



THE BELLINGEN MAIN STREET PLAN



JOHN MONGARD LANDSCAPE ARCHITECTS

FOR BELLINGEN SHIRE COUNCIL

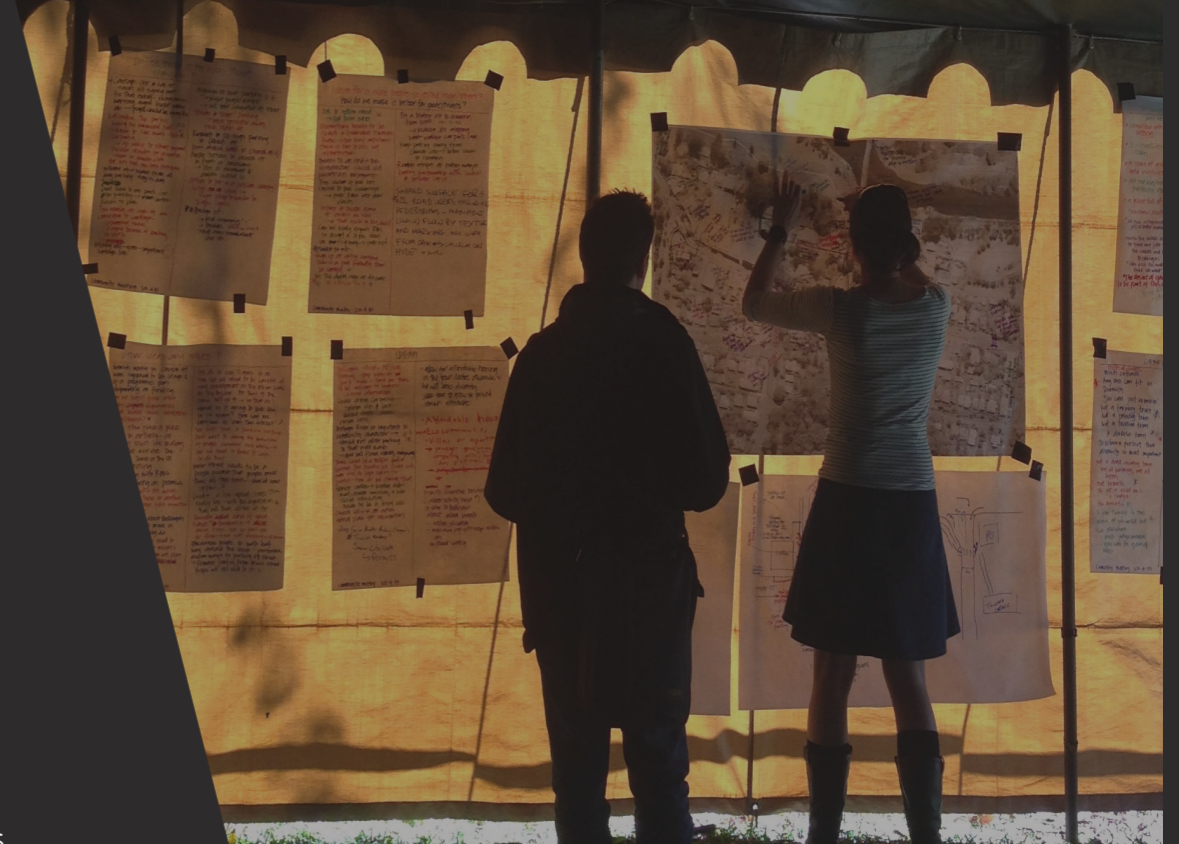
JULY 2015

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The Bellingen Main Street Project was co-funded by Bellingen Shire Council and Roads and Maritime Services. The project was undertaken by John Mongard Landscape Architects, assisted by Blue Sky Contracting (Dr. Dennis Gascoigne) and MRCagney Transport Planners and Engineers.

July 2015



BEYOND THE PAVEMENT OF BELLINGEN

'Beyond the Pavement' is the urban design policy and procedures manual of the Roads and Maritime Services and proposes that state roads and mainstreets should:

1. Contribute to urban structure and revitalisation.
2. Fit with the built fabric.
3. Connect modes and communities.
4. Fit with the landform.
5. Respond to natural pattern.
6. Incorporate heritage and cultural contexts.
7. Design roads as an experience in movement.
8. Create self-explaining road environments.
9. Achieve integrated and minimal maintenance design.

These principles aim to create good urban design outcomes on main streets, and to innovate to achieve high quality public domains and experiential journeys for all types of travellers. The principles have been adopted as part of this project. Urban design is a collaborative process between government and the community. The Set-Up Shop process used in the Idea Tent has established a very positive collaborative framework for Bellingen's main street plan.

The overall urban design vision for Bellingen's main street is 'Keeping Bello Real'. Bellingen's main street continues to be a lively, quirky public realm where all types of locals and travellers are welcome. The main street is improved to become over time a more civil and child friendly place and a great place to experience.



The overall urban design vision for Bellingen's main street is 'Keeping Bello Real'. Bellingen's main street continues to be a lively, quirky public realm where all types of locals and travellers are welcome. The main street is improved to become over time a more civil and child friendly place and a great place to experience.



“We want a pedestrian friendly main street for Bellingham”


Why change Bellinghen? Some people say it is great the way it is and indeed it already has qualities which other towns aspire to have. Bellinghen doesn't need a character injection. It is already a diverse and friendly town that attracts people.

"Bello needs to stay real" in the words of many local people. It doesn't need growth for growth's sake or change for the sake of making something new. Bellinghen can stay real by following a community based plan for the main street and create a town centre that is led by its culture, place and community.

Changes do need to happen to fulfill the community's needs and ongoing vision for the town centre as endorsed in the Ideas Tent for the Main Street Plan. Bellinghen needs to guide its town centre so that market forces, gentrification and popularity don't destroy it. It needs to manage its business zones and character so that the town stays compact and walkable, without satellites of shops, industry or whitegoods as evident in other towns. By keeping all the shops and services people need locally, Bellinghen can stay real and not just gravitate to be a coffee stopover or a trinket town.

Bellinghen Main Street Plan aims to make crossing the road safer, connect the whole town with walking facilities, reduce vehicle speed through town to conform to the 40km/hr speed limit and reduce vehicle congestion. It will be an opportunity to create more amenity, community gardens and landscape areas. Bellinghen's Main Street Plan can deliver beauty as well as practicality in a unique 'Bellinghen' way.

KEEPING BELLO REAL



Bellinghen can stay real and not just gravitate to be a coffee stop-over or a trinket town

WHAT THE COMMUNITY SAY

PEOPLE HAVE THEIR SAY FOR BELLINGEN'S MAIN STREET

Bellingen's Tent of Ideas was one of the most engaging and positive forums that we have been involved with in over 20 years of town placemaking. This reflects on Bellingen's engaged and educated community. Over 260 people brainstormed ideas which filled up the tent by the fifth day. Many ideas, big and small, were floated and people informally 'starred' on the walls those they liked the most. The Ideas Tent was a place to discuss issues and to shape them into ideas and actions. It's an evolutionary process where one idea feeds another and people test and re-test them till the good ones rise to the top.

The tent was open for 40 hours over a period between Thursday the 23rd April and Tuesday 28th April, 2015. Think tanks were held with year 6, year 9 and year 11 children from the local schools, comprising a great snapshot of what walkers and bike riders really need in town (children are experts in these things, since they can't drive). Their drawings accurately note the best places where street crossings should be, and where improvements are needed for pedestrians. New safe crossings near the cenotaph and near the post office are a high priority for both young and old, and relocating the central crossing at Church Street to improve safety and reduce congestion is universally agreed.

A rainbow coloured crossing was floated by the year 11 students. Whilst not possible on a pedestrian crossing due to state regulations, rainbow coloured paving patterns could flow into the adjacent footpaths within the improved Church Street north shared zone. More trees and more colour in the street were popular suggestions and these features could be integrated in traffic calming gardens in many areas that have too much bitumen, notably on Oak and Church Streets, and near the cenotaph.

The cenotaph is a problem area for pedestrians and a place where people practise what we are calling 'Bellingen freeform' also applies to walkers, since it's commonly thought by locals that the whole of the main street is a pedestrian crossing, and that people should be able to walk freely.

Pedestrian oriented towns throughout the world have this free, slow and shared public space quality: great towns of the world like Sienna and Freiburg feature freeform walkable centres. Providing a civil and people-oriented town centre is one of the shared priorities for Bellingen residents and one of the emerging goals of the Main Street Masterplan. Hyde Street is a state road and priorities there will continue to focus on improving pedestrian facilities to encourage walking.



Providing a civil and people oriented town centre is one of the shared priorities...

A LIVELY MAIN STREET

Bellingen is one of Australia's great country towns. Blessed with a stunning landscape, a historic main street and a lively street culture, Bellingen will continue to thrive as a destination.

For a small rural town of 2600 people, Bellingen punches way above its weight. Most weekday mornings, the town is already humming, car parks taken up, people talking and trading.

Many plans and ideas have been made in the past. Few have been implemented or continued. A Main Street Plan is needed which will be practical and create a long-term blueprint for Bellingen. Council needs to have the fortitude to stick to a plan.

The main street is full of character and very high levels of pedestrian activity. Residents and visitors like to be in Bellingen. The unusual variety of local produce and shops provides a real attraction. When mixed with the abundant range of eating options, Bellingen has become a regional destination.

Bellingen is still a real country town: people who live here buy goods here. It is not just a cafe strip, although many businesses rely on the weekend daytrip trade. In some ways, Bellingen has been lucky to not have had the funds or development pressures to destroy its town centre in the manner of other coastal towns.

Coffs Harbour is still the main regional destination. The beach brings tourism, but when people want to visit a really beautiful town, they head for Bellingen.

Hyde Street doesn't need much to make it better. It doesn't need to lose its quirky streetscape character. The main street needs to let pedestrians move around easily and safely through enticing streets and spaces.



The main street is full of character and very high levels of pedestrian activity

ISSUES ON THE MAIN STREET

Bellingen has charm. Its music, culture, markets and ambience are enticing. It attracts a lot of diverse people for a small town. It faces some challenges from this success: congestion and traffic are becoming increasingly dominant. The great main street buildings and trees frame the streetscape, however cars are taking over at times. There is strong pedestrian activity, but crossing the street can be difficult, and traffic often backs up.

The prior masterplan of 2002 led to some work on Church Street, but has failed to create action on the rest of the town. A new plan which focuses on robust and maintainable outcomes is now required. The streetscape needs to be made to work harder to provide more parking, more amenity and more access, and it has the space and capacity to do so.



'Bellingen freeform': vehicle drivers who make unusual and interesting vehicle manoeuvres to find car parks and to move through town quickly.

Bellingen: a great main street with charm

The cenotaph intersection has the opportunity for traffic calming and creating better pedestrian spaces


There are lots of areas where bitumen can be reclaimed to achieve a safer more beautiful streetscape. The cenotaph area can deliver a large shady triangle and assist pedestrian movements in that area.

Church Street toward the youth hub, has a very wide carriageway across its profile, which requires street calming. Near the information centre, the main street has underutilized carriageway. More shade and traffic calming could be achieved in these areas. All these things could be achieved without loss of movement or parking.

Bellingen has a mish-mash of streetscape elements, none of which marry together. Planters, tree grills, benches and other infrastructure from prior generations could become a more integrated and crafted suite of elements. Opportunities to add trees, footpaths and bikeways are evidently available. The town entries need better signage, avenue framing and legibility at the edges. Car parks should not need to be lost except where safety issues occur, or where key pedestrian safety initiatives warrant it. Bellingen can easily become a safer and even more attractive main street!



The central crossing is poorly designed and needs reconfiguration



A quirky hub for the musical, the organic and the arts.
An awesome place to live, work and walk to.
A town that shops local and cares for its main street.
Bello will stay real. It won't love itself to death.
Always a country town nestled in its river and forest.

SUMMARY OF THE MAIN STREET PLAN



The Main Street Plan seeks:

1. To 'Keep Bello Real' by making streetscapes that are lively, quirky and green, and which support the community's unique identity.
2. To create a friendly and walkable town centre, a place which allows everyone to move around easily.

THE MAIN STREET PLAN

THE TWO MAIN GOALS OF THE MAIN STREET PLAN ARE:

1. To 'Keep Bello Real' by making streetscapes that are lively, quirky and green, and which support the community's unique identity.
2. To create a friendly and walkable town centre, a place which allows everyone to move around easily.

Simple things need doing straight away: tidying up and linemarking parking bays to improve space efficiency; making various areas one hour parking to allow more vehicle turnover of spaces; signing and improving off street car parking to encourage workers, traders and all day visitors to park off the main street.

A new 40km/hr system will create gateways at each town centre entry route. The gateways will have signage and landscape treatments to narrow the road and give better cues to reduce speed.

In the future, crossing the street can be easier and safer by creating new crossings which improve pedestrian safety and do not congest flow of vehicles through town. New pedestrian crossings within each town block will provide for the needs of this highly pedestrian oriented community.

A proposed new crossing near the Cenotaph will provide a safer option for pedestrian to cross Oak and Hyde Street.

Intersections will be redesigned to improve movement and sightlines. At the same time, by tightening the carriageway width, spaces for gardens and trees will be created to assist with traffic calming.

The options proposed in the Main Street Plan are achievable when Council resources and funding are combined with State Government funding. The aim of this project is to address many issues identified by the community, and use a new innovative approach by both Local and State Governments. The implementation and finalisation of the Main Street Plan will go above and beyond traditional pedestrian improvements. During construction of each stage, care will be taken to protect trees and retain valued features. New low maintenance gardens will provide green flowering carpets and overhead shade corridors.

A mix of deciduous and evergreen trees will continue the town's blend of many trees. Trees will be advanced in size to retain sightlines. Both local trees and culturally valuable trees would be used as needed.

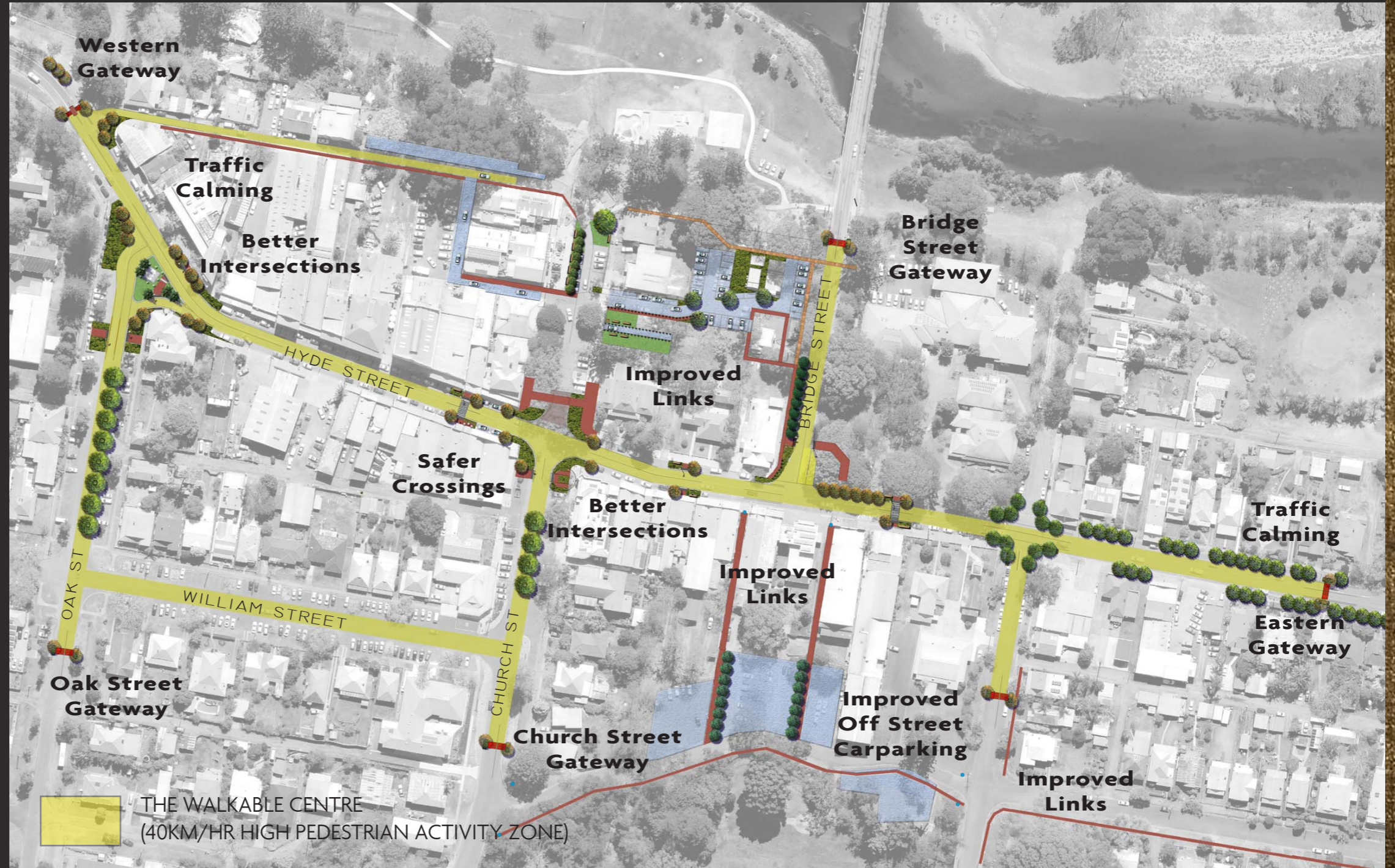
Street furniture will continue to be an eclectic mix to reflect the community, but with a focus on crafted local timber work to reflect the town's heritage. This should flow through seats, bollards, signs and light posts. Furniture should be made by local people as part of the placemaking.

