

Tweed Street Master Plan

Design Process and Community Consultation

The process of developing this Master Plan has included a substantial community consultation. The process is documented in the Project Storyboard. The key elements of this process included:

- Analysis of all previous work done on Tweed Street prior to Social Habitat in May 2009;
- Historical Community Mapping of Tweed Street and Brunswick Heads;
- Current Community Mapping, which produced around 45 maps from community members; and
- Workshops and presentations to a number of community groups including the Brunswick Heads Community Forum, Tweed Street Taskforce, Brunswick Heads Progress Association and Brunswick Heads Chamber of Commerce.

Key Design Ideas

As a result of the consultation and research related to Tweed Street the following are the key design outcomes:

- Tweed Street will be returned to a slower, quieter and more narrow street;
- The road will be lined with street trees that are distinct to Brunswick Heads relating to both its natural environment and cultural heritage;
- The road will be divided into precincts relating to the East-West nature of the town so that:
 - The North and South town entrance precincts will relate directly to the existing natural environments;
 - The blocks from Short Street to Booyun Street and Mullumbimbi to Fawcett Street are transition precincts relating more to the streets around them; and
 - The blocks from Booyun to Mullumbimbi Street will be more like a plaza and will relate more to the commercial centre of town;
- At the southern entrance to the town a dedicated shared path separate to the road and existing footpath will be created for personal wheeled transport including bicycles and "granny scooters"; and
- The shared path will create a spine for art installations that interpret various parts of the environment, people and history of Brunswick Heads.
- The existing stormwater system and 'nature strip' will not be altered. Except in new the pocket park in front of "Breeze" housing development.

Art/ Historical Installations

Art installations will relate to the environment, history and culture of Brunswick Heads. The installations along the street should be multi-layered and integrated with a broader strategy for public and community art in Brunswick Heads.

The key thematic idea of the Master Plan is to use the bicycle/"granny scooter" path to link the individual installations that are each conceived separately but which have a number of common elements. The common elements of each installation would include:

- Plant Ecology
- Animals
- Bird life
- Marine Life
- Indigenous Story/ History
- Cedar Cutting History
- Maritime History and Shipwrecks
- Fishing Commercial and Recreational
- The Pacific Highway
- Youth
- Surfing
- Tents and Tinnies
- Community History
- Wild Chickens

- Incorporation of a functional seat that is suitable to seat up to 3 people at a time.
- A specific aspect of the environment or cultural development of Brunswick Heads. The following are suggestions (some of which are outlined in greater detail on the plan):
- A personal story relating to a figure of Brunswick Heads history related to the theme of the installation. These personal stories need not be of a famous person, it could be an infamous person or just a normal person who typifies a particular aspect of Brunswick History.

Lighting and Street Furniture

The general community feeling was that they did not want the style or treatment of the street to be generic or like other beachside towns. Since it is the selection of proprietary street furniture that often creates this 'sameness' we are suggesting the following strategy:

- Adapt and recycle existing features;
- Use street furniture of a style found elsewhere in Brunswick Heads; or
- Design purpose-built but cost effective installations.

Bicycle Racks

Use an inverted U shaped painted galvanised steel pipe fixed to ground.

Bins

Use existing bins located outside of Shopping centre and KC's. Location to be changed slightly in relation to new street furniture /installations at these locations.

Seats

Seats will all be individually designed and located as part of installations.

Lighting

- Recycle existing highway lighting towers including: decommissioning of high street lights; setting lower street lighting at appropriate level to matching height other Brunswick Heads street lighting. The existing light towers could also be used for hanging banners with small LED spotlights to illuminate banners.
- New bicycle track lights should match lights used on bicycle track on Southern approach to town.
- Other task lighting will be incorporated into the individual installations.
- Fingal Street roundabout Norfolk Pine should have installation of dual or multiple mode LED lights that illuminates in different ways at different times of year. Specifically it will have Christmas lights at Christmas. It will act as a key beacon sign for the centre of town.

Planting

There are several key principles guiding the choice of tree and plant species.

1. That they are consistent with Part H Landscaping of Byron Shire Council's Development Control Plan 2002.
2. Understanding that Tweed Street alignment would be in the area of the interface between two distinctive ecosystems, coastal heath/woodland and melaleuca swamp;
3. Use of species that are known to grow well locally in and around Brunswick Heads such as the Coastal Black Cypress Pine, Broadleaved Paperbark and Lilly Pillies, and avoiding the Forest Redgum, Swamp Mahogany and other eucalyptus species;
4. Use of trees under the powerlines that are small leaved varieties that will recover quickly from severe pruning;
5. Adding distinctive colour or shape to particular precincts of the street using trees such as the Cigar Cassia, Flame Tree or Pencil Cedar; and
6. Use of some deciduous trees such as the Red Cedar strategically planted to bring more light in during the winter months.

Large Trees

- Eucoschinus falcata - Ribbonwood
- Melaleuca quinquenervia - Broadleaved Paperbark
- Polyscias murrayi - Pencil Cedar
- Toona ciliata - Red cedar
- Podocarpus elatus - Brown Pine
- Callitris columnellaris - Coastal Pine

Medium Sized Flowering (suitable for median strip)

- Cassia marksiana var brewsteri- Cigar Cassia
- Brachychiton acerifolius - Flame tree

Medium sized trees fine leaved (Under powerlines)

- Syzigium oleosum - Blue Lilly Pilly
- Syzigium leuhmanii - Riberry
- Lepiderema pulchella - Fine Leaved Tuckeroo

Medium sized trees

- Flindersia bennettiana - Bennett's Ash
- Sterculia quadrifida - Peanut Tree

Large Feature Tree

- Araucaria heterophylla - Norfolk Island Pine

Ground Covers and Low Scrubs

- Lomandra hystrix
- Lomandra longifolia
- Hibbertia scandens
- Grevillia juniperina
- Hoya australis
- Ipomea pes-caprae
- Smilax glyciphylla
- Restio tetraphyllis

Tree Planting

- Refer to Part H of BSC DCP
- Provide a minimum of 3mØ clear space around large trees.
- Provide irrigation for plants initially; (as shown)
- Provide robust protection around trees when planting such as a frame or cage 2.5 - 3.0 metres square to prevent vandalism, ring barking and which gives room and a sense of the size the tree will grow to. No hard surfaces should intrude on this space.
- It is essential that trees supplied for street tree planting are a standard and quality that will allow them to establish rapidly and continue to grow as long term assets of the streetscape. The preference is to grow tube stock. Advanced specimens of native trees do not thrive after planting, struggle to adapt to their new environment and often do not progress to robust full growth. The only exception is the provision of the NorfolkPines which should be advanced trees.
- Stormwater must not be stopped from flowing to the areas around the trees. Use flat kerbing on the uphill side of plantings and raised kerbs below the trees to act as swales. Sandy soil drains quickly, so mulch must be maintained around the trees at all times.

Tree Maintenance and Management

It is important that in the early phase of growth - first three years - that the trees are maintained and replaced immediately if they die. The Brunswick Heads community has expressed an interest to be involved in this process in partnership with Council. The following are a number of strategies that may be explored:

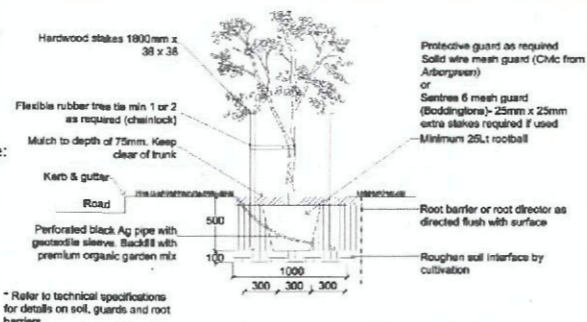
- Adopt a Tree - A number of other councils have 'Adopt a Tree' programs where residents take on either individual responsibility for a tree or community responsibility for a streetscape. The Brunswick Heads Primary School may have a significant potential role.
- Engage with Job Network Providers - Use good connections with Job Network providers to create employment programs to plant and maintain street trees.
- Create a 'depot' for stockpiling mulch and compost to be used for renewing the areas around the trees.

Signage

The new realignment of the street is designed to allow major street signage to be positioned in the middle of the street in the middle of view, rather than to the side where at present it is confusing and distracting. There should be a new signage policy that has a hierarchy of signs.

- Major signs should be like signage used in Lismore with all key directional and tourism related information integrated into single signs. These will include signs positioned at: the Southern Entrance to town; the chicane at The Terrace; the beginning of median strip at Booyun Street; the Fingal Street roundabout; Mullumbimbi Street and at the Northern Entrance to town on the small median strip just before Fawcett Street.

- Other street signs should be retained as normal discreet signs and extraneous signs should be removed.
- Commercial signs that protrude into public space need to conform to a new uniform signage policy.



Detail for typical street tree planting drawn from Street Tree Masterplan (Waverley Council 2008)

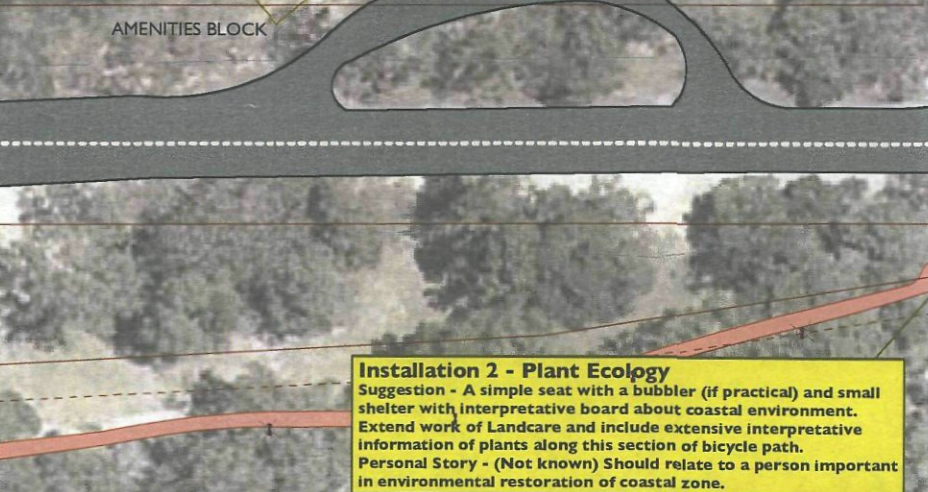


Typical Brunswick Heads bin and bike rack



Typical Brunswick Heads deck

Installation 1 - Wild Chickens and Brunswick Citizens
Suggestion - Sculptural depictions of the wild chickens of Brunswick Heads and acknowledgement of the Brunswick Heads citizens buried at this location.
Personal Story - Infamous Brunswick Heads resident of a previous era who thought he was a chicken.



Installation 2 - Plant Ecology
Suggestion - A simple seat with a bubbler (if practical) and small shelter with interpretative board about coastal environment. Extend work of Landcare and include extensive interpretative information of plants along this section of bicycle path.
Personal Story - (Not known) Should relate to a person important in environmental restoration of coastal zone.



Byron Shire Council Funded Project
Supported by the Tweed Street Taskforce
Brunswick Heads Progress Association
Brunswick Heads Chamber of Commerce &
Brunswick Heads Community Forum
Ideas contributed by the Brunswick Heads Community

Brunswick Heads. Simple Pleasures.
October 2009 Project is documented in Tweed Street Masterplan Storyboard Scale 1:500 & Details 1:200 at A1 1:1000 & Details 1:400 at A3

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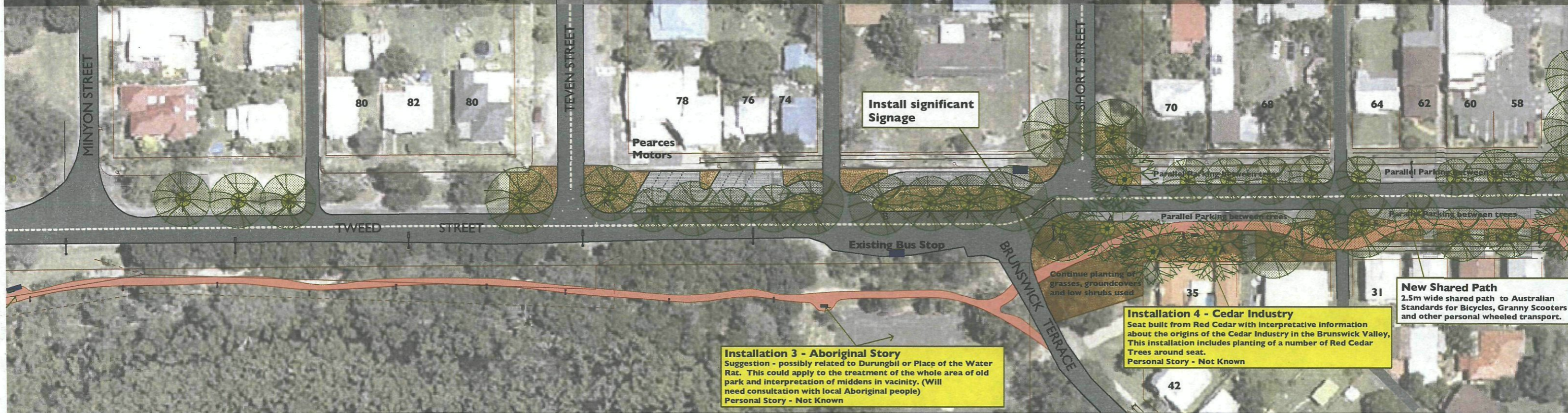
Small Leaf Medium Sized Trees



I. Syzygium luehmanni (Riberry)

J. Syzygium Oleosum (Lilly Pilly)

K. Lepiderema pulchella (Fine Leaved Tuckeroo)



Install significant Signage

Pearces Motors

Existing Bus Stop

Continue planting of grasses, groundcovers and low shrubs used

New Shared Path
2.5m wide shared path to Australian Standards for Bicycles, Granny Scooters and other personal wheeled transport.

Installation 4 - Cedar Industry
Seat built from Red Cedar with interpretative information about the origins of the Cedar Industry in the Brunswick Valley. This installation includes planting of a number of Red Cedar Trees around seat.
Personal Story - Not Known

Installation 3 - Aboriginal Story
Suggestion - possibly related to Durungbil or Place of the Water Rat. This could apply to the treatment of the whole area of old park and interpretation of middens in vicinity. (Will need consultation with local Aboriginal people)
Personal Story - Not Known

Key

Bicycle Path	Paved Area	Permeable Bitumen	Non-Deciduous Tree	New Street Light (to match existing)
Bitumen Road	Deck With bollarded edge	Tree protection	Deciduous Tree	Modified Highway Light
Bitumen Parking	Mulched Area (See planting list)	New Shelter	Norfolk Island Pine Tree	Hardwood Bollards

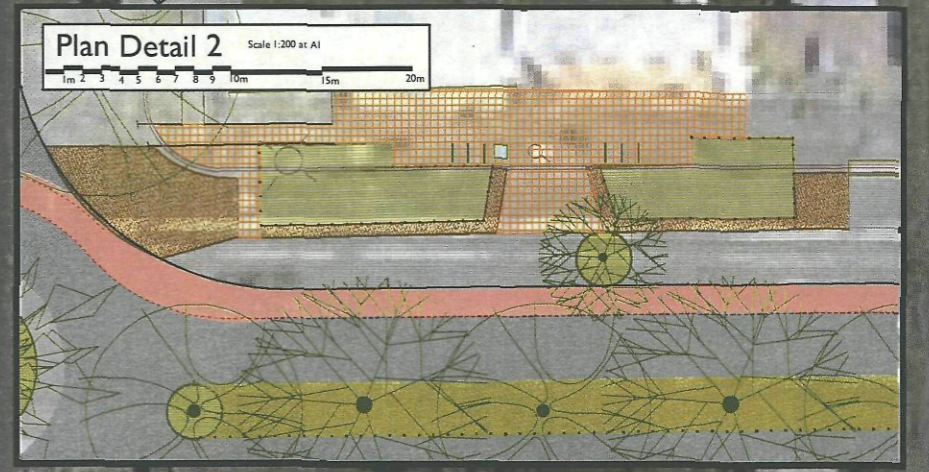
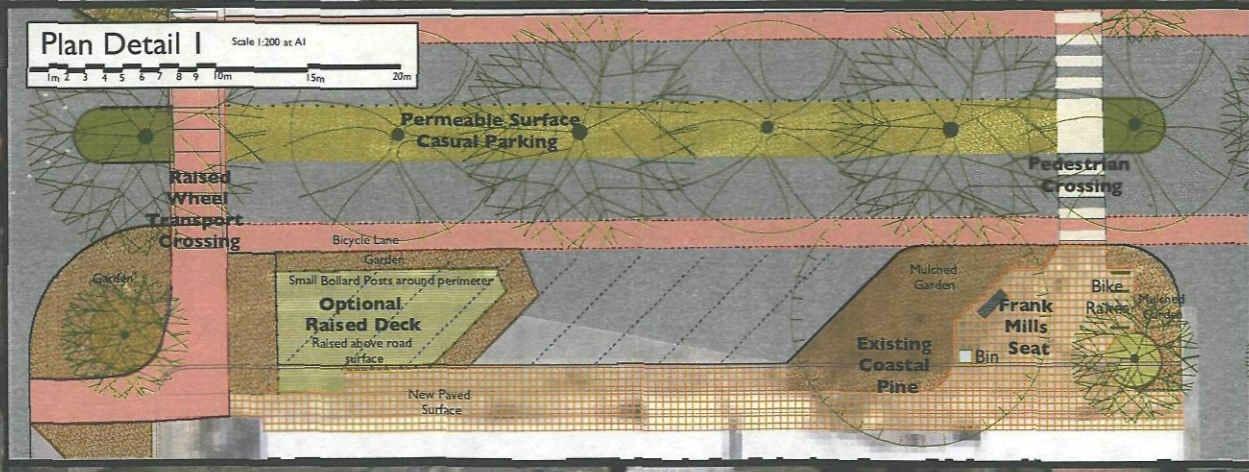
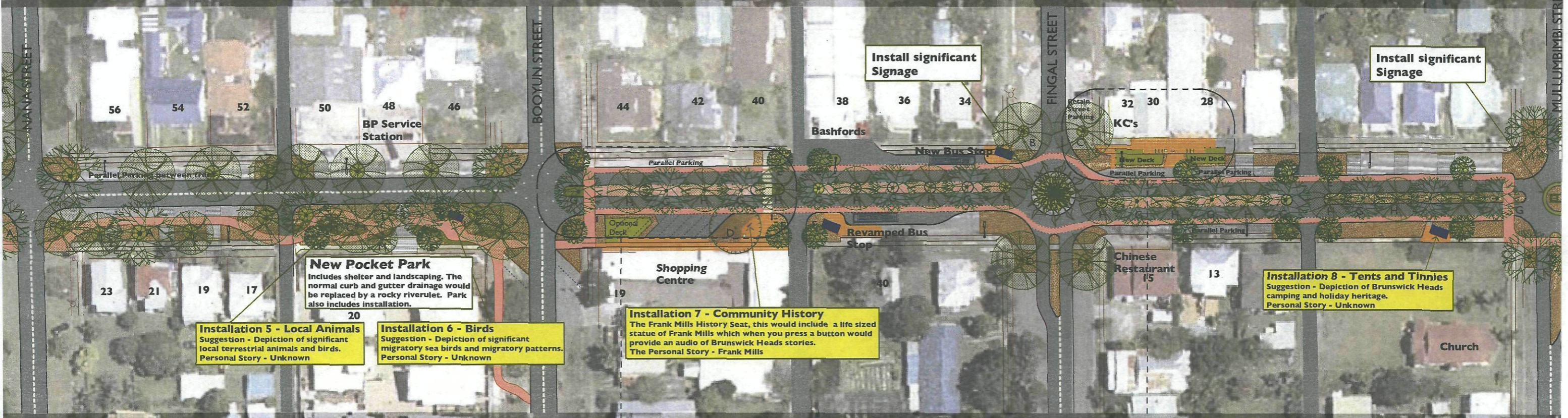
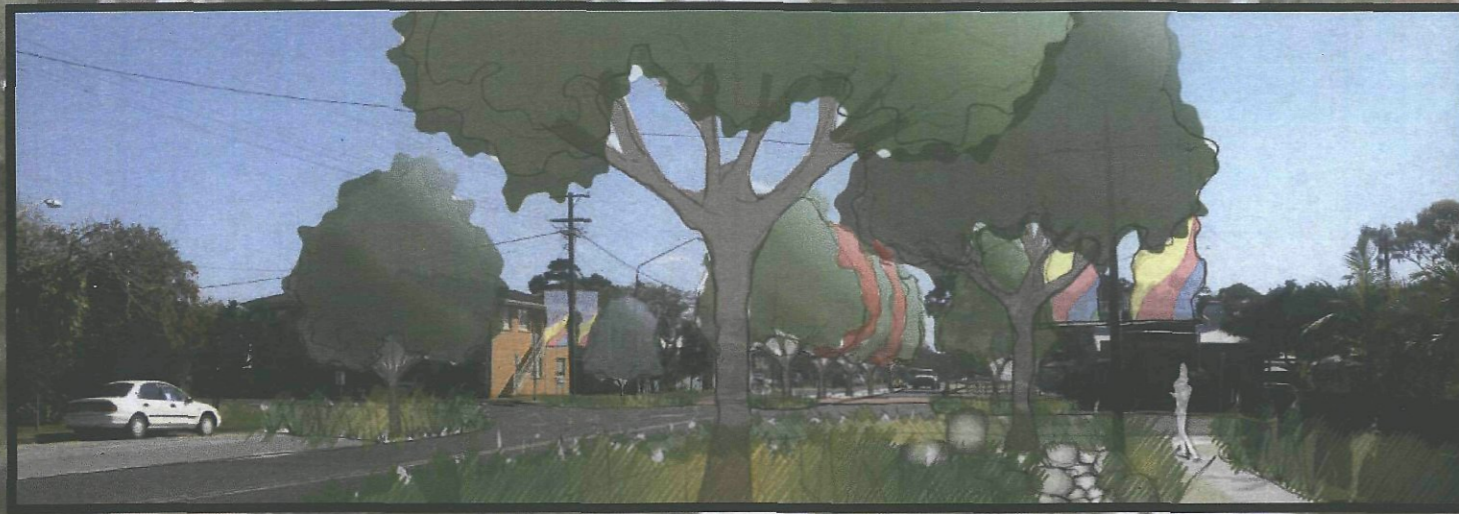
0 50 metres

