

### 10.2 Pat Morton Precinct - Concept Designs - Adoption

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#### 10.2 Pat Morton Precinct - Concept Designs - Adoption

<b>Section</b>	Engineering Works
<b>Objective</b>	To report on the public exhibition of the Pat Morton Precinct Car Park and Shared Path Concept Designs and adopt a preferred design.

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#### **Background**

At the July 2021 Ordinary meeting, Council endorsed the draft Pat Morton Precinct - Draft Car Park and Shared Path Concept Design (the concept design) for the purposes of public exhibition and community comment.

The draft document provided four different planning options to upgrade the car park, including options to connect the shared paths which currently terminate at the northern and southern boundaries of the car park. The options also give consideration to landscape features, constraints, embellishments and other items.

A copy of the draft concept design planning document is included as Attachment 1.

The concept design plans were exhibited from 4 August until 1 September 2021 and 22 submissions were received.

The purpose of this report is to consider the submissions and determine Council's preferred option.

#### **Key Issues**

- Selection of the preferred design option
- Balance between parking, recreation, environment and amenity

#### **Discussion**

Pat Morton Lookout is a popular location for tourists and residents and supports recreational activities including whale watching, walking, hang-gliding, paragliding, bike riding, exercising, picnicking and small gatherings such as weddings and birthday parties. The lookout also provides access to the National Surfing Reserve.

The lookout is also the location at which the following pathways converge;

- The Coastal Walk which follows the coastline south from the lookout and connects to beaches, recreation nodes, access points and other lookout areas
- The northern side Coastal Shared Path, which connects the lookout to the Lennox Head village.
- The southern side Coastal Shared Path, which connects the lookout to Skennars Head, East Ballina and through to Ballina.

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The concept design planning document, in part, seeks to resolve the placement of a missing link between the two shared paths - north and south.

The primary challenge is ensuring that an appropriate amount of access and connectivity is provided, whilst maintaining and enhancing the existing natural aesthetics and amenity of the site.

The draft plan includes four concept design options that seek to achieve the connection of the shared paths whilst offering improvements to facilities and features.

The four options are summarised as follows:

*Option 1*

Provides a new path north of the car parking area. The edge of the car park area would be pulled back to the south provide more grassed area and to make provision for the path. The pathway is 2.5m wide and separated from the car parking pavement by a narrow grass verge.

*Option 2*

This option is very similar to Option 1 and also provides for a 2.5m path with pathway along the northern edge of the car parking area. The difference is there is no grassed area between the path and carpark. The pathway would be defined and separated from vehicles by wheel stops and pavement colour/patterning treatment. (Both Option 1 and Option 2).

*Option 3*

Provides for a 2.5m wide pathway that passes through the car parking area leaving the northern edge of the car park as a grass surface.

*Option 4*

Provides for a reconfiguration and reconstruction of the car parking area. It includes a 2.5m wide pathway that passes through the car park area leaving the northern edge of the car park as a grass surface. Option 4 contemplates a more significant upgrade of the car park part of the plan.

The project was exhibited from 4 August to 1 September 2021.

The following table summarises the submissions received. A copy of the submissions is included in Attachment 2.

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<b>Submission Summary</b>	<b>Preferred</b>	<b>Staff Comments</b>
<p>1. Agrees with option 1 but thinks there should also be a connection to the coastal walk steps.</p>	Y (Option 1)	<p>The coastal walking track has not been designed as an 'accessible' path and is mostly considered a 'grade' 3 walking track. There is limited benefit to be obtained from providing a formalised path to the base of the steps.</p> <p>Community feedback obtained now and in 2013 indicates a preference not to have a footpath connection as it reduces the natural look and feel of the site.</p>
<p>2. The existing grassed surface is too bumpy to ride on and riding on the pavement behind the parked vehicles is dangerous.</p> <p>Additional signage and line marking should be provided between Pat Morton and 7 Mile Beach reinforcing that it is a shared path "ring the bell and keep left".</p>	Y (non-specified)	<p>The recommendation for additional line marking and signage between Pat Morton and 7 Mile Beach is outside the scope of this document. This feedback has been provided to Council's Road Safety Officer and Council's Open Spaces Section who manage the path for further consideration.</p> <p>Signage and line marking in accordance with the relevant Australian Standard will be considered during detailed design.</p>
<p>3. More references should be given to the Aboriginal heritage of the area.</p>	Y (non-specified)	<p>This is outside the scope of this document. This feedback has been provided to Council's Strategic Planning Section who are managing the 'Cultural Ways' project which will provide an opportunity to include appropriate information and signage within the Precinct.</p>
<p>4. Parking should be front in only with wheel stops to prevent vehicle overhang into the path. Signage should be provided to warn visitors to give way to path traffic</p>	Y (non-specified)	<p>The detailed design shall give consideration to vehicle overhang and appropriate signage (as per the relevant Australian Standards) with the aim of reducing pedestrian and cyclist conflict.</p>
<p>5. Option 3 preferred as the area north of the carpark remains grassy, a path at this location would reduce the amenity.</p> <p>One bus and one long vehicle bay is preferable to 2 bus bays to limit the number of visitors at one time but also to allow travellers in long vehicles to visit the site(e.g. towing a van).</p> <p>Informality of the headland area is key to its popularity.</p>	Y(option 3)	<p>The number/length of available bays will depend on which of the four options is selected.</p> <p>The detailed design will aim to strike an equitable balance between competing users.</p>

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<b>Submission Summary</b>	<b>Preferred</b>	<b>Staff Comments</b>
<p>6. Exhibition period should be extended beyond the 19/08 due to Covid-19.</p> <p>In favour of keeping the area as natural as possible.</p> <p>A concrete path should not be provided to connect to the steps.</p> <p>The informal style seating of the logs is in keeping with natural look (concrete base could be added as these have suffered erosion).</p> <p>The proposal needs more than just 3 seats.</p> <p>Toilet light currently faulty.</p> <p>The carpark down the northern slope could be gently terraced with some in-ground railway sleepers used to retain and add further seating (Similar to Wategos)</p>	<p>Y (Option 3)</p>	<p>It is unlikely the lock down has impacted on the exhibition process.</p> <p>Detailed design will consider retaining/relocating logs where possible subject to their condition and being able to suitably locate them and maintain amenity.</p> <p>If options 3 or 4 is preferred then the detailed design will give consideration to providing additional seats where practical.</p> <p>Council electricians have been notified regarding faulty light.</p> <p>Modifying/terracing the northern slope is considered a substantial change to the existing lookout and may warrant further public exhibition. Feedback received both now and previously (2013) indicates a strong preference for leaving the natural amenity as untouched as possible. Given that no other submissions have been provided which make similar recommendations, it is suggested that this does not need be considered further.</p>
<p>7. Running the path through the carpark is extremely dangerous as the carpark is very busy when surf conditions are favourable.</p>	<p>Y (Option 2)</p>	<p>This is a reason to support options 1 or 2, however options 3 and 4 can be delivered in a way that manages the safety risks for pedestrians.</p>
<p>8. Option 1 preferred as it enhances shared path experience, reduces carpark conflict and allows for a flowing carpark layout.</p> <p>Add more than 1 picnic node.</p> <p>Placename signage should be deferred until an alternative Indigenous name is found.</p> <p>Provide bike parking in a more visible area.</p> <p>A bicycle maintenance station should be provided.</p> <p>Concepts 2, 3 and 4 are not supported.</p>	<p>Y (Option 1)</p>	<p>Detailed design will give consideration to adding a second picnic node further to the south.</p> <p>Whilst a picnic node may increase the amenity for some it may also reduce the 'natural feel' of the site which feedback suggests is highly valued. Inclusion of a further node is dependent on being able to locate it appropriately so as not to reduce amenity of other users. It is noted that options 1, 2 and 3 include one picnic node while option 4 currently proposes 2 picnic nodes.</p> <p>Site naming and information signage content is outside the scope of this report. Any potential renaming of Pat Morton lookout is something that Council may wish to pursue as a separate matter. This feedback has been passed on to Council's Open Spaces Section who manage the Reserve.</p>



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Submission Summary	Preferred	Staff Comments
		<p>Bike racks as proposed are adjacent to toilet facility. This is considered a convenient location for cyclists who may need to use these facilities.</p> <p>The inclusion of a bicycle maintenance station could be considered subject to available funding (not yet defined).</p>
<p>9. Retain the log seats.</p> <p>Provide signage that all engines must be turned off when cars are parked.</p> <p>Provide another toilet.</p>	Y (Option 2)	<p>Detailed design to consider retaining/relocating logs where possible subject to their condition and being able to find a suitable location that does not result in any amenity reduction elsewhere/to other users.</p> <p>Provision of signage stating that 'all engines must be turned off when cars are parked' is considered difficult to enforce, particularly where people may turn into the car park to briefly view the surf conditions. Such signage would also add unnecessary clutter/reduce the natural amenity of the site.</p> <p>Provision of an additional /upgraded toilet facility would be subject to available funding.</p>
<p>10. Retain existing seats within their current location along with providing the proposed new seats. If existing seats are to be removed more timbers seats with backs should be provided.</p>	Y (Option 2)	Noted
<p>11. If the shared path is routed through the carpark most people on foot/bicycle will still ride along the front causing erosion and the path will be unused.</p>	Y (Option 1)	It is agreed this is a possibility and is one of the reasons why options 1 and 2 were developed.
<p>12. Option 1 and 2 is dangerous as people exiting vehicles will cross the path without looking for cyclists. The path is too busy to have cyclists on it, another path should be provided for cyclists.</p>	Y (Option 3)	A proposed secondary path is considered unnecessary and appropriate signage could be provided in accordance with the relevant Australian Standards to help manage this conflict.
<p>13. Include information regarding who Pat Morton was.</p> <p>Include historical pictures of the area.</p> <p>Include other information as relevant (i.e. a feature on pioneers of the surf)</p>	Y (non-specified)	The content of information signage is outside the scope of this project. Feedback will be retained/noted for when content is developed at a later date.

