

lennoxVILLAGEvision

This is a DRAFT CONCEPT PLAN prepared by Ballina Shire Council which further illustrates and resolves concepts and outcomes of community engagement undertaken since 2018 and more recently a community / stakeholder design charrette process undertaken in March 2020 and public exhibition in June and July 2020. This document should be read in conjunction with the Lennox Village Vision Design Charrette Outcomes Report (March 2020) prepared by Place Score. The concept is subject to detailed design and planning approvals.

Issue date 03 August 2020

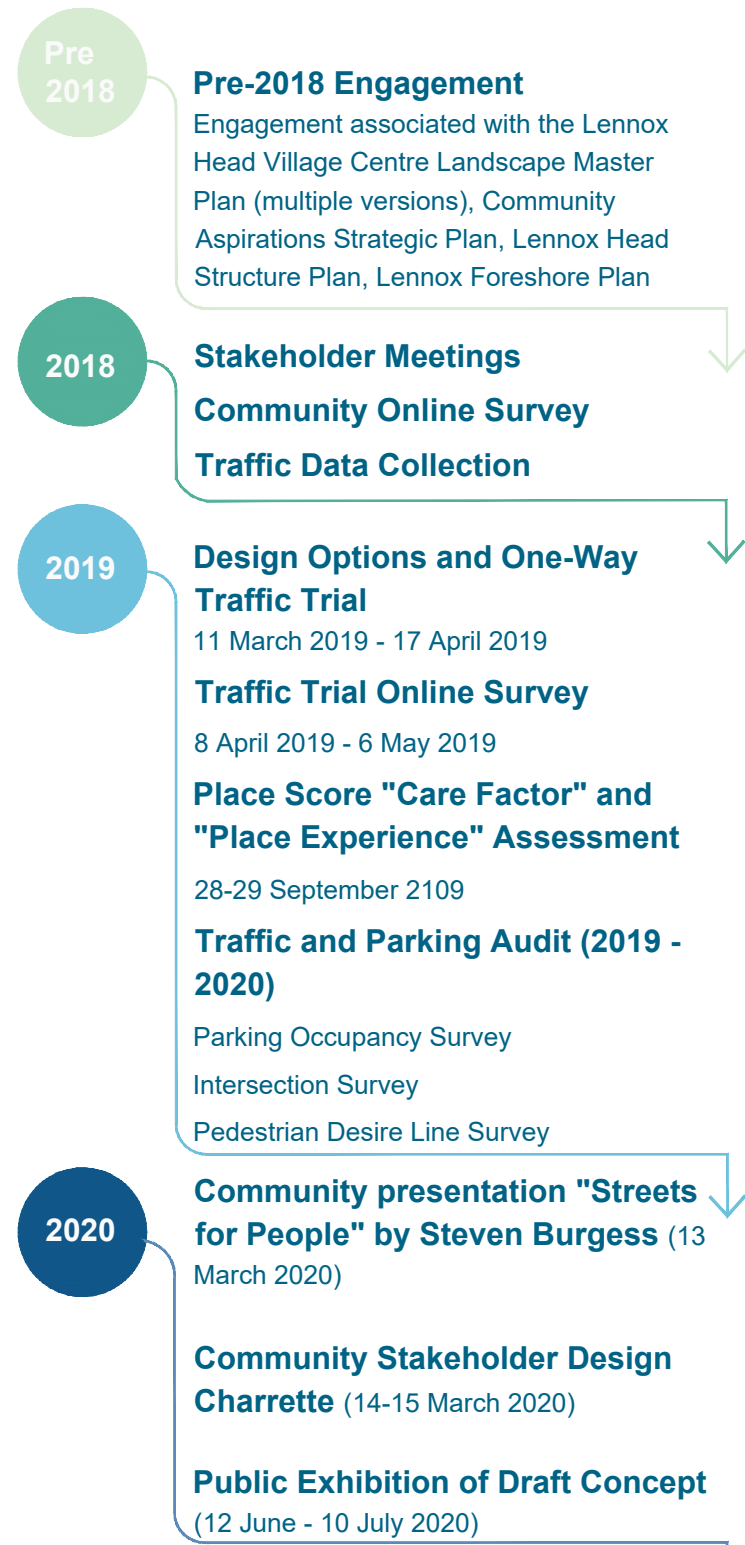
CONCEPT
PLAN

slow and social coastal village

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ENGAGEMENT PROCESS

CONCEPT PLAN

slow and social coastal village

Council resolved to trial one-way traffic flow, which had been proposed on several former master plans for the village centre, to give the community and understanding of how a one-way traffic arrangement and various parking options would operate. The one-way trial was undertaken from 11 March 2019 until 6 May 2019.

67% two-way

Based upon their experience of the traffic trial 67 percent of respondents preferred the two-way traffic direction option.

TRAFFIC TRIAL

In order to better understand parking demand and capacity parking audits (of public spaces) were undertaken on Saturday 07 December 2019 (weekend during term), Thursday 12 December 2019 (mid week during school term), Thursday 9 January 2020 (mid week during school holidays) and Saturday 11 January 2020 (weekend day during school holidays). Data was gathered 8am - 5pm each day.

Key points:

- There are 489 public carparking spaces within the main village block!
- There are 582 spaces including the closest parts of Stewart St, Gibbon St and Ballina St south
- At no time during the audit did parking within the main village block reach near capacity (85%).
- On Thursday 12 December (week day during school term), 118 vehicles within the main block were parked for 6 hours or more in the same space. This may suggest that they may work or live in the village centre.

PARKING AUDIT

DID YOU KNOW....

489 car spaces in the main village block

There are lots of places to park in the village centre that many people may not know about.