The pavement could stay predominantly concrete but with new feature areas incorporating local stonework. A green landscape rather than engineered infrastructure will be the dominant character of new works.

THE WALKABLE CENTRE

To create a walkable main street, Bellingen needs to calm traffic, improve crossings and reduce congestion at key places. Streets within the town need to be made safer and more legible using a whole-of-town approach. In the process, public spaces can become greener gathering places. The approach taken is to create a forty kilometer high pedestrian activity area. Traffic calming gateways at each entry to the town centre will establish a 40

km/hr precinct which actually slows vehicles down. Redesigned intersections will reduce congestion and create amenity. Moving the two existing pedestrian crossing and introducing two new informal crossing points for pedestrians will assist with traffic calming. Hyde Street will be safer and less congested due to better design. Better linemarking of the carriageways and car parks will improve safe movements.



THE BELLINGEN MAIN STREET PLAN

KEY ELEMENTS

- 1.** Forty kilometre an hour high pedestrian activity area gateways
- 2.** Western town gateway
- 3.** Cenotaph Memorial Park
- 4.** Relocated pedestrian crossing on Hyde Street
- 5.** One way loop lane to rear of Church street shops, new footpath and formalised parking on Short Street Lane
- 6.** Church Street intersection improvements
- 7.** Church Street shared zone
- 8.** Improved public carpark, laneways and walkways
- 9.** Relocated pedestrian crossing at police station
- 10.** Bridge Street town entry and crossing
- 11.** Formalised carpark behind the town hall with links through to Hyde Street
- 12.** Relocated pedestrian crossing at town park and library
- 13.** Eastern town gateway
- 14.** Formalised carpark at the pump station site
- 15.** New town footpaths
- 16.** Potential future site for all day parking during events



THE BELLINGEN MAIN STREET PLAN

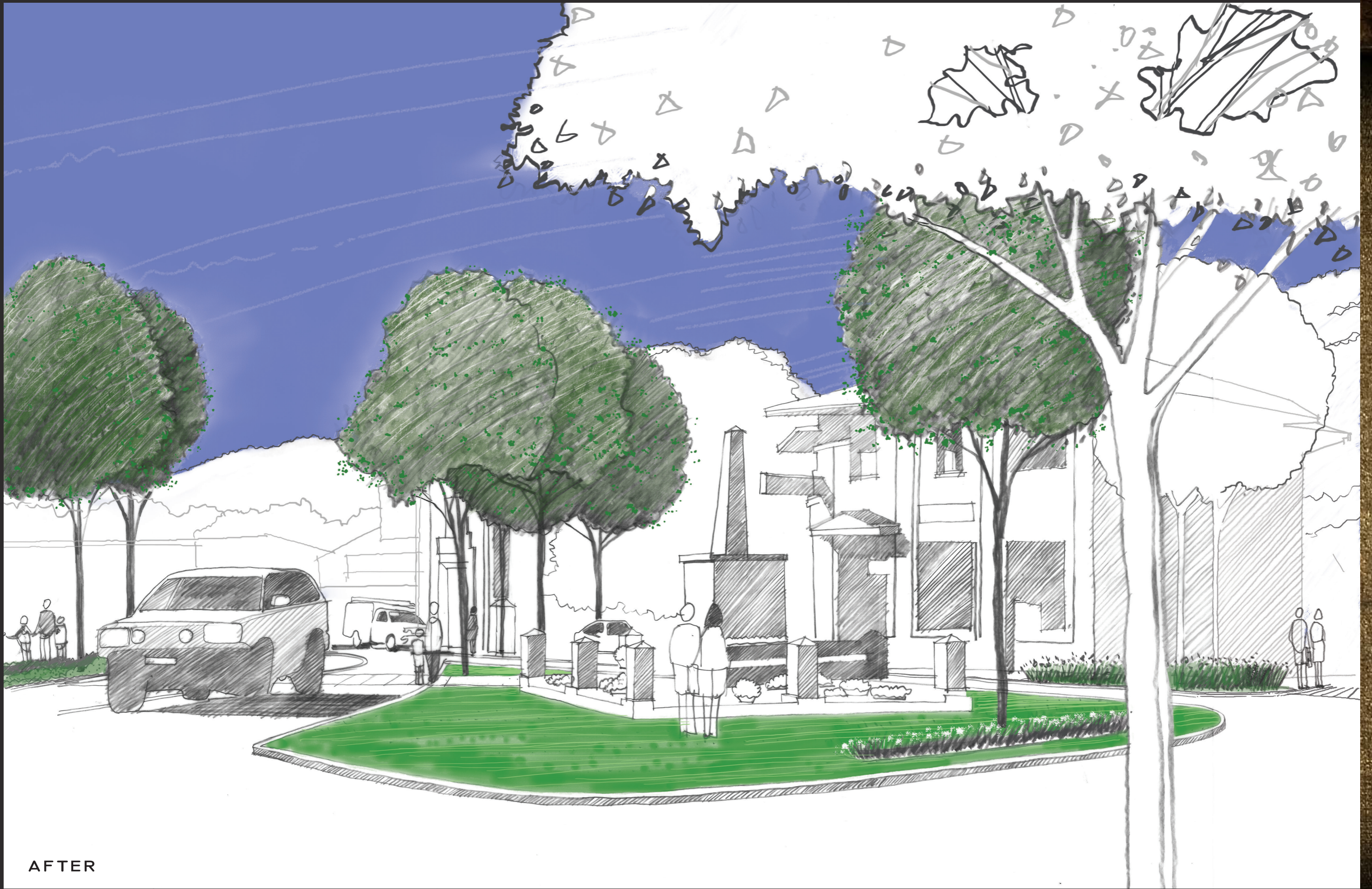
BY JOHN MONGARD LANDSCAPE ARCHITECTS
FOR BELLINGEN SHIRE COUNCIL
JULY 2015 NOT TO SCALE



THE CENOTAPH MEMORIAL PARK

The Cenotaph Memorial Park will provide a fitting setting for the ANZAC memorial and will create a beautiful park at the entry to the main street. It will allow drivers and pedestrians to move safely and comfortably through this part of town. By tightening the street corners, safer movements and reduced vehicle speeds will be achieved. Turning space has been retained to allow buses and trucks to turn off Hyde Street. A slip lane off Hyde Street will also provide safer turns into Oak Street.





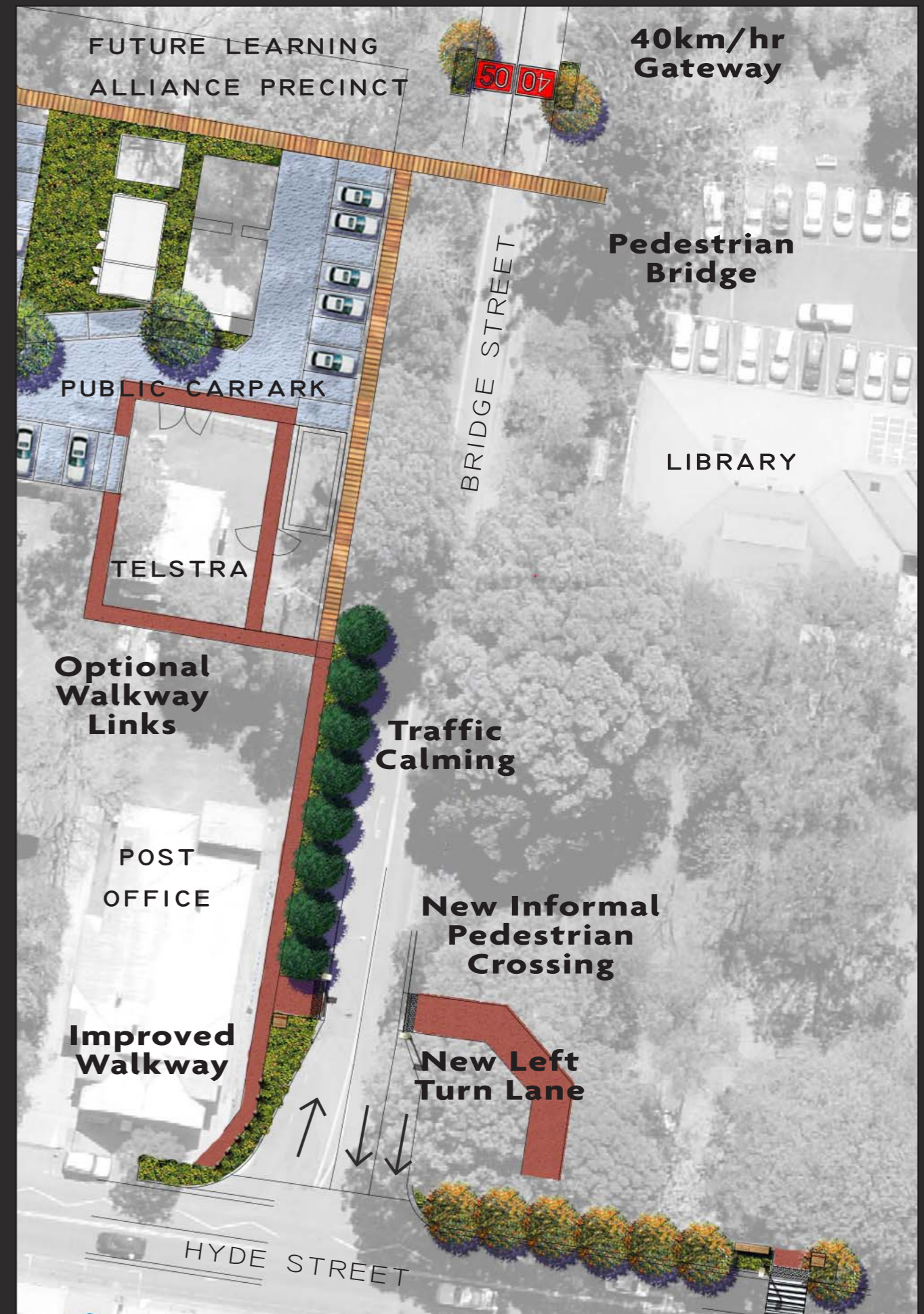
AFTER

TOWN GATEWAYS

BRIDGE STREET TOWN ENTRY

An informal crossing point with kerb extensions will be built between the post office and the library to assist pedestrians. There will be increasing growth and traffic in the north of Bellingen and a formal pedestrian crossing may be an option in the future. It will be set back from the Hyde Street intersection to reduce congestion and assist with sightlines. The uphill incoming vehicles will be able to better turn and are able to cue to the left and to the right. A slight widening of the carriageway will achieve this, and the footpath will be redesigned near the corner.

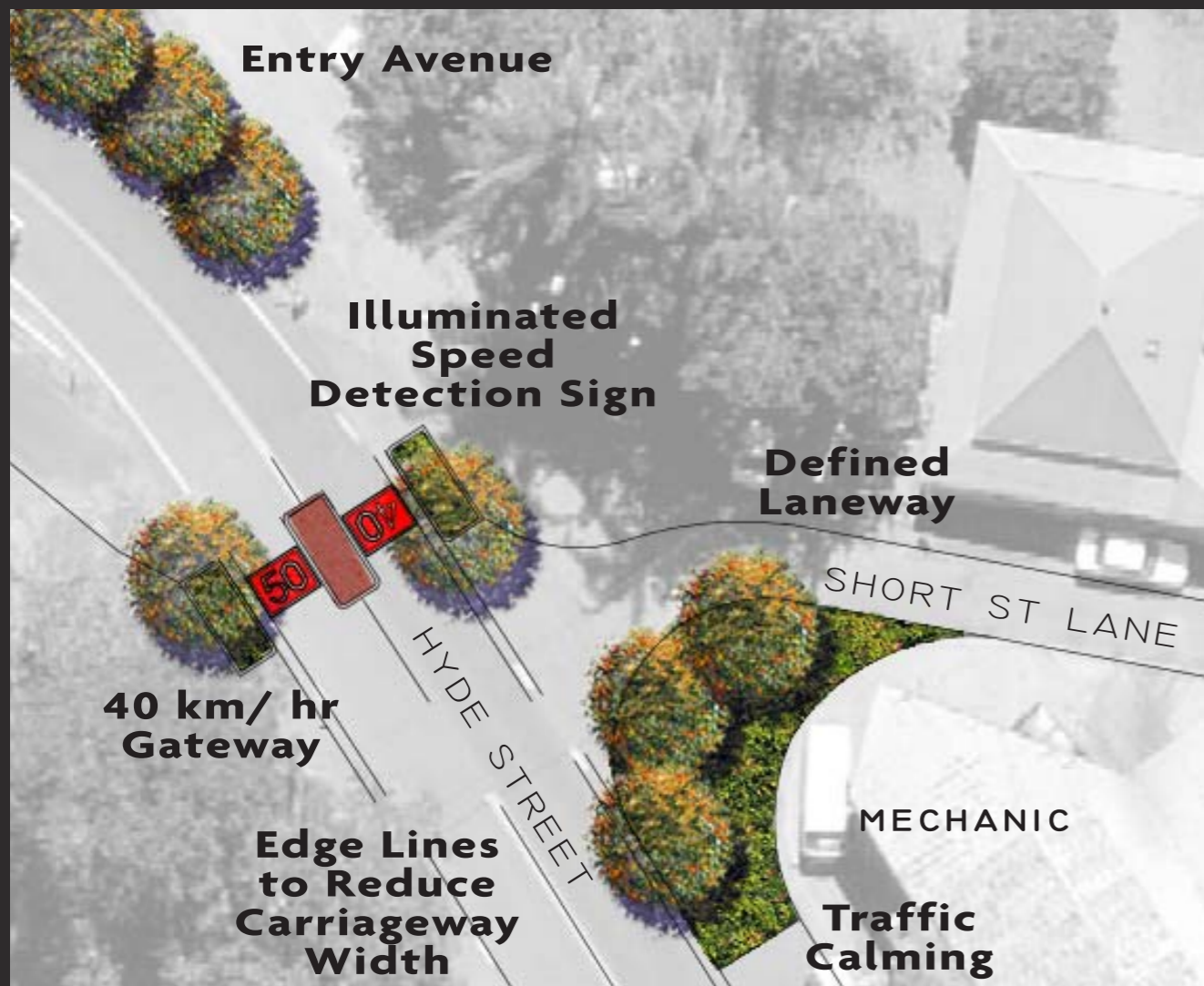
The post office corner will be properly defined and bollards will prevent unsafe use of the slip lane, which will become the pedestrian lane linking through to Church Street and its off street car park.