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Submission Summary	Preferred	Staff Comments
<p>14. Any gutters at the edge of the carpark/pathway should be lay-back style to afford easier access for prams/walkers/wheelchairs.</p>	<p>Y (Option 2)</p>	<p>The proposed concepts allow for a flush concrete edge strip which will not hinder access.</p>
<p>15. Option 2 preferred on the basis that signage will be provided indicating a slow speed environment and bicycles to give way to pedestrians.</p> <p>It is not necessary remove existing seats. Retain as they are and provide additional seats as well.</p> <p>The path in options 3 and 4 will remain unused as people will take the most direct route.</p> <p>The strip of grass in option 2 will become eroded due to foot traffic.</p> <p>The toilet should be renovated inside and out.</p> <p>Existing red garbage bins should be replaced with something more sympathetic in colour and design.</p> <p>Drivers should be encouraged to turn engines off while parked.</p> <p>Natural boulders should be used to keep vehicles within the carpark not sandstone blocks or timber bollards.</p>	<p>Y (Option 2)</p>	<p>Consideration will be given to signage in accordance with the relevant Australian Standard, where appropriate, to minimise pedestrian/cyclist conflict.</p> <p>Option 2 as proposed makes use of existing seats (relocated) and also provides for new seats.</p> <p>It is possible that the grass strip proposed between the carpark and path (option 1) may be difficult to maintain in a suitable condition.</p> <p>Detailed design to give consideration where possible to alternative bin arrangement.</p> <p>Noted.</p>
<p>16. As above</p>	<p>Y (Option 2)</p>	<p>Noted.</p>
<p>17. Disappointed at the proposal to remove log seats.</p> <p>The shared path in front of the carpark is a safety issue due to the conflict between shared path, coastal walk and traffic from people meandering from cars or using the path as a lookout.</p> <p>The grass gap in option 1 would not survive the foot traffic.</p> <p>Option 4 is undesirable as it is similar to a shopping carpark layout.</p>	<p>Y (Option 3)</p>	<p>Noted, detailed design to consider retention of seats where possible.</p> <p>The area experiences a high degree of use from various groups of people. The alternative concepts where the path passes through the car park are also subject to potential conflict between user groups. Safety benefits/risks associated with each option need to be considered.</p>

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<b>Submission Summary</b>	<b>Preferred</b>	<b>Staff Comments</b>
<p>18. A raised section for the path as it crosses the carpark in option 4 would ensure safety.</p> <p>An alternative more permeable material should be considered for the pathway other than concrete.</p>	Y (Option 4)	To be further considered in detailed design.
<p>19. Option 4 is preferred as the path will not block views.</p>	Y (Option 4)	Noted.
<p>20. Concerned with the increased traffic in front of the carpark and reduced ability to view the surf from your car.</p> <p>Concerned at the number of available car parking spaces and questioned whether the carpark can be extended south to meet future needs.</p> <p>Environmentally friendly and durable materials should be used where possible.</p>	Y (Option 4)	<p>Noted.</p> <p>The objective of these concept designs was to retain existing car park spaces rather than facilitate an increase. Increasing the number of car parking spaces is considered undesirable as it will reduce the 'natural feel' of the precinct which feedback suggests is highly valued. As no other submissions have been made regarding this point it is suggested it requires no further consideration.</p>
<p>21. Option 2 is best as it allows easy access for people with wheels who might otherwise become 'bogged' in the grass strip which won't survive foot traffic.</p> <p>Traffic calming and speed signage should be provided at the entrance of the carpark to slow vehicles.</p>	Y (Option 2)	Traffic calming and signage in accordance with the relevant Australian Standards to be considered further during detailed design.
<p>22. Option 4 Preferred</p>	Y (Option 4)	Noted.

Of the 22 submissions received, 18 supported at least one of the four concept design options, as per the following summary.

<b>Option Number</b>	<b>Number of Submissions which Support the Option as a First Preference</b>
1	3
2	7
3	4
4	4
Non-Specified	4

With such a wide spread of views, and a limited number of submissions, from a technical perspective, the preferred option is Option 1.

Options 1 and 2 avoid pedestrian and vehicle crossing points in the car park, and provide the most functional connection between the paths to the north and south, and to stairs to the top of the headland.

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Option 1 is preferred to Option 2, as the grass strip between the car park and the path provides better visual amenity, albeit this will add a small amount of additional maintenance activities.

An alternative option instead of grass is a suitably coloured gravel, or stone mix, with some small native planting elements.

**Delivery Program Strategy / Operational Plan Activity**

This project is consistent with Strategy PE1.1 - Promote our area as an attractive place to visit and Strategy PE3.3 - Deliver infrastructure that supports residential living.

**Community Consultation Policy**

The draft car park and shared path concept design planning document has been used to seek further community input through a public exhibition process.

Consultation with Registered Aboriginal Parties has already commenced as part of the car park works program.

**Financial / Risk Considerations**

At this stage there is only funding available for works directly related to the car park upgrade.

Council considered a Car Parks – Upgrade Program at the August 2020 Ordinary meeting and resolved to proceed with initial funding (\$100,000) under this program for the Pat Morton Lookout car park.

The purpose of confirming the concept design is so the car park works can be designed and implemented with the vision for the whole precinct established.

Funding for the other components of the Pat Morton Precinct upgrade, such as seating, picnic node, toilet building, signage works will need to be funded from other programs or grants.

**Options**

*Option 1 Council endorse one of the four exhibited concept designs.*

Council did not receive any opposition to the concept of this upgrade or to the options presented. Option 2 was supported the most in the submissions, however it is noted the submissions represent only a small sample from the community.

From a staff perspective the preferred option is Option 1 and this is the recommended option.

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*Option 2 Council develops further planning options.*

Council could decide not to endorse any of the exhibited concept designs and instead develop further concept designs for the precinct. This option is not recommended as the feedback from the community has not identified any significant issues or gaps in the planning.

*Option 3 Maintain the status quo.*

Council can upgrade the car park area by improving the surface and the drainage and not provide the missing link. This would enable pedestrians and cyclists to informally make their way around the precinct depending on their interest and activity. This option is not recommended because the plan is considered to provide substantial amenity and functional benefits to this important area.

#### **RECOMMENDATION**

That Council adopts Option 1, from the concept designs attached to this report, as the preferred concept to support the detail design and delivery for the upgrade of the Pat Morton Car Park Precinct.

#### **Attachment(s)**

1. Pat Morton Precinct - Car Park and Shared Path Concept Design
2. Submissions (Under separate cover)

## Feedback for Documents on Exhibition

**Submitted At**

2021-08-05 20:13:43

**Name of exhibited document you want to make comment on.**

Pat Morton Precinct - Car Park and Shared Path Concept Design

**Your Name**

Scott Underwood

**Phone Number**

0400898988

**Your email?**

[scottund@gmail.com](mailto:scottund@gmail.com)

**Having read the document, is it easy to read and understand?**

Yes

**Please provide any suggestions for improvement.**

I agree with option 1. but think there should be something to connect the Pat Morton Coastal walk steps as well

**Do you support the overall objectives and content of the document?**

Yes

**Please provide further comments if you wish.**

A path not crossing the roadway is the best and safest option

**I agree to Ballina Shire Council collecting my Name, Email, and Phone Number**

I agree

**Submission ID**

610bb9d7aa5ac747354c4e00

## Feedback for Documents on Exhibition

**Submitted At**

2021-08-11 20:21:44

**Name of exhibited document you want to make comment on.**

Pat Morton Precinct - Car Park and Shared Path Concept Design

**Your Name**

Joanna Osborn

**Phone Number**

+61438409914

**Your email?**

[joanna.e.osborn@gmail.com](mailto:joanna.e.osborn@gmail.com)

**Having read the document, is it easy to read and understand?**

Yes

**Do you support the overall objectives and content of the document?**

Yes

**Please provide further comments if you wish.**

I think the pathway through the Pat Morton lookout for bicycles is a great idea. I ride there most days and it is so bumpy I drive behind the parked cars to avoid the grassy area and then rejoin the path at the north of the car park. It is dangerous driving behind the parked vehicles but better than riding along a path so bumpy it hurts.

I think there should be either a line down the middle of the path going north from Pat Morton to 7 Mile Beach or signs directing people to share the path, ring the bell and keep to the left. It isn't a big problem but I know pedestrians feel offended by having to share with bicycles.

There are some amazing birds and marsupials living south of Pat Morton I think we should do as much as possible to protect them. Lennox Landcare have done an incredible job.

**I agree to Ballina Shire Council collecting my Name, Email, and Phone Number**

I agree

**Submission ID**

6113a4b8e659507f105d2efd

## Feedback for Documents on Exhibition

**Submitted At**

2021-08-13 13:02:47

**Name of exhibited document you want to make comment on.**

Pat Morton Precinct - Car Park and Shared Path Concept Design

**Your Name**

Colin Peckham

**Phone Number**

+61418806692

**Your email?**

[colinpeckham7@gmail.com](mailto:colinpeckham7@gmail.com)

**Having read the document, is it easy to read and understand?**

Yes

**Please provide any suggestions for improvement.**

Cant it give more references to the Aboriginal heritage of the area

**Do you support the overall objectives and content of the document?**

Yes

**I agree to Ballina Shire Council collecting my Name, Email, and Phone Number**

I agree

**Submission ID**

6115e0d71aaff6ce71407ac



## Feedback for Documents on Exhibition

**Submitted At**

2021-08-13 12:57:12

**Name of exhibited document you want to make comment on.**

Water and Wastewater Connections Policy

**Your Name**

David Cowdery

**Phone Number**

0434816320

**Your email?**

[divec@ozemail.com.au](mailto:divec@ozemail.com.au)

**Having read the document, is it easy to read and understand?**

Yes

**Do you support the overall objectives and content of the document?**

Yes

**Please provide further comments if you wish.**

There is already a severe problem with vehicles (front or rear) overhanging the shared path near Shelley Beach Surf Club. Therefore parking must be front in only and stop strips must be provided to limit vehicle path overhang. The extent of overhang of some 4WD vehicles can be very surprising. 1m clearance to the path may not be enough.

