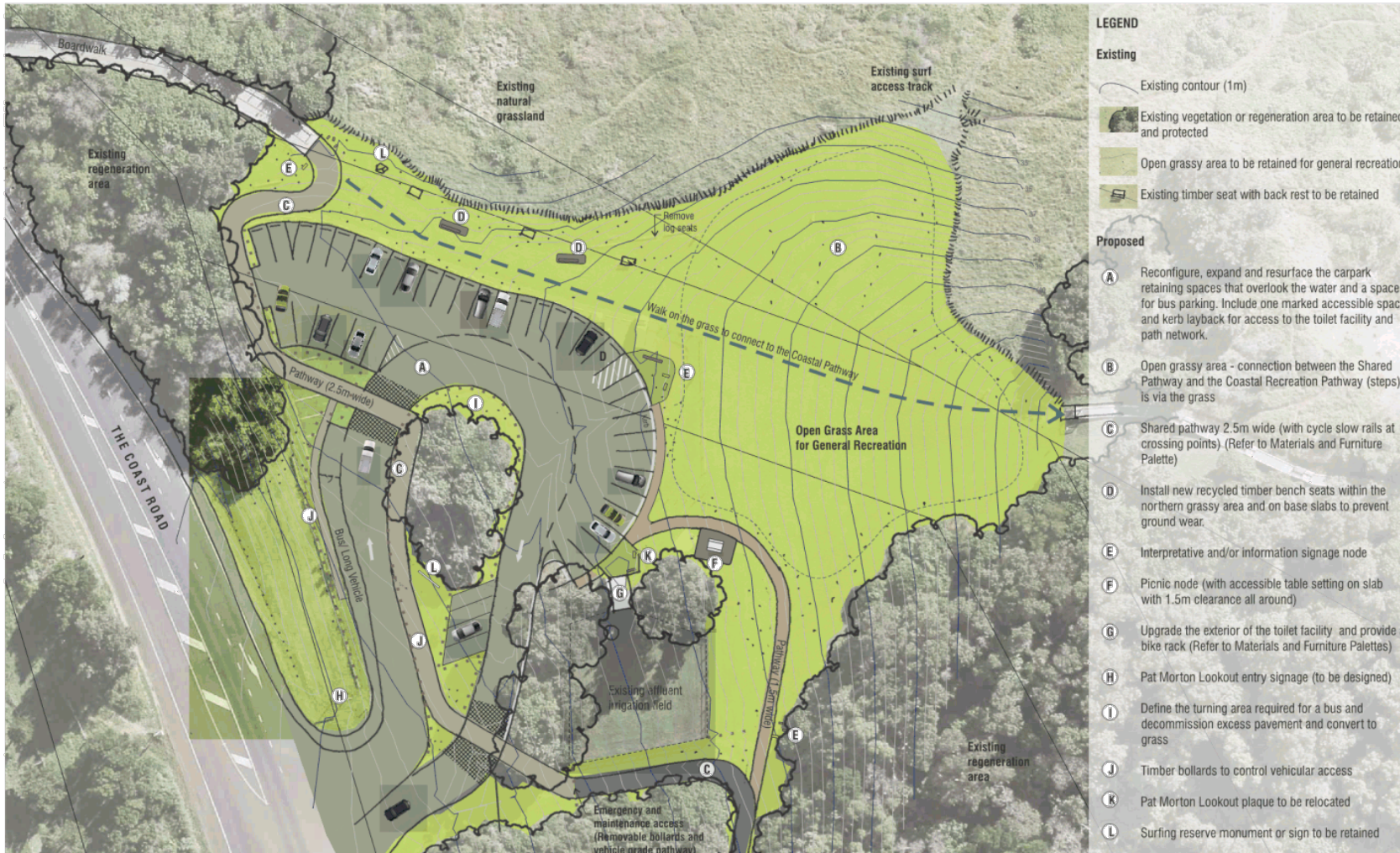


TYPICAL SECTION OF OPTION 2 SHARED PATHWAY ARRANGEMENT