1 space : 9 people

There is presently 1 carparking space per 9.3 people aged between 20 and 79 years. Based upon a population 4,556 people aged between 20 and 79 years - 2016 Census.

435m

is the approximate length of the main village block (Park Lane intersection to Byron Street)

54% of people

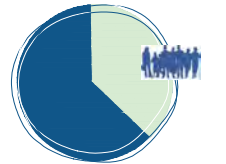
54% of people said they are willing to walk 250-500m or more than 500m to reach the village centre. Less than 10% indicated that they were unwilling, or unable to walk more than 50m.

Lennox Head Community Survey (2018)



1,953

responses to engagement activities received since 2018, prior to public exhibition. An additional 112 submissions representing individuals and groups were received during exhibition.



30.5%

percentage of the Lennox Head population engaged since 2018, prior to public exhibition (Based upon 1,953 responses and a population of 6,407 - 2016 Census)

The following **PLACE DIRECTIONS** developed at the community stakeholder design charrette in March 2020 synthesise the community values and priorities and build upon previous community engagement.

- #1** Minimise negative impacts on the environment & maximise climate change mitigation.
- #2** Offer a diversity of open spaces with a wider range of activities and amenities for all ages / interests.
- #3** Celebrate what makes Lennox Head Village special: environmental, social, economic & cultural.
- #4** Re-balance priority between people and cars to make it safer and more comfortable for all.
- #5** Create a physical environment that supports self sustaining community social activity and events.
- #6** Support local business diversity and fine-grain shop frontages to build attractiveness of the centre for jobs & night time economy - support diverse housing choices.

PLACE DIRECTIONS



WILLIAMS RESERVE

Existing footpath

PARK LANE

Existing footpath

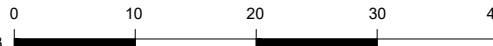
New footpath

PARK LANE

BALLINA STREET

**CONCEPT
SNAPSHOT**
slow and social coastal village

SCALE (m): 1:600 at A3



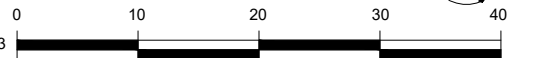
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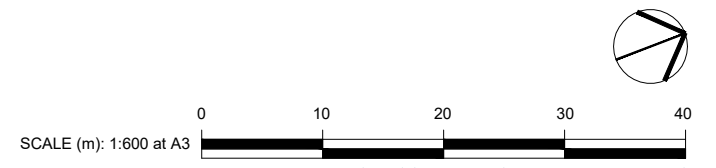
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**CONCEPT
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slow and social coastal village



THE CONNECTED AND COMMUNAL HEART OF LENNOX – A PLACE FOR NATURE PLAY FOR ALL AGES

THE CONNECTED AND COMMUNAL HEART OF LENNOX...

- 1 A flush surface across the roadway allows for equitable pedestrian movement across Ballina Street at one of the key observed desire lines.
- 2 Wider footpath pavements allow space for shade trees and furniture.
- 3 Undergrounding electricity allows trees of native species to provide shade to the street and park.
- 4 A variety of seating options and designs support individuals and groups of varying capabilities. Furniture will be made predominantly from local, recycled and/or natural materials.
- 5 A 1.5m footpath widening to the southern side of Rayner Lane and a "shared zone" improves safety for pedestrians and may provide opportunities for additional outdoor dining.
- 6 The footpaths and popouts provide additional opportunities for outdoor dining and street furniture on Ballina Street and Rayner Lane.
- 7 Accessible parking spaces are retained (improved to meet standards) and an additional space provided on Ballina Street (north bound).
- 8 Ross Park supports cycling by providing bicycle parking (10 spaces on a bike rail) and a maintenance station.
- 9 A central axis pathway connects the street to the park and beachfront, retaining a visual connection to the ocean.
- 10 Ross Park provides facilities which support passive recreation (e.g. information/heritage sign, accessible toilet, picnic shelters, curvilinear seating pods, open grass area, shade, individual seats, sculpture, spaces for interpretative art, solar park and shelter lighting).

A PLACE FOR NATURE PLAY...

- 11 Ross Park includes a playspace inspired by the local features of the landscape including the coastal vegetation, lake ecology and marine park. Key features of the playspace include a toilet, covered and uncovered picnic areas, all-ability carousel, small timber play fort with slide, nest swing, nature play elements (such as timber wobble bridge, hanging balance pegs, timber and stone hopping/balancing obstacles), interactive sculpture, shade trees and seating.
- 12 The playspace educates about the marine park and the local turtle population by integrating sculpture of hatching turtle eggs which are suitable for interactive play. A graphic of the hatched turtles making their way to the water is patterned into the axial pathway.

FOR ALL AGES... (BEACHFRONT CHILL-OUT ZONE)

- 13 A recycled hardwood timber deck (at-grade) at the main observation area accentuates the park edge and connects to the beach access ramp.
- 14 There is a place for people to lean on (leaning bench) to look at the surf, headland and ocean.
- 15 Parts of the park have an informal edge to the beach where the grass meets the coastal vegetation and rocks.
- 16 Access to the beach is retained in the current location.

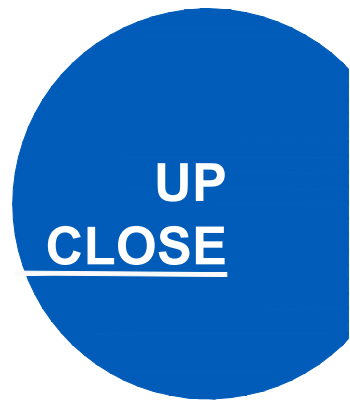


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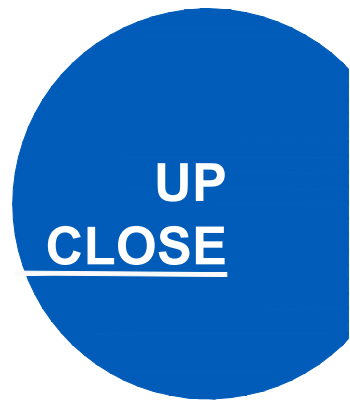
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THE CONNECTED AND COMMUNAL HEART OF LENNOX – A PLACE FOR NATURE PLAY FOR ALL AGES



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PREDOMINANTLY PASSIVE GREEN SPACE FOR DAY TO DAY RECREATION AND LOW IMPACT COMMUNITY EVENTS

PREDOMINANTLY A PASSIVE GREEN SPACE...