This pathway will create problems for cyclists caused by ignorant visitors standing on and blocking the path. Signage should warn people to give way to path traffic and not to block the path.

**I agree to Ballina Shire Council collecting my Name, Email, and Phone Number**

I agree

**Submission ID**

6115df88ab8e32665b579c12

## Feedback for Documents on Exhibition

**Submitted At**

2021-08-13 15:03:45

**Name of exhibited document you want to make comment on.**

Pat Morton Precinct - Car Park and Shared Path Concept Design

**Your Name**

David Cowdery

**Phone Number**

0434816320

**Your email?**

[divec@ozemail.com.au](mailto:divec@ozemail.com.au)

**Having read the document, is it easy to read and understand?**

Yes

**Do you support the overall objectives and content of the document?**

Yes

**Please provide further comments if you wish.**

The shared pathway near Shelley Beach Surf Club suffers from a severe problem with overhanging vehicles obstructing the path. Therefore at Pat Morton it is vital that parking be nose in only and stops must be fitted into each bay to limit vehicle overhang. Some 4WD vehicles have enormous front overhang. 1m clearance to the shared path may not be enough.

This new pathway will have seats and information signage encouraging people to congregate on the path blocking access for users. This is a prime example of the need for multiple signage such as "Give way to path traffic" "Do not block the path". Signage in Ballina has always been lacking to encourage smooth conflict free operation of the pathways and to inform users of path etiquette. Here is the chance to rectify this long standing error. There will always be crowds at Pat Morton and most will not be just travelling along the path but will be standing around so some intelligent action is vital

## Feedback for Documents on Exhibition

**Submitted At**

2021-08-15 17:11:44

**Name of exhibited document you want to make comment on.**

Pat Morton Precinct - Car Park and Shared Path Concept Design

**Your Name**

Grace McKenna

**Phone Number**

0476072973

**Your email?**

gracemail08@gmail.com

**Having read the document, is it easy to read and understand?**

Yes

**Do you support the overall objectives and content of the document?**

Yes

**Please provide further comments if you wish.**

As a local and frequent visitor to the headland, as a place to just sit and observe the water and sky and as a coastal walker Option 3 is my preferred option. It pulls the Carpark back along the north and allows all that area to remain grassy. If it were a hard surface pathway the physical amenity would be greatly reduced with the constant foot and cycle traffic, and most certainly not a pleasant place to sit. The best option is for the pathway to go through the carpark as in Option 3 with traffic calming devices. It is also more important to have one bus and one long vehicle bay than 2 bus bays, to limit the number of visitors at one time (think of the toilet, and simply the amenity of the grassland/headland) and also it is important to cater in measure for travellers in long vehicles, often families towing a van. That there is no built pathway to the steps is not an issue for me and enhances the natural feel of the headland. I believe the motto Share, Respect, and Preserve are central in Option 3. The informality of the headland amenity is key to it's popularity.

**I agree to Ballina Shire Council collecting my Name, Email, and Phone Number**

I agree

**Submission ID**

6118be300cb24667133f277f

**From:** susi cody <[scody8@hotmail.com](mailto:scody8@hotmail.com)>

**Sent:** Monday, 16 August 2021 2:49 PM

**To:** Ballina Shire Council <[BallinaShireCouncil@ballina.nsw.gov.au](mailto:BallinaShireCouncil@ballina.nsw.gov.au)>

**Subject:** [EXTERNAL SENDER] Pat Morton Lookout precinct - shared pathway integration. Plan No.3

Dear council officers

I'm lead to believe that comments on your 4 ideas are due by 19th August. I hope that this deadline may be extended due to Covid19 restrictions on movement.

I was planning a trip to Wategos Byron Bay to take photos of some alternative seating ideas for the headland, as myself and many people use this idea regularly. But cannot include photos to date.

I use Pat Morton Lookout regularly - as a central and natural meeting place with local friends, picnics, whale watching, just sitting and enjoying the view, watching surfers.

I am wholeheartedly in favour of keeping it as natural as possible and have chosen No.3 as it appears to maximise the grassy area.

I don't think that the shared pathway needs a concrete connector to the steps. ( the steps are certainly not an aesthetically pleasing construction, but that is another issue. Hopefully in the future they may be replaced with wood/concrete ground level construction)

I'm in favour of the concrete (salt wash?) shared pathway to skirt the carpark on the western side, and then to cross through the carpark twice via the central garden. I believe this will act as a traffic calmer, especially if it was raised in a cobble stone like effect.

Seating on the grass area in front of carpark.- Are the logs set to be removed? The informal style seating of the logs is in keeping with a natural non-built look. Perhaps a concrete base could be added to these as the base has been eroded by constant and pleasurable use. The proposed design of extra bench seats would be beneficial too as our population increases. It needs more than just 3 seats.

Perhaps the grassy bank from the carpark down the northern slope could be gently terraced with some inground big railway sleepers used to retain and to add further seating (as per Wategos)

Picnic tables look great! as does the toilet revamp. (in the same ugly box as the steps!!) By the way, the interior light is faulty at the moment and needs a fix. Timber decorations on the walls and a coat of paint would look great.

Please consider these opinions from some one who would love to see Ballina Shire Council do some natural landscaping as many other shires nearby lead by example.

best regards

Susi Cody

## Feedback for Documents on Exhibition

**Submitted At**

2021-08-18 12:45:19

**Name of exhibited document you want to make comment on.**

Pat Morton Precinct - Car Park and Shared Path Concept Design

**Your Name**

Michelle Bourke

**Phone Number**

+61409712688

**Your email?**

[michelle.ballina@gmail.com](mailto:michelle.ballina@gmail.com)

**Having read the document, is it easy to read and understand?**

Yes

**Do you support the overall objectives and content of the document?**

Yes

**Please provide further comments if you wish.**

I would prefer Option 2. There is no point in running the path through the car park as it is extremely dangerous especially when there is a good surf on and the carpark is extremely busy.

**I agree to Ballina Shire Council collecting my Name, Email, and Phone Number**

I agree

**Submission ID**

611c743f26b0014a337c667e

## 10.1 Pat Morton Car Park Precinct - Concept Plan

### Feedback for Documents on Exhibition

Submitted At

2021-08-24 11:12:10

Name of exhibited document you want to make comment on.

Pat Morton Precinct - Car Park and Shared Path Concept Design

Your Name

Brad Pollard

Phone Number

0403855100

Your email?

brad@fatdigital.com.au

Having read the document, is it easy to read and understand?

Yes

Do you support the overall objectives and content of the document?

Yes

Please provide further comments if you wish.

CONCEPT 1 is preferred for the following reasons:

- our iconic shared path is continued along the front of the lookout area making the walk/ride experience amazing
- The shared path is not made to cross the parking area
- Concept 1 will decommission 1 metre of unrequired bitumen and use it as a grass verge separating carpark and shared path
- Concept 1 provides a more efficient and freeflowing car parking layout. It involves only one (1) travel lane and all car parking spaces are accessible from the same travel lane
- Concept 1 maximises parking with 42 carspaces provided

CONCEPT 1 could be improved by :

a) Adding more than 1 picnic node. Concept 1 plan depicts only 1 Picnic node. Providing more opportunities for families and friends to create happy memories together at the lookout is a must.

Sadly, tragic incidents occur at the lookout and it is hard to dissociate these feelings when visiting the lookout. The concept design should aim to weave a more positive story into this truly beautiful destination.

b) Placename signage including the name 'Pat Morton' should be deferred until an alternative indigenous name is found for the area. The lookout was named after a politician that donated some money to build a road. We can

## 10.1 Pat Morton Car Park Precinct - Concept Plan

do better than this. Active and concerted efforts could be made now to arrive at an indigenous name for the lookout.

c) Providing BIKE PARKING in a more visible area. Many people riding their bikes will want to park their bikes when they see the view yet the bike rack is proposed to be installed near the toilet. A good position would be in the area marked (E).

d) To encourage more bike use in the shire a Bicycle Maintenance station should be provided

CONCEPT 2 is not preferred as there is no space (grass verge) between car parking area and shared path. Having a grass verge between car park and shared path makes the interface between the two much safer and therefore easier to enjoy.

There is plenty of open green space for the community to enjoy in area (B) of the concept plan. We do not need to maximise greenspace to the extent that Concept 2 does, as it comes at a cost of safety. The verge / swale area will also help alleviate stormwater runoff from the carpark into the natural environment.

CONCEPT 3 & 4 is not preferred because:

- The shared path is made to cross the road in the parking area twice. This takes away from the iconic experience offered by the Shared Path and creates safety concerns.
- The parking layouts of Concepts 3 and 4 create 2 parking bays and multiple travel lanes which will likely create bottlenecks and frustration with drivers
- Concepts 3 & 4 provide fewer car parking opportunities

I agree to Ballina Shire Council collecting my Name, Email, and Phone Number

I agree

Submission ID

6124476abd6649138701765e

## 10.1 Pat Morton Car Park Precinct - Concept Plan

### Feedback for Documents on Exhibition

Submitted At

2021-08-24 07:10:02

Name of exhibited document you want to make comment on.

Pat Morton Precinct - Car Park and Shared Path Concept Design

Your Name

Amanda Bromfield

Phone Number

0411897418

Your email?

amandabromfieldartist@gmail.com

Having read the document, is it easy to read and understand?

Yes

Please provide any suggestions for improvement.

Option 2

Keep the log seats

Put up signage that all car engines must be turned off when cars are parked in the carpark.

No car engines to be left running while people watch the view.

Another toilet

Do you support the overall objectives and content of the document?