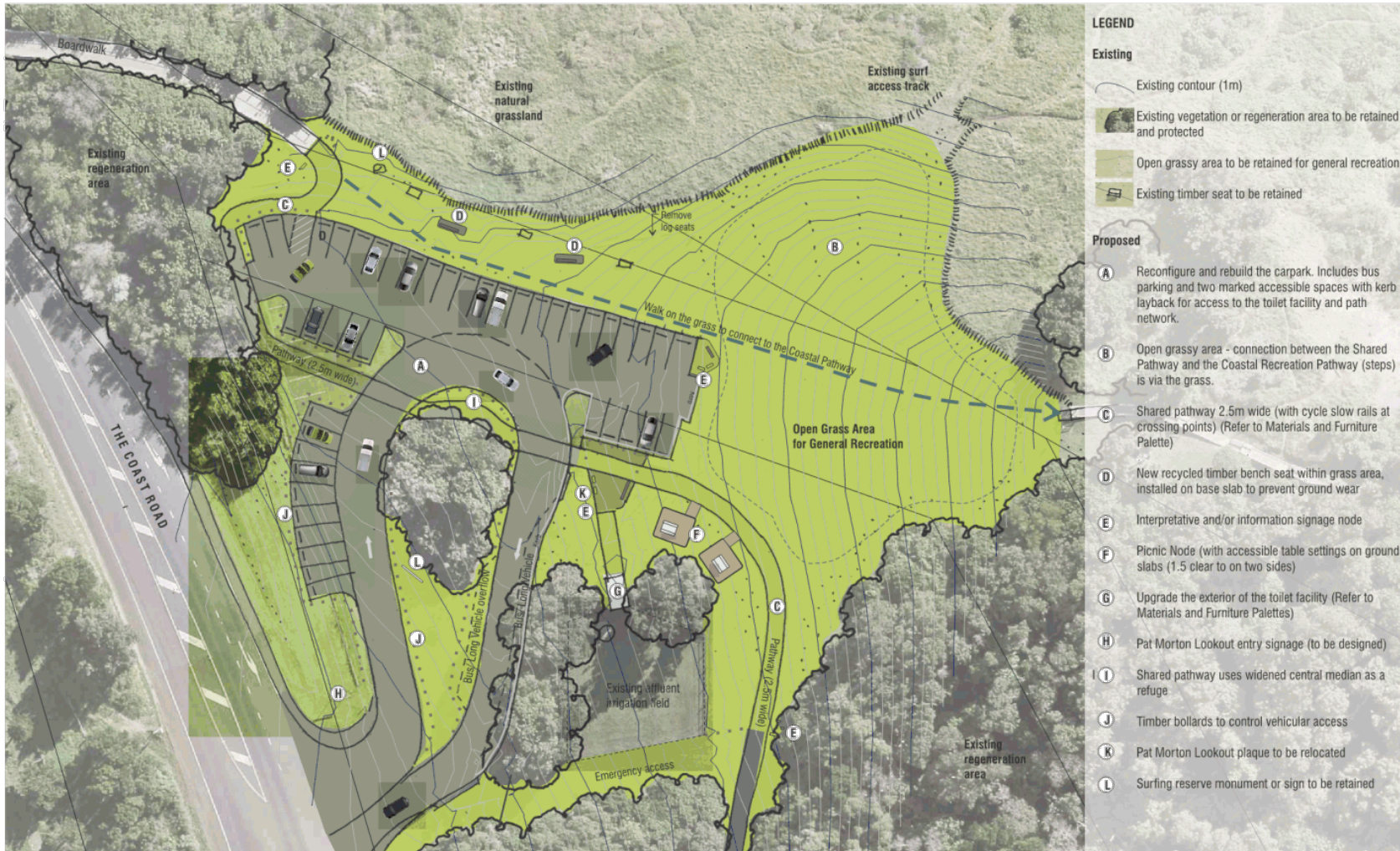


TYPICAL OPTION 2 SHARED PATHWAY ARRANGEMENT
(Plan Sketch Only)