- ① At the street interface, moving the bustop southward allows for a flush pedestrian threshold and equitable and safer movement across Ballina Street opposite a major interblock pedestrian connection.
- ② De-cluttering the bus stop area by rationalising bins, structures, signage, seating and infrastructure provides improved visual amenity.
- ③ New amenities including accessible toilets, change area and power supply provide for the day to day needs of the community and bus users. (Future interpretative sign to side of amenities structure providing local historical and/or cultural information)
- ④ A new and open bus shelter, seating and information sign supports bus users.
- ⑤ Removal of the existing brick shelter opens up the park and provides improved views to the water from the street.
- ⑥ New footpaths provide improved connectivity from the bus stop and the road crossing point to the existing beach access and picnic facilities.
- ⑦ Native vegetation is retained and new plantings provide shade and wind protection and planting of high branching feature shade trees accentuate the park access.
- ⑧ There is an informal edge where the grass meets the rocks and the beachfront. Access to the beachfront is provided in the current location and the outdoor shower is retained.
- ⑨ The passive open space areas provide opportunities for incorporation of public art and future interpretative cultural or heritage signage developed in consultation with the community.

FOR DAY TO DAY RECREATION ...

- ⑩ A curvilinear picnic pod offers a more informal place to picnic or sit.
- ⑪ A double picnic shelter with table settings is located on the main pathway outside the crossing view corridor to the ocean (side screens can be added for wind protection if required).
- ⑫ New seating on level ground surfaces along the beachfront offers a variety of styles and locations to sit to suit a diversity of users.
- ⑬ A leaning bench provides opportunities for people to observe the surf.

AND LOW IMPACT COMMUNITY EVENTS...

- ⑭ The park will remain predominately a passive open space which can be retrofitted with event infrastructure as required to cater for approved annual events and festivals. Electrical connection points at key locations support event activities.



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GREEN GATEWAY...

- ① Raised thresholds with decorative paving and defined pedestrian crossing points assist with visual identification of the southern gateway into the village, slow traffic and provide safer, more equitable pedestrian movement across Ballina Street.
- ② Pop-outs at street corners provide space for tree and garden plantings to provide shade and greening of the gateways and street.
- ③ Incorporation of new low-key pathways where adjoining land uses are predominantly a residential scale provide opportunities for grass verges, tree and garden planting. Narrow the pathway to retain the fig tree.

INTO CENTRAL PEDESTRIAN-ORIENTATED...

- ④ Full width footpath pavements with consistent grades provide a safe pedestrian surface and opportunities for new street furniture and tree planting.
- ⑤ Changes to the paving type (patterning or artwork) highlight interblock pedestrian connections and provide opportunities for integration of community artwork.
- ⑥ A pedestrian priority crossing point slows traffic and provides safe movement across Ballina Street opposite a major interblock pedestrian connection. Pop-outs at these locations provide space for street furniture to encourage people to gather and stay.

COMMUNITY SHOPPING & SOCIAL ZONE

- ⑦ A "story-line", a place for the community to write about local people, cultures, places or systems, is incorporated into the paving at large recessed building frontages as a way to connect existing pavements and new pavements in an interesting and creative way.
- ⑧ Pop-outs provide space for shade trees, garden plantings, furniture (formal and informal), artwork and decorative paving - places to encourage people to stay longer.
- ⑨ "Grateful Pillars" (like the 'wishing tree')

GREEN GATEWAY INTO CENTRAL PEDESTRIAN-ORIENTATED COMMUNITY SHOPPING & SOCIAL ZONE



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GREEN GATEWAY...

10 Incorporation of new low-key pathways where adjoining land uses are predominantly a residential scale provide opportunities for grass verges, trees and garden planting.

INTO CENTRAL PEDESTRIAN-ORIENTATED...

11 At the heart of the main street and village centre, wider footpaths and a flush surface across the roadway slows traffic and allows for safe and equitable pedestrian movement across Ballina Street.

12 A raised threshold provides a level surface and equitable access across the street at one of the key observed desire lines.

13 Wider footpath areas provide spaces for people to stay, gather, sit, eat and socialise in a shaded and visually pleasing setting with visual connections to the park and beach. There is a variety of seating options and designs to support individuals and groups of varying capabilities. Some furniture will be made from local, recycled and/or natural materials.

14 Changes to the paving type (patterning or artwork) highlight interblock pedestrian connections and provide opportunities for integration of community art.

15 Street lighting improves safety and is considerate of the residential and maritime context.

COMMUNITY SHOPPING & SOCIAL ZONE

16 A "story-line", a place for the community to write about local people, cultures, places or systems, is incorporated into the paving at large recessed building frontages as a way to connect existing pavements and new pavements in an interesting and creative way.

17 Pop-outs provide space for shade trees, garden plantings, furniture (formal and informal), artwork and decorative paving - places to encourage people to stay longer.

GREEN GATEWAY INTO CENTRAL PEDESTRIAN-ORIENTATED COMMUNITY SHOPPING & SOCIAL ZONE



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GREEN GATEWAY INTO CENTRAL PEDESTRIAN-ORIENTED COMMUNITY SHOPPING & SOCIAL ZONE

GREEN GATEWAY...