EASTERN TOWN GATEWAY



WESTERN TOWN GATEWAY



The eastern town gateway is long, straight and open. Avenue trees will be used in tandem with a gateway incorporating signage, carriageway narrowing and an illuminated speed indicator sign to achieve traffic calming.

The western town gateway is uphill and on a bend. Street intersection narrowing around Short Street Lane in conjunction with a signed gateway will be used to slow vehicles as they turn into the main street. Tall trees will be used to frame the entry.

THE CHURCH STREET INTERSECTION

CHURCH STREET AND HYDE STREET INTERSECTION

The intersection of Church and Hyde Street will be made safer by moving the crossing nineteen meters further up the street towards the IGA. The new crossing will line up with an existing restaurant and the build out space can be used for outdoor dining. The relocation of the crossing will enable more cars to queue when the pedestrian crossing is in use, which will reduce blockages across the intersection.

Safer informal crossing places will be created on both sides of Church Street. The northern crossing in the Church Street shared zone will be at the widest point of the existing paved platform and will be at grade providing a raised crossing point away from the tree roots and the conflict points at the intersection. This area could feature footpaths in a rainbow patterning wrapping around the large camphor laurel trees to create a colourful pedestrian realm. On the 'map' side of Hyde Street, an informal crossing point with kerb extensions will be built between in front of the bus stop to allow safer crossing points for school children, especially when coming off the bus. All corners of the intersections will be built out into Hyde Street, to reduce car vehicle speeds and to create landscape areas for traffic calming.



THE CHURCH STREET SHARED ZONE

CHURCH STREET NORTH

This part of Church Street will be retrofitted to incorporate a one way system from the ambulance centre and running left into the car park laneway to the rear of the IGA, and back out to Church Street. Council will need to negotiate a lane easement over a small portion of laneway required to create the loop. A slip lane exit for ambulances will be maintained.

The footpath near the cafes will be widened to create a shaded public sitting space further away from the eating areas of the restaurants. Street furniture will be re-organised to create a safer pedestrian environment.

The whole area should be signed as a shared zone. Both parallel and 90 degree parking will be maintained. In collaboration with the Country Women's Association the old fence and memorial gates could be improved and in the process create more sitting spaces.

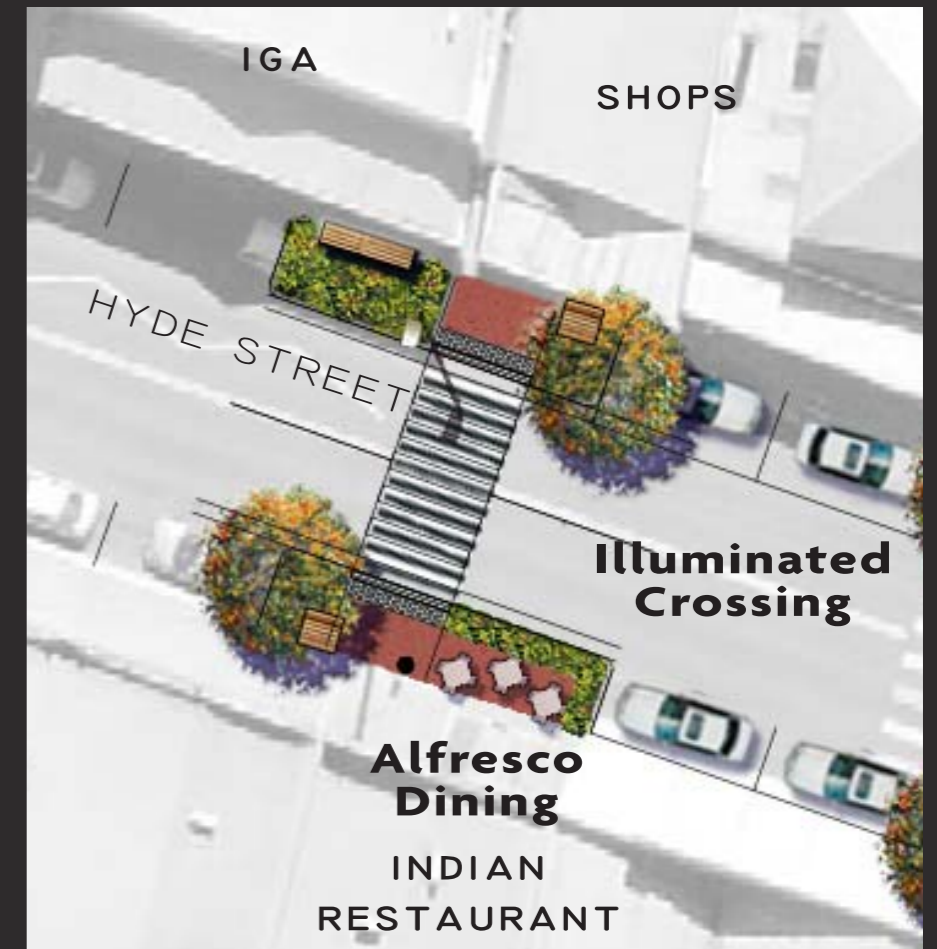


NEW CROSSINGS

Informal crossing point with kerb extensions are proposed to improve safety and reduce congestion on streets which intersect Hyde Street. Crossings will all be designed and illuminated to Australian Standards. Buildouts will reduce the actual crossing width, and in the perimeter spaces, gardens and alfresco dining areas can be created to activate the main street. Shade trees will be advance species to clear sightlines. Balustrading and bollards will create safe vehicle barriers. Gardens will feature local flowering plants and deciduous trees for winter sun and summer shade. Vine trellises and productive food plants can feature in key areas to promote Bellingen as a fresh produce town.



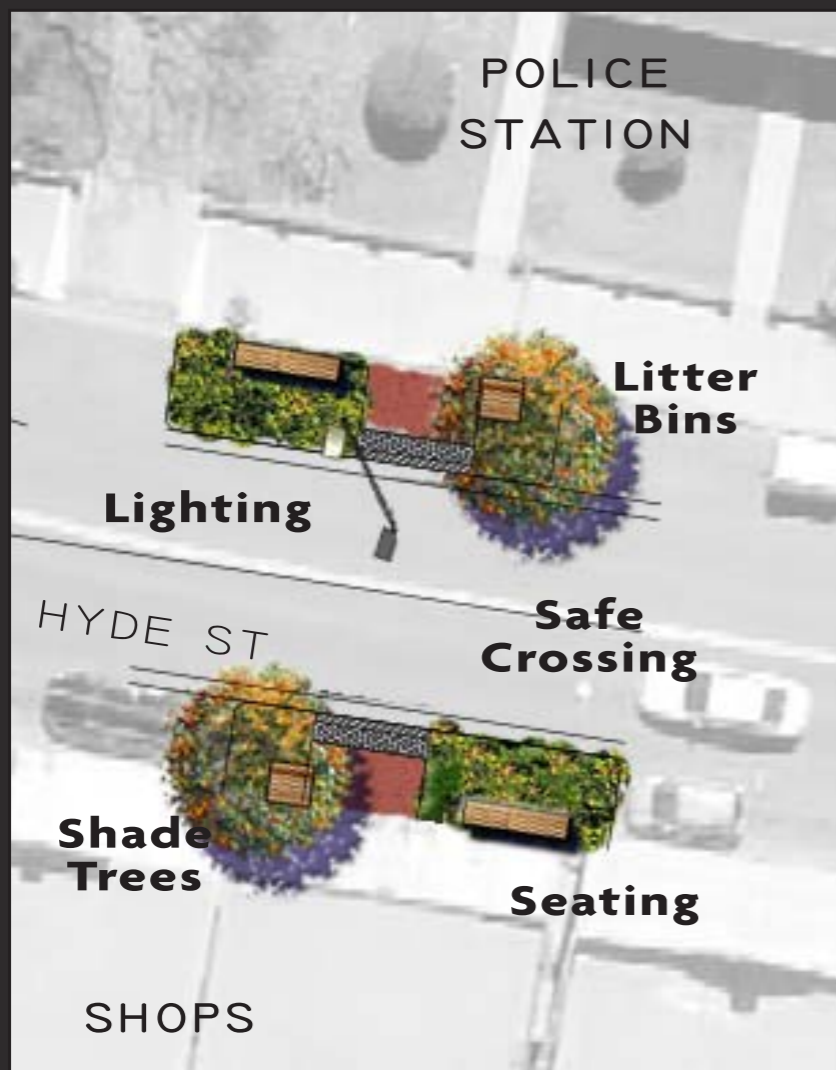
A pedestrian crossing with public space buildouts featuring trees and seats





AFTER

The Tent consultation and pedestrian counts have indicated a strong need for a mid block crossing point on Hyde Street near the Police Station. This acknowledges the links from the shops to the post office and on to the library and Council precinct. Limited amounts of car parking will need to be removed on both the entry and exits to the crossing to ensure clear sight lines. Edge line marking will reduce carriageway widths for traffic calming. The footpaths will be built out to minimise the amount of time a pedestrian is exposed to vehicles and to also narrow the roadway to reduce vehicle speeds. The build out on the shop fronts will be used for public seating and outdoor dining.



The narrowed carriageways, avenue plantings and traffic calming in Tenterfield



NORTHERN PUBLIC CARPARK & LANEWAY LINKS

Provide bollards to either side of the lane to the rear of the police station to stop carparking in the public space. Provide tables, chairs, lawn and gardens to create more activity. The old Telstra site was purchased as an off street carpark by Council and requires line marking and signage to maximise spaces.

A pedestrian link needs to be made to Bridge Street, either through the fenced Telstra Site, through the police station garden, or through the rear spaces of the post office gardens. The preferred route will be subject to liaison with these agencies. A future footbridge across Bridge Street to the Council administration site should be planned into the longer term to access all the carparks under the Council and link to the library. A footpath on the river side of the carpark could link the footbridge to the Church Street lookout in the long term.

The old youth centre includes a heritage listed old building and a demountable building with a spectacular deck. This area should be retrofitted to activate it again with community uses. In the back of this report is a potential use outlined by the Learning Alliance.



Limit vehicle encroachment



Long term pedestrian link over Bridge Street





MORE THAN A PAVEMENT...

Great streets move beyond roads and footpaths to become experiences. As Bellinghen centre improves run-down areas and infrastructure, the town can add elements that go beyond the pavement.

Crossing a street can be a comfortable experience. The paving pattern can flow from the crossing into the walkways, making a continuous space. This idea will be implemented in the Church Street shared zone. The streetscape improvement will be a destination element.

The intersections will be tightened and in the process, gardens and public spaces will be created. Child friendly seating could be created which is engaging. Opportunities for public art and poetry featuring local creative people could be part of the garden works.





The main street will gain new public spaces adjacent to improved crossings. Where cafes are sited nearby, there are opportunities to activate the street in the manner of the Church Street café precinct. These areas will have locally crafted balustrades and vine structures, to create safe public spaces for seating and gathering. Shelters can be provided by fixing umbrellas and shade trees.

Bellinghen should celebrate its timber heritage and great forest trees. Sitting areas could feature the local timber of the district, made by local craftspeople. The story of these tall forests and their timbers can be told nearby. The gardens and trees can feature the best of local plants and give a sense of the amazing forests of the area.





STREET TREES

State road require stringent parameters for street trees principally, regarding sight lines and root growth. Street trees need to be procured in advanced bags and cages to meet these requirements, and to have trunks large enough to withstand vandalism.

The forests of the region and the riverine vegetation of the Bellinger River are famed attractions and efforts should be made to feature some of these trees in new works.

Suitable trees to investigate for further use include:

- Water Gum (*Tristania laurina*)
- Brush Cherry (*Syzygium australe*)
- Weeping Lilly Pilly (*Waterhousea floribunda*)
- Aniseed Myrtle (*Syzygium anisatum*)
- Blueberry Ash (*Elaeocarpus reticulatus*)
- Flame Tree (*Brachychiton acerifolius*)
- White Booyong (*Argyrodendron trifoliolatum*)
- Lemon Myrtle (*Backhousia citriodora*)
- Golden Penda (*Xanthostemon chrysanthus*)

Areas with seating and alfresco dining, particularly on southern and shaded areas may require deciduous trees to allow winter warmth and light. Most deciduous trees are non-native. There are many trees that have cultural value and are street hardy. Deciduous trees to consider in works could include:

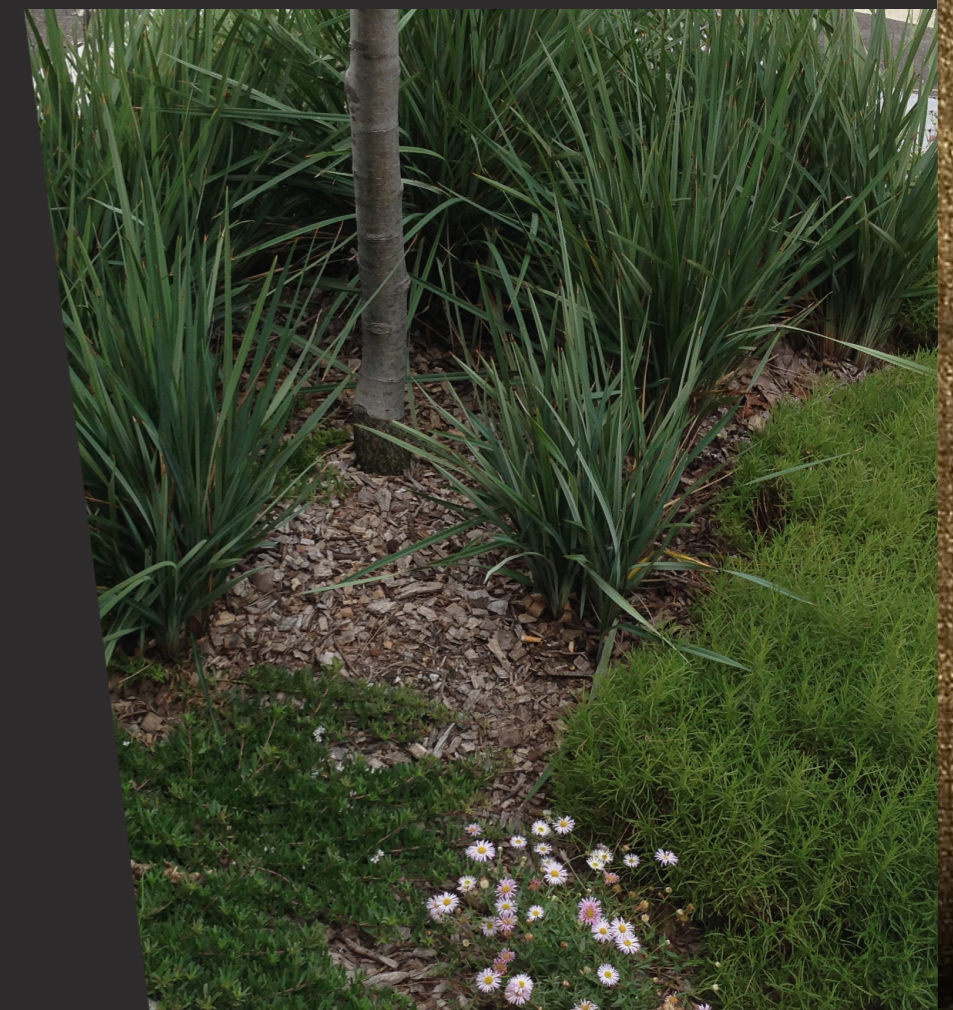
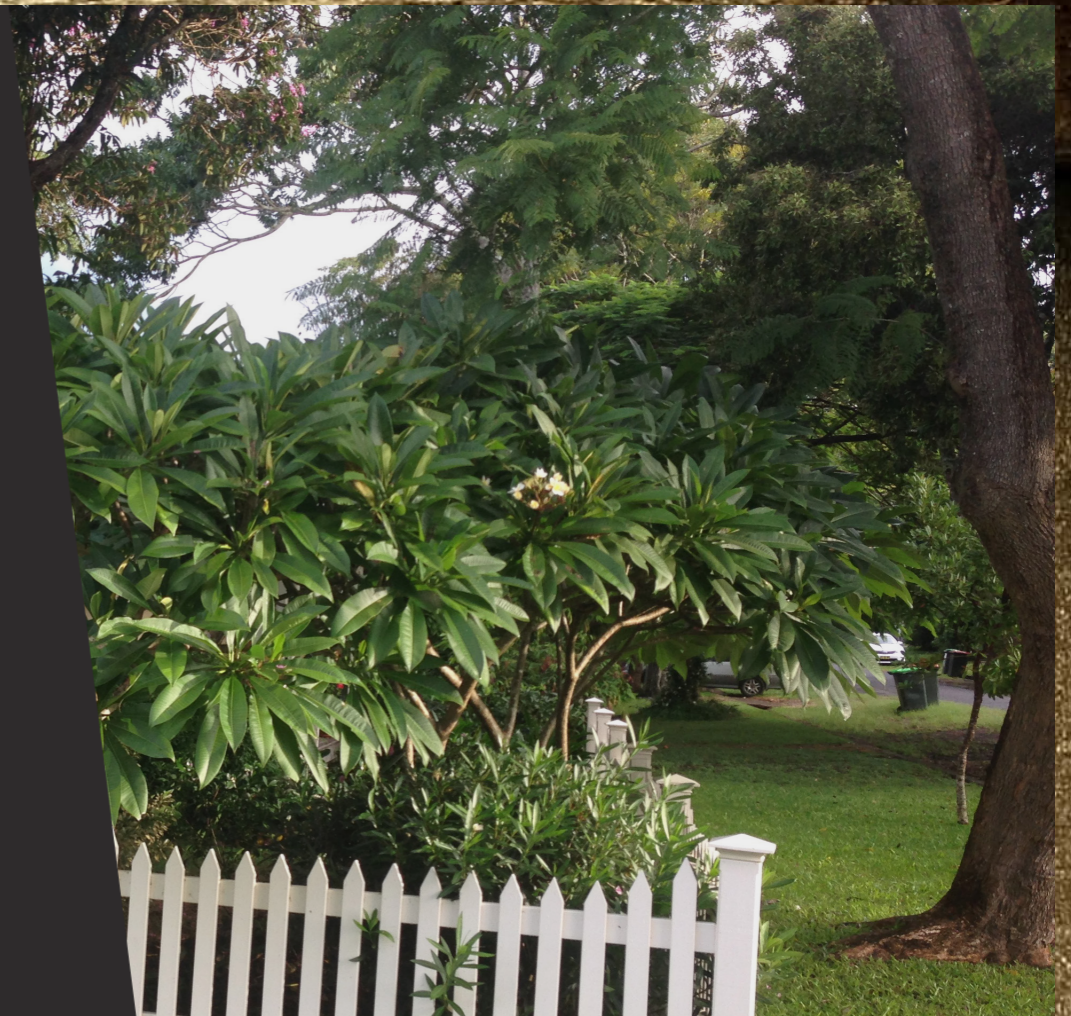
- Manchurian pear (*Pyrus ussuriensis*)
- Fronzam Pear (*Pyrus calleryana* 'Fronzam' Frontier)
- Crab Apple (*Malus*)
- Sweet gum (*Liquidambar*)
- Tropical Birch (*Betula nigra*)