Medium Sized Trees



L. Flindersia bennettiana (Bennett's Ash)

M. Sterculia quadrifida (Peanut Tree)





Flowering Median Strip Trees

G. Brachychiton Acerifolius (Flame Tree) **H. Cassia Brewsteri (Cigar Cassia)**

Feature Tree

N. Araucaria heterophylla (Norfolk Island Pine)

Large Structural Street Trees

A. Toona ciliata (Red Cedar) **B. Podocarpus elatus (Brown Pine)** **C. Melaleuca quinquenervia (Broadleaved Paperbark)**

D. Callitris columnellaris (Coastal Pine) **E. Polyscias murrayi (Pencil Cedar)** **F. Euroschinus falcata (Ribbonwood)**

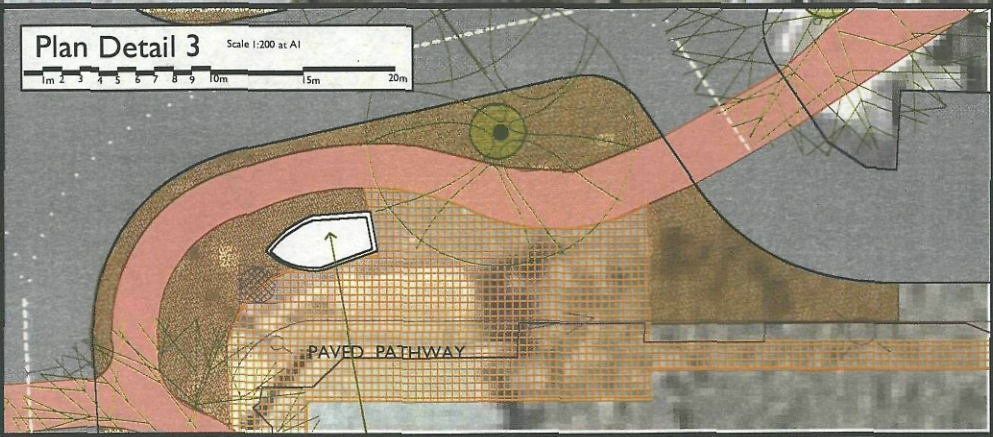
Installation 11 - Youth
Suggestion - Installation include a wall of the faces of the children and youth of Brunswick Heads
Personal Story - Unknown

Install significant Signage

Installation 12 - Maritime History
Suggestion - Seat and installation looking out over river relating history of river mouth as a port particularly the shipwrecks.
Personal Story - Robert Simpson

Installation 9 - Pacific Highway
Suggestion - Monument to the Unknown Truckie, the front end of a prime mover emerging from an overgrown garden and a bronzed truckie to remind people of Tweed Street's history as a highway.

Installation 10 - Fishing
Suggestion - Reuse old fishing boat and incorporate seat and playspace.
Personal Story - Mohammad



Tweed Street Master Plan Storyboard

The purpose of the Story Board is to provide a transparent and comprehensive record of the process for the environmental improvement (makeover) of Tweed Street, Brunswick Heads.

Byron Shire Council has employed Social Habitat to prepare a master plan of Tweed Street. The process we intend to follow to development the master plan is this:

1. Map history of the project to date.
2. Analyse and provide feedback on all existing consultation and information about Tweed Street.
3. Conduct a “community mapping” process, this community mapping process has three parts:
 - a. Map the history and community of Tweed Street (In this case look broadly at the environment, culture and history of Brunswick Heads);
 - b. Map how the Tweed Street works today; and
 - c. Map the future of the place; (This will involve getting as many members of the broad Brunswick Heads community to prepare their own maps of how Tweed Street should be).
4. Take the design input from the Community Mapping process and working with key stakeholders (in this case Byron Shire Council and member organisations in the Brunswick Community Forum) slowly develop a master plan using Charrette workshops.
5. Display complete master plan to broad community for feedback.

This storyboard will be on display in Brunswick Visitors Centre and available as a PDF document on email.

Social Habitat

Social Habitat is an organisation of planning, architectural and landscape design and community development professionals in the Northern Rivers of NSW. Our aim is to:

- Assist local people to improve their social and community places and infrastructure;
- Facilitate the development of low cost, social and affordable housing;
- Assist Aboriginal people to develop the places where they live; and
- Conduct research on innovative sustainable models for the design and management of rural and regional community based settlements.

We are committed to effective consultation and planning processes with social justice outcomes that engage towns, villages and groups of people with common interest.

A key aspect of Social Habitat is our commitment to a engage long-term in projects and to establish strong relationships with the people that we work with.



Brunswick Heads. Simple Pleasures.



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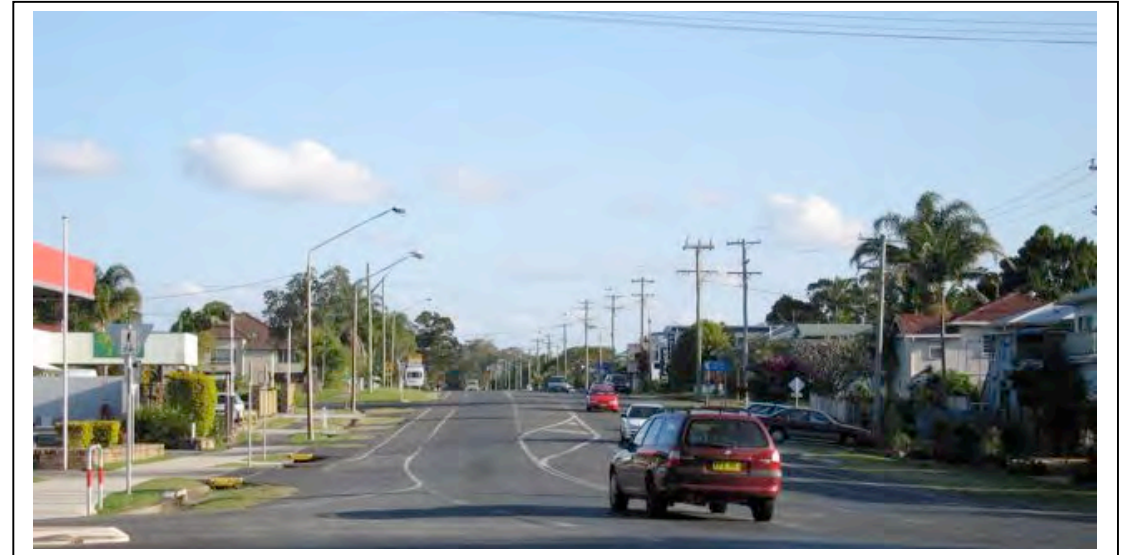


Tweed Street Master Plan

This process started to be discussed seriously after the Brunswick Heads bypass was developed, it has gathered momentum in recent years with the recent support of Byron Shire Council. The project has substantial support within the Brunswick Heads community, including the Brunswick Heads Chamber of Commerce, The Brunswick Heads Business and Tourism Group and the Brunswick Heads Progress Association . The Tweed Street Taskforce was formed in September 2007 in order to drive the project.

Other key stages in the development of the project and its ideas include:

- Stage 1 of Brunswick Heads Bypass opened June 5 1998
- Prioritised as an objective in the *Brunswick Heads Community and Economic Development Strategy (Talking Care of Brunswick Heads – A Five Year Plan for the Future of Brunswick Heads) in 2003*
- *Brunswick Heads Parking, Traffic and Pedestrian Safety Plan prepared in May 2004*
- Raised as a opportunity in the Brunswick Heads Business Expansion and Retention Survey in 2006
- *Fresh Eyes Brunswick Heads 2006* was a two week studio of post graduate students from the University of Melbourne, organised by the Business and Tourism Group. Several students focused specifically on Tweed St
- Byron Shire Council commits resources towards a master plan in October 2007
- Businesses and Tweed Street residents surveyed in late 2007 and the information was collated by April 2008 into an Issues and Opportunities paper
- 2008 Preliminary investigation of potential funding
- 2008 Preliminary planning work done
- May 19th 2009 Byron Shire Council engages Social Habitat to prepare a master plan.



BUILT AND NATURAL ENVIRONMENT
Objective 5: To create and implement a beautification plan for Tweed Street



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1. introduction



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Tweed Makeover Survey 2008

A series of surveys have been conducted of both residents and businesses in 2007 and 2008. (The sheet opposite is a summary of this survey process)

The following are a number of individual responses, these are not necessarily representative of all responses rather they give a flavour of peoples concerns:

"I'd like to see specified parking. We continually have trucks, vans & cars (including staff from garage) parking out front. My partner is trying to run a small business from home & this drives us and his customers nuts."

"Bike lane needs to be safer and clearer along Tweed Street"

"The footpath in front of KC and Sails Motel very rough & ugly"

"Do not plant anything which needs a lot of care."

"Tidying up is good as long as it is to do with safety and people friendly. We all have a quite subjective idea of "Beautification" and although the first reaction is to say YES! Go ahead, we both loath to encourage anything that may make Brunswick a clone of parts of Gold Coast or even Pottsville/ Kingscliffe. We like Daggy!"

"Create "Street-life" through beautification."

"Tweed Street is the entrance to town and it needs changes, but than it would betray the beautification concept if important changes are not made in Fingal Street too."

"Make the place walkable, make it for people not for cars."

"A second & third pedestrian crossing at each end linking bike paths & walkways would be good."

"Repair the footpaths which are a hazard for all pedestrians especially the elderly."

"There is already confusion about where Tweed St. ends at, it's Northern end and the old Pacific hwy starts! Even the postman doesn't know."



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2. Tweed Makeover 2008 Survey



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TWEED ST OPPORTUNITIES FOR THE PLAN 25/6/08	MAIN ISSUES
<p>GENERAL</p> <ul style="list-style-type: none"> Some of our rates should be spent on tidying up & maintenance, then individual businesses & Tweed St residents will be motivated to spend money on beautification Some sections would like to be featured eg Supermarket complex to be made more village style Beautification must be about safety and be people friendly Beautification in simple (daggy) and unique Brunswick style 	
<p>PARKING</p> <ul style="list-style-type: none"> Increase the amount of parking (eg using angle parking as it will double the amount) where required - some suggest northern section only Visitors can access parking on Tweed for markets/festivals when CBD full Provide some parallel parking for trucks & caravans away from shops eg near Catholic Church - away from residents driveways Address commercial/resident parking issue 	
<p>ROADS/TRAFFIC</p> <ul style="list-style-type: none"> Blumen to the existing kerbs Kerb and gutter those sections that have none Tidy up the edges Address safety and visibility of bike tracks in Central Tweed St area Prioritise traffic management in this section Raise pedestrian crossing level with footpath More pedestrian crossings / safety refuges 	
<p>TRAFFIC CALMING STRATEGIES</p> <ul style="list-style-type: none"> Illusionary speed humps treatment as in Pottsville Adding blisters/traps to make the road wavy Trees preferred to blisters (not like Pottsville) Adding 3 roundabouts in appropriate locations 	
<p>FOOTPATH/SEATING</p> <ul style="list-style-type: none"> Install paving/footpath in front of the businesses as in the CBD Design people friendly spaces with seating & bins - alfresco dining at KC's Repair footpaths Treat seats as artworks (10 different themes depicting history & culture) 	
<p>LANDSCAPING</p> <ul style="list-style-type: none"> Make into boulevard with trees down each side or down centre of road Scale of trees important - wide street, large trees Street trees eg tuckeroos, brushbox, African tulips (Nana St), Golden Penda Other amenity trees can also be incorporated in landscaping Low plantings, shrubs where visibility important Line of trees in front of new development to screen it from BP & vice versa Use natives and low maintenance species Engage businesses & residents to assist with care of plants Better maintenance by Council of grass & landscaping 	
<p>SIGNAGE & GATEWAYS</p> <ul style="list-style-type: none"> Need to include Brunswick Heads on 2 exits from south at Ferry Reserve Create gateway statements on both roundabouts BH welcome signage at southern end (Pilgrim Park) Create new and better signage to shops, beach & river & VIC Visitor information map at Pilgrim Park with business listings to fund it. 	
<p>ZONING</p> <ul style="list-style-type: none"> Sort out zoning with new LEP Rezoning parts of Central Tweed St as commercial 	
<p>NOISY TRAFFIC & SPEEDING POOR AMENITIES-NO SEATS, NO SHADE HOT PEOPLE FRIENDLY HWY WIDTH AND FEEL - NOT FOR WALKING EAST/WEST CONNECTION</p>	<p>RESIDENT'S PRIORITIES</p> <ol style="list-style-type: none"> Traffic slowing/calming Streetscaping/greening/furniture Tidy up road edges Increase parking
	<p>BUSINESS'S PRIORITIES</p> <ol style="list-style-type: none"> Tidy up road edges Streetscaping/greening/furniture Traffic slowing/calming NO Increase parking

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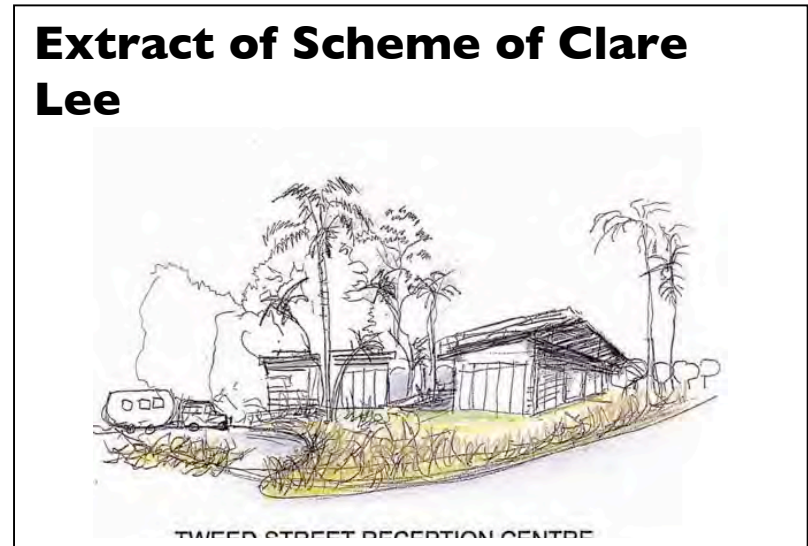
Fresh Eyes 2006 Brunswick Heads

Fresh Eyes was a project by students from the University of Melbourne Architecture, Building and Planning Faculty, it looked at proposals for all parts of Brunswick Heads, the following two pages are extracts from three students that have relevance to Tweed Street.

"The Old Pacific Highway or Tweed Street is recognised as an empty heart of the village with potential for reinvigoration by a number of proposals. So to enhance the economic and social sustainability of the village the expanse of Tweed Street (no longer required for the turning of bullock drays or to accommodate the modern Double B's,) is narrowed and its length reduced by changing activities along the length.

All the proposals suggest changes to functions along the length of the street, from

- Commercial with markets
- Retail ventures and plazas
- To a transitional zone, with street camping.
- To a residential zone with parklands and softer pavements."



IMPROVE

-The vehicle oriented design of Tweed St. has frustrated the development of street character and identity.

-A Green Wall is being proposed to allow street character and amenity to develop. Also to avoid being perceived as a barrier this wall should be translucent and discontinuous.

