



lennox VILLAGE VISION

THE FUTURE OF LENNOX
HEAD VILLAGE CENTRE



ballina shire council

Life

le



A person wearing a floral jacket, a white tank top, blue jeans, and brown boots stands next to a blue door. A chair with a peacock patterned cushion is in the foreground. The background features a blue door with a peacock cushion on a chair and a sign that says 'Modern Vintage'.

Modern

Vintage

introduction

Ballina Shire Council has commenced the Lennox Village Vision: The Future of Lennox Head Village Centre (LVV) project.

The LVV project seeks to gather community feedback on issues and ideas for the Lennox Head village centre. The information gathered through this process will be used to guide Council decision making in regard to the future planning and development of the village centre's public domain.

background

There have been a number of site investigations over the years regarding redevelopment concepts and upgrade works for the public domain in the main street and village centre of Lennox Head. These have included the:

- Lennox Head Village Centre Master Plan 1997
- Lennox Head Community Aspirations Strategic Plan 2002
- Lennox Head Village Master Plan Project 2003
- Lennox Head Foreshore Master Plan 2011.

Most recently design work was undertaken during 2016 and 2017 by Council to progress consideration of a main street upgrade for Lennox Head. This involved consultation with a number of Lennox Head based community groups to determine if the older design concepts were still in alignment with the community expectations. It was highlighted through this process that a number of design features included in the older plans needed to be reconsidered.

The Lennox Village Vision (LVV) project seeks to progress this work by facilitating wider community engagement. Feedback received through this engagement will provide a basis for decision making in relation to future planning and development in the Lennox Head village centre, particularly with respect to future master planning and design works for the public domain.

project purpose

The LVV (Phase 1) will focus on

- Collating previous site investigations
- Facilitating additional community engagement to gather feedback on key issues and concept ideas for the public domain in the Lennox Head village centre
- Confirming preferred renewal design ideas for the Lennox Head village centre
- Providing a basis for decision making in relation to future planning and development in the Lennox Head village centre.

project scope

The LVV study area is bounded to the east by the beach foreshore and the Pacific Ocean, to the north and south by residential areas and to the west by Williams Reserve.



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the process

Community Engagement Phase 1 of the LVV commenced in March 2018 and has so far involved initial meetings with a number of peak Lennox Head community groups. These groups included the Lennox Head Chamber of Commerce, the Lennox Head Residents Association and the Lennox Head Combined Sports Association.

It is expected that the engagement phase of the LVV will progress over the coming months. The engagement will include a community survey that will be made available to the wider Lennox Head community.

key considerations emerging

The collation of previous site investigations and initial discussions with community groups has highlighted a number of key considerations for further discussion through Phase 1 of this process. Key considerations emerging include:

- Retaining the village atmosphere of Lennox Head
- Streetscape design that provides the amenity and comfort of the public domain areas
- Ensuring the village centre is accessible and increasing the safety of pedestrians and cyclists
- Improving parking and traffic flow through the village; including investigating a one way road network in the village centre
- Emphasising the uniqueness of the Lennox Head village centre
- Improved integration of recreation and open space areas including the upgrade of Ross Park and Lennox Park Reserve
- Increased connectivity to surrounding destinations including beachfront, Williams Reserve, Lennox Head Community Centre and Lake Ainsworth.

streetscape design

Council has also prepared draft designs for the main street of the Lennox Village centre to assist the community discussions on the LVV project. One based on a two way traffic flow and the others based on a one way traffic flow with Park Lane one way northbound and Ballina Street one way south bound.

Design elements of the attached street scape designs that are common to both options include:

- Re-configuring and re-paving footpath areas to optimise landscaping, footpath dining and other streetscape elements
- Re-configuring the levels and alignment of Ballina Street from Park Lane to Byron Street and surfacing with new asphalt pavement
- Associated reconstruction of kerb and gutter, underground stormwater drainage and utility services relocation
- Allocating space for street trees and other street plantings
- Upgrading pedestrian connections along Ballina Street between Park Lane and Byron Street to enhance and unify the north and south parts of the village centre.



