



ballina 2035

Urban and Landscape Design Ideas

ballina major regional
centre strategy



ballina major
regional centre
strategy

This report contains a series of landscape plans that express various ideas for consideration in relation to the future of Ballina. Importantly, these ideas are not yet endorsed by Council – rather they represent a collection of thoughts that will be further considered in establishing a long-term strategic plan for Ballina. Preparation of the Ballina Major Regional Centre Strategy document is the next phase of this project.

Prepared by Jackie Amos on the behalf of Ballina Shire Council

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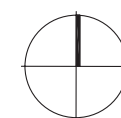
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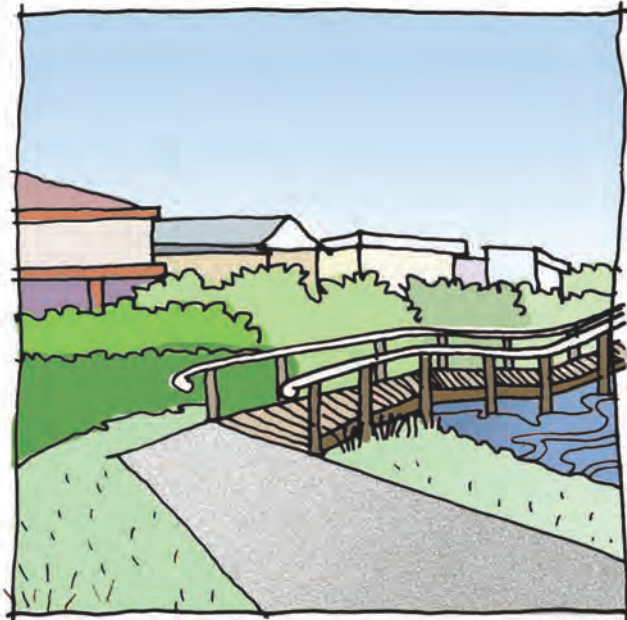
Acknowledgements

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Cover Image: Perspective drawing prepared by Jackie Amos.





boardwalks or floating walkways to provide missing links where private properties extend to water



paths along streets shaded by street trees. Consider iconic endemic species.



nature trails linking bushland reserves



timber steps and decks providing access up/down escarpments and headlands



boardwalks through natural areas providing missing links along North Creek



paths through and parks reserves shaded by boulevards of trees

CONNECTIONS AND PATHWAYS

MATERIALS

Upgraded and new pathways and connections should be designed to suit the environment and setting. Materials appropriate to the setting and those that have longevity should be selected. A variety of materials may be considered depending on the location and character of the path. Potential new connections could include concrete paths, nature trails of leaf litter and compacted natural materials, boardwalks of timber or recycled materials and floating boardwalks. All paths should be designed to be durable. The design of new paths and upgraded paths should consider the use of recycled materials with a preference given to those materials that are environmentally sustainable to use.



SIGNAGE

The pathway network should incorporate wayfinding signage to encourage use of the pathway system and to clearly define connections between key activity centres. The design of wayfinding signage should reflect its setting. In urban areas signage may utilise contemporary styling with materials such as printed aluminium, coloured concretes and powder coated steel. In natural areas signage may be of simpler styling and materials such as timber and recycled plastic may be appropriate.

Wayfinding signage and signage for recreational areas should draw upon a designed palette of signage for Ballina. A palette of signage should provide a variety of signage for different settings and functions but should have an overriding theme, visual quality and sense of Ballina. The use of signage drawn from a cohesive signage palette can reduce the potential for signage clutter and visual pollution that can result from adhoc and excessive signage.

Wayfinding signage, in addition to identifying particular walks and trails, could provide distances to relevant locations. For example, distances to rest stops, public toilets, bins etc may be included.



ARTWORKS

Consider the potential for the pathway network to incorporate public and interpretive artworks. This could be both within the construction of the actual pathway and within the setting to the path. Artworks could range from obvious public artworks to subtle installations incorporated within natural settings. Artworks could also range from large scale works to small scale works that may be incorporated in handrails and pathway surfaces. Consider the potential to source inspiration for public artworks from the cultural history of sites and the natural environment. Artworks can engage the public in the site surrounds, can reference history and cultural significances, may purely have aesthetic quality, stimulate thought and discussion or can just be intended to create humour and joy.



LIGHTING

The upgrade and design of new pathways should consider the use of lighting. Lighting may enhance the safety of public areas as well as creating visual effects. Beyond paths associated with the street network, solar powered lighting may be considered. Such lighting may be free standing, elevated lights, solar powered LED lights located in trees, low pathway lighting and even solar fragments located within the actual pathway. Consider using lighting to enhance locations of significance.



The Ballina Major Regional Centre Strategy (BMRCS) will recognise Ballina as a major regional centre for the Far North Coast. The strategy will provide for the future planning of Ballina in terms of housing, economic development, recreation and open space, environmental management, healthy living and infrastructure, and urban design.

Ballina Shire Council engaged with the community and a range of varied and exciting concepts were identified for the future urban environment. These concepts have been explored in these illustrations. These illustrations are intended to stimulate creative thinking and discussion in the community.

This key plan identifies the public reserves that have been considered in these illustrations.



TOWN SQUARE

THE RATIONALE

To provide a flexible, large town square centrally located that can accommodate different scaled community events ranging from day to day functions to special one off events. The establishment of a town square at this location relies on relocating the existing car parking and transit centre to another location and instead refocussing this location on pedestrian movement and community gatherings. Proposals for the town square seek to

- create a space that has longevity and is robust;
- create a space that can accommodate a range of activities from small gatherings to large scale events such as performances and markets;
- utilise the space to link the public buildings and functions to the north such as the Council building and the art gallery with the Town Centre and foreshore to the south;
- add amenity to this part of Ballina and define it as a town centre;
- create a space that has surveillance and strong connections with the surrounds to maximise its potential to be a busy community hub;
- maintain current vehicular access along Tamar Street but with a focus on pedestrian movement and activity;
- include facilities that enable the space to be used in a range of weather conditions.

THE PROPOSALS

Create a robust and flexible space that is multi-functional

The foreshore park in Ballina is currently utilised for markets and community gatherings, however, the location can be exposed to the weather and its linear form is not always suitable for certain events. This new town square is close to, and well connected to, the town centre and public facilities. It reclaims what is currently a car park and transit centre as public green space in the town centre.

The space is to be multi-functional. It has the potential to be:

- a pedestrian link between town precincts;
- a shaded, well facilitated location for lunch time use by CBD workers;
- a place for performances and community presentations;
- a place for markets and stalls;
- a place for special events such as festivals and carnivals; and
- ‘green’ relief from the infrastructure of urban life.

To facilitate this range of activities, the town square could include:

- a hierarchy of paths/pavements within the space to provide access across the park as well as to the surrounds;

- an open grassed area are with a covered performance area;
- plenty of shade trees and shade structures;
- open areas for temporary structures such as stalls;
- locations for park kiosks with outdoor dining;
- a sculptural element or water feature that encompasses the surrounds with a variety of seating options;
- shaded grassed areas for lounging and picnicking; and
- easy access to car parking along Tamar Street.

Create a shared pedestrian/vehicular zone to Tamar Street

The proposal does rely on the relocation of the existing car park and transit centre. It maintains vehicular access along Tamar Street so the town square has good surveillance and has an active street edge. It is proposed that Tamar Street, where it is adjacent to the town square, is realigned to create a ‘go slow’ zone. The town square is extended across Tamar Street to attempt to engage all of its surrounds. Tamar Street, at the town square, could be repaved to create a zone that is shared by pedestrians and vehicles. The intention is to integrate Tamar Street into the town square layout.