Yes

Please provide further comments if you wish.

Option 2

Keep the log seats

Put up signage that all car engines must be turned off when cars are parked in the carpark.

No car engines to be left running while people watch the view.

Another toilet - one is not enough.

I agree to Ballina Shire Council collecting my Name, Email, and Phone Number

I agree

Submission ID

61240eaa10635d18d546eb21



## 10.1 Pat Morton Car Park Precinct - Concept Plan

From: Jane Burges <janeleete@icloud.com>  
Sent: Tuesday, 24 August 2021 5:31 PM  
To: Ballina Shire Council <BallinaShireCouncil@ballina.nsw.gov.au>  
Subject: [EXTERNAL SENDER] Prefer Option 2 -Pat Morton Lookout Integrated Walkway Concept Design

Dear Council team,

Re Pat Morton Lookout Integrated Walkway Concept Design

I would like to express my preference for Option 2.

I prefer this option overall as it creates an uninterrupted flow for pedestrians and cyclists and is thus safer and more relaxing for all users , especially families with children.

I also prefer the optimal preservation of grassy area on the northern side.

I would strongly suggest retaining the seats with backs in their current location as they provide a very relaxing place to enjoy the view. Backs are much more restful, they are already in place, and they will not be directly adjacent to the bike path hence much more peaceful with people not constantly moving behind you in close proximity(esp with covid considerations which unfortunately are likely to persist.)

In my original submission several years ago I asked for the bench seats so typical of Lennox to be preserved. I still believe this , however if the originals are being removed I think this location would benefit from increased timber seats with backs the same as those already there and now literally "part of the furniture". If the three already in place remain and the two new seats (labelled D) adjacent to the proposed path are placed as planned they will look through the gaps. Because of the profile of the slope, the backs of the seats in the foreground will not block views from the higher seats(D).

Thank you for your consideration of these thoughts.

Kindest regards,

Jane Leete

## Feedback for Documents on Exhibition

**Submitted At**

2021-08-27 12:14:59

**Name of exhibited document you want to make comment on.**

Pat Morton Precinct - Car Park and Shared Path Concept Design

**Your Name**

Andrew Mulcahy

**Phone Number**

0414663058

**Your email?**

[andrew@atlaw.com.au](mailto:andrew@atlaw.com.au)

**Having read the document, is it easy to read and understand?**

Yes

**Do you support the overall objectives and content of the document?**

Yes

**Please provide further comments if you wish.**

Option 1 looks best. Shared path and grass.

if the shared path is routed through the car park most people on foot or bike will still go along the front and further erosion will occur and the path most likely underused.

**I agree to Ballina Shire Council collecting my Name, Email, and Phone Number**

I agree

**Submission ID**

61284aa39e46c842152a32d0

## Feedback for Documents on Exhibition

**Submitted At**

2021-08-27 12:15:16

**Name of exhibited document you want to make comment on.**

Pat Morton Precinct - Car Park and Shared Path Concept Design

**Your Name**

Gayle McCallum

**Phone Number**

0401824421

**Your email?**

gmcc2478@hotmail.com

**Having read the document, is it easy to read and understand?**

Yes

**Do you support the overall objectives and content of the document?**

Yes

**Please provide further comments if you wish.**

I am a regular walker and cyclist on the Pat Morton lookout path. As a cyclist I feel Layout Options 1 & 2 with the pathway in front of the parked cars is too dangerous. When it is busy, people exit the cars and do not look where they are going.

My preference would be given to Layout Option 3.

Note I would also suggest that the boardwalk is also too busy to have cyclists on it. It should be for pedestrians only as there is too much traffic for both cyclists and pedestrians.

Can another safe path be created beside or around the vegetation area and the present boardwalk for cyclists only?

Thank you for considering my submission.

## Feedback for Documents on Exhibition

**Submitted At**

2021-08-28 12:26:35

**Name of exhibited document you want to make comment on.**

Pat Morton Precinct - Car Park and Shared Path Concept Design

**Your Name**

Warren Hirst

**Your email?**

[wozrin@yahoo.com](mailto:wozrin@yahoo.com)

**Having read the document, is it easy to read and understand?**

Yes

**Please provide any suggestions for improvement.**

It's at it's best. No room for improvement. Well done.

**Do you support the overall objectives and content of the document?**

Yes

**Please provide further comments if you wish.**

Really great to see this precinct being upgraded.

Please can you also include some information around who Pat Morton was? No one I speak to who's lived in Ballina for a long time seems to know anything about him. Nothing. It's kinda odd to be honest.

Maybe also a some pictures of the area and road from Lennox to Ballina in years gone by. Perhaps even a feature of the pioneers of the surf in the area with archived footage.

Thanks for being a great council. Ballina is the best.

Just to get that ocean pool sorted now...

**I agree to Ballina Shire Council collecting my Name, Email, and Phone Number**

I agree

**Submission ID**

61299edbcdbfa459ee0b2d38

## Feedback for Documents on Exhibition

**Submitted At**

2021-08-30 11:13:35

**Name of exhibited document you want to make comment on.**

Pat Morton Precinct - Car Park and Shared Path Concept Design

**Your Name**

Geoffrey Wegg - President Lennox Head Residents' Association

**Phone Number**

61411473303

**Your email?**

[geoffwegg@bigpond.com](mailto:geoffwegg@bigpond.com)

**Having read the document, is it easy to read and understand?**

Yes

**Please provide any suggestions for improvement.**

Any gutters at the edges of the car park/pathway should be of the lay-back style to afford easier access from the car park for prams, walkers, wheelchairs etc.

**Do you support the overall objectives and content of the document?**

Yes

**Please provide further comments if you wish.**

Lennox Head Residents' Association submit that Option2 is the most suitable for the redevelopment of the Pat Morton Lookout Precinct

**I agree to Ballina Shire Council collecting my Name, Email, and Phone Number**

I agree

**Submission ID**

612c30bf30570b3aee12237c

**From:** Sharne Wolff <wolffies@mac.com>  
**Sent:** Monday, 30 August 2021 11:53 AM  
**To:** Ballina Shire Council <BallinaShireCouncil@ballina.nsw.gov.au>  
**Subject:** [EXTERNAL SENDER] Feedback: Pat Morton Lookout Precinct

Attention: Alistair Weallans

Dear Sir,

**Pat Morton Lookout Precinct – Shared Pathway Integration Conceptual Ideas**

Thank you for the opportunity to comment on the proposed plans for the Pat Moreton lookout.

The questions asked on the Feedback Form are not relevant to my submission – hence my email.

I have read the report of Design Team Ink (DTI) and have been a frequent user (as both pedestrian and bike rider) of the various paths between Lennox Head and Ballina for almost 30 years. I note that Council has provided 4 conceptual designs for the Pat Moreton lookout area.

**My preference is for Option 2**

Although Option 2 does not represent a perfect solution, my reasons for choosing option 2 align with those put forward by DTI and in particular because:

It provides a continuous pathway with no vehicular conflict

Maximises the amount of grass space on the eastern side of the pathway

Provides additional grass to the centre of the carpark

Retains and protects existing vegetation

I have chosen Option 2 on the basis that bike riders and cyclists will be advised of either a very low speed limit (preferably written on the path not with signage) and notice that those on bikes are required to give way to pedestrians.

I'm not sure why it is necessary remove and relocate the existing seats? Why not leave those in position and add several more bench seats as per the design?

**Options 1, 3 and 4**

In my view:

Option 1 (which is similar to Option 2 but includes the 1 metre grass verge) has greater aesthetic benefit but due to the amount of foot traffic in the area it is extremely unlikely that grass would be allowed to grow in the space. It is ore likely that the 1 metre verge will become an eroded space and rubbish collector.

Options 3 and 4 are unworkable at a practical level. I believe that if an indirect path were built across the vehicle space, it would remain unused as people will always take the most direct route between two tracks.

**Conceptual Rationale including materials and furniture**

Lennox Headland is the most iconic natural feature of Ballina Shire and natural treasure,

## 10.1 Pat Morton Car Park Precinct - Concept Plan

As per the Concept Rationale on p17 of the DTI Report, I agree that the design, including furniture and materials of the entire Pat Morton precinct should be in keeping with Lennox Point's status as a National Surfing Reserve and kept as natural and low key as possible. (For example, at Boulders Beach car park the existing large rock bollards were removed or pushed aside and replaced with a stark black bitumen path and too-tall timber bollards – not in keeping with the environment as the original boulders had been).

The designs proposed in the report should be followed and all new installations constructed in materials using tones that reflect the natural environment.

Of those items not mentioned in the report, in my view:

Wheel stops should be in keeping with the design and created with boulders (sympathetic in nature to the exiting geology not sandstone blocks!) or constructed of chunky timber.

The toilet is in a desperate state and should be renovated and painted on the inside as well as outside.

The current tribe of red garbage bins should be replaced with some more sympathetic in colour and design.

To allow everyone to enjoy the serenity and the view, drivers of vehicles should be encouraged to turn off their engines while parked at the headland.

Yours sincerely,

Sharne Wolff  
Lennox Head

**From:** David Wolff <david.wolff@spwalters.com.au>  
**Sent:** Tuesday, 31 August 2021 9:45 AM  
**To:** Ballina Shire Council <BallinaShireCouncil@ballina.nsw.gov.au>  
**Subject:** [EXTERNAL SENDER] Feedback: Pat Morton Lookout Precinct

Attention: Alistair Weallans

Dear Sir,

**Pat Morton Lookout Precinct – Shared Pathway Integration Conceptual Ideas**

Thank you for the opportunity to comment on the proposed plans for the Pat Moreton lookout.

The questions asked on the Feedback Form are not relevant to my submission so I have decided to send my comments by email.

I have read the report of Design Team Ink (DTI) and have been a regular user (as both pedestrian and bike rider) of the various paths between Lennox Head and Ballina for almost 30 years.