STREETSCAPE DESIGN A - TWO WAY (PARALLEL PARKING)



Streetscape Design A:

Two way traffic flow option with parallel parking

This streetscape design retains the current two way traffic flow along Ballina Street and Park Lane. Ballina Street has mostly parallel vehicle parking with some angle parking at the northern section adjacent to Lennox Park Reserve.

» benefits

- Provides around 95 parking spaces
- Capacity to widen footpath at Ross Park and at new traffic blister areas (up to 2.5m)
- Increased opportunities for new shade tree planting
- Provide additional area to utilise for footpath dining and public gathering spaces
- Direct vehicle access to all parts of village main street
- Pavement treatment upgraded to improve mobility and access
- Landscaping to provide separation between traffic and pedestrian zones
- Less adverse effects to traffic network and reduced driver confusion (especially when first implemented).

» constraints

- Less additional area for footpath dining and public gathering spaces than one way option
- More vehicle exhaust fumes emitted towards pavements and footpath dining areas with parallel parking configuration
- Parallel parking can cause safety concerns with opening vehicle doors into oncoming traffic
- Creation of additional footpath space would be a trade-off that would proportionally reduce the available vehicle parking spaces
- Shared zone near Ross Park/Rayner Lane not practical in two way.

STREETSCAPE DESIGN B - ONE WAY (ANGLE PARKING)



Streetscape Design B:

One way traffic flow option with angle parking

This streetscape design is based on a one way traffic flow with Ballina Street one way south bound and Park Lane one way northbound. Ballina Street has angle parking on west side and parallel parking on east side. For access convenience Rayner Lane proposed to change to one way northbound.

» benefits

- Provides around 124 parking spaces
- Increased traffic calming
- Capacity to widen footpath at Ross Park shared zone and at new traffic blister areas (up to 5.4m)
- Increased opportunities for new shade tree planting
- Provision of additional areas for footpath dining and public gathering spaces
- Improved pedestrian safety around Ross Park at shared zone in the village centre
- Pavement treatment upgraded to improve mobility and access
- Landscaping to provide separation between traffic and pedestrian zones
- Vehicle exhaust fumes emitted towards street (rather than pavements and footpath dining areas)
- Increased likelihood of through traffic bypassing village centre by diverting onto the Lennox Head Bypass (Byron Bay Road).
- Improved traffic/pedestrian safety in Park Lane.

» constraints

- Possible adverse effects to traffic network
 - o Slower moving traffic possibly leading to more congestion
 - o Possible driver confusion (especially when first implemented)
 - o Longer time for vehicles to access some destinations due to one way traffic route
- Trial period 3-6 months required (with associated budget implications)
- Increase in the number of vehicles interfacing with pedestrian zone
- Creation of additional footpath space would be a trade-off that would proportionally reduce the available vehicle parking spaces
- A shared zone in Ballina Street could slow travel times for southbound traffic
- Increased likelihood of through traffic bypassing village centre by diverting onto the Lennox Head Bypass (Byron Bay Road)
- Possible driver non-compliance with one way traffic flow system.

STREETSCAPE DESIGN C - ONE WAY (PARALLEL PARKING)



Streetscape Design C:

One way traffic flow option with parallel parking

This streetscape design provides one way traffic flow along Ballina Street and Park Lane. This streetscape design is based on a one way traffic flow with Ballina Street one way south bound and Park Lane one way northbound. Ballina Street has mostly parallel vehicle parking with some angle parking at the northern section adjacent to Lennox Park Reserve.

» benefits

- Provides around 93 parking spaces
- Increased capacity to widen meandering footpath up to 6 metres in areas
- Increased traffic calming
- Increased opportunities for new shade tree planting
- Provide additional area to utilise for footpath dining and public gathering spaces
- Improved pedestrian safety around Ross Park at shared zone in the village centre
- Improved traffic and pedestrian safety in Park Lane
- Pavement treatment upgraded to improve mobility and access
- Landscaping opportunities to provide separation between traffic and pedestrian zones
- Landscaping opportunities to provide screening plantings to soften existing residential buildings
- Increased likelihood of through traffic bypassing village centre by diverting onto the Lennox Head Bypass (Byron Bay Road).