Extract of Scheme by Loreena Zelaya

STREET TREE PLANTING

- Water gum*
- Flame tree*
- Willow bottlebrush*

BIO-SWALE PLANTING

- Tastic cord rush*
- Saw sedge*
- Plac fox-lily*
- Mat rush*
- Juniper-leaf grevillea*

PLANT PALETTE

Palette of Plants

Extract of Scheme by Deepal Shah



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3. Fresh Eyes Extracts Part 1



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Scheme of Zhao Jing



VIEW A Streetscape and Shuttle Bus Stop



VIEW B Caravan Club



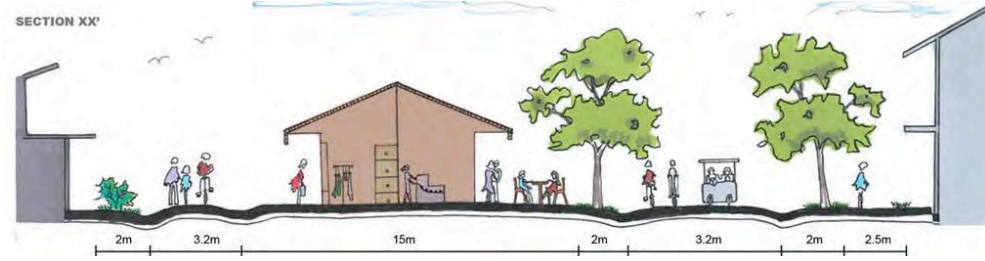
VIEW C Community Horticultural Fairland



“Community Market”

“Caravan Club and Holiday Cabins”

“Community Horticulture”



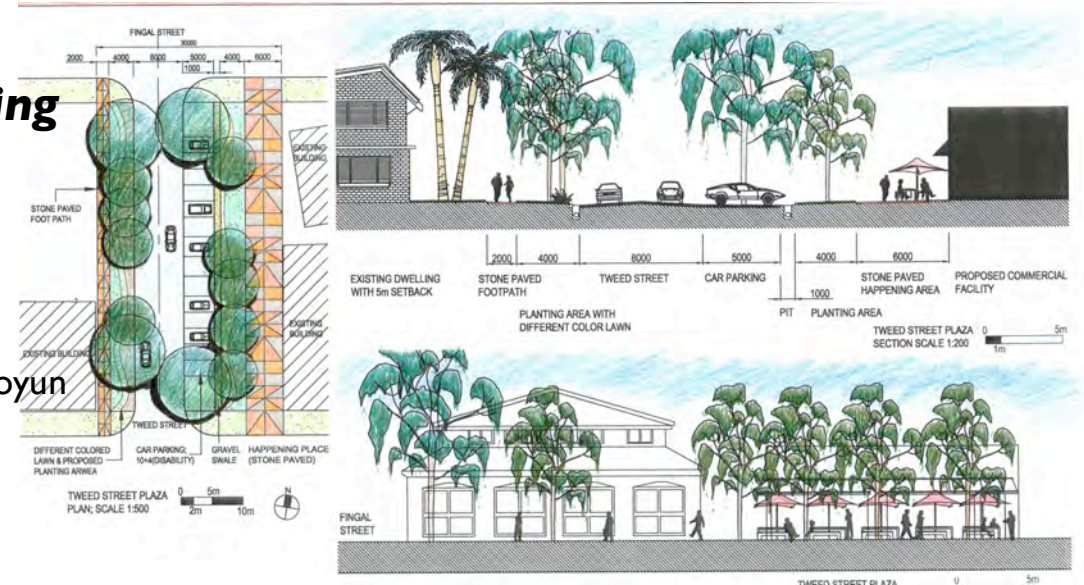
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Scheme by Tomonori Yutani

“Happening Place”
Activate Economic Activity

Fawcett to Booyun Street



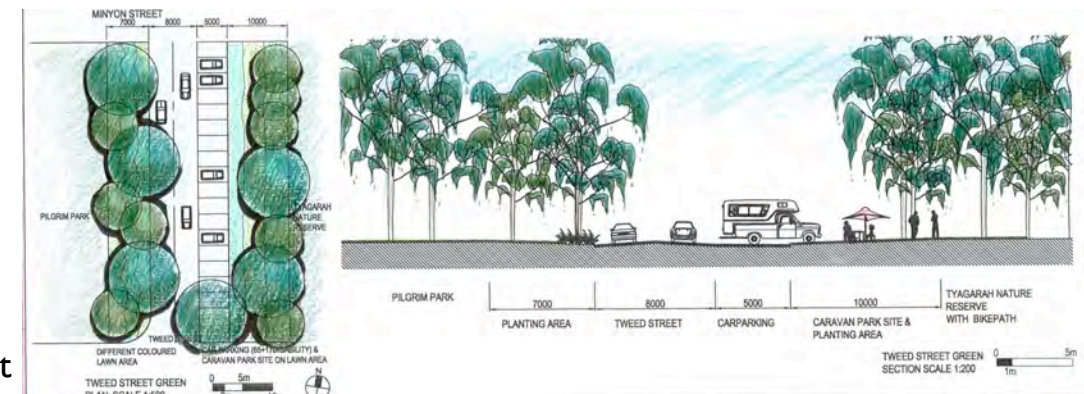
“Linear Park”
Green Connection

Booyun to Minyon Street



“Street Caravan Park”
New Activity

South of Minyon Street



4. Fresh Eyes Extracts Part 2

Draft



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Tweed Street Masterplan Storyboard



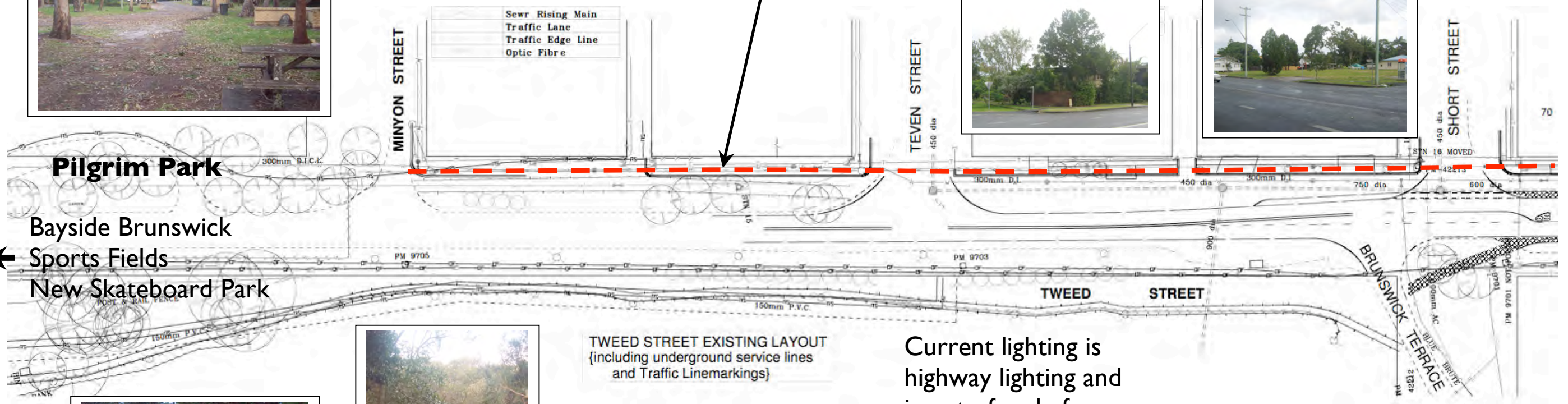
There is a natural avenue as you enter town from the South



Overhead powerlines particularly on the Western side of the road limit the planting of large trees and have significant visual impact



One of the few undeveloped blocks along Tweed Street



Pilgrim Park
Bayside Brunswick
Sports Fields
New Skateboard Park

Current lighting is highway lighting and is out of scale for this type of street



Simpson's Creek Mangroves at edge of creek



Terrace Caravan Park



Bike path is more intimate and separated from road



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5. Urban Analysis part 1



Initial meeting and walk 19th May 2009 with Kim Rosen, Paul Blay, Luis, Toni, Malcolm, Simon Bennett and Michael King

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The edges of roads with grass and grass with drains create interesting transitions

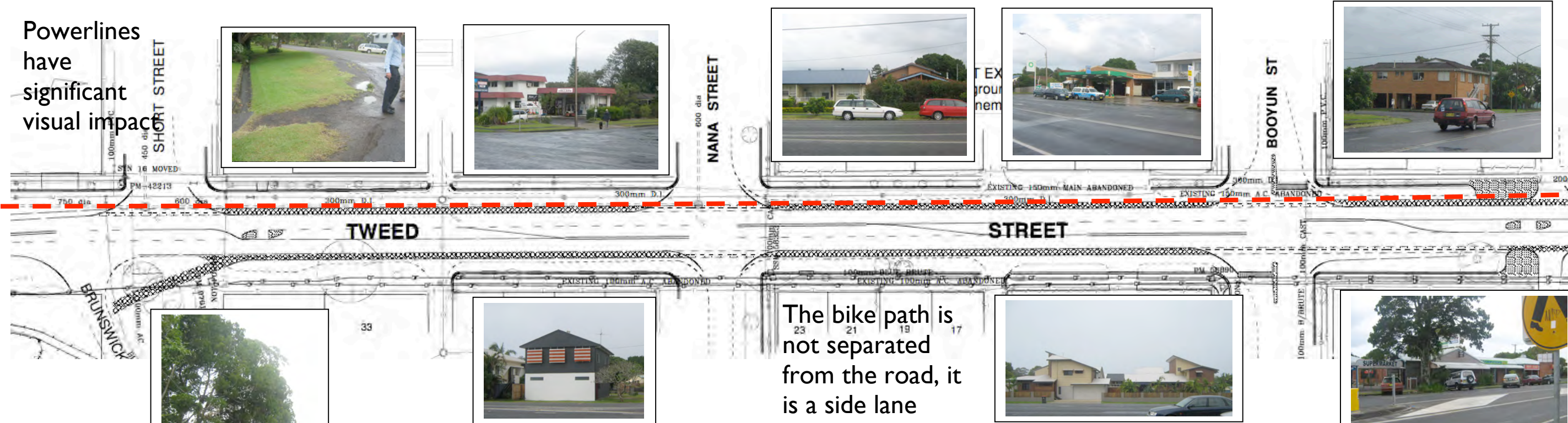


There is an eclectic mix of building styles fronting Tweed Street that is unlikely to change quickly



Booyun Street gives an impression of how trees could sit on Tweed Street

Powerlines have significant visual impact



The bike path is not separated from the road, it is a side lane



Coastal Cyprus trees are a significant existing local native tree on Tweed



The lanes create interesting points of interest and alternative pedestrian routes off the main road



More parking needed in front of shops. Shops fronting street have difficulties.



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6. Urban Analysis part 2



Social Habitat

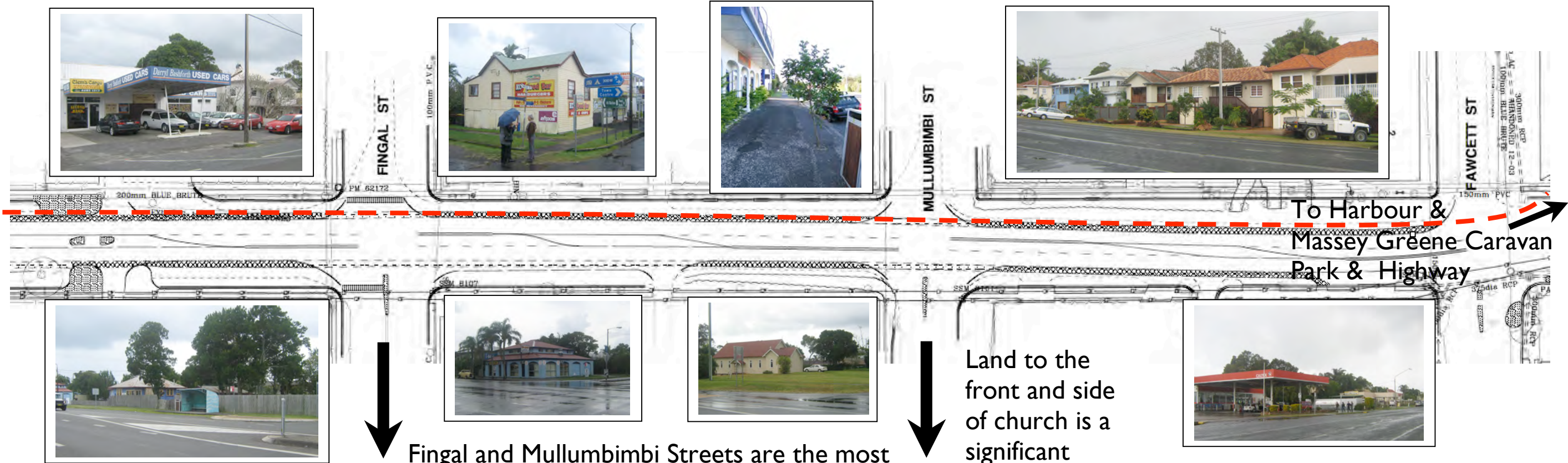
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Building and plantings vary greatly along the length of Tweed Street. They are an interesting yet eclectic mix.



As the road curves toward Fisherman Coop the natural avenue of trees resumes

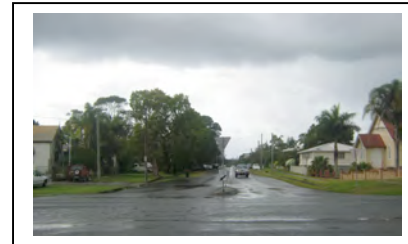
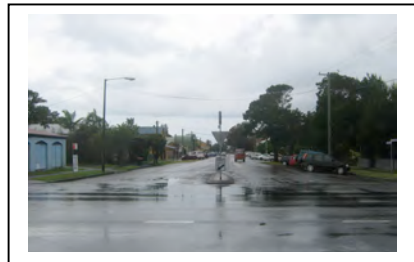
Much of the path surfaces and existing public plantings are poorly detailed



Fingal and Mullumbimbi Streets are the most significant connections to both the Commercial Centre and the Beach

Land to the front and side of church is a significant opportunity

Few good shelter options along Tweed Street at present from either sun or rain



24hours service station is also night-time gathering place of young people. Noise is an issue for houses across the street



Brunswick Heads. Simple Pleasures.

7. Urban Analysis part 3



Social Habitat

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8. Aerial Photographs



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Social Habitat at Old and Gold

We would like to know what you think Tweed Street should look and feel like.

- If you would like to have input into the preparation of the master plan for Tweed Street Brunswick Heads grab a community mapping sheet.

We would like to know what you think is important about the history, culture and environment of Brunswick Heads that should be commemorated or interpreted in the makeover of Tweed Street.

- Talk to us if you have any ideas.

Talk to us if you have any concerns.



Brunswick Heads. Simple Pleasures.



Social Habitat represented by Paul and Malcolm had a stall at “Old and Gold” on Saturday June 6th. They presented information about the project to date and asked local people to fill in their own community mapping sheets.

Some of the ideas presented on the day include:

- Visitors Centre or better signage for visitors on Tweed Street
- Fruit Trees along Tweed Street
- Need to slow down car traffic along street make it a lot more pedestrian friendly
- Need to consider bank erosion control of Simpson’s Creek and its relationship to existing bike path and road.
- Need to change natural flow of town East to West rather than North to South

Concerns

- Fear that any change will not be good change;
- Street is currently dangerous for pedestrians;
- General concern that Tweed Street will look like a generic upmarket makeover like Noosa Heads etc
- Need to refer to heritage plan



Social Habitat

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9. Old and Gold

Brunswick Heads Community Representatives Forum Presentation

June 18th 6-8PM CWA Hall Brunswick Heads

Present: Russell Siwicki (Rotary), Shannon Dousling (Brunswick Visitor Centre & Tweed/Byron Aboriginal LC), Dot Andrews (U3A), Valerie Hardy (Arts & Cultural Group), Greg Flint (Dunecare), Gloria Mills (BH Progress Assoc), Stan Petroff (BH Fire Brigade), Robyn Baker (CWA), Robyn Venn (BH Public School), Roz Goodchild (BH Chamber of Commerce), Colin Woodbry (Business & Tourism Group), John Helman (Cruising Yacht Club), Ruth Fox (BV Historical Society), Kim Rosen (O&G, K&B Festival), Michele Grant (Community Care Council), Gillian Secombe (Landcare), Mary Ashton (BV Sports Assoc), Di McKee (Youth), Cr Diane Woods (BSC), Luis Cristia (Tweed St Task Force), Darryl Bashforth (Tweed St Task Force), Peter Claydon (Tweed St Task Force), Simon Bennett (BSC), Paul Blay and Malcolm Price (Social Habitat).

Social Habitat presented:

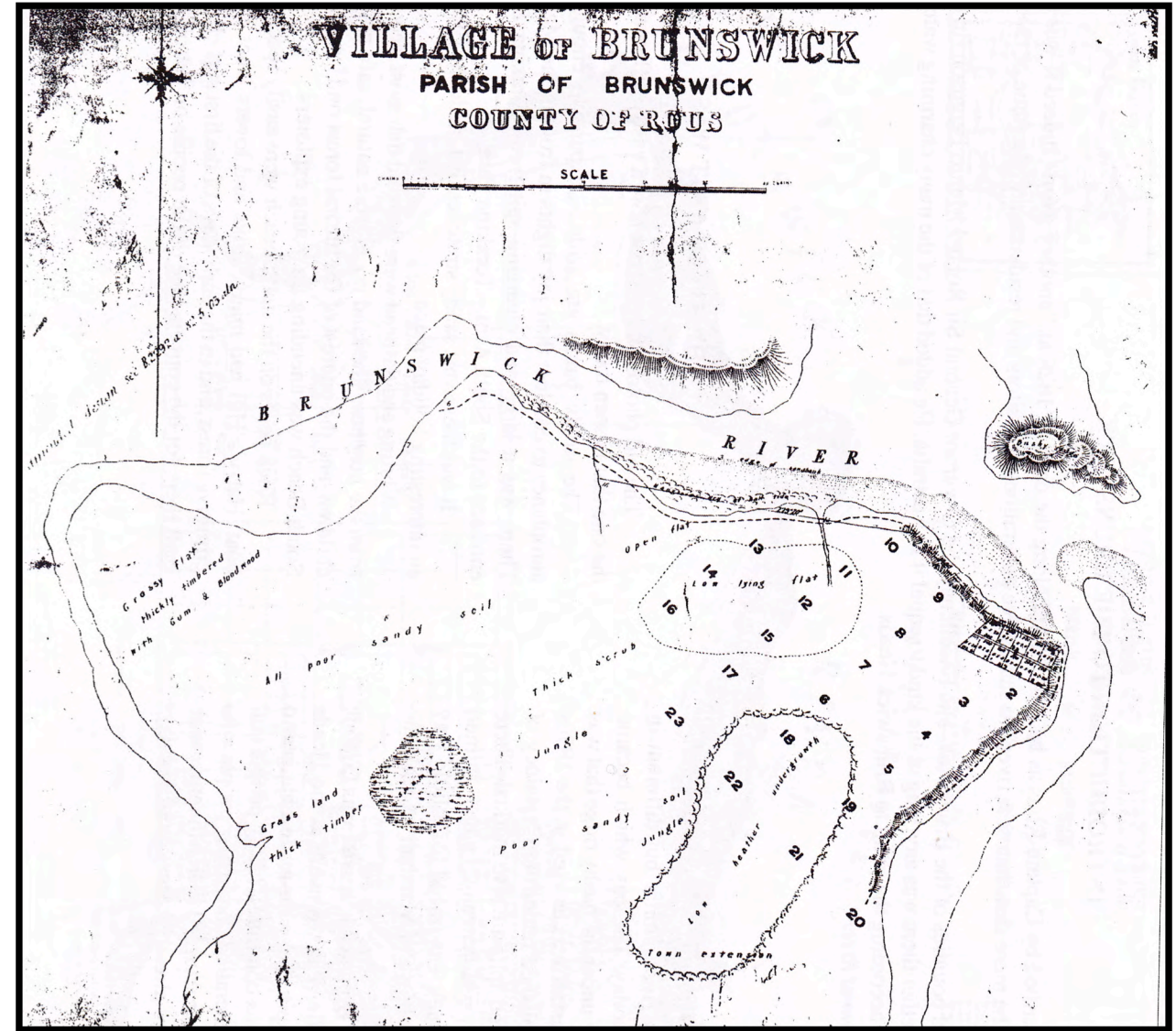
- An outline of the process they are following to develop the master plan;
- A presentation of what has happened to date including historical and present mapping of the street.

