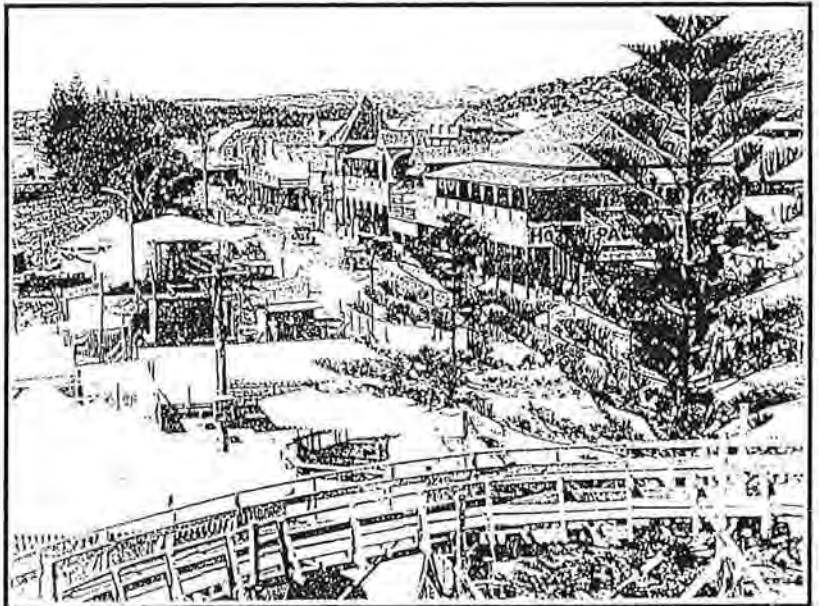
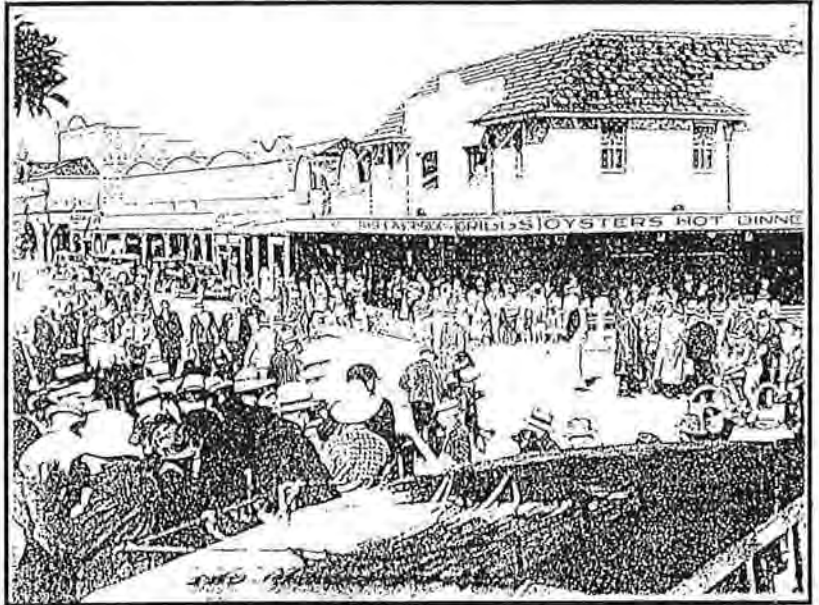


REPORT



TWEED HEADS STREETSCAPE FINAL MASTER PLAN

for Tweed Shire Council

Landplan Studio
Landscape Architects

951202.03
July 1997

Tweed Heads 2000+ Vision Statement

*To project Tweed Heads as
a resident and tourist mecca
providing a variety of
cultural,
recreational and
retail experiences,
people friendly streetscapes,
attractive buildings and
a choice of accommodation
in a
naturally beautiful environment.*

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CHRIS CUNNINGHAM PARK

MAIN FOCAL SCULPTURAL ELEMENT
MARITIME THEME WITH SPECIALISED
PAVEMENT

EXISTING TOURIST
INFORMATION CENTRE

EXISTING TOILET
BLOCK

BAY STREET EAST

RAISED PAVEMENT TO
"SCRAMBLE" CROSSING ZONE
TEXTURED ENTRY & EXIT RAMPS
TO CROSSING BOLLARDS TO
DEFINE EDGE OF ROAD TO
TURNING VEHICLES
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LIGHTS

MAIN FOCAL SCULPTURAL ELEMENT
MARITIME THEME WATER TO BE
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PAVEMENT

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FLUSH WITH FOOTPATH

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OVERHEAD PROTECTION AND
SEATING FOR 30 PROVIDED

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ADJACENT TO
- POTENTIAL

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SERVICE

EMPIRE LANE

SAND STREET

RAIONALISE CENTRAL PARKING
AND PROVIDE STREET TREES

PROPOSED OUTDOOR DINING
AREA

STUART STREET

PROPOSED OUTDOOR DINING
AREA

FALL HIGH CANOPY TREES

TOWN CENTRE PRECINCT

CREATE A TOWN CENTRE PRECINCT THROUGH
INTEGRATED PLANNING AND DESIGN OF THE
INTERSECTION OF WHARF AND BAY STREETS WITH THE
REDEVELOPMENT OF CHRIS CUNNINGHAM PARK, THE
JACK EVANS BOAT HARBOUR AND THE TWEED MALL
EXPANSION ACROSS BAY STREET TO INCLUDE :

maximise the visual and physical relationship between Chris
Cunningham Park, the Memorial Fountain and the streetscape
for mutual advantage

redevelopment of the Tourist Information Centre as an
integral element of the town centre and harbour open space

rationalisation of landform and low vegetation to open up
views to the harbour and river from the streetscape

relocation of the bus stop and shelters to open up views to
the river

relocation of the public toilet within the Tweed Mall terrace
extension over Bay Street or the redevelopment of the
Tourist Information Centre

RETAIN EXISTING TREE SPECIES

FOOTPATH CREATED TO IMPROVE
PEDESTRIAN CIRCULATION

BAY STREET WEST GATEWAY



POTENTIAL TO DEVELOP A
SPECIFIC GATEWAY TO BAY
STREET INCORPORATING
PLANNING AND DESIGN OF THE
INTERSECTION WITH DIXON
STREET AND THE ADJOINING
PROPERTIES SUBJECT TO
REDEVELOPMENT.

TWEED HEADS STREETSCAPE Master Plan

1.0 SUMMARY

This phase of the planning and development of the Tweed Heads Streetscape follows a number of previous studies and initiatives. The process commenced with "Tweed Heads 2000+" which recommended a series of development procedures to maximise the physical, functional and economic benefits for the locality.

This master planning study has followed a coordinated series of consultation and research procedures to result in a master plan to direct the ongoing planning, establishment and management of the streetscapes of Wharf Street from the state border to Florence Street and Bay Street from Wharf Street to Dixon / Thompson Streets.

The following summarises the most pertinent elements of the study: (The numeral reference in the margin relates to the specific report clause or section).

1.1 Physical Assessment

- 2.1 The existing buildings and structures of the streets are representative of a series of architectural styles and periods with no specifically important heritage elements. However this diversity is a potentially strong element of the streetscape capable of providing interest and variety provided the appropriate remedial, rehabilitation and redevelopment procedures are followed.
- 2.2 Overhead power supply is to be relocated underground as far as is possible within budget constraints.
- 2.3 Previous bilateral discussions between Tweed Shire Council and Gold Coast City Council have not been formalised relative to the initially recommended Florence Street bypass system. Therefore through traffic in Wharf Street is to be retained as two lanes in each direction from Florence to Bay Street and then reducing to one lane in each direction north to the state border.
- 2.4.5 Bus and taxi transport and facilities to be an integral component of the streetscape infrastructure and basically retained as existing.
- 2.6 Enhance the visual significance and relationship of the road corridor with the surrounding environment particularly Jack Evans Boat Harbour, the Tweed River and Chris Cunningham Park through rationalisation of the Tourist Information Centre site and structure, relocation of the Public Toilets and bus shelter.
- 2.7.8 Consider the influence of the site microclimate and soils on site planning and design to maximise the quality and character of the Streetscape.
- 2.9 The existing trees and vegetation along the street corridors is not specifically significant with the exception of two major palms, reputedly planted by Jack Evans and several Moreton Bay Ash trees which should be preserved if possible.
- 2.10 There is a wealth of local and unique vegetation found naturally in the Tweed Valley environment which has proven potential for use in the streetscape. These species are to be selected for use as appropriate.

1.2 Heritage Assessment

- 3.0 The natural, Aboriginal, European and built heritage of Tweed Heads was researched to identify a series of elements to influence the streetscape - these include:
- Basalt for construction;
 - Local botanic forms for street furniture embellishment;
 - Historic events and activities including ship wrecks, timber rafting in the river, maritime trade, fishing, oyster industry, Jack Evans porpoise pool and the annual whale migration.
 - Architectural forms of early Tweed Heads and the forms of canvas tents at holiday periods.

1.3 Community Consultation

- 4.0 An extensive consultation process involving a cross section of the business and general community resulted in a clear indication of the visions, needs and aspirations of the local population. The analysis of the community comments and involvement has identified the following main elements to direct the planning and design process for the Streetscape.
- Expedite the Streetscape it will have a major positive effect on trading;
 - Encourage a mixed use of accommodation, commercial and recreation to maximise opportunity for success;
 - Replace the displaced town centre functions with viable alternatives;
 - Jack Evans Boat Harbour to be a central element of Tweed Heads;
 - Tweed Heads must be a great place to be, to go to, to shop in and to return to;
 - Contrast Tweed Heads with Coolangatta and the Gold Coast;
 - This is a great opportunity to create a new destination;
 - Wharf Street should be 40 kph limit;
 - Important to retain as much on street parking as possible;
 - Plan and design to ensure access for all;
 - Reflect the natural, cultural and built heritage in the streetscape;
 - Maximise shade, shelter and seating facilities;
 - Develop a strategy to maximise the integration of streetscape and buildings;
 - Avoid fussy pavement designs which may not age well and confuse the visually impaired;
 - Remove the existing palms and emphasise the use of local native vegetation species;
 - Promote weekend markets in Bay Street;
 - Develop a comprehensive marketing and promotion strategy with a strong tourism emphasis.

1.4 Streetscape Theme

- 5.0 The theme for the Streetscape has been derived from a range of diverse elements suggested by the characteristics of the natural, cultural and built heritage.
- 5.1 These diverse images and elements to be visually coordinated and linked through the inspiration of "l'art nouveau"

5.2 Tweed Heads has been notionally divided into three precincts to emphasise the identified existing uses and accommodate future changes or transitions inspired by the streetscape. Each precinct will express its specific community role through specialised streetscape treatments which, although part of an overall 'family of elements', will be appropriate for the particular precinct. This will facilitate public understanding of the various precincts and promote visual and physical diversity in the overall streetscape of Wharf and Bay Streets. The three precincts are :

- Town Centre Precinct
- Tourist Precinct
- Commercial Precinct

A network of major and minor focal points has been identified within the streetscape to create specialised visual recognition elements, which will create visual linkages and continuity throughout the streetscape and individually characterise the specific precinct in which they are located.

- Town Centre Focus
- Millennium Focus
- Gateways to the South and West
- Commercial Focus
- Memorial Fountain Focus

5.3 The various components which collectively create the defined theme for the streetscape are designed to be part of an overall 'family of elements' which express the theme in diverse yet coordinated ways. Basically the theme is directed by the character and heritage of the local Tweed Heads locality with the emphasis on the natural and built heritage as it specifically relates to the maritime traditions of the Tweed River and the Caldera. The theme is expressed through :

- Sculpture
- Barriers
- Murals
- Pavements
- Furniture
- Vegetation

1.5 Design Development

6.0 The Master Plan has been developed in recognition of all of the identified elements and influences and in conformity with most of the suggestions made by the community during the consultation process.

6.4 Vehicle circulation has been planned to accommodate existing and future traffic flows and movements with two lanes in each direction from Florence Street to Bay and then one lane in each direction north to the state border.

Parking provision on street has been retained close to existing levels with an expected reduction of approximately 6 cars.

6.5 Detail planning and design for streetscape elements and materials have responded to the analysis and research process to result in a coordinated 'family' of elements which reflect the theme and meet specific budget and implementation constraints.

1.6 Safety Issues

- 7.0 A schedule of safety issues is used to direct the planning and design process and ensure that all aspects of streetscape use are as safe as possible.

1.7 Architectural Guidelines

- 8.0 These guidelines are intended to provide suggestions for existing building elements and new developments to assist enthusiastic property owners, tenants and developers to integrate their properties with the streetscape Master Plan.

The community needs to be aware that the document is a guide only and not intended to act as a non-flexible set of rules. Traders should always be given the flexibility to suggest that their own proposed improvements or developments could be an improvement on these guidelines. This type of process allows for a "controlled diversity" to occur while maintaining the ability for the main street coordinator to market and promote a consistent "product".

1.8 Implementation

- 9.1 The overall construction cost for the streetscape for Wharf Street from the border to Florence Street and Bay Street west has been estimated jointly by Tweed Shire Council and Landplan Studio.

• Civil Works	\$ 1,620,000
• Streetscape	\$ 3,600,000
TOTAL	<u>\$5,220,000</u>

- 9.2 The civil and streetscape works have been assessed and recommended to be constructed in stages :

• Stage One	\$ 2,450,000	(plus contingency)
• Stage Two	\$ 1,300,000	
• Stage Three	\$ 1,000,000	

- 9.3 Recommendations have been made for selection and coordination of Community Art to ensure design integrity and optimum aesthetic value.

- 9.4 Recommendations have been made relative to the tasks and responsibilities of Tweed Shire Council and Landplan to optimise the development and implementation process and ensure optimum design integrity.

- 9.5 Recommendations have been made relative to a number of specific related items which require consideration and action by Tweed Shire Council to maximise the initial and ongoing value of the streetscape.

- 9.5.1 • Adoption and promotion of Bay Street as an Arts/ Cultural precinct.
- 9.5.2 • Encouraging the amalgamation and appropriate development of the old Myer site as an integral part of the Tourist precinct.

SUMMARY

- 9.5.3 • Maximising the opportunities presented by the redevelopment of the Tourist Information Centre in Chris Cunningham Park.
- 9.5.4 • Ensuring the integration of the Tweed Mall expansion over Bay Street with the streetscape and the Boat Harbour.
- 9.5.5 • Organising appropriate commercial development of the road reserve in Wharf Street outside Tweed Mall as an integral component of the streetscape.
- 9.5.6 • Rehabilitation and replanning of Chris Cunningham Park in the short and long term to maximise its value to the streetscape.
- 9.5.7 • Encouraging joint Council / entrepreneurial development of Jack Evans Boat Harbour, planned to function as the major event focus for the locality with consequent value to the streetscape of Tweed Heads.
- 9.5.8 • Taking the initiative to organise jointly with Gold Coast City Council for the establishment of the Millennium Focus as a major 'icon' of the Twin Towns to mark the centenary of Federation and the new Millennium.

PHYSICAL ASSESSMENT

2.0 SURVEY & ANALYSIS

The study area and relevant adjacent areas have been subject to various survey and analysis procedures in order to define the constraints and opportunities which will direct the site planning and design process.

The road corridors have been surveyed in detail to document the various existing physical features which comprise the study area. This has been carried out by Tweed Shire Council and provided on CAD for use by the consultant for the streetscape works and by Council officers in planning the civil works.

The survey data has been used to establish a series of base plans to facilitate the process of assessment of the various physical features in order to analyse their impact on the design development process.

Documents reviewed as part of this process are listed in the Bibliography.

In addition, all available related documents and associated studies have been reviewed in parallel with the physical survey and analysis.

Collectively, the accumulated data has defined a comprehensive understanding of the existing situation which has also considered the proposals for future development. This data is used as the basis for correlation with the findings of the community consultation process.

2.1 Buildings and Structures

REFER TO ILLUSTRATIONS : A1, A4 & T2, T3

The buildings and structures which bound the road corridors have been assessed in two ways by the consultant team.

Landplan Studio has assessed the 'built environment' for its specific physical and visual influence on the road corridor including :

- the location of pedestrian and vehicle access;
- the location and extent of awnings and other structures which physically impact on the street;
- the visual context of the structures as they effect the existing street environment;
- the type of business carried out in the premises and its relevance to the use of proposed adjacent footpath areas.

Fulton Gilmour Trotter Moss have assessed the 'built environment' for its specific architectural qualities to identify the potential for integration with and specific influence on the streetscape planning, design and implementation process.

The Implementation section of this report contains specific recommendations for the appropriate treatment of existing and proposed structures. This is achieved by an analysis of the existing situation and the development of a series of 'Architectural Development Guidelines' recommending appropriate procedures for building development and management for the mutual benefit of the particular business and the adjacent streetscape.

Summary

Generally the buildings and structures of the subject area are representative of a series of architectural styles and periods with no specifically important heritage elements or integrated character. The buildings and structures are therefore diverse in quality, appearance and relevance. However, this diversity is seen as a potentially strong element of the streetscape. It has the potential to provide interest and variety provided the appropriate remedial, rehabilitation and redevelopment procedures are followed.

2.2 Services Infrastructure

REFER TO ILLUSTRATION : A2

The road corridors are serviced by the following services which variously impact on the ongoing streetscape planning and design development. Services are located on the survey drawings and specific aspects described hereafter :

Overhead power

Wharf Street - Border to Bay
on western side
recommended to be relocated underground immediately.

Wharf Street - Bay to Frances
on western side
recommended to be relocated underground ultimately.

Wharf Street - Frances to Florence
on western side
recommended to be relocated underground ultimately.

Bay Street
on northern side
recommended to be relocated underground immediately.

Communications

Underground service on the western side of Wharf Street.

Sewerage

Basically located at rear of properties away from Wharf and Bay Streets.

Stormwater

Basically along the western side of Wharf Street.

Town Water

A water main runs along the right hand side of Wharf Street with a second main running under centre median strip beginning from approximately half way between Bay and Frances Streets and continuing south.

PHYSICAL ASSESSMENT

2.3 Existing Roads and Parking

The existing road system is contained within a wide road corridor and provides the following circulation and approximate parking facilities (parking bays are generally not marked) :

Wharf Street: Border to Bay

One lane in each direction with associated turning / merging lanes and central wide median toward Bay Street.

The northern section of this area has been recently reconstructed to provide for the overhead bridge from Twin Towns Services Club to the new multi level car park (and future resort complex).

On street parking spaces :

east side - parallel	0	angle 33
west side - parallel	0	angle 35

Wharf Street: Bay to Frances

Two lanes in each direction with associated turning / merging lanes and wide central median.

On street parking spaces :

east side - parallel	7	angle 27
west side - parallel	4	angle 27

Wharf Street: Frances to Florence

Two lanes in each direction with associated turning / merging lanes and wide central median.

On street parking spaces :

east side - parallel	0	angle 55
west side - parallel	0	angle 27

Bay Street (west): Wharf to Sands Street

Two lanes in each direction with associated turning lanes and minor central median

On street parking spaces :

north side - parallel	7	
south side - parallel	8	

Bay Street (west): Sands Street to Dixon / Thompson Street

Two lanes in each direction with associated turning lanes and minor central median

On street parking spaces :

north side - parallel	13	angle 0
south side - parallel	22	angle 0
centre	24	

Bay Street: Wharf to Endeavour Parade

One lane in each direction with associated turning lanes and narrow central median. (Parking numbers not included in study area assessment).

Summary

Total number of parking bays Wharf Street	215
Total number of parking bays Bay Street	74
Total number of parking bays	<u>289</u>

2.3.1 Traffic Planning Study

Studies of existing traffic and use patterns have been variously undertaken during the past several years.

The major traffic, pedestrian and parking strategy study was prepared in December 1994 by Veitch Lister Consultancy for Gary Shields and Associates.

This study identified that approximately 70% of all traffic along Wharf Street had no destination in the Tweed Heads CBD and consequently suggested a series of options to divert through traffic away from Wharf Street. This would allow the planning and design for a more pedestrian friendly environment along Wharf and Bay Streets.

The recommendations of this study depended on the bilateral agreement between Tweed Shire Council and Gold Coast City Council to establish a bypass road system, linking both municipalities. Recent discussions between representatives of both councils have revealed that Gold Coast City Council has no current planning or budget allocations to carry out these works.

Consequently, and in consideration of the comments received during the community consultation process, it has been recommended that the following basic road planning parameters be followed.

Wharf Street: Border to Bay

One lane each way with isolated 90° parking areas to west side;

Wharf Street: Bay to Frances to Florence

Two lanes each way with isolated angle parking area to each side primarily facilitated by a reduced central median;

Bay Street: Wharf to Thompson / Dixon

Basic preservation of the existing layout - one lane each way with combination of parallel and central parking.

2.4 Bus Transport

Existing Pattern of Use

REFER TO ILLUSTRATION : A3

Local buslines and regional bus lines traverse the road corridors with the principal bus stops being located as follows :

- south bound - at the corner of Wharf and Bay in Chris Cunningham Park.
- north bound - at the corner of Wharf and Bay outside the old Post Office site.
- north bound - at the entrance to Tweed Village Arcade.

Bus stops to service Twin Towns Service Club are located as follows :

- south bound - outside the Twin Towns Service Club.
- north bound - immediately south of the new overhead bridge.

Bay Street is used by empty buses to access the north bound stop at the old Post Office. Bay Street is not used for a commercial service.

Bus Space Requirements

Currently up to three buses use the main bus bays at any one time. It is expected that up to a maximum of 5 buses could ultimately require space.

Surfside Buslines have no basic objection to relocation of the south bound bus stop provided full shelter and seating facilities are provided.

Passenger Requirements

Sufficient weather protection and seating for up to thirty persons is preferred at each of the major north and south bound stops.

Other facilities to be provided if possible including :

- drinking fountain;
- toilets;
- kiosk, news stand.

Provision should also be made for physically and visually disabled passengers :

- raised entry platform;
- braille hazard and indicator tiles.

2.5 Taxi Transport

Existing Pattern of Use

REFER TO ILLUSTRATION : A3

The principal taxi ranks are on opposite sides of Bay Street at the corner of Wharf.

Taxis also service the Tweed Mall from within the Wharf Street off street carpark.

Taxis also service the Tweed Heads Services Club off Wharf Street

Taxi Space Requirements

Currently up to eight taxis use the taxi ranks in Bay Street. This number should be retained.

Location Requirements

Taxi operators have no specific objection to relocation of the existing rank in Bay Street provided ease of access to and from the rank and to destinations is acceptable.

The possibility of a future combined bus / taxi transit interchange in front of Tweed Mall was supported in principle.

Passenger Requirements

- sufficient weather protection and seating for up to six persons desirable;
- queue rails are desirable;
- appropriate provision for physically and visually disabled.

2.6 Visual Assessment

REFER TO ILLUSTRATION : A4

Relationship to the River and Harbour

The primary visual attribute of Wharf Street is its strong relationship to Chris Cunningham Park, the Jack Evans Boat Harbour and Tweed River mouth. This relationship provides the singular most important element on which the success of the streetscape and the ongoing viability of Tweed Heads is based.

This visual relationship is specifically available along Wharf Street from Bay Street north to the Twin Towns Services Club.

The significance of this visual relationship is currently compromised by several aspects:

- the Tourist Information Centre which partially blocks the view and provides a distracting element in an otherwise attractive open space;
(the possibility exists for rationalisation of the site and the structure to maximise the visual and functional relationships while maintaining or enhancing the commercial / service role of the centre)
- the bus shelter blocks the view from the Wharf / Bay intersection;
- the public toilet blocks the view from the intersection and is a safety issue;
- the landform and dense understorey vegetation in Chris Cunningham Park blocks the view to the water and is a safety issue;

Linear Corridor Form

The physical layout and width of Wharf Street forms a linear corridor which has a slight meander in the section from Bay to Florence. This creates a sense of "discovery" as the road is traversed in either direction as particular buildings and elements along the corridor are variously concealed and revealed.

PHYSICAL ASSESSMENT

View North

The view along Wharf Street to the north across the border to Coolangatta is now compromised by the pedestrian bridge which is a dominant foreground element. There is a need to establish a strong visual recognition element to provide a gateway focus for the northern section of the streetscape and to act as a link or transition between Tweed Heads and Coolangatta.

View South

The view along Wharf Street to the south beyond Florence Street is restricted by the linear characteristics of the street. This culminates in a long distance glimpse towards the Marina near the Civic Centre and the river adjacent to Boyds Bay bridge.

A focus is desirable in this vicinity to create a southern gateway to the Tweed Heads CBD.

View East

The view east along Bay Street toward the Tweed River is currently framed by the residential tower on the north and Tweed Mall on the south. The major component is the vegetation of Chris Cunningham Park and the glimpse of the Boat Harbour. The river is obscured by vegetation and levee bank landform at the end of Bay Street.

This relationship will be compromised by the proposed expansion of Tweed Mall over Bay Street. However, correctly managed, this can be a positive element in creating a strong pedestrian emphasis and link between the streetscape, Tweed Mall and the riverside open spaces.

View West

The view west along Bay Street rises up along the gentle foothills of Razorbark to the QLD/NSW border at Dixon and Thompson Streets. However, there is no major physical element on which to focus Bay Street. The opportunity exists to create a western gateway environment at this intersection.

By virtue of its form, width and function, Bay Street has a specific localised character which is basically visually introverted, but with potential for specialised development. The characteristics of its streetscape could be complimentary but at variance with the Wharf Street precincts.

2.7 Climate

The site is an integral part of the subtropical coastal ecosystem significantly influenced by the warming and cooling effect of the Pacific Ocean. It is partially exposed to the associated prevailing onshore winds. Microclimatically the site can be divided into two zones.

Wharf Street: Border to Bay

This section is significantly exposed to the full effects of the prevailing south east winds which blow directly across the river estuary from the Pacific Ocean.

Although the road corridor is set back from the ocean foreshore the effect of the wind velocity, with potential salt content, is a major factor of influence to species selection and to specimen stability.

Wharf Street: Bay to Florence
Bay Street: Wharf to Dixon

These sections are relatively protected from direct exposure to the coastal winds, although salt will still be a limiting factor, particularly as the trees gain maturity and rise above the protection of the building line.

2.8 Existing Soils

The site soils have not been investigated in detail but local knowledge and research into the development history suggests that there is some limited diversity.

Earlier this century the Tweed River anabranch, which basically followed along the eastern side of Wharf Street, was filled to join Greenbank Island to the mainland and create the commercial, civic and residential area on the east side of Wharf Street. This cut and fill operation also resulted in the formation of the Jack Evans Boat Harbour.

Consequently the natural riverine soils are basically located along the centre and west side of Wharf Street, while fill material forms the east side of the corridor.

We understand that the subsurface water table is saline, particularly in Chris Cunningham Park and in the adjoining areas along Wharf Street.

It is expected that the soil will basically be sand or sandy loam with some potential for imported fill of diverse types to be encountered in the reclaimed area.

These soil conditions, together with the coastal microclimatic influences will limit the plant selection and automatically define a small list of suitable species which will ensure design continuity and coordination.

2.9 Existing Vegetation

REFER TO ILLUSTRATION : A5
REFER TO ILLUSTRATION : T3, T4.

The historic plantings along Wharf Street were dominantly Norfolk Island pines which were removed for the river reclamation process.

The central medians of both Wharf Street and to a lesser extent Bay Street contain the only significant existing vegetation along the subject road corridors. The extensive plantings in Chris Cunningham Park adjoining Wharf Street are a major visual influence on the streetscape.

There is no overall pattern or theme to the existing median planting and the species used have been variously successful as street trees.

PHYSICAL ASSESSMENT

The species identified are listed as follows and their location shown on the attached vegetation map.

Species	Common Name
Palm Specimens	
<i>Arecastrum romanzoffianum</i>	Cocos Palm
<i>Chrysalidocarpus lutescens</i>	Golden Cane Palm
<i>Cocos nucifera</i>	Coconut Palm
<i>Palm species</i>	Palm
<i>Phoenix roebelinii</i>	Dwarf Date Palm
<i>Phoenix species</i>	Phoenix Palm
<i>Ravenala madagascariensis</i>	Travellers Palm
<i>Strelitzia nicolai</i>	Blue Strelitzia
<i>Wodyetia bifurcata</i>	Foxtail Palm
Shrub Specimens	
<i>Allemanda species</i>	Allamanda
<i>Callistemon polandii</i>	Polands's Bottlebrush
<i>Callistemon species</i>	Bottlebrush
<i>Grevillea "Robyn Gordon"</i>	Robyn Gordon
<i>Leptospermum flavescens</i>	Wild May
<i>Melaleuca Species</i>	melaleuca
<i>Philodendron selloum</i>	Philodendron
Tree Specimens	
<i>Banksia intregifolia</i>	Coast Banksia
<i>Callistemon viminalis</i>	Weeping Bottlebrush
<i>Cassia fistula</i>	Golden Shower Tree
<i>Casuarina Glauca</i>	Swamp She Oak
<i>Cupaniopsis anacardifoloides</i>	Tuckeroo
<i>Dietes bicolor</i>	Spanish Iris
<i>Eucalyptus robusta</i>	Swamp Mahogany
<i>Eucalyptus citriodora</i>	Lemon Scented Gum
<i>Eucalyptus tessellaris</i>	Moreton Bay Ash
<i>Eucalyptus torrelliana</i>	Cadagii
<i>Hibiscus tiliaceus</i>	Cotton Tree
<i>Macaranga tanarius</i>	Macaranga
<i>Melaleuca 'Revolution Gold'</i>	Revolution Gold
<i>Melaleuca bracteata</i>	River Honey Myrtle
<i>Melaleuca leucadendra</i>	Weeping Paper Bark
<i>Melaleuca linarifolia</i>	Snow in Summer
<i>Melaleuca Quinquenervia</i>	Common paperbark
<i>Spathodea campanulata</i>	African Tulip Tree
<i>Stenocarpus sinuatus</i>	Wheel of Fire Tree
<i>Syzygium luehamanii</i>	Riberry

There are no particularly significant trees along the road corridor although several specimens have potential relevance to the streetscape.

- Specimen #1** *Cocos nucifera* Coconut Palm
A tall mature palm reputedly planted by Jack Evans and supposedly once the most southern coconut in Australia. Specimen is not in an optimum state of health and may need replacement.
- Specimen #2** *Phoenix species*
A tall mature palm reputedly planted by Jack Evans. Specimen is not in an optimum state of health and may need replacement.
- Specimen #3** *Eucalyptus citriodora* Lemon Scented Gum
These trees are a major focal point in Bay Street. Careful attention will be necessary to ensure that roadworks and width of the associated median is appropriate to their expanding trunk and root zone to ensure continuing healthy growth.
- Specimen #4** *Eucalyptus tessellaris* Moreton Bay Ash, Carbeen
These specimens are semi-mature trees of excellent form and provide a basis for the streetscape vegetation.
- Specimen #5** *Cassia fistula* Golden Shower
A number of people expressed a strong attraction to the *Cassia fistula* particularly because of their vivid and prolific yellow blossom. However this was opposed by some of the traders who dislike the task of cleaning fallen petals from the footpath and their property.
- Specimen #6** *Stenocarpus sinuatus* Wheel of Fire Tree
A juvenile specimen of a small rainforest tree which is well established and flowering but needs tree surgery to create an appropriate form.
- Specimen #7** *Eucalyptus robusta* Swamp Mahogany
Eucalyptus torrelliana Cadagal
Four specimens dominate the western end of Bay Street and continue the Eucalyptus character of specimens #3. Two *Eucalyptus robusta* are located in the central median; one *Eucalyptus robusta* and one *Eucalyptus torrelliana* are located within the off street car park.

Chris Cunningham Park

The vegetation in Chris Cunningham Park is a limited mix of species suited to the saline influences of the river, boat harbour and the prevailing south east winds augmented by a number of palm species.