Add visual amenity beyond the Town Centre

The town square provides an opportunity to link this part of Ballina with the Central Business District along River Street and the foreshore. It is proposed the vehicular pavement is narrowed, new nose in parking established and that the balance of the road reserve is redeveloped to create a pedestrian focused streetscape.

The existing fig trees are being heavily pruned to accommodate power lines. The existing trees are also lifting parts of the road pavement. In the long term these street trees are unlikely to be sustainable and it is proposed they be replaced with a more suitable species. The widened pavement could incorporate these new street trees, low gardens, new pavement and street furniture. The upgraded Tamar streetscape would provide links to the town square.

Challenges and Constraints

The siting of a town square at this location would require the relocation or redesign of the existing transit centre and car parking. The existing transit centre includes space to manoeuvre buses, parking, shade structures and seating. The establishment of a town square at this location would need to study in detail the feasibility and costs associated with relocating this centre and re-establishing its associated infrastructure. The transit centre should be located close to the town square and CBD area to encourage the use of public transport.

The loss of car parking could impact on the surrounding businesses. Detail design would also need to consider the nature of the surrounding land uses and the suitability of this location as a town square and meeting place.





- ① road narrowed with angle parking and new street trees to replace fig trees (existing fig trees are not likely to be sustainable due to power lines and lifting pavements)
- ② road realigned and paved to create a 'go slow zone' that is a shared vehicle pedestrian zone
- ③ wider pavement with new street trees, gardens and street furniture
- ④ main pedestrian spine linking town square through arcade to River Street
- ⑤ open space with potential for performance area and public art exhibitions. Broad shade trees and seating. Incorporate lighting to facilitate night time use of the square.
- ⑥ feature to town square e.g. water feature, artwork or structure. Surrounds to feature provide a range of seating/lounging opportunities
- ⑦ potential for cafe facilities with outdoor dining
- ⑧ pavements to provide connections to town square surrounds
- ⑨ link to renovated Wigmore Arcade, town centre and foreshore
- ⑩ appropriately designed seating and tables e.g. seats with backs and armrests, chess boards on table tops and ample shade. Provide infrastructure and utilities for a wide range of users e.g. power, water, scooter facilities etc.

Note: The formation of the town square would require the relocation or redesign of the existing transit centre and car parking. Compensatory car parking would need to be established at another site, but should be close to the town square and the CBD. The transit centre could be incorporated as part of the town square or sited nearby within the CBD.





CHERRY STREET
(BETWEEN RIVER AND TAMAR STREETS)

THE RATIONALE

To enhance and enliven the existing streetscape in keeping with the other upgrades that have occurred in the town centre. Proposals for this section of Cherry Street seek to:

- rationalise the extent of bitumen area and dedicate what is not needed for traffic and car parking to pedestrian movement and streetscape enhancements;
- create a green, shaded environment that encourages visitation and participation in town life and provides relief from hard surfaces and built infrastructure;
- provide opportunities for alfresco dining as an additional capability for food outlets and as a way of enlivening the streetscape;
- providing opportunities for meeting and greeting on the streetscape through shaded seating areas;
- provide car parking appropriate to the intended use of the street;
- add to the visual amenity of the Ballina town centre.

THE PROPOSALS

Rationalise the extent of bitumen and create a pedestrian friendly streetscape

Cherry Street, between River Street and Tamar Street, is a wide street with no street trees and a narrow concrete pavement. The street in its current form is drab and hot. The street has great potential with its strip shops, broad awnings and interesting shop fronts. It is proposed the road is narrowed and car parking reconfigured to allow for a wider pedestrian pavement that can be designed for a range of uses. A wider pavement will provide for better pedestrian movement, opportunities for streetscape furniture and seating areas, street tree planting and potential alfresco dining.

Create a ‘green’ attractive streetscape that encourages activity

A wider pavement would allow space to plant new street trees that can grow up beyond the shop awnings. Shade trees would enhance the visual amenity of the street and provide shade for pedestrians and to car parking. The streetscape could also incorporate low gardens that would add to the visual amenity of the street. Consider the provision of temporary shade structures until planted street trees become established and generate adequate shade.

Provide opportunities for alfresco dining

The widened pavement would allow for pedestrian movement along the shop front with potential alfresco dining areas to be located to the outside of the pavement. The new street trees would provide shade to these dining areas.

It is proposed the car parking is reconfigured as ‘nose-in’ parking. This means that exhaust fumes from rear parking cars are not being directed over outdoor diners. ‘Nose-in’ car parking is also consistent with the River Street approach to parking.

It is proposed there is some separation provided between the alfresco dining areas and parking. This could be in the form of decorative low walls or balustrades set in low gardens. Some access needs to be provided from parking to the pavement and this should be strategically located away from the dining locations.

Provide opportunities for socialising on the street

The addition of street trees and gardens to the street will enhance the street. The widened pavement would provide opportunities to add seating locations along the street. Seats should be located near shade trees and could be actual seats or low walls. Street furniture could be artworks e.g funky bike racks, carved seats, low walls with artistic elements. The design of the street should enhance the interesting qualities of the existing shop fronts e.g. traditional tiling and articulated display windows.

Informal public gathering spots should be separate from commercial premises so that meeting and greeting is not restricted to a commercial outlet. Socialising and gathering is to be encouraged by the design of the streetscape and will enliven the character of the CBD.

Add to the visual amenity of the Ballina Town Centre

River Street, in the town centre, has already been upgraded. Streetscape upgrades to Cherry Street should reflect these upgrades so there is some consistency across the town centre. However, opportunities to add some unique qualities or quirky aspects could be considered so the Cherry Street environment is not just a sterile place that could be anywhere. Maybe some points for inspiration could be the presence of the pub on the corner or the traditional butchery that still exists on the street. These could provide inspiration for artworks that are set within the street.

CBD lighting

Incorporate lighting into this upgraded section of Cherry Street and other CBD streets to create a unique character to the CBD and to define it as one of the activity centres of Ballina. Lighting could be stand alone lights, lights in the ground plane, illuminated artwork installations and suspended lighting across the road and the pavement.





- ① road narrowed to a single lane of traffic in each direction
- ② new angled 'nose-in' car parking. Front in parking preferred to reduce potential exhaust fumes to outdoor dining areas
- ③ kerb realigned to reflect narrowing of road and new car parking. New wider path to be upgraded with new pavement, new street trees and streetscape furniture
- ④ shaded seating areas along street. Potential to include seating walls and public art elements.
- ⑤ new wider pavement would accommodate alfresco dining to outside of pavement. Cafe dining could be located relative to street trees.
- ⑥ pedestrian crossings with low gardens, tree planting and seating
- ⑦ provide fixtures for removable bollards to allow for occasional street closure for special events
- ⑧ consider contrasting pavements to highlight pedestrian priority areas and to slow traffic