**My choice is Option 2**

Although Option 2 does not in my opinion represent a perfect solution, my reasons for choosing option 2 align with those put forward by DTI and in particular because:

It provides a continuous pathway with no vehicular conflict

Retains and protects existing vegetation

Maximises the amount of grass space on the eastern side of the pathway

Provides additional grass to the centre of the carpark

I have chosen Option 2 on the basis that bike riders and cyclists will be advised of either a very low speed limit (preferably written on the path not with signage) and notice that those on bikes are required to give way to pedestrians.

I'm not sure why it is necessary remove and relocate the existing seats? Could they not be left those in those positions and add several more bench seats as set out in the design?

**Options 1, 3 and 4**

In my view:

Option 1 (which is similar to Option 2 but includes the 1 metre grass verge) has greater aesthetic benefit but due to the amount of foot traffic in the area it is extremely unlikely that grass would be allowed to grow in the space. It is ore likely that the 1 metre verge will become an eroded space and rubbish collector.

Options 3 and 4 are unworkable at a practical level and in my opinion dangerous.

**Conceptual Rationale including materials and furniture**

Lennox Headland is the most iconic natural feature of Ballina Shire.



## 10.1 Pat Morton Car Park Precinct - Concept Plan

As per the Concept Rationale on p17 of the DTI Report, I agree that the design, including furniture and materials of the entire Pat Morton precinct should be in keeping with Lennox Point's status as a National Surfing Reserve and kept as natural and low key as possible. (For example, at Boulders Beach car park the existing large rock bollards were removed or pushed aside and replaced with a stark black bitumen path and too-tall timber bollards – not in keeping with the environment as the original boulders had been).

The designs proposed in the report should be followed and all new installations constructed in materials using tones that reflect the natural environment.

Of those items not mentioned in the report, in my opinion:

Wheel stops should be in keeping with the design and created with boulders (sympathetic in nature to the exiting geology not sandstone blocks!) or constructed of chunky timber.

The toilet is in a desperate state and should be renovated and painted on the inside as well as outside. In My opinion there should be a second toilet if it could be renovated. It's an eyesore.

The current red garbage bins should be replaced with some more sympathetic in colour and design.

Yours sincerely,

David Wolff  
Lennox Head

## Feedback for Documents on Exhibition

**Submitted At**

2021-08-31 12:07:35

**Name of exhibited document you want to make comment on.**

Pat Morton Precinct - Car Park and Shared Path Concept Design

**Your Name**

Monica Wilcox

**Phone Number**

0408776171

**Your email?**

[balibob@bigpond.com](mailto:balibob@bigpond.com)

**Having read the document, is it easy to read and understand?**

Yes

**Please provide any suggestions for improvement.**

Overall

1) The report notes that the area is used by hang gliders & that it can be busy because they have an audience for the "spectacle of hang gliders.

This report does not note that this location can be very busy when the surf is pumping. Multi-generations sit or stand on the grassy area (B) and a big surf day becomes quite a local community event.

2) I was disappointed by the removal of the logs because they add character & I'm a log sitter.

In saying that, I do like the replacement bench seats. Does their location provide optimal viewing of the surfing below?

3) Toilets. Yes they currently look like a shed of some sort.

Nice detailing on the battens Share Respect Preserve

4) Concrete finish preference is salt finish.

Option 1 or 2- last place

1) The shared path in front of the car park appears a safety issue:

- It would be the junction between a) the Shared Path, b) Coastal Walk, c) people meandering from the car park and d) people simply using the path as a level lookout and/or congregation point.
- Personal experience of the Boulders Beach car park with path has been dangerous due to cyclists

hurting down the Coastal Walk onto this flat smooth path & getting up speed to hit the dirt of the Coastal Walk again, at the other end. Small children use it this section to ride scooters & Dad's skateboard.

- At both Sharpes and Flat Rock Beaches the shared path pedestrians have to be very cautious crossing from the car park to the towards the beach, as cyclists are assuming priority the moment the ring their bell
- as they pop out of the bushes.

2) As noted on page 5, "...allows a driver to park overlooking the ocean without leaving their vehicles..." these non-vehicle thoroughfare options will obstruct this view which is important for people with limited accessibility or just sitting eating your lunch.

3) Do like the rounded layout of the car park because it has a less shopping centre car park.

4) Option 1: The strip of planting between the car park & path would soften the hard surfaces but I am doubtful it would survive the foot traffic from the car park to the path and/or open space.

Option 4- getting there

1) The distinct separation of the Shared Path is the benefit of this design.

2) Share path's raised thresholds where they cross the road will slow traffic but the straight-ish line through the car park could lead to conflict between drivers and cyclists.

3) Although the rectangular car park provides a few more parking spaces, it resembles a shopping centre car park.

Option 3 is my preference

1) The distinct separation of the Shared Path is the benefit of this design.

2) Raised thresholds where the shared path crosses the road as well as their offset from each other will slow traffic better than Option 4.

3) Provides a meander alongside the car park which has a more natural feel.

4) More grassed recreational area around the car park.

5) The rounded layout of the car park is less shopping centre car park,

**Do you support the overall objectives and content of the document?**

Yes

**I agree to Ballina Shire Council collecting my Name, Email, and Phone Number**

I agree

**Submission ID**

612d8ee7f4581335ba1543b4

## Feedback for Documents on Exhibition

**Submitted At**

2021-08-31 12:11:34

**Name of exhibited document you want to make comment on.**

Pat Morton Precinct - Car Park and Shared Path Concept Design

**Your Name**

Mel Mott

**Phone Number**

0422050518

**Your email?**

[melmott60@gmail.com](mailto:melmott60@gmail.com)

**Having read the document, is it easy to read and understand?**

Yes

**Please provide any suggestions for improvement.**

The documents seem satisfactory

**Do you support the overall objectives and content of the document?**

Yes

**Please provide further comments if you wish.**

I support option 4. Although this means the shared pathway crosses the car park/ access roads, a raised pedestrian/ bike section across these would ensure safety. I think it is essential to retain the grassed area in front of the car park. I would prefer an alternative more permeable material to concrete for the shared pathway.

## Feedback for Documents on Exhibition

**Submitted At**

2021-08-31 14:27:20

**Name of exhibited document you want to make comment on.**

Pat Morton Precinct - Car Park and Shared Path Concept Design

**Your Name**

Malcolm Milner

**Phone Number**

+61266875602

**Your email?**

[mmilner@norex.com.au](mailto:mmilner@norex.com.au)

**Having read the document, is it easy to read and understand?**

Yes

**Do you support the overall objectives and content of the document?**

Yes

**Please provide further comments if you wish.**

I prefer option 4. The pathway will not be blocking the view of people wishing to just sit and look.

**I agree to Ballina Shire Council collecting my Name, Email, and Phone Number**

I agree

**Submission ID**

612dafa86be92f6730472691

## Feedback for Documents on Exhibition

**Submitted At**

2021-08-31 20:16:33

**Name of exhibited document you want to make comment on.**

Pat Morton Precinct - Car Park and Shared Path Concept Design

**Your Name**

Lennox Head National Surfing Reserve Association - Secretary Ben Holmes

**Phone Number**

0434466704

**Your email?**

[wahaaboisei1@gmail.com](mailto:wahaaboisei1@gmail.com)

**Having read the document, is it easy to read and understand?**

Yes

**Please provide any suggestions for improvement.**

Thankyou to members and key stakeholders who submitted their views on the range of options presented to the community on the Pat-Morton-precinct-car-park-and-shared-path-concept-design. Special mention from some members would include some concerns on the need to modify the options through public consultation to achieve the "best" option based on community feedback on the Ballina Shire Council's generated options. This did not seem to be presented as a method of achieving the best result.

A total of 13 selections were received and the majority (7 members) selected a preference for option 1 due mainly to the public safety and potential liability issues with mixing pedestrians/bikers/wheelchair access with traffic. Most members who selected option 3 or 4 were primarily concerned with the reduced northern boundary of the carpark which will limit the ability to view the surf from your car and the impact of foot and bike traffic in front of vehicles.

A number of other suggestions and concerns were raised by members including an enquiry from 2 members concerning the future need for more carparking and the possibility of extending the car park to the south to meet the future need and accepting some loss of green space. Other concerns were to use environmentally friendly and durable materials as much as possible and include more trees, shrubs and gardens amongst our increasing use of concrete in the shire.

**Do you support the overall objectives and content of the document?**

**Yes**

**Please provide further comments if you wish.**

Please see the email generated and sent to members to inform them of the groups democratic decision and concerns to improve the current 4 options.

**If you wish your feedback to remain confidential please provide reasons for this.**

Feedback is a summary of the Associations members and does not necessarily reflect my own personal viewpoint.

**I agree to Ballina Shire Council collecting my Name, Email, and Phone Number**

**I agree.**

**Submission ID**

**612e0181912a49405e0afc09**

## Feedback for Documents on Exhibition

**Submitted At**

2021-09-01 10:57:40

**Name of exhibited document you want to make comment on.**

Pat Morton Precinct - Car Park and Shared Path Concept Design

**Your Name**

Lennox Head National Surfing Reserve Association - Secretary Ben Holmes

**Phone Number**

0434466704

**Your email?**

[wahaaboiseil@gmail.com](mailto:wahaaboiseil@gmail.com)

**Having read the document, is it easy to read and understand?**

Yes

**Please provide any suggestions for improvement.**

LHNSRA put forward a vote for option 1 yesterday. A number of late responses by members has now changed the groups preferred selection which is now clearly option 4. Could you please retract our first submission and now state a group vote supporting Option 4 (please include all the previous comments/issues and suggestions from the previous response.