The specimens are generally healthy and aesthetically pleasing, and consequently create an appropriate coastal character open space. Some of the mature *Banksia integrifolia* specimens appear to be part of the remnant coastal community. Other specimens such as *Cupanopsis anacardioides* and *Macaranga tanarius* are endemic to the coastal community but have been planted.

Summary

The community consultation process indicated that there is a strong preference for the removal of the Queen palms or Cocos palms *Arecastrum romanzoffianum* throughout the area. This will allow the establishment of a more appropriate and regionally significant vegetation mix derived from the unique flora of the Tweed Caldera.

PHYSICAL ASSESSMENT

The removal of all understorey vegetation in Chris Cunningham Park and the shrubs along the street median is recommended. This will enhance the visual relationship between the street and the river system and also improve safety issues.

The two major palm specimens and as many as possible of the *Eucalyptus tessellaris* specimens to be preserved and integrated into the streetscape.

Consideration to be given to the planting of two new replacement palms for the over mature specimens, originally planted by Jack Evans as part of the promotion of the initial streetscape works. Market this as replacing aged historic palms to mark for a new century of progress.

2.10 Species Availability

Council has previously acquired a range of plant specimens and is currently growing these on for selected use in the streetscape.

In addition, we have carried out an analysis of the regional flora to identify suitable species. We have assessed their availability through the local and regional nursery industry and prepared a schedule of preferred species to guide the detail planning and design phase.

The following schedule lists the species by preference / suitability for specific use in the streetscape.

Major Signature Trees

<i>Agathis robusta</i>	Kauri Pine
<i>Araucaria cunninghamii</i>	Hoop Pine
<i>Araucaria heterophylla</i>	Norfolk Island Pine
<i>Flindersia australis</i>	Crows Ash

Specimen Shade Trees

<i>Ficus macrophylla</i>	Moreton Bay Fig
<i>Ficus platypoda</i>	Rock Fig
<i>Flindersia schottiana</i>	Cudgerie or Bumpy Ash
<i>Lophostemon confertus</i>	Brush Box
<i>Syzygium francisii</i>	Giant Water Gum
<i>Syzygium moorei</i>	Rose Apple

Shade Trees

<i>Acmena hemilampra</i>	Blush Satinash
<i>Acronychia imperforata</i>	Fraser Island Apple or Logan Apple
<i>Backhousia citriodora</i>	Lemon Myrtle
<i>Banksia integrifolia</i>	Coast Banksia
<i>Brachychiton acerifolius</i>	Flame Tree
<i>Brachychiton discolor</i>	Lace Bark
<i>Castanospermum australe</i>	Black Bean
<i>Cupaniopsis anacardioides</i>	Tuckeroo
<i>Dysoxylum fraserianum</i>	Rosewood
<i>Elaeocarpus reticulatus</i>	Blueberry Ash
<i>Harpullia pendula</i>	Tulipwood
<i>Pittosporum rhombifolium</i>	Hollywood

Polyscias elegans
Stenocarpus sinuatus
Syzygium australe
Syzygium luehmannii
Syzygium oleosum
Tristanlopsis laurina
Waterhousia floribunda

Other Specimens

Cupanlopsis flagelliformis
Hibiscus tillaceus
Melaleuca viridiflora
Metrosideros thomasii
Rhodamnia maideniana
Scolopla braunii
Syzygium tierneyanum
Syzygium tierneyanum

Celerywood
Wheel of Fire
Scrub Cherry
Riberry
Blue Lilly Pilly
Water Gum
Weeping Myrtle

Brown Tuckeroo
Cottonwood

Pohutukawa
Smooth Scrub Turpentine
Flintwood
River Cherry

3.0 Heritage Aspects and Influences

Several local and regional aspects were investigated to determine their influence on the definition of the theme and the subsequent planning and detail design for the streetscape.

3.1 Natural Heritage

The coastal location of Tweed Heads close to the Tweed River estuary and mouth is a major physical influence on the streetscape character. This relationship has been specifically discussed in the physical assessment section - clauses 2.6, 7, 8 and 9.

Tweed Heads is the principal town of the Shire which is basically contained within the Mt Warning shield volcanic caldera. This specialised geological formation has resulted in the extensive outcropping of basalt from the coastline to the hinterland. The rich volcanic soils have supported the evolution of a unique flora which is primarily rainforest. Within this community there are numerous species with significant potential for use in horticulture and these have been assessed to determine availability and suitability for use in the streetscape.

Additionally the flora of the valley has been reviewed to identify species with specialised habit, leaf, fruit, and flower forms that have potential to influence the detail design of the community art and street furniture elements.

REFER TO ILLUSTRATION : T6

Consequently, the two major elements of the natural environment - the coastal location, the caldera geology and related botany - are recommended to be used to contribute to and establish an appropriate streetscape theme. This will assist to create a specialised and appropriate streetscape through the use of basalt rock and regional vegetation.

3.2 Aboriginal Cultural Heritage

We have been unable to encourage specific involvement by the local aboriginal community except through one of the local sculptors who has represented their views in the arts community workshops.

It is acknowledged that the aboriginal heritage has significant potential to influence the planning, design and implementation process. However, the proposed interpretive centre to be established in Fingal and in the adjacent environments along the Tweed River may be a more appropriate location for the principal recognition of the heritage of the local aboriginal people.

3.3 European Cultural Heritage

The story of European exploration, settlement and development in the Tweed Heads area is significant, interesting and important. There is major potential to influence the development of the streetscape theme and to influence the planning and design process in order to create an inherent "sense of place".

Several major elements of this aspect of the local heritage have been identified and they can be used to suggest design initiatives for the streetscape.

HERITAGE EVENT	STREETSCAPE APPLICATION
• the discovery of Pt Danger by Captain Cook in 1770 (or was it Fingal?)	• sculptural element relating Pt Danger and Mt Warning.
• the wreck of the 'Coolangatta' in 1846.	• possible basis of the 'Millennium Focus'.
• The use of the river for downstream rafting of logs cut in the hinterland, sawmills and timber construction.	• significant use of timber in street furniture.
• the rich history of maritime trade using the Tweed River as a port.	• use of maritime and wharf structures and materials as elements in the streetscape.
• Fred Lang photographer	• possible sculptural element.
• the continuing fishing industry based on the boat and marina facilities and the trawler paraphernalia.	• use of maritime characteristics - fish, crustaceans, boats, nets, beams etc. to influence streetscape element design.
• the oyster production operations in the waterways.	• use of the oyster trays and support structures to influence designs of pergolas etc.
• the Jack Evans Porpoise Pool.	• use of the porpoise as a sculptural element.
• the annual whale migration observed from Point Danger	• use of the whale as a sculptural element.
• the agricultural pastoral development of sugar cane, dairying and other crops.	• use of plant forms in streetscape elements.

3.4 Built Heritage

REFER TO ILLUSTRATIONS : T2, T3, T4

The built heritage of Tweed Heads has been broadly analysed to determine the current status and influence of the structures on the planning and design of the streetscape.

The buildings are an eclectic mix of styles which have been variously modified by the provision of extensions, hoardings, signage and other extraneous influences.

The current Heritage Study being undertaken by Fulton Gilmour Trotter Moss and Ivan McDonald has revealed that there are few structures worthy of heritage listing in Tweed Heads. The most significant aspect is the historic use of the street as a "Wharf" prior to the filling of the anabranch of the Tweed River.

The illustrations indicate several of the more notable features of the built heritage which have potential to influence the streetscape.

HERITAGE ASSESSMENT

Tweed Heads 1906

The border fence and border gate between Queensland and New South Wales provide a simple element which has potential to partially influence the streetscape design in recognition of the state border location.

Tweed Heads 1914

Illustrates the original Tweed River channel and the maritime activities along Wharf Street. In the foreground is a cluster of canvas tents typical of the early days of holiday camping. Both of these elements have potential to influence elements of the streetscape.

Fingal Lighthouse 1906

A robust maritime architectural character of masonry, metal railings and corrugated roof sheeting which has potential to influence elements of the streetscape.

Wharf Street 1918, 1927 and Bay Street 1910:

All illustrate the strong architectural forms and continuity of design and materials which collectively create an impressive streetscape appropriate to a coastal town. The use of gable roofs, awnings, verandas, support posts provide an excellent basis to influence the streetscape planning and design.

Two photographs by noted photographer Fred Lang.

Wharf Street (date unknown)

Illustrates the intersection of Wharf and Bay Streets during a busy period which almost approximates the situation of a 'scramble' crossing of today as proposed for the streetscape.

Wharf Street (date unknown)

View from Coolangatta along Wharf Street showing the avenue of Norfolk Island Pines initially established along the riverside. (These were removed when the river was reclaimed). The photo also shows what appears to be a large Moreton Bay Fig.

3.5 Maritime Heritage

REFER TO ILLUSTRATION : T5

The maritime heritage of Tweed Heads has been broadly analysed to determine the elements of influence for the planning and design of the streetscape. The following illustrations show some of the more notable features of the maritime heritage both past and present.

- Sailing Barquentine "Lismore" in the Tweed River near Murwillumbah 1912
- Wreck of the "SS Friendship" off Point Danger 1912
- Log Raft on the Tweed River
- Timber deck and Bollards - the Anchorage Islands
- Oyster Trays - Tweed River
- Tide and soldier crab patterns in the Sand
- Tide patterns on a Tweed River Sand bank
- Sails and yachting

COMMUNITY CONSULTATION

4.0 COMMUNITY CONSULTATION PROCESS

The initial road and streetscape planning process had primarily involved the business community. The brief for this phase of the development process requires that the wider community be given the opportunity to input to the planning and design process. Consequently the consultation process has been designed to incorporate a coordinated series of interactions with the consultant to maximise the opportunity for involvement by all sections of the local community.

The process primarily included the following initiatives :

- the establishment of a "Streetscape Centre" at 27 Wharf Street, Tweed Heads in which to display a selection of initial site planning material; regular updates of progressive analysis and planning drawings; and an interactive display of 58 streetscape images to allow the public to register their preferences for Tweed Heads;
- a questionnaire to act as a catalyst to encourage the community to express their specific attitudes and suggestions for the streetscape;
- a series of workshops for the general community and the business community to allow collective consideration of suggestions, objections and to identify potential options for involvement;
- a series of one to one meetings between the consultant, community groups and individuals to discuss specific ideas and elements;
- a 'free call' telephone service to allow the community free contact with the consultants;
- providing the opportunity for the public to make specific written comments in a book provided in the Streetscape Centre for the purpose.

4.1 Streetscape Centre

The Streetscape Centre was open between 11 am and 4 pm for 30 days from May 12 to June 24. During this time approximately 250 people took advantage of the opportunity to discuss the concepts, to view the "58 Streetscape Images" and the other display material.

4.2 "58 Streetscape Images"

A compilation of "58 images" representing the major categories and components of streetscape were displayed in the Streetscape Centre. The appendix includes a schedule of the subject and location of each of the images. This display was used to facilitate the public to express their preference for a particular character and type of streetscape by nominating which of the images they believe are appropriate or relevant to Tweed Heads. This pictorial system assists the public to simply describe their thoughts and feelings which for many people is otherwise not easy. "A picture is worth a 1,000 words".

The prepared voting form was completed by 131 people and the following table indicates the analysis of their place of residence.

58 Images Respondent Analysis

Distribution	Tweed Area	Other Areas	Total
New South Wales	102	5	107
Queensland	16	7	23
Victoria		1	1
TOTAL	118	13	131

The top scoring images in the various categories have been reproduced in the attached sheets to illustrate the expressed community preference. These images are to be used as a guide in the interpretation and development of the specific theme, character and related elements of the streetscape. The images will guide the evolution of the streetscape components from the identified regional attributes and community aspirations. In this way a sense of ownership will be established within the community and the streetscape will effectively become their own personal property.

TOP SIX IMAGES - REFER TO ILLUSTRATION : C1, C2.

The community preferences have been assessed to indicate the overall top six images across all categories. This group of images will assist to define and suggest the overall streetscape character to be established.

An interpretation of the images suggests that the community would prefer the streetscape to : create an integrated open space network which provides a range of coordinated facilities and activities in order to encourage optimum use and visitation of the town centre; to incorporate an appropriate range of street furniture and other streetscape elements; to integrate the extensive use of trees and structures for shade and shelter; and all to be inspired by the unique qualities of the local natural and cultural heritage.

The following is an interpretation of each of the selected groups of images to indicate their potential for influence in the ultimate streetscape design.

URBAN SPACES - REFER TO ILLUSTRATION : C3

Develop a series of diverse spaces throughout the streetscape with varying functions. The spaces to provide extensive areas of shade, with well designed and located street furniture and focal points that are appropriate to the culture and heritage of Tweed Heads.

PROMENADES - REFER TO ILLUSTRATION : C4

Develop the footpath areas as linear promenades to promote and encourage people to circulate throughout the Tweed Heads CBD in shaded environments enlivened by appropriate street furniture, focal points, entertainment, attractions and innovative commercial outlets.

SPECIAL PLACES - REFER TO ILLUSTRATION : C5

Provide safe, simple, shady and quiet places at appropriate locations which accentuate the natural attributes of the area and provide for passive recreation in parallel with the excitement of the streetscape.

COMMUNITY CONSULTATION

STRUCTURES - REFER TO ILLUSTRATION : C5

Provide structures along the footpaths at appropriate locations which protect pedestrians against the weather and which are derived from the heritage of the locality.

FOOTPATH DINING - REFER TO ILLUSTRATION : C5

Maximise facilities for 'al fresco' dining throughout the streetscape to create an attractive environment which encourages people to come, stay and return to Tweed Heads.

PAVEMENTS - REFER TO ILLUSTRATION : C6

To provide a specialised pavement design which links and integrates the varied precincts and elements of the streetscape with an appropriate texture, colour and material. Ensure that the surface is suited to the visually and physically disadvantaged.

STREET FURNITURE - REFER TO ILLUSTRATION : C7

To provide a range of functional and aesthetically appropriate street furniture which encourages optimum use of the streetscape. The various elements to be derived from and inspired by the characteristics of the local natural, cultural and maritime heritage.

SCULPTURAL ELEMENTS - REFER TO ILLUSTRATION : C8

To embellish the streetscape with a range of specialised and integrated elements which provide for community art, innovative play, water features and major sculptural focal points; to collectively create an inherent sense of place appropriate to Tweed Heads.

WHARF AND BAY STREETS INTERSECTION - REFER TO ILLUSTRATION : C9

The central intersection of Port Macquarie is similar to that of Wharf and Bay Streets. These photographs indicate one possibility for the development of a Town Centre precinct in which the vehicle and pedestrian circulation is integrated by skilful planning and design to create a specialised streetscape area and town focus.

4.3 Questionnaire

A questionnaire was prepared to encourage people to consider their attitude to and suggestions for the streetscape. More than 160 were distributed to community groups, to businesses and to individuals. Eleven were returned. However those completed represented a cross section of the more significant community groups and contained some excellent material.

General Public	Restaurant, Food
Pensioners and Superannuants	Nursery Operator
Surfside Buslines	Taxi Service
Chamber of Commerce	Art Community
People with Disabilities	Blind Federation
Business Management / Architecture	

The responses have been amalgamated with the comments obtained from the various workshops and other individual meetings to form a composite document, amalgamating all community participation interaction.

4.4 Community Comments

The following list of comments have been prepared from all community interaction including the workshops, questionnaire, submissions, individual discussions and telephone conversations.

The comments have been listed under a number of categories so as to facilitate their influence on further research & investigation procedures.

These comments have also been used to augment the results of the specific research, survey and analysis process to produce a series of "design issues" to direct the detail streetscape planning and design development.

General Comments

- There has been insufficient community consultation in the streetscape planning process.
- The general community has no right to influence the design.
- The traders should not dictate to the community.
- The vocal minority want to retain traffic dominance - listen to the silent majority!
- Promote cooperation and communication between Tweed Heads / Coolangatta and the respective Councils.
- Council needs to stop talking and start doing!
- Council has concentrated on Tweed Heads at the expense of South Tweed;
- Hope it happens! Council spends all our money in Murwillumbah!
- Why spend millions of dollars to arrive at basically the same situation?
- The solution must be viable, economic and user friendly.
- Cost escalation of the streetscape is not viable relative to expected return to traders.
- Do not believe that Council will proceed with the streetscape.
- Expedite the streetscape, it will have a major positive effect on trading.
- Bay to Florence is the commercial key to Tweed Heads, Border to Bay is the tourist hub.
- Incentives are needed to encourage owners to spruce up shops.
- People in cars are not necessarily shoppers - they are people on foot who have parked elsewhere or come by bus.
- Businesses that are passing trade dependent may find more suitable locations elsewhere.
- Need a large department store in Wharf Street.
- Encourage a special mix of accommodation, commercial and recreation to succeed.
- Must encourage people to live in the CBD.
- Maximise the attraction for winter migration of southern pensioners, family priced holidays.
- Reopen and upgrade the Border Caravan Park.
- Surfside buses looking to active participation in a whole new destination.

Existing Situation

- Tweed Heads no longer provides town centre functions, the main components have been removed - police, courthouse, post office and many shops.
- Impossible to recover the previous character - consider alternative tourist and recreational uses.
- Tweed Heads is "grotty"! The town is dying!
- The street at night is littered with drunks, homeless and rubbish.
- Very happy with it as it is.
- Jack Evans Boat Harbour should be the central element of Tweed Heads.
- Replace / relocate the existing public toilet at Bay and Wharf.
- Don't allow Tweed Mall to extend into Chris Cunningham Park.
- Ensure that TTSC resort is integrated with the streetscape.
- Maranga House has been a landmark since 1914.
- Cleanliness and safety fundamental.
- Pebble aggregate finish has not been successful in Coolangatta.
- Garden edges are used for skateboard practice.

COMMUNITY CONSULTATION

Image and Vision

- It must be a great place to be, to go to, to shop in and return to!
- Don't change Tweed Heads!
- Don't make it another Gold Coast!
- Not another 'glitzy' Gold Coast please!
- Contrast Tweed Heads with Coolangatta and the Gold Coast.
- Upgrade the whole area to attract upmarket retailers and atmosphere.
- Coolangatta and Tweed Heads must flow together over time - plan to separate but integrate.

- A great opportunity exists to create a new and unique destination with wide appeal.
- To be relaxed, modern, progressive, subtropical - a contrast to the Gold Coast.
- Create a cosmopolitan atmosphere for residents and visitors.
- Theme Bay Street as an 'arts' precinct with restaurants, theatres, clubs, etc.

- Maximise the relationship to the caldera, eco tourism and maritime heritage.
- Theme to include the state border, Tweed Valley, Caldera and local vegetation.
- Create an aquatic, maritime character in the streetscape.
- Theme to be modern and futuristic.
- Use pelicans as a theme element.

- Develop the Information Centre like an Expo Pavilion of the natural and cultural heritage.
- Facilitate Saturday night markets in Bay Street.
- Encourage strolling buskers throughout streetscape.
- Promote activities in Chris Cunningham Park by day and night.
- Involve the local aboriginal peoples and their culture in planning and implementation.

Vehicle and Pedestrian Circulation

- The initial traffic study is flawed; a new study is required.
- These proposed changes are too premature - construct alternative vehicle bypass routes before streetscape is constructed.

- Avoid angle parking as in Coolangatta - Griffith Street.
- Keep Wharf Street a four lane divided highway.
- Provide one lane each way border to Bay and two each way Bay to Florence.
- Provide one traffic lane each way with more emphasis on pedestrians than vehicles.
- Frances Street roundabout is over large.
- Consider appropriate traffic calming and speed reduction.
- Wharf Street should be a 40 kph speed limit;
- Consider delivery and emergency vehicles in road and streetscape design.
- How is the traffic to be redirected down Florence Street?
- Bay Street should be the bypass instead of Florence Street.

- Provide appropriate facilities for bus movement and passenger comfort.
- Provide cover and protection at bus stops, taxi ranks and some parking areas.
- Provide a bus and taxi transport interchange in front of Tweed Mall.
- Off street bus stop at Tweed Mall not supported by bus lines.
- Provide a small people mover to facilitate access along Wharf Street; extend to Coolangatta, Point Danger and further afield.

- Increase pedestrian crossings.
- Need to provide at least 50% more lighting and police supervision.
- If road / parking pavement is flush with footpath ensure contrasting surfaces to aid visually and physically disabled.

- Important to have as much on street parking as possible from Florence to Bay.
- Ensure that there is sufficient short term parking in immediate proximity to retail shops.
- Provide sufficient disabled car parks - more than standards due to ageing population.
- There is a surplus of off street carparks in Tweed Heads.
- Establish a multi storey carpark in Stewart Street to service potential new developments in Wharf Street.

- How is bicycle circulation to be accommodated and managed?
- Provide bicycle racks at appropriate locations.

Streetscape Issues

- Reflect the history, culture and natural heritage of the area in the streetscape.
- Relate the street to the Tweed River and the Jack Evans Boat Harbour.
- Consider 'art nouveau' as a linking theme element for the community art / streetscape.
- Promote outdoor cafes and restaurants like Lygon Street in Melbourne.
- Promote market facilities and cinemas.
- Ensure that 'access for all' is an integral part of the planning and design process.
- Ensure there is continuous protection along footpaths from awnings and climate control devices.
- Maximise shade, shelter and seating particularly in bus and taxi areas.
- Let the streetscape elements, furniture and community art provide the interest and vitality for the streetscape.
- Provide more specialised lighting to the streets and footpaths.
- 'Escaped' shopping trolleys cluttering footpaths are a major problem which needs addressing.
- Develop a strategy to maximise the integration and improvement of the associated built environment with the streetscape.
- Development guidelines are the simplest, cheapest and most effective means of 'tidying up' Tweed Heads - ensure community input.
- Encourage integration of buildings and structures with the streetscape through awnings, colour & architectural elements.
- Create a sense of continuity and appropriate ambience through sensitive use of colour and texture.
- Relocate toilets and open up access and views to Harbour through Chris Cunningham Park.
- Avoid centralisation of shops away from the streets in Tweed Mall.
- Ensure that natural aspects of the site are not compromised by commercial activities.
- Provide trees for shade rather than structures.
- Design seats comfortable to sit on but difficult to lie down on.
- Keep children's play areas away from traffic.
- Provide consistent lighting levels with no dark spots.
- Include sign posting for visually and hearing impaired - in the footpath and road environments.

Landscape Issues

- Use the local natural environment as a theme for the streetscape.
- Include a sculpture of early photographer Fred Lang;
- consider a sculpture 'Split of Tweed' derived from the culture and history of the area.
- Avoid fancy or fussy paving patterns which may not age well; they will confuse the visually impaired.
- All paving surfaces to be smooth, flat and safe.
- Incorporate 'tactile tiles' for visually impaired.
- Signs, gardens, sculptures placed so as not to hinder access, particularly for visually impaired.
- Provide access for all through ramps to shops and flush kerbs.

Vegetation Issues

- Save the trees in the median.
- Progressively replace the inappropriate vegetation in the median.
- Remove the palms and replace with shade trees.
- Need lots of trees to give 'coolth', (as opposed to 'warmth')
- Use flowering and perfumed trees and shrubs.
- Emphasise the use of local native vegetation species.
- Scatter appropriate local species throughout the streetscape to create a random character.
- Provide colourful display gardens in Bay Street as part of cosmopolitan atmosphere.
- Ensure that trees are not planted close to crossings to obstruct views of motorists.

COMMUNITY CONSULTATION

4.5 Business in Tweed Heads

The following responses were given by the business community during the workshops.

What is needed to attract people to Tweed Heads?

- Diverse activities to attract people to streets and parks.
- Organise activities for year round use by day and night.
- Weekend Markets.
- Develop Tweed Heads as a tourist destination.
- Create a special town centre or 'town heart'.

- Slower traffic through Tweed Heads.
- More pedestrian crossings.
- Ensure access for all the community.

- Provide clear and concise signage within and on approaches.
- Upgrade the architectural character and facades appropriately.
- Address the crime 'hot spots'.

What can be done to improve trade in Tweed Heads?

- Develop a comprehensive marketing and promotion strategy with a strong tourism emphasis.
- Encourage a greater range of businesses and services in Tweed Heads.
- Capitalise on the Jack Evans Boat Harbour potential.
- Improve local and regional signage for Tweed Heads.

- Provide easy access, adequate parking and optimum convenience.
- Improve public transport and circulation.

- Improve traffic flow - ensure two lanes in each direction.
- Reduce speed limit to 40 kph.
- Do not reduce parking levels.
- Provide short term parking only.
- Remove staff parking from streets.

4.6 SWOT Analysis

The following assessments were made by the general community and the business community at the various workshops and through the completed questionnaires.

Strengths

- *Well established business / shopping centre for locals and visitors;*
- *Reputation as a 'nice place';*
- *Separate from Surfers Paradise;*
- *Excellent year round climate;*
- *Relaxed lifestyle;*
- *Tweed River, beaches, fishing;*
- *Close to airport;*
- *Eco sensitive;*

Weaknesses

- *Perceived as a 'young cousin' of the Gold Coast;*
- *Ignored by State Government;*
- *Victim of a factional Local Council;*
- *Predominantly older population, dominantly new arrivals with limited funds;*
- *No local industry equals no local jobs;*
- *Lack of self confidence;*
- *Run down and derelict environment;*
- *Lack of entertainment, night activities;*
- *Tweed Mall attracts shops from streets;*
- *Untidy streets; Closed shops;*
- *No proper security;*
- *Long, unsafe and insufficient pedestrian crossings;*

Opportunities

- *Bring together the commercial and recreational markets for mutual advantage;*
- *Develop a fresh 'heart' for the town and region;*
- *Increase tourism by developing a new tourist destination;*
- *Create a new and unique tourist market;*
- *Emphasis and maximise local cultural and heritage elements and activities;*
- *Emphasise opportunities for children, youth and school participation;*
- *Availability of buildings for lease, sale and appropriate rehabilitation;*

Threats

- *Commercial interests dominate community aspirations;*
- *Expanding shopping centres attracting established local traders from the street;*
- *Over development of shopping facilities resulting in empty shops;*
- *Loss of shopping diversity;*
- *Decrease in viability and popularity of Clubs equals reduced visitation;*
- *Poor planning, too many restrictions;*
- *No action over too many years;*
- *Lack of support funding;*
- *Lack of community support for change to something new.*
- *Juvenile delinquents and derelicts using and abusing town facilities;*

5.0 DERIVATION OF THE THEME

In order to achieve a 'sense of place' for Tweed Heads the streetscape theme has been derived in consideration of the following elements and suggestions which are part of the rich natural, cultural and built heritage of the area :

Natural Heritage

- the specific geological forms of the Tweed River valley - the Mt Warning shield volcano caldera; and the resultant basalt rock outcrops.
- the unique botanical forms of the specific rainforest and littoral flora of the Tweed Valley;
- the interesting serpentine forms of the Tweed River, its channels and lakes;
- the annual whale migration observed from Point Danger and Fingal.
- the pelican and its association with the local river and lakes;
- the environmental values of the coastal subtropical location.

Cultural Heritage

- the specific cultural associations of the aboriginal people with the locality;
- the strong maritime traditions of the area dating from discovery by Captain Cook and all subsequent seafaring aspects including the many local ship wrecks;
- acknowledge the state border between Queensland and New South Wales;
- the significance of the timber industry and the use of the river for transport of logs by rafting downstream to the 'wharf' at Tweed Heads; ;
- the maritime heritage of the Tweed River through the port and fishing industry;
- the specialised use of the river for oyster production.

Built Heritage

- the specialised forms and characteristics of the architectural heritage of the buildings over time;
- the importance of Jack Evans and the porpoise pool;
- the temporary forms of the holiday tents once traditional around the foreshore.

Community Consultation

- create a new and unique destination with wide public appeal;
- maximise the value of ecotourism;
- express a modern, progressive and even futuristic character;
- reestablish an attractive town centre with an appropriate 'urban identity';
- create a relaxed subtropical and holiday atmosphere;
- create a cosmopolitan atmosphere through art and cultural activities;
- contrast Tweed Heads with Coolangatta and the Gold Coast;
- derive inspiration from "Art Nouveau" as a basic linking theme for the streetscape art elements.

5.1 Influence of Art Nouveau

As a result of a workshop between the consultants and the local arts community the possibility that the theme for the streetscape and community art could be derived from and influenced by the l'Art Nouveau style was explored. It has been determined that aspects of this style are appropriate for elements of the streetscape as this art style initially resulted in response to similar community pressures that are evident again today, some 100 years later. The following precis has been prepared to provide a limited understanding of this style of artistic expression.

5.1.1 The Origin of l'Art Nouveau

Art Nouveau is a well defined style of architecture and decoration launched in the 1890's by Belgian architects. Art Nouveau developed from an infatuation with the mediaeval guild system resulting in a 'cult' devoted to the preference for any handmade ornament (no matter how incompetent) over any machine product (no matter how well designed).

It was rooted basically in William Morris and the arts and crafts movement in England. It was partly an appreciation of new materials and new mechanical developments - a fusion of structural features and natural aesthetics.

Art Nouveau was also a statement against the historic revival styles, to create "modern design intrinsically free of introspection".

It has been argued that the Crystal Palace, designed by Joseph Paxton (who was also a botanist) as centrepiece for the 1851 Great Exhibition in London, was the genesis of the Art Nouveau movement.

The Paris International Exposition of 1900 brought the movement enthusiastic recognition primarily expressed through the Eiffel Tower and the Palais des Machines, also the stations of the Metro underground rail network, Maxims Restaurant and numerous other structures.

The movement reached its zenith in 1902 at the Turin Exposition, after which it retreated to become the design inspiration for toiletries, jewellery, wallpaper, vases and other purely decorative elements, each reflecting the frivolous prosperity of the early twentieth century.

5.1.2 Significant Application of l'Art Nouveau

Despite the superficiality of its final phase, Art Nouveau has made an important contribution to the development of modern architecture and the applied arts in many regions of the world and particularly the following:

Europe

Art Nouveau flourished throughout Europe particularly in Belgium. In Paris, it was primarily expressed by the Eiffel Tower and the Metro stations. Charles Rennie Macintosh was leading exponent in Scotland; Peter Behrens and Walter Gropius (Bauhaus) were the principal exponents in Germany; In graphics Aubrey Beardsley used Art Nouveau to advantage in posters and book illustrations.

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Spain

Antonio Gaudi transformed the city of Barcelona into the "Capital of Art Nouveau" with numerous architectural and open space developments, including the Cathedral of the Sacred Family, Casa Mila apartments, and Parc Guell each characterised by their bizarre forms and ornament.

United States of America

Two well known architects who were closely associated and / or inspired by Art Nouveau were Louis Sullivan, and Frank Lloyd Wright, who developed it into a major area of expression in the 1940's and 50's;

5.1.3 Basis of l'Art Nouveau

In Art Nouveau, the tendency is to obliterate the straight line and maintain a sinuous, attenuated and continuous flow of linear movement. Walls were treated as large decorative panels, sometimes hidden by mirrors and decorated with delicate mouldings that would concentrate along sides and corners of openings or features and flow around corners and over pillars deliberately obscuring architectural form.

Motifs were largely curvilinear and derived from botanic and faunal forms. The style was well suited to a range of materials, but particularly the ferro - vitreous buildings and light steel framed structures of the period. On monolithic materials and masonry the style was expressed through applied ceramic tiles, mosaics, carvings, painting, plaster ornament and particularly in the ironwork of grilles, balconies and railings.

Art Nouveau developed three distinct characteristics or applications :

- generally - a need for a strong new style that was not representative of historic revivals but totally modern. Although some artisans gained inspiration from rococo and baroque.
- In Europe - symbolism of linearity, undulating rhythms, glowing colours, richly encrusted accentuation, mysticism, allusion and psychological tension.
- in UK - not as flamboyant as in Europe but based on the engineering aspects of larger structures such as grand railway stations and viaducts;

The attached pages illustrate aspects of art nouveau and its potential for application in the Tweed Heads streetscape.

ILLUSTRATION T7 shows a variety of decorative forms that are typical of Art Nouveau.