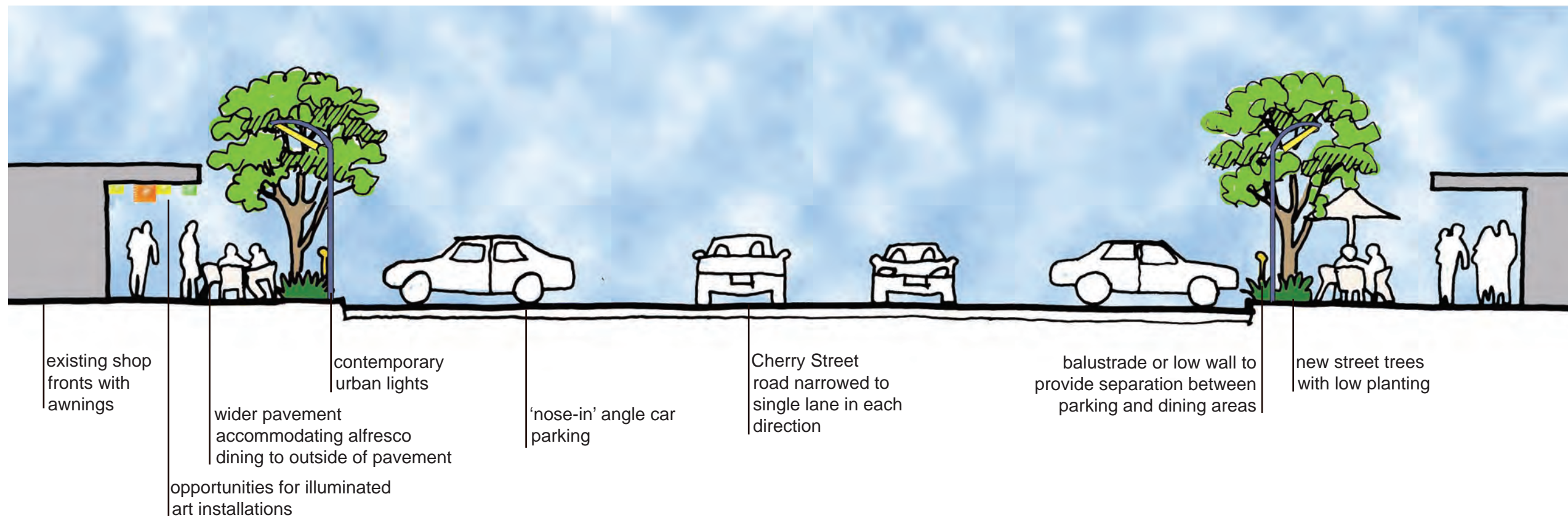


- ① road narrowed to a single lane of traffic in each direction
- ② new angled 'nose-in' car parking. Front in parking preferred to reduce potential exhaust fumes to outdoor dining areas
- ③ kerb realigned to reflect narrowing of road and new car parking. Wider path to be upgraded with new pavement. Wider path could accommodate alfresco dining to outside of pavement. Cafe dining would be located relative to street trees.
- ④ balustrade or low walls to provide separation between dining areas and car parking. Gaps in balustrade or low walls to allow for pedestrian movement between pavement and car parking.
- ⑤ pedestrian crossings with low gardens, seating and feature pavement
- ⑥ seating areas with low gardens and shade trees

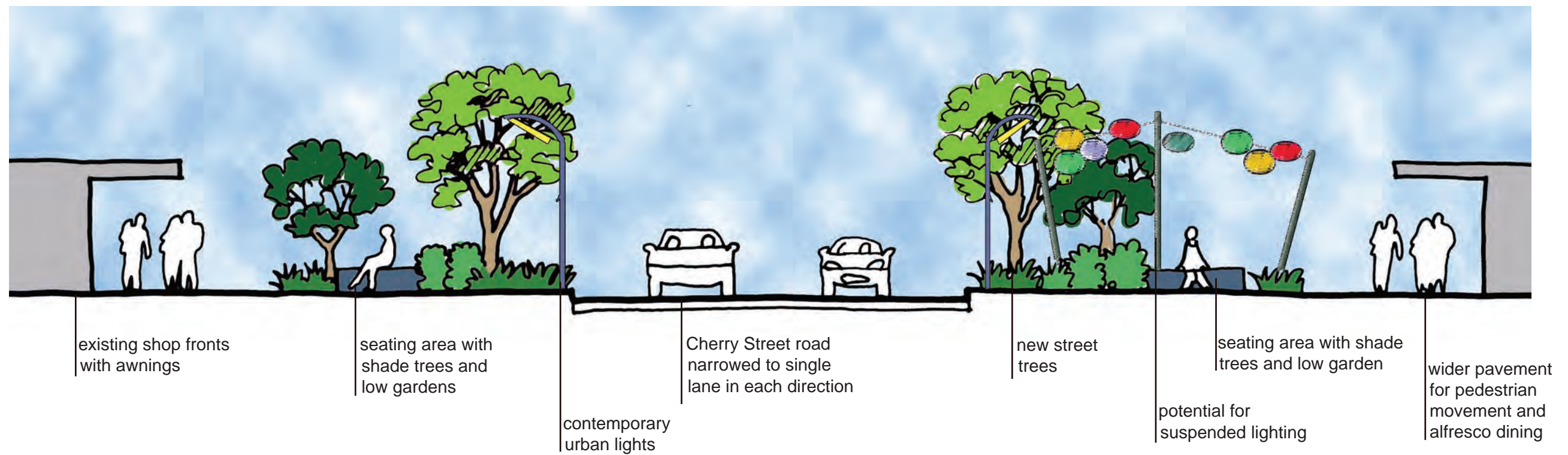
Notes: The upgraded streetscape should include new lighting to facilitate night time use of the space. Lighting could include contemporary stand alone lights, suspended lighting and lighting in the pavement. Refer Sheet 9.

Upgrade concepts could be adopted south along Cherry Street to create an integrated link to the river.





D CHERRY STREET ALFRESCO DINING



E CHERRY STREET SEATING AREAS

KINGSFORD SMITH DRIVE AND THE SPIT:
SAILING CLUB TO MISSINGHAM PARK

THE RATIONALE

To enhance what is already a popular foreshore area with a focus on establishing a pedestrian friendly environment and enriching the potential experience of the foreshore environment. Proposals for the link between the Sailing Club and Missingham Park could enhance this easily accessible foreshore location and create a foreshore linear park that

- provides for the safe use of the path by pedestrians and cyclists by adopting landscape strategies to separate vehicular movement and pedestrian/cycle movement;
- contributes to the amenity of Kingsford Smith Drive as a significant local road;
- reinforces this area as a key link in the pathway network and as an active space;
- provides for the comfort of users;
- offers a range of environmental and visual experiences;
- provides appropriate beach accesses; and
- contributes to the rehabilitation of the dune and spit.

THE PROPOSALS

Provide for the safe use of the path by pedestrians and cyclists
This location represents an opportunity for easy access to the foreshore and water and subsequently parking occurs along most of the length of the link between the Sailing Club and Missingham Park. Current parking occurs in an informal manner and there is no barrier between parking areas, shade trees and the path. Car parking in this current form represents a hazard to pedestrians and cyclists and is also causing compaction of the grassed areas and tree roots along the walkway.

It is proposed a variety of landscape strategies be adopted to define car parking areas and to separate vehicles from path users. Car parking areas would be defined by a combination of street furniture and landscaping. Low mounds, landscaping and tree planting would separate these areas from the path. These strategies would also provide some separation between the foreshore walk and Kingsford Smith Road, enhancing the walking/cycling experience.

Kingsford Smith Drive as a shaded avenue

The walkway has some shade trees but many parts of the route are hot and exposed. Kingsford Smith Drive and the adjacent foreshore area has a focus on vehicles. It is proposed extensive tree planting be undertaken along the road. An avenue of trees will define Kingsford Smith Drive as a significant route and will provide shade to the foreshore walk.