Street gardens will be created which will provide low flowering local colour and elevated shade, with clear sightlines in between. Plants will be low maintenance and robust species. Gardens will be automatically irrigated in key main street areas.

Street gardens will feature native plants of the region as well as cultural plantings which provide robust flowering species. Ideally, gardens will feature foliage and colour at all times of the year. Gardens generally will be below 1 metre height for sightlines.





STREET CHARACTER

“Keeping Bello Real” means not changing the good things about the main street: its eclectic, tree dominated rural character.

The main street footpaths are plain concrete and can be retained since in most areas there is nothing wrong with them. New footpath works would incorporate concrete paving as well as some stonework paving to add character. New secondary footpaths can be concrete with neat panels, like the main street.

Street benches will feature local timbers and should be fabricated by local steel and timber contractors based on a range of customised designs for single, double-sided and long benches.

The street elements and roadworks where possible should be built by local people since this will create jobs and foster pride and care.



STAGED STREETSCAPE AND INFRASTRUCTURE WORKS

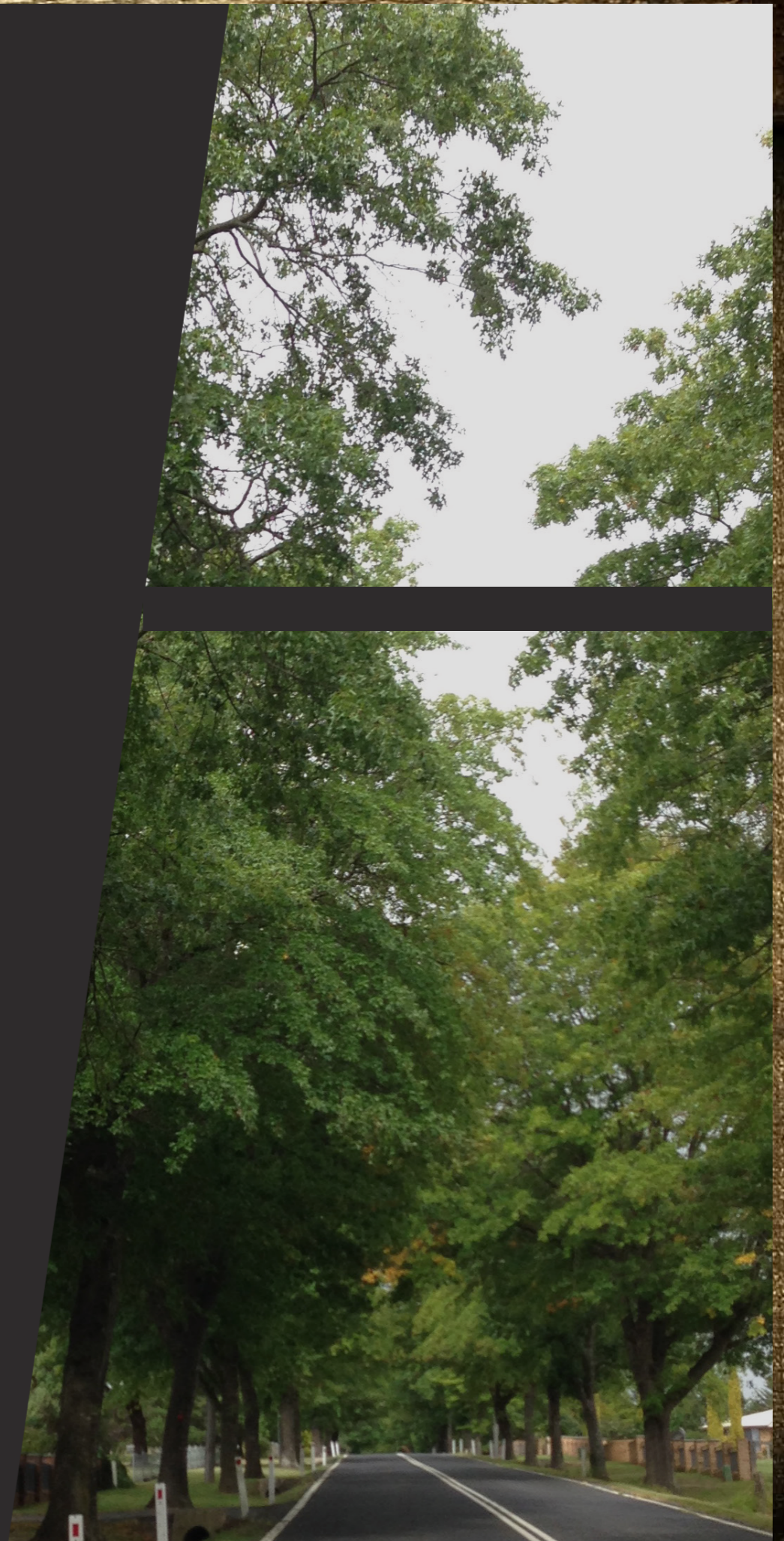
The works and budget focus on basic infrastructure, safety and amenity to provide a pedestrian friendly town. The framework is to create a 40km/hr high pedestrian activity system, implemented in the first four years. These works could fit into Active Transport Funding. Council would contribute landscape works. The first year focuses on the Church / Hyde intersection and pedestrian crossing, since this precinct has had the most pedestrian crash/ injuries and suffers from congestion and unsafe movements. The second year retrofits the intersection around the Cenotaph. There are unsafe vehicle and pedestrian movements and speeding in this vicinity, and these works will create a pleasant town gateway park. The third year focuses on Bridge / Hyde Street intersection, where there are also issues with congestion, pedestrian crossings, speeding and tight intersection movements. The fourth stage is to create 40km/hr gateways at each town entry. The east and west entries will incorporate illuminated speed detection signs.

The remaining six stages focus on creating better off-street parking areas, and connecting these back to the main street with laneway improvements. Further traffic calming and gateway corridors are created with street tree plantings and medians. Minor footpaths identified on the periphery are not in the ten year plan since these would be part of normal maintenance and upgrade works. There is no allowance to underground street power poles. Conduit will be built into new footpath upgrades to allow for future services. Resurfacing and line marking of the carriageways is a Roads and Maritime Services responsibility and excluded since it is scheduled in their maintenance programs. Existing concrete footpaths are to be retained in the main street where they are in good condition. Where they need renewal due to access issues or age, new concrete paving could be honed in key areas for better presentation.

The stages represent ten consecutive works packages, which should be allocated to annual capital works budgets. With co-funding from state and federal government, these stage could be achieved in a shorter time frame. For example, Tenterfield Shire build four stages of its main street in two and a half years through co-funding with other agencies, assisted by their integrated masterplan. An option is also to build more works in a lesser time frame by Council prioritising funding. For example, Warwick's main street, which was built over two major construction periods was funded through loan funds.

It is considered prudent to stage works to be in ten stages with the opportunity for co-funding along the way. What is most important is for Council and the community to adopt a plan with a clear forward budget to enable the town to fix the backlog of old streetscapes and infrastructure.

There is also potential funding available for the NSW State Government if the plan is adopted. Finally, other funding sources are state heritage grants for works and interpretative signage near listed buildings, and public art funding for community based arts and crafts. Regional development Australia also provides federal funding for visionary regional improvements.



BELLINGEN STREETScape STAGING PLAN

LEGEND

- Stage 1:** Chuch Street intersection & relocated pedestrian crossing
- Stage 2:** Cenotaph Memorial Park and intersection works
- Stage 3:** Bridge street town entry and two relocated crossings
- Stage 4:** Forty Kilometre an Hour High Pedestrian Activity Area Gateways
- Stage 5:** Town Hall and pump station carparks and Laneways
- Stage 6:** Northern Public Carpark and Laneway Links
- Stage 7:** The Church Street shared zone and rear lane
- Stage 8:** Eastern and Western town gateways
- Stage 9:** Center street traffic calming islands and trees
- Stage 10:** All day car park at eastern town entry

Other Works:

Pedestrian overhead bridge and deck walkways, would require larger one-off co-funding as special infrastructure delivery. The minor perimeter paths to the north and south would be improved as part of a footpath maintenance and works program. Carriageway resurfacing and linemarking is excluded and would be undertaken together with Roads and Maritime Services within their maintenance program.



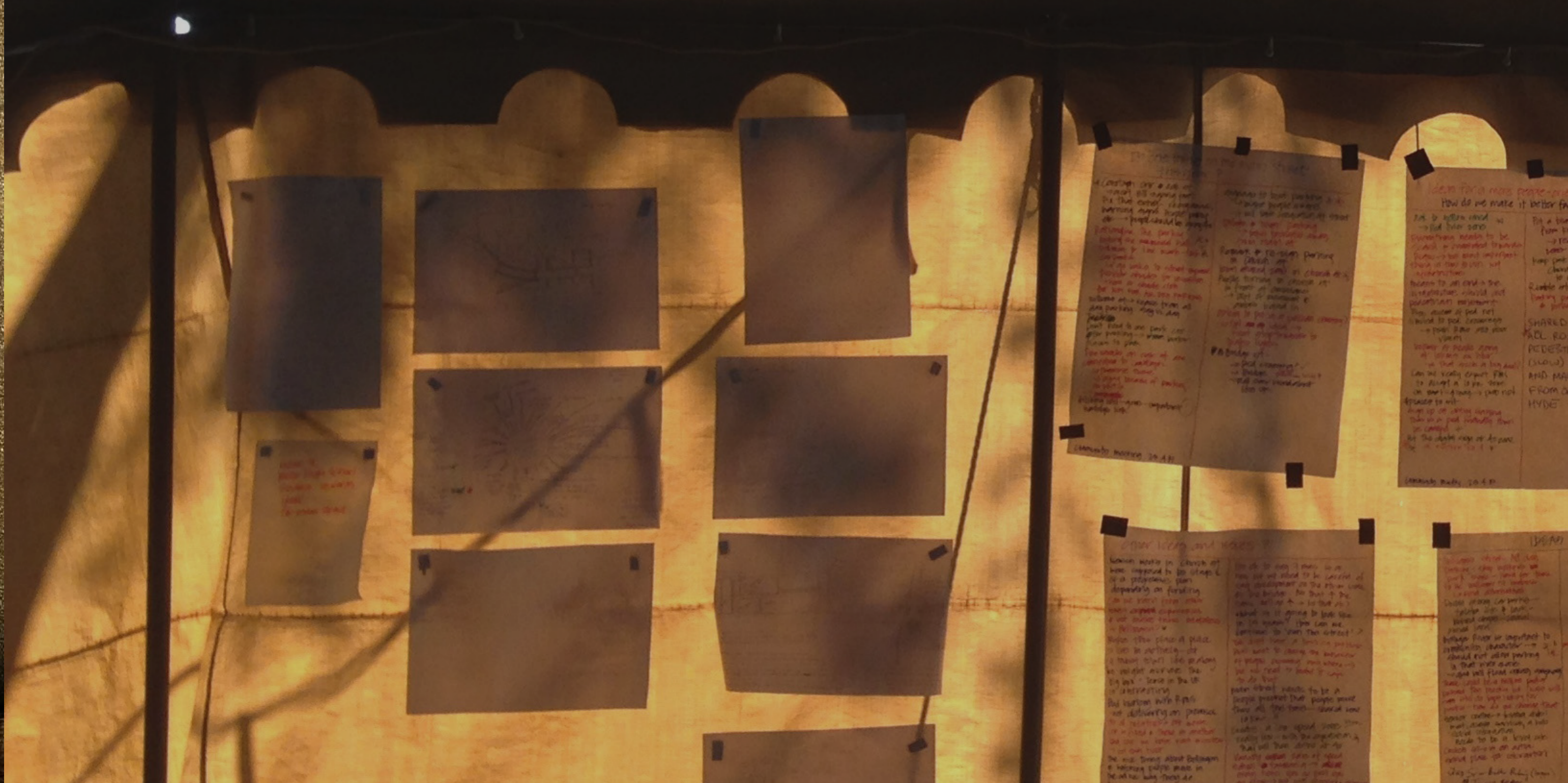
FORWARD BUDGET

STAGE 1 Intersection improvement and relocated crossing at Hyde and Church street. Gardens in buildouts with trees, bins and benches. Art and interpretative signage. A new crossing and associated streetscape works in the Church Street North shared zone.	\$530,000.00
STAGE 2 Cenotaph memorial park and intersection restructured. New illuminated pedestrian crossing on Hyde Street and two informal crossings on Oak Street. Street furniture and tree planting on buildouts. Decorative lighting, art and interpretive signage.	\$480,000.00
STAGE 3 Bridge Street town entry and relocated crossing at the library park. New illuminated crossings at the Police Station and the Post Office. Provision of a left hand turn lane onto Hyde Street and reorganised pedestrian pathway system. Street furniture and tree planting on buildouts, including art and interpretive signage.	\$430,000.00
STAGE 4 40km Pedestrian priority zone gateways with signage and tree planting to other gateways. Illuminated speed detection signs on Hyde Street entries.	\$230,000.00
STAGE 5 Town Hall and pump station carparks. Formalization of parking areas with linemarking of spaces, trees, gardens and pathway linkages.	\$300,000.00
STAGE 6 Formalization of public parking area at the old telstra site, with planting and pathway linkages to the library. Bollards, grass and furniture to street areas beside the existing toilet block.	\$340,000.00
STAGE 7 Church Street Precinct shared zone improvements including one way road system and rear lane improvements. Street furniture and tree planting on Church St, including decorative lighting, art and interpretive signage.	\$340,000.00
STAGE 8 Eastern and western town entries, including traffic calming and tree planting.	\$210,000.00
STAGE 9 Traffic calming using central tree islands on Oak and Church Streets.	\$390,000.00
STAGE 10 All day carpark at eastern town entry with garden, shade trees and lighting.	\$310,000.00