There were a number of good points by members of the forum in general discussion including:

- The quality of the road is also an asset because it was a highway. It has no potholes and is unlikely to fall apart.
- There was a lot of talk about methods of slowing traffic down.
- Generally people do not like speed bumps or sharp chicanes, however there was some support for gentle curves and changes of direction such as in the scheme of Zhao Jing in the "Fresh Eyes" project.



Brunswick Heads. Simple Pleasures.



Phases in the development of the physical place of Brunswick Heads. – 19th Century

- First settled by cedar cutters in the 1840s.
- The initial settlement through most of the 19th century related Brunswick Heads role as a port for the Cedar and boat building centre. The pattern of settlement hugs the river.
- Travel by land and therefore roads were not significant

10. Historical Mapping Part 1



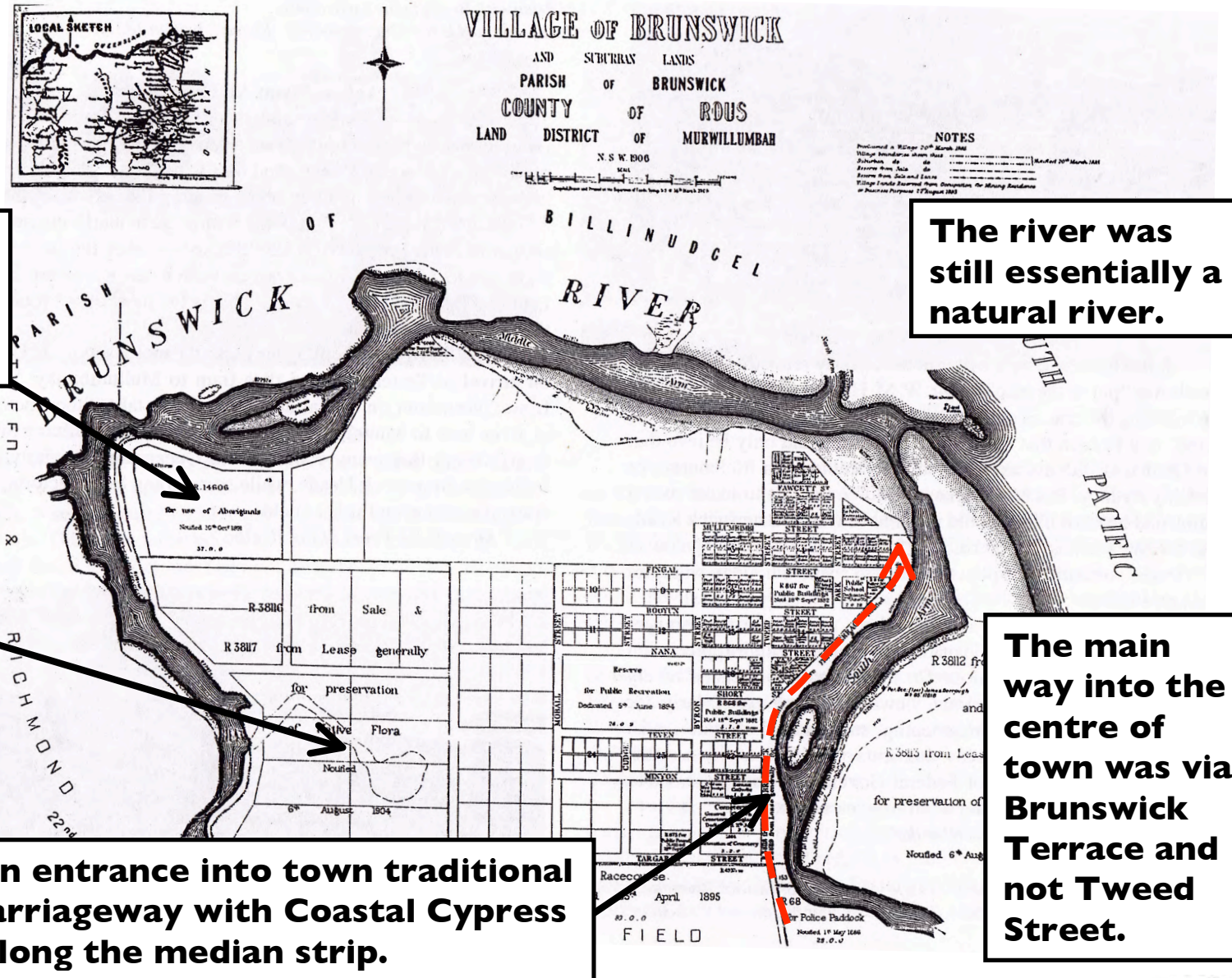
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Phases in the development of the physical place of Brunswick Heads. Late 19th Century – Early 20th Century

- By the late 1900's century Brunswick Heads was a significant local centre more so than Mullumbimby, which it had had a close relationship with because of the cedar cutting and the transport link along the Brunswick River.
- There was also another settlement North of the river called Hainsville.
- The coming of the railway line through Mullumbimby and a new jetty in Byron Bay at the end of the 19th century almost destroyed Brunswick Heads.
- Hainsville disappeared completely, parts of it were deconstructed and moved to Billynudge.
- Brunswick Heads only regained its viability in the early 20th century as a local holiday spot. It's economy has been based on tourism ever since.

There was no gazetted road out of the Northern end of Brunswick Heads therefore presumably most movement into Brunswick Heads was from the South or by the river.



There was an Aboriginal Reserve, so aboriginal people still lived near by.

The river was still essentially a natural river.

There was a native flora reserve.

The main way into the centre of town was via Brunswick Terrace and not Tweed Street.

The Southern entrance into town traditional was a dual carriageway with Coastal Cypress Pine Trees along the median strip.



Brunswick Heads. Simple Pleasures.

11. Historical Mapping Part 2

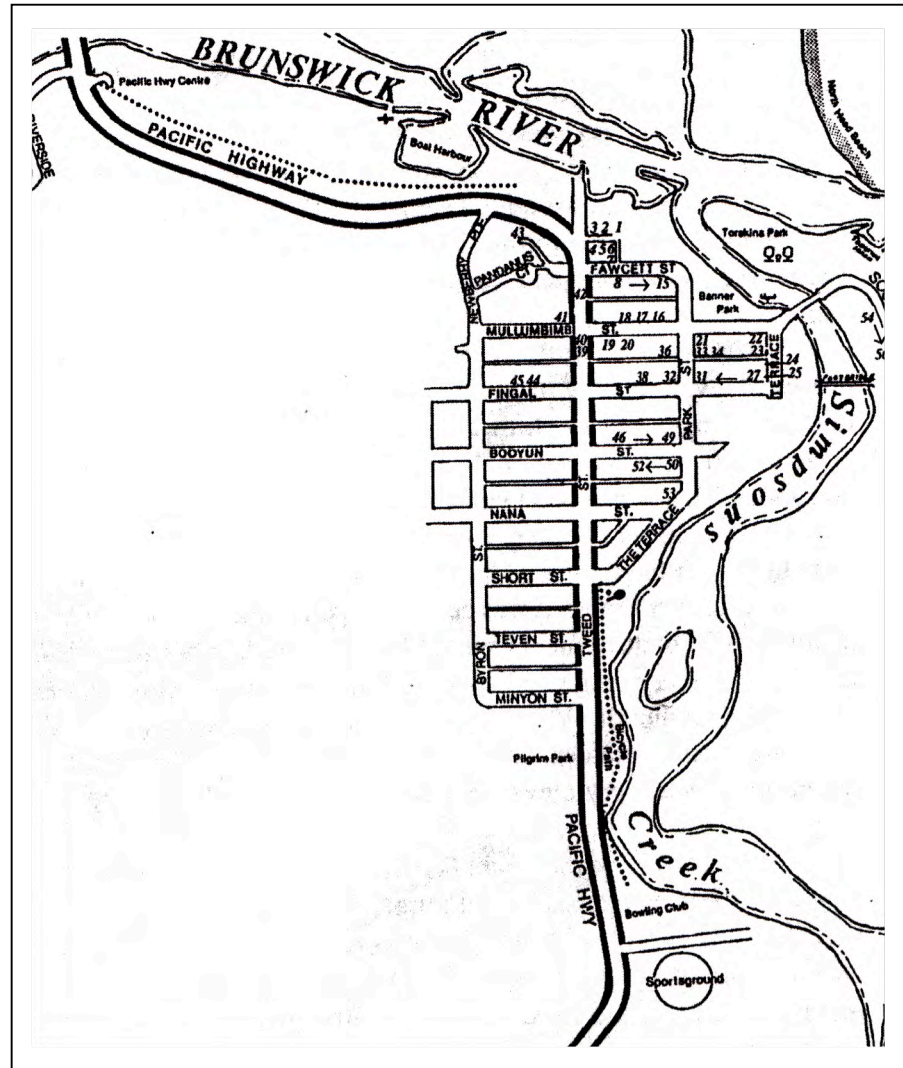


Social Habitat

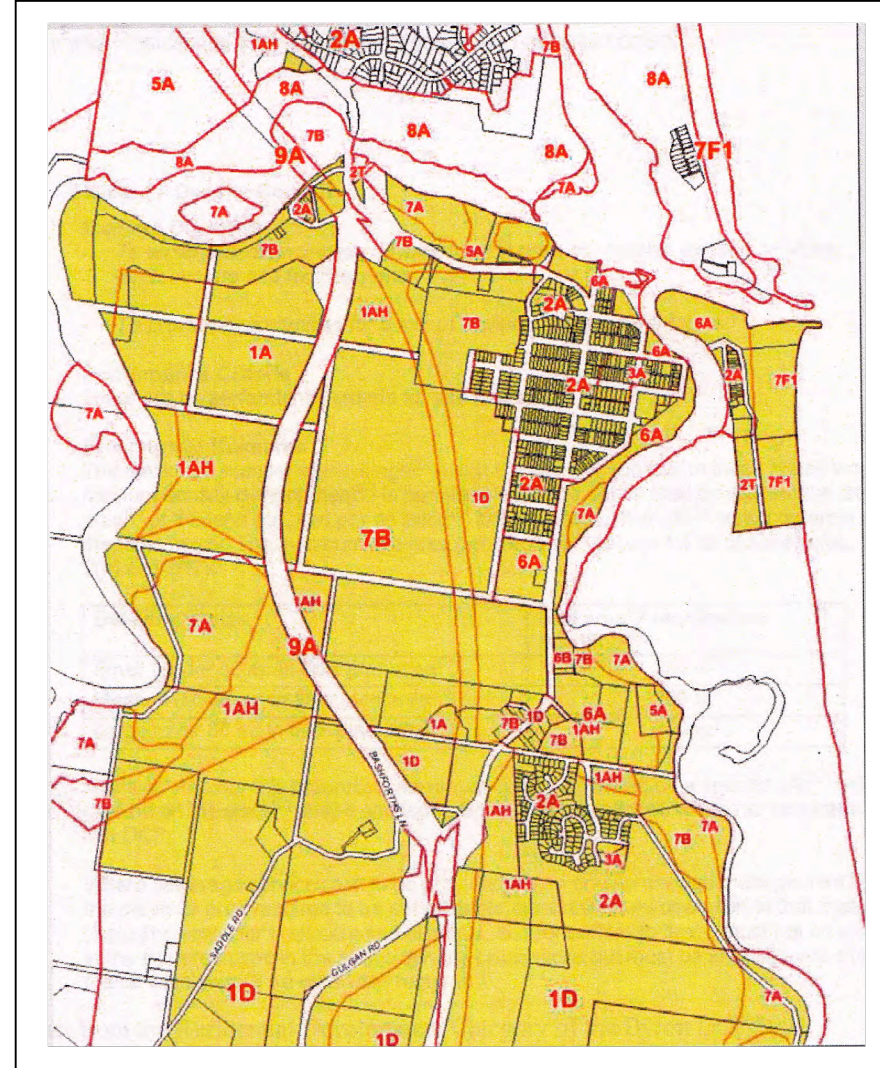
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Phases in the development of the physical place of Brunswick Heads. 20th Century

- 1934 The road bridge was built across the Brunswick River and this fundamentally changed the role of Tweed Street from being relatively minor village street into a highway.
- A footbridge was built across Simpson's Creek in 1935, connecting to the beach for the first time.
- As a result of the 1954 cyclone that destroyed the fishing fleet in Byron Bay, sea walls, a harbour and a road bridge across Simpson's Creek were established in Brunswick Heads in 1959. This led slowly to the river mouth and Reading Bay silting up.



- The development of Ocean Shores created a larger population centre to the North in the 1970s and 1980s. Local traffic from Ocean Shores and business patronage is significant.
- The completion of stage I of the highway bypass in 1997 meant Tweed Street was no longer a highway.



- The lack of an exit off the highway as a result of Brunswick - Yelgun upgrade in 2006 means visitors other than locals from Ocean Shores must enter Brunswick Heads from the South.



Brunswick Heads. Simple Pleasures.

12. Historical Mapping Part 3



Social Habitat

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Sessions at Brunswick Heads Public School

23rd and 30th of June

Several community mapping sessions with students.

Sessions included:

- Brainstorming with class group;
- Individual mapping by students; (These will be included in general mapping in a later page); and
- Prioritising design features

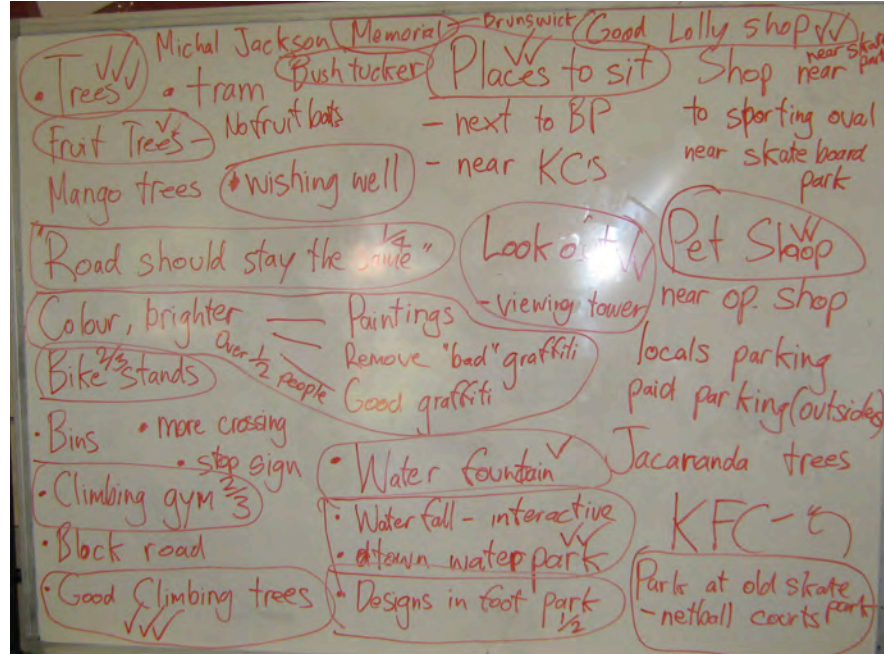
High Priorities included:

- Tress, in particular climbing trees and fruit trees
- Places to sit;
- Look out Tower;
- Waterfall, interactive water park;
- Climbing Wall;
- Bike Stands
- Pet Shop; and
- Good Lolly shop

Lower Priorities included:

- Water Fountain;
- Designs in footpath;
- Wishing Well
- Memorial
- Art projects** such as “Kids Art Place”, Graffiti Wall & Brickwall with kids faces (generally located at Southern entrance to town);

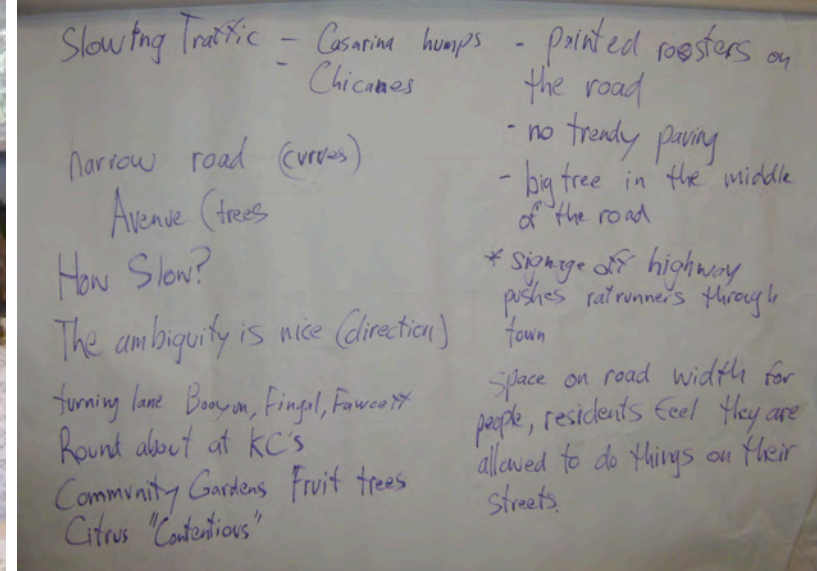
There was also a minority of students that said that they would like it to stay the same, so it doesn't end up like Byron Bay.