ILLUSTRATION T6 shows a variety of local heritage forms which can be used to inspire various streetscape elements.

ILLUSTRATION T8 show preliminary interpretations of sculptural and detail elements which could be developed further for the streetscape.

ILLUSTRATION T9 show preliminary interpretations of sculptural and detail elements which could be developed further for the streetscape.

5.2 Principal Theme Components

5.2.1 Precincts

ILLUSTRATION : T1 shows the extent of the three precincts and the related focal points.

Tweed Heads has been divided notionally into three precincts to emphasise the individual existing uses and accommodate future changes or transitions inspired by the streetscape. Each precinct will express its specific community role through specialised streetscape treatments which, although part of an overall 'family of elements', will be appropriate for the particular precinct. This will facilitate public understanding of the various precincts and promote visual and physical diversity in the overall streetscape of Wharf and Bay Streets.

Town Centre Precinct

Centred around the Wharf Street and Bay Street intersection but includes a strong physical and visual relationship with Chris Cunningham Park and the Boat Harbour. There is a transition along Wharf Streets between the Town Centre Precinct and the adjoining precincts north along Wharf Street to the Fountain Axis and south to Empire Lane and west down Bay Street to Sand Street.

Commercial Precinct

Primarily includes Wharf Street south of Empire Lane to Florence Street and the western section of Bay Street from Sand Street to Dixon and Thompson Streets.

Tourist Precinct

Centred around Wharf Street from Bay Street to the border and includes a strong physical and visual relationship with Chris Cunningham Park and the Boat Harbour. Its major elements are the Twin Towns Services Club and the proposed resort hotel and the potential for redevelopment of the entire block for specialised mixed use with a strong tourist entertainment theme.

5.2.2 Focal Points

A network of major and minor focal points have been identified within the streetscape to create specialised visual recognition elements which will create visual linkages and continuity throughout the streetscape and individually characterise the specific precinct in which they are located.

Town Centre Focus

The character of this precinct is principally established by the specialised treatment of the Wharf and Bay Street intersection and the strong visual and physical relationship between the precinct and Chris Cunningham Park. The extended footpaths to all corners provides the opportunity to establish a coordinated series of streetscape elements and community art which collectively creates a strong new and vibrant town centre.

ILLUSTRATIONS : D1 shows the proposed concept layouts for the extended Wharf Street footpath areas north and south of Bay Street.

ILLUSTRATIONS : D3 an indicative concept for the principal focus based on whale immigration.

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Northern Gateway - Millennium Focus

One of the most significant identified elements of the streetscape but effectively not part of the current detail planning process or budget.

This element is extremely significant to the designation and identification of the 'twin towns' of Tweed Heads and Coolangatta. It provides a significant visual recognition point in the axial views north along Wharf Street, east along Griffith Street and west along Border Street from Point Danger and south along Clarke Street from Greenmount Beach.

It is proposed that this element be derived from the strong cultural and maritime heritage of the twin towns region. Together with its location straddling the border between the two states, it can become the focus of major community activities (such as new years eve celebrations).

The viability of this proposal depends on bilateral discussions and subsequent agreement between Tweed Shire and Gold Coast City Council to incorporate this significant element as an integral component of the proposed traffic rationalisation at this important cross border intersection.

The possibility exists to include the design and creation of this element as part of the permanent recognition of the Centenary of Federation celebrations. Application should be made as soon as possible for consideration, approval and funding. We understand that the organisational body has already asked for expressions of interest from the community.

It is suggested that if the two Councils agree to this proposal, the design for this significant townscape focus should be the subject of a nationwide competition to achieve the optimum solution. The consequent significant opportunity for marketing the Twin Towns by such a competition should not be overlooked. Correctly managed and created this object could become as significant and associated with the twin towns as are other icons such as the Sydney Opera House or the Statue of Liberty in New York.

Northern Gateway - Tourist Precinct Focus

The character of this precinct is principally established by the specialised treatment of the areas outside the Twin Towns Services Club and the Resort Hotel / carpark; and by the strong visual and physical relationship with the Boat Harbour and Coolangatta / Greenmount. The extended footpaths provide the opportunity for a coordinated series of streetscape elements and community art with a strong tourist emphasis, to collectively create an innovative gateway to Tweed Heads.

ILLUSTRATION : D2

shows the proposed concept for the extended footpath outside the Twin Towns Services Club Resort Hotel.

Southern Gateway

The intersection of Wharf and Florence Streets requires specific design elements to create a 'gateway' to the Tweed Heads CBD, defining changed traffic conditions and related to the specific streetscape components such as street paving. This location should suitably indicate the arrival and departure from the main commercial area of the town.

Western Gateway

The intersection of Bay with Thompson and Dixon Streets requires specific design elements to signify the crossing of the state border and create a 'gateway' to the Tweed Heads CBD. This gateway should particularly define changed traffic conditions related to the specific streetscape components such as street paving.

Commercial Focus

The Intersection of Wharf and Frances provides the opportunity through appropriate treatment of the roundabout and the adjacent wider footpath areas to create a specialised central focus for the principal commercial precinct of Tweed Heads.

Fountain Focus

The existing memorial fountain in Chris Cunningham Park has been identified as one of the major existing elements which are to be integrated within the streetscape through appropriate visual and physical relationships with the streetscape along Wharf Street. (Beyond the scope of this brief)

5.3 A Vision for Bay Street

The following text has been prepared by Don McAllister, Manager of Design, Tweed Shire Council. We totally support this vision. Many of these suggestions have been suggested / Inferred from the community consultation procedures. It is recommended that Council investigates the proposal further with the community to identify their attitude, agreement and endorsement.

These procedures will take time but this should be the first and most important task of the about to be appointed Main Street Coordinator. Correctly managed and marketed by the coordinator Don's vision could (and should) become a reality and Tweed Heads could indeed develop to become a major new destination of a type which does not exist to any extent in the region.

BAY STREET - A RADICAL REVIEW

It is obvious that economic revitalisation of Bay Street is critical to the success of the Tweed Heads streetscaping, as Bay Street is at the core of the CBD.

Bay Street's prior role was as specialty shops and the providing of postal, banking, financial and professional services.

Tweed Council in approving the recent Tweed mall specialty shop and food hall expansion has been unwittingly complicit in the relocation to, or duplication of many of these activities directly into the Tweed mall. The consequence has been a drastic contraction in trade generally, with the loss of visitation to vacated premises impacting on the viability of surviving Bay Street businesses. The negative visual and social impact of this also detracts from the street experience for visitors, which may be expected to contribute to a spiral of decline if not arrested.

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Therefore, if Council is serious in rejuvenating the Tweed Heads CBD in general, it must address what to do with Bay Street in particular. It may simply do nothing and allow the market to decide what will be the most economically efficient use of the retail space in the street (the present market trend seems to be pointing towards dereliction); or it may intervene to try to influence the ultimate form of economic activity, in order that the social and environmental goals for Tweed Heads CBD are as well realised in Bay Street as elsewhere. Since it is already embarked on a policy of major economic intervention, the latter action is the only consistent one.

To focus efforts in this, some direction is required.

The two options for economic intervention in Bay Street are to try to restore its previous role in the Tweed CBD by attracting similar replacement businesses to those that emigrated to the shopping mall (a dismal prospect at best), or to pursue a new image for the street altogether. Practically, this image change is the only real alternative to stagnation or decline. Obviously any detailed streetscape design must complement and sustain the targeted image. In effect, this means an economic vision must be resolved in principle before Council commits to a program of works.

There is really only a limited number of industry sector options for a site such as this:

- *civic facilities and civic space*
- *professional / commercial offices*
- *specialty shops and services (leisure and tourism related)*
- *cafes, restaurants, and boutique caterers*
- *entertainment - public and privately operated*
- *synthetic tourist "attractions"*
- *street markets*
- *fine arts - art, dance, drama, music, collectibles*
- *transport terminus facilities (incl. private transport i.e. parking)*
- *residential and hospitality accommodation*

Some of these services are already available in Tweed Mall and elsewhere nearby, and some are already present. But the interesting thing is that there is a market niche not well filled locally for at least half of these possible economic activities. It is not unreasonable to suggest a plan that provides

concurrently for all of these to occur in Bay Street.

However, one in particular will need to form the focus, and be a nucleus for the attraction of the others in the list. It should be, desirably, an activity that has the potential for generating a unique image, ambience, or cultural experience for the street, setting it aside from competing venues. And it must be retail, rather than finance or professional, if it is to attract a new market of stimulus-seeking or non-instrumental visitors.

It is argued here that the "fine arts" option as the focus of urban renewal for Bay Street offers more potential in this regard than any of the other options. This is elaborated below.

A VISION FOR BAY STREET

Imagine this.

Bay Street is the cultural heart of the central Tweed Heads district. There is a permanent collection of public art in the public space, and marketing of private art in public spaces and private galleries. At times, there may be busking musicians or minor performance (but only at an intimate level). It is the shady sheltered place where people come to socialise with their friends in outdoor cafes and seating areas and absorb the local ambience; to shop for unusual clothing, cakes and pastries, paintings, jewellery, pottery, books, antiques, musical instruments and other speciality goods not available in nationally franchised stores or shopping malls. At the western end of the street, new civic offices, meeting rooms and a public library close and frame the street vista, providing the residential floors above with vantage over the lively CBD and the distant Pacific Ocean.

In the day, it is a quiet place of respite from the heat of the beach, the frenzy of traffic, bustling shopping malls, and also at times from the excitement of concerts or carnivals in the Jack Evans Boat Harbour. Sometimes the street is partly closed for special events, or peak holiday trading. At midday, shoppers, tourists and office workers mingle over al-fresco lunch. At night the activity continues, the offbeat bohemian and occasionally raunchy atmosphere only adding to the interest and unusual character of the street.

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FUTURE CHARACTER GOALS FOR BAY STREET

The built environment should facilitate realisation of the vision.

As such, the street level frontage businesses are zero setback active retail with maximum display window continuity and trading spills into the street. Shops have wide awnings and a graduated interface with the public realm. The style is eclectic - with some deference to the themes expressed in the town streetscape plan. More shade and shelter is provided beyond the awning line by umbrellas and trees selected for their canopy. The human scale of the street is maintained by a two or three storey limit in the immediate building presentation, with a building envelope leaning far enough back from the street to ensure any higher buildings (permissible in the zone) do not deny winter sun to the street.

Footpaths are wide and may blend into the vehicle corridors, either locally or totally. Pedestrian ways are strongly marked and enjoy priority over car movements.

The upstairs floors may be verandah cafes, galleries, studios, dance and art schools, professional chambers and residences.

CREATING THE PHYSICAL CHARACTER - ACTIONS

- *assign pedestrian priority to parking and traffic provisions;*
- *support public art, community art, and performance art with space and funding;*
- *lease food retail space, arts space in the public realm;*
- *reinforce walk and ride connections to district context;*
- *generously provide shade, lighting, seating, shelter, vantage, drinking water, telephones and toilets in the public realm*
- *erect poster pillars, provide hanging space for art vendors.*

CREATING THE SOCIAL CHARACTER - ACTIONS

Vitality:

- *develop a northern 'anchor' - Bay Street / Boundary Street - civic precinct*
 - *TSC library and community health services in Bay Street (closed sect.);*
 - *TSC business office* in Bay Street;*
*(*convert existing THCC into convention centre in association with nearby motels club catering, and approved south boat harbour marina restaurant)*
 - *re-open Gerrard Street to traffic*
 - *state and federal member offices;*
 - *residential tenancies above*
- *generate 24hr safety through mixed use, natural surveillance, vitality, lighting, and good sight lines;*
- *shopsteading by TSC esp for arts market (subsidise at least 2 sublet galleries/studios);*
- *DCP incentives, disincentives and prohibitions to optimise tenancy mix;*
- *intelligence, promotion, and marketing;*
- *permit weekly or permanent on-street arts market;*
- *start up strategic liaisons with business, the arts industry, TAFE Qld and TSC;*
- *relax parking contribution policies;*
- *a "Harbour Lights Music and Arts Festival". (?)*

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5.4 Application of the Theme

5.4.1 Generally

The various components which collectively create the defined theme for the streetscape are designed to be part of an overall 'family of elements' which express the theme in diverse yet coordinated ways. Basically the theme is directed by the character and heritage of the local Tweed Heads locality with the emphasis on the natural and built heritage as it specifically relates to the maritime traditions of the Tweed River and the Caldera.

The following are the principal elements which will be integrated with the detail planning and design development of the streetscape and refined further to create the specific streetscape character identified for the location.

The specific locations for the various elements are shown on the Master Plan drawings and described more fully as follows :

5.4.2 Sculpture

- The Millennium Focus is a major vertical sculptural element designed to be the principal focal point of the intersection at the border between Queensland and New South Wales. This element should relate to and possibly interface with the surrounding wider footpath areas at the Twin Towns Services Club resort and in Coolangatta.
- The Town Centre Focus is a combination of sculptural forms within the extended footpath areas at the corner of Wharf and Bay Streets which link visually with the Tweed River seen across Chris Cunningham Park. This element should incorporate water as a specific abstraction of the river system.
- The Tourist Precinct Focus is located adjacent to the Twin Towns Services Club pedestrian bridge and integrates with the bridge support and plinth to create a major and innovative sculptural element to assist to visually incorporate this major structure into the streetscape. (see also 'Murals' below)
- Other smaller sculptural elements could be accommodated elsewhere in the streetscape to continue the primary theme and create localised focal points.

5.4.3 Barriers

Barriers have been integrated into the streetscape to direct and control pedestrian movement across the through traffic lanes at other than designated crossings. These low barriers are planned to be specialised sculptural walls which follow irregularly around the footpath edge to reflect the linear forms of Art Nouveau. They will be constructed of basalt (to accentuate the volcanic geology of the locality) or possibly masonry, and integrated with sculptural ironwork 'fences' inspired by the botanic forms of the caldera vegetation. In addition the application of specialised ceramic tiles as an integral element of some of the more important walls is intended.

5.4.4 Murals

There is scope to incorporate specific murals in several areas of the streetscape to compliment the existing mural on the Twin Towns Services Club by Ian Tremewen. The treatment of the new concrete plinth supporting the pedestrian bridge over Wharf Street is a prime location for either a mural or some other applied sculptural form to ensure that it and the bridge become integral elements of the streetscape.

The opportunity to incorporate murals on section of the blank walls of buildings such as Woolworths, Coles and the Bowling Alley is possible (with the agreement of the owners) in order to involve the youth of the community and thereby encourage a sense of participation and ownership in the streetscape process.

5.4.5 Pavements

Pavements are to be formed of simple materials chosen to be virtually monochromatic to provide a strong horizontal element which flows through the streetscape and links the various precincts and zones in a unified matrix. This will allow the more specialised streetscape elements and community art to be seen in a visually non competitive setting and create a more harmonious experience as the precincts are traversed.

Additionally, the pavement design will incorporate the specific standards for braille tiles for the visually impaired to create a strong integrated pavement pattern in areas where they require to be used. It is desirable for the pavement pattern not to conflict with these important standard components.

The possibility exists to incorporate specialised areas of pavement treatment in association with some of the more significant streetscape elements. These areas could utilise a range of paving materials which suggest the overall theme or some section of it.

5.4.6 Furniture

Street furniture provides an excellent opportunity to incorporate the theme elements in a specialised way. Seats, tables, bollards, signs, litter bins, drinking fountains, tree grates, tree surrounds and the like should express the theme through their specific design and fabrication.

The provision of shelters at bus stops, taxi ranks and footpath dining areas is one of the most significant elements suited to the application of the theme in the design and fabrication process. The Master Plan indicates the location of several of these elements. In many cases the structure will be a composite of the footpath / road barrier and the shelter.

5.4.7 Vegetation

Apart from the use of local vegetation forms to inspire the design and fabrication of streetscape elements, the botanic resources of the Tweed Valley rainforests and coastal littoral forests have been used in the selection of street tree species.

STREETSCAPE THEME

Signature Trees

The central median along the entire length of Wharf Street will be characterised by an avenue of tall upright 'signature' trees providing a strong linear visual element linking the various precincts.

Selected species : *Araucaria heterophylla* or Norfolk Island Pine

Bay Street will be characterised by a similar avenue, of 'signature' trees but the specimens will reflect the more informal nature of the existing Eucalyptus trees.

Selected species : *Lophostemon confertus* or Brush Box

Specimen Trees

There are a number of locations along the streetscape where the footpath widening allows larger, spreading canopy shade trees to be established.

Selected species : *Agathis robusta* or Kauri Pine
Ficus platypoda or Rock Fig
Flindersia schottiana or Bumpy Ash

Shade Trees

These signature and canopy trees will be augmented by the more informal use of a limited palette of shade trees which will provide seasonal flower colour and foliage textural variety. These trees will provide shade and shelter to the pedestrian areas and the carparks. They will be integrated with the design for the specialised streetscape elements such as the sculptures and the shelters.

Selected species :

<i>Acmena hemilampra</i>	Blush Satinash
<i>Acronychia imperforata</i>	Fraser Island Apple or Logan Apple
<i>Backhousia citrifolia</i>	Lemon Myrtle
<i>Banksia integrifolia</i>	Coast Banksia
<i>Brachychiton acerifolius</i>	Flame Tree
<i>Cupanopsis anacardioides</i>	Tuckeroo
<i>Elaeocarpus reticulatus</i>	Blueberry Ash
<i>Harpullia hillebrandii</i>	Blunt-leaved Tulip
<i>Pittosporum rhombifolium</i>	Hollywood
<i>Polyscias elegans</i>	Celerywood
<i>Scolopla braunii</i>	Flintwood
<i>Syzygium oleosum</i>	Blue Lilly Pilly
<i>Syzygium luehmannii</i>	Cherry Satinash
<i>Syzygium moorei</i>	Rose Apple
<i>Stenocarpus sinuatus</i>	Wheel of Fire Tree
<i>Tristanopsis laurina</i>	Water Gum
<i>Waterhousia floribunda</i>	Weeping Myrtle

6.0 DESIGN DEVELOPMENT

6.1 Master Plan

REFER TO ILLUSTRATION : MP1, 2, 3, 4

The Master Plan illustrates the design development for the streetscape, indicating the layout for the roads and parking and the relationships of the various components which comprise the development of the public and pedestrian areas.

Diagrammatic Cross Sections.

REFER TO ILLUSTRATION : MP5

Included on the Master Plan drawing are a number of Indicative sketches which illustrate the design intent for some of the streetscape details. These include :

- Parking area planting treatment;
- Wharf Street bus stop;
- Wharf Street taxi rank;
- Raised pavement into scramble crossing;
- Bay Street dining areas;
- Typical seating avenues.

In addition three of the more significant zones of extended footpath have been developed in greater detail to indicate the options for development.

6.2 Detail Zones

These two areas are the most significant sections of the extended Wharf Street footpath and form the major component of the town centre precinct. They also function as the 'gateway' to Bay Street. The whole area of the footpath pavement and the road intersection is raised to a common level to provide uninterrupted physical access.

6.2.1 Town Centre Footpath

REFER TO ILLUSTRATION : D1

North Footpath

This section extends north from Bay street to the isolated car park and is approximately three times the width of the existing footpath. The area is planned to contain:

- Direct north south pedestrian access adjacent to the shopfronts;
- Direct angular access through the area linking the 'scramble' crossing and the bus stop to the main pedestrian route;

- The main north bound bus stop which is covered by a shade structure and with provision for seating for 30 passengers. Associated with the bus stop is a corral for shopping trolleys;
- Provision for a focal sculptural element with a caldera geology theme within an area of specialised pavement. This sculpture is complimentary to the maritime theme sculpture on the opposite corner;
- Provision for a specialised "water court" to provide innovative water play in the northern section;
- Provision for a central raised outdoor eating area with overhead shade and shelter structure derived from the maritime/ canvas tent character;
- Low sculptural walls and associated specialised barrier fences to contain lawn and garden areas and to appropriately divide the footpath from traffic lanes;
- A network of small trees to create a shaded, seasonally colourful environment integrated with the other streetscape elements.

South Footpath

This section extends south from Bay Street to the isolated car park and taxi rank and is approximately three times the width of the existing footpath. The area is planned to contain :

- Direct north-south pedestrian access adjacent to the shopfronts;
- Direct angular access from the 'scramble' crossing and the taxi rank to the main pedestrian route;
- The main taxi rank is located immediately to the south of the area on the extended side median. The extended footpath / road pavement is at the same level to provide uninterrupted physical access to the taxi rank. The taxi rank is covered by a shade structure with seating and corral for shopping trolleys;
- Provision for a focal sculptural element with a maritime theme including water as a basic element. This sculpture is the genesis of the planned diagonal axis between the town centre and the Boat Harbour. The sculpture is contained within an area of specialised pavement;

One suggestion for the theme of this sculpture is the "Lost Whale" crashing up through the pavement in a swirl of aerated water. Refer to illustration : T8;

- Provision for a raised outdoor eating area between the sculptural focus and taxi rank, with overhead shade and shelter structure;
- Low sculptural walls and associated barrier fences to contain garden areas and divide footpath areas from traffic lanes;
- A network of small trees to create a shaded, seasonally colourful environment integrated with the other streetscape elements.

DESIGN DEVELOPMENT

6.2.2 Twin Towns Resort Footpath

REFER TO ILLUSTRATION : D2

This area is one of the most significant footpath areas of the streetscape as it is the northern gateway to Wharf Street and the principal pedestrian access between Tweed Heads and Coolangatta. It has close association with the state border and the existing Border park fountain. It will play a significant part in the overall development of the intersection of Wharf Street and Border Street to create the "Millennium Focus" - the major sculptural focus and icon for the Twin Towns, suggested to commemorate the new millennium, the new century, the centenary of Federation and to signify the border between Qld and NSW.

The section of the footpath has recently been reconstructed and widened but it is expected that the future replanning of the intersection will at least double the width along most of its length. The area is planned to contain :

- Direct pedestrian access around the resort under the protection of the overhead awning;
- The Twin Towns Services Club north bound bus stop relocated to Border Street adjacent to the Border Park;
- Provision for a focal sculptural element with a 'tourist precinct' theme integrated with the existing pedestrian bridge supports and plinth foundation. The whole to be designed to coordinate and link the streetscape and the bridge;
- Low sculptural walls and associated specialised barrier fences to inhibit pedestrian movement from footpath to traffic lanes for safety. The walls to be planned to provide seating and to contain raised planting areas;
- Provision for several outdoor eating areas protected by specialised overhead shade structures and umbrellas;
- A line of signature trees to the outer perimeter to continue the line established along the central median of Wharf Street;
- A network of small trees to create a shaded and seasonally colourful environment integrated with the other streetscape elements;
- Appropriate low growing shrubs and ground cover to augment the trees and provide colour and textural variety to the precinct.

6.3 Planning and Design Issues

The following planning and design issues have been identified from discussions and research of various sources including : Tweed Shire Council; related documentation, traffic studies; general community; business community; specific site observations.

6.3.1 TWEED SHIRE COUNCIL ISSUES

Town Planning Issues

- Ensure continuing cooperative planning between TSC and GCCC to appropriately integrate Tweed Heads and Coolangatta while preserving / creating individual definitive characters;

- Discourage expansion of Tweed Mall and other regional shopping centres which attract businesses and people away from Tweed Heads;
- Promote mixed use redevelopment of the Border to Bay precinct to increase people activity and encourage appropriate development of shops, restaurants and theatres;
- Encourage people to live and holiday in the Tweed Heads CBD precinct;
- Consider the incorporation of low cost family accommodation;
- Require additional off street carparks with all redevelopment;
- Encourage greater diversity of businesses services in Tweed Heads;
- Restore the town centre functions or their equivalent;
- Make Tweed Heads a tourist destination;
- Consider the opportunities for rationalisation of the Tourist Information Centre site to maximise the visual and physical relationship between the Town Centre precinct and the River.
- Encourage rehabilitation of existing buildings and structures and coordination of new structures through specific development guidelines;
- Consider incentives to encourage owners and traders to appropriately rehabilitate premises;
- Encourage establishment of a multi story carpark in Stewart Street to service potential redevelopment projects in Wharf Street;
- Businesses that are passing trade dependent may progressively find alternative premises elsewhere if streetscape implementation has a negative effect on their trade;
- Encourage the development of a major department store in Wharf Street as opposed to Tweed Mall;
- Ensure the integration of Tweed Mall expansion over Bay St with the streetscape;
- Resolve the status of and specific agreements for the Council land adjacent to the Tweed Mall carpark in Wharf Street;
- Investigate availability of specialised programmes and funding opportunities for civic art - specifically the cross border 'Millennium Focus'.

Marketing and Promotion

- Develop a strong strategy for promotion and marketing before streetscape works are complete;
- Emphasise the tourism aspects and potential;
- Foster communication and cooperation between Tweed Heads and Coolangatta and the respective Councils.

Services Infrastructure

- Resolve extent of underground power in study area; authorise to proceed;
- Determine extent of works necessary for other services; develop programme;
- Develop street and footpath lighting strategy as part of 'family of streetscape elements';
- Consider specialised lighting to increase specialised streetscape ambience;
- Identify the optimum locations for phone boxes; hydrants, etc.

6.3.2 CIRCULATION ISSUES

Road Planning

- Wharf St to remain two lane each way except - north of Bay;
- Resolve the viability of the proposed Florence St bypass with GCCC;
- Florence, Dixon and other roads already being used as defacto bypass;
- Ensure Wharf / Florence intersection is designed for needs of bypass traffic in both directions;

DESIGN DEVELOPMENT

- Provide 'gateway' treatment to road surface at each end to designate changed traffic conditions;
- Allow 1 - 1.5 m buffer zone adjacent to parallel parking for door opening and cyclists;
- Ensure adequate access throughout by emergency vehicles;
- Ensure adequate servicing of commercial premises by delivery vehicles;
- Maintain northbound access to Bowling Alley carpark from Empire Lane;
- Provide for vehicle access to Tweed Motors sales and display areas;
- Maintain vehicle entry / exit to the hotel bottle shop;
- Maintain vehicle access to Liquorland;
- Is Frances Street roundabout over large?
- Slow traffic through Tweed Heads to 40 kph;
- Maintain vehicle access to service stations

Parking

- There is a theoretical oversupply of parking in the precinct when all on street (720) and off street (2,448) spaces are considered - (figures before expansion by Tweed Mall);
- Retain the current number of parking spaces or increase;
- Ensure that there is sufficient short term parking in immediate proximity to retail outlets;
- Better safer access from carparks to footpath;
- Short term parking preferred;
- Avoid angle parking reversing into traffic flow;
- Mark parking bays clearly;
- Provide sufficient disabled car parks, (in excess of standards) to meet needs of large aging community;
- People in cars are not necessarily shoppers - they are people on foot who have parked elsewhere or used bus and taxi transport;
- Traffic in Bay Street could be planned in an arrangement more sensitive to pedestrians;
- Veitch Lister report proposes layout to create 'weaving' traffic through Bay to maximise pedestrian environment and maintain vehicle convenience;
- Bay Street Traders want to retain central parking; will accept minor reduction in footpath edge parallel parking if replaced with outdoor dining and assoc uses.

Bus Transport

- Improve public transport circulation through Tweed Heads;
- Locate bus stops in the most appropriate and convenient positions;
- Investigate possibility of drive in transit centre (bus/taxi) at Tweed Mall;
- Off street bus stop at Tweed Mall not specifically supported by Surfside Buslines.
- Retain bus stops outside TTSC - north and south bound;
- Tour bus operations need not necessarily be combined with local bus operations;
- All bus stops to provide shelter, seating and access to toilets;
- Consider provision of higher bus stop platforms to aid disabled access to bus.

Taxi Transport

- Taxi operations preferred in Wharf (north of Bay) and in Bay (south side);
- Bay Street Taxi rank to remain in first block - south side;
- Investigate a bus and taxi transport interchange in front of Tweed Mall.

Pedestrian Issues

- Integrate and link pedestrian movement in street with adjacent routes and destinations - school, Greenmount, TTSC, Boat Harbour, Riverside Trail, Bowls Club, Civic Centre, Hospital, Bay Street;

- Wharf / Bay to be hub of pedestrian activity;
- Relocate pedestrian trails away from streets if possible;
- Provide more pedestrian crossings;
- Wharf / Bay to be a signalled intersection - consider a 'scramble' crossing;
- Discourage pedestrian crossings at Frances St roundabout by providing more convenient, safer alternatives;
- Maximise footpath shade, shelter and weather protection.

Cycleways

- Ensure that planning links with and continues the existing and planned cycleways;
- Provide bicycle parking areas and supports in optimum locations;

Safety Issues

- Incorporate braille tiles in pavements to mark crossings and hazards;
- Use audio tactile pedestrian crossing signals;
- Suitably identify bus and taxi stops for visually impaired;
- Main bus stops require particular attention in terms of lighting, visibility;
- Ensure visual / physical contrast between footpath and parking / road surfaces;
- Clearly define all pedestrian routes and car parks by different surface materials;
- Ensure landscape design and vegetation forms promote optimum visibility;
- Establish a coordinated signage strategy plan;

- Address unwanted uses on footpaths such as skateboards;
- Define spaces for certain user groups and disenfranchised users such as youth;
- Identify strategies for the involvement of young people to increase ownership and reduce anti social behaviour;
- Develop a strategy for Council and community facilitation of youth involvement in later stages;
- Reduce streetscape vandalism by specifying vandal resistant design & materials;

- Encourage concentration of licensed premises and nightclubs in one location;
- Provide higher levels of lighting in vicinity of 'hotspots' - licensed premises, toilets, bus and taxi stops, some carparks;
- Wharf / Bay - bus, toilet, park major crime hotspot - resolve;

- Ensure well defined use / purpose of public and private space;
- Plan for a mix of daytime and after hours uses;
- Provide a mix of residential and commercial uses;
- Separate incompatible uses.

6.3.3 STREETScape GENERALLY

Planning Initiatives

- A great opportunity exists to create a new and unique destination with wide appeal;
- Coolangatta and Tweed Heads must flow together over time - plan logically to separate but integrate;
- Wharf - Border to Bay is the tourist hub of Tweed Heads;
- Wharf - Bay to Florence is the commercial key to Tweed Heads,
- Boat Harbour to develop as the focus for Tweed Heads;
- Encourage development of diverse streetscape facilities and activities to attract people for day / night and year round use;
- Plan for a predominantly older community with limited financial means;

- Consider ways to increase the attractiveness for tourists in Boat Harbour precinct;

DESIGN DEVELOPMENT

- Development of a "Town Centre Precinct" at Bay / Wharf / Park;
- Promote activities in Chris Cunningham Park by day and by night;
- Redesign of Chris Cunningham Park to include relocation of toilets, bus shelter and removal of dense shrubbery and mounds;
- Consider provision of large gathering area for community events, concerts etc;
- Create strong (45 degree) visual axis between "Town Centre Precinct" and Boat Harbour
- Create appropriate 'gateway' statements at main intersections and other appropriate locations;
- Ensure the integration of the Tweed Mall expansion and the streetscape;
- Encourage development of street frontage shops by Woolworth's at Bay / Wharf;
- Upgrade the atmosphere of the entire area to attract up market retailers;

- Ensure that 'access for all' is an integral part of the planning and design process.
- Avoid cluttered design, promote ease of access, visual continuity.

Character Issues

- Tweed Heads must be a great place to be, to go to, and to shop in;
- Impossible to recover the previous 'town centre' character - consider alternative tourist and recreational uses;
- Create a new and unique destination with wide appeal;
- Consider ecotourism as a viable opportunity;
- Define a special 'urban identity' for Tweed Heads.
- Create a relaxed, modern, progressive, subtropical town centre;
- Contrast Tweed Heads with Coolangatta and the Gold Coast;
- Create a maritime character in the streetscape;
- Relate the street to the Tweed River and Jack Evans Boat Harbour;
- Encourage integration of buildings and structures through awnings, colour, and specific architectural elements;
- Promote themed footpath dining like Lygon Street Melbourne;
- Capitalise on the climate;
- Capitalise on the relaxed lifestyle;
- Create a cosmopolitan atmosphere for residents and visitors.