- 17 Raised thresholds with decorative paving and defined pedestrian crossing points assist with visual identification of the northern gateway into the village, slow traffic and provide safer, more equitable pedestrian movement across Ballina Street and Byron Street.
- 18 Incorporation of new low-key pathways where adjoining land uses are predominantly a residential scale provide opportunities for grass verges, trees and garden planting.
- 19 Undergrounding of electricity on Ballina Street allows for street tree planting and improved street amenity.

INTO CENTRAL PEDESTRIAN-ORIENTED...

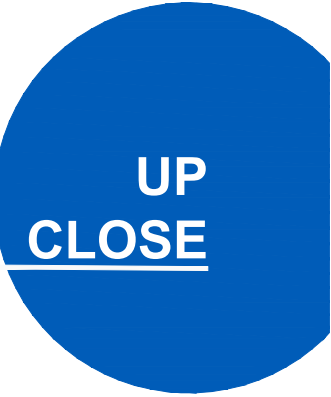
- 20 Changes to the paving type (patterning or artwork) highlight interblock pedestrian connections and provide opportunities for integration of community art.
- 21 Moving the bustop slightly southward allows for a flush pedestrian threshold to slow traffic and provide equitable and safer movement across Ballina Street opposite a major interblock pedestrian connection.
- 22 Future footpath (location to be determined)
- 23 A future raised threshold south of Lennox Street slows traffic towards the gateway and provides a location for the Coastal Shared Pathway to cross.

COMMUNITY SHOPPING & SOCIAL ZONE

- 24 Pop-outs provide space for shade trees, garden plantings, furniture (formal and informal), artwork and decorative paving - places to encourage people to stay longer.
- 25 Parallel car parking provides visual consistency along the street



GREEN GATEWAY INTO CENTRAL PEDESTRIAN-ORIENTED COMMUNITY SHOPPING & SOCIAL ZONE



A SLOW SIDE PATH - NOT A FAST SHORT CUT

A SLOW SIDE PATH...

- 1 The Park Lane footpath connection is completed providing users with the ability to walk on a consistent pathway surface around the whole block.
- 2 Utilising existing grass areas for tree planting and gardens provides needed visual greening and shade to the street, footpath and recreation areas.
- 3 The pathway on the western side of Park Lane could form part of the future extension to the Coastal Shared Pathway. This concept accommodates this opportunity.

NOT A FAST SHORT CUT

- 4 A reduced speed limit to 30km/hr (subject to RMS approval) and raised thresholds, slow traffic and improve pedestrian safety.
- 5 Decorative paving treatments to the existing Park Lane block footpath provide visual indicators of interblock connection points.
- 6 Encourage property owners to "activate" the Park Lane frontages (e.g. for selling second hand stock, 'pop up' sales, funky 'locals' back of house dining space, etc)



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A SLOW SIDE PATH - NOT A FAST SHORT CUT

A SLOW SIDE PATH...

- 7 Utilising existing grass areas for tree planting and gardens provides needed visual greening and shade to the street, footpath and recreation areas.
- 8 The pathway on the western side of Park Lane could form part of the future extension to the Coastal Shared Pathway. This concept accommodates this opportunity.
- 9 Additional tree planting to the edge of Williams Reserve (outside the active field zones) provide shade.

NOT A FAST SHORT CUT

- 10 Removal of carparking at the road bend and opposite the skate park improves sight lines and provides opportunities for tree planting and ground plane planting.
- 11 A reduced speed zone to 30km/hr (subject to RMS approval) and raised thresholds slow traffic and improve pedestrian safety at key pedestrian walking desirelines.
- 12 Decorative paving treatments to the existing Park Lane block footpath provide visual indicators of interblock connection points.

- 13 Additional tree planting and seating to the front and rear courtyard areas of the Lennox Head Culture and Community Centre softens the building facade and provides shade to the footpath.
- 14 Secure bicycle storage lockers and bike maintenance pillar near the community centre offer village workers an alternative way to travel to work - location to be determined.
- 15 Possible future artwork to skate park wall



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SCALE (m): 1:400 at A3

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A SLOW SIDE PATH...

- 16 The pathway on the western side of Park Lane could form part of the future extension to the Coastal Shared Pathway. This concept accommodates this opportunity.
- 17 Upon relocation of the fire brigade to their new site, a flush "shared-zone" across Mackey Lane improves connectivity between the Community Centre and the site creating potential for the shared pathway, green space as well as a possible future commuter cycling hub and additional carparking (a solution with the fire brigade is shown).

NOT A FAST SHORT CUT

- 18 Raised thresholds with decorative paving and defined pedestrian crossing points assist with visual identification of the western / northern gateways into the village, slow traffic and provide safer, more equitable pedestrian movement across Byron Street.
- 19 A reduced speed zone on Park Lane and raised thresholds slow traffic and improve pedestrian safety at key pedestrian walking desirelines.

- 20 Decorative paving treatments to the existing Park Lane block footpath provide visual indicators of interblock connection points.
- 21 Provision of a defined pathway and parking spaces along Byron Street allows for street tree planting and a greener gateway to the village main street.