Progress Association Meeting

July 6th 2009

Malcolm did a presentation to progress association including a brainstorming session and asking for individuals to prepare individual maps. Issues raised included:



Issues raised included:

- Slow traffic** (There was a lot of discussion about the best way to achieve this.)
- Fear based on current practice that Council would not maintain streetscape improvements;
- Want Brunswick to retain “daggy” feel, do not want it to be a “trendy” imitation of Byron Bay or Noosa Heads;
- No Fruit trees that would attract fruit trees; and
- Current signage off the highway is really poor.

Ideas included:

- There should be space on street for residents to feel they can do things on their street;
- Painted roosters on the road;
- Round about at KC's; and
- Turning lanes for Booyun, Fingal and Fawcett Streets.



Brunswick Heads. Simple Pleasures.

13. Community Consultation



Social Habitat

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Meeting with Byron Shire Council Workers

June 25th 2009

Present Bronwyn Stephens (Grants Officer), Andy Irskine (Environment Officer), Simon Bennett (Transport Officer), Malcolm Price (Social Habitat)

Points of discussion:

- Bronwyn talked about possible external funding sources in the next 12 months and will keep her eye out as project progresses. Arts funding was suggested although it would need to be framed cleverly.
- Andy said street trees on Tweed St should come from the council native species list, he was supportive of using Coastal Cypress Pine to some extent.

Press Release Prepared

In consultation with Byron Shire Council and the Tweed Street Taskforce a press release relating to the Tweed Street Community Mapping Process was prepared. Both the local news papers The Byron Shire News and The Byron Shire Echo responded positively by running stories.

Distribution of Mapping Sheets

While distributing mapping sheets a number of issues and ideas were raised by residents and business owners including:

- Need for better parking options in and around the Supermarket;
- Buses stopping along Tweed Street is a bit chaotic and there is minimal provision for people waiting in wet weather;
- There were problems of buses stopping in front of Brunswick Heads Auto Electricians and blocking driveway;
- Children often had to wait in KC's in wet weather, KC's had become a de facto bus shelter; and
- Caltex service station is a significant noise nuisance at night to local residents because Caltex is open 24 hours a day and it has become the hang out place for local youth at night, this includes use of skateboards and bikes.
- Slow down traffic.

Tweed St upgrade plan well under way

Old h'wy at Bruns set to undergo transformation

By Christine McNeil

Tweed Street in Brunswick Heads is a wide strip of bitumen with a straggle of houses and shops either side, and strangers are often unsure just where they should turn to arrive at the town centre.

But all this is set to change now that the Tweed Street environmental upgrade master planning process is well under way, working on its vision of transforming what was the old Pacific Highway into a vibrant village street for locals and visitors to enjoy.

Last week representatives of 20 community groups, as well as Simon Bennett from Byron Shire

Council, Cr Diane Woods and members of the Tweed Street Task Force, got together at the Brunswick Heads Community reps forum to discuss the master planning process.

The master planning process is being conducted by Social Habitat, the consultants engaged by council for the job.

"Over the past couple of years the Tweed Street Task Force began planning and surveying the community on issues and opportunities and approached Byron Shire Council to help the community reclaim the old highway," Malcolm Price from Social Habitat said.

"Last year the council agreed to fund a master plan that would guide the makeover of the street in the coming years."

Organisers were delighted that the night went so well, reporting a high level of interest in the project.

There was a big vote for slowing down the traffic and greening up the street, while other suggestions included art installations to reflect the history of Brunswick Heads, as well as combined pedestrian/bike tracks based on the Copenhagen model.

Social Habitat wants to encourage a community mapping process to involve as many people as possible in the redesign, and there were many who took the opportunity to do just that at a special table at the recent Old and Gold Festival.

"A storyboard of the master plan process is on display at the Brunswick Visitor Centre and interested people can pick up and return their finished maps to the centre over the next three weeks," Mr Price said.

"We're hoping to get 300 to 400 people putting forward their ideas."

Social Habitat will also be speaking about the project at the Brunswick Heads Progress Association meeting next Monday, July 6 at the Brunswick Heads Memorial Hall at 7.30pm for those who would like to attend.

For more information about the project contact Malcolm Price on 6684 5177 or Simon Bennett from Byron Shire Council on 6626 7080.



Malcolm Price (left) from Social Habitat talked to locals about the Tweed Street makeover at the Old and Gold Festival at Brunswick Heads, and others in the community are now invited to do the same.



Brunswick Heads. Simple Pleasures.

14. Community Mapping



Social Habitat

Community Mapping Sheets were distributed to residents, business owners and others between June 6th and the end of the 2nd week of July.

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Community Mapping Review

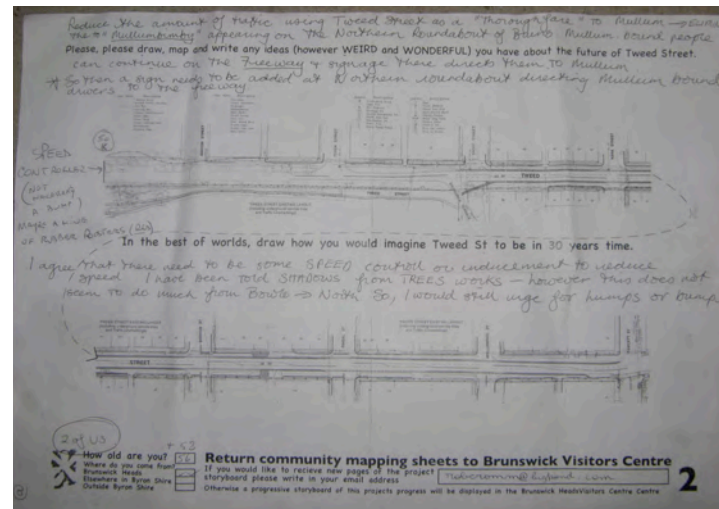
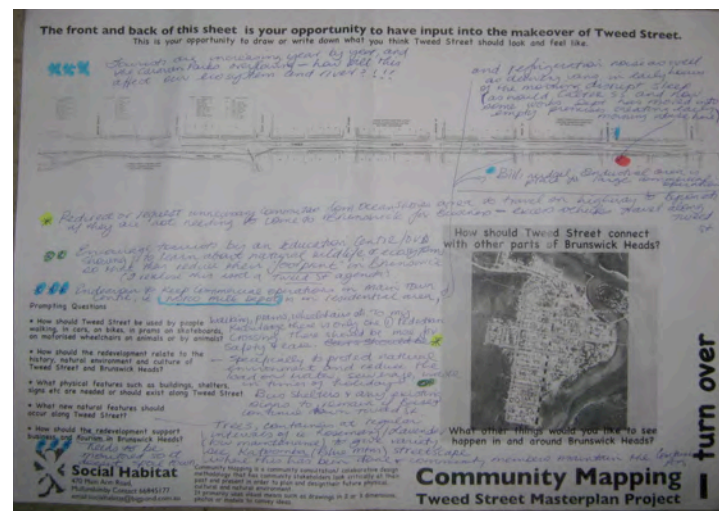
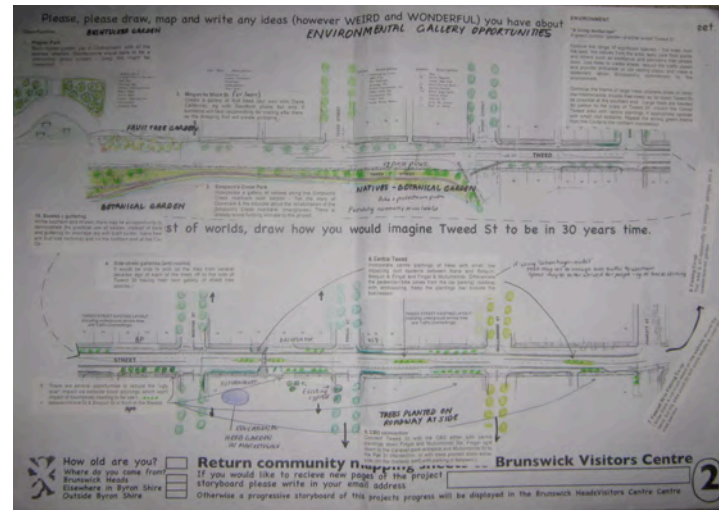
The Community Mapping sheets are analysed here in three ways:

1. Quantitative analysis looks at raw numbers of people favouring particular planning or design elements;
2. Qualitative analysis looks at a range of individual ideas that may have merit or are representative of a particular view; and
3. Broad planning trends

Note: Community Mapping is not used here to create a type of popular vote, it is used to add richness and local content to the design brief for the master plan. It is used in conjunction with other forms of consultation.

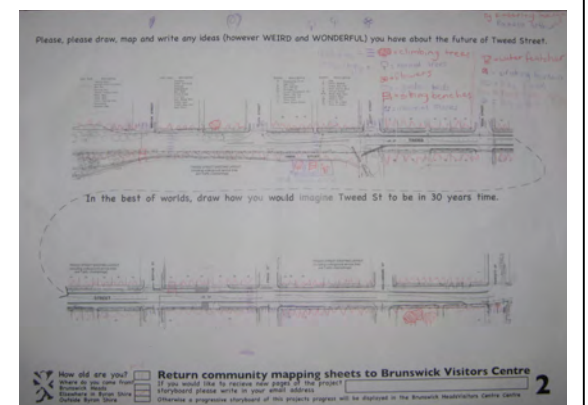
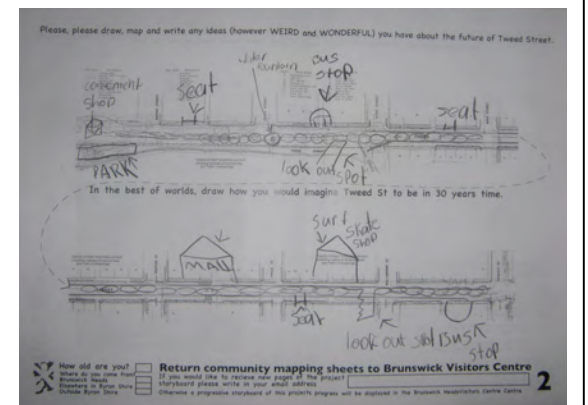
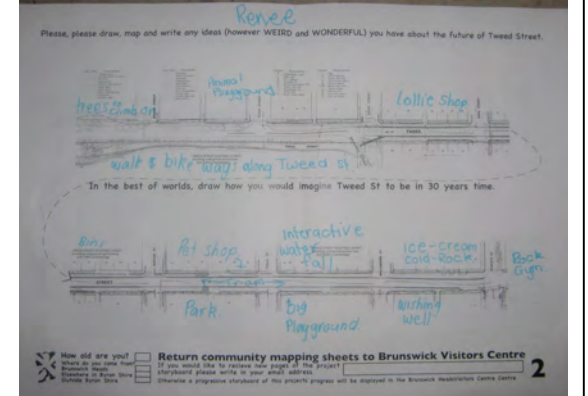
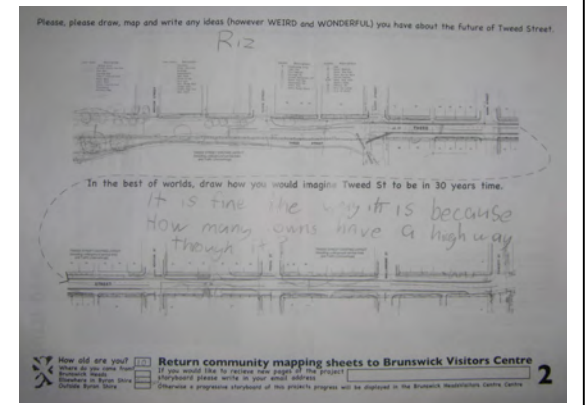
Mapping information will be kept anonymous.

I. Quantitative Analysis



Adults & Children Combined	39
Tree Planting	23
Crossings	16
Traffic Calming	15
Shared footpath/cycleway/ skateboard and granny scooter path	15
Seats	13
Bus Stops / Shelters	13
Better Signage	11
Smaller Detailed Planting	8
Parking	7
Practical Installations	7
Art theme	6
Indigenous	6
History / memorial	6
No trees no change	5
Shelters	4
Round about at Fingal Street	4
Surfaces / colours	3
Mobile Home parking	2
CCTV	1

Children 16 sheets	
Drink machine/water feature/fountain	7
Pet shop	8
Faces Wall	2
Ice Cream Shop	9
Climbing Rock wall	4
Lolly Shop	4
Animal Play space	3
Michael Jackson Memorial	3
Fast Food Outlet	7
Bike Stands	1
Look Out Tower	1
Interactive waterfall/ water park	1
Bins	1
Graffiti Wall	1



Brunswick Heads. Simple Pleasures.

15. Community Mapping Review Part 1



Social Habitat

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2. Qualitative Analysis

“some more trees each household could be allowed to choose 2-3 from a selection and encouraged to plant.”

“Trees, containers at regular intervals ie Rosemary/ Lavender (low maintenance) to give variety see Katoomba (Blue Mtns) streetscape where this has been done – community members maintain the container pots.”

“more shade, more colour, useful signage”

“Shared car/pedestrian crossing areas (3?) designated by paving, possibly sculpture, pergolas, quirky signage”

“A walking & bike path which also has historical walk tracing the history of Bruns”

“It doesn’t need anything. I like it just as it is. Just put a couple of speed bumps in to slow em down.”

“Please do not change anything.”

“I agree that there needs to be some SPEED control or inducement to reduce speed. I have been told SHADOWS from trees works – however this does not seem to do much from Bowlo to North. So, I would still urge for humps and bumps.”

“Tweed Street should be designed around traffic calming, all measures. Reclaiming 20m for plantings, bench seating, pocket parks, bikes & skaters & pedestrians.”

“Perhaps a few seats along walking track for older people or young families to take a break.”

“narrow the road for local traffic only”

“Seats (perhaps with Brunswick valley theme – aboriginal, cedar getters, fishing fleet, tourism, bananas, livestock)”



Brunswick Heads. Simple Pleasures.

16. Community Mapping Review Part 2



Social Habitat

“immortalise Frank Mills”

“Tweed St as a storyboard – a living gallery”

“Central Tweed Marketplace Revitalise - re-energise with colour, texture, diversity & activity.”

“At previous forums on Tweed Street, the visual pollution of commercial signage was clearly identified as a deterrent to the presentation of the street. In fact it remains tacky and cheap”

“speed control very necessary as vibrations from speeding heavy vehicles can be felt back at my house.”

“cover the road surface (leave existing asphalt underneath)of section of road between Booyun and Fingal Sts to look like a shared pedestrian/car access.”

“More trees along nature strips of decorative type eg Golden Penda (Not Tuckeroo) Flowering Gums.”

“Very clear signage to indicate eg town centre, CWA rooms, school, Post Office, beach , caravan parks & beach.”

“Certainly needs some attractive, appropriate planting & landscaping, some block planting at intersections as per mainstreet of Mullumbimby. A walking & bike path which also has historical walk tracing the history of Bruns.”

“I suggest "Copenhagen" bike lanes - ie where the bike lanes are next to the footpath, and the parking shields bikes from traffic.”

“Endeavour to keep commercial operations in main town.”

“It is fine the way it is because how many towns have a highway through it?”

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3. Broad Planning Trends

Centre Pedestrian/Cyclist Avenue

“A central avenue from Short St to Fawcett St, providing a safe, pleasant pathway up the centre for pedestrians & cyclists, with trees/palms along its length.”

OR

Wide Footpaths – No Centre Strip

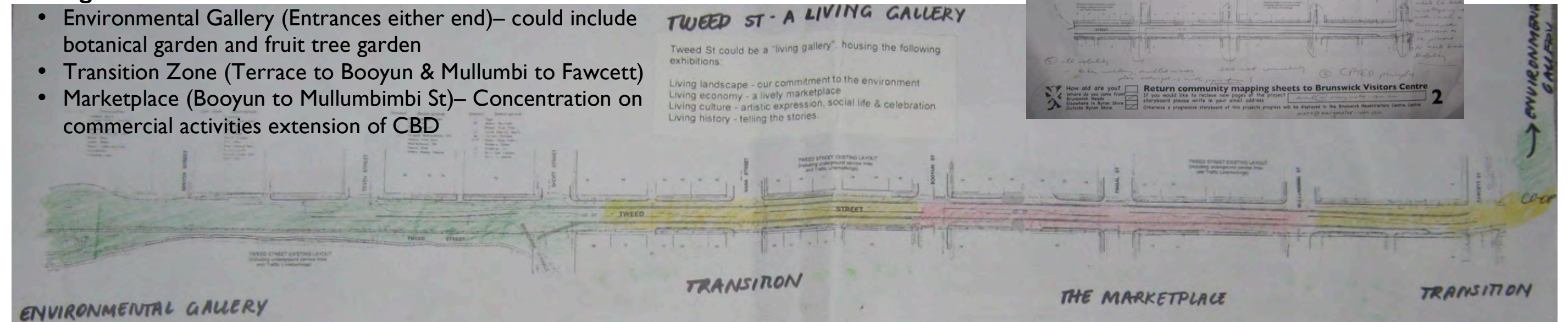
“My suggestions would be to develop Tweed St as a two way functional street with no centre strip for planting but extra wide foot paths as was suggested at the planning meeting of interested groups.”

Reorient Movement of Town East-West

“Local residents relate east-west, others relate North-South. The village of Brunswick should reverse the current North-South flow of movement via Tweed Street and reorient the movement to being more East-West.”

Zoning of Street

- Environmental Gallery (Entrances either end)– could include botanical garden and fruit tree garden
- Transition Zone (Terrace to Booyun & Mullumbi to Fawcett)
- Marketplace (Booyun to Mullumbimbi St)– Concentration on commercial activities extension of CBD



Parallel Bicycle / Pedestrian Path with Historical Theme

Variations include using Copenhagen Model, which separates Bicycle path from traffic and pedestrian flow.