CONCEPTUAL LAYOUT OPTION 3

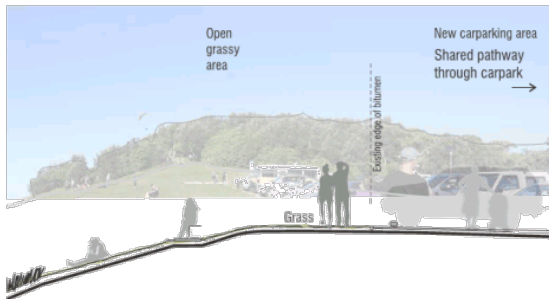


CONCEPTUAL LAYOUT OPTION 4

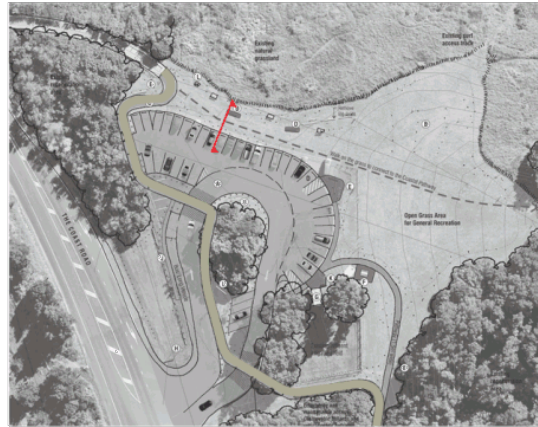




TYPICAL SECTION OF OPTION 3 ACROSS FRONT OF CARPARK



TYPICAL SECTION OF OPTION 4 ACROSS FRONT OF CARPARK



CONCEPTUAL LAYOUT OPTION 3: REFERENCE PLAN

BENEFITS

- Provides a continuous pathway connection (but with crossing points)
- Provides a pathway which is accessibility compliant (grade, cross-fall, width).
- Retains a predominantly "natural" experience and large open area for general recreation purposes including the front of the carparking area as grassland.
- Maximises the amount of grass space on the eastern side of the pathway by decommissioning 1m of the northern edge of the carpark pavement and locating the pathway adjoining the carpark.
- Provides additional grass area central to the carpark.
- Improves parking by providing 39 standard, 1 disabled and 1 bus and 1 long vehicle parking spaces.
- Remediates eroded areas by sealing the carparking area, adding kerb to the eastern side and formalising drainage along the eastern edge of the access driveway.
- Retains and protects most of the existing vegetation.
- Provides community education via interpretative and informative signage
- Presents a distinctive image for the lookout precinct via subtle and coordinated suite of signage.
- A narrower pathway connects the disabled carparking space to the toilet facility and to the shared pathway network.

ISSUES

- The shared pathway has to cross the carpark access road. This could be designed with slow points and a threshold on the road to increase crossing safety.
- There is no hard surface pathway link to the Coastal Recreation Pathway (steps) which may be preferred by some users.
- The emergency access is retained and this section of the shared pathway would require removable bollards and vehicular grade pavement design.
- Some minor vegetation removal may be required to build the central part of the shared pathway.



CONCEPTUAL LAYOUT OPTION 4: REFERENCE PLAN

BENEFITS

- Provides a continuous pathway connection (but with crossing points)
- Provides a pathway which is accessibility compliant (grade, cross-fall, width).
- Retains a predominantly "natural" experience and large open area for general recreation purposes including the front of the carparking area as grassland.
- Redesigns the carpark to maximise spaces and minimise pavement surface (whilst still keeping spaces facing the water)
- Improves parking by providing 42 standard spaces, 1 disabled spaces and 2 bus spaces and 1 multipurpose overflow parking area (equivalent to 3 parallel spaces) on grass.
- Remediates eroded areas by sealing the carparking area, adding kerb to the eastern side and formalising drainage along the eastern edge of the access driveway.
- Retains and protects most of the existing vegetation (some vegetation removal and pruning would be required for widening to accommodate the bus parking area).
- Provides community education via interpretative and informative signage
- Presents a distinctive image for the lookout precinct via subtle and coordinated suite of signage.