IDEAS FROM THE TENT

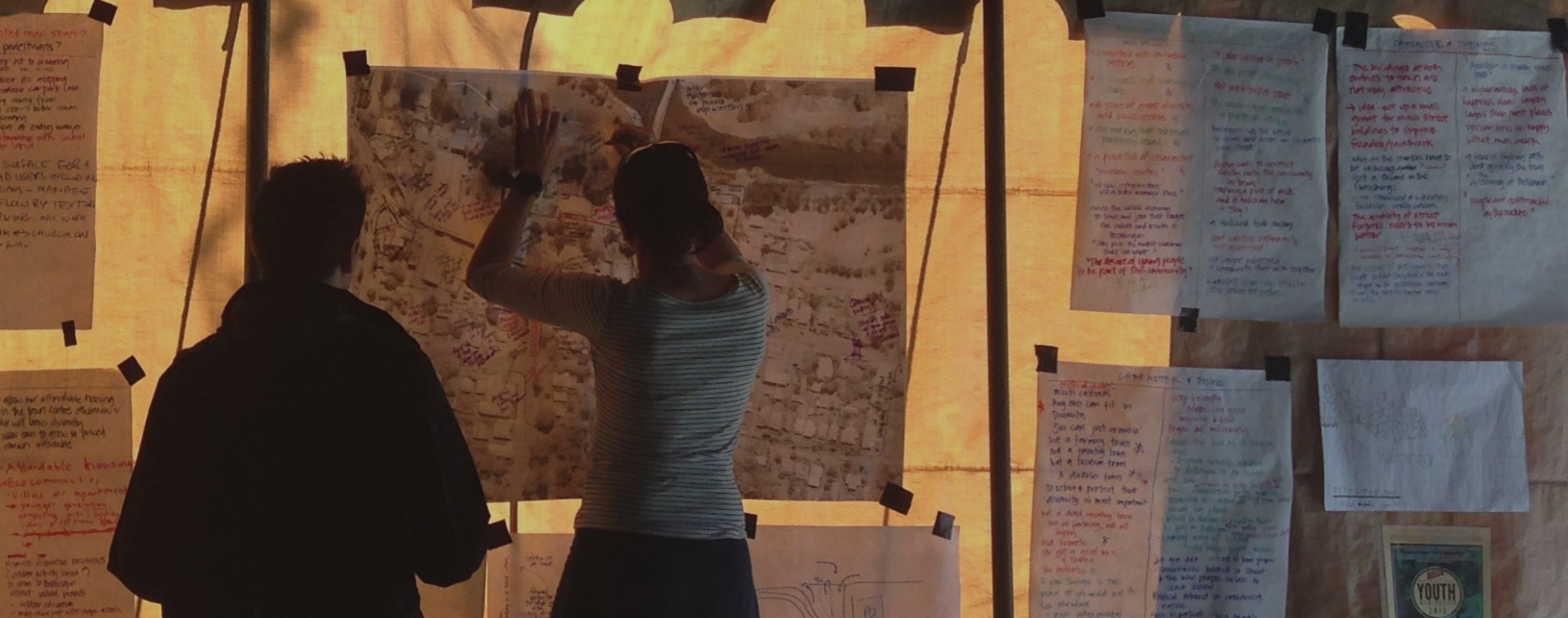
“Don't provide dog tie ups in town - dogs should stay home”

“Bring out the dogs”



"The main street should be a good thread that represents the community positively"

"The culture of Bellingen is that people believe the whole of the main street is for pedestrian crossing: It was the first forty kilometre an hour zone in NSW"





WHAT THE COMMUNITY SAY

PEOPLE HAVE THEIR SAY FOR BELLINGEN'S MAIN STREET

Bellingen's Tent of Ideas was one of the most engaging and positive forums that we have been involved with in over 20 years of town placemaking. This reflects on Bellingen's engaged and educated community. Over 260 people brainstormed ideas which filled up the tent by the fifth day. Many ideas, big and small, were floated and people informally 'starred' on the walls those they liked the most. The Ideas Tent was a place to discuss issues and to shape them into ideas and actions. It's an evolutionary process where one idea feeds another and people test and re-test them till the good ones rise to the top.

The tent was open for 40 hours over a period between Thursday the 23rd April and Tuesday 28th April, 2015. Think tanks were held with year 6, year 9 and year 11 children from the local schools, comprising a great snapshot of what walkers and bike riders really need in town (children are experts in these things, since they can't drive). Their drawings accurately note the best places where street crossings should be, and where improvements are needed for pedestrians. New safe crossings near the cenotaph and near the post office are a high priority for both young and old, and relocating the central crossing at Church Street to improve safety and reduce congestion is universally agreed.

A rainbow coloured crossing was floated by the year 11 students. Whilst not possible on a pedestrian crossing due to state regulations, rainbow coloured paving patterns could flow into the adjacent footpaths within the improved Church Street north shared zone. More trees and more colour in the street were popular suggestions and these features could be integrated in traffic calming gardens in many areas that have too much bitumen, notably on Oak and Church Streets, and near the cenotaph.

The cenotaph is a problem area for pedestrians and a place where people practise what we are calling 'Bellingen freeform' also applies to walkers, since it's commonly thought by locals that the whole of the main street is a pedestrian crossing, and that people should be able to walk freely.

Pedestrian oriented towns throughout the world have this free, slow and shared public space quality: great towns of the world like Sienna and Freiburg feature freeform walkable centres. Providing a civil and people-oriented town centre is one of the shared priorities for Bellingen residents and one of the emerging goals of the Main Street Masterplan. Hyde Street is a state road and priorities there will continue to focus on improving pedestrian facilities to encourage walking.

BELLINGEN MAIN STREET MASTERPLAN

HAVE YOUR SAY!

Bellingen Shire Council has engaged the services of award winning designers John Mongard Landscape Architects to prepare a masterplan for the main street of Bellingen.

Come along and contribute your ideas and views at the Ideas Tent in Maam Gadrying Park, fronting Bellingen Council Library:

Thursday 23rd April: Ideas Tent from 9am-12pm, 1-4pm
Friday 24th April: Ideas Tent from 9am-12pm, 1-4pm
Saturday 25th April: Ideas Tent from 9am-12pm
Monday 27th April: Ideas Tent from 9am-12pm

Other community meetings:

- **Community Meeting:**
Thursday 23rd April, 7pm - 9pm in the Uniting Church Worship Centre, Hyde and Ford Streets, Bellingen.
- **Retailers' workshop breakfast:**
Monday 27th April 7am - 8.30am at the Fennel Seed Cafe, Church Street, Bellingen.

This is your chance to be involved in developing a forward looking plan for the main street of Bellingen.



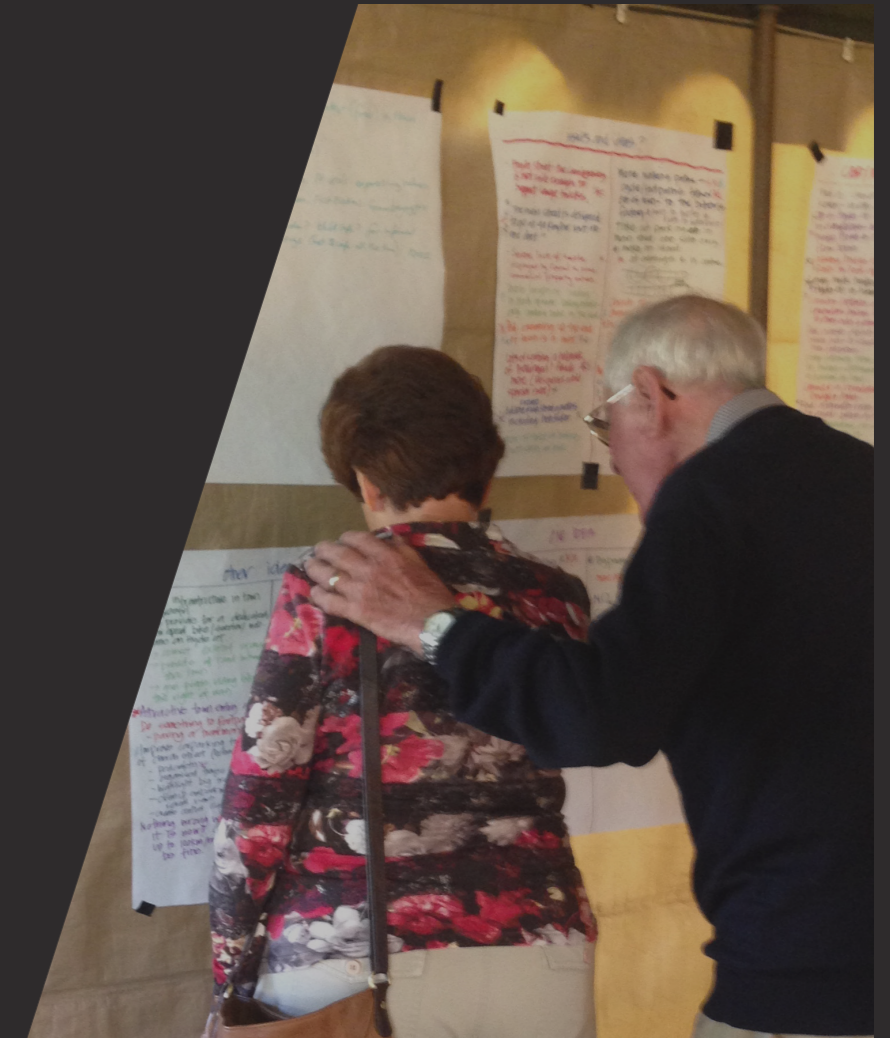
For further information please contact
Phil Buchan, Project Manager
02 66 55 7300



BELLINGEN COMMUNITY FEEDBACK

The following ideas are a summary of all of the consultation feedback from the 'Ideas Tent' process. The community would like, in order of popularity, the following KEY THINGS:

- traffic calming through the main areas of town including enforcing speed limits and improved signage of speed limit at town entry
- improved off-street parking facilities including signage to direct traffic to these areas and good pedestrian links back to the main street.
- more footpaths and safer crossings to improve pedestrian movement around town and between local facilities and sites eg. schools, parks, the river, side streets and other local attractions
- shared pedestrian zones within the town
- no traffic lights
- retain the diversity / history / character and ambience of Bellingen
- improve cycleways, connections and facilities
- improve traffic flow through town and reduce speeding
- maintain the connection with nature with links to green areas, edible landscape plantings, green corridors and shade trees





Other things the community would like, in no particular order, includes:

- more seating
- more trees and vegetation
- maintenance of old buildings and their facades in keeping with town character
- more public art / sculpture
- improve park areas
- recycle bins not rubbish bins
- community notice board
- infrastructure for banners
- more shade
- decrease parking times
- signage stating town is pedestrian friendly
- look after the Cenotaph and involve the RSL
- increased outdoor dining on Main Street
- recognition of local history eg. timber, hitching posts
- put power underground
- equal access for all with better facilities for wheelchairs and ramps for entry into shops
- improve traffic flow
- better links to the river
- biketracks / crossings and play equipment for youth in town
- better signage at entries to town (friendly / states speed limits)
- signage to parking areas
- build a pedestrian / cycle bridge
- maintain friendly, diverse and vibrant character
- include a community gathering space / town square
- decorate the telegraph poles
- improve local trading
- maintain community feel
- keep casual
- slow traffic at entry to town



Things the community would not like:

- parking meters
- new infrastructure
- overdominant or engineered gentrification and pricing out of young / poorer people
- don't turn Bellinghen into a big town: keep it a village

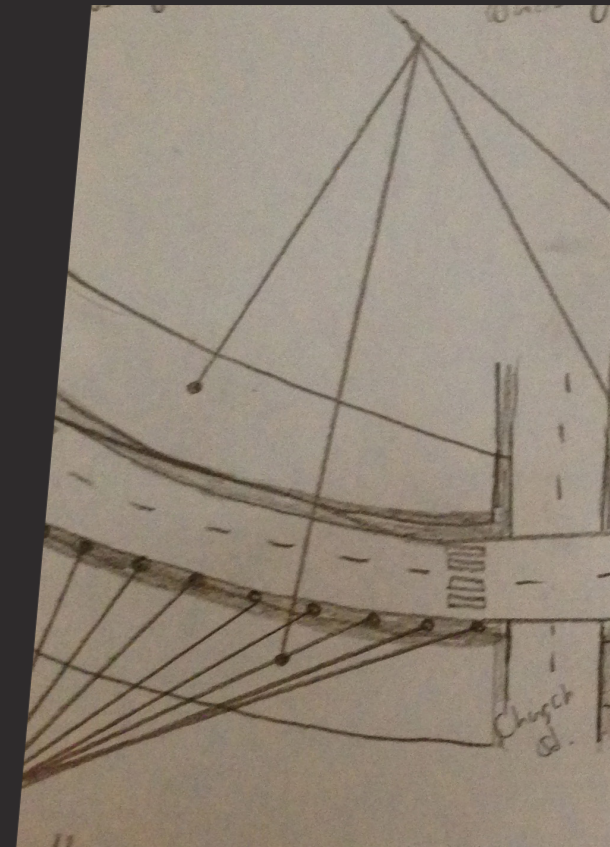


ONE THING TO FIX IN THE MAIN STREET THIS YEAR

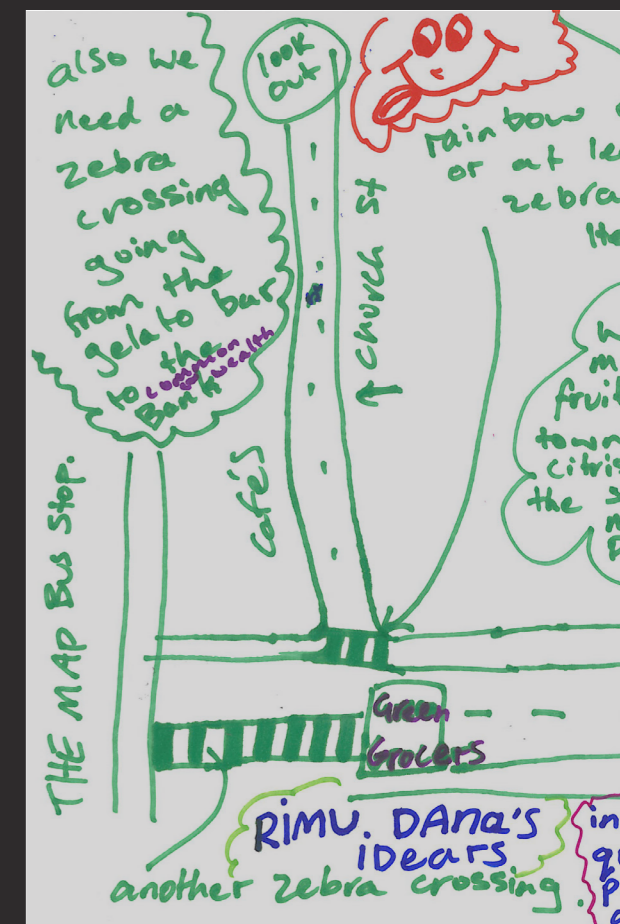
We asked people what would be the one thing to do in the next year. People suggested the following ideas which could be implemented by this plan:

- cenotaph area improved
- to off street parking areas
- a shared zone in Church Street
- improve local footpaths
- more seating / amenities on the main street that reflect local character
- facilitate better cycle and pedestrian movement
- reduce all day parking to half day
- a heritage trail
- improve bike and pedestrian access
- heavy traffic and trucks need to slow down
- improve and increase the number of pedestrian crossings
- fix the entry, slow traffic at entry
- traffic calming to enforce 40km/hr zone
- rationalise the parking
- provide shade
- alternative car parking sites
- keep ambulance entry clear

'Everything needs to be scaled and orientated towards people: they are the most important thing in this town, not the infrastructure.'