17. Community Mapping Review Part 3



Social Habitat

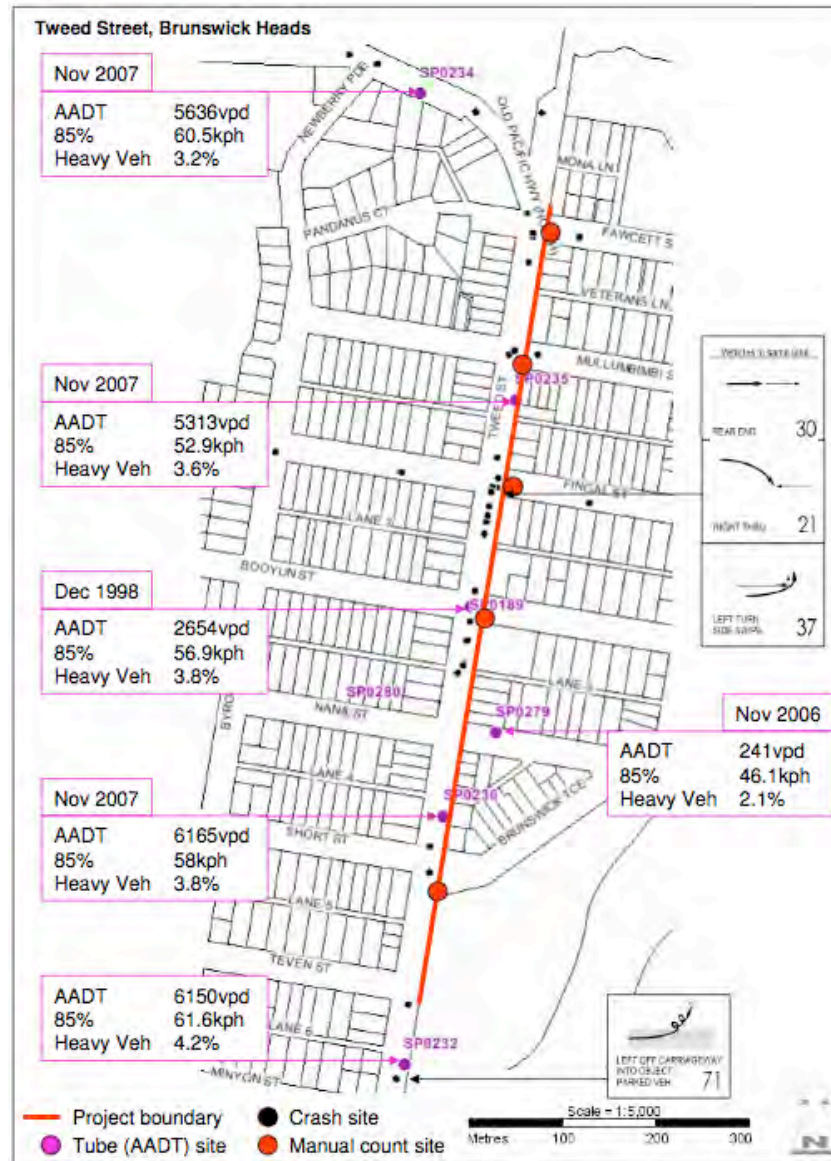
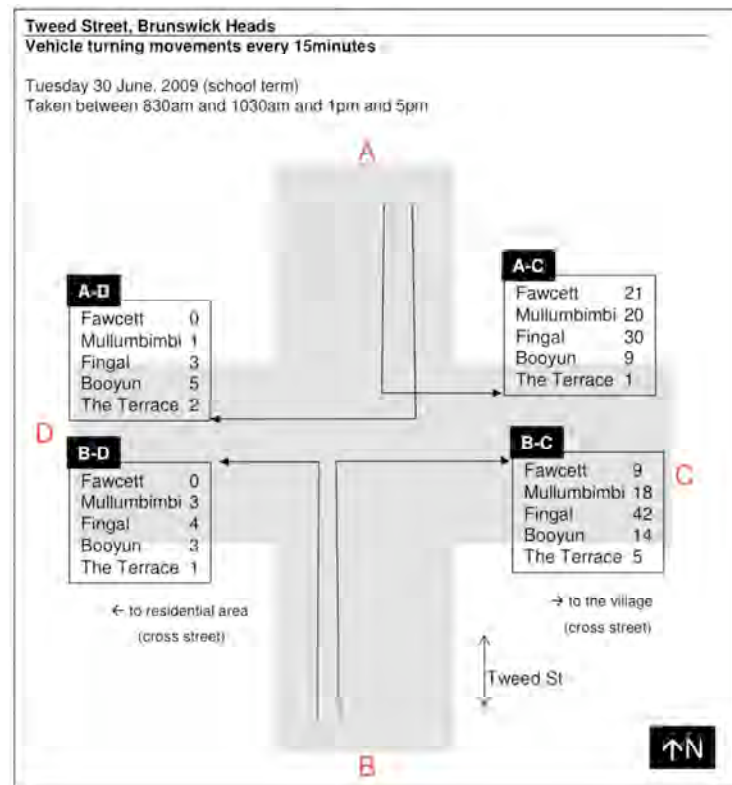
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Analysis of Traffic Data

- The volume of general traffic on Tweed Street is relatively low.
- Turning data indicates that there is 10 times more traffic turning East toward the CBD than West.
- Overall volume of traffic is greater from the South than the North but not significantly.
- Two times more vehicles turn at Fingal Street than Mullumbimbi Street. Both Booyun and Fawcett Streets have almost as many vehicles turning as Mullumbimbi Street.

This data and other feedback from the community suggests the following:

- Traffic volume alone does not suggest the need for turning lanes or other measures to promote traffic movement.
- There may be value in promoting turning of vehicles at Fingal and Mullumbimbi streets while discouraging vehicles turning at Fawcett and Booyun streets.



Year	Volume
1982	8818
1986	12182
1988	12182
1990	12944
1995	14551
1998	9064
2001	4526
2004	5344

RTA Traffic count taken adjacent to Bayshore Way

MEETING WITH THE BYRON SHIRE COUNCIL TRAFFIC COMMITTEE 7.8.09.

Present: Toni and Malcolm, Jason (Police), Mike (RTA), Tom Tabart, Mike King and Simon Bennet (BSC).

Tweed Street is a regional road which is managed by Byron Shire Council under delegated authority from the RTA. Some state funding is available for maintenance.

Layout options.

- Median strip as a safety zone.
- Median parking not supported – conflicts with pedestrians.
- Nose to kerb angle is 45 degrees.
- Roundabouts are pedestrian and cyclist unfriendly.
- Removing turning bays is OK for this level of road.
- U-turns are allowable if a median strip intervenes.

Means of slowing traffic.

- Already a 50 km/hr zone, cannot be made slower.
- Median strip as safety zone for pedestrians.
- Texture changes on road surface – should not be confused as a pedestrian crossing.
- Designated pedestrian crossings can be problematic – people are careless.
- Speed humps – NO.
- Special treatments at laneway entrances.

Bike path.

- Use NSW bicycle guideline on the RTA website.
- Shared with pedestrians not good.
- Not on footpaths – driveways are problematic.

School bus stops.

- Safety of pedestrians - use kerb blisters, median safety zones.
- Timed parking restrictions.

Funding.

- Roundabouts are expensive and will not be in the first round of funding.

Installations.

- Can be allowed for – business owners will be required to build them.



Brunswick Heads. Simple Pleasures.

18. Traffic Management



Social Habitat

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Initial Design Ideas

Precincts

- **Environmental Entrances** – Both North and South there will be little change although there will be some new planting on Western side of road between Teven and Short Street.
- **Village Street** – Short to Booyun & Fawcett to Mullumbimbi Streets, these parts of the street will become more parklike and more like other streets in Brunswick Heads.
- **Marketplace** - Booyun to Mullumbimbi Streets will be more commercial and plaza like, this would include a more formal treatment including decks or terraces for outside dining and some formal parking particularly around the supermarket.

Slow Traffic and Narrow Perception of Road

- Narrow alignment of road to minimum 7-8m width with no turning lanes and no medium strip
- Cut holes in existing bitumen surface for new trees and plantings on existing road reserve rather than the nature strip where there are too many services.
- New Roundabouts at Fingal and Mullumbimbi Streets;
- Gently change alignment at several transition points including at The Terrace and roundabouts;
- Create raised sections of footpath/bicycle path across lane entrances to indicate precedence of pedestrian at these junctions.
- Create separate service road at places such as Pearces Motors

Make Road More Legible

- Between precincts use transition elements such as: sections of raised road; changes of the alignment of the street; subtle change of road surface between Booyun and Mullumbimbi Streets; and subtle variation of tree plantings.
- Use Roundabouts to create indication where to turn toward commercial centre of town.
- Remove existing signage that doesn't work and create new uniform signage.
- Use Central street elements such as proposed roundabouts to mount signage (such as used in Lismore).

New Bike/Pedestrian Path

- Separate bike path from road and create new shared path suitable for pedestrians bicycles, "granny scooters" and skateboards that turns toward school and town at Booyun Street and comes out at Mullumbimbi Street.

Create Opportunities to Express Brunswick Heads Identity

- Use street trees that are either indigenous to local area or are linked to history of Brunswick Heads;
- Use street furniture such as seats and shelters to express aspects of Brunswick Heads unique history, culture and environment;
- Between more uniform street trees encourage individuals along street to create and manage more individual gardens;

BRUNSWICK HEADS PROGRESS ASSOCIATION MEETING 3.8.09

Paul and Toni presented the storyboard of the community consultation to date and the results of the mapping submissions.

The key points from the meeting were:

Trees – not to block winter morning sun for houses on the west of the street.

- Fruit trees should not attract fruit bats.
- Should not get too tall.
- Root systems should not damage surfaces.
- Use some advanced trees in initial plantings.

The Road – is a major asset

- Is much higher in the middle than at the gutters.
- Is not concrete.
- Bike lane is dangerous at present.
- Leave gutters and stormwater system in place.
- Recycle any material removed from the surface.

The Place – restore the place.

- Do not change the convenience of the current users of the street.
- Do not create a 'gun barrel' avenue.
- Safety for all users.
- Signage – also provide for banners across the street.
- Footpath dining to be carefully thought out.



Brunswick Heads. Simple Pleasures.

19. Initial Design Ideas & Feedback



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Trees

August 11th 2009 - Consultation with TerraArk about trees.

Preliminary Tree List

Large trees

- *Toona ciliata* - Red cedar
- *Euroschinus falcata* - Ribbonwood
- *Podocarpus elatus* - Brown Pine
- *Eleoarpus obovatus* - Hard Quandong
- *Ficus macrophylla* (for roundabout) - Moreton Bay fig
- *Lophostemon confertus* - Brush box
- *Melaleuca quinquenervia* - Broadleaved Paperbark
- *Callitris columnellaris* - coastal Pine

Medium sized trees

- *Cupaniopsis anacardioides* - Tuckeroo
- *Mallotus discolor* - Yellow Kamala
- *Sterculia quadrifida* - Peanut Tree
- *Syzygium leuhmannii* - Riberry
- *Syzygium oleosum* - Blue Lilly Pilly
- *Cassia marksiana* var *brewsteri*- Cigar cassia
- *Flindersia bennettiana* - Bennett's Ash

Keys Considerations

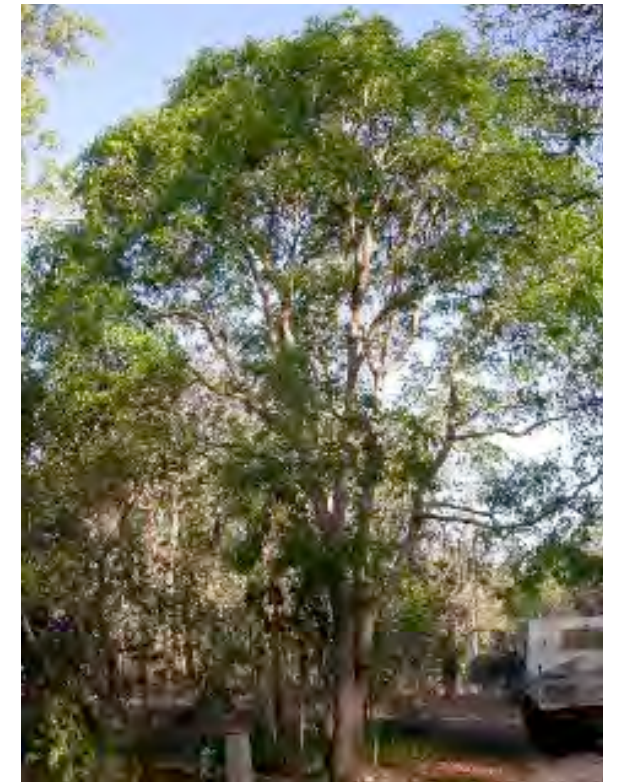
- Understanding that Tweed Street would naturally be at an interface between a coastal ecology and a swampy rainforest ecology.
- Use trees that you know grow well in the specific area;
- Try to provide a minimum of 3m ø clear space around large trees.
- Best to plant tube stock for long term healthy trees and then make sure that the tree is protected preferably with robust cage.
- Trees that grow near powerlines should generally be small leaf varieties that can quickly recover from being hacked about.



Toona ciliata - **Red cedar**
Large Street tree with historical link to town



Podocarpus elatus - **Brown Pine**



Euroschinus falcata - **Ribbonwood**



Ficus macrophylla - **Moreton Bay Fig**
Possible use as a feature roundabout tree



Lophostemon confertus - **Brush Box**



Callitris columnellaris - **Coastal Pine**



Melaleuca quinquenervia - **Broadleaved Paperbark**



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20. Preliminary Tree Ideas



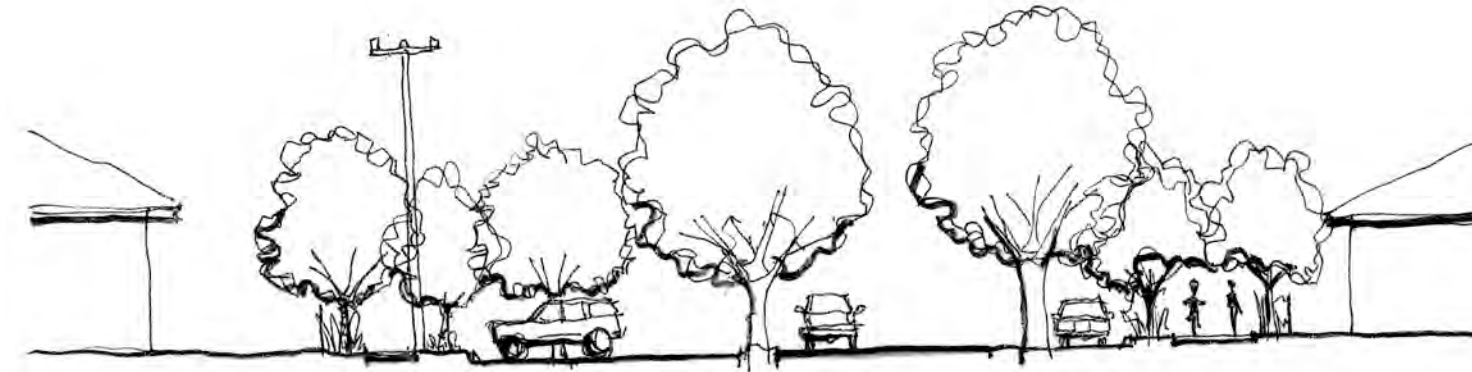
Social Habitat

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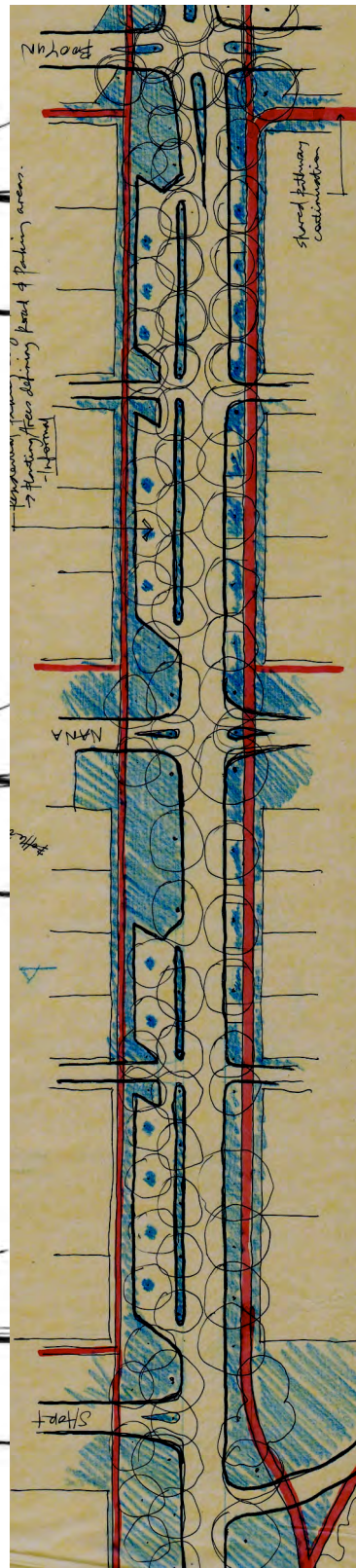
Section of Existing Street



Section showing possible service road and parking



Section showing possible pocket park



Option 2 - Alignment of Road moved to East

Zones

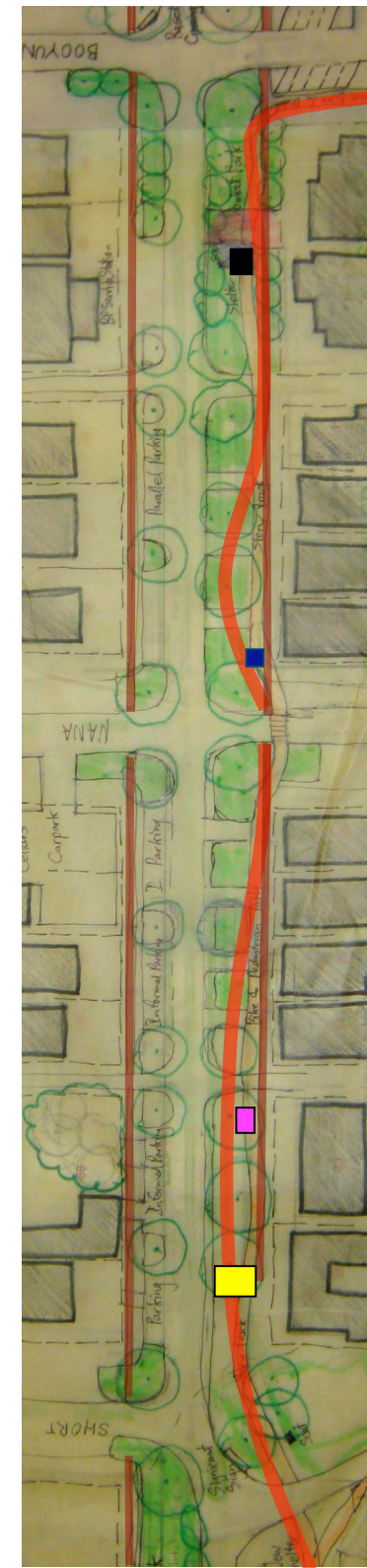
- 3m natural strip and footpath
- 12m zone for either parking service road or pocket park
- 7m zone for 2 way road
- New 8m nature strip including shared and footpath/ bicycle path

Western Side

Includes areas of service road and angle parking as well as a series of pocket parks. This option allows for significant replanting including large trees.

Eastern Side

A straight shared Foot & Bicycle path that augments existing footpath. Includes space for planting of significant trees.