Reclaim part of The Spit as a revegetated dune walk and art setting

The sandy beach that commences at the boat ramp and extends around to Missingham Park is popular with families for swimming, playing and fishing. The western most beach area and the beach close to Missingham Park are very popular. The broad central beach area represents a long walk to the water at low tide and can be hot to walk in the warmer months. This area is showing signs of natural regeneration with spinifex and other coastal groundcovers starting to re-establish.

It is proposed this area be reclaimed as vegetated dune. Revegetation should reflect native/endemic coastal vegetation including *Banksias* and *Casuarinas*. In the long term, this new vegetated area could provide a shaded beach access and a different environmental experience.

It is proposed the ‘Spit Boardwalk’ be located through this revegetated area to provide an alternative beach access. The boardwalk could also provide a setting for public artworks. The boardwalk journey could be enriched by artworks that are gradually revealed amongst groves of Casuarina and Banksia trees.

The existing dog off-leash area would be retained on The Spit beaches, but dogs off-leash would be excluded from the path and boardwalk.



The Missingham Art Trail

It is proposed the link between the Sailing Club and Missingham Park becomes a public art trail. The enhanced walkway and reclaimed vegetated area of Missingham Spit presents a variety of settings for potential artworks. The art trail may be a temporary piece similar to

Sydney’s Sculptures by the Sea or it may feature permanent artworks. The range of environmental settings could provide inspiration for artworks. Sculptures or installations could be located along the walkway, in the dunes amongst vegetation, along ‘The Spit Boardwalk’, on the beach or at the waters edge.

The art trail has the potential to draw upon the uniqueness of Ballina, its natural landscapes, its cultural past and present and its vibrant character as a coastal centre.



The dune area is degraded with informal beach accesses and weed growth. It is proposed a number of beach accesses are formalised with signage, surfacing such as board and chain and fencing to protect the adjacent vegetation. A rehabilitation program should be adopted that sees degraded areas weeded and revegetated to protect the fragile coastal landscape.

At the northern end of the pathway as it enters Missingham Park, the large car park represents an exposed location with a vast hard surface and no shade. It is proposed trees be located along the western and eastern side of the car park to provide shade and a ‘green’ interface between the car park and foreshore.

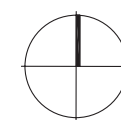
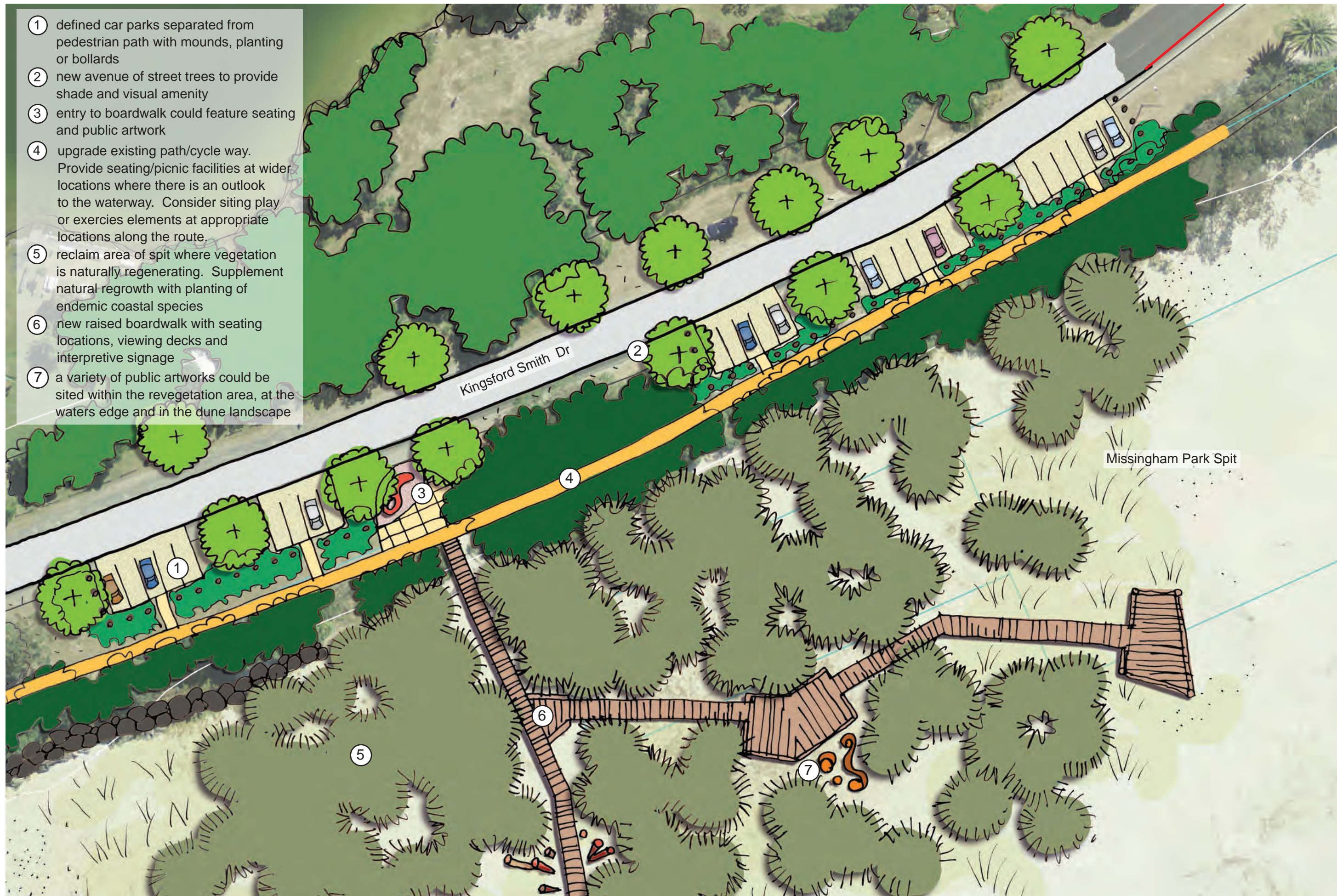
Increase the recreational value of the foreshore

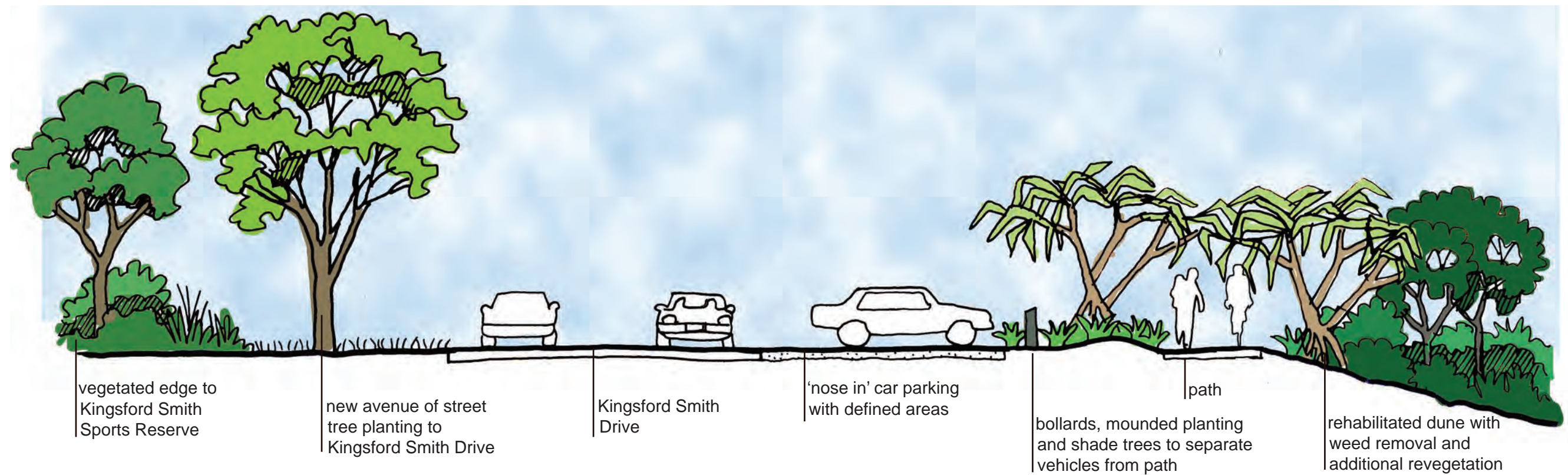
Providing separation between the pedestrian/cycle path and vehicles will enhance the experience of using this pathway. It would then be more appropriate to provide seating and viewing locations along the route. Beach accesses could be treated as nodes with signage, showers and seating. The entry to ‘The Spit Boardwalk’ could also be a node with a sculptural element.