PARK LANE: THE PLACE WE WANT

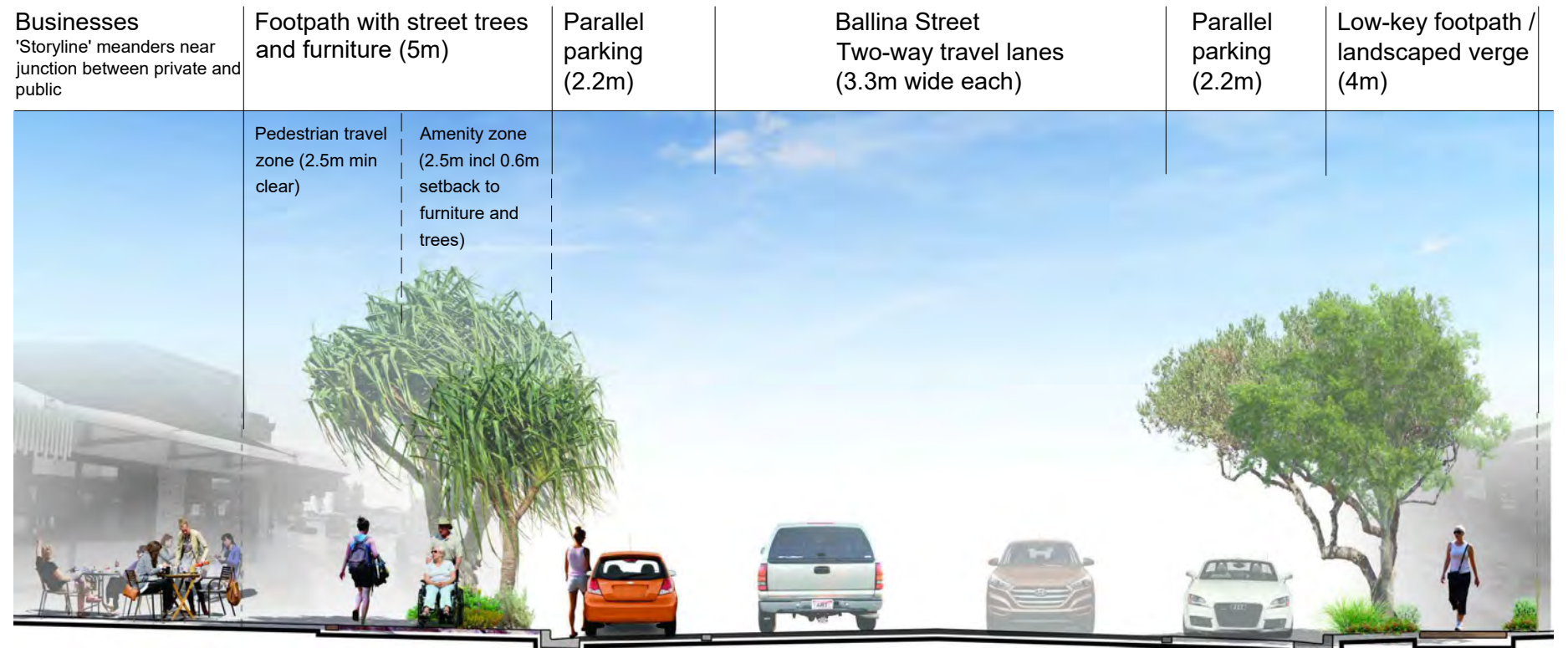
A SLOW SIDE PATH - NOT A FAST SHORT CUT

BALLINA STREET: THE PLACE WE WANT

GREEN GATEWAY INTO CENTRAL PEDESTRIAN-ORIENTED COMMUNITY SHOPPING & SOCIAL ZONE



SECTIONS



ILLUSTRATIVE SECTION A: TYPICAL BALLINA STREET NORTH
Not to Scale

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SECTIONS

Business (variable building line)

Footpath widened with street trees and furniture (7.2m)

Ballina Street two-way travel lanes (3.3m wide each). Flush across street.

Widened footpath / verge (Street trees, shaded seating areas and space for pop-up activities) (6.2m)

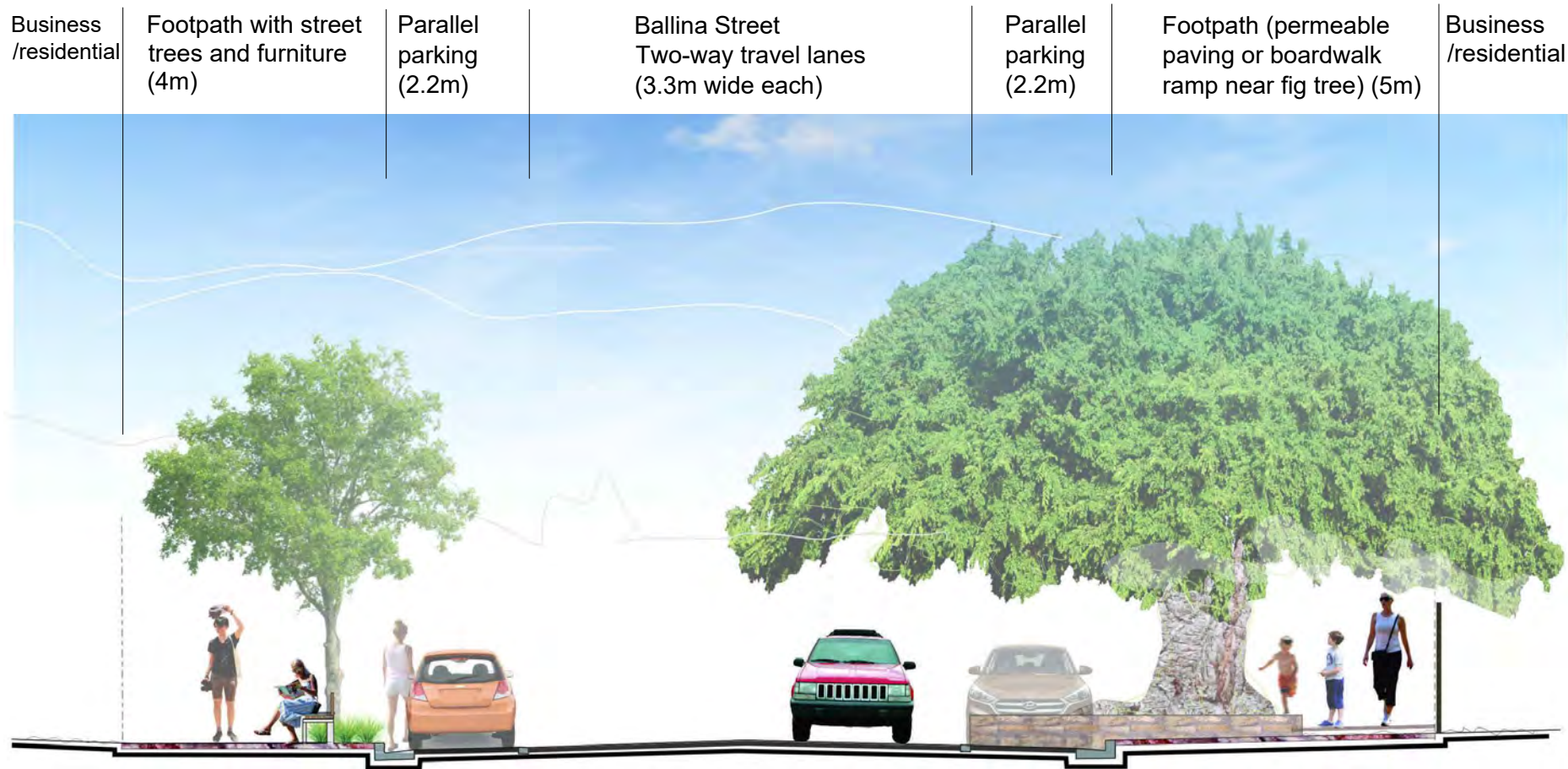
Ross Park (Shaded seating areas, Toilets, Picnic facilities, Nature Playspace, Chillout zone)