Option 1 - Alignment of Road moved to West

Zones

- 3m natural strip and footpath
- 5m zone for parallel parking and addition of large trees
- 7m zone for 2 way road
- 12m for landscaping including 3m bicycle path
- 3m nature strip and footpath

Western Side

Little change to of road except for addition of large structural trees

Eastern Side

Historical Interpretative Path
Bicycle path would curve through zone meeting up with footpath at safe places where there isn't a conflict with driveways. At these nodes there history seats and or shelters

Transition Point

Change alignment of road at the Terrace and mark it with sculpture and entrance sign.



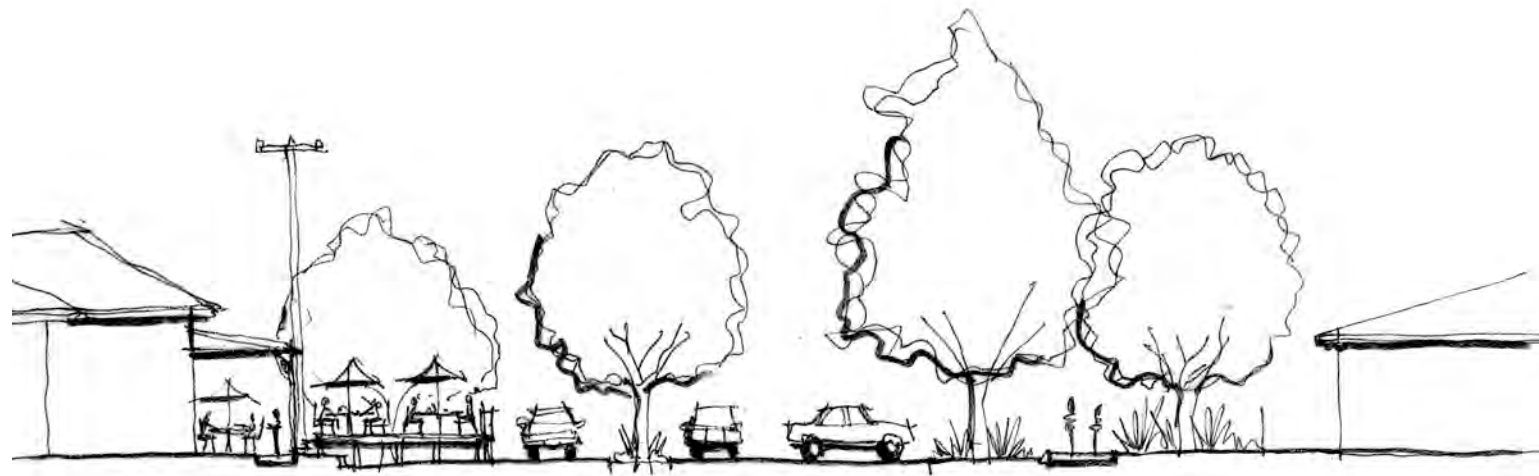
Brunswick Heads. Simple Pleasures.

21. Design Ideas Tweed Street from The Terrace to Booyun Street

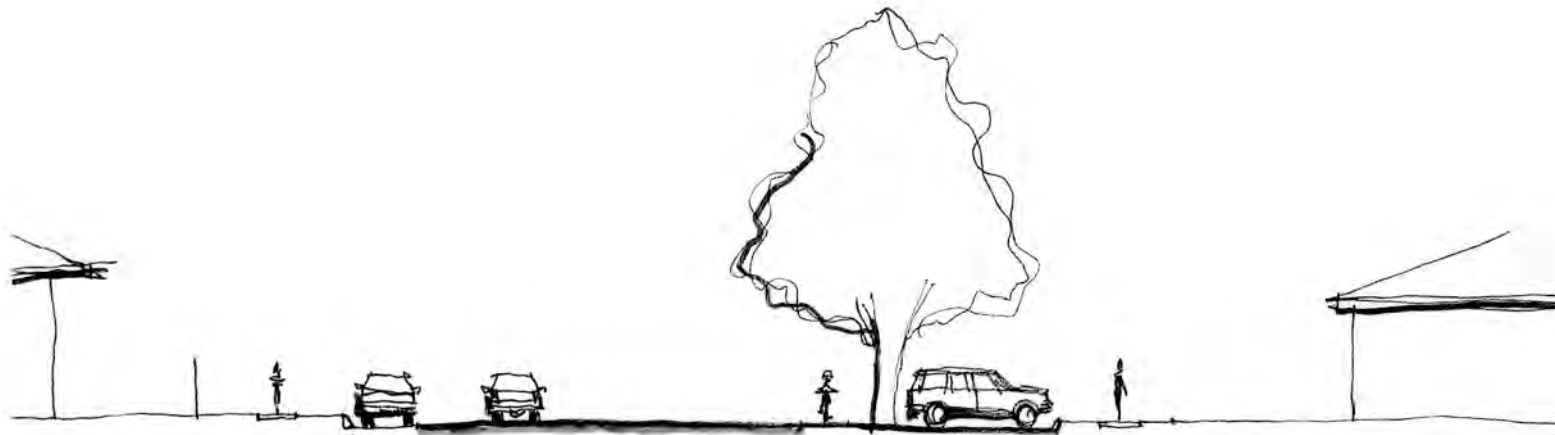


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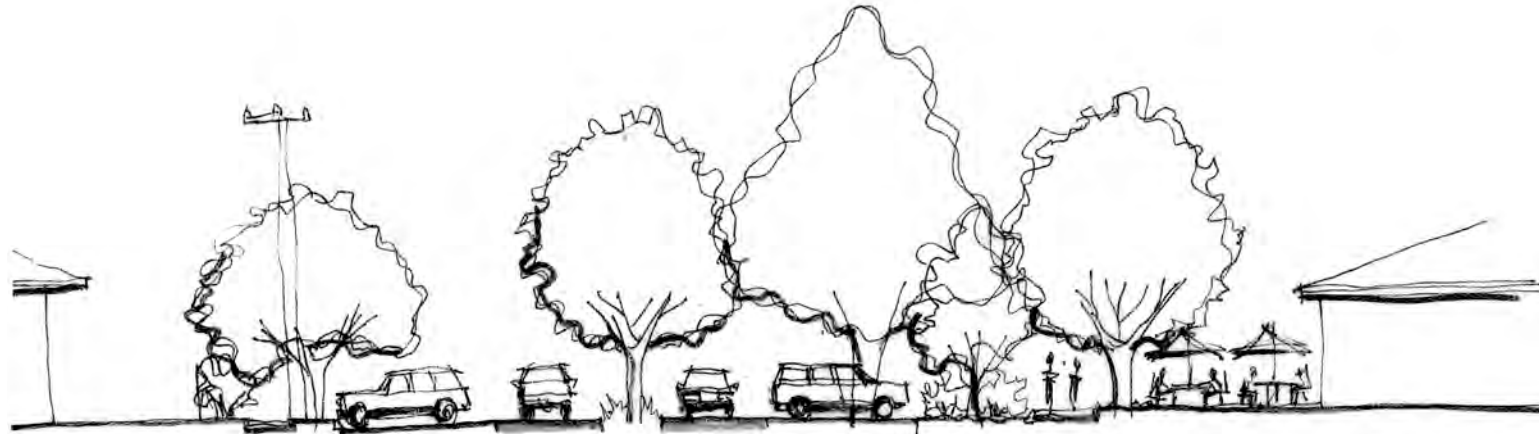
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Section through street in front of KC's



Section of Existing Street



Section through street in front of supermarket



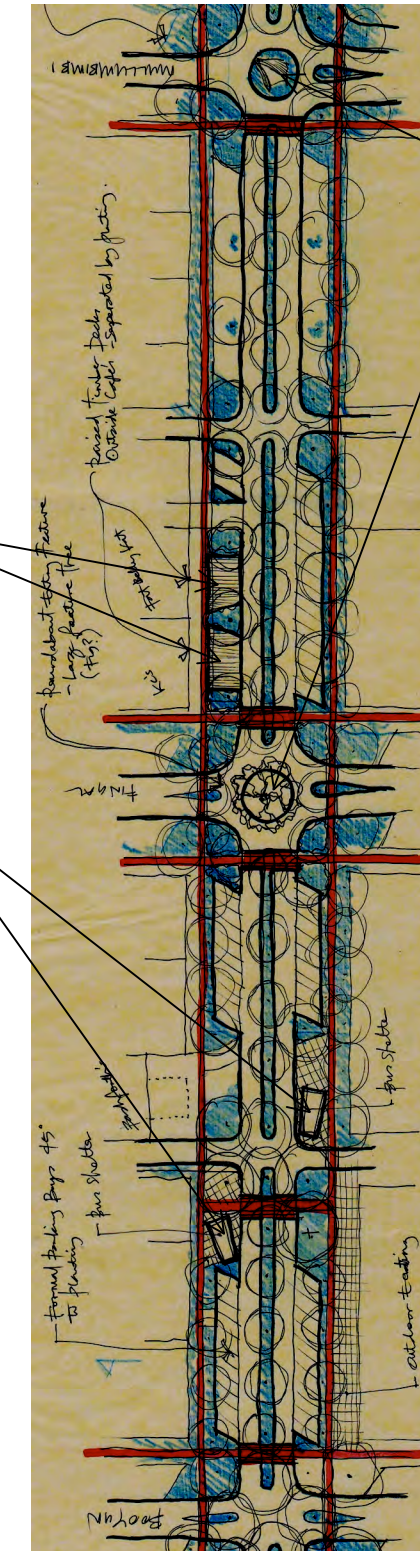
Marketplace Precinct

This whole precinct may have a subtle change in road surface.

Deck or Terrace
Potential for decks and street side dining.

Bus Stops
Formalise 2 shelters on each side of street making sure shelters can have multiple uses. Buses can either stop in street lane or create bus lane.

Median Strip
New 2-3m wide median strip with planting of large trees.



Roundabouts
At Fingal and Mullumbimbi Streets with a sculptural elements, and clear signs indicating CBD and Beach etc and significant shade tree such as Moreton Bat Fig and or significant tree such pine that can be used as a Christmas or other commemorative function.

Angle Parking
Establish new angle parking on either side of road.

Pedestrian Crossing
Points as natural extension of footpath network, These need not be formal zebra crossings, they may be raised sections of road though depending on safety implications.



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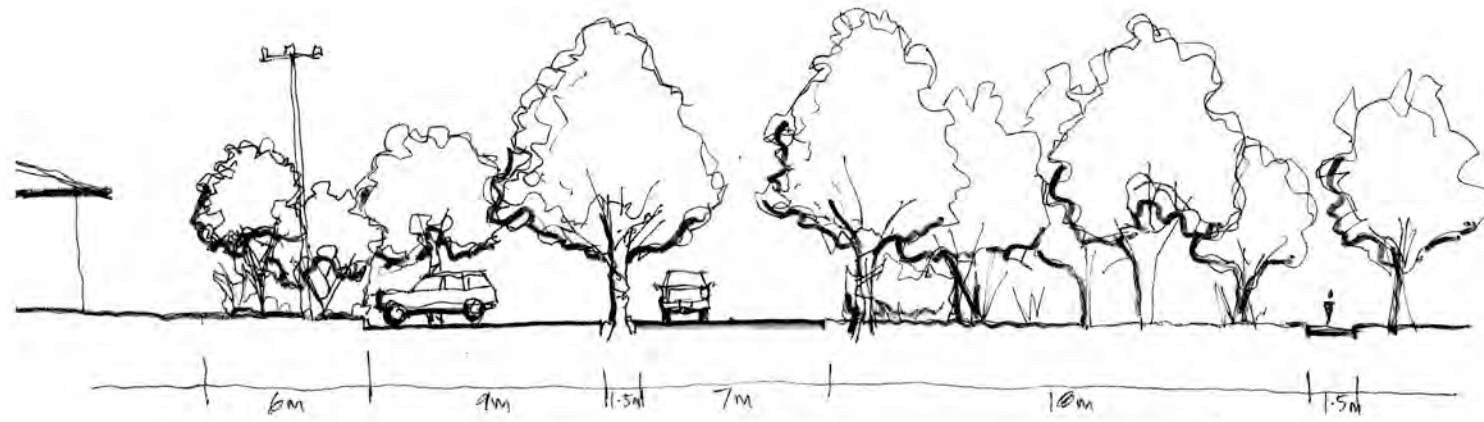
22. Design Ideas

Tweed Street from Booyun St to Mullumbimbi St



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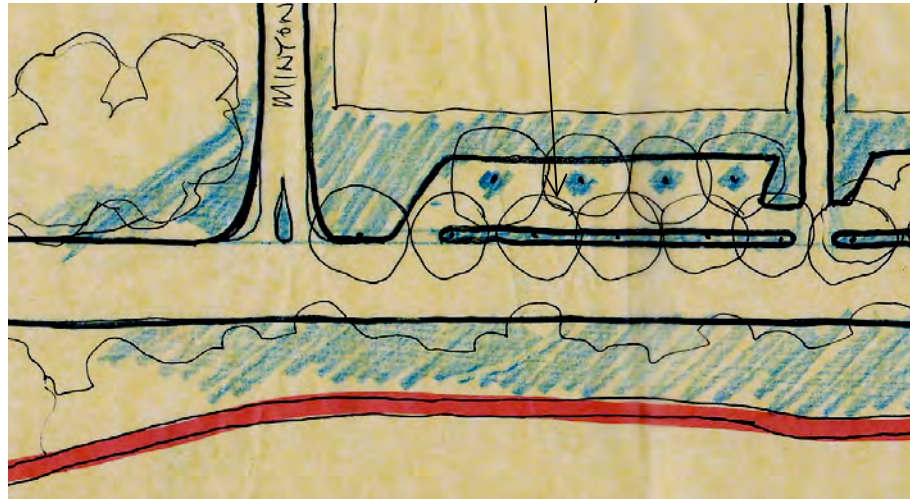


Section through street at Pearces Garage



Section at Pilgrim Park

Create service lane and planted parking in front of Pearces Garage that may continue to next block in front of vacant land.

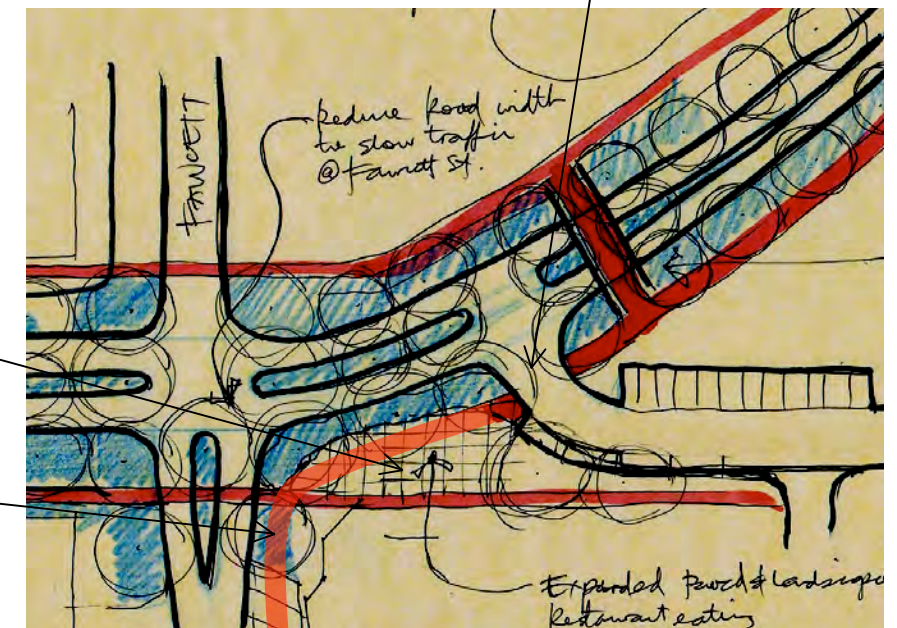


Eastern Side of the road to stay the same possibly with some augmented planting. Current landcare work is quite successful.

South Entrance Precinct
Narrow road to 7m wide 2way road

Discourage left turn from for cars travelling from North into Fawcett Street

Change entrance to the end of Tweed Street and Massey Greene caravan park



Terrace Plaza
Create small plaza in front of shops on corner

Bicycle Path
Link bicycle path that was diverted into and around town from Booyun Street back to Tweed Street

North Entrance Precinct
Possibly introduce planted medium strip.



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23. Design Ideas

Tweed Street
North & South Entrances



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CHAMBER OF COMMERCE MEETING AT THE BOWLING CLUB 12.8.09

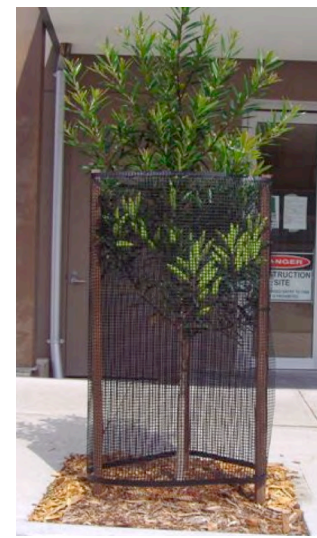
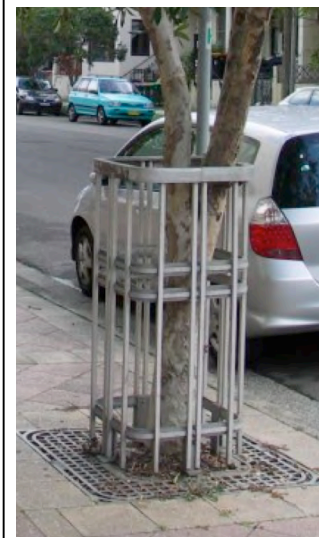
Points of Discussions:

- USE NOSE TO KERB LIKE THE REST OF TOWN WITH BACK-OUT LANE WHERE NEEDED.
- PUT VEGETATION ALONG THE SIDES OF THE ROAD
- CENTRE MEDIAN STRIP IS A VISUAL PLUS BECAUSE TREES CAN SPREAD OUT
- ARE TURNING LANES NEEDED?
- ROUNDABOUTS WILL HAVE USE AS IDENTITY SIGNIFIER
- HISTORICAL WALK – FROM INDIGENOUS TIMES TO PRESENT
- FLOWERING TREES – BRACHICRYTON ARE AVAILABLE FROM ALSTONVILLE TREE FARM
- BETTER FOR EVERYBODY IF EAST/WEST IS CONNECTED
- O.K TO HAVE NO DEDICATED CROSSINGS IF THERE IS A MEDIAN STRIP OR ROAD IS NARROWED.
- SCHOOL BUSESSES – CURRENTLY CHAOS. COULD BE AT SAILS, BLUE HOUSE.
- TREE PLANTING TO BE CAREFULLY INFORMED BY ORIENTATION.