Precincts and Themes

- Theme to include the state border, Tweed Valley, caldera and local vegetation;
- Reflect the history and culture of the area in special streetscape sculptures and elements;
- Theme to be modern and futuristic;
- Wharf - Border to Bay & Bay Street to be the tourist hub;
- Wharf - Bay to Florence to be the commercial precinct;
- Create 'Town Centre' core at Bay and Wharf;
- Market Place - styled after Mindi Beach Markets in Darwin at Boat Harbour;
- Major theme elements could be subject of design competition - 'Millennium Focus';
- Incorporate pelicans as part of the overall theme;
- Consider 'art nouveau' as a basic linking theme for the streetscape elements;
- Theme Bay Street as an 'arts' precinct with restaurants, theatres, clubs, etc;
- Provide for entertainment and strolling buskers throughout the streetscape.

Specific Uses

- Boat Harbour to be the main focus of Tweed Heads with specific reference to the maritime history of the area;
- Promote outdoor cafes and restaurants like Lygon Street in Melbourne;
- Promote market facilities and cinemas;

- Promote special activities / elements for children and youth;
- Promote the potential of the Tourist Information Centre to be developed as a specialised interpretive centre for the natural and cultural heritage of the Tweed Valley integrated as a significant component of the streetscape;
- Encourage Saturday Night Markets in Bay Street.

Buildings and Structures

- Encourage integration of buildings and structures through awnings, colour, and architectural detail;
- Develop specific architectural guidelines to encourage appropriate rehabilitation and development integrated with the streetscape;
- Maximise provision of shade and shelter to footpaths;
- Provide cover and protection at bus stops, taxi ranks and some carparks;
- Replace / relocate the existing public toilet in Chris Cunningham Park;
- Maranga House has been a landmark since 1914.

Hard Landscape

- Avoid fancy paving patterns as these can confuse visually disabled and date;
- Pebble aggregate finish or design has not been successful in Coolangatta;
- Pavement surfaces to be smooth, flat and safe;
- Integrate tactile (braille) tiles in paving as required;
- Care to ensure that garden edges etc are 'unfriendly' to skateboards;
- Avoid fancy paving patterns which may not age well; they will also confuse the visually impaired;
- Ensure that the pavement material and colour is simple and acts as a background for the streetscape and community art;
- Maximise provision of shade and weather protection to footpath areas;
- Ensure that streetscape elements do not hinder free access throughout.

Soft Landscape

- Preserve the trees in the median as appropriate;
- Progressively replace the inappropriate vegetation in the median;
- Preserve the tall Coconut Palm in Wharf Street planted by Jack Evans;
- Remove the palms throughout and replace with shade trees;
- Emphasise the use of local native vegetation species;
- Use flowering and perfumed trees and shrubs;
- Maximise provision of trees for shade and colour;
- Ensure that trees are not planted close to crossings to obstruct each way views between pedestrians and motorists;
- Provide colourful display gardens in Bay Street as part of the cosmopolitan atmosphere.

Street Furniture

- Locate adequate rubbish bins in optimum locations;
- Locate bollards as necessary for safety;
- Provide appropriate and adequate lighting with suitable character;
- Design seats comfortable to sit on but difficult to lie down on;
- Consider the problem of 'escaped' shopping trolleys.

Art and Culture

- Maximise local cultural and heritage elements;
- Consider Fred Lang (photographer) as an appropriate subject for sculpture;
- Consider a sculpture "Spirit of Tweed" reflecting the development from the dreamtime to the present day;
- Investigate availability of specialised programmes and opportunities for civic art and specifically the "Millennium Focus";

DESIGN DEVELOPMENT

- Consider the TTSC bridge plinth as a subject for streetscape community art;
- Create a sense of streetscape continuity and appropriate ambience through sensitive use of colour and texture;
- Consider 'art nouveau' as a basic linking theme for the community art elements.

Signage

- Create appropriate streetscape signage - clear, concise, in character;
- Improve regional and local signage;
- Include appropriate signage for visually impaired in both footpath and road environments;
- Provide integrated support towers for cross street banners;
- Provide for specialised innovative banners along street.

Lighting

- Provide consistent lighting levels with no dark spots;
- Provide additional specialised lighting to the streets and footpaths.
- Consider appropriate theme designs for light fittings.

6.3.4 CONSTRUCTION PROGRAMME

- Shops to remain in operation during construction, ensure minimal disruption;
- Bay Street - stage one immediate start, completion before Christmas 97;
- Wharf Street - Border to Bay - stage two;
- Wharf Street - Bay to Frances - stage three;

6.4 Circulation and Parking

The proposed vehicle circulation has been planned as a result of assessment of the existing road and traffic circulation patterns, considering the provisions of the traffic studies previously prepared and the current status of the proposed inner bypass implementation.

The originally proposed inner bypass based on access through Florence Street is not currently under detail consideration by Gold coast City Council. Consequently the identified changes to the traffic flows around Tweed Heads and Coolangatta will continue on an Informal basis through the various back streets for the foreseeable future. It is likely that in the future a joint traffic study will be undertaken to determine the most appropriate strategy for a rationalisation of traffic flows through the Twin Towns region.

Therefore the road system will continue to function basically as at present with two lanes each way from Florence to Bay Streets, reducing to one lane each way from Bay Street to Border and on into Queensland.

The road planning strategy for Wharf and Bay Streets provides for the existing volumes of traffic but the opportunity exists to rationalise the through traffic lanes in the future should the proposed bilateral traffic study support the establishment of a bypass. In this situation the through lanes could be modified to one lane each way plus a designated cycleway. The side median and parking areas could be adjusted to increase the width of the footpath.

Parking

The rationalisation of the road network has resulted in the following changes to parking allocation.

COMPARISON OF PARKING PROVISION

(figures are approximate)

			parallel	angle	centre	totals
W H A R F	Border to	<i>existing</i>		68		68
	Bay	<i>new</i>	16	60		76
F L O R E N C E	Bay to	<i>existing</i>	11	54		65
	Frances	<i>new</i>	17	37		54
F L O R E N C E	Frances to	<i>existing</i>		82		82
	Florence	<i>new</i>		78		78
B A Y	Wharf to	<i>existing</i>	15			15
	Sands	<i>new</i>	6			6
D I X O N	Sands to	<i>existing</i>	35		36	71
	Dixon	<i>new</i>	32		48	80
T O T A L S	<i>existing</i>	61	204	36	301	
	<i>new</i>	71	175	48	294	

DESIGN DEVELOPMENT

6.5 Streetscape Elements, Colours and Materials

In order to coordinate the various components and elements of the streetscape a schedule of preferred elements and materials has been prepared. This is to be used to guide the initial and ongoing development of the streetscape and should be read in conjunction with the Architectural Development Guidelines.

6.5.1 Streetscape Precincts

The streetscape has been planned to acknowledge three distinct precincts each with a differing function which is defined and expressed through variation in the basic forms, elements and materials used in its construction.

Each precinct will be further defined by the use of a selected colour range which will be used to create a subtle differentiation between the individual zones of the streetscape. The colours will be used appropriately for specific streetscape elements and street furniture.

REFER TO ILLUSTRATION : T1

Tourist Precinct

The streetscape character to be strongly evocative of and appropriate to the tourist and entertainment uses of the precinct. It should be informal, dramatic, fun, lively and attractive to all user groups. The precinct should have a strong affinity with Chris Cunningham Park, Jack Evans Boat Harbour and the Twin Towns Services Club. The precinct should exhibit an appropriate 'up market' environment with a strong arts and cultural emphasis.

Precinct Colour : to be evocative of the warm purple and magenta colours associated with an early evening sunset afterglow seen on the horizon - suggesting the the fun and excitement of day and night activities available in the arts, cultural and tourist precinct.

Town Centre Precinct

The streetscape character to be appropriately urban to signify the importance of this precinct as the major central focus of Tweed Heads. It should be influenced by the range of activities that are planned for the area and be expressive of the dominant natural and cultural heritage attributes which characterise the region.

Precinct Colour : to be evocative of the intense rich ultramarine blue associated with the deeper waters of the ocean and river - suggesting the link between the maritime heritage of Tweed Heads and the Town Centre precinct.

Commercial Precinct

The streetscape character to be appropriate to the specific commercial and retail uses of the precinct. It should be evocative of the various activities, solid, semi formal, functional and at the same time appropriately attractive to maximise visitation.

Precinct Colour : to be evocative of the deep verdant greens of the rainforest clad slopes of the hinterland - suggesting the strong link between the productive elements of the natural heritage of the region with the commercial precinct.

The following schedules provide a basic outline of the various elements and materials to be used to establish the streetscape.

6.5.2 Pavements

To be a simple monochromatic surface combining the local basalt rock with honed unit concrete pavers (selected aggregate and colour) and specially finished mass concrete to define modular pavement patterns and areas.

Braille hazard and direction tiles together with special pavement art and ceramic tiles to be integrated at appropriate locations.

Element	Material / Character
General footpath	honed concrete unit pavers (selected aggregate) placed to reflect the tidal patterns, textures and colours of the riverside sands.
Modular patterns	columnar basalt flagstones used in areas and stripes to define specific elements and zones.
Braille hazard and direction tiles	purpose made tiles in a earthy colour 30% lighter or darker than surrounding pavement.
Special pavements	localised sections of pavement for specialised community art generally related to major focal points.
Town Centre road pavement	concrete surface to road engineering standards with specialised surface treatment and geometric patterns to define vehicle and pedestrian movement
Pedestrian crossing platforms	concrete surface to road engineering standards with specialised surface treatment and geometric patterns to define vehicle and pedestrian movement
Parking areas and access roads	standard asphalt surface or pavers

DESIGN DEVELOPMENT

6.5.3 Furniture

To be simple Integrated elements combining the best of commercially available furniture with purpose designed and fabricated items. All to express the respective themes and character of the various precincts.

Element	Material / Character
Seating (fixed)	bold use of timber to reflect the early timber getting activities of the area; seats generally associated with low barrier walls but also isolated units
Al fresco dining furniture	coordinated seats and tables chosen from a small palette of available furniture selected with input from the traders
Low walls	informal, irregular, undulating curvilinear walls : (based on art nouveau); construct of mass concrete, faced in basalt; in special locations face with ceramic tiles; walls are combined with seating units and with barrier fences
Barrier fences and footpath dining surrounds	specialised metalwork fences, (based on art nouveau); fences are combined with the low walls; fences can extend vertically to integrate with overhead shelters and signage
Tree grates	Specialised, purpose made metal gratings based on maritime / heritage theme, influenced by art nouveau
Tree guards	specialised metalwork guards to protect juvenile trees in pavements; form based on art nouveau and coordinated with barrier fences
Bollards	specialised timber and metal elements to control and separate vehicle and pedestrian movement; to be bold, robust and based on maritime character; can be incorporated with light fittings.
Litter bins	specialised timber and metal elements designed to hold sufficient litter; design to avoid wind disturbance and to facilitate litter removal and cleaning; to be bold, robust and based on maritime character

6.5.3 Furniture (cont.)

Element	Material / Character
Lighting (Street)	to conform with RTA Standards; to be visually modified to suit the specific maritime theme
Lighting (Pedestrian)	to conform with accepted standards for illumination; to be an integral component of the street furniture 'family'; to reflect the specific heritage and maritime theme.
Signage (road and direction)	to conform with the RTA standards
Signage (information, interpretation and advertising)	to conform with the street furniture 'family'; to minimise the extent of signage so that visual clutter is avoided; to conform with the streetscape signage strategy
Signage (median obelisks)	to provide a specialised vertical sign with multiple graphics for the side medians to inform approaching motorists of available facilities and services.
Poster Pavilions	locate appropriately, particularly in Bay Street; base on the art nouveau structures in the streets of Paris.
Hydrants	to conform with standards
Shopping trolley corrals	locate at bus stops and taxi ranks to facilitate collection and removal of trolleys
Telephone Booths	where possible integrate with adjacent buildings and structures; incorporate surrounds to reflect the theme.
Parking control devices	if introduced use a voucher type system which does not rely on kerb side meters for each vehicle.
Bike Racks	fabricate in metal and locate in appropriate functional locations.

DESIGN DEVELOPMENT

6.5.4 Structures

To be specialised purpose designed structures which provide shade and shelter to various streetscape elements; the structures in the various precincts to be coordinated but with diversity relative to the Identified themes.

Element	Material / Character
Bus, Taxi, Shelters	specialised metalwork (based on art nouveau); designed to be integral with the barrier fences and low walls
Al fresco dining shelters	specialised metal, timber fabric structures based on the maritime elements of oyster trays, spans, stuts, ropes, sails or tents;
Umbrellas	movable and adjustable and related to al Fresco dining specifically in Bay Street; emphasise the arts/cultural relationship;
Footpath shelters	closely associated with the adjacent building and its architectural form; specialised metal and fabric structure derived from the forms of the holiday tents traditional in the area.

6.5.5 Public Art Elements

Element	Material / Character
Town Centre Focus : major sculptural works in Wharf Street at north and south corners of Wharf and Bay Street	Maritime theme ("whale") sculpture to south footpath; Caldera theme sculpture to north footpath; Includes all related pavement surfaces, services and fittings.
Town Centre Focus : water court elements and pavement mural	Specialised water activity elements associated with pavement murals; Includes all related hydraulics, services and fittings.
Major sculptural element to Twin Towns Resort Forecourt	focal element to be located adjacent to the entrance of the overhead pedestrian crossing into Twin Towns Resort/Club. To express a theme consistent with the tourist /cultural character of this precinct. This element should integrate with the plinth and supports of the bridge.

6.5.4 Public Art Elements (cont.)

Element	Material / Character
Family of sculptural elements	Range of small sculptural elements (numbers to be determined) that fit in with the maritime and caldera theme. e.g. small figurines, birds, snakes, turtles, fish and other small elements able to be installed at a later stage to completed works.
Family of heritage plaques	Range of pavement and wall plaques to display a progressive theme along the streetscape. Included as part of the initial streetscape construction process or installed later.
Bollards, tree grates, drinking fountains, light poles, seating.	Range of coordinated designs established for each of the identified precincts. Included as part of the initial construction process or installed at a later stage.
Wall mural to Woolworths building	Specialised treatment to this wall - may be flat work or relief, dependent on negotiation with owners.
Grille work to seating areas and safety barriers	Specialised metal grille work between timber seating areas on the basalt walls; to form part of safety fence structure needed to control pedestrian access to streets.
Shade and shelter structures	Overhead structures for dining areas, bus stop and taxi ranks to provide overhead protection and provide for incorporation of specific art work.

SAFETY ISSUES

7.0 SAFETY ISSUES

SAFETY PRINCIPLES	GUIDELINES	ISSUES IN TWEED HEADS / VULNERABLE LOCATIONS
<p>Clearly defined ownership to avoid confusion for the community</p>	<p>Ensure well-defined and clear use/ purpose of public and private space</p>	<p>The future extension of the mall into the park, may result in problem areas after hours, due to a potential confusion between public and private space. This would be a most inappropriate location for any vulnerable uses/ elements such as public toilets, ATMs. The siting of a public telephone in this location will be important as are essential to reducing levels of fear they (while being vulnerable elements). the bus stops and areas close to the Mall car park will also be vulnerable due to an apparent lack of 'ownership' and little after hours surveillance from a range of activities.</p>
	<p>Reduce 'unclaimed' areas</p>	<p>The main bus stop will require particular attention in terms of lighting, visibility from other areas across the street. The possibility of locating spaces close by for events/street activities after hours should be explored.</p>
	<p>Define spaces for certain user groups and for disenfranchised users such as young people</p>	<p>Involvement of young people in the design of the major vulnerable elements such as the park, pathways, car parks and bus stops may reduce their vulnerability. Providing specific activities/facilities for young people in the design, such as:</p> <ul style="list-style-type: none"> • places to congregate in safe location; • activities designed for young people, such as concerts, sports events; • facilities such as childrens and youth play spaces, mural/graffiti walls; • promotion of legitimate commercial youth facilities such as entertainment and eating areas in safe locations; • signs designed with young people in mind, using graphics which they identify with; • encouraging the concentration of licensed premises and nightclubs etc in one location, with taxi ranks and bus stops close by so that they can be managed well, provide informal surveillance; • providing special public transport services from these and other locations which may attract youth so that there is speedy dispersal at closing times.

Tweed Heads Streetscape
FINAL MASTER PLAN

SAFETY PRINCIPLES	GUIDELINES	ISSUES IN TWEED HEADS / VULNERABLE LOCATIONS
	Reduce inappropriate uses by patrols and high lighting levels	In 'hotspots' in the vicinity of licensed premises, public toilets, bus stops and some car parks, it is important to provide higher level lighting, and consider the potential for security personnel, surveillance by police at problem times after hours, involvement of Council maintenance staff, taxi drivers, adjoining employees/tenants and bus drivers in an informal surveillance role.
Visibility by others	Locate after hours activities along 'safe' routes	It is assumed that both sides of the street are to be rendered safe for pedestrians and transport users, while it may not be possible to make the park completely safe at all times. The focus should therefore be on the main pedestrian pathways and routes through car parks. Achieving a high level of natural surveillance from as many adjoining uses as possible will require good visibility of these routes from both sides of the street.
	Encourage ground floor windows to overlook footpaths, entrances to car parks, bus stops and public buildings	There are several locations where such surveillance is required by may be difficult to achieve, the main bus stop, all car parks and the footpath on the eastern side.
	Avoid segregated walkways	The most obvious problem area is likely to be the privatisation of the mall extension into the park, as there will be no surveillance after hours, and with an overpass, there will be a need for ground level activities which overlook the road as it passes under the walkway.
	Provide safe routes, footpath security and lighting	All pedestrian routes should be clearly defined by different surface materials etc, even in the car parks, be well lit (see detailed guidelines for lighting design), and have public telephones and sufficient indicators of where/how help could be provided.
	Design landscaping for visibility	(refer to detailed landscape design guidelines) The landscaping of the car parks and in the vicinity of the bus stops will require attention to visibility from adjoining footpaths, the street and as many adjoining land uses as possible.

SAFETY ISSUES

SAFETY PRINCIPLES	GUIDELINES	ISSUES IN TWEED HEADS / VULNERABLE LOCATIONS
Legibility and Security	Ensure paths not obstructed by planting	As for above
	Design lighting for safety	See detailed lighting guidelines
	Locate site maps and signs <ul style="list-style-type: none"> • clearly marked safe routes • at key entry points on safe routes place you are here signs • provide well lit maps under glass, readable from cars and low enough for children to read 	It is recommended that a signage plan be prepared keeping in mind the needs of children and young people (eg some signs designed for and located at a height to suit children and people with disabilities). Maps, tourist routes, shoppers information etc should be incorporated in this plan and young people and people with disabilities involved in the detail.
Robustness and Legitimate Uses	Reduce vandalism by specifying vandal-proof materials, easily replaced, standard-sized panels, fittings etc lighting	See detailed guidelines on vandalism and graffiti prevention.
	Provide adequate spaces for youth	Refer to contents of letter
Land Use Mix	Plan for a mix of daytime and after hours uses Provide a mix of residential and commercial uses in centres Separate incompatible activities Locate safe activities in unsafe areas Locate unsafe activities in safe areas	The planning policy for the land uses adjoining this Street should promote, encourage and ensure a mix of uses after hours and during the day, encourage the concentration of unsafe activities in safe locations with maximum surveillance from street, footpaths and street level uses. If there are unsafe activities such as licensed premises and entertainment venues at both ends of the Street, groups of young users are likely to cruise between the two after hours and at closing times, causing problems on route.

ARCHITECTURAL GUIDELINES

8.0 ARCHITECTURAL DEVELOPMENT GUIDELINES

8.1 Preamble

These guidelines are intended to provide suggestions for existing building elements and new developments to assist enthusiastic property owners, tenants and developers to integrate their properties with the Streetscape Master Plan.

The development of the guidelines comes after an analysis of what were considered by the Consultants and community to be existing valuable elements and existing non-desirable elements. The Consultants have then proposed some additional elements in these categories.

The analysis also led to the definition of 3 precincts which are already vaguely existing and are able to be enhanced through streetscape elements.

The community and Council needs to be aware that the document is a guide only and not intended to act as a non-flexible set of rules. Traders should always be given the flexibility to suggest that their own proposed improvements or developments could be an improvement on these guidelines. This type of process allows for a "controlled diversity" to occur while maintaining the ability for the future Main Street Coordinator to market and promote a consistent "product" in much the same way as enclosed shopping centre management.

The guidelines do not seek to introduce controls to awnings, signs or facades in the form of measurements or geometric constrictions, but to encourage the owners and traders to respond to the etiquette of the street and their neighbours as defined within each of the 3 precincts.

Proposed improvements or new developments should then be able to be evaluated by Council on the basis of merit rather than compared to mathematical controls.

A sense of continuity of scale, proportion and modulation should be preserved although styles can be exuberant and diverse. Nevertheless, development must be of a high standard of design and construction. The character of the Precincts should continue to be enriched by elements and reminders of its past, whether by conservation of old buildings or facades or by the occasional use of evocative devices and materials in new developments.

Traders in Wharf Street are no longer attempting to grasp the attention of highway drivers. Tweed Heads is now a destination. Ideally people should notice you by your design not your sign.

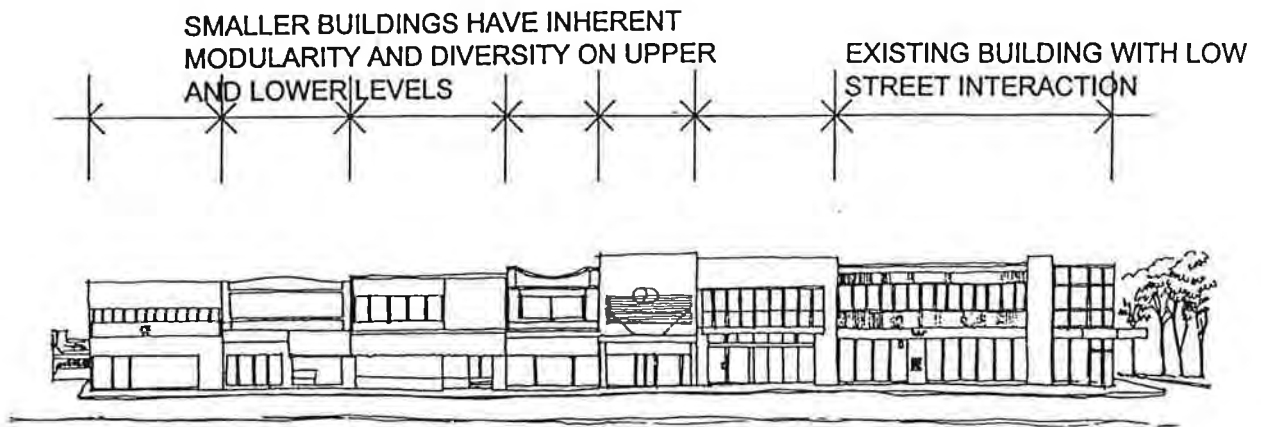
Streetscape works best with high population density and along with the guidelines is an encouragement for zonings to allow for more inner urban residential developments with apartments above the awning level of shops and offices. People on balconies above the street level add an exciting extra dimension to day and night events and provide a human surveillance system out-of-hours to reduce crime in the area.

8.2 Existing desirable elements

<i>Element</i>	<i>Reason</i>
• Historical buildings	potential to retain and augment
• Significant buildings	existing good design already contributing to streetscape
• Minimal awning depth	restricts signage competition
• Sunshades / awnings	protects shop displays and pedestrians
• Narrow buildings	promotes visual diversity
• Facades above awnings	promotes visual diversity
• Open or angled shop fronts	already contributing to streetscape diversity
• Restrained signage	not competing for visual attention

ARCHITECTURAL GUIDELINES

8.3 The Wharf Street Module



WHARF STREET MODULE

8.4 Alternative desirable elements

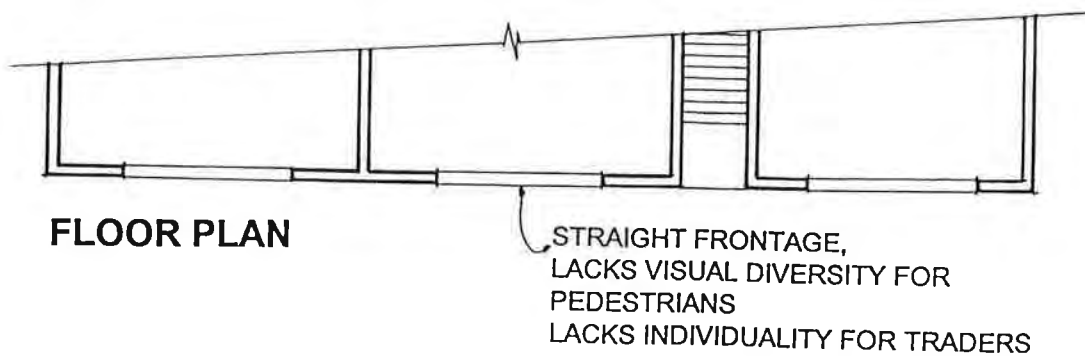
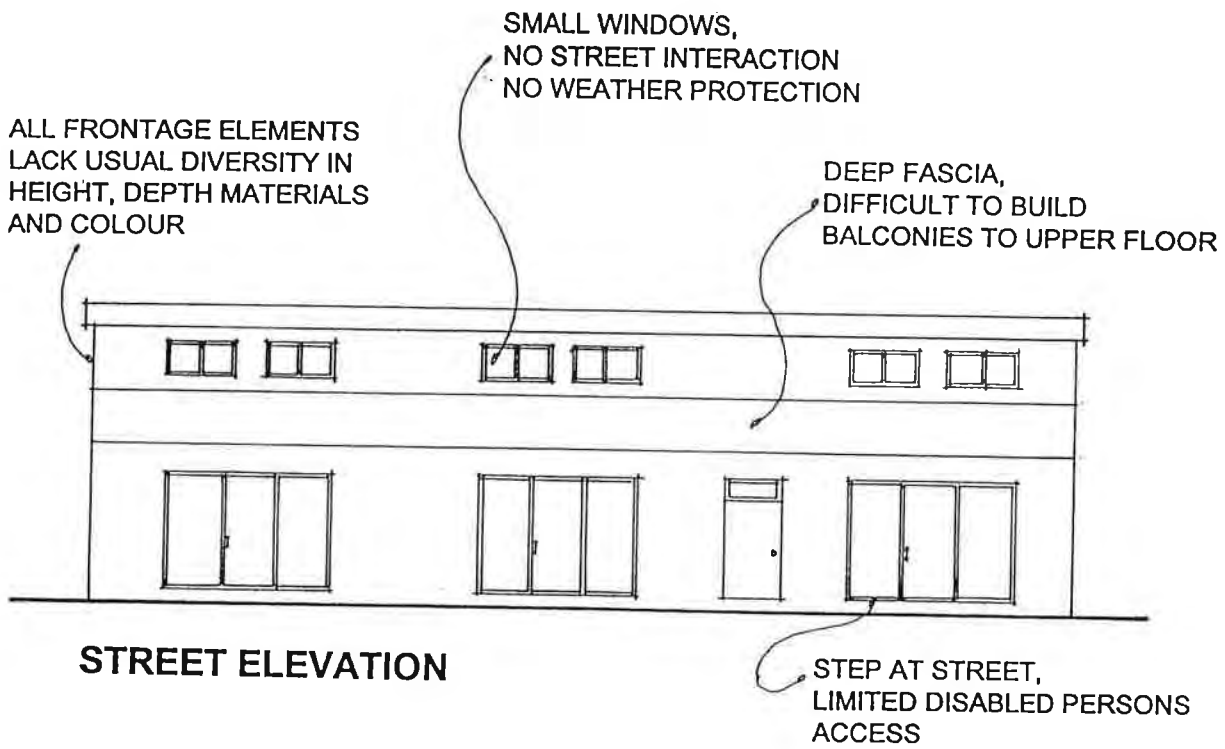
<i>Element</i>	<i>Reason</i>
• Design of buildings suited to precincts	increases sense of place
• Through blocks providing pedestrian links	promotes interactivity with other precincts
• Posts/columns under awnings	sense of containment or place
• Awnings on pedestrian areas where buildings set back from street	continuity of pedestrian weather protection.
• No steps	suits all physical capabilities
• Seating areas - covered	people will stay in area longer
• Poster walls / columns	restricts visual pollution
• Large monotonous elements given diversity by decorative or climatic treatments	visual diversity
• Balconies above awnings	contributes visually to streetscape diversity and allows greater interaction of people especially during events
• Gateway structures	announce entry to defined precincts encourage local business or tourist traffic only
• Points of interest markers	Identifies heritage trail
• Variety of lighting types	emphasis on traffic, pedestrian, resting, distinctions

ARCHITECTURAL GUIDELINES

8.5 Existing non-desirable elements

<i>Element</i>	<i>Reason</i>
• Uses incompatible with precincts	fragments commercial critical mass
• Competing signage	not integrated with design of building and lowers tone of precinct
• Monotonous street front	impoverishes visual diversity
• Monotonous large awnings	impoverishes visual diversity
• Monotonous facades above awnings	impoverishes visual diversity
• Nil or low Interaction with street	no contribution to street activities encourages poster or graffiti pollution
• Poorly selected or designed street furniture	lacks integration into streetscape indicates low self esteem
• Proliferation of traffic signage	indicates planning is leaning toward vehicle friendly not people friendly environment.
• Excessive steps to businesses	limits pedestrian access
• Excessive vehicle kerbs	limits pedestrian access
• Product signage dominating business or business name	indicates lack of respect for neighbours and streetscape principles
• Lack of pedestrian illumination	safety / well being

8.6 Existing non-desirable street front



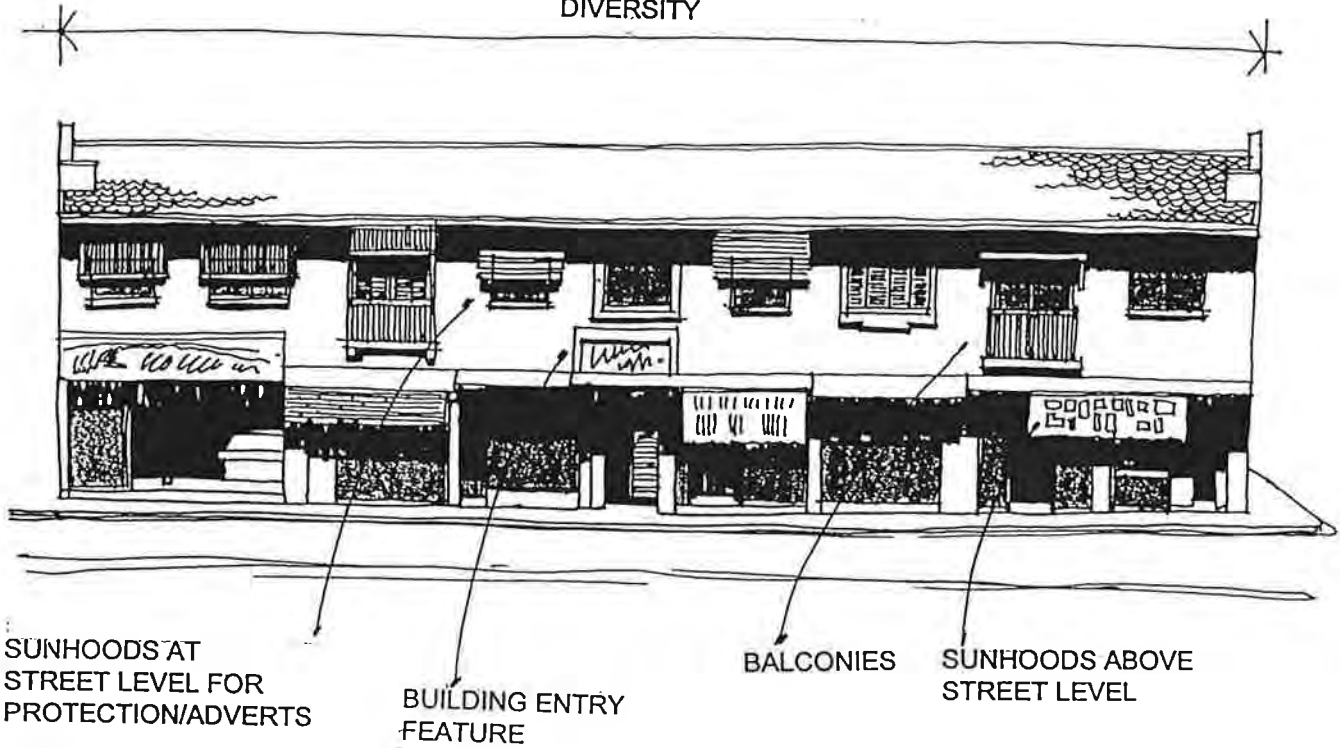
ARCHITECTURAL GUIDELINES

8.7 Alternative non-desirable elements

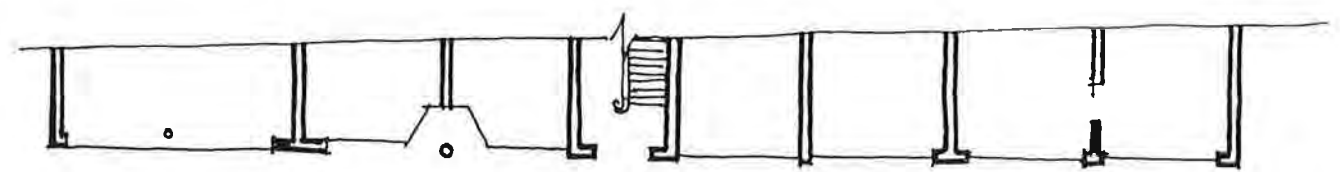
<i>Element</i>	<i>Reason</i>
• Permanent overhead structures except as gateways	disrupt vistas
• shadowing of large pedestrian areas e.g. parks, squares	uninviting environments