ILLUSTRATIVE SECTION B: TYPICAL VILLAGE HUB AND ROSS PARK
(Playground fence not shown in illustration)

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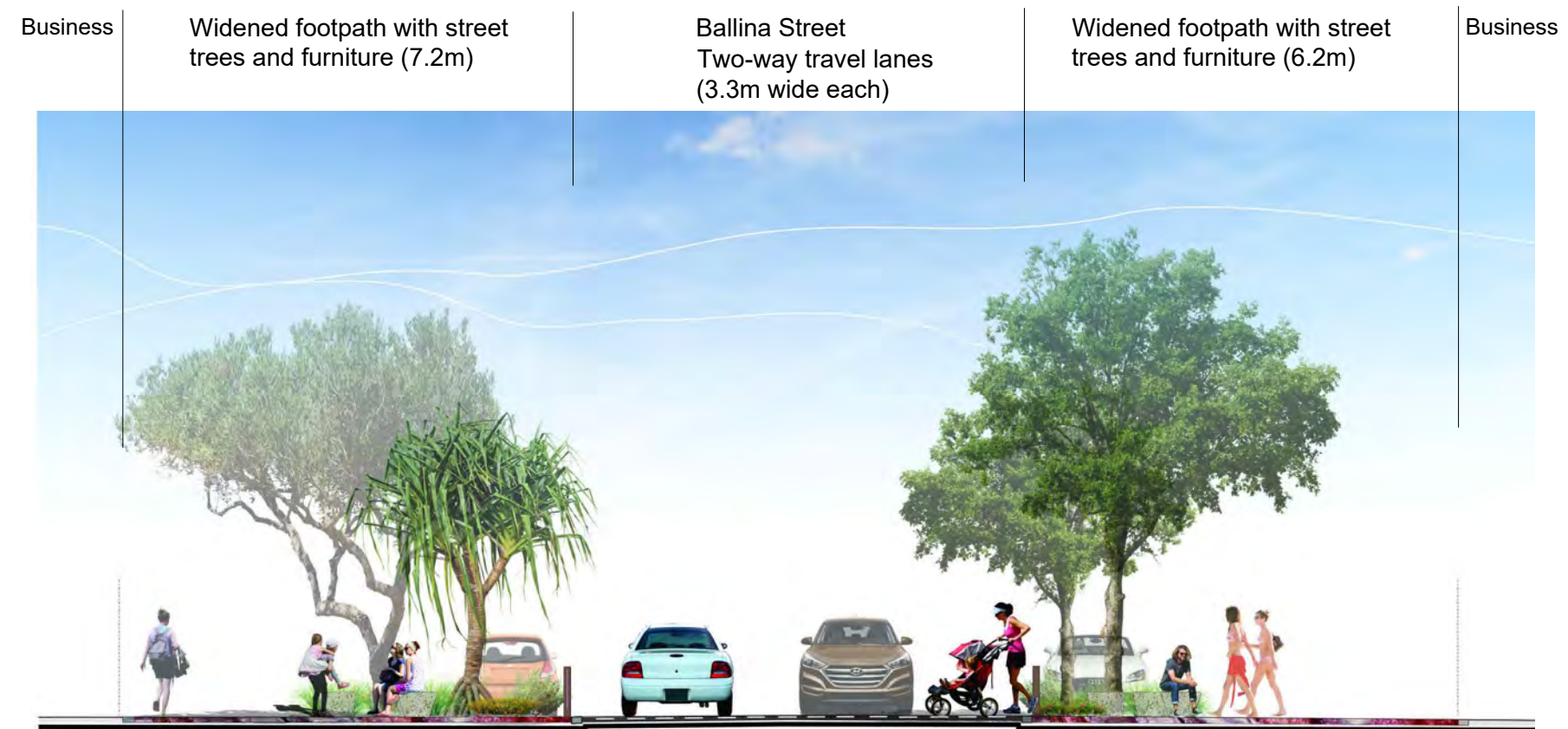