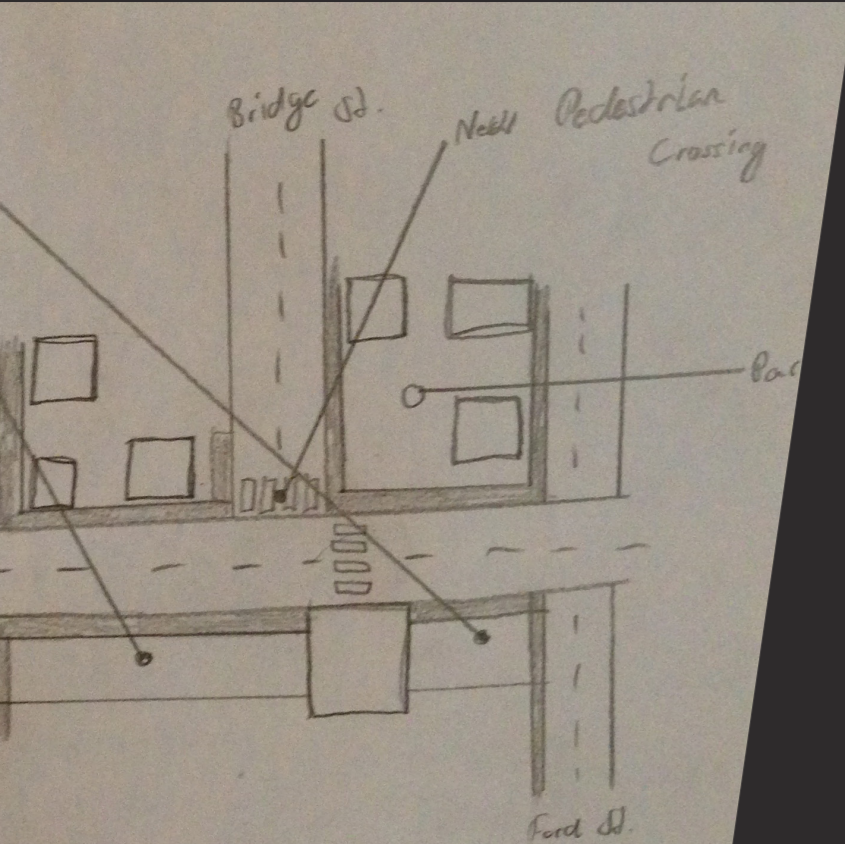
Grade 7 students know where safe crossings ne



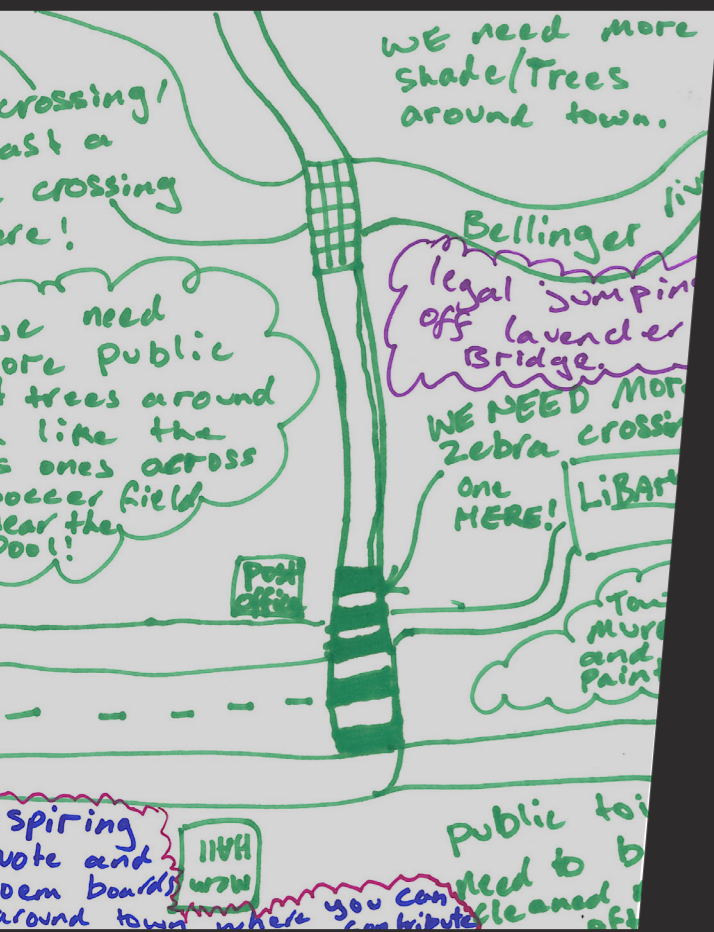
BELLINGEN TOWN CENTRE IN 20 YEARS

We asked people what sort of town they wanted into the future, what visions or qualities need to be fostered. People suggested the following:

- a vibrant and friendly town
- 'rainbow country'
- a place of great diversity and inclusiveness
- not too big not too small: perfectly sized
- connected with its natural setting
- a place which fosters and keeps young people in town
- a place full of character
- 'no new infrastructure; just a better managed place'
- 'everything needs to be scaled and orientated towards people - they are the most important thing in this town. not infrastructure'
- 'you buy a pint of milk and it takes an hour = joy'
- 'Bellinghen has the culture to create and accept an innovative main street'
- 'being able to connect easily with the community in town'
- a place where you want to linger and talk
- a place celebrating biodiversity and the local landscape
- not a gentrified town

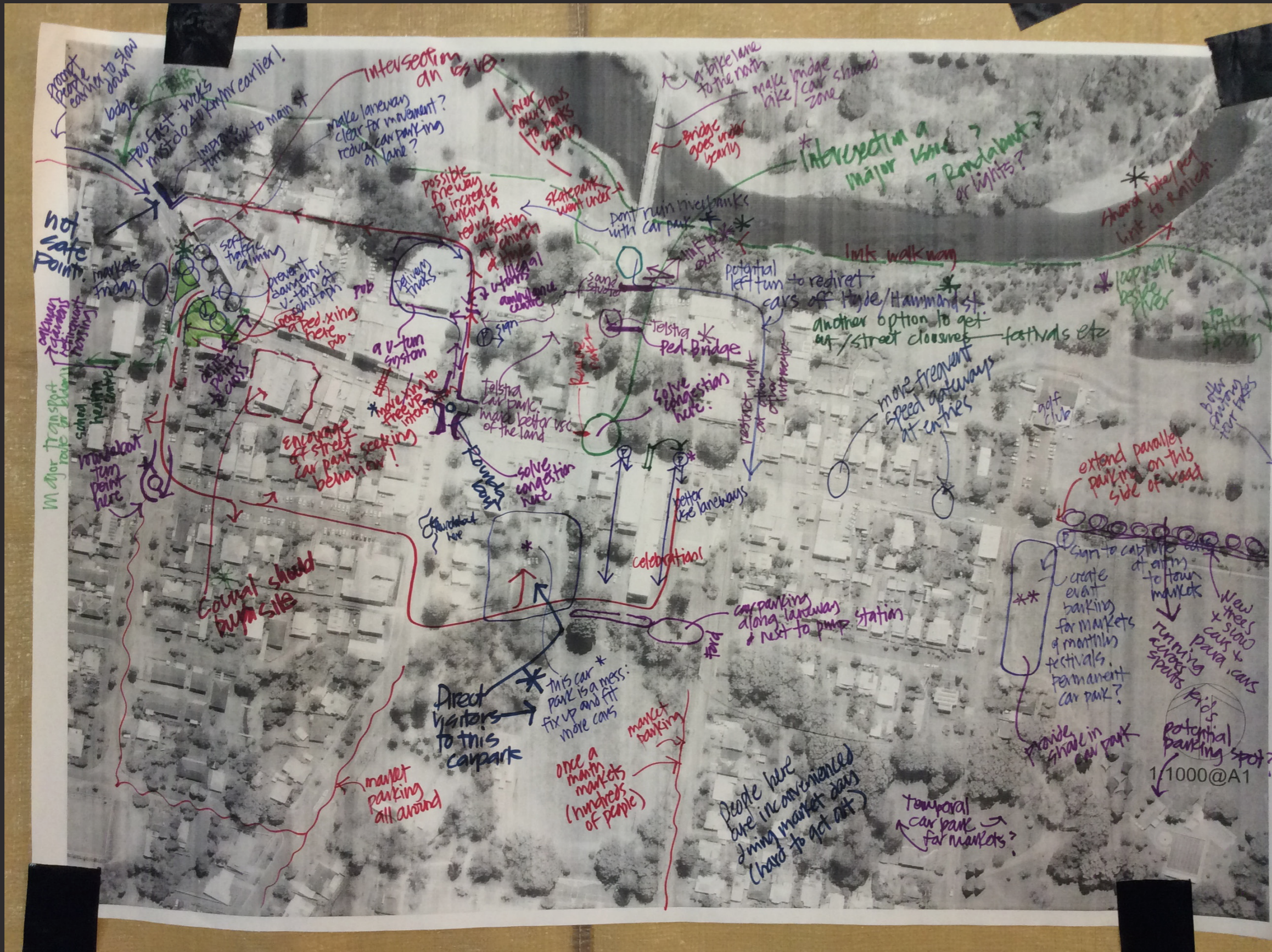


eed to be



'You buy a pint of milk and it takes an hour = joy'





Community ideas for the town centre at the Ideas Tent.



ANALYSIS AND RESEARCH



TRAFFIC ANALYSIS

As Bellinghen's popularity has grown, so has the pressure on its limited main street spaces.

Traffic counts were undertaken by Roads and Maritime Services between June 2014 and January 2015.

Traffic has steadily increased in all routes counted. The highest counts are from the Pacific Highway and through the town centre with nearly 7000 vehicles crossing Hyde Street in January 2015.

Traffic speed through Bellinghen averaged around 50km/hr over the 6 month period, generally 10km/hr above the speed limit on the main street. Traffic speed from Bellinghen to Thora averaged around 87 km/hr.



Heavy vehicles and B-Doubles will continue to use the main street, since it will stay a state road, however better synchronicity is needed to balance vehicle and pedestrian movements. Street corners need to be tightened up. Good urban design can be used to ensure cars and trucks slow down sooner, transitioning to a 40 km/hr precinct which creates pedestrian priority within the main street.

Off street carpark areas to the east, near the golf club, are poorly accessed and signed, and less utilized than what they should be. The pedestrian crossing locations need to be safer and create less congestion. Sight lines and distances need to be improved. Buses and tour buses could be better integrated and located over time to reduce congestion impacts. Cycling routes need to be implemented both on and off street, following the Pedestrian and Mobility Plan (PAMP). Hyde Street can be promoted as a shared vehicular/cycling way, since it is not possible to integrate a separated bikeway lane.





Visitors are not enticed to park in off street areas

Desire line from Oak to Hyde Street

Roads and Maritime Services undertook pedestrian counts in Bellingden on Thursday 29th and Saturday 31st January, 2015. There are high pedestrian movements throughout the main street both on a weekday and on a weekend.

Numbers of pedestrians on the Thursday are shown on the adjacent aerial image. More pedestrians jay walk across Hyde Street between the Cenotaph and the Church Street crossing than at the crossing itself and this confirms community comments during the Ideas Tent that people want to cross near the Cenotaph. The Church Street crossing is too far away from the western part of main street which captures a lot of school children and also older people from the aged care home.

Four pedestrian crashes have occurred on Church Street within the inner three intersections nearest Hyde Street. Another crash has occurred on the post office to library crossing on Bridge Street.

Onsite movement by Roads and Maritime Services analysis shows aged people come along Oak Street cross the main road and get stuck in the middle of Hyde Street, since oncoming vehicles from the west are hidden around the corner. The pedestrian crossing between the library and the hall is much less frequently used on weekdays or on weekends than the

Church Street crossing. The zone near the police station is where three times as many pedestrians choose to cross Hyde Street. The post office is a major pedestrian destination, and there is a natural desire to link onto the library and community facilities across Bridge Street.

The Church Street / Hyde Street intersection has high pedestrian movements in all directions. On Church Street south, a crossing is needed to allow school children and other pedestrians arriving at the bus stop, to cross safely over the wide carriageway.

On Church Street north, a safe crossing place, with better sightlines, is required to allow the predominant movements east and west. The intersection at Church and Hyde Streets becomes congested easily due to the poor location of the crossing and the overly wide carriageway which allows 'freeform' car movements and limits safe pedestrian movement.

During the pedestrian movement counts, Roads and Maritime Services also interviewed 167 people. 16% of people arrived in Bellingden by walking, the bulk of the rest came by car. Bus and taxi use was negligent. Shopping, going to work and going for coffee / lunch were the main reasons for people to come to town.

During the Ideas Tent, people raised the need to attract other users to stay longer in town. Allowing safer cycling into and through town was frequently raised. In Hyde Street, due to lack of space, this could be prioritised through shared carriageway signage. There have been two cycling crash injuries in Bellingden recorded by Roads and Maritime Services between 2004 and 2014.