8.8 Desirable elements incorporated into existing building

LONGER BUILDINGS REQUIRE STRUCTURAL
OR DECORATIVE ELEMENTS TO INDUCE
DIVERSITY



STREET ELEVATION



FLOOR PLAN

ARCHITECTURAL GUIDELINES

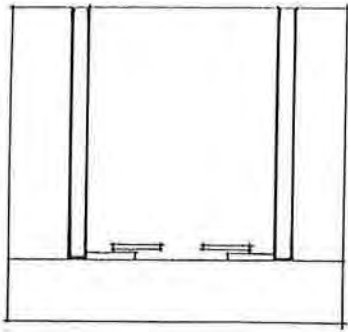
8.9 Proposed Precincts and Guideline Intents

- A. Tourist / Entertainment
 - B. Town Centre
 - C. Commerce
 - D. Transitions
- Refer to Map T1

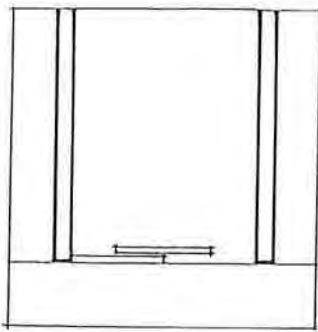
Guideline intents in precincts

<i>Precinct</i>	<i>Reference</i>	<i>Predominant Colour</i>	<i>Character</i> (Avoid the Non-desirable Elements and Incorporate the Desirable Elements)
A. Tourist	Evening Sky	Tones of Magenta	<ul style="list-style-type: none"> • light weight awnings • sunscreens • sunhoods • open appearance • indoor / outdoor eating places • whimsical artistic, playful elements to public and private buildings • soft edges • external spaces merge with building interior • encourage residential integration on medium scale • glazed tiles, abstract water and elements
B. Town Centre	Ocean / River	Tones of Ultramarine	<ul style="list-style-type: none"> • strong lines • solid looking construction / decoration • encourages some residential integration above street level • brickwork, terracotta tiles
C. Commercial	Rainforest	Tones of Green	<ul style="list-style-type: none"> • buildings should address street frontages and contribute positively to streetscape; • encourage residential integration above street level • abstract growing elements
D. Transitions	as above	Mixture of Colour at junctions	<ul style="list-style-type: none"> • Mixture of characters at junctions

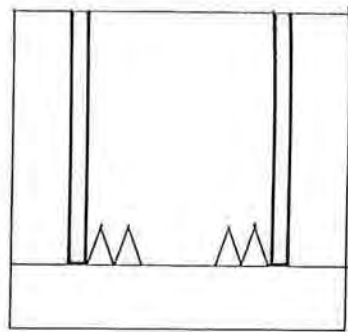
8.10 Shop front Guidelines



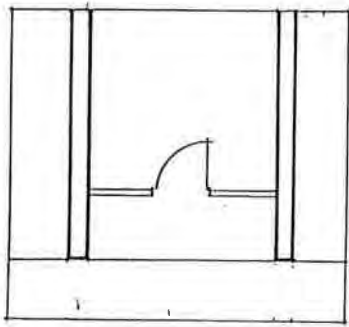
ACCEPTABLE



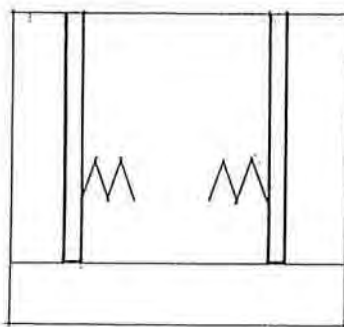
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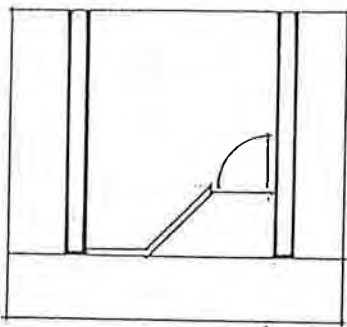
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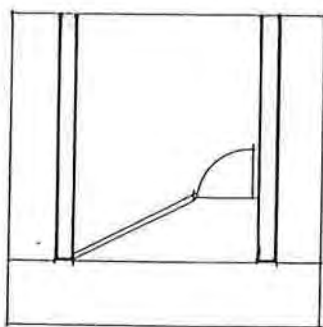
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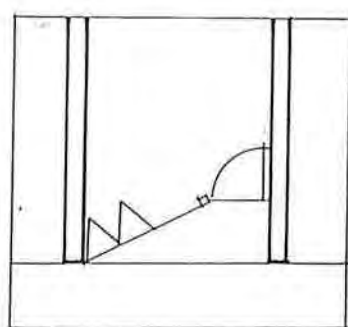
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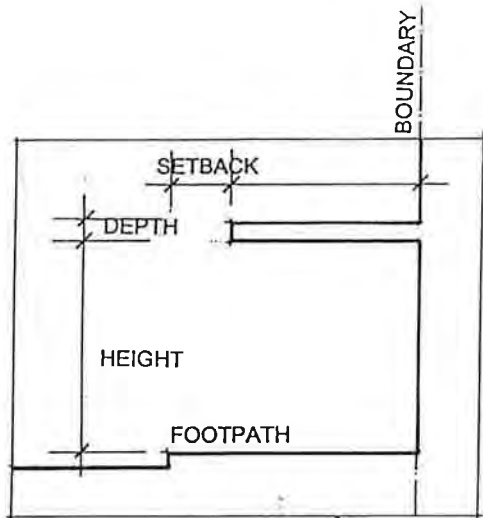
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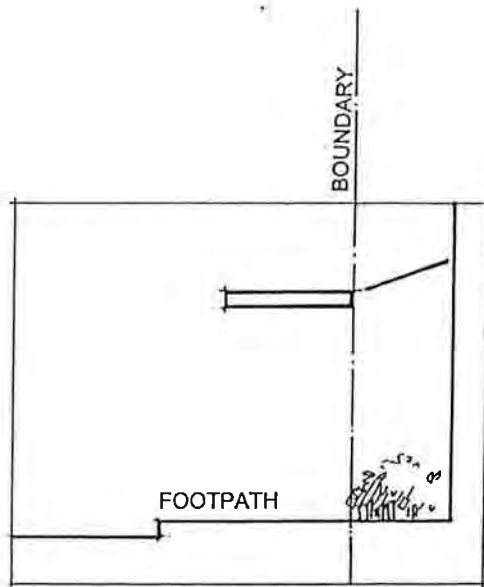
PREFERRED

ARCHITECTURAL GUIDELINES

8.11 Awning Guidelines

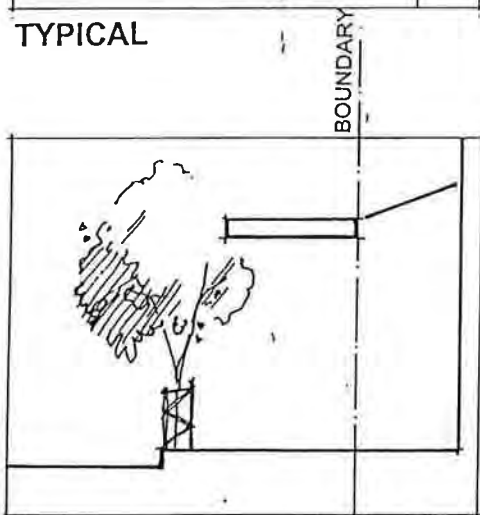


TYPICAL



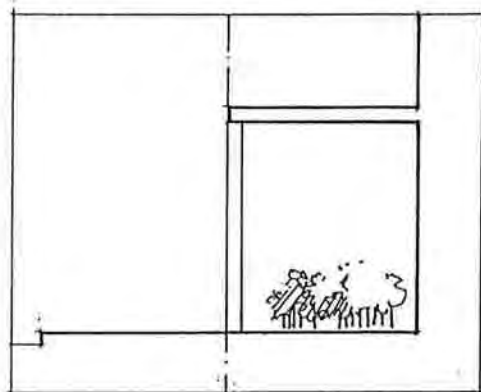
RECESSED SHOPFRONT

SPACE HAS PLANTERS OR TABLES



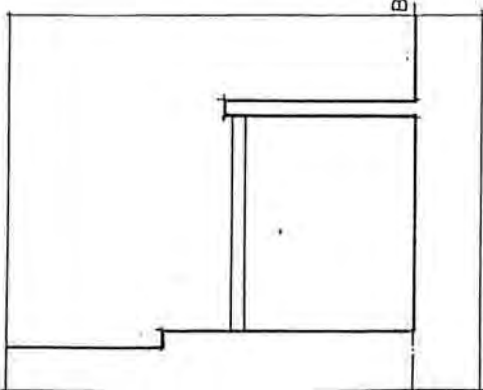
REDUCED AWNING

MUST HAVE TREES



REDUCED AND COLONNADED

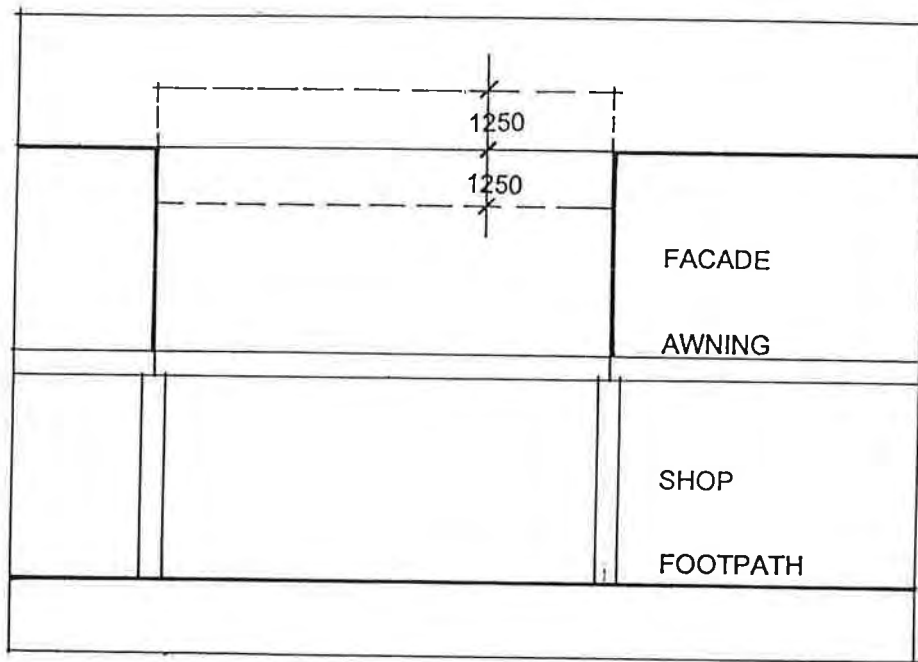
MUST CONTINUE COVERED PEDESTRIAN LINK
MUST HAVE TABLE OR PLANTERS



COLONNADE

AWNING MUST CANTILEVER

8.12 Facade Guidelines



1. HEIGHT OPTIONS

A. SINGLE STOREY

- FACADE SHOULD MATCH HEIGHTS OF ADJACENT BUILDINGS WITH 2500MM MARGIN
- WINDOWS SIMILAR TO ADJACENT BUILDINGS
- BALCONIES ENCOURAGED

B. TWO STOREY

AS ABOVE

C. THREE STOREY

AS ABOVE EXCEPT FACADE MAY BE HIGHER AS A FUNCTION OF INTERNAL HEIGHTS

WHEN NOT ADJACENT TO ANY EXISTING BUILDINGS HEIGHTS TO BE SIMILAR TO "MODULE"

2. WIDTH OPTIONS

- #### A. SIMILAR CHARACTERISTICS TO "MODULE" IN CONJUNCTION WITH OTHER GUIDELINES

ARCHITECTURAL GUIDELINES

8.13 Footpath Guidelines for Dining or Trading

To be read in conjunction with Tweed Shire Councils "Footpath Restaurants Policy"

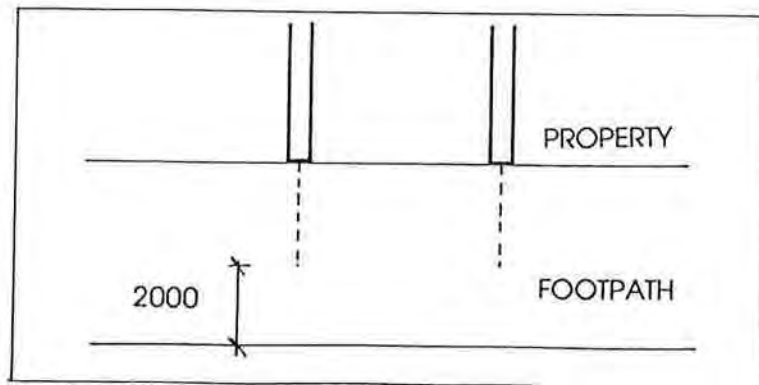
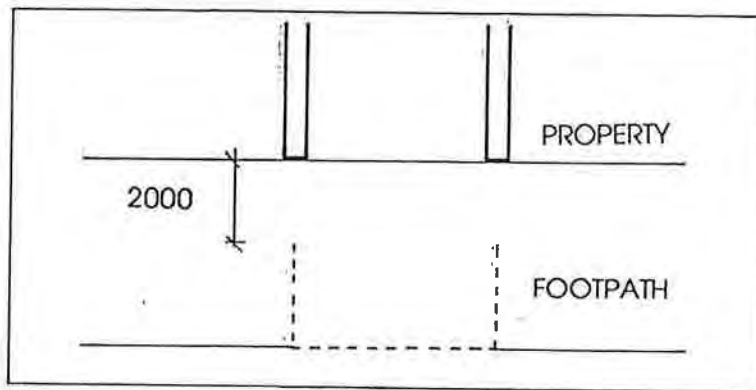
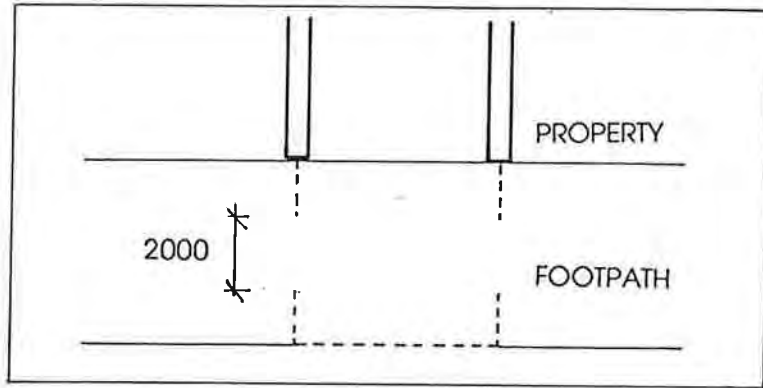
Barriers are mandatory

Barriers may be different materials according to the location in each precinct:

Tourist Precinct:	Light open design; fences or bench seats with vertical, horizontal or whimsical design members; Planters designed to match; Sail, shade cloth, clear plastic acceptable.
Town Centre Precinct:	Solid design clay products or natural stone, walls or seats; Timber screens or pergolas; Terracotta planters.
Commercial Precinct:	Light sheet materials on framework perforated metals or compressed fibre cement.

Colours to be in accordance with "Proposed precincts and guidelines intents".

Footpath Guidelines for Dining or Trading



ARCHITECTURAL GUIDELINES

8.14 Signage Intent

Advertising and graphics should be bold and colourful, and wherever possible, brightly illuminated at night.

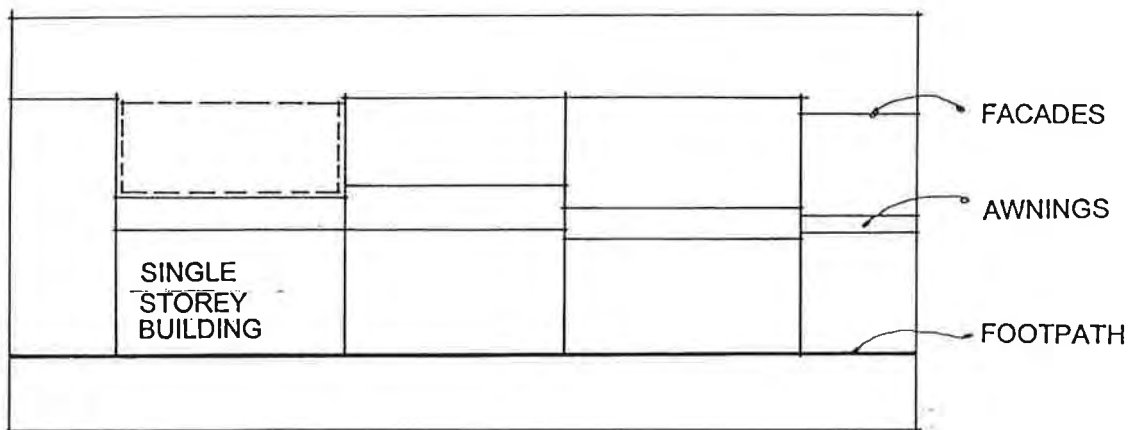
This is to become the entertainment centre of Tweed. A multiplicity of signs will reinforce the activity and excitement which should typify the street character:

- The number of signs for each establishment will be unrestricted except to prevent masking of adjacent signs;
- Numerous, small, under-canopy signs should juxtapose fewer but larger over-canopy projecting or flush wall signs;
- Temporary super-graphics on hoardings erected prior to and during building operations and suitable;
- Bright illumination of all signs by night and day is sought. Flood-lighting of buildings is appropriate;
- Flashing animated moving signs will be considered;
- Sponsor advertising will be considered above awnings and facades provided it does not overpower that of the building or business;
- It is considered that signage in the Town Centre precinct would be of a more restrained nature;
- Buildings with narrow fascias should allow for a greater number or larger size of other sign types on a building's facade and the converse should apply.

8.15 Signage Guidelines

TO BE READ IN CONJUNCTION WITH TWEED SHIRE COUNCIL DCP15

1. ADD SIGN TYPE 10 TO FIGURE 1
"ABOVE-AWNING BILLBOARD"
"MODIFICATION REQUIRED TO "PROHIBITED SIGNS (a)"



- A. NO HIGHER THAN HIGHEST OF ADJOINING PROPERTIES
 - B. THIRD PARTY GRAPHICS TO OCCUPY NO MORE THAN 25% OF AREA.
 - C. NOT ALLOWED ON BUILDING ALREADY AT HEIGHT OF ADJOINING PROPERTIES.
2. ADD "PARKING ISLAND INFO-BOARD" TO DEFINITIONS - SIMILAR TO "GROUP ADVERTISING STRUCTURES".

IMPLEMENTATION

9.0 IMPLEMENTATION

9.1 Construction Estimate

The civil and streetscape works for the project have been estimated jointly by Tweed Shire Council and Landplan Studio to define the overall cost implications for the planning provisions as shown and described in the Master Plan.

The Itemised estimate is appended and the primary cost elements are as follows.

Civil Works	Estimate	\$ 1,620,000
Streetscape Works	Estimate	\$ 3,600,000
TOTAL	Estimate	<u>\$ 5,220,000</u>

9.2 Construction Programme

The estimate for the overall streetscape development process has been projected to be \$ 5.2m. The Council Budget for the stage one works for the 1997/98 year has been established as \$ 2.7m less 10% contingency sum or effectively \$ 2.45m. Consequently the provisions of the overall Master Plan have been analysed to determine the most cost effective and immediately viable scope of work for construction for stage one and subsequent stages.

9.2.1 Stage One Streetscape \$ 2,450,000

It has been determined that the works to be carried out in Stage One should create the basic structure of the streetscape confined to the most logical and usable area. It should provide for the commencement of the specialised streetscape together with community art elements sufficient to establish the overall design strategy and aesthetic qualities.

Consequently the extent of works to be finalised and documented for this initial phase includes: (Refer to the appended itemised estimate and illustrations MP 6 & 7.)

- All civil works completed from Border to Florence Street and Bay Street. (Works between Frances and Florence Street are comparatively minor.)
- Under grounding of power and street route lighting to Wharf Street from Border to Florence Street and in Bay Street from Wharf Street to Stuart Street.
- Completion of hard and soft landscape works in Wharf Street from the Border to Empire Lane and in Bay Street from Wharf Street to Sand Street, including:
 - scramble road crossing and associated pavements at Wharf and Bay;
 - new pavements in selected areas where existing surfaces are inadequate; (future stages will provide for appropriate replacement);
 - family of street furniture elements, including seating, litter bins, bollards;
 - most low barrier walls and related metal grilles;
 - sculptural shade/shelters - 2 bus stops, 1 taxi ranks, 1 outdoor dining;
 - Town Centre focus (Whale) sculpture;
 - all footpath and awning lighting;

- Provision of street trees and vegetation in Wharf Street and in Bay Street including:
 - 51 signature trees from Border to Florence Street;
 - 112 street trees from Border to Empire Lane and in Bay Street to Sand St;
 - all low planting and turf areas from Border to Florence Street and Bay St to Sand Street, except planting to median areas;
- Works not included in Stage 1; to be addressed in later stages include:
 - replacement of retained existing pavements;
 - special paving areas associated with focal points;
 - additional seating in areas associated with new focal points;
 - replacement of specialised barrier grilles to TTSC precinct;
 - signage generally, including poster pavilions;
 - Tourist/Cultural precinct focus to TTSC Resort forecourt;
 - Town Centre Focus north (Caldera);
 - Town Centre Water Court;
 - Commercial Precinct Focus - Wharf and Frances roundabout;
 - feature trees to Commercial Focus;
 - remaining street trees and low planting areas;
 - sculptural shade/shelters - bus stop TTSC, 1 taxi rank, 3 outdoor dining;

9.2.2 Stage Two Streetscape

\$ 1,300,000 (provisional)

Stage two procedures are planned to continue the streetscape works with some additional specialised streetscape and community art elements.

The extent of works for this stage includes:

- Inclusion of selected built structures, new pavements, and signage not accommodated within Stage One
- Completion of landscape works in Wharf Street from Bay Street to Florence Street and the remainder of Bay Street. This will include
 - replacement of retained existing pavements;
 - special paving areas associated with focal points;
 - remaining street trees and low planting areas;
 - sculptural shade/shelters and street furniture elements;
 - specialised barrier grilles to TTSC precinct and Commercial precinct focus;
 - signage generally;
 - additional pedestrian lighting.
- Construction of Town Centre focus north (Caldera) to complete the entrance gateway to Bay Street.

9.2.3 Stage Three Streetscape

\$ 1,000,000 (provisional)

The final stage of the works is primarily related to the more specialised areas of the streetscape and community art and is primarily dependent upon available funding from various sources, sale of land, grants and subsidies.

The extent of works for this stage includes:

- Inclusion of all remaining streetscape elements throughout the entire site, including Tourist/Cultural precinct focus and Town Centre Water Court area.

**TWEED HEADS STREETSCAPE
Master Plan Estimate - Overall Concept**

ITEM	UNIT	RATE	Summary Stage One <i>Wharf and Bay Streets</i>		AREA 1 <i>Border / Bay</i>		AREA 2 <i>Bay / Frances</i>		AREA 3 <i>Frances / Florence</i>		AREA 4 <i>Bay Street west</i>	
			QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
\$3,637,080												
1.0 GENERALLY												
1 Demolition generally	item		0	0	0	0	0	0	0	0	0	0
2 Demolition bus shelter	item									0		0
3 Demolition public toilet	item									0		0
4 Reconstruction of toilet	item									0		0
5 Contingency	item									0		0
6 Transplant of specimens	item									0		0
7 Temporary works	item									0		0
8 Underground Power	item									0		0
9 Drainage rationalisation	item									0		0
10 Rehabilitation Border Park	item	10,000	1	10,000	1	10,000				0		0
11 Irrigation generally	item	100,000	1	100,000		0				0		0
2.0 PAVEMENTS												
1 Scramble road crossing	sq m	120	1,730	207,600	1500	180,000	230	27,600		0		0
2 footpath generally	sq m	90	10,350	931,500	2550	229,500	3000	270,000	2400	216,000	2400	216,000
3 special use zones	sq m	150	320	48,000	200	30,000	120	18,000		0		0
4 textured concrete footpath	sq m	60	700	42,000		0		0	700	42,000		0
5 braille tiles	lin m	50	340	17,000	100	5,000	200	10,000		0	40	2,000
6 specialised paving areas	sq m	250	280	70,000	150	37,500	130	32,500		0		0
3.0 FURNITURE												
1 bollards	each	800	360	288,000	150	120,000	110	88,000	10	8,000	90	72,000
2 timber seats - isolated	item	850	11	9,350	4	3,400	7	5,950		0		0
3 timber seats - in walls	lin m	200	60	12,000	20	4,000	40	8,000		0		0
4 flag, banner supports	each	1,000	8	8,000	3	3,000	3	3,000	1	1,000	1	1,000
5 barrier walls - basalt	lin.m	180	310	55,800	100	18,000	100	18,000	55	9,900	55	9,900
6 barrier grilles - metalwork	lin.m	250	100	25,000	30	7,500	20	5,000	30	7,500	20	5,000
7 litter bins	each	700	27	18,900	7	4,900	5	3,500	5	3,500	10	7,000
8 tree grates	each	800	145	116,000	30	24,000	40	32,000	42	33,600	33	26,400
9 shopping trolley corrals	each	500	3	1,500	1	500	1	500		0	1	500
10 street signage - generally	item	2,500	19	47,500	12	30,000	2	5,000	2	5,000	3	7,500
11 poster pavilions	each	2,000	8	16,000	5	10,000	1	2,000	1	2,000	1	2,000

Items 1.1 to 1.9 are allowed for elsewhere in the overall civil/streetscape budget, and/or included in future associated projects.

IMPLEMENTATION

TWEED HEADS STREETSCAPE Master Plan Estimate - Overall Concept

ITEM	UNIT	RATE	Summary Stage One <i>Wharf and Bay Streets</i>		AREA 1 <i>Border / Bay</i>		AREA 2 <i>Bay / Frances</i>		AREA 3 <i>Frances / Florence</i>		AREA 4 <i>Bay Street west</i>	
			QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
\$3,637,080												
12 light poles and fittings	item	2,500	90	225,000	25	62,500	30	75,000		0	35	87,500
13 light fittings under awnings	item	400	75	30,000	20	8,000	20	8,000	15	6,000	20	8,000
14 drinking fountains	item	800	4	3,200	1	800	2	1,600		0	1	800
15 service pit covers, gratings	item	50	10	500		0	10	500		0		0
4.0 STREETSCAPE FOCAL ELEMENTS												
1 Tourist Focus	item	100,000	1	100,000	1	100,000		0		0		0
2 Town Focus north (Caldera)	item	70,000	1	70,000	1	70,000		0		0	0	0
3 Water Court	item	50,000	1	50,000	1	50,000		0		0	0	0
4 Town Focus south (Whale)	item	250,000	1	250,000		0	1	250,000		0		0
5 Commercial Focus	item	25,000	1	25,000		0	1	25,000		0		0
6 Southern Gateway	item	50,000	1	50,000		0		0	1	50,000		0
7 Western Gateway	item	50,000	0	0		0		0		0		0
8 Small sculptural elements	item	10,000	7	70,000	4	40,000	1	10,000	1	10,000	1	10,000
5.0 SOFT LANDSCAPE												
1 Soils and mulch	sq m	30	3,190	95,700	1050	31,500	980	29,400	660	19,800	500	15,000
2 Special turf	sq m	8	1,060	8,480	610	4,880	250	2,000	200	1,600		0
3 signature trees (200L)	each	600	54	32,400	19	11,400	18	10,800	17	10,200		0
4 feature trees (200L)	each	350	4	1,400		0	4	1,400		0		0
5 street trees (100L)	each	200	298	59,600	76	15,200	85	17,000	63	12,600	74	14,800
6 massed low shrubbery	sq m	35	3,190	111,650	1050	36,750	980	34,300	660	23,100	500	17,500
6.0 SPECIAL STRUCTURES & ELEMENTS												
1 Bus Shelter - large	each	50,000	1	50,000		0	1	50,000		0		0
2 Bus Shelter - small	each	30,000	1	30,000	1	30,000		0		0		0
3 Taxi Shelters	each	30,000	2	60,000		0	1	30,000		0	1	30,000
4 Footpath dining shelters	each	50,000	5	250,000	4	200,000	1	50,000		0		0
5 Footpath covered way	lin m	800	50	40,000		0	50	40,000		0		0
TOTALS				\$3,637,080		\$1,378,330		\$1,164,050		\$461,800		\$532,900

**TWEED HEADS STREETSCAPE
Master Plan Estimate - Stage One**

ITEM	UNIT	RATE	Summary Stage One <i>Wharf and Bay Streets</i>		AREA A <i>Town Centre Precinct</i>		AREA B <i>TTSC Precinct</i>		AREA D <i>Tourist Precinct</i>		AREA E <i>Post Office Plaza</i>		AREA <i>Empire to Florence</i>	
			QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
\$1,138,577														
1.0 GENERALLY														
1 Demolition generally	item		0	0	0	0	0	0	0	0	0	0	0	0
2 Demolition bus shelter	item													
3 Demolition public toilet	item													
4 Reconstruction of toilet	item													
5 Contingency	item													
6 Transplant of specimens	item													
7 Temporary works	item													
8 Underground Power	item													
9 Drainage rationalisation	item													
10 Rehabilitation Border Park	item	10,000	1	10,000	0	0	1	10,000	0	0	0	0	0	0
11 Irrigation	item	100,000	1	100,000	0	0	0	0	0	0	0	0	0	0
2.0 PAVEMENTS														
1 Scramble road crossing	sq m	120	950	114,000	950	114,000	0	0	0	0	0	0	0	0
2 footpath generally	sq m	90	670	60,300	650	58,500	20	1,800	470	42,300	450	40,500	0	0
3 textured concrete footpath	sq m	60	250	15,000	170	10,200	0	0	0	0	80	4,800	0	0
4 braille tiles	lin m	50	160	8,000	80	4,000	0	0	50	2,500	30	1,500	0	0
5 specialised paving areas	sq m	250	0	0	0	0	0	0	0	0	0	0	0	0
3.0 FURNITURE														
1 bollards	each	800	187	149,600	82	65,600	10	8,000	70	56,000	25	20,000	0	0
2 timber seats - isolated	item	850	13	11,050	4	3,400	0	0	5	4,250	4	3,400	0	0
3 timber seats - in walls	lin m	200	85	17,000	50	10,000	0	0	0	0	35	7,000	0	0
4 flag, banner supports	each	1,000	1	1,000	1	1,000	0	0	0	0	0	0	0	0
5 barrier walls - basalt	lin.m	80	480	38,400	195	15,600	80	6,400	45	3,600	160	12,800	0	0
6 barrier grilles - metalwork	lin.m	250	90	22,500	50	12,500	0	0	20	5,000	20	5,000	0	0
7 litter bins	each	700	19	13,300	10	7,000	3	2,100	3	2,100	3	2,100	0	0
8 tree grates	each	800	41	32,800	21	16,800	0	0	15	12,000	5	4,000	0	0
9 shopping trolley corrals	each	500	3	1,500	2	1,000	0	0	0	0	1	500	0	0
10 street signage - generally	item	2,500	0	0	0	0	0	0	0	0	0	0	0	0
11 poster pavilions	each	2,000	0	0	0	0	0	0	0	0	0	0	0	0
12 light poles and fittings	item	2,500	33	82,500	15	37,500	5	12,500	7	17,500	6	15,000	0	0
13 light fittings under awnings	item	400	18	7,200	11	4,400	0	0	7	2,800	0	0	0	0
14 drinking fountains	item	800	1	800	1	800	0	0	0	0	0	0	0	0
15 service pit covers	item		0	0	0	0	0	0	0	0	0	0	0	0

Items 1.1 to 1.9 are allowed for elsewhere in the overall civil/streetscape budget, and/or included in future associated projects.