ILLUSTRATIVE SECTION C: BALLINA STREET SOUTH NEAR FIG TREE



- Araucaria cunninghamii (Hoop pine)
- Acmena hemilampra (Blush satin ash)
- Acmena smithii (Common lilly pilly)
- Acronychia imperforata (Fraser Island apple)
- Backhousia citriodora (Lemon myrtle)
- Backhousia myrticolia (Grey myrtle)
- Banksia integrifolia (Coast banksia)
- Cupaniopsis anacardioides (Tuckeroo)
- Elaeocarpus reticulatus (Blueberry ash)
- Hibiscus tileaceus (Cottonwood)
- Pandanus tectorius (Screw pine)
- Syzygium oleosum (Blue lilly pilly)
- Syzygium floribunda (Weeping lilly pilly)

SUITABLE STREET TREES



ILLUSTRATIVE SECTION D: BALLINA STREET SOUTH AT THE PEDESTRIAN CROSSING



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SENSOR PARKING TO ALL COUNCIL OWNED AND MANAGED PUBLIC CARPARKING IN THE MAIN VILLAGE BLOCK

APPROXIMATE ADDITIONAL COST: \$212500 (Excluding GST) for the capital purchase of 274 sensors plus the first years support fees plus an additional \$20,550 (exclusive of GST) per year. These sensors would be integrated in stages corresponding to the relevant construction stages, where possible and appropriate.

Some paving works and landscaping around the community centre has been co-ordinated to be implemented with the refurbishment of the building which is currently in progress.

FUTURE STAGE

APPROX. COST: \$435,000
PROGRAM: Constructed in stages as funding becomes available or reallocated

PRIORITY FUTURE STAGES

APPROX. COST: \$2,850,000
PROGRAM: Constructed in stages as funding becomes available or reallocated

STAGE 2

APPROX. COST: \$5,703,000 million (Including undergrounding of electricity along Ballina Street between Park Lane and Byron Street)
PROGRAM: Commence 2021, completed by Centenary 2022.

FUTURE STAGE

APPROX. COST: \$465,000
PROGRAM: Constructed in stages as funding becomes available or reallocated

STAGING & COSTS

STAGE 1b

APPROX. COST: \$265,000 (includes toilet)
PROGRAM: Commenced and completed 2021

STAGE 1a

APPROX. COST: \$535,000
PROGRAM: Commence 2020/2021, completed 2021

CONCEPT SNAPSHOT

slow and social coastal village

This drawing represents indicative staging and approximate costs (exclusive of GST) estimated by reference to the Draft Concept Plan design. They may vary subject to detailed design.



NOT TO SCALE

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SOME KEY OUTCOMES

These noted outcomes apply to the concept in its entirety. This concept is subject to detailed design and if adopted would be staged according to available budgets and priorities determined by reference to the community Place Directions.

Minimise negative impacts on the environment & maximise climate change mitigation.

100% native (indigenous preferred) plant species. Undergrounding of electricity enables planting of street trees on Ballina Street for shade.

Approx. 65 new street trees in Ballina Street alone and many garden areas will provide shade, cooling, permeability and green of the street. There is also a lot more planting proposed in other streets and parks.

14 new bicycle rack spaces as well as secure locker spaces are proposed to support commuters.

Solar lighting in parks.

PLACE DIRECTION #1

Celebrate what makes Lennox Head Village special: environmental, social, economic & cultural.

Views to the beach and headland are retained and in Lennox Park enhanced.

Uses new and pre-loved materials where possible (preferably from local sources and suppliers).

Provides for community art and expression via adaptable community spaces, community pavement bricks, turtle artwork in the nature play area and urban storyline.

Furniture and materials offer variety and choice.

Accommodates (as separate works) the future extension of the Coastal Shared Pathway connecting the village centre to local landscapes of Lake Ainsworth and Lennox Point and to the centre of Ballina.

PLACE DIRECTION #3

Re-balance priority between people and cars to make it safer and more comfortable for all.

48 lineal metres (width) of level pavement (in 4 places) where pedestrians can safely cross Ballina Street and 52 lineal metres (width) in Rayner Lane. Raised thresholds will slow traffic speeds making it safer to cross at non-designated locations as well. There are also additional safer level pavement areas to cross Park Lane and Byron Street.

Reduction in speed limit from 50km/hr to 30km/hr on Park Lane = 75% reduction in the likelihood of pedestrian or cyclist dying in a collision on that street (World Resources Institute, Cities Safer by Design, 2015)

100% of footpath pavements in Ballina Street upgraded to comply with relevant standards.

100% completion of the footpath around the village block.

PLACE DIRECTION #4

Create a physical environment that supports self sustaining community, social activity and events.

Accommodates (as separate works) a future extension of the Coastal Shared Pathway.

Accommodates buses in the heart of the village.

Footpath popouts and widening provides more space for accidental meetings and social exchange. This encourages people to stay longer and builds social resilience and happiness.

"What attracts people most, it would appear, is other people" (William H Whyte, "The Social Life of Small Urban Spaces", 1980)

PLACE DIRECTION #5

1 space : 10 people

The design supplies 1 carparking space per 9.7 people aged between 20 and 79 years.

Based upon a population 4,556 people aged between 20 and 79 years - 2016 Census.

Additional parking is also proposed at the Fire Brigade site in the future.

There are 11 accessible car spaces in the main village block which is more than the existing scenario.

Support local business diversity and fine-grain shop frontages to build attractiveness of the centre for jobs & night time economy - support diverse housing choices.

There is approximately 100 lineal metres of seating for people in Ballina Street - including a variety of styles and designs. There is also additional informal seating and places to sit in the parks!