Design for Longevity

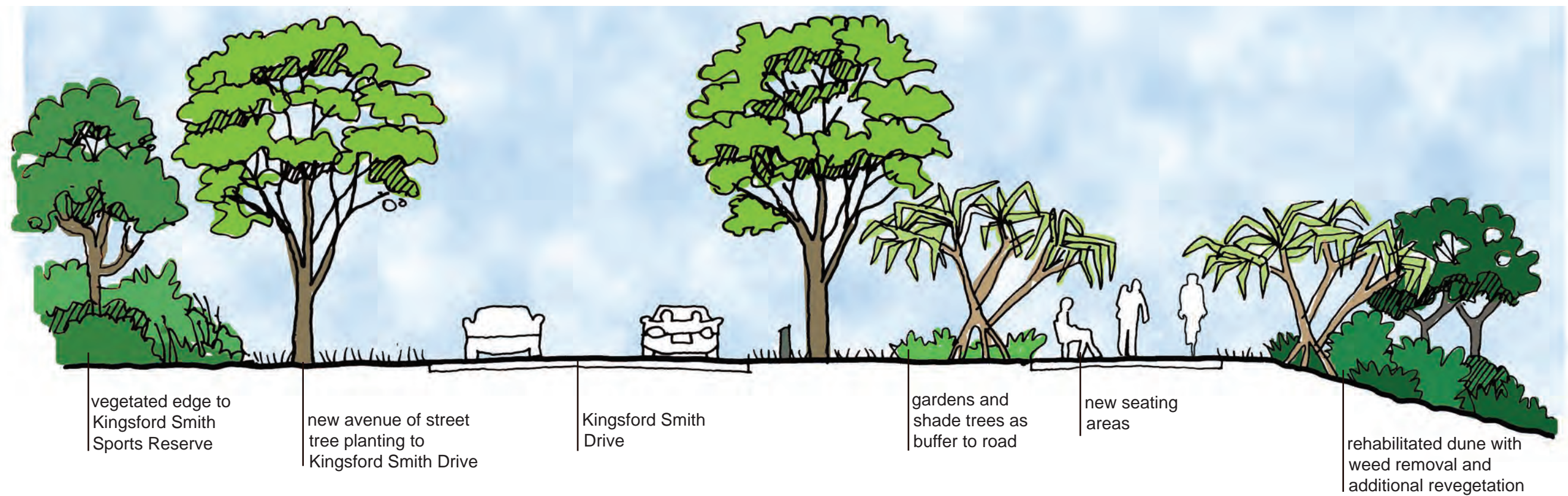
The design of any infrastructure or artwork installations must recognise that The Spit represents a location subject to coastal dynamics and shoreline variability. Any infrastructure or facilities at this location must be designed to address this issue and to provide for the longevity and ongoing maintenance of those items.







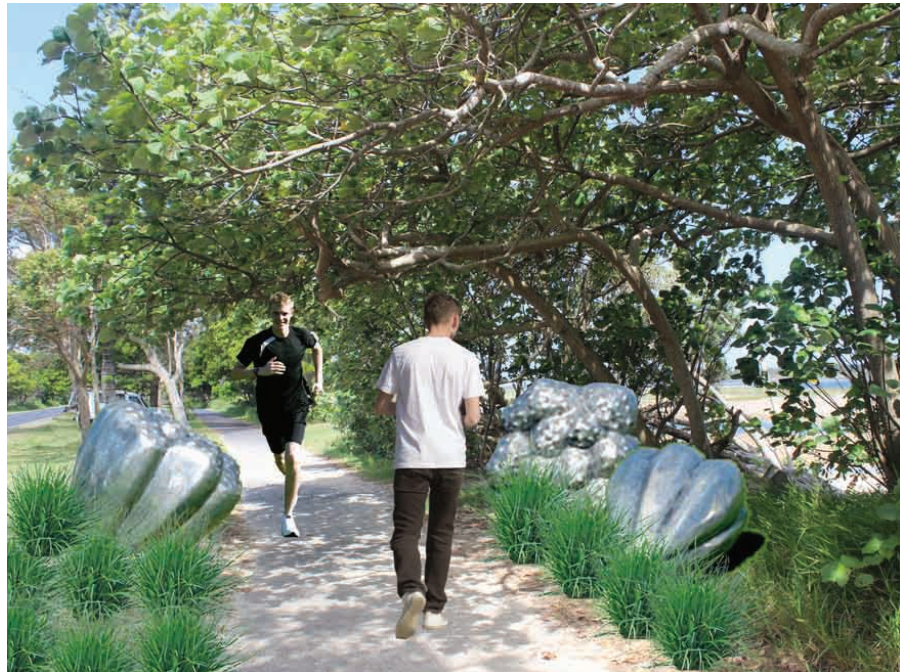
B MISSINGHAM TRAIL AND KINGSFORD SMITH DRIVE



C MISSINGHAM TRAIL AND KINGSFORD SMITH DRIVE



MISSINGHAM TRAIL



MISSINGHAM ART TRAIL

THE SERPENTINE and PIONEER MEMORIAL PARK

THE RATIONALE

To create a broader foreshore parkland that encompasses The Serpentine foreshore and Pioneer Memorial Park, a precinct that is:

- pedestrian friendly;
- connected to a broader park network;
- provides for a variety of recreational uses and for the needs of park users;
- respectful of the natural environment; and
- enhances the current uses of this popular location.

THE PROPOSALS

Create a broader park with a focus on people not cars
The focus is on linking Pioneer Memorial Park and The Serpentine foreshore to create a broader useable recreation space. Pioneer Memorial Park is under utilised but has a wealth of assets with beautiful established park trees, elevated views to the Richmond River and North Creek, open space and an engaging historical element.

The Serpentine foreshore is very popular, but has congested car parking, no toilets and limited infrastructure. There are a variety of beach accesses and some areas are weed infested.

It is proposed a new car park is established on the eastern side of Pioneer Memorial Park and that this car park has a two way access either end. This would facilitate better movement of vehicles through the area in the search for an available car park. The location of the car park would be away from the focus of pedestrian activity.

The current vehicular use of Park Street divides the park from the foreshore. Parking here is inadequate and is compacting tree roots. The steep banks are eroding. It is proposed Park Street is dedicated to pedestrians only and the existing exposed banks are stabilised with new planting. The closure of this vehicular route creates a large area of unified parkland with vehicular movement and parking largely kept to the park edge.