IMPLEMENTATION

**TWEED HEADS STREETSCAPE
Master Plan Estimate - Stage One**

ITEM	UNIT	RATE	Summary Stage One <i>Wharf and Bay Streets -</i>		AREA A <i>Town Centre Precinct</i>		AREA B <i>TTSC Precinct</i>		AREA D <i>Tourist Precinct</i>		AREA E <i>Post Office Plaza</i>		AREA <i>Empire to Florence</i>	
			QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST	QTY	COST
\$1,138,577														
4.0 STREETSCAPE FOCAL ELEMENTS														
1 Tourist Focus	Item	100,000	0	0		0		0		0		0		0
2 Town Focus north (Caldera)	Item	70,000	0	0		0		0		0	0	0		0
3 Water Court	Item	50,000	0	0		0		0		0	0	0		0
4 Town Focus south (Whale)	Item	100,000	1	100,000	1	100,000		0		0	0	0		0
5 Commercial Focus	Item	25,000	0	0		0		0		0	0	0		0
6 Southern Gateway	Item	50,000	0	0		0		0		0	0	0		0
7 Western Gateway	Item	50,000	0	0		0		0		0	0	0		0
8 Small sculptural elements	each	1,000	23	23,000	15	15,000		0	4	4,000	4	4,000		0
5.0 SOFT LANDSCAPE														
1 Soils and mulch	sq m	30	1815	54,450	680	20,400	480	14,400	540	16,200	115	3,450		0
2 Special turf	sq m	8	594	4,752	64	512		0	330	2,640	200	1,600		0
3 signature trees (200L)	each	500	51	25,500	6	3,000	6	3,000	12	6,000		0	27	13,500
4 feature trees (200L)	each	500	0	0		0		0		0		0		0
5 street trees (100L)	each	200	112	22,400	54	10,800	13	2,600	30	6,000	15	3,000		0
6 massed low shrubbery	sq m	35	1815	63,525	680	23,800	480	16,800	540	18,900	115	4,025		0
6.0 SPECIAL STRUCTURES & ELEMENTS														
1 Bus Shelter - large	each	50,000	1	50,000	1	50,000		0		0		0		0
2 Bus Shelter - small	each	30,000	1	30,000		0		0		0	1	30,000		0
3 Taxi Shelters	each	30,000	1	30,000	1	30,000		0		0		0		0
4 Footpath dining shelters	each	50,000	1	50,000		0		0		0	1	50,000		0
5 Footpath covered way	lin m	800	0	0		0		0		0		0		0
TOTALS				\$1,138,577		\$615,812		\$77,600		\$201,790		\$212,675		\$13,500

9.3 Community Art Implementation

The streetscape has been planned and designed to encourage optimum integration of the local arts community and the general community in the planning and implementation process. This has been achieved through the public consultation procedures and individual meetings.

The arts community has been encouraged to submit expressions of interest to the consultant identifying their specific interest in the various elements and components planned for the streetscape. These expressions of interest provide an excellent basis for "matching" an artist with a specific element to achieve the optimum interpretation of the streetscape theme and specific design concept.

In order to ensure optimum design integrity for the streetscape it is proposed that the implementation of these various art works be achieved through a selection process based on the expressions of interest. Selected artists will be invited to submit a detail proposal for specific art works for which their experience, expertise and technique is identified as appropriate. These proposals will require to be constrained by the established budget for the specific elements.

It is important that the selection of artists as described above is carried out by persons with suitable knowledge of the project and arts expertise.

It is expected that the selection process will "match" an artist with other appropriate disciplines so that a complete design / construct team can be established to create the element within the allocated budget. The selected team would work closely with the streetscape planning and management personnel to ensure optimum project integration.

An example of such a team would be :

- Sculptor - to prepare concepts and execute work
- Fabricator - to cast the sculptural work
- Engineer - to design and ensure structural integrity
- Fountain Consultant - hydrology for associated water elements
- Landscape Contractor - to create surrounds and install sculpture.

The Sculptor would maintain close liaison with the Landscape Architect to ensure that the sculptural element meets the parameters of the brief and with other associated arts and streetscape works.

COMMUNITY ARTISTS RESPONSE

The following schedule is a short precis of the submissions received from the arts community subsequent to a series of workshops between the arts community and Landplan Studio during the streetscape planning process. Participants were invited to register their interest in specific aspects of the implementation phase, providing a short resume of their experience and expertise, and supporting this with illustrations of relative work. The artists are listed alphabetically.

Tweed Heads Streetscape
FINAL MASTER PLAN

NAME	AREA OF INTEREST
1. * Brett Allen Lachlan Dunn Mark Warne Comdale 2480	<ul style="list-style-type: none"> • 'Tweed' Bollards - various themes described • Cuddly creatures • Bronze Whale • Tourist Focus - 'Skyway Tram & History Tree' • Balustrades • Tin Men thematic group • Shelter structures <p>Extensive submission complete with text and illustrations; artists would use significant community involvement through schools (Mark is teacher);</p>
2. Laurence Allen 27/6 Gray street Tweed Heads	<ul style="list-style-type: none"> • applied sculpture • individual pieces <p>Specialist in ancient classical sculptural elements crafted in 'composition marble'.</p>
3. * Jean Arbon 22 Simpsons Road Currumbin 4223	<ul style="list-style-type: none"> • fish water sculpture • Street furniture <p>Works with clay, stone, cast aluminium, stone and lead and glass; images produced are basically abstract form related to natural elements</p>
4. * Christina Bandini Snake Gully Rd, Burringbar 2483	<ul style="list-style-type: none"> • Street furniture incorporating mosaics • Footpath mosaics (Byron Bay) <p>No graphic illustrations provided;</p>
5. Tony Downen 10 Carla Ct Stephen 4227	<ul style="list-style-type: none"> • Sculptural elements <p>No graphic illustrations supplied; Information to be forwarded;</p>
6. Eric B Green 21 Chopin Ct, ClearMew, Nerang 4211	<ul style="list-style-type: none"> • Sculptural elements <p>No graphic illustrations supplied; Prepared to work in any medium, wood, stone, clay/bronze, cast concrete, welded steel; any style figurative, abstract, conceptual;</p>
7. * Tim Hays Ophir Glen, Burringbar 2483	<ul style="list-style-type: none"> • Painting pictures with plants and colour • Expressing the dynamic character of nature • Wood carving influenced by plant anatomy <p>No graphic illustrations supplied; Trained as a landscape gardener in Royal Botanic Gardens Kew; contrasts the temperate cycle of 'grow - rest - grow' with sub tropical 'grow - grow - grow'.</p>

IMPLEMENTATION

8. **Mal Leckie**

No contact data or graphic information supplied.

9. * **Petronella M. van Leusden**

PO Box 146 Mudgeeraba 4213

- Town Centre sculptural elements
- Low sculptural barrier walls
- Sculptural shelters - bus, taxi

Trained primary teacher, wishes to use input of children; experienced in graphics, clay modelling, mould making for bronze works, welding and thermal cutting; element is directly related to location, space, concept.

10. * **John Millington**

- Mural works
- Graphic arts and coordination

Extensive submission outlining his experience and expertise specifically in strong colours and forms in painting; Sugartown - Condong Sugar Mill illustrates relevance of interpreting sense of place.

11. **Alan B Niotakis**

26 Kupara St. Nerang 4211

- Sculpture
- Water themes
- Seating, furniture

No graphic information presented.

12. * **Yoshinobu Noai**

Ophir Glen, Burringbar 2483

- Street furniture
- Specialist wood work

No graphic illustrations provided; Prefers to work in wood using simple tools and materials to express the natural characteristics in abstract ways.

13. * **A. W. Palmer**

102 Simpsons Road Currumbin 4223

- individual sculptural pieces

Representational and abstract sculpture in bronze and aluminium; could interpret the maritime theme;

14. **Col Roberts**

5/9 Industry Dr, Sth Tweed Heads 2486

Wishes to assist sculptors by fabrication in his company Argon Aluminium Welding.

15. * **Ian Tremewen**

po Box 782 Coolangatta 4225

- Murals
- Graphic Design

Artist for the existing Twin towns Services Club mural; exciting, colourful, dramatic and abstract forms based on the environment.

16. * **Mark Warne**

24 Clothiers Ck Rd, Condong 2484

- Tourist precinct sculpture - TTSC bridge
- Low sculptural barrier walls - 'visual archive' inspired by the serpentine Tweed River
- Bollards - pelican head and beak forms
- signs - cast metal pelican beaks, humour
- seating - 'stone throne', novel furniture derived from maritime and cladera forms;
- Shelters - surprise elements built through community participation - native flora, fauna;
- small bronze sculptures

Mark is a teacher with experience in community participation in art; (submitted also as a group with Allen, Dunn, Warne); preferred media stone, ceramic, metal and combinations; themes water, pelicans, fish, figures, sculptural furniture, paces, humour;

SUMMARY

We are confident that within the expertise and experience demonstrated by many of these local artists that a characteristic, unique and specialised streetscape can be achieved for Tweed Heads which will distinguish it and create an appropriate 'sense of place'.

Artists who we believe show specific and appropriate expertise for this project are indicated by an "*" in the schedule.

It will be necessary in the ongoing streetscape development and implementation process to organise further discussion and specific response relative to established budgets to select the artists and establishment procedures.

9.4 Project Management

The appropriate management of the construction process for the streetscape is of fundamental importance in ensuring the ultimate physical, functional and aesthetic success of the project. The management expertise will require the coordination of a number of disciplines and a range of construction techniques with differing attributes and requirements.

We understand that Council intends to manage the contractual procedures for the works and to obtain consultancy advice as necessary for the more specialised areas. We have itemised the following major contract areas complete with pertinent comments to assist in establishing and guiding the process.

Underground Power

Tweed Shire Council to organise undergrounding of power and road illumination with North Power; Landplan to liaise with North Power to ensure selection of road light standards and fittings appropriate to the streetscape character. Landplan to liaise with Council and North Power in relation to specialised pedestrian / footpath lighting and for other power requirements.

Services Rationalisation

Tweed Shire Council to organise the rationalisation of water, sewage, stormwater and other services as appropriate to the streetscape provisions; Landplan to liaise with Tweed Shire Council to coordinate the interface between services and streetscape is with particular reference to appropriate materials and finishes.

Roadworks

Tweed Shire Council to organise the rationalisation of roads and parking areas as appropriate to the streetscape provision; Landplan to liaise with Tweed Shire Council to ensure appropriate detail design, materials and finishes.

Pavements

Tweed Shire Council in conjunction with Landplan to organise the supervision of pavement construction; Landplan to provide specific input to the specialised areas requiring arts involvement, particular design, differing materials and sculptural locations.

Street Furniture and Structures

Landplan in conjunction with the Tweed Shire Council to organise the supervision of detail design, fabrication and implementation; Landplan to provide specific input relative to coordination of arts community participation generally and specifically; Fulton Gilmour Trotter Moss to provide specific architectural input for structures.

Community Art

Landplan in conjunction with Tweed Shire Council to organise the selection, supervision of design, fabrication and installation for the various arts elements.

Soft Landscape

Landplan in conjunction with Tweed Shire Council to organise the supervision of detail design, plant acquisition and implementation.

9.5 Specific Items for Attention by Tweed Shire Council

This master planning study has identified several related items which are beyond the current brief but each has the potential to impact on the initial success of the streetscape and also to influence its viability in the longer term. It is strongly recommended that Council consider these possibilities and adopt strategies to appropriately action those items as part of the ongoing development process for the streetscape of Tweed Heads.

9.5.1 Bay Street Arts / Cultural Precinct

It has been identified in this study that the community has suggested and reacted positively to the concept of orientating development of Bay Street towards an arts/cultural emphasis or theme. This concept has been outlined by Don McAllister in his submission reproduced in section 5.3 of the report.

Recommendations

- *That Council establishes appropriate procedures to encourage this specialised type of development in the precinct;*
- *That Council actively markets this concept in order to inform relevant owners, traders and intending developers;*
- *That Council actively markets this concept to the respective arts/cultural groups and organisations (both locally and in the wider State/National arena) to maximise interest in participation.*

9.5.2 Old Myer Site Amalgamation

The study has identified the importance and significance to the streetscape of the redevelopment of this site with specific reference to the axial relationships from the site through the memorial fountain to the Boat Harbour and the Tweed River mouth. Council should encourage would be developers to carry out developments which take advantage of both the streetscape initiatives and the proposed arts/cultural theme for the precinct.

Recommendation

That Council actively promote and encourage the appropriate developers of this precinct in terms of the specific streetscape provisions and theme.

9.5.3 Tourist Information Centre

This study has identified the value of establishing a strong physical and visual link between the "Town Centre" and Jack Evans Boat Harbour in order to "bring the River back to the People". The Tourist Information Office has recently been acquired at auction by private enterprise. While controls are in place to limit its use and potential for redevelopment it is a major impediment to the visual and physical access between the town and the river. However it is considered that with appropriate negotiation and vision a solution could be achieved which is of significant benefit to both the owner and the community.

IMPLEMENTATION

For instance, consideration could be given to the following:

- Redevelopment of a specialised tourist facility integrated into the park and streetscape maximising physical and visual links.
- Reconfiguring the site boundaries to maximise the public space available between Bay Street and the Tourist Centre building.
- Relocating the site elsewhere in the park to entirely open up the Wharf and Bay Street corner at the "Town Centre". e.g. adjacent to the Twin Towns Services Club or as part of the Tweed Mall expansion over Bay Street.

Recommendation

That Council enter into urgent negotiation with the new owners of the Tourist Information Centre with a view to ensuring optimum physical and functional relationships between the "Town Centre" and the Boat Harbour as a part of the future rehabilitation of Chris Cunningham Park.

9.5.4 Tweed Mall expansion over Bay Street

The proposal to expand Tweed Mall over Bay Street to increase the visual and physical relationship with the Boat Harbour has the potential to enhance the streetscape. The initial design currently planned by Tweed Mall does not take into consideration the planning and design parameters recently established for the streetscape with respect to the visual and physical relationship between the "Town Centre" and the Boat Harbour. Should the Tweed Mall expansion proceed it will be necessary to ensure appropriate negotiations between all parties to maximise the value to the public in their use of the streetscape, Chris Cunningham Park and the Boat Harbour. We are confident a mutually beneficial arrangement can be developed.

Recommendation

- *That Council urgently undertake negotiations with Tweed Mall to ensure that the proposed extension across Bay Street provides optimum physical and visual relationships for the streetscape.*
- *That Council ensures that the design for the Tweed Mall expansion over Bay Street is an integral element of the redesign of Chris Cunningham Park and the Boat Harbour.*

9.5.5 Road Reserve Adjacent Tweed Mall

The land adjoining the Tweed Mall carpark in Wharf Street, part of the road resource, is under investigation by Council to determine the options for change of use to benefit the streetscape. The subject land is currently used for off street carparking. Respondent upon the status of the land and the specific agreements between Council and Tweed Mall it may be possible to develop the land for commercial purposes to 'complete' the streetscape built environment and replace the existing car park.

Recommendation

That Council undertakes a study of the economic and physical viability of establishing appropriate commercial structures on the land to enhance the character and viability of the streetscape.

9.5.6 Chris Cunningham Park

The streetscape study has identified that the Wharf and Bay Street corner of the Park which contains the Public Toilet, undulating landform, grove of trees and associated understorey vegetation is a major visual and physical impediment to the relationship of the "Town Centre" precinct with the Boat Harbour and River. It is suggested that the park be redesigned to become an integral component, together with the Boat Harbour, of the streetscape. This will necessitate the relocation of the toilets and rationalisation of the mounds and low vegetation together with the provision of appropriate paving and street furniture.

Recommendation

- *That Council organise for the appropriate initial redesign of the Wharf/Bay Street section of Chris Cunningham Park to meet the planning requirements of the streetscape;*
- *That Council organise the appropriate long term redesign of Chris Cunningham Park in conjunction with the design for the Boat Harbour to maximise the interrelationships with the streetscape along Wharf Street, and also with Tweed Heads, Coolangatta generally.*

9.5.7 Jack Evans Boat Harbour

The Boat Harbour and Chris Cunningham Park is one of the single most important elements which can positively influence the success of the streetscape. The Harbour and surrounds provides a large area of open space and water adjacent to and closely associated with the Wharf and Bay Street "town centre" precinct of the streetscape. Once the native titles issues is resolved it will be possible to investigate and refine the various development initiatives presented by the area.

Recommendation

That Council continue to refine the planning strategies previously undertaken for Jack Evans Boat Harbour to ensure optimum integration for mutual benefit of the various adjacent uses including;

- *The Tweed Heads Streetscape;*
- *The potential for Twin Towns Services Club to address the Harbour more successfully;*
- *The potential for Tweed Mall to integrate with the Harbour;*
- *The possibility of using the Harbour and surrounding lands as a major "people activity place" (similar to Darling Harbour in Sydney); such a facility would provide the opportunity to organise major events and facilitate innovative marketing of the town with consequent economic benefits.*

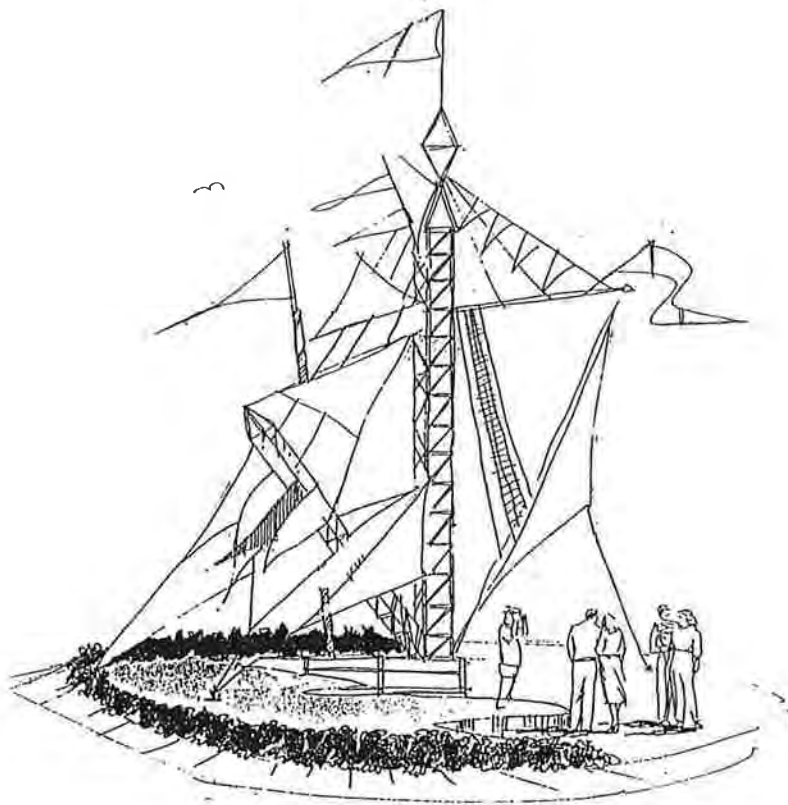
IMPLEMENTATION

9.5.8 Millennium Focus

The opportunity to create a major community "icon" straddling the state border at the junction of Wharf, Border and Griffith Streets has been discussed in clause 5.2. The development of such an element desirably through a national competition focussing on the celebrations for the Centenary of Federation, the new millennium and the dawning of the the twenty first century. The icon should be specifically associated with the Twin Towns and be a "must see", "must photograph" experience for all visitors to the region.

Recommendation

That Tweed Shire Council and Gold Coast City Council liaise together to determine the desirability of jointly promoting the establishment of the "Twin Towns Millennium Focus" to the coordination committee for the Centenary of Federation; to select a suitable design through a national competition sanctioned by the Australian Institute of Landscape Architects.



Illustrations

Community Consultation Principal Participants

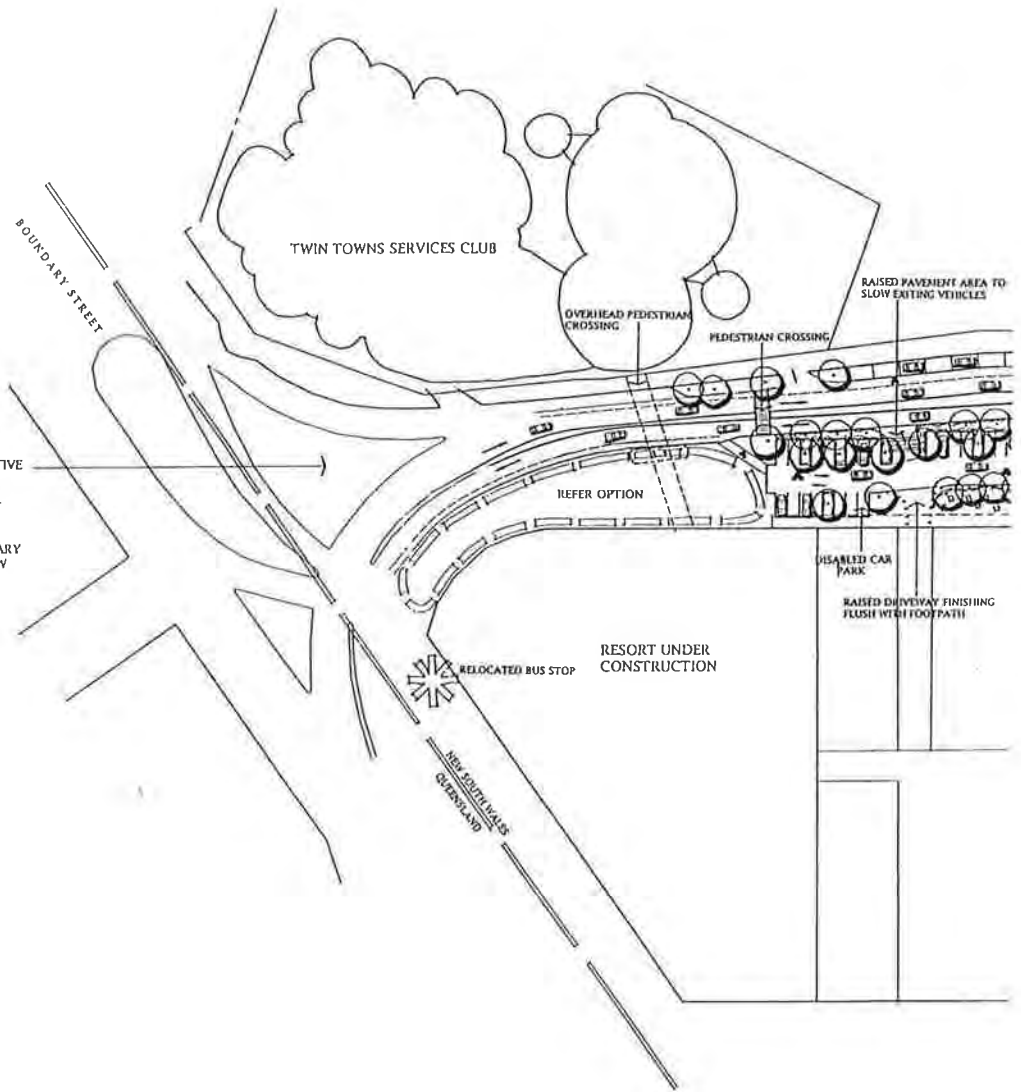
Community Consultation Questionnaire

Bibliography

SCHEDULE OF ILLUSTRATIONS

MP1	BORDER PRECINCT
MP2	TOWN CENTRE PRECINCT
MP3	FRANCES STREET PRECINCT
MP4	FLORENCE STREET PRECINCT
MP5	DIAGRAMMATIC CROSS SECTIONS
MP6	STAGE ONE EXTENT OF WORKS
MP7	STAGE ONE ESTIMATE RELATED AREAS
D1	DETAIL ZONE : WHARF/BAY ST CORNER
D2	DETAIL ZONE : TWIN TOWNS RESORT FOOTPATH
D3	TOWN CENTRE FOCUS
D4	STREET TREES AND COMMERCIAL PREMISES
D5	STREET TREES AND COMMERCIAL PREMISES
A1	EXISTING BUSINESS USE - WHARF TO BAY STREET
A2	EXISTING BUSINESS SERVICES - WHARF TO BAY STREET
A3	PARKING AND ROAD USE - WHARF TO BAY STREET
A4	VISUAL ANALYSIS - WHARF TO BAY STREET
A5	EXISTING VEGETATION - WHARF TO BAY STREET
C1	TOP SIX IMAGES (1-3)
C2	TOP SIX IMAGES (4-6)
C3	URBAN SPACES
C4	PROMENADES
C5	SPECIAL EVENTS
C6	PAVEMENTS
C7	FURNITURE
C8	SCULPTURAL ELEMENTS
C9	PORT MACQUARIE
T1	PRECINCTS
T2	BUILT HERITAGE IMAGES
T3	BUILT HERITAGE IMAGES
T4	BUILT HERITAGE IMAGES
T5	MARITIME IMAGES
T6	NATURAL HERITAGE IMAGES
T7	ART NOUVEAU IMAGES
T8	SCULPTURAL ELEMENTS
T9	STREET FURNITURE

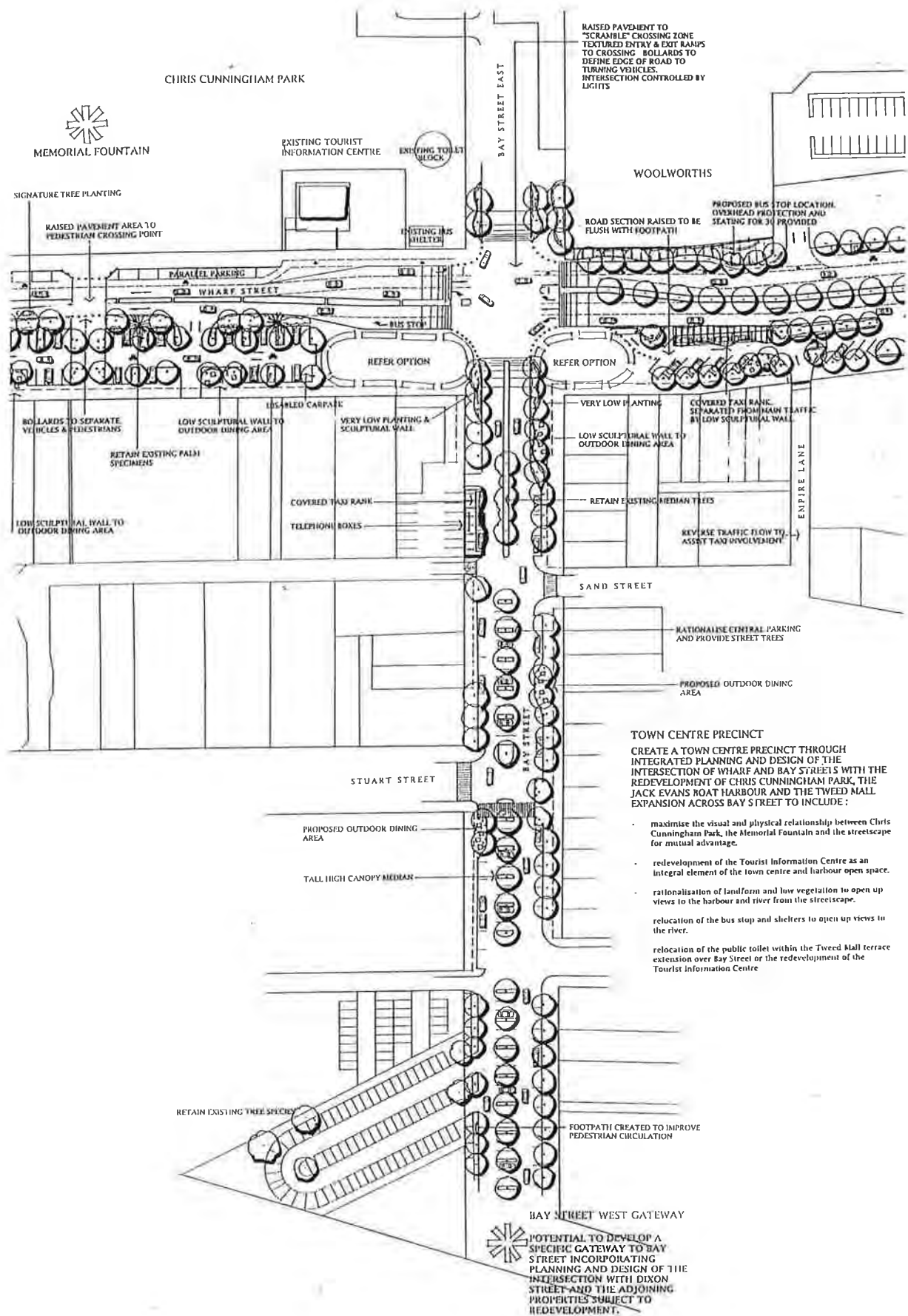
PROPOSED LOCATION FOR
MILLENNIUM FOCUS
POTENTIAL FOR JOINT INITIATIVE
BETWEEN TWEED HEADS AND
COOLANGATTA TO CREATE A
MAJOR SCULPTURAL ELEMENT
THROUGH A NATIONAL
COMPETITION TO
COMMEMORATE THE CENTENARY
OF FEDERATION AND THE NEW
MILLENNIUM.