TWEED STREET TASKFORCE MEETING AT INFORMATION CENTRE 27.8.09

Presentation of draft plan for discussion, main points include:

- Location of bus stops, in particular the need to have at least an informal stop in front of KC's
- Need for ongoing management role within Brunswick Heads community possibly taskforce
- Need also for parallel parking in front of KC's
- Talked about street trees, Coolamon mentioned as a good option.
- Discussion about possible art installations:
 - 10 seats related to themes that might be represented by a person from history such as Mohammed the fisherman.
 - good opportunities for murals at entry points, faces of Brunswick Heads at Southern Entrance;
 - Large Trawler on new plaza at Fawcett Street
 - Semi-trailer emerging from the road at Booyun Street
 - The Frank Mills History Talking Seat at shops
 - Indigenous themed installation at The Terrace possibly relating to Durungbil – Place of the Water Rat, needs further consultation with Aboriginal Elders; and
 - Chicken man installation at Pilgrim Park;



Type of protection trees will require

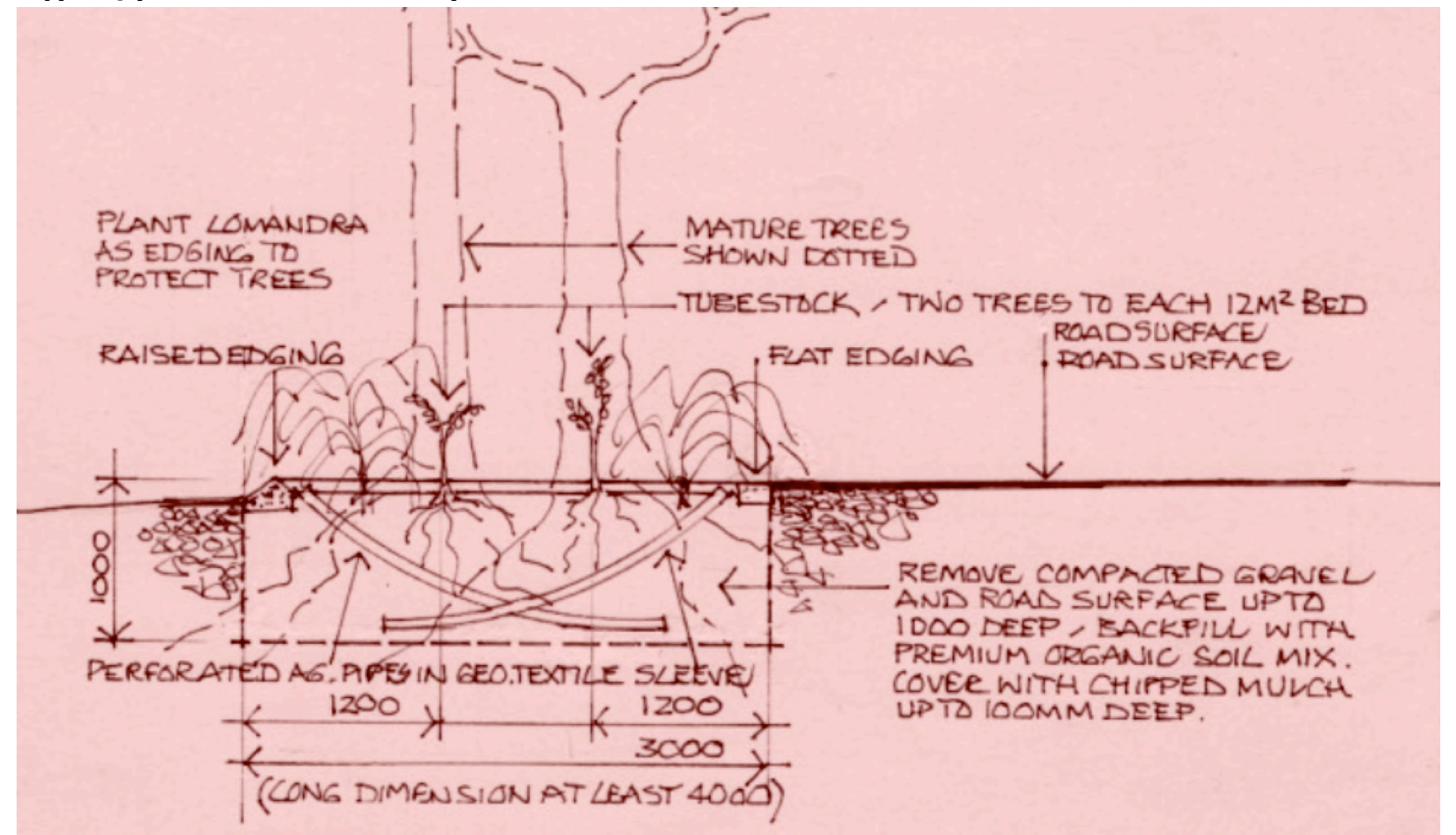
Tree Planting and Management Ideas

Quality of Nursery Stock - It is essential that trees supplied for street tree planting are grown to a standard which will allow them to establish rapidly and continue to grow as long term assets of the streetscape.

Provide Good Protection (see pictures)

Adopt a Tree - A number of other councils have 'Adopt a Tree' programs where residents take on either individual responsibility for a tree or community responsibility for a streetscape. The Brunswick Heads Primary School may have a significant potential role.

Engage with Job Network Providers – Use good connections with Job Network providers to create employment programs to plant and maintain street trees.



Typical Street Planting Detail



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24. Meetings & Trees Part 2



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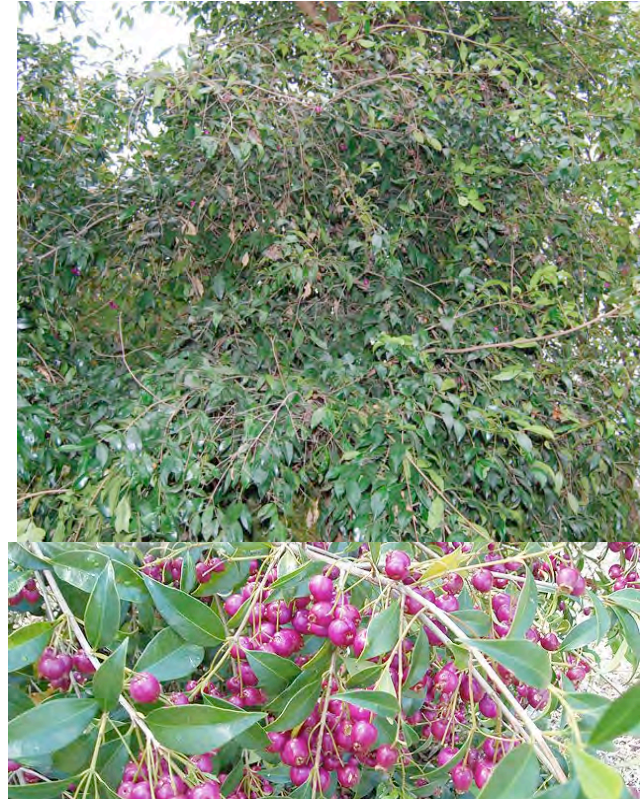
Meeting August 12th Consultation with Chamber of Commerce at Brunswick Heads Bowling Club

Meeting August 27th Consultation with Tweed Street Taskforce at Brunswick Heads Visitor Information Centre

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Syzygium luehmanni - Riberry



Syzygium Oleosum - Lilly Pilly



Syzygium Moorei - Coolamon



Lepiderema pulchella - Fine Leaved Tuckeroo

How do you visualise Tweed Street?

For the past three months consultants appointed by Byron Shire Council have been working with the Brunswick Heads community to develop a master plan for Tweed Street – the old Pacific Highway.

The process has produced 40 maps, including 15 from Brunswick Heads Public School students.

Malcom Price, from the consultants Social Habitat, said, ‘Overwhelmingly, responses have supported slowing traffic, narrowing the road, reintroducing trees and making better, safer provision for

pedestrians and bike riders.’

He said there was a clear indication that the central part of Tweed Street, between Booyun and Mullumbimbi Streets, should become a ‘marketplace’ linking it back to the commercial centre of town. Most proposals wanted to see the remainder of the road revert to a slow, leafy village street.

A constantly updated storyboard on the project is on display at the Brunswick Heads Visitor Centre in Park Street.

There will be a series of meetings

for people to comment on the draft plans. These currently include the Chamber of Commerce, Monday August 31, 6pm at the Brunswick Heads Bowling Club, and the Progress Association on Monday, September 7, 7pm at the Memorial Hall.

Council agreed in 2008 to fund a Tweed Street master plan to guide the makeover. In May 2009 Social Habitat was engaged to begin the planning process.

The proposed new look for Tweed Street will be presented to Council prior to going on public exhibition.

Story Byron Shire Echo 25th August 2009

Plant Selection Western Side of Road Under Powerlines

Small leaf trees that can recover quickly and handle radical pruning will be required on the western side of Tweed Street (suggested species above)

Feature Flowering Tree for Median Strip

The *Cassia Brewsteri* is the one that has been nominated



Cassia Brewsteri – Cigar Cassia



Brunswick Heads. Simple Pleasures.

25. Trees Part 3 & Media Stories



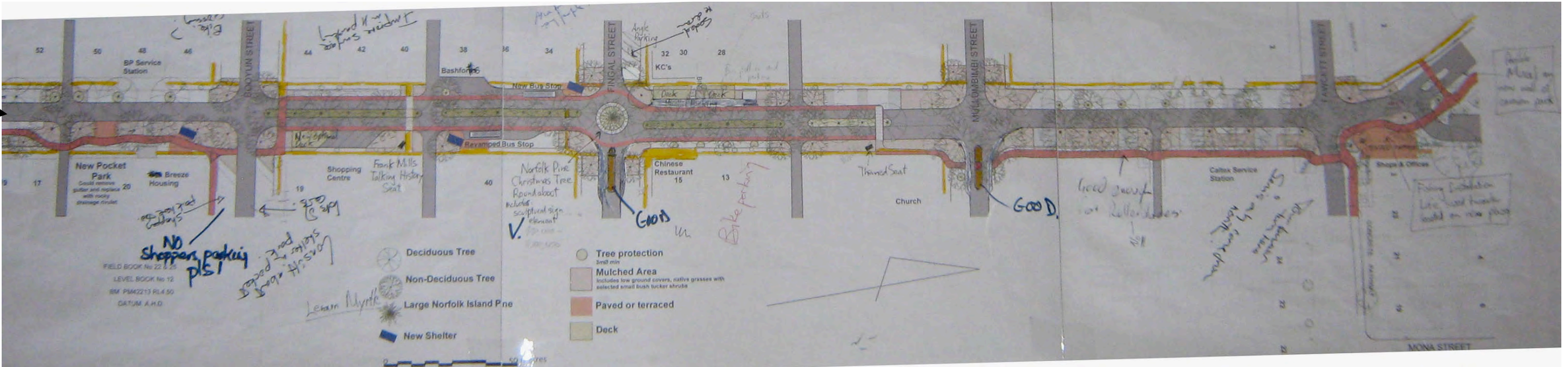
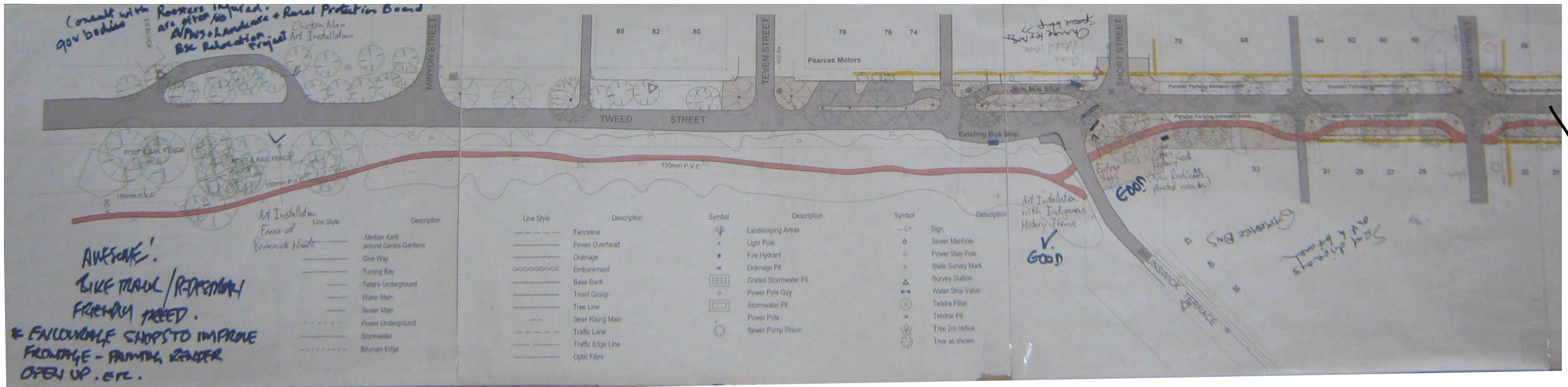
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Story published in Byron Shire News 28th of August 2009

Story published in Byron Shire Echo 25th of August 2009 (see above)

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Tweed Street Masterplan Storyboard



Draft Plan Used for Display at Consultation Meetings



Brunswick Heads. Simple Pleasures.

26. Plan Consultation Part 1



Social Habitat

Meeting August 27th 2009 – Tweed Street Taskforce – Brunswick Heads Information Centre

Meeting August 31st 2009 – Small Group of Brunswick Chamber of Commerce at Brunswick Heads

Meeting September 7th 2009 7PM – Brunswick Heads Progress Association at Memorial Hall

Meeting September 7th 2009 7PM – Brunswick Heads Progress Association at Memorial Hall

Plan Display August 31st 2009 – Brunswick Chamber of Commerce Meeting at Brunswick Heads



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Meeting August 27th 2009 – Tweed Street Taskforce – Brunswick Heads Information Centre

There was good support for the plan; most of the discussion was about choice of trees, location of bus stops and provision of parking around KC's.

Meeting August 31st 2009 – Small Group of Brunswick Chamber of Commerce at Brunswick Heads Bowling Club

There was generally good support for the plan. Comments at meeting included:

- There was some concern about road safety at the proposed new chicane at The Terrace.
- There was discussion about the best route of the bike path.
- Need for provision of parking on Fingal St and Tweed Street at KC's and parking at Shopping Centre particularly on Booyun Street.
- There was quite a deal of talk about trees and art/installations



Meeting September 7th 2009 7PM – Brunswick Heads Progress Association at Memorial Hall

Malcolm presented the draft plan to the meeting of about 10 people. The plan was generally accepted well. The two exceptions were:

- Some within the meeting disagreed with the inclusion of a median strip between Booyun and Mullumbimbi Street;
- There was a minority that disagreed with the inclusion of street tree planting.

The roundabout was strongly support particularly with a Norfolk Pine in the centre.

Meeting September 7th 2009 7PM – Brunswick Heads Progress Association at Memorial Hall

Present Andy Erskine, Simon Bennett, Michael King, Jeff Garratt, Lisa Wrightson from BSC, Toni Appleton and Malcolm Price from Social Habitat

Malcolm presented draft master plan and suggested that overall management and maintenance of the project was a major concern of the community. There was the suggestion that some form of Council –

Community partnership like that in place for Federal Village Park might be workable.

Suggestions from meeting were:

- Opportunity for through traffic to pass turning traffic at major intersections (not laneways) - so increase pavement
- Also at intersections show trees as planted further away from intersections
- Often Brisbane bound traffic mistakenly head north to join highway – best if they are signed to go south – maybe by better signage required. Tweed St is part of the tourist route known as “Brunswick Valley Way”
- Council has tree planting policy – but often a site by site approach is taken. Andy suggested he could help further & potential that existing (tree) maintenance budget has some funds to contribute.
- Bike hoops, bins, seats, and the like need to be shown clearly on the plan, as does potential raised deck locations & preferred trees (including type & location).
- Clearly show on plan what is raised and what is ‘at grade’ – example are any road crossing points (e.g. for bikes) raised at all? Raised can help slow traffic but unlikely to be supported on Tweed St given its function, traffic type & volumes. So best if road crossings are at grade. Potential to use different colour pavement however to mark and highlight them.
- It was recommended by someone – you? Andy? – that median needs to be at least 3m wide to give trees any chance & semi permeable surface was preferred. Please detail this clearly on plan or an attachment.
- It was suggested trees in median are spaced at 8-9m apart, which will allow for informal parallel parking. I would suggest this would only allow 1 car at most times given way people often park when no line marking & that 11m would better chance to allow 2 cars – but question is what is the aim here – more parking or more trees/shade? Or does 11m spacing provide for both?

Plan Display August 31st 2009 – Brunswick Chamber of Commerce Meeting at Brunswick Heads Bowling Club

Plan was displayed at meeting so people could make comments about the plan. Comments were generally favourable.



Brunswick Heads. Simple Pleasures.

27. Plan Consultation Part 2

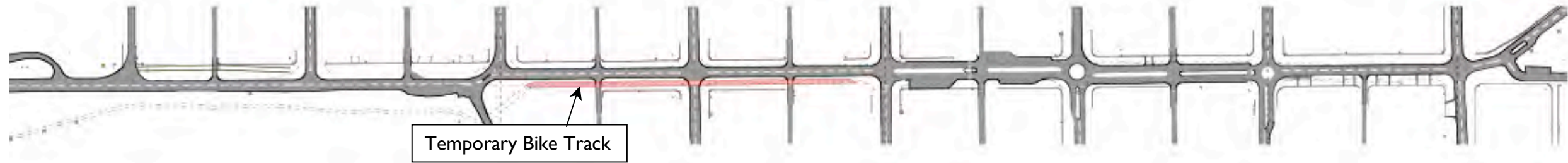


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Stage 1

- New road line marking
- Create temporary 2-way bike lane on Eastern side of existing road surface



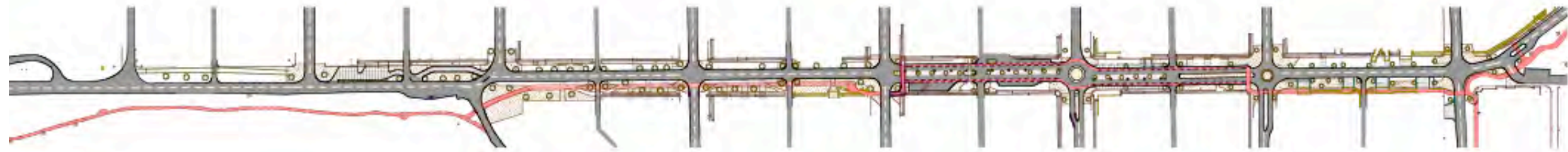
Stage 2

- Create new sections of bike track
- Cut away old road surface no longer required.
- New driveway extensions



Stage 3 & 4

- Prepare ground for new street trees including median strip and roundabouts.
- Plant street trees. If it has to be in stages start in Booyun – Mullumbimbi section of street and work outward.
- Develop low gardens and mulch



Stage 5

- Develop new bike track section South of Booyun Street and develop pocket park in front of "Breeze"
- Street Furniture, paved surfaces, decks and art installations developed as distinct projects over time.



Trees planted as tube stock with good protection as previously noted.

Norfolk Pines should be planted as a mature tree if possible.