PEDESTRIAN MOVEMENT IN BELLINGDEN



All the laneways could look like this



ROADS AND MARITIME SERVICES TRAFFIC COUNTS ON THE HIGHWAY

TRAFFIC COUNTS - WATERFALL WAY

SECTION 1 - Pacific Highway to Bellinghen

All vehicles	Traffic volumes by classification												Category 9A Av. speed
	ALL TRAFFIC	1	2	3	4	5	6	7	8	9A	9B	10	
JUNE	6350	5759	139	314	47	7	9	11	4	16	34	11	75km/hr
JULY	6464	5872	145	320	38	6	8	11	6	10	35	11	76km/hr
AUGUST	6274	5708	138	316	35	6	8	12	4	3	33	8	72km/hr
SEPTEMBER	6715	6068	177	340	40	7	10	11	4	7	38	10	74km/hr
OCTOBER	6830	6163	180	332	41	8	11	13	5	25	31		74km/hr
NOVEMBER	6800	6151	158	339	45	7	9	11	5	22	32	18	74km/hr
DECEMBER	7216	6375	165	401	137	9	12	10	5	30	39	27	76km/hr
JANUARY 2015	***												*** No data avail for January
FEBRUARY 2015													



Category 9A Av. speed

SECTION 2 - Bellinghen

All vehicles	Traffic volumes by classification												Category 9A Av. speed
	ALL TRAFFIC	1	2	3	4	5	6	7	8	9A	9B	10	
JUNE	N/A												
JULY	6359	5810	148	275	44	6	7	8	5	11	34	10	47km/hr
AUGUST	6403	5867	150	272	41	7	6	9	4	4	35	9	52km/hr
SEPTEMBER	6638	6041	183	288	45	9	7	9	4	8	35	10	52km/hr
OCTOBER	6799	6157	189	300	42	9	9	11	5	30	30	17	52km/hr
NOVEMBER	6714	6092	162	315	40	7	9	10	5	24	33	17	53km/hr
DECEMBER	6800	6140	160	337	47	5	11	7	5	34	34	18	53km/hr
JANUARY 2015	6990	6414	203	256	37	6	7	6	4	16	29	12	50km/hr
FEBRUARY 2015													



Category 9A Av. speed

SECTION 3 - Bellinghen to Thora

All vehicles	Traffic volumes by classification												Category 9A Av. speed
	ALL TRAFFIC	1	2	3	4	5	6	7	8	9A	9B	10	
JUNE	2259	1858	66	223	33	4	9	8	4	13	31	10	86km/hr
JULY	2282	1888	63	228	29	4	9	7	5	9	31	9	85km/hr
AUGUST	2225	1835	63	238	24	2	10	9	4	2	31	7	85km/hr
SEPTEMBER	2448	2001	81	267	28	4	12	10	3	3	30	8	87km/hr
OCTOBER	2567	2083	89	266	24	4	14	11	5	27	26	16	87km/hr
NOVEMBER	2243	1807	73	237	24	3	12	8	5	29	28	17	91km/hr
DECEMBER	2447	1979.2	62.9	273.2	24	3.3	13	7.5	4.6	31	30	17	90km/hr
JANUARY 2015	2599	2160	97	230	33	3	12	11	3	13	26	11	86km/hr
FEBRUARY 2015													



Category 9A Av. speed

SECTION 4 - Thora to Dorrigo

All vehicles	Traffic volumes by classification												Category 9A Av. speed
	ALL TRAFFIC	1	2	3	4	5	6	7	8	9A	9B	10	
JUNE	1789	1510	57	132	32	4	4	6	3	9	23	8	42km/hr
JULY	1834	1565	57	126	29	3	5	4	4	6	26	7	48km/hr
AUGUST	1713	1470	54	123	22	2	4	6	3	1	25	4	46km/hr
SEPTEMBER	1903	1617	69	136	28	3	5	7	3	2	25	7	48km/hr
OCTOBER *	2174	1816	93	151	34	6	7	8	4	16	23	13	43km/hr
NOVEMBER	1953	1633	67	145	34	5	5	7	4	15	24	13	42km/hr
DECEMBER	2012	1723	71	130	28	2	6	6	3	12	21	10	42km/hr
JANUARY 2015	2170	1764	87	228	27	3	10	7	3	11	22	9	44km/hr
FEBRUARY 2015													



Category 9A Av. speed

* Missing days 8 - 20 due to broken tubes

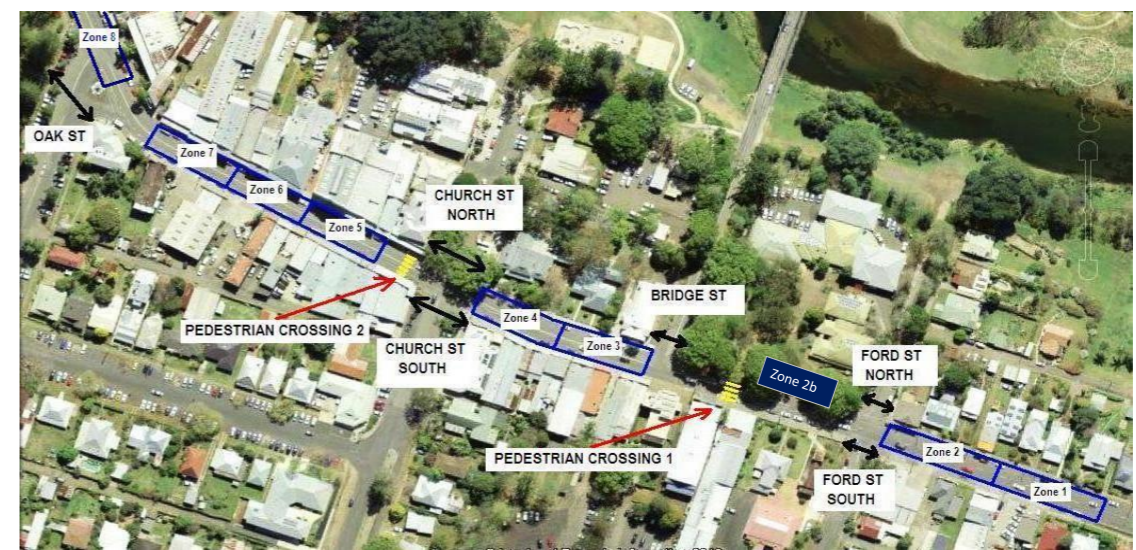
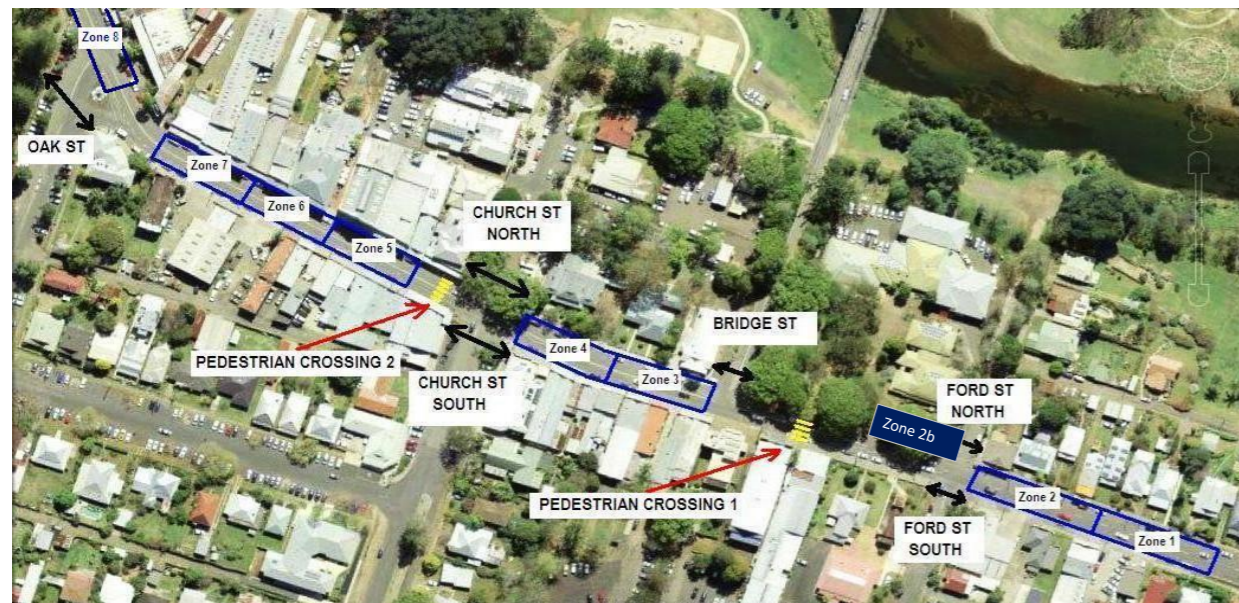
ROADS AND MARITIME SERVICES PEDESTRIAN MOVEMENT & CROSSING COUNTS ON HYDE STREET

THURSDAY 29th January 2015

TIME	ZONE 1	ZONE 2	ZONE 2b	FORD ST north	FORD ST south	ZONE 3	ZONE 4	Bridge St	Pedestrian 1	ZONE 5	ZONE 6	Church st North	Church St South	Pedestrian 2	ZONE 7	ZONE 8	Oak St
8-00am	1	2	4	1	10	0	2	3	2	12	6	9	16	16	3	0	2
8-15am	0	0	2	4	19	4	9	2	5	10	9	8	26	15	6	8	1
8-30am	1	1	3	8	19	7	4	2	7	9	15	8	29	29	16	4	3
8-45am	0	2	4	5	11	6	7	5	3	17	21	14	18	37	11	2	2
9-00am	0	0	3	0	11	10	12	3	4	4	7	19	22	44	9	11	1
9-15am	0	1	2	2	4	9	10	3	3	10	10	16	22	47	20	9	2
9-30am	0	2	4	2	3	11	20	13	4	17	27	21	31	40	15	0	4
9-45am	0	3	5	10	6	22	14	8	1	15	10	23	39	51	33	3	8
10-00am	1	0	2	2	3	12	16	10	2	12	24	15	33	51	29	1	3
10-15am	2	3	8	9	3	9	13	8	1	15	20	31	40	70	32	2	3
11-30am	0	4	7	13	10	18	7	11	4	22	26	25	61	84	30	8	1
11-45am	1	1	4	3	7	15	18	8	14	11	20	26	45	47	17	1	3
12-00am	0	0	2	6	7	12	15	12	10	15	15	19	38	67	31	2	1
12-15pm	0	1	4	8	8	15	19	19	10	17	20	24	57	52	20	1	4
12-30pm	0	1	2	9	3	8	17	22	7	25	20	27	62	86	18	4	2
12-45pm	0	0	3	4	5	6	7	13	9	36	37	22	64	70	19	2	3
1-00pm	0	3	8	13	9	5	9	19	8	38	21	30	50	65	10	1	1
1-15pm	0	2	4	5	6	12	6	20	4	27	19	19	39	54	13	0	1
1-30pm	0	0	2	7	8	4	9	14	3	29	28	25	49	62	27	1	3
1-45pm	1	1	3	2	8	12	7	9	6	25	13	27	61	63	21	3	3
3-00pm	1	0	4	7	4	20	12	15	6	17	20	18	42	64	25	0	2
3-15pm	2	2	5	16	41	18	9	20	20	12	30	13	38	56	41	3	6
3-30pm	2	2	3	13	21	16	14	13	16	11	11	29	50	61	22	4	2
3-45pm	0	0	0	11	2	7	15	20	13	16	25	36	42	66	21	0	1
4-00pm	0	1	3	6	9	10	15	14	9	15	40	16	59	62	49	3	5
4-15pm	0	0	1	5	9	7	12	13	9	12	34	22	40	56	31	8	1
4-30pm	0	0	2	5	0	11	8	9	10	19	25	21	31	62	37	5	2
4-45pm	0	2	4	5	3	10	9	11	12	27	25	13	39	63	22	4	5
5-00pm	0	1	4	3	4	10	7	7	7	20	19	16	29	49	12	10	2
5-15pm	0	2	2	3	2	8	5	4	5	15	12	12	20	32	8	4	1
	12	37	104	187	255	314	327	330	214	530	609	604	1192	1621	648	104	78

SATURDAY 31st January 2015

TIME	ZONE 1	ZONE 2	ZONE 2b	FORD ST north	FORD ST south	ZONE 3	ZONE 4	Bridge St	Pedestrian 1	ZONE 5	ZONE 6	Church st North	Church St South	Pedestrian 2	ZONE 7	ZONE 8	Oak St
8-00am	0	1	1	1	0	2	4	2	3	11	15	5	2	20	8	2	0
8-15am	0	0	0	0	0	1	3	1	1	11	29	5	3	15	5	4	1
8-30am	0	0	0	0	0	4	4	1	0	21	15	10	24	20	8	0	0
8-45am	0	1	0	0	1	4	2	4	0	10	21	14	12	32	18	2	2
9-00am	0	5	2	1	1	5	10	3	0	22	30	9	15	37	22	11	2
9-15am	0	1	2	1	1	7	8	2	0	11	22	9	25	16	21	3	3
9-30am	0	4	1	5	2	4	6	6	3	21	23	21	45	55	22	6	6
9-45am	0	0	2	0	2	15	7	10	3	12	30	16	50	57	8	6	7
10-00am	0	0	2	4	0	9	10	3	3	24	33	27	69	76	38	9	8
10-15am	0	0	3	2	2	7	9	1	2	13	23	17	43	61	29	13	4
11-30am	0	0	3	1	1	11	16	9	4	30	42	32	84	99	48	6	11
11-45am	1	0	1	6	3	5	13	11	0	22	45	27	64	83	42	14	9
12-00am	0	0	0	3	0	5	11	10	3	18	54	25	54	74	48	19	7
12-15pm	0	2	2	5	3	6	21	9	1	17	25	22	39	61	28	6	1
12-30pm	0	3	7	11	5	3	4	4	4	8	17	13	42	52	8	4	2
12-45pm	0	1	4	16	0	7	10	5	4	10	33	14	54	68	16	5	2
1-00pm	0	2	0	9	2	5	8	5	2	10	14	10	22	46	15	5	1
1-15pm	0	0	0	0	0	2	8	0	0	20	35	9	22	53	28	5	10
1-30pm	0	0	0	4	0	4	6	3	5	10	20	11	49	63	27	4	2
1-45pm	0	0	1	8	1	6	15	8	5	13	23	10	28	57	16	5	0
3-00pm	1	4	0	6	0	0	4	4	4	17	17	7	33	34	20	2	0
3-15pm	0	1	1	5	3	0	7	5	2	9	18	17	20	16	34	10	8
3-30pm	0	1	0	2	1	4	7	8	1	16	8	10	25	33	23	14	2
3-45pm	0	2	1	3	1	3	5	8	3	15	14	20	16	13	21	1	1
4-00pm	0	0	0	2	1	3	2	5	0	14	25	9	18	28	19	10	4
4-15pm	0	3	3	7	3	1	5	3	0	16	11	11	13	25	5	3	0
4-30pm	1	1	4	3	2	1	4	4	0	15	10	8	14	20	16	4	1
4-45pm	0	0	1	3	0	0	3	5	1	15	12	4	12	18	8	0	0
5-00pm	0	2	2	3	2	1	2	1	0	18	14	6	11	10	10	3	2
5-15pm	0	0	3	2	1	0	3	4	0	6	15	10	8	13	7	2	1
	3	34	46	113	38	125	217	144	54	455	693	408	916	1255	618	178	97





THE LANDSCAPE OF BELLINGEN

Bellingen is located where a tall timber forest once met the meander of the Bellinger River. The giant timbers were logged and floated away and over time a town developed on the high land above the banks.

Not much forest of ecological value still remains within the township although to the south, the road verges show remnants of these large stands of eucalypt forest. Tree ferns cluster on the Church Street slope as it falls down steeply into the town, indicators of abundant rainfall.

A path of remnant riverine forest occurs on an island within the river. A long way to the north of town beyond cleared paddocks in a trapped valley lie rainforests of outstanding value.

The river dominates the town in many ways, acting as a definitive edge to growth and dividing the northern residents who yearly get cut off from the town as the river floods over the bridge.

Waterfall way is the state road that runs through the town. The scenic journey from the Pacific Highway, through Bellinggen and onto the rainforests is an outstanding experience an a driver for visitation.





LOCAL CHARACTER

People would like to promote the following character on the main street:

- 'the culture of Bellingen is that people believe the whole of the main street is for pedestrian crossing; it was the first 40 km/hr zone in NSW': keep it pedestrian'
- maintain and improve the facades of old buildings
- improve entry points to town
- retain character of the town with new street furniture
- create recycle bins / not rubbish bins
- improve Council parks in town centre
- 'everything needs to be scaled and orientated towards people - the most important thing in this town. Not infrastructure'
- improve the connection with nature - links to green spaces, green corridors, edible landscapes
- 'people are gobsmacked by the nature'
- 'the main street should be a good thread that represents the community positively'
- maintain liveability: not touristy

'People are gobsmacked by the nature.'



'The culture of Bellingen is that people believe the whole of the main street is for pedestrian crossing; it was the first 40 km/hr zone in NSW: keep Bello pedestrian.'





A POTTED RECENT HISTORY OF BELLINGEN

The following history is a summary of key cultural and economic changes that have influenced and changed Bellinggen in the last fifty years. It is collated from discussions with long term residents and gives a particular snapshot of Bellinggen's culture:

EARLY DAYS:

In the early days pioneers came to take the red cedar and other large timbers from the dense forests. During the World War 1 years, soldiers were offered free farmland to encourage further settlement. The farmers in the area were quite poor, even up to the 1950's.

The 'hippies' came in the mid 1970's and the town began to grow.

The dairy industry was restructured: all the farm small holdings were no longer viable: this took away a primary driver for the town.

1970-1980:

New settlers came in with new age philosophies and beliefs and they established multiple occupancy residencies/communal living. The town itself was dead on the weekends, one milk bar was open. The Bellinggen markets were formed and local people shopped locally. The hippies became the bread and butter for local businesses. Social enterprises started, music came, organic environmentalism came (painters and musicians and potters).