ISSUES

- The shared pathway has to cross the carpark access road. This could be designed with slow points and a threshold on the road to increase crossing safety.
- There is no hard surface pathway link to the Coastal Recreation Pathway (steps) which may be preferred by some users.
- Some native vegetation removal and pruning will be required to accommodate the bus parking area.
- The parking near the entry may be seen from the Coast Road.

10.3 Car Parks - Upgrade Program

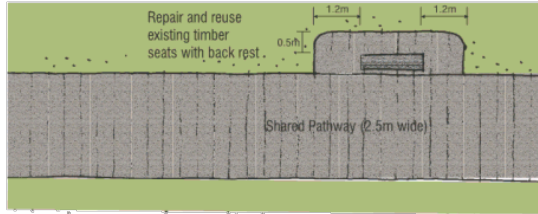
CONCEPT RATIONALE

The furniture and materials palette has been designed to reflect the low key and natural character of the headland and it's status as a National Surfing Reserve.

Consideration has also been given to the durability of ground plane surfaces which need to withstand high volumes of pedestrian use as a result of the location being a popular and significant tourism destination.



PATHWAY TREATMENT



Coloured concrete with saw-cut joints at regular intervals. All path areas would include a curved radius to corners.

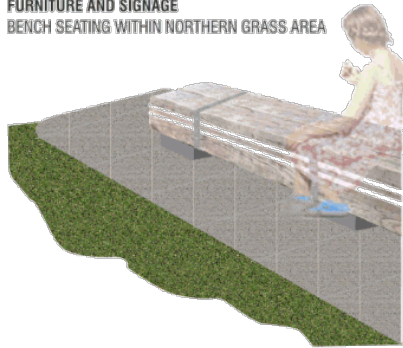
TOILET EXTERIOR UPGRADE



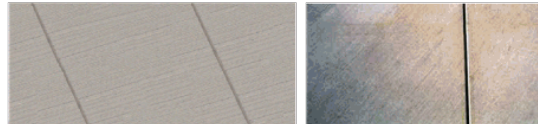
Repaint the surface of the toilet block. Install timber battens to the sides with the surfing reserve motto "Share Respect Preserve" routed from battens in random locations. Install new signage. Remove existing concrete slab and install new slab to match paving palette

FURNITURE AND SIGNAGE

BENCH SEATING WITHIN NORTHERN GRASS AREA



Recycled timber posts (lightly sanded to top face). Routed horizontal lines with recess painted white.

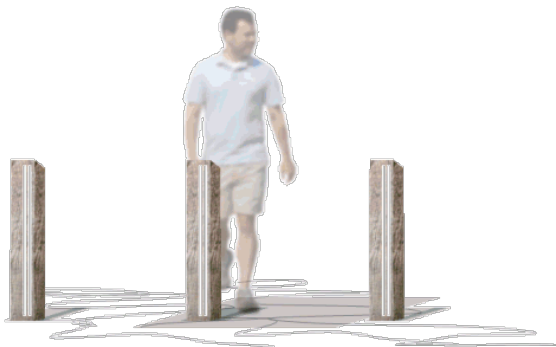


Graphic example of broom finished concrete with regular saw cut joints



Alternative option - Photographic example of salt finished concrete with regular saw cut joints

BOLLARDS



"PAT MORTON LOOKOUT" SIGN



Navigation and wayfinding signage. Include location, distance and approximate walking time.

PATHWAY NAVIGATION MARKERS



Shared Pathway - Pat Morton Lookout Precinct

MATERIALS AND FINISHES