BORDER PRECINCT

Tweed Heads
STREETSCAPE
LANDPLAN STUDIO LANDSCAPE ARCHITECTS

MP
1



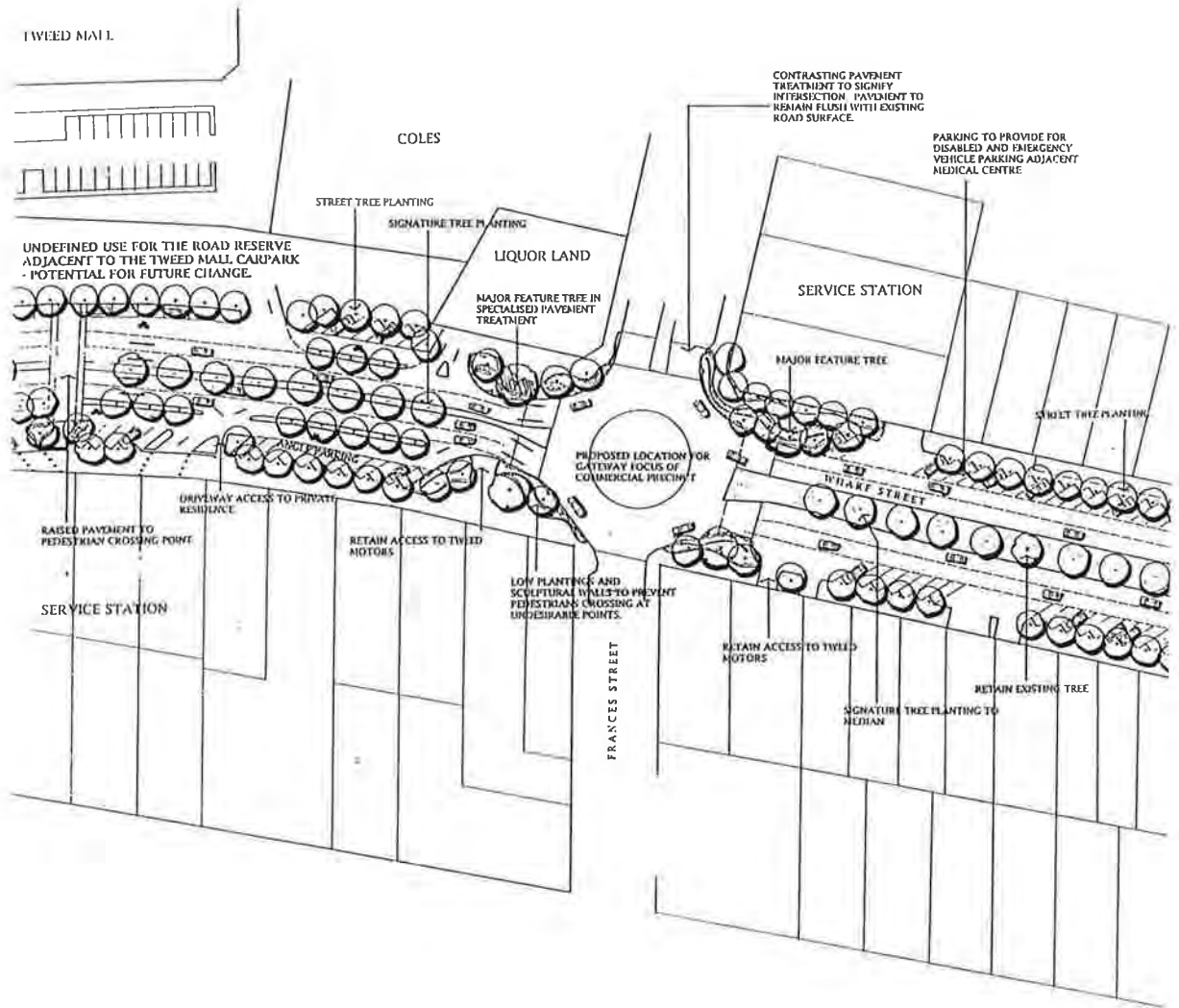
TOWN CENTRE PRECINCT

CREATE A TOWN CENTRE PRECINCT THROUGH INTEGRATED PLANNING AND DESIGN OF THE INTERSECTION OF WHARF AND BAY STREETS WITH THE REDEVELOPMENT OF CHRIS CUNNINGHAM PARK, THE JACK EVANS ROAT HARBOUR AND THE TWEED MALL EXPANSION ACROSS BAY STREET TO INCLUDE:

- maximise the visual and physical relationship between Chris Cunningham Park, the Memorial Fountain and the streetscape for mutual advantage.
- redevelopment of the Tourist Information Centre as an integral element of the town centre and harbour open space.
- rationalisation of landform and low vegetation to open up views to the harbour and river from the streetscape.
- relocation of the bus stop and shelters to open up views to the river.
- relocation of the public toilet within the Tweed Mall terrace extension over Bay Street or the redevelopment of the Tourist Information Centre

TOWN CENTRE PRECINCT

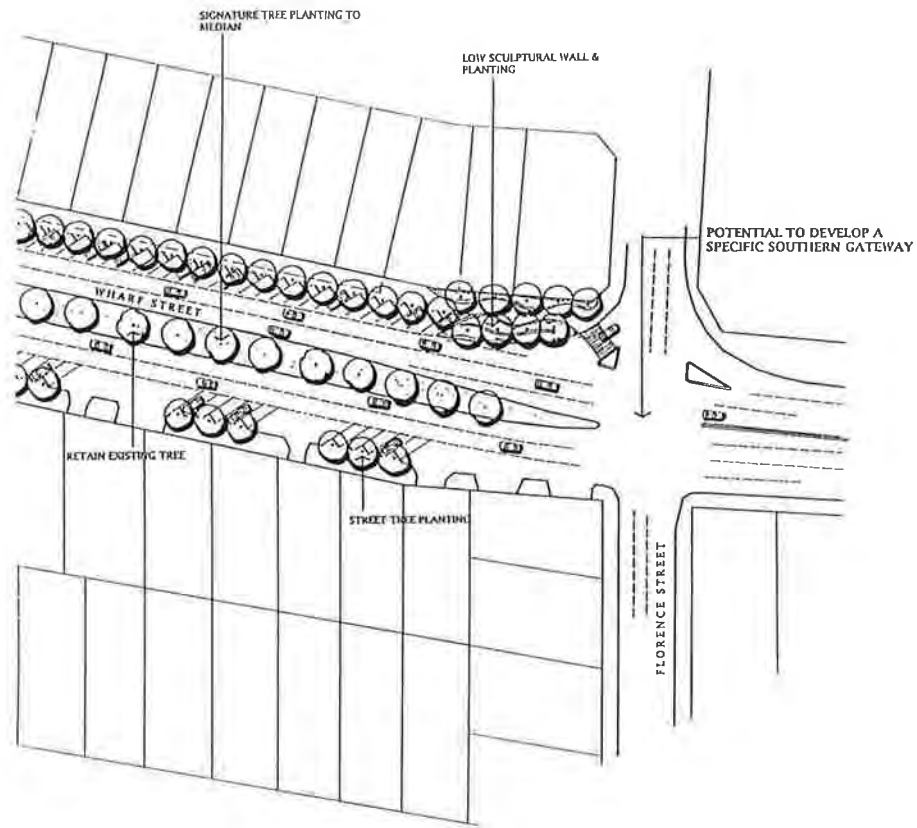
**Tweed Heads
STREETSCAPE**
LANDPLAN STUDIO LANDSCAPE ARCHITECTS



FRANCES STREET PRECINCT

**Tweed Heads
STREETSCAPE**
LANDPLAN STUDIO LANDSCAPE ARCHITECTS

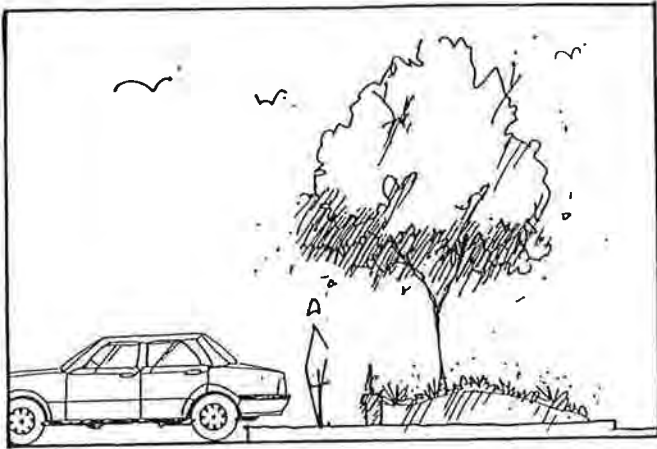
**MP
3**



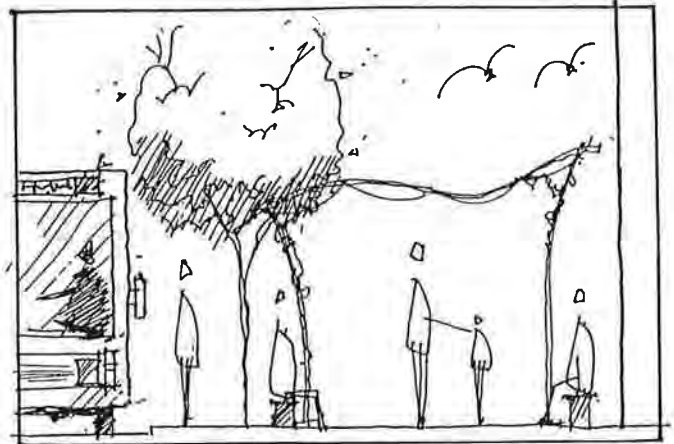
FLORENCE STREET PRECINCT

Tweed Heads
STREETSCAPE
 LANDPLAN STUDIO LANDSCAPE ARCHITECTS

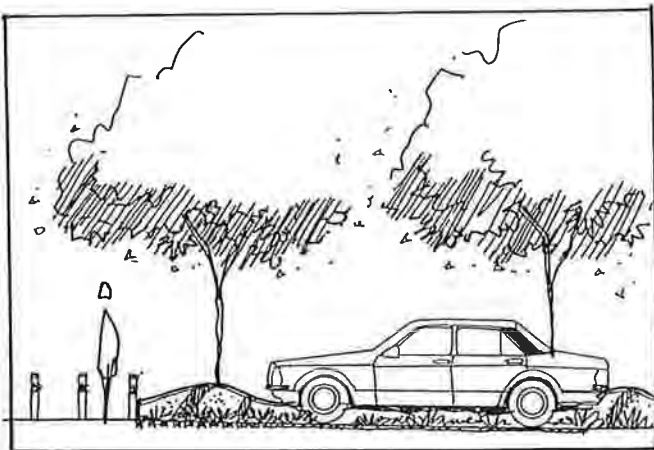
MP
4



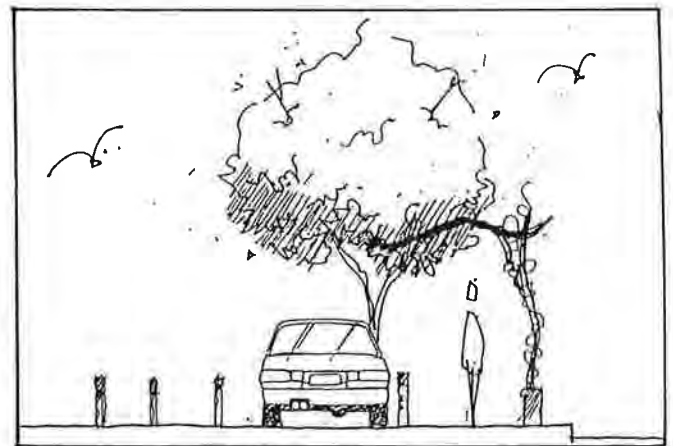
PARKING AREA PLANTING TREATMENT



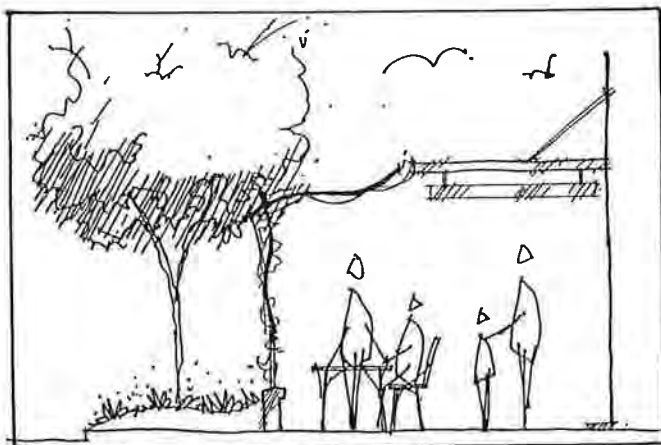
WHARF ST BUS STOP



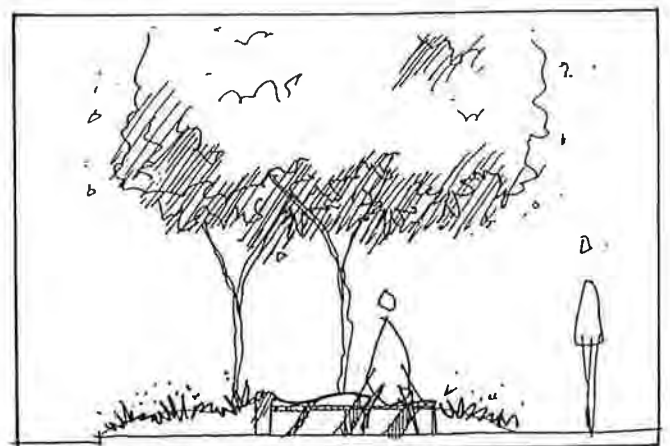
RAISED PAVEMENT INTO SCRAMBLE CROSSING



WHARF ST TAXI RANK

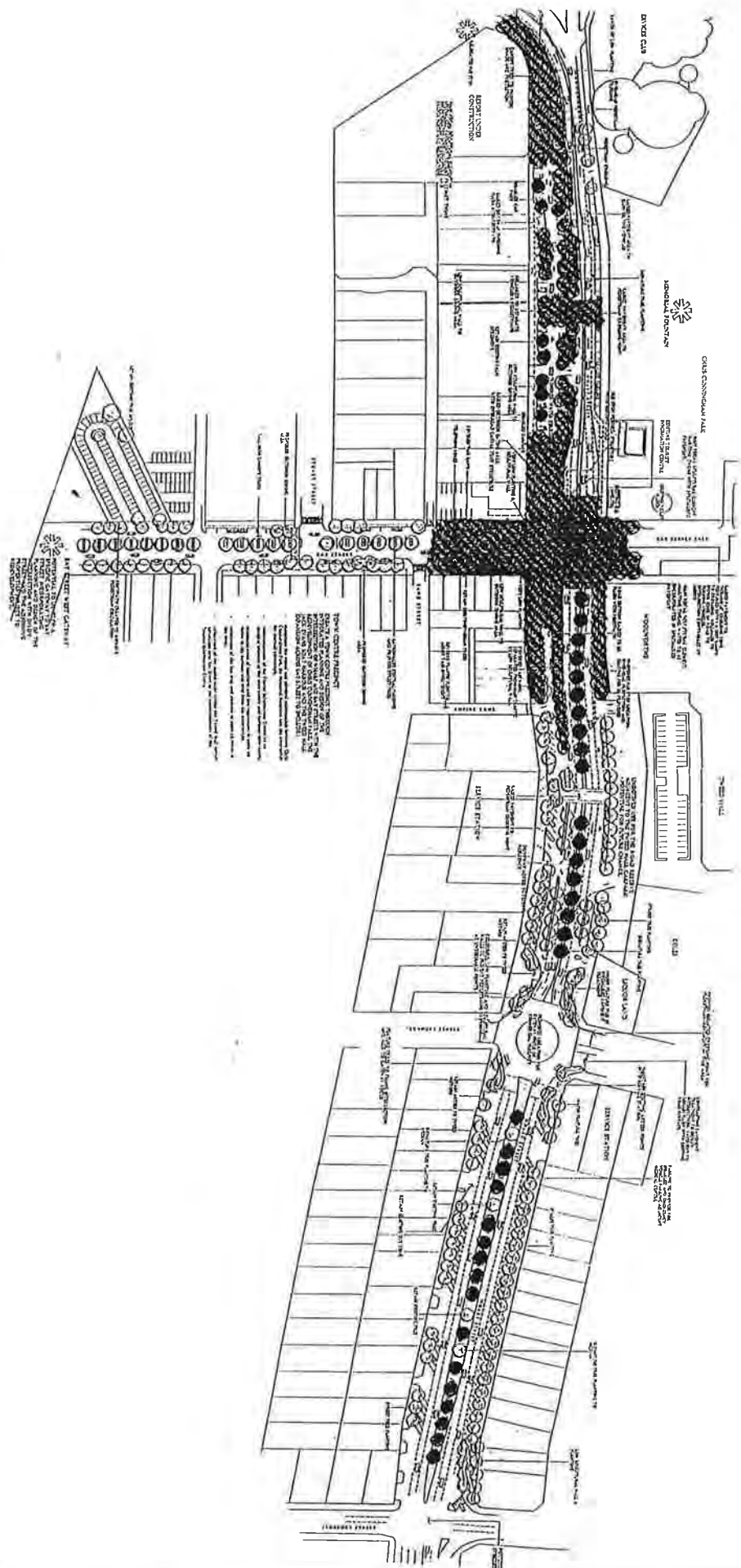


BAY STREET DINING AREAS



TYPICAL SEATING ALCOVES

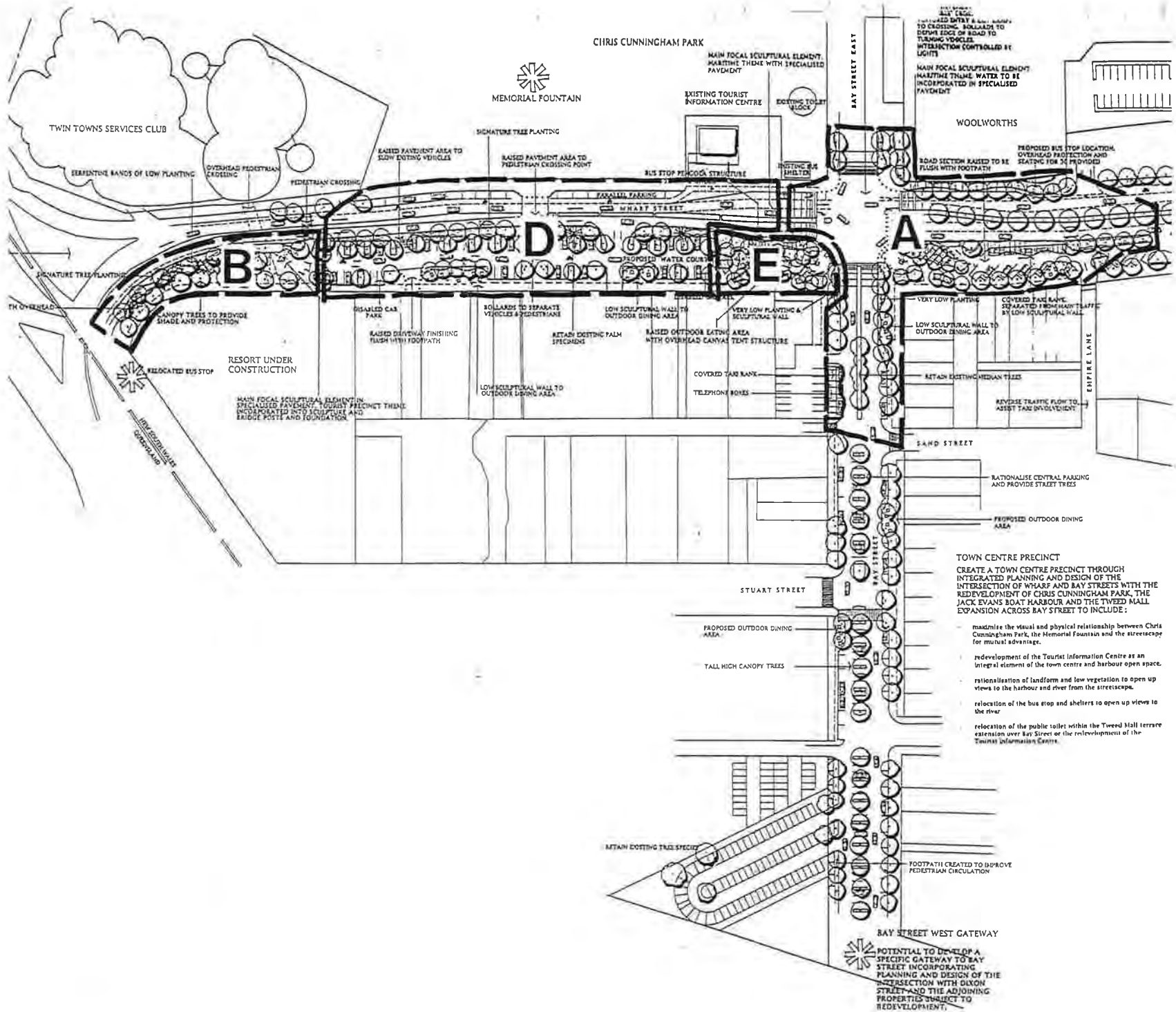
DIAGRAMMATIC CROSS SECTION



STAGE ONE EXTENT OF WORKS

Tweed Heads
STREETSCAPE
 LANDPLAN STUDIO LANDSCAPE ARCHITECTS

MP
6



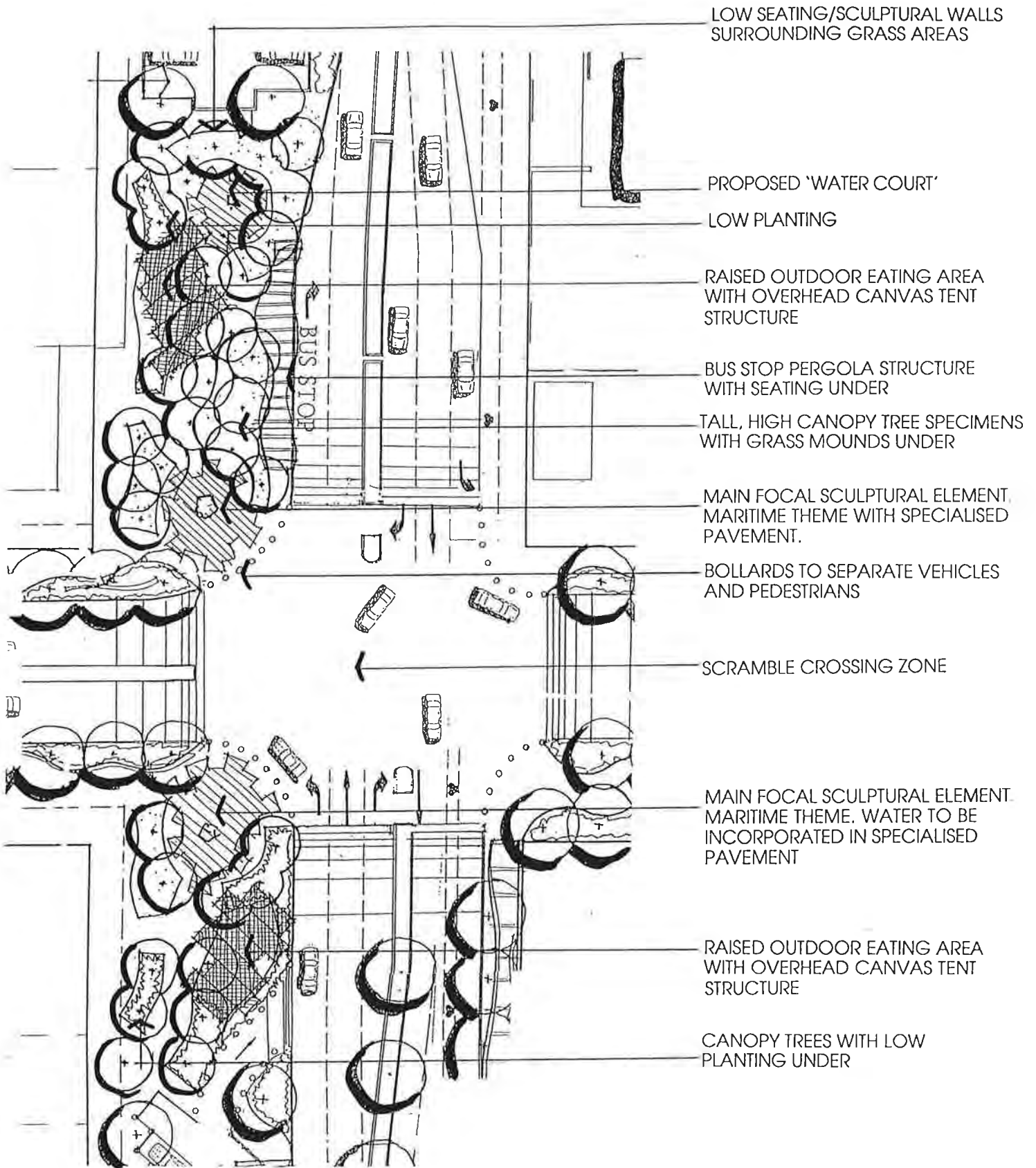
STAGE ONE ESTIMATE-RELATED AREAS

most popular images selected by community consultation process

**Tweed Heads
STREETSCAPE**



LANDPLAN STUDIO LANDSCAPE ARCHITECTS



LOW SEATING/SCULPTURAL WALLS SURROUNDING GRASS AREAS

PROPOSED 'WATER COURT'

LOW PLANTING

RAISED OUTDOOR EATING AREA WITH OVERHEAD CANVAS TENT STRUCTURE

BUS STOP PERGOLA STRUCTURE WITH SEATING UNDER

TALL, HIGH CANOPY TREE SPECIMENS WITH GRASS MOUNDS UNDER

MAIN FOCAL SCULPTURAL ELEMENT, MARITIME THEME WITH SPECIALISED PAVEMENT.