1980-1990:

The arts became part of Bellinggen's identity. Entrepreneurial flair came to town and people used and restored the old buildings like Hammond & Wheatley. Cafe culture came to Bellinggen: coffee came to town. The green economy was emerging.

1990-2000:

Banks left town and vacant iconic buildings were recycled into other uses. Social enterprises developed. Recycling was a big thing. For example, The ECO House. Global Carnival was set up as a camping festival. Skillshare gave skills to hippies who went on to create innovative businesses. Coffs Harbour airport created destination visitation in Bellingen.

2000-2010

New settlers have more land wealth. There are more have's and have nots. Less equity. Younger people can't afford to live in town. The 'BMW syndrome' arrived: smart cars/visitors, and new residents. Bellingen becomes a lush, subtropical treechange town. Young middle aged wealthier people come to town.

2010 onwards....

The town stays busy and stays open at night. The town is sprawling. The locals are quite mobile and many cafes establish. Bunnings destroyed businesses locally. The backpacker movement encourages visitation. Daytripping increased. Ecotourism and internet tourism become more important, driven by Waterfall Way and rainforest visitation. A desire for nature now attracts all types of people.

A good future?

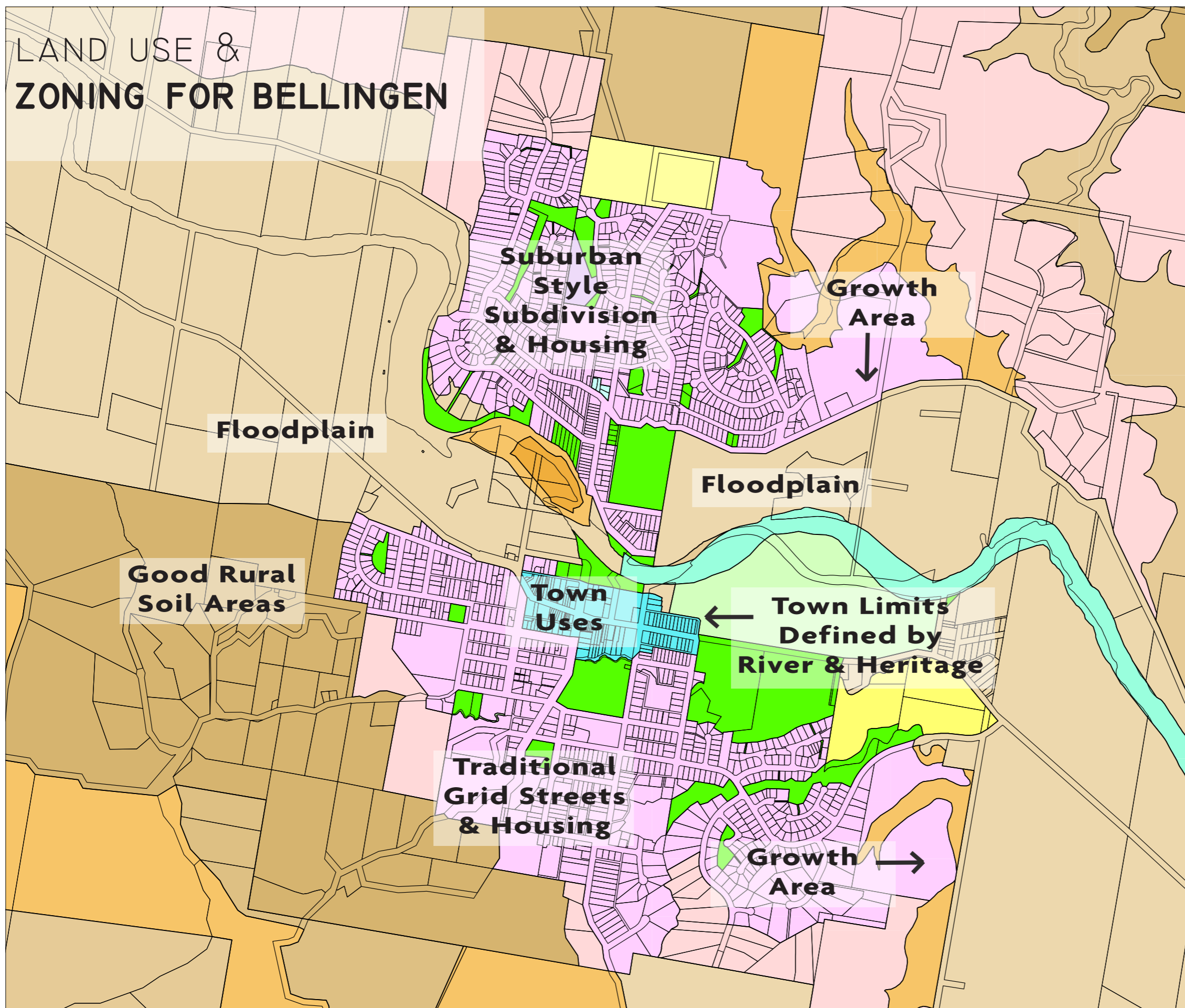
Residents understand that gentrification is occurring in Bellingen, making renting and house purchases beyond the income of the young and less well off. More housing options are required such as units, town houses and terrace houses. The main street, they say, needs to stay real, a place where people buy locally and from small businesses: and where all types of people, young and old, can live in affordable homes within walking distance of the town.



LAND USE & ZONING FOR BELLINGEN



Bellinghen Shire Council
Extract from
Bellinghen LEP 2010 - Zoning



LEP 2010

-
- B1 - Neighbourhood Centre
- B2 - Local Centre
- E1 - National Parks and Nature Reserves
- E2 - Environmental Conservation
- E3 - Environmental Management
- E4 - Environmental Living
- IN1 - General Industrial
- R1 - General Residential
- R5 - Large Lot Residential
- RE1 - Public Recreation
- RE2 - Private Recreation
- RU1 - Primary Production
- RU2 - Rural Landscape
- RU3 - Forestry
- RU4 - Primary Production Small Lots
- SP1 - Special Activities
- SP2 - Infrastructure
- W1 - Natural Waterways
- W2 - Recreational Waterways

Source Data:
Land and Property Information, Bathurst NSW &
Bellinghen Shire Council



NORTH

SCALE 1: 12 000

Date Printed: 13 July 2015

X:\WorkSpaces_MapInfo\Locality - LEP 2010

LIVING IN BELLINGEN

Bellingen has enticed people to choose to live in the town for many generations. People are attracted by the landscape qualities, the village character and the proximity to the coast.

The town centre commercial area is tightly defined by topography, river and heritage constraints. These limits have saved Bellingen from the kind of impacts which have made other town like Coffs Harbour vehicle oriented and strip-like in character. Existing buildings are retrofitted rather than replaced, and this retains the village qualities people seek, both as residents and as visitors. Whilst the town continues to be a commercial hub with strong activity, demographic projections show negative population growth to 2020. Increasingly, Bellingen attracts an ageing population. Often people who grew up and left to work elsewhere return in their 50's to retire.

Tree-changers and sea-changers have been attracted in increasing numbers from cities, and they are inflating house values and rental prices. This is altering the social diversity which is a feature of the town. There is a shortage of affordable or even average-priced accommodation in Bellingen, and young people and less wealthier families are increasingly being priced out of town. Bellingen could end up being a residential dormitory suburb, with commuting workers and few young people.

Growth areas for new subdivisions in the north-east and east of the town centre may provide up to 300 new homes, however the trend is for these types of developments is to provide a limited range of housing options, principally focused on 3-4 bedroom suburban family homes. Bellingen needs to promote and actively plan for a much wider range of housing including: shop top units, laneway studios, attached houses (duplexes and terraces), small houses for single person households and workers, and apartments within walking distance of the town centre.

The town centre commercial land use area has a heritage protection overlay / conservation area. Urban design guidance is required to provide incentives for infill redevelopment which is sensitive, village scaled and fits within the conservation area. Other forms of housing and living could be promoted within the town centre, providing a range of housing for workers, ageing residents and young people.

WORKING IN BELLINGEN

The shops and town centre activities currently provide for all the community's needs, with fresh produce, hardware, services, convenience goods, an excellent supermarket and a profusion of food outlets. To maintain all of these commercial activities, the town will need a supporting population. Shops in town are aged but generally well-cared for. Shop owners could do more, in some instances, to maintain adequate awnings and well-kept buildings.

Given the negative population growth scenario, it is unlikely there will be substantial pressure for new retail uses. Café and food uses are likely to be growing retail segment. The community should aim to retain and support retail diversity in town so that it doesn't become a café strip and a trinket daytime destination.

Council owns three large parcels of land that are currently car parking. In future generations, these areas could support infill town uses such as apartment living over carparking, to cater for older people and for working residents. In this way, Bellingen can balance out the needs of the town through a more controlled planning process. The town of Bingara in NSW is a place where this future re-use is planned, with Council owned carparks designated to be intergrated with future town living areas.

Re-use of Old Youth Centre Buildings

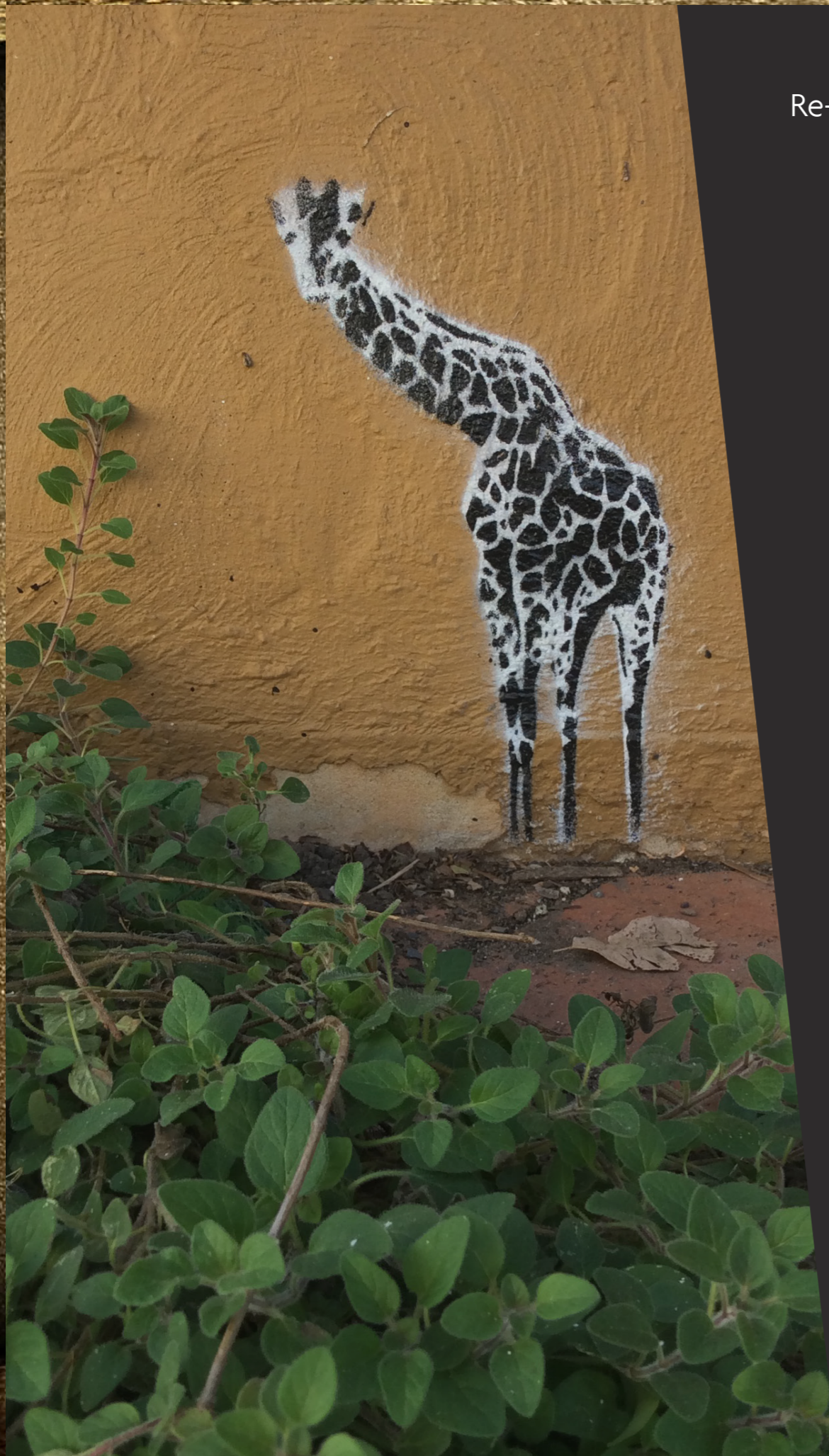
A future use potential within the public carpark north of Telstra proposed by the local community could be the retrofit of the old youth centre building (heritage listed) and demountable structure into a learning alliance hub. The following text by Learning Alliance members describes the re-use idea, which is yet to be investigated by Council:

The Learning Alliance Centre/hub will have several functions:

- Shopfront and information centre for all the sustainability & education groups & project in the Shire. This will connect residents, tourists and potential education clients with what is happening here - which is great deal
- Place of work for not-for-profit groups and projects. They contribute rent or in-kind work towards the centre - its improvement & upkeep.
- Hot-desk for small business people who generally work alone at home & cafes. Again they might contribute rent/in-kind
- The go-to place to further environmental education in the Shire connected to education organisations for outreach etc.
- This centre is the opportunity for Bellingen to put itself on the map in terms of sustainability and we hope that BSC sees this and starts contributing/using the place in a way similar to the Youth Hub.

Design: The Centre will be connected to the growing number of public edible gardens in the town. Being next to the Bellinger River and adjacent to an active bush regeneration site, the area around the building will be further regenerated. Sunlight permitting, there is a vision to make the building an edible building with trellises, growing walls, as well as murals. There will need to be extensive work painting, fixing the roof and floors and installing working areas of the old building. Colour scheme as light as possible and timber slab table tops seems most likely. All these works are subject to grants and funding.

Potential groups participating: Landcare groups, festivals, OzGreen and other groups have expressed interest. So too have Bellingen Solar, NorthBank Community Garden & Centre for Ecological Learning. The following groups would most likely use it if it were available - Bellinger Landcare, Bellingen Urban Landcare Inc, Jaliigirr Biodiversity Alliance, Bellingen High School Community Garden, Northbank Community Garden as well as Bellingen co-working group amongst others. It is also hoped that NC TAFE, Southern Cross University/UNE/ Charles Sturt as well as BSC could all be interested once the place is more presentable & functional. The alliance has about 20 groups at its inception.



Key Elements

1. Forty kilometre an hour high pedestrian activity area gateways
2. Western town gateway
3. Cenotaph Memorial Park
4. Relocated pedestrian crossing on Hyde Street
5. One way loop lane to rear of Church street shops, new footpath and formalised parking on Short St Lane
6. Church Street intersection improvements
7. Church Street shared zone
8. Improved public carpark, laneways and walkways
9. Relocated pedestrian crossing at police station
10. Bridge Street town entry and crossing
11. Formalised carpark behind the town hall with links through to Hyde Street
12. Relocated pedestrian crossing at town park and library
13. Eastern town gateway
14. Formalised carpark at the substation site
15. New town footpaths
16. Potential future site for all day parking during events



THE BELLINGEN MAIN STREET PLAN

BY JOHN MONGARD LANDSCAPE ARCHITECTS
FOR BELLINGEN SHIRE COUNCIL
JULY 2015 1:2000 @ A3



ACKNOWLEDGEMENTS

We would like to thank Phil Buchan (Project manager for Bellinghen Shire Council) and Rochelle Hicks (Project manager for Roads and Maritime Services), for their leadership on this collaborative project.

Dr. Dennis Gascoigne provided valuable input into street design matters. We thank the Councillors, Council Staff and the Bellinghen community for the creativity and engagement in this community led main street project.

John Mongard
July 2015