The existing car parking along The Serpentine would be for disabled car parking. A new feature road pavement at the commencement of the one way traffic on The Serpentine would denote the road as a ‘slow speed’ vehicle zone.

Pioneer Park and The Serpentine could be connected to Shaws Bay via an underpass or pedestrian crossing on Hill Street close to Compton Drive.

Enliven Pioneer Memorial Park

A new path and crossing to Hill Street would provide a connection from Shaws Bay to Pioneer Memorial Park. This would encourage visitation to what it a beautiful, elevated area of shaded parkland.

It is proposed this park be embellished to add to the recreational value of The Serpentine. It is proposed a nature based play area be located under the existing established trees and the area between here and The Serpentine becomes an open grassed area for picnics and play. The play facilities should be accessible to all children and should incorporate connecting paths and play items suitable to a range of abilities. The lack of toilets at The Serpentine is an issue that sees the informal use of the dunes for toileting or people trying to cross the busy road to gain access to the toilets at Brighton Street. It is proposed a new toilet block be ‘tucked’ into the bottom of the slope so as to not impede views.

Encouraging use of Pioneer Park will provide opportunities for the gravestone memorial to become a historical feature. Proposed upgrades to the park could enable improved historical interpretation opportunities.



Enhance The Serpentine as a family waterfront play area
The Serpentine foreshore is popular as a natural recreational area. Upgrades should maintain the family orientated character of this place. Proposals seek to accommodate the popularity of the location and to build upon its character. It is proposed The Serpentine is a low speed zone with a wide paved esplanade incorporating seating, shade trees, low planting and a number of beach showers.

It is proposed a small number of ‘beach shack’ themed shade structures be incorporated along the water front to reflect the history of the site. In the 1930s a number of beach shacks existed at this location and were used by families holidaying. These structures could be linked to the esplanade by timber decking and could include seating and broad timber steps to the beach. Between the structures, grassed

areas would extend down to the beach. The intention would be to maintain the relaxed, holidaying character whilst introducing some new infrastructure that would enhance the area and provide all sorts of ways for people to enjoy the setting.

Interpretive signage at the esplanade could describe the site’s history. Photographs provided by Keith Galloway to Ballina Shire Council show some beautiful images of his family at play and their beach shack home. It is poignant to see that the use of the place by families has remained largely unchanged over time.

It is proposed the existing car parking on The Serpentine be set aside for disabled parking and that a ramped access be provided to the beach. Beach accesses should be rationalised so that only a number of accessed are maintained. These should be clearly defined so that other areas are allowed to regenerate.

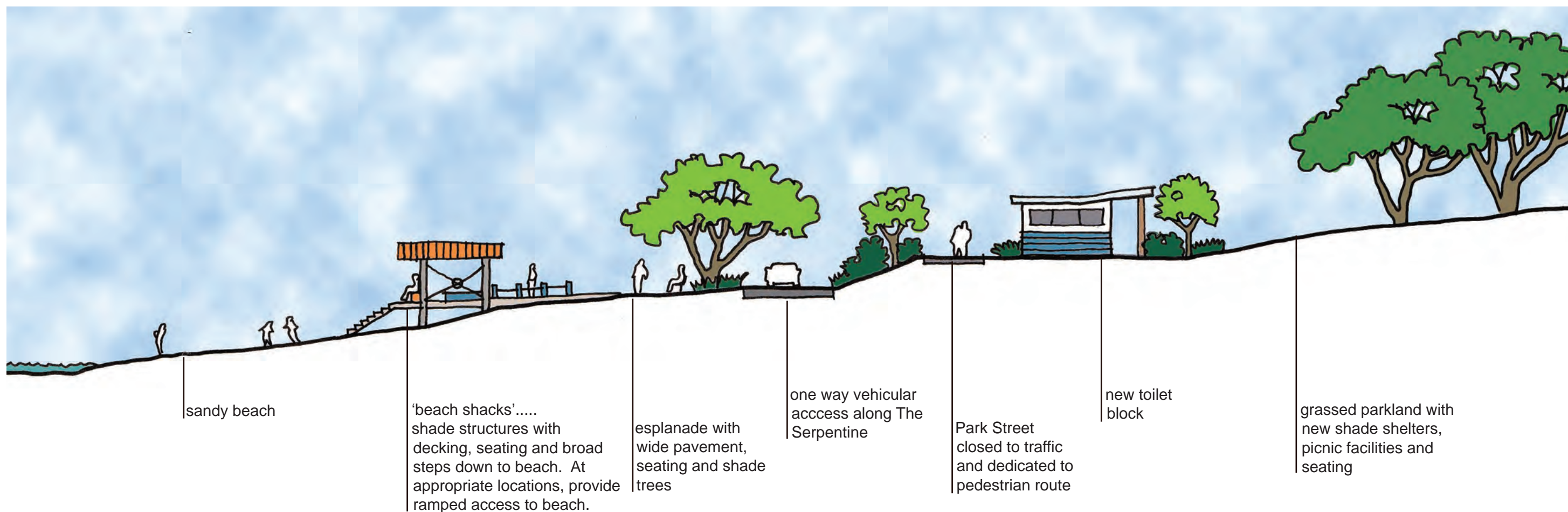
A weeding program should be adopted for the foreshore and degraded areas should be revegetated with indigenous coastal species. Additional tree planting would provide more shade to the foreshore.





- ① provide 2 way traffic to and from new car park
- ② Park Street to be pedestrian access only. Replace with 2 way access into new car park
- ③ new car park away from pedestrian movement and recreational areas
- ④ the location of the headstone walls, and the site of the old cemetery, could become the focus of a historical precinct
- ⑤ new nature based play elements sited under fig trees
- ⑥ pedestrian path connecting parks
- ⑦ picnic area with shelters, picnic settings and seats
- ⑧ new toilet block
- ⑨ Park Street as pedestrian connection, stabilise banks with native planting
- ⑩ new wide pavement with decorative elements
- ⑪ disabled parking with ramped access to beach. This infrastructure to be supported by other accessibility provisions including rails, disabled toilets, tactile paving and sand wheelchair storage
- ⑫ 'beach shack' shelters with seating and broad steps to beach
- ⑬ formalise car park, protect Norfolk Island Pine with broad garden area
- ⑭ renovate toilet block and remove 'enclosed'/disused picnic facilities
- ⑮ provide broad esplanade to waterfront with seating walls, furniture, shade trees and new wide stepped accesses to beach
- ⑯ new shelters, shade trees, picnic settings and seating
- ⑰ possible future underpass or pedestrian crossing to Hill Street
- ⑱ provide lighting in locations suited to night time use such as paths, the foreshore and picnic areas





A THE SERPENTINE and PIONEER MEMORIAL PARK



THE SERPENTINE PROPOSED 'BEACH SHACKS' and ESPLANADE



PIONEER MEMORIAL PARK PROPOSED NATURE PLAY AREA

SEA POOL AND BLACK HEAD PARK

THE RATIONALE

To restore and transform a degraded natural area into a coastal, recreational attraction with a safe, saltwater sea pool as its focus. Proposals for Black Head would restore the beauty of this coastal location and collate a range of recreational opportunities and natural assets into a beach side precinct. The precinct could encompass the former quarried area, Shelly Beach, the trail network over Black Head and links to other recreational areas. Proposals for Black Head seek to

- provide a tidal sea pool that will provide for safe swimming in all weather and an alternative, swimming location to the beach;
- rehabilitate the former quarried location to restore natural ground levels and allow for appropriate drainage and a topography that can support recreational facilities;
- provide infrastructure and facilities that would support the use of the sea pool as a recreational resource and provide for a range of other recreational uses;
- maintain the current use of the site as a destination for surfers and as access to Shelly and Angels Beaches;
- create another family orientated beach side destination;
- provide connections to other recreation areas such as the enhanced Allawah Bushland Reserve, existing trails on Black Head, Shelly Beach and Angels Beach;
- incorporate the history of the site in terms of stories of Aboriginal massacres in the immediate surrounds, the use of the site as a quarry and the location as the first landfall crossed by Sir Charles Kingsford Smith on the First Pacific Ocean flight from America to Australia;
- Create a parkland that includes infrastructure and planting suitable to the frontline coastal setting.