» constraints

- Possible adverse effects to traffic network
 - Slower moving traffic possibly leading to more congestion
 - Possible driver confusion (especially when first implemented)
 - Longer time for vehicles to access some destinations due to one way traffic route
- Trial period 3-6 months required (with associated budget implications)
- Creation of additional footpath space would be a trade-off that would proportionally reduce the available vehicle parking spaces
- A shared zone in Ballina Street could slow travel times for southbound traffic
- Increased likelihood of through traffic bypassing village centre by diverting onto the Lennox Head Bypass (Byron Bay Road)
- Possible driver non-compliance with one way traffic flow system
- Parallel parking on the right hand side of a one-way street could be a challenge for drivers.



lennox village vision concepts

A number of mock ups of preliminary concepts have been prepared to assist the community discussions on the LVV project. This includes six concepts that seek to provide visual representation of a number of elements that are emerging as key considerations in ongoing discussions regarding the LVV project. These concepts provide preliminary mock ups of elements including:

- A one way traffic flow option with angle car parking
- The interface of parked cars with the pedestrian zone under a one way traffic option
- The widening of footpath areas at new traffic blisters and their use for outdoor dining and public gathering spaces
- The use of landscaping to provide separation between traffic and pedestrian zones and define road crossing points
- Use of landscape planting and new pavement treatment to unify and define different zones
- Two way traffic flow option with parallel parking and additional landscaping
- Street tree planting to provide shade and amenity
- Provision of a shared zone at the central village node
- Opportunities for Ross Park as a central gathering/flexible space with a focus on the foreshore
- Opportunities for the activation of the Lennox Park Reserve.



» concept 1



» concept 1

- two way traffic flow retained
- tree planting incorporated into pathways
- new shade tree planting
- landscaping to define crossing location
- new pavement treatments.



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» concept 2



» concept 2

- two way traffic flow retained with parallel vehicle parking
- new street trees incorporated into new traffic blister areas or in existing footpath
- new tree planting to add shade and amenity
- new pavement treatments.



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» concept 3



» concept 3

- one way traffic flow option with angle car parking
- wider footpaths at traffic blisters used to create footpath dining areas and gathering spaces
- pavement treatments to define different zones
- street furniture elements that are versatile and can be used in a different ways
- new shade tree planting
- landscaping to define spaces
- new pavement treatments



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» concept 4



» concept 4

- one way traffic flow option with angle vehicle parking
- capacity to widen footpath at traffic blisters
- wider footpath areas utilised for footpath dining and public gathering spaces
- potential for gathering spaces to incorporate street furniture elements
- new shade tree planting
- landscaping to provide separation between traffic and pedestrian zones
- landscaping to define crossing locations
- new pavement treatments.



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» concept 5



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» concept 5

- one way traffic flow option with angled vehicle parking
- new shared zone at central node
- Ross Park as a central gathering/flexible space with a focus on the foreshore
- new shade tree planting
- landscaping to define the crossing location
- new pavement treatment and street furniture.

» concept 6



» concept 6

- one way traffic flow option with angle vehicle parking
- increase in number of vehicles interfacing with pedestrian zone
- new shade trees and low planting to define crossing to park
- potential upgrade to park buildings
- new pavements treatments and street furniture.



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project outcomes

- Preparation of a community engagement report
- Data on traffic counts in and around village centre
- Confirmation of key issues and considerations relevant to future master plan and design work
- Provision of a basis for preliminary costings for renewal works

project timelines



LVV Phase 1 commenced in March 2018 and is expected to take approximately six months to complete.

The staged process outlined in the figure above also suggests additional steps that could be undertaken by Council to implement a program of upgrade works based on the 2021 timeframe identified in the current Delivery Program and Operational Plan.

These steps involve using the findings of Phase 1 to undertake future master planning, detailed design work and implementation works.



keep up to date...

To keep up to date with the Lennox Village Vision Project search Lennox Village Vision on Council's website ***ballina.nsw.gov.au*** or telephone Council's Strategic and Community Facilities Group on 6686 1284 to add your details to the LVV Project contact list.



Strategic and Community Facilities Group
Ballina Shire Council
40 Cherry Street Ballina NSW 2478
p: 1300 864 444 | e: council@ballina.nsw.gov.au
ballina.nsw.gov.au