BOLLARDS TO SEPARATE VEHICLES AND PEDESTRIANS

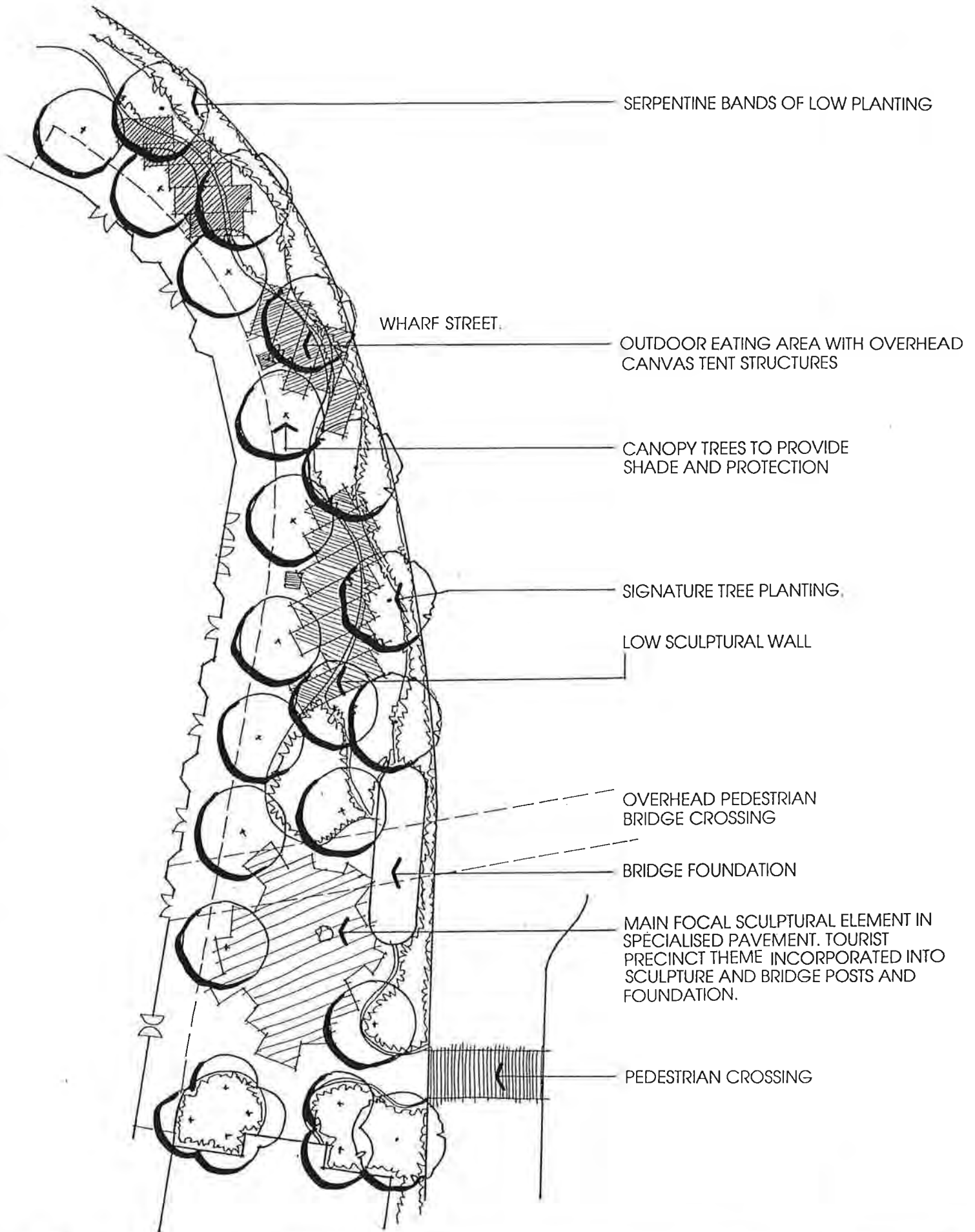
SCRAMBLE CROSSING ZONE

MAIN FOCAL SCULPTURAL ELEMENT, MARITIME THEME, WATER TO BE INCORPORATED IN SPECIALISED PAVEMENT

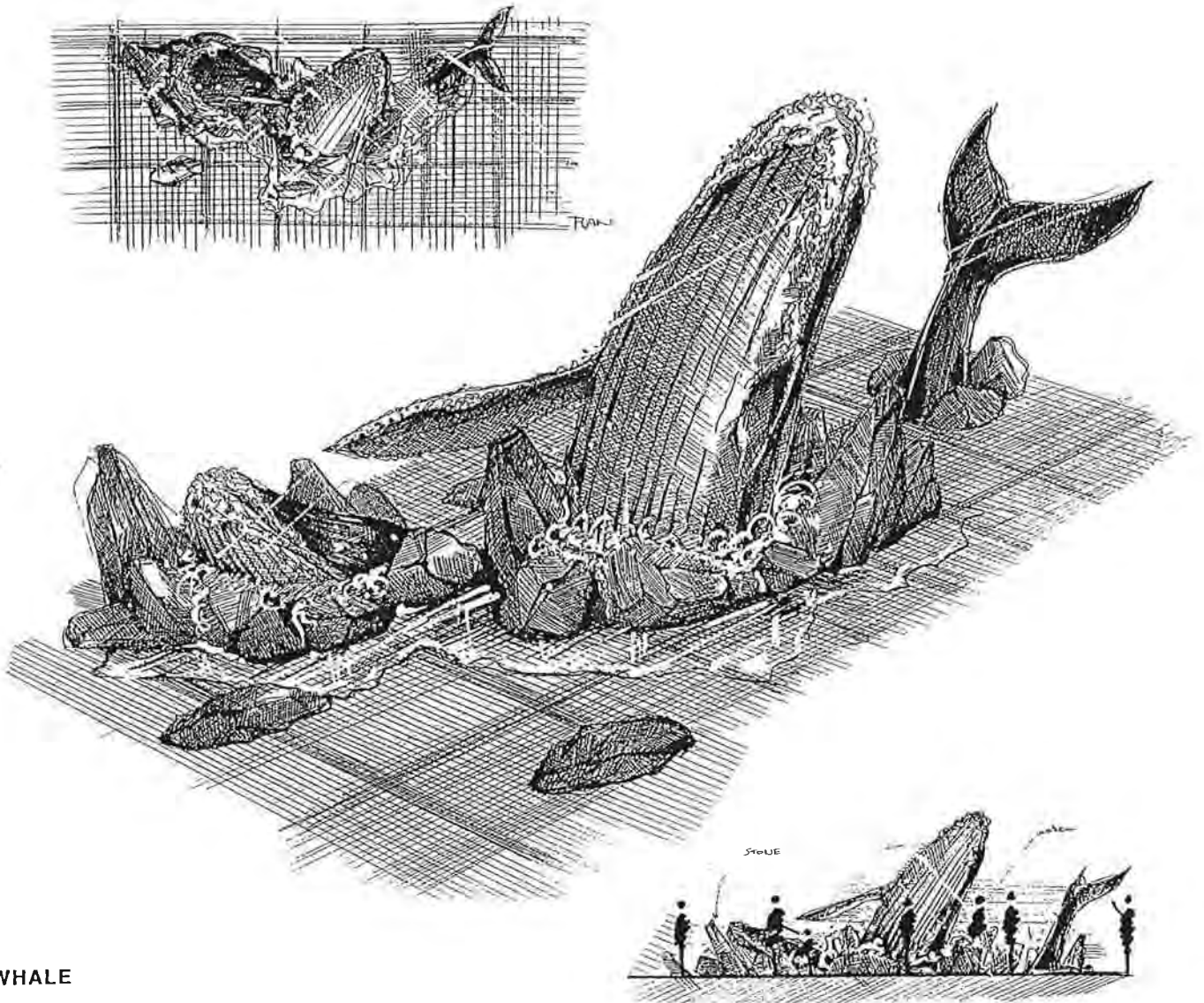
RAISED OUTDOOR EATING AREA WITH OVERHEAD CANVAS TENT STRUCTURE

CANOPY TREES WITH LOW PLANTING UNDER

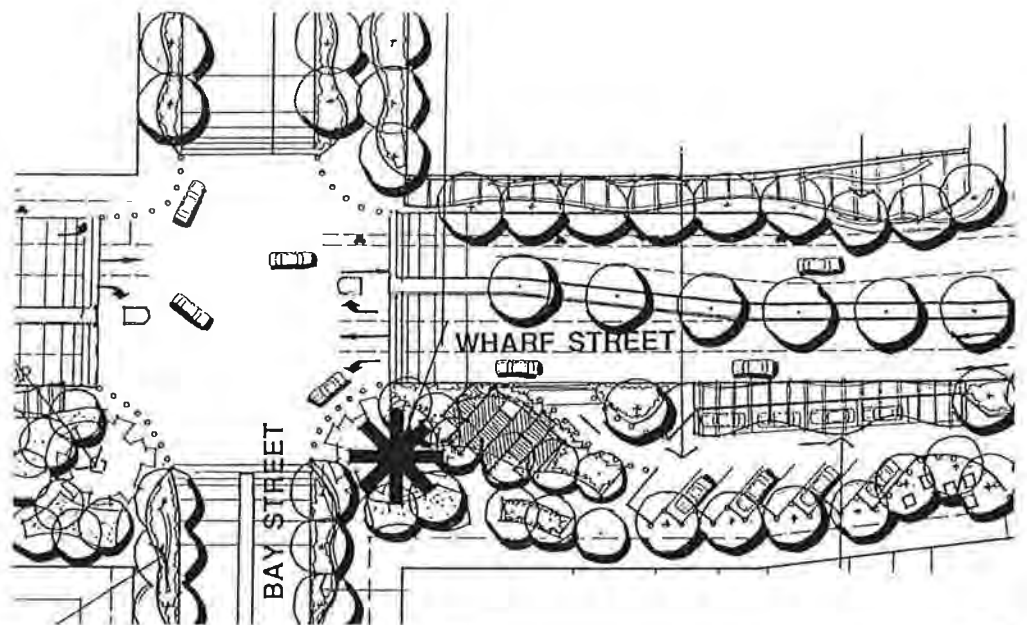
DETAIL ZONE : WHARF/BAY ST CORNER



DETAIL ZONE : TWIN TOWNS RESORT FOOTPATH



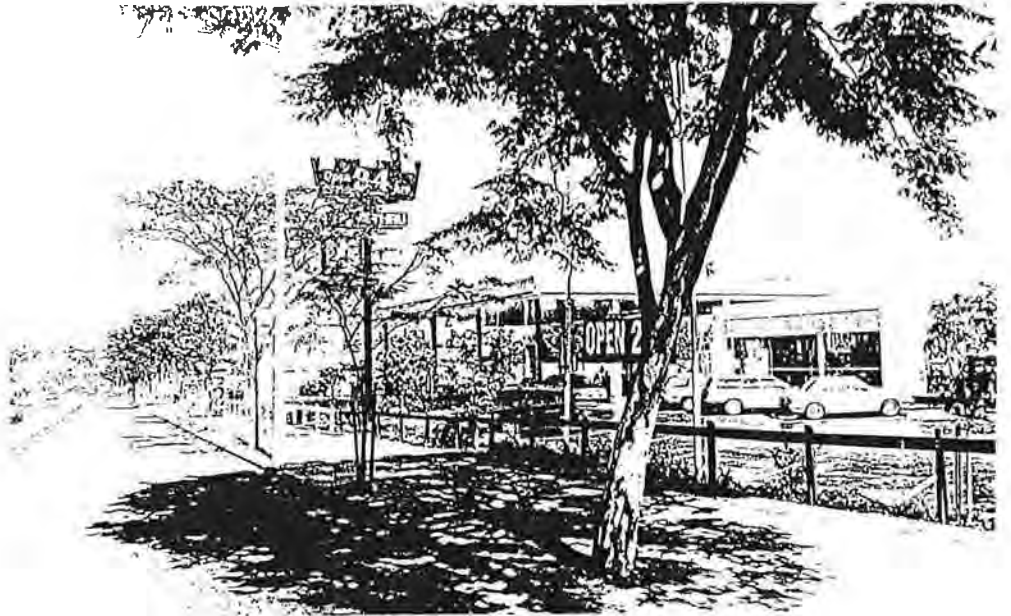
WHALE



KEY PLAN

MAIN TOWN CENTRE SCULPTURAL ELEMENT

High canopy street trees spaced at 8 metres allow commercial signage to be unobscured and enhance the visual qualities of the facility through foreground interest.



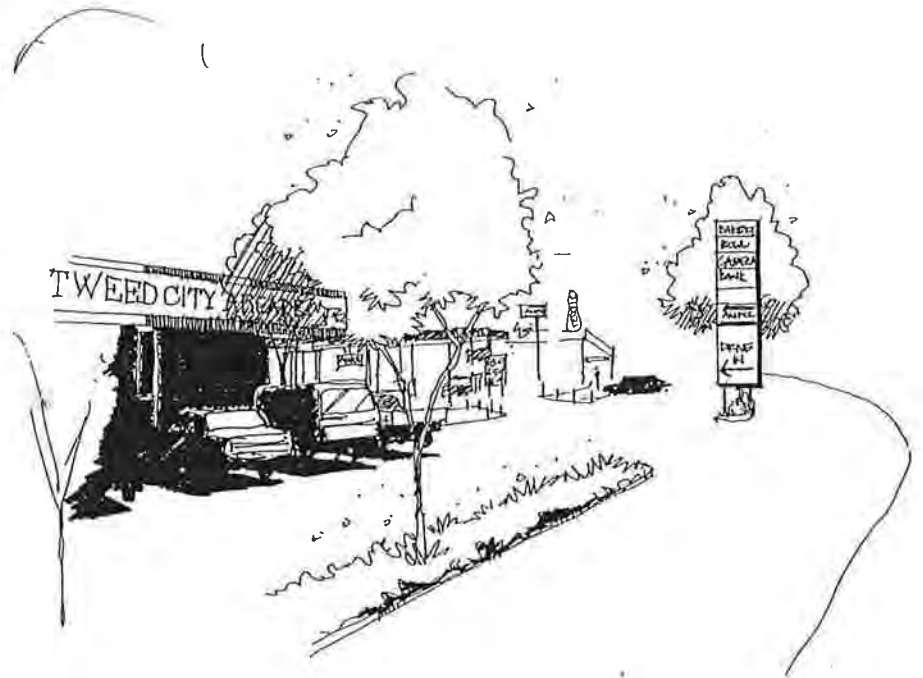
One well located canopy tree provides a focal point and draws attention to commercial displays and adds visual diversity, shade and shelter to the footpath.



Preserved grove of tall columnar trees allows commercial premises to be seen as an integral part of the streetscape but ensures visual and landscape integration.



STREET TREES & COMMERCIAL PREMESIS



Perspective sketch illustrating the relationship of the proposed median and street trees on the north bound approach to Ampol Service Station. Note the "openlink signage" on the side median to provide graphics for nearby premises.

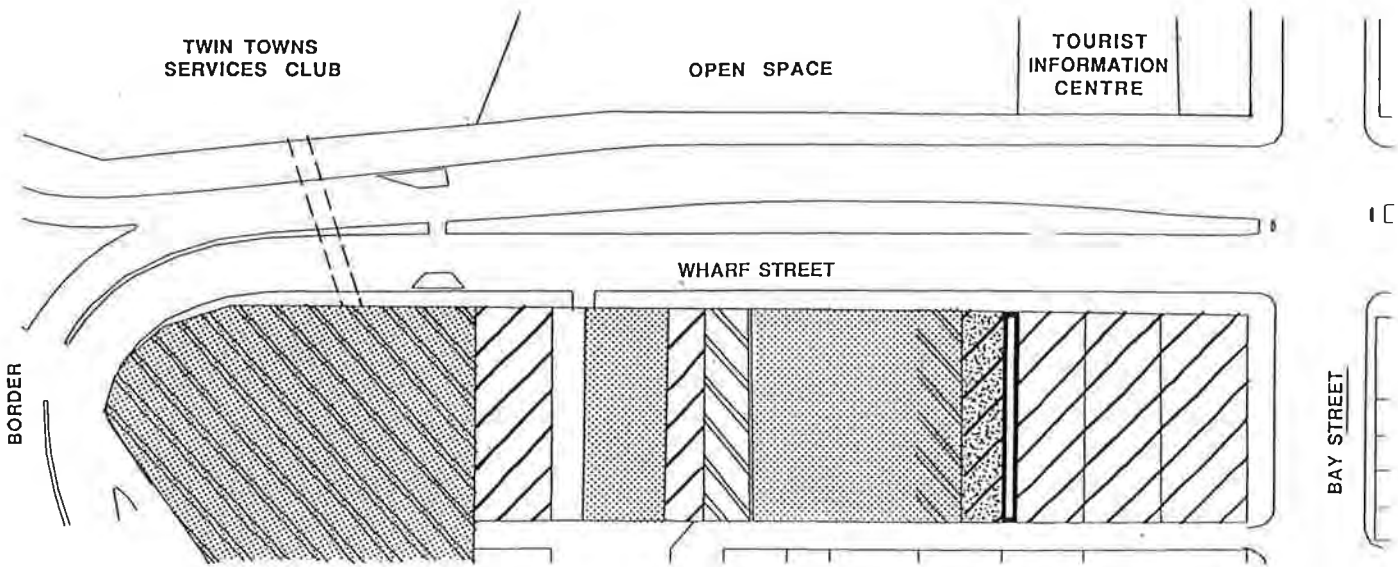
AMPOL



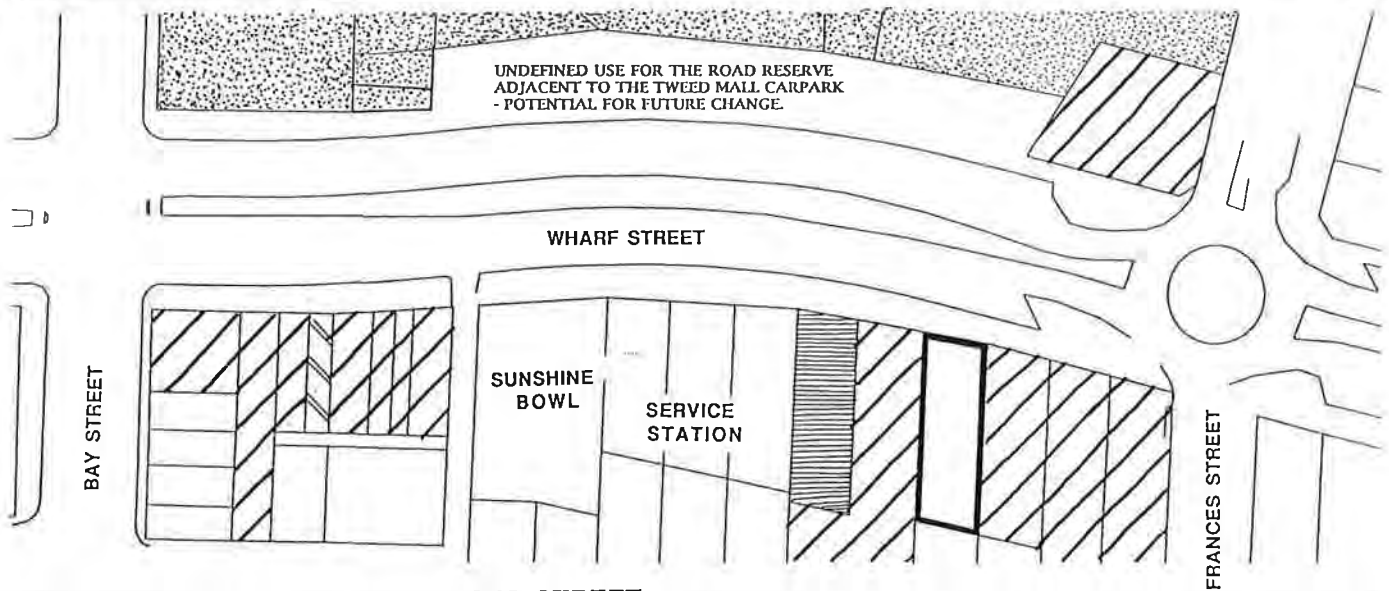
Perspective sketch illustrating the provision of streetscape works including specimen trees to create the commercial precinct focus for Tweed Heads. Design provides for enhancement of visual relationship of Tweed Motors and the street.

TWEED MOTORS

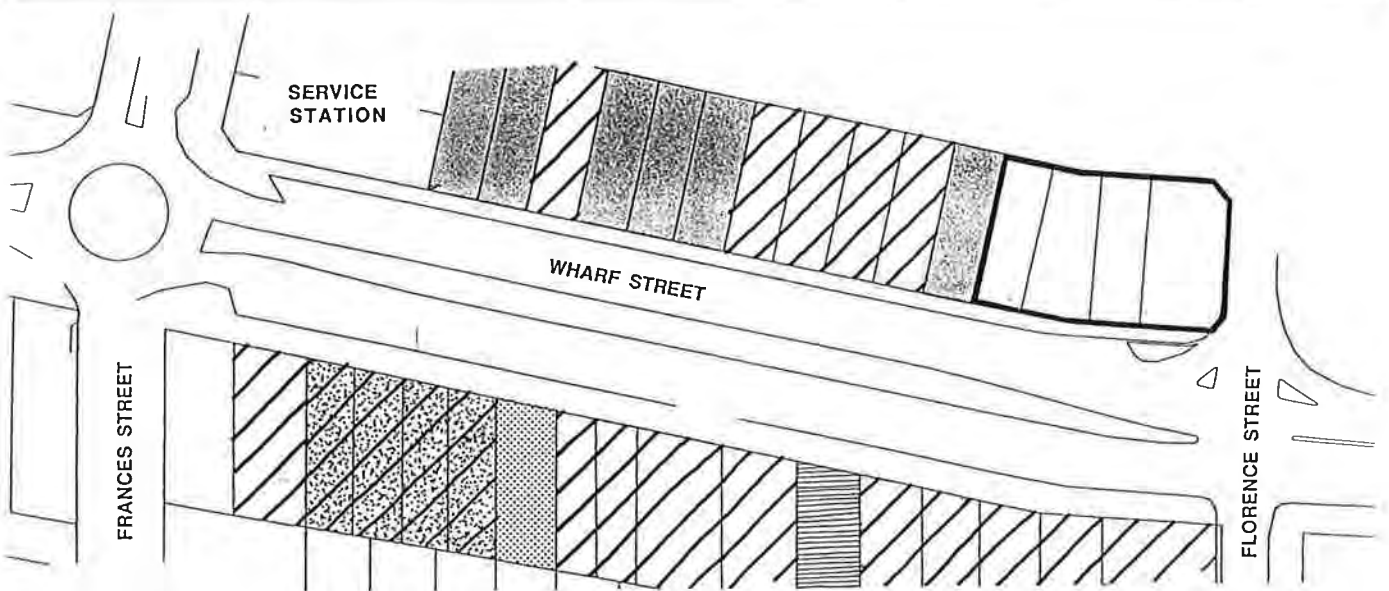
STREET TREES & COMMERCIAL PREMESIS



WHARF STREET : BORDER TO BAY STREET



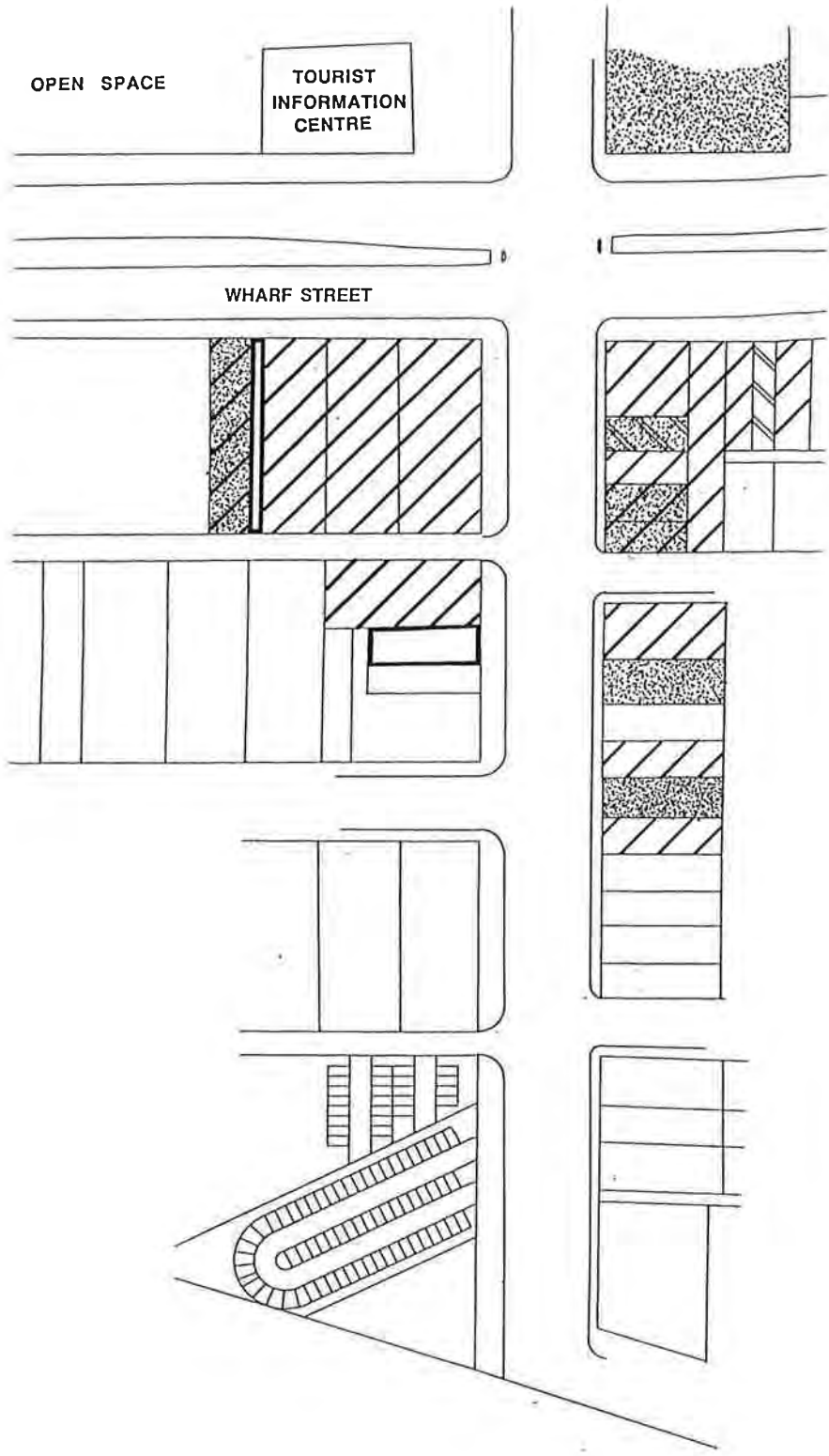
WHARF STREET : BAY TO FRANCES STREET



WHARF STREET : FRANCES TO FLORENCE STREET

- | | | | |
|--|------------|--|-----------------------------|
| | COMMERCIAL | | ACCOMMODATION, HOTEL, MOTEL |
| | FOOD SHOPS | | SPECIALIST |
| | RESIDENCE | | VACANT |
| | RETAIL | | |

EXISTING BUSINESS USE

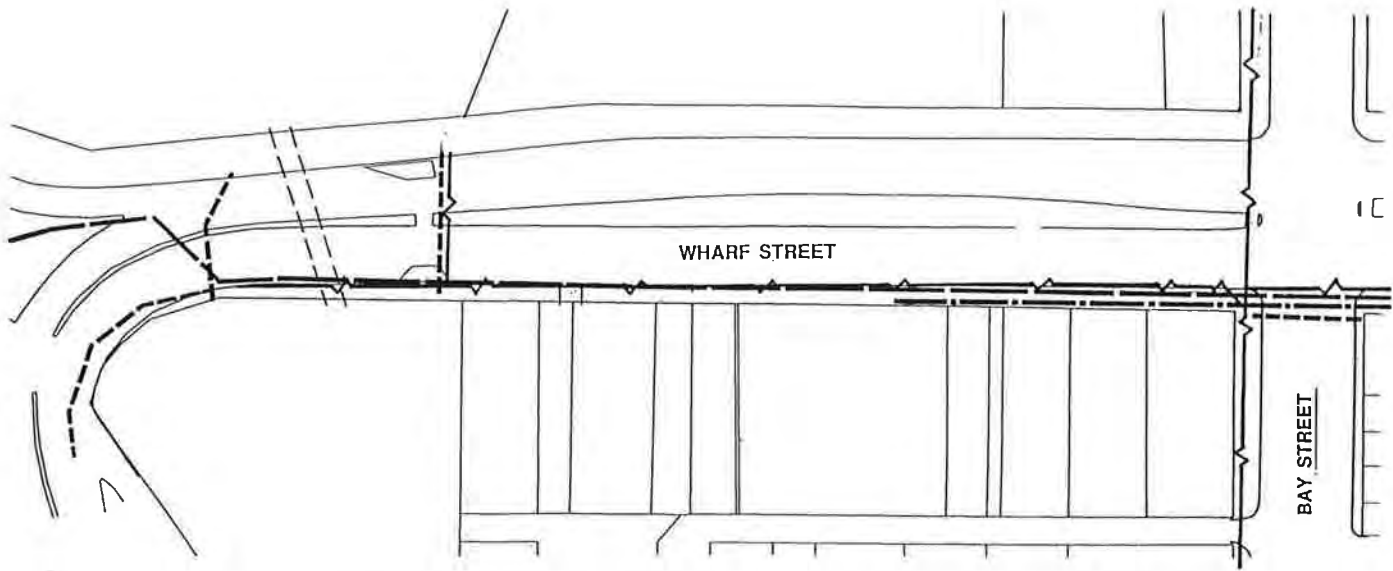


BAY STREET - WEST

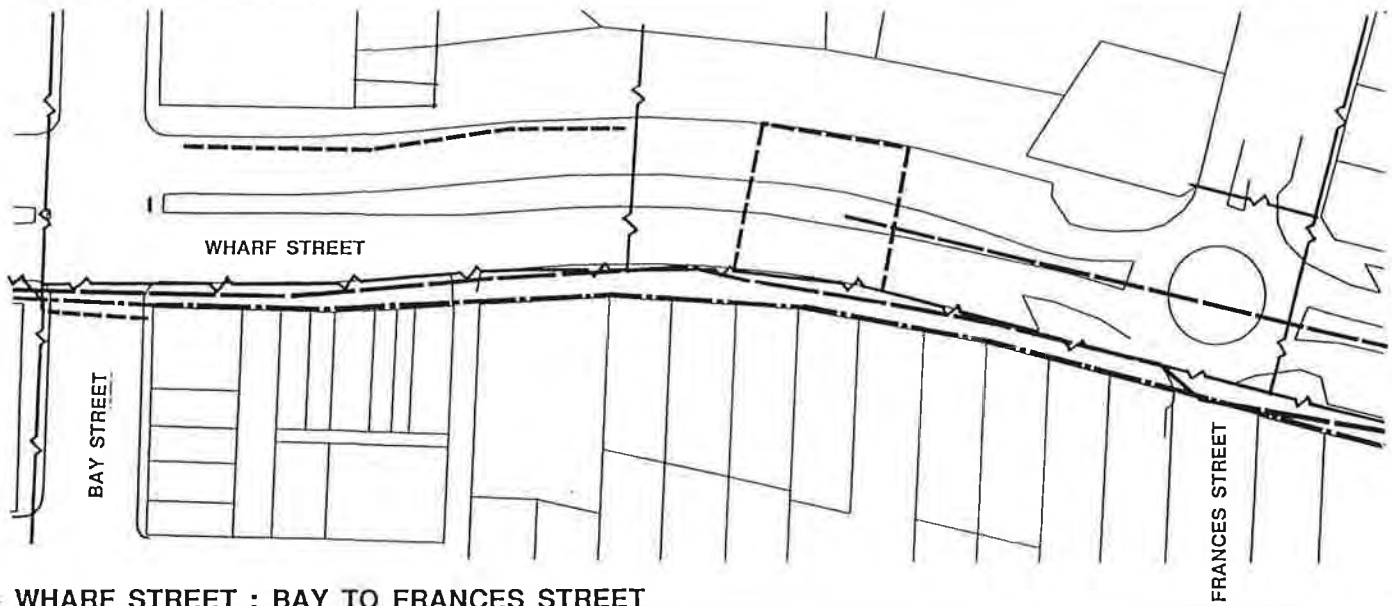
	COMMERCIAL		ACCOMMODATION, HOTEL, MOTEL
	FOOD SHOPS		SPECIALIST
	RESIDENCE		VACANT
	RETAIL		

EXISTING BUSINESS USE

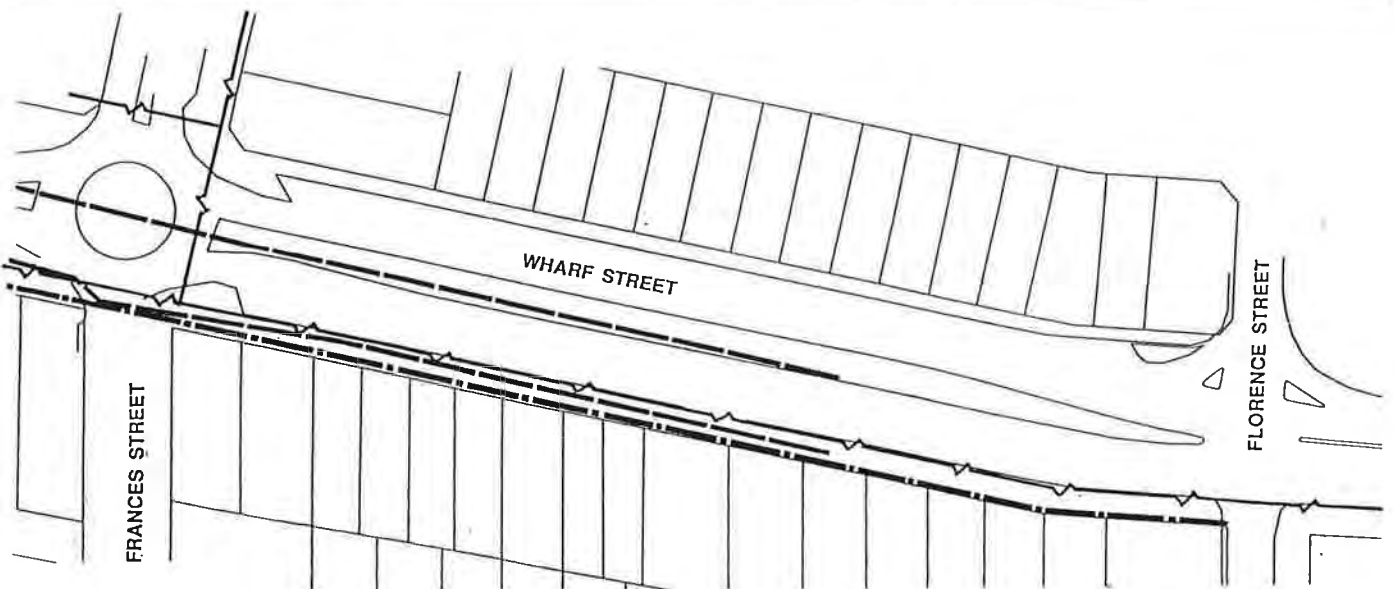
**Tweed Heads
STREETSCAPE**
LANDPLAN STUDIO LANDSCAPE ARCHITECTS



WHARF STREET : BORDER TO BAY STREET



WHARF STREET : BAY TO FRANCES STREET



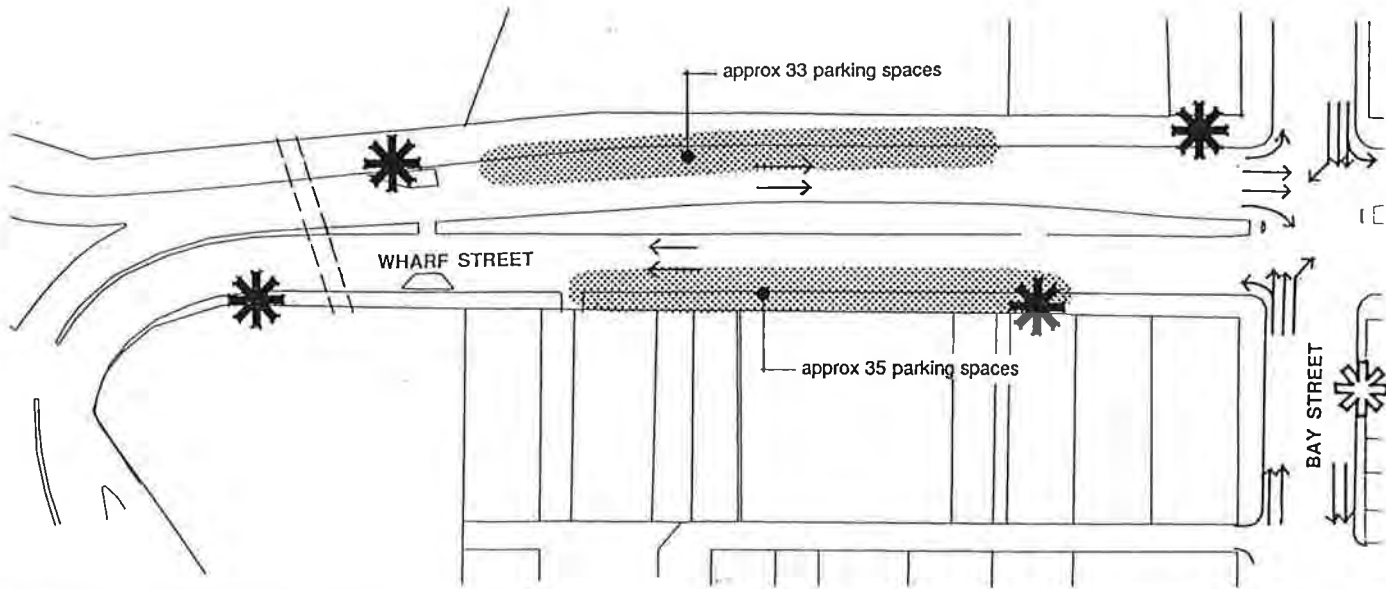
WHARF STREET : FRANCES TO FLORENCE STREET

-  TOWN WATER
-  STORM WATER
-  COMMUNICATIONS
-  OVERHEAD POWER