**Do you support the overall objectives and content of the document?**

Yes

**Please provide further comments if you wish.**

Option 4 is LHNSRA supported by majority vote

**I agree to Ballina Shire Council collecting my Name, Email, and Phone Number**

I agree

**Submission ID**

612ed0046db0fb3c7878de56



## Feedback for Documents on Exhibition

**Submitted At**

2021-09-01 16:22:08

**Name of exhibited document you want to make comment on.**

Pat Morton Precinct - Car Park and Shared Path Concept Design

**Your Name**

Robyn C Hargrave

**Phone Number**

+61412660994

**Your email?**

[harg1rob@gmail.com](mailto:harg1rob@gmail.com)

**Having read the document, is it easy to read and understand?**

Yes

**Please provide any suggestions for improvement.**

None come to mind for the actual document. My comments regarding to the options are listed below.

**Do you support the overall objectives and content of the document?**

Yes

**Please provide further comments if you wish.**

My preference is for Option 2 for the the following reason:

the pathway butts directly to the carpark making access easier for people with wheels (ie wheely walkers, wheel chairs, strollers and the like) rather than bogging in a grass strip which is unlikely to survive passage of many feet.

To enhance that access, perhaps curbing between the path and carpark could be 'layback', again to readily accommodate wheeled pedestrians to and from vehicles, rather than being channelled into access points and having to traverse the car park.

To minimise drivers' speed, perhaps consideration might be given to traffic calming at the entrance to the lookout from North Creek Road (such as a hump) and a 10kph or even 5kph speed limit imposed.

**I agree to Ballina Shire Council collecting my Name, Email, and Phone Number**

I agree

**Submission ID**

612f1c1062a2760b834237b7

## 10.1 Pat Morton Car Park Precinct - Concept Plan

**From:** Angela Beglin <abeglin2012@gmail.com>  
**Sent:** Tuesday, 7 September 2021 2:48 PM  
**To:** Alistair Weallans <Alistair.Weallans@ballina.nsw.gov.au>  
**Subject:** [EXTERNAL SENDER] Fwd: Items of Interest from Ballina Shire Council

Hi Alistair,

I'm writing with regards to the concept designs for the upgrades to Pat Morton lookout.

I understand the closing date for submissions was last Wednesday 1-Sep, unfortunately I only discovered this last night at our Lennox Head Residents' Association meeting.

At the meeting we were also advised the management committee had made a submission on behalf of the rest of the Association.

Is it too late for me to advise that my preference is not what was submitted by the Association?

My preference of the four design options is **Option 4**.

Thanks, please let me know if you need any further information.

*Warm regards,*

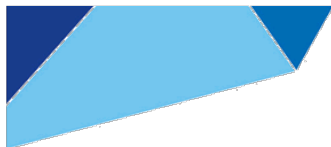
*Angela Beglin*

# Pat Morton Lookout – Options Report

Councillor Briefing – Date October 2021



**ballina**  
shire council

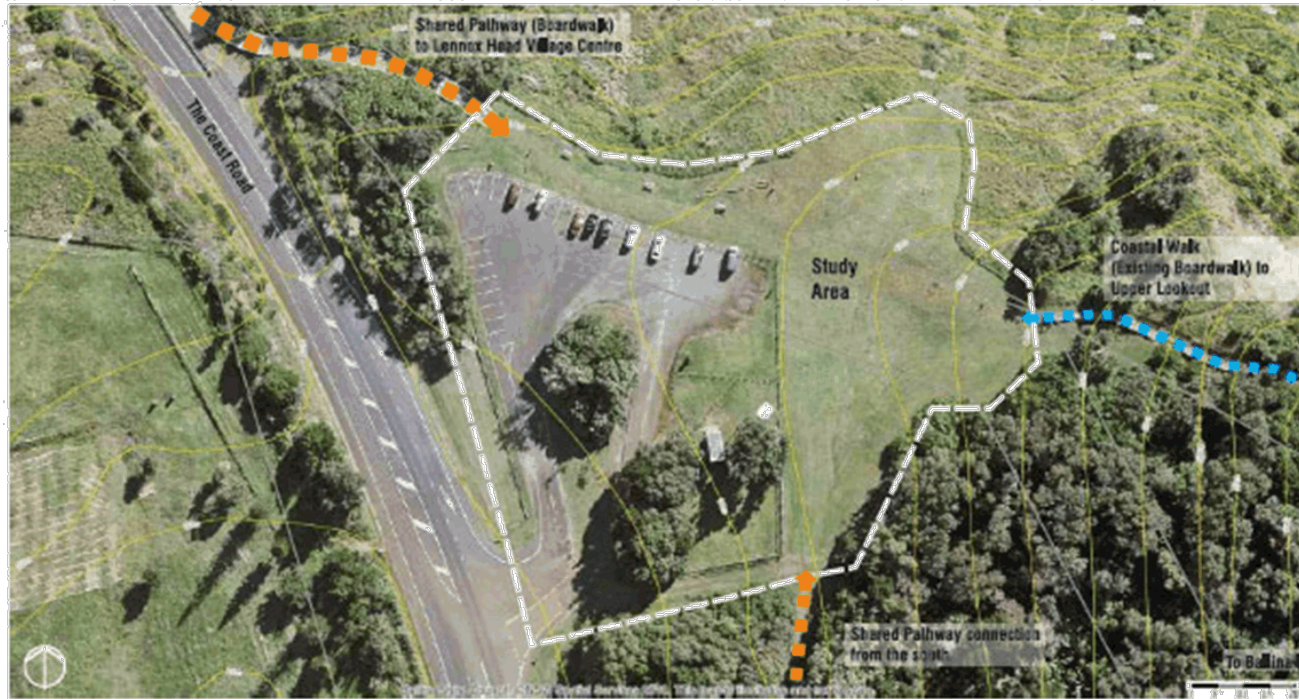
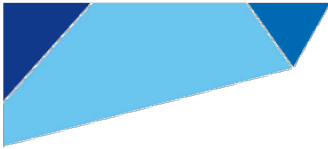


## Introduction

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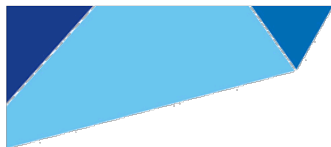
Discussion:

- Surface Options
- Setback
- Aboriginal Consultation
- Lennox Village Vision



The missing link....





## Council Resolution

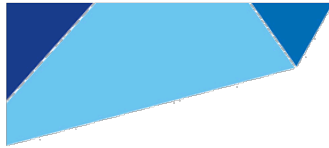
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**230921/16          RESOLVED**

(Cr Stephen McCarthy/Cr Nathan Willis)

That Council look at different options for the construction materials for the pathway for Options 1 and 2 from the concept designs attached to this report for the upgrade of the Pat Morton Car Park Precinct.





## Options 1 and 2

---

### Option 1

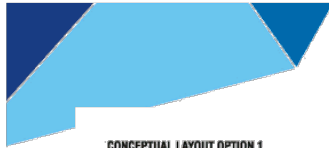
Provides a new path north of the car parking area. The edge of the car park area would be pulled back to the south provide more grassed area and to make provision for the path. The pathway is 2.5m wide and separated from the car parking pavement by a narrow grass verge.

### Option 2

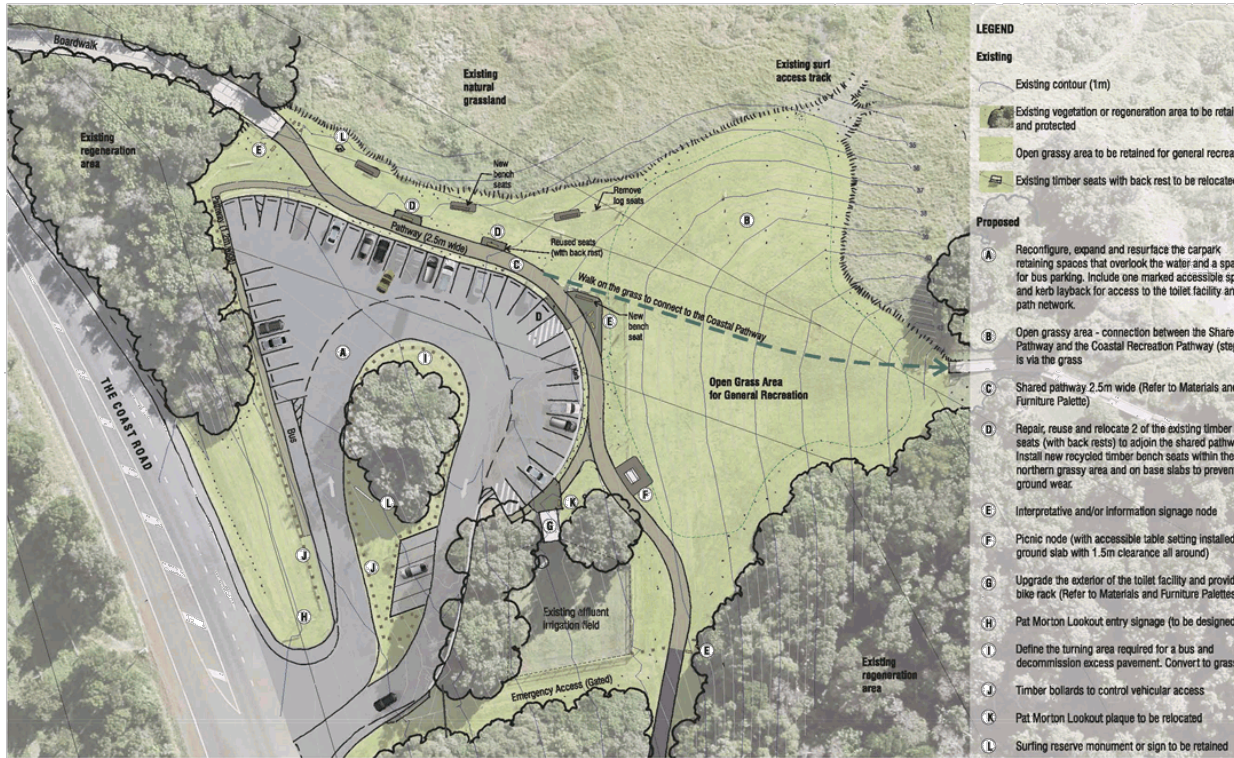
This option is very similar to Option 1 and also provides for a 2.5m path with pathway along the northern edge of the car parking area. The difference is there is no grassed area between the path and carpark. The pathway would be defined and separated from vehicles by wheel stops and pavement colour/patterning treatment. (Both Option 1 and Option 2).