THE PROPOSALS

Rehabilitation and the Coastal Environment

The remnants of the quarrying of the site can be seen in the surrounds to Black Head. Large basalt rocks litter the edges of the flattened headland. Redevelopment of the site as a recreational focus would firstly require rehabilitation of the degraded landscape. This may include removal of some rock to accomodate a sea pool, creation of a concrete pool and the filling of the excavated site to allow for a topography that will be free draining and not subject to wave wash. Rehabilitation would also need to consider weed removal and the re-establishment of native coastal species. Rehabilitation of the topgraphy and the foundations for a sea pool would all be subject to engineering design and studies of the mechanics of the marine environment.

A Sea Pool and Beachside Park

The focus of this beach side park could become a saltwater sea pool. Depending on the outcomes of engineering studies, the sea pool could be located somewhere adjacent to the headland. Note: Council has also considered the rock platform at the southern end of Shelly Beach for an ocean pool. Good connections should be established between the pool and the park. The existing vehicular access would need to be upgraded to allow for two way traffic and a pedestrian path. Vehicular movement could be kept away from the park with car parking located at the western extent of the park. The parkland could include stepped and ramped access down to the sea pool. This connection could include broad steps for lounging and enjoying the coastal outlook.

A path system could be provide from Shelly Beach Road down to the beachside park. A path through the park could provide access to Shelly Beach and Angels Beach. The park could incorporate coastal tolerant tree species such as *Banksia*, *Pandanus*, *Casuarinas* and *Cupaniopsis*. This shaded area could be for exercising, picnicking, lounging etc. The path across the front of the park could incorporate a fitness trail. Public toilets and a potential kiosk could be located at the southern end of the park close to the pool. The park would have a relaxed feel to it and could incorporate permanent deck chairs and timber lounges. Public artworks, with a focus on the coastal setting or the site history, could be scattered throughout the park.

New beach accesses could be provided down to Shelly Beach and Angels Beach. Defined car parking would reduce the potential conflict caused by the current random car parking and pedestrian movement.

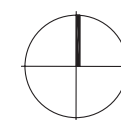
Connections

The new beach side park could be linked to the existing trails on Black Head. Increased visitation to the park may warrant upgrading at least some of these trails and the lookout over Black Head. These facilities could then be seen as part of the broader Black Head Park. Connections could also be made to the new facilities at Allawah Bushland Reserve. Collectively these facilities would encourage outdoor recreation, exploring Ballina’s natural assets and physical fitness and well being.

History

The history of the site could be incorporated into detailing and signage for the beach side park. Any rehabilitation and reworking of the site should reflect, rather than abandon, the site’s history and find ways to respect and include these aspects in the design of the park. Stories should be held onto and reflected in the design of layouts, pavements, built elements, signage and artworks.







SEA POOL AND BLACK HEAD PARK

SEA POOL AT SHELLY BEACH

THE RATIONALE

To provide a safe salt water swimming option at a popular beach utilising the existing carpark facilities and pathway network. Shelly Beach is a popular swimming, surfing and fishing location. Proposals for an ocean pool at Shelly Beach seek to incorporate a swimming pool on the rock shelf, either at the location of the existing ocean wading pool or further north opposite the existing ramped beach access. Either option would seek to link the pool to the existing path network and to enhance the carparking and linear parkland along the foreshore walkway, overlooking the pool.

Proposals for a salt water pool at Shelly Beach seek to

- provide a sea pool that will provide for safe swimming and an alternative swimming location to the beach;
- utilise the existing facilities at this location including the foreshore pathway, carparking and open grassed areas;
- maintain the foreshore pathway link;
- provide ramped access down to the beach to provide for disabled persons;
- provide carparking for disabled persons close to the pool access path;
- consider the provision of disabled access to the pool in the form of a board and chain pathway or recycled plastic plank system that can be periodically lifted to remove sand;
- consider the selective removal of carparking areas and the dedication of this area to grassed open space to provide viewing and seating locations relative to the pool;
- provide a public toilet facility and change room;
- provide picnic facilities, seating and shade trees that would support the use of the sea pool as a recreational location;
- maintain the current use of the site as a destination for surfers and fisher persons and as access to Shelly Beach;
- create another family orientated beach side destination.

THE PROPOSALS

A Sea Pool that is Accessible to the Community

Shelly Beach is already a popular destination. The existing facilities at Shelly Beach include a shared foreshore pathway, carparking, a ramped beach access, beach shower and former surf club building. The beach is popular for swimming, surfing and fishing. The provision of a sea pool at this location seeks to build upon the existing facilities and utilise the existing beach accesses in a way that allows the best possible access to the pool. Option One for a Shelly Beach sea pool locates the pool directly east of the existing steps at the site of the wading pool. This option proposes new steps and a ramped access

to the beach and pool. The dune here is relatively steep. Option Two for a Shelly Beach sea pool locates the pool further north, east of the existing ramped beach access. At this location, the pool is closer to the beach access and the dune is less steep. Implementation of a pool at either site would require engineering design and studies of the mechanics of the marine environment.

It is proposed to maximise potential access to the pool that either location includes a ‘liftable’ connection to the ramped beach access. This could take the form of a timber board and chain system or could use recycled plastic planks.

The sea pool could include a concrete pavement surrounds and long concrete or timber bench seats. The outside of the pool could incorporate a stainless steel balustrade to provide protection on the exposed side of the pool.

In considering the above, it is important to recognise that considerable additional analysis would be required to determine the feasibility of the concept, particularly given the location of the pool structure within the intertidal rock platform.

Existing and New Facilities

The site includes a range of existing facilities that would support the siting of a new sea pool at Shelly Beach. There are two carparking areas above the beach, a former surf club building and a foreshore pathway. There is a ramped beach access and beach shower at the northern carpark area. The existing parkland is limited by the carparking and the steep vegetated dune.

Option One proposes the removal of a small number of carparks in the southern carpark to provide some additional space for picnic and seating facilities overlooking the upgraded stepped beach access and new pool. Option Two utilises the existing grassed area above the ramped beach access and proposes the addition of some shade structures and picnic facilities.

Both options propose a new storage facility to replace the existing containers on the Shelly Beach foreshore and a new toilet and change room for consideration.