Clearly identifiable interblock walkway connections achieve street permeability.

Close to 2000sq.m. of open grass area in Lennox Park and Ross Park supports small to medium events. The village hub pavement area also can support small pop-up community installations.

PLACE DIRECTION #6

30% Tree Canopy

Cover, and that is just in Ballina Street!

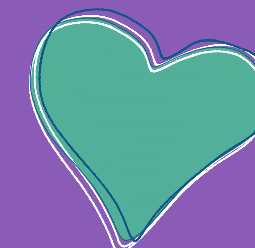
About 65 trees are proposed to be planted in Ballina Street, which at maturity, has the potential to provide 30% tree canopy cover over the street. In addition to this, building awnings provide shade and there are also more trees in the parks. (Based upon an average canopy area of 38 sq.m. per tree)

slower, safer streets

more attractive

people stay longer

diverse people & places



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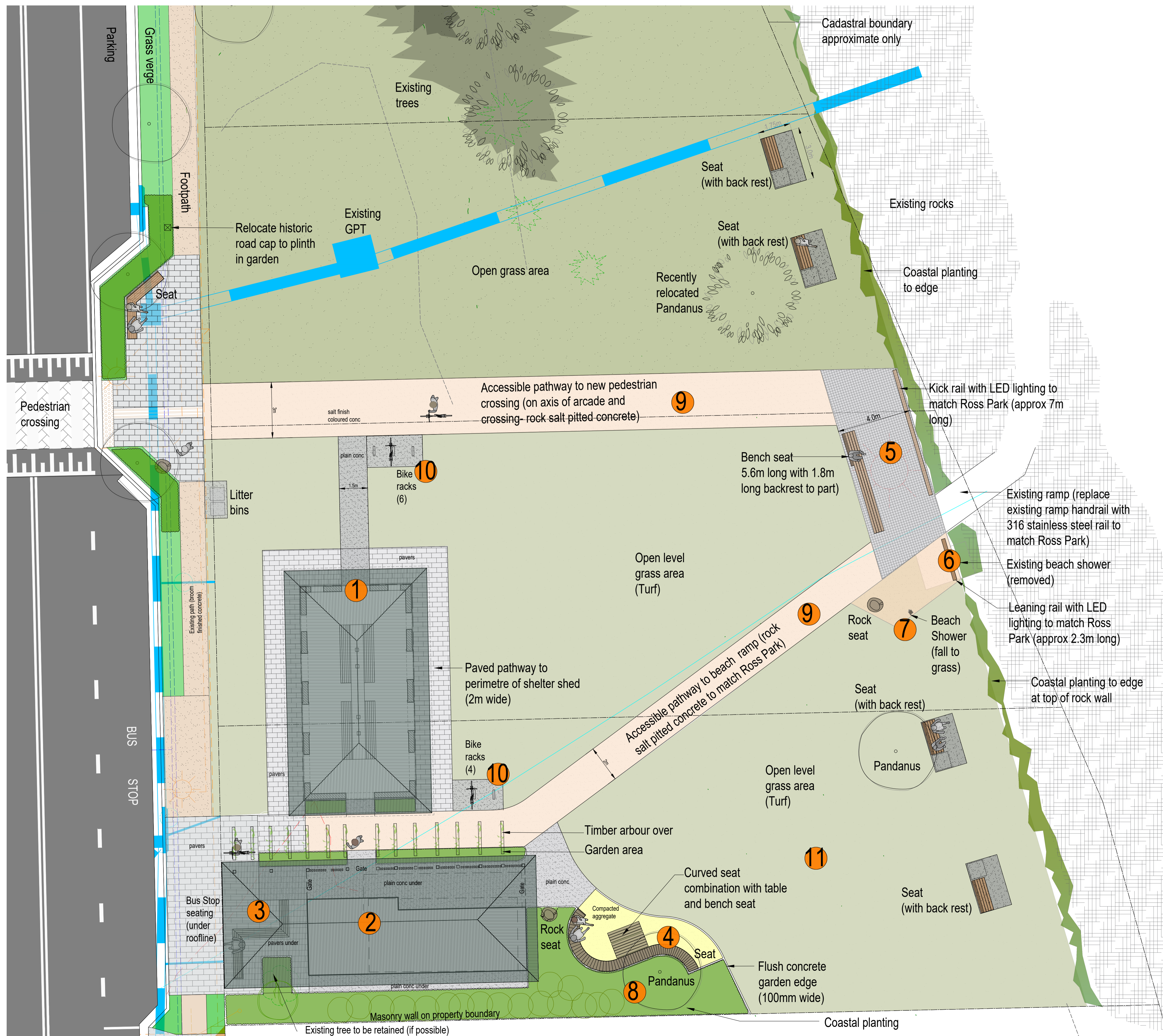
Further information contact
Ballina Shire Council
1300 864 444
council@ballina.nsw.gov.au

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**GENERAL LAYOUT OF LENNOX PARK:
KEY FEATURES LEGEND**

- 1** Existing Shelter Shed (Repaired and renovated with long accessible table centrally as per Option C)
- 2** New amenities building including accessible facilities (gated)
- 3** Bus shelter under roofline of new amenities building (includes seating and art wall to end of amenities building)
- 4** Curved seat and outdoor picnic table setting
- 5** Beach platform (to match Ross Park)
- 6** Beach leaning rail (to match Ross Park)
- 7** Beach shower (accessible with multiple height shower head options)
- 8** Coastal gardens
- 9** Pathway connection to beach access
- 10** Bike racks (10 bikes in total)
- 11** Open grass area
- 12** Event services pillar (to match Ross park)

LENNOX PARK UPGRADE

Concept Only - revised 13 March 2023
Scale 1:200 at A3