CONCEPTUAL LAYOUT OPTION 1



- LEGEND**
- Existing**
- Existing contour (1m)
  - Existing vegetation or regeneration area to be retained and protected
  - Open grassy area to be retained for general recreation
  - Existing timber seats with back rest to be relocated
- Proposed**
- A Reconfigure, expand and resurface the carpark retaining spaces that overlook the water and a space for bus parking, include one marked accessible space and kerb layback for access to the toilet facility and path network.
  - B Open grassy area - connection between the Shared Pathway and the Coastal Recreation Pathway (steps) is via the grass
  - C Shared pathway 2.5m wide (Refer to Materials and Furniture Palette)
  - D Repair, reuse and relocate 2 of the existing timber seats (with back rests) to adjoin the shared pathway. Install new recycled timber bench seats within the northern grassy area and on base slabs to prevent ground wear.
  - E Interpretative and/or information signage node
  - F Picnic node (with accessible table setting installed on ground slab with 1.5m clearance all around)
  - G Upgrade the exterior of the toilet facility and provide a bike rack (Refer to Materials and Furniture Palettes)
  - H Pat Morton Lookout entry signage (to be designed)
  - I Define the turning area required for a bus and decommission excess pavement. Convert to grass.
  - J Timber bollards to control vehicular access
  - K Pat Morton Lookout plaque to be relocated
  - L Surfing reserve monument or sign to be retained

NORTH  
 Plan Scale 1:500 at A3  
 www.designteamink.com 10 January 2019

Shared Pathway - Pat Morton Lookout Precinct  
**OPTION 1: PLAN**  
 Sheet 10 of 17





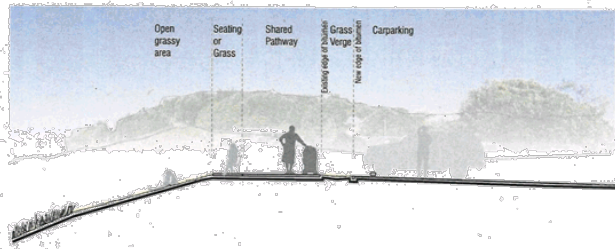
CONCEPTUAL LAYOUT OPTION 1: REFERENCE PLAN

**BENEFITS**

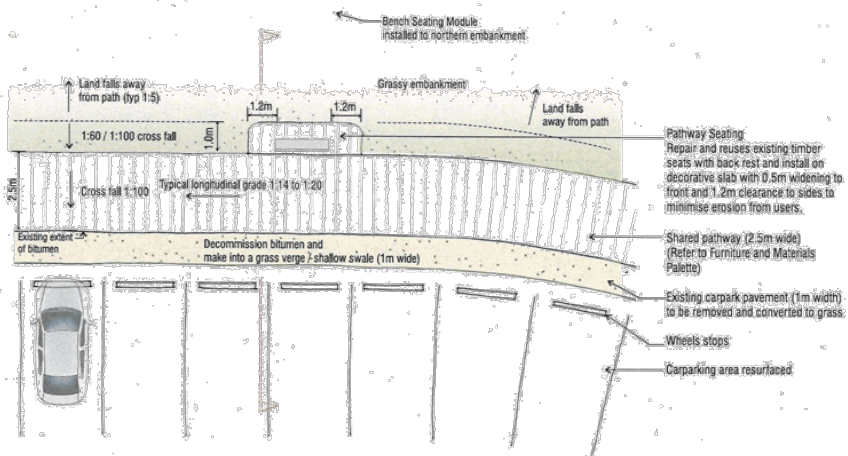
- Provides a continuous pathway connection without vehicular conflict.
- Provides a pathway which is accessibility compliant (grade, cross-fall, width).
- Retains a predominantly 'natural' experience and large open area for general recreation purposes.
- Reduces the amount of asphalt pavement in the 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 (stops) which may be preferred by some users.



TYPICAL SECTION OF OPTION 1 SHARED PATHWAY ARRANGEMENT



TYPICAL OPTION 1 SHARED PATHWAY ARRANGEMENT (Plan Sketch Only)

www.designlink.com.au 10 January 2019

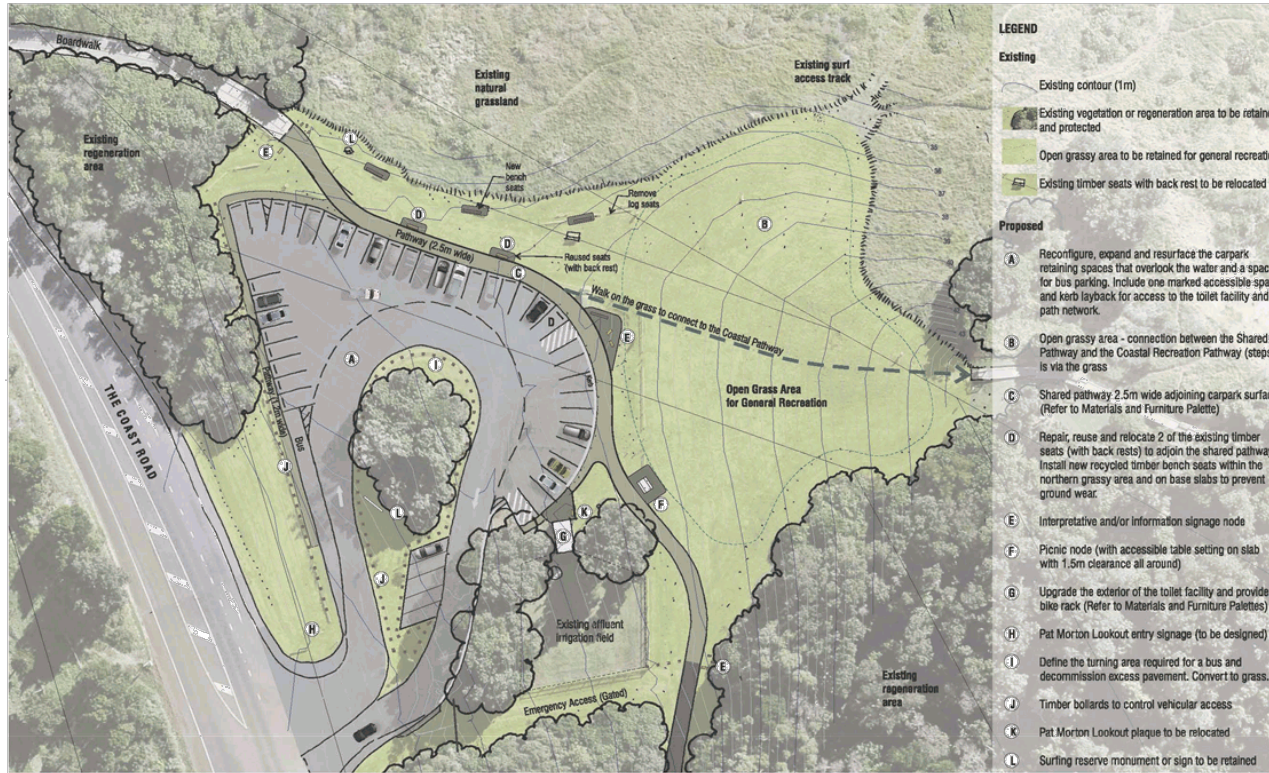
Shared Pathway - Pat Morton Lookout Precinct  
**OPTION 1: DETAILS**  
 Sheet 11 of 17





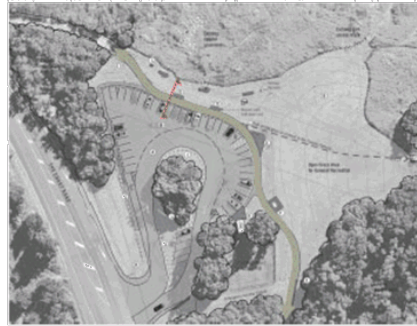


CONCEPTUAL LAYOUT OPTION 2




  
 Plan Scale 1:500 at A3
   
[www.designteamink.com](http://www.designteamink.com) 10 January 2019

Shared Pathway - Pat Morton Lookout Precinct
   
**OPTION 2: PLAN**
  
 Sheet 12 of 17



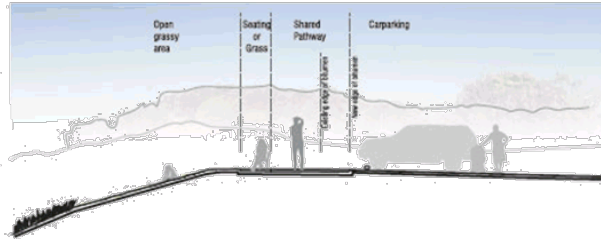
CONCEPTUAL LAYOUT OPTION 2: REFERENCE PLAN