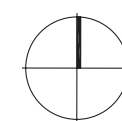
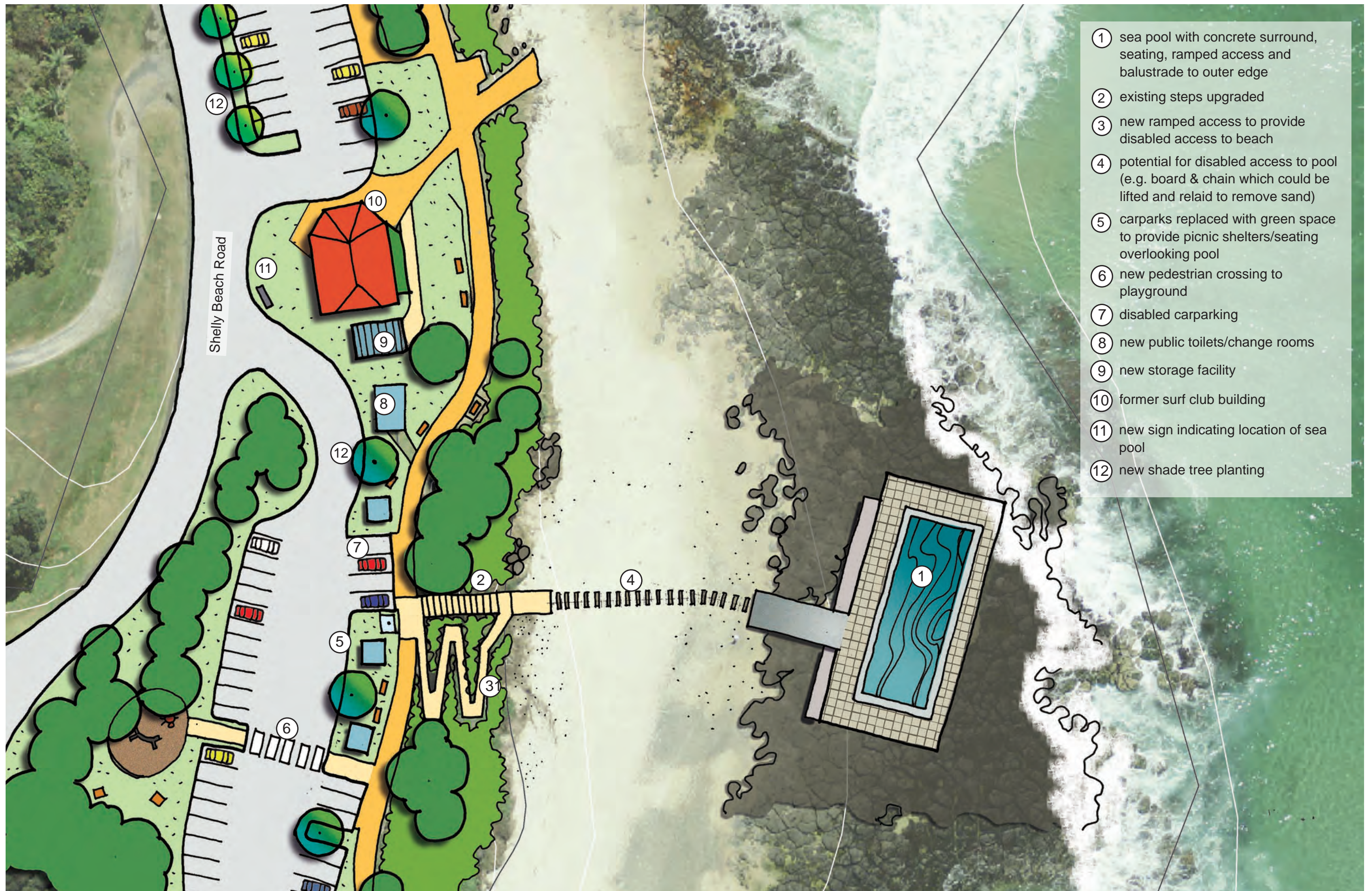
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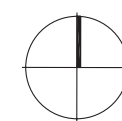
Both options propose additional shade tree planting to add to the user comfort and visual amenity at the location. Shade trees could provide separation between Shelly Beach Road and the northern carpark. Feature trees could be added to the green space between the carparks and the dune. New signage could be located, depending on the option adopted, to indicate the location of the sea pool.

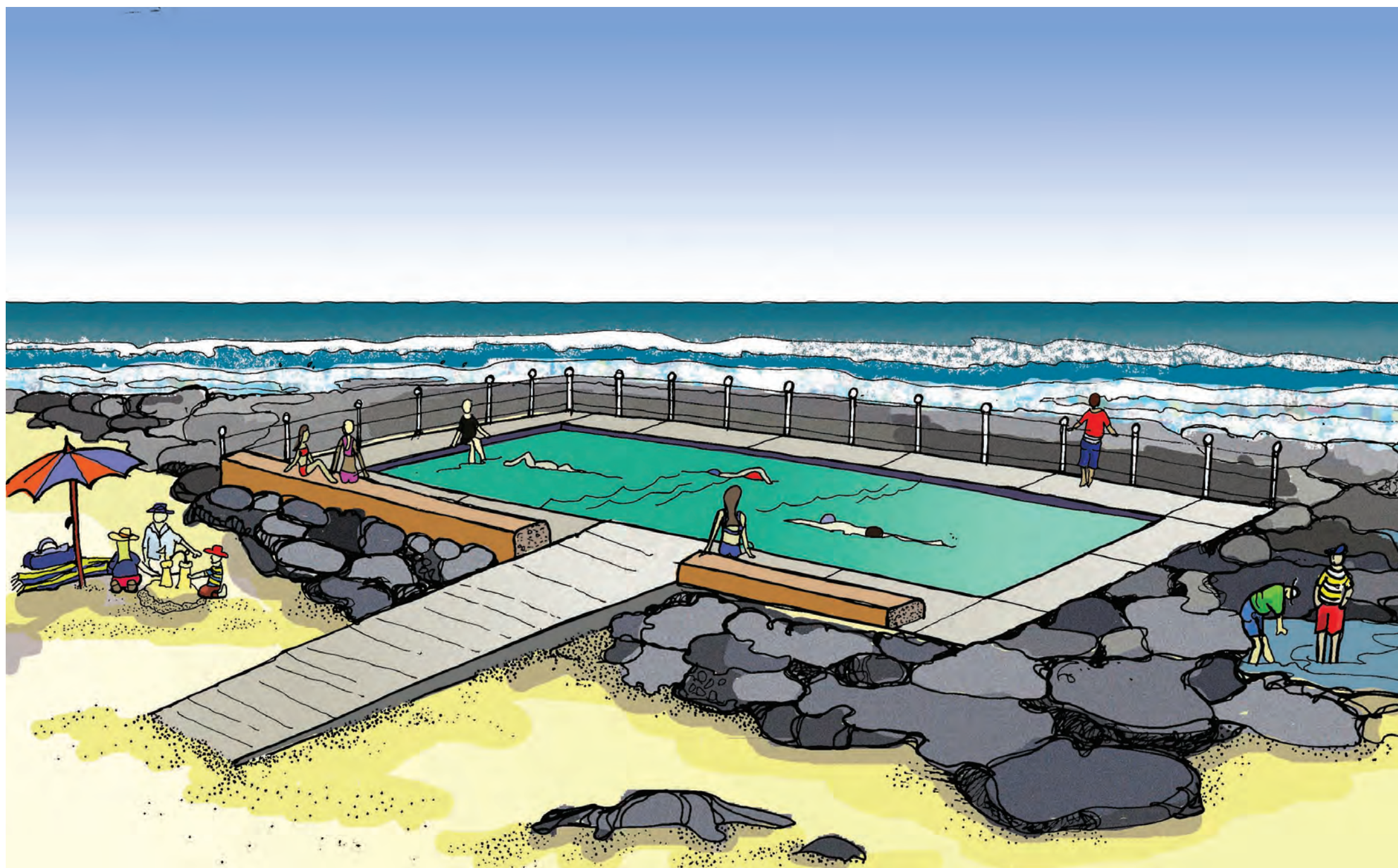


the existing beach and beach accesses









SEA POOL AT SHELLY BEACH