**BENEFITS**

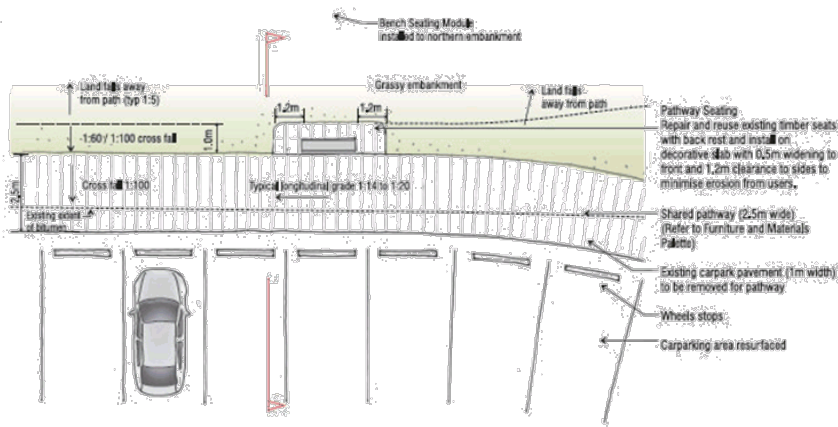
- Provides a continuous pathway connection without vehicular conflict.
- Provides a pathway which is accessibility compliant (grade, cross-fall, width).
- Retains a predominantly 'natural' experience and large open area for general recreation purposes.
- Maximises the amount of grass space on the eastern 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 40 standard, 1 disabled and 1 bus parking spaces.
- Remedies 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

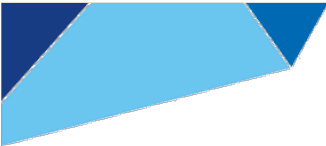


TYPICAL OPTION 2 SHARED PATHWAY ARRANGEMENT (Plan Sketch Only)

www.designteamink.com 10 January 2019

Shared Pathway - Pat Morton Lookout Precinct  
OPTION 2: DETAILS  
Sheet 13 of 12



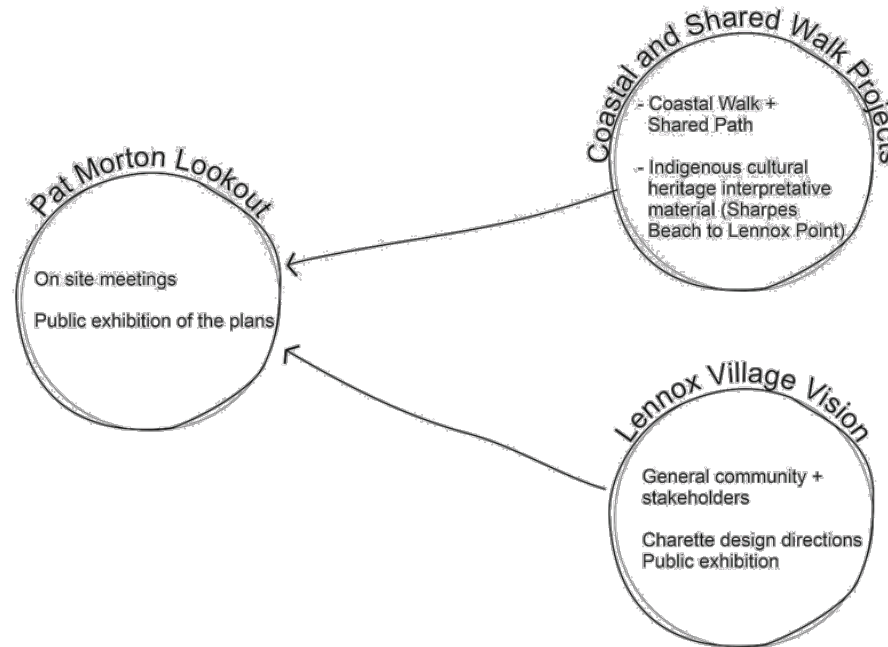




## Community and Cultural Engagement: Indirect and Project Specific

Project Specific Engagement

Other Related Engagement





## Community and Cultural Engagement: Lennox Village Vision: The Place we Want

### Place Personality

The essence of the "personality" of the Place they would like Lennox Head to be in the future



### Community Vision

The communities vision for the future of Lennox Head



### Community Design Directions

The types of materials and detailing that the community said they wanted to see in the design.



Permeable surfaces, vegetation and art, natural materials, sustainable materials, "soft" on the feet and eyes, climate resilient, safe, appropriate scale



Bland or homogenous Concrete  
Too much colour or crazy designs  
High Maintenance  
Too structured or formal

## Options – Products and Surfaces

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1. Do Nothing and Keep it Grass
2. Reinforced Grass
3. Decomposed Granite or Compacted Aggregate within an Edge Restraint
4. Rock Salt Pitted Coloured Concrete
5. Natural Stone Cobbles
6. Community Art Pavers
7. Timber or Composite Fibre Recycled Decking





## Options 1 – Do Nothing and Keep it Grass



### **Positive Aspects**

- Low visual impact and 'soft' aesthetic
- Permeable surface
- Minimal initial capital cost (some grass repair work)
- Allows for large grass area

### **Potential Issues**

- High pedestrian traffic environment
- High surface wear and erosion potential
- Regular ongoing maintenance required
- Wear could result in an uneven and unsafe surface which is not easily accessible to some people without regular ongoing maintenance



## Options 2 – Reinforced Grass



Example Products:  
Cr McCarthy – Envirocrete Permeable Grass  
Growing Pavers  
Moodle Auscast shallow-grass-grid-paver  
Oz Grassgrid Paver

### **Positive Aspects**

- Low visual impact and 'soft' aesthetic
- Permeable surface
- Low - moderate initial capital cost
- Reinforcement assists with erosion control

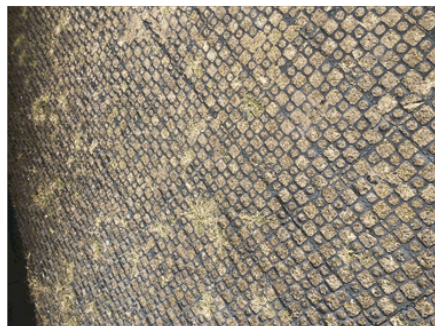
### **Potential Issues**

- Grass pavers can still wear in a high pedestrian traffic setting
- Regular and ongoing maintenance is the key!
- Regular and ongoing maintenance is required as exposure of the matrix can result in slippery surfaces, sharp edges or uneven surfaces which may impact accessibility



## Options 2 – Reinforced Grass (Examples from Lake Ainsworth)

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These examples use a plastic cell with sloping ground.



Regular ongoing maintenance including topdressing, fertilizing, watering and resting the grass (in vehicle areas) is key to the success of this treatment!

Not recommended for under seating.

**ballina**  
shire council





## Options 3 – Decomposed Granite or Compacted Aggregate Surface

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### **Positive Aspects**

Moderate visual impact but 'soft' on the eyes  
Permeable surface  
Low - moderate initial capital cost

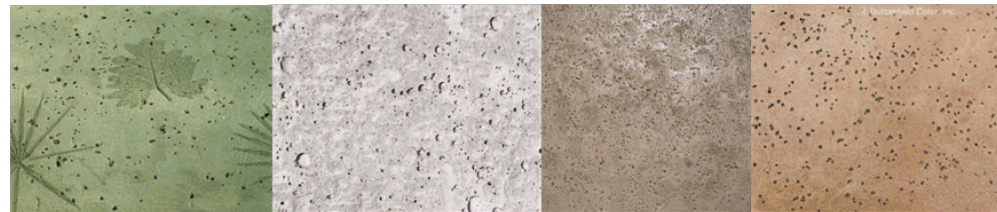
### **Potential Issues**

High surface wear will require ongoing maintenance  
Wear could make the surface not accessibility compliant if not regularly maintained  
Ongoing regular maintenance required



## Options 4 – Rock Salt Pitted Coloured Concrete

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### **Positive Aspects**

- Low - moderate visual impact if suitably coloured through
- High wearing and durable surface
- Moderate initial capital cost (note some coloured oxides cost more than others)
- The salt pitting gives the surface an organic and weathered aesthetic
- Minimal ongoing maintenance required
- Accessibility compliant for all
- Good slip resistance
- Can also be used as a canvas for community art if desired

### **Potential Issues**

- Non-permeable and hard surface



## Options 5 – Natural Stone Cobbles (tumbled)

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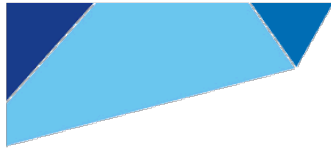


### **Positive Aspects**

- Moderate visual impact (hard surface but textures create an appearance of 'softness')
- High wearing and durable surface
- Moderate – high initial capital cost
- Minimal ongoing maintenance required
- If using tumbled cobbles set with flush mortar joints they can be easily accessible for all
- Good slip resistance
- Natural material

### **Potential Issues**

- Non-permeable and hard surface
- Tumbled cobbles need to be used with flush mortar joints to be easily trafficable for people with mobility issues



## Options 6 – Community Art Pavers

**LEAVE YOUR MARK  
IN THE PARK**

Have your artwork etched into a brick to become part of the Lennox Village Vision upgrade to Ross Park. Join the Lennox Arts Board to create your design Saturday workshops onsite 20 & 27 March 9-11:30am LIMITED SPACES AVAILABLE. COVID-SAFE EVENT. For more info and to book a spot contact: lennoxartsboard@gmail.com or call Melissa Wright 0429 876 601.

**ballina** shire council      **LAB** Lennox Arts Board



### Positive Aspects

- Low - moderate visual impact (texture creates appearance of softness)
- Art engages the community and creates visual interest
- High wearing and durable surface
- Minimal ongoing maintenance required
- Accessibility compliant for all
- Matches some detailed elements of the LVV upgrade
- Good slip resistance

### Potential Issues

- Non-permeable surface
- Moderate - high initial capital cost but could be implemented in conjunction with other finishes
- Takes time to implement





## Options 7 – Timber or Composite Fibre Recycled Decking



### Positive Aspects

- Low - moderate visual impact (texture creates appearance of softness)
- Could be a permeable surface (subject to detail)
- Uses natural or recycled materials
- Moderate to high wearing and durable surface
- Accessibility compliant
- Good slip resistance

### Potential Issues

- Moderate - high initial capital cost but could be implemented in conjunction with other finishes
- Composite panels come in straight panels only so curves are faceted
- Natural timber in ground would have a short lifespan (7-10 years) and require regular maintenance
- Composite fibre materials would last longer a but aren't quite as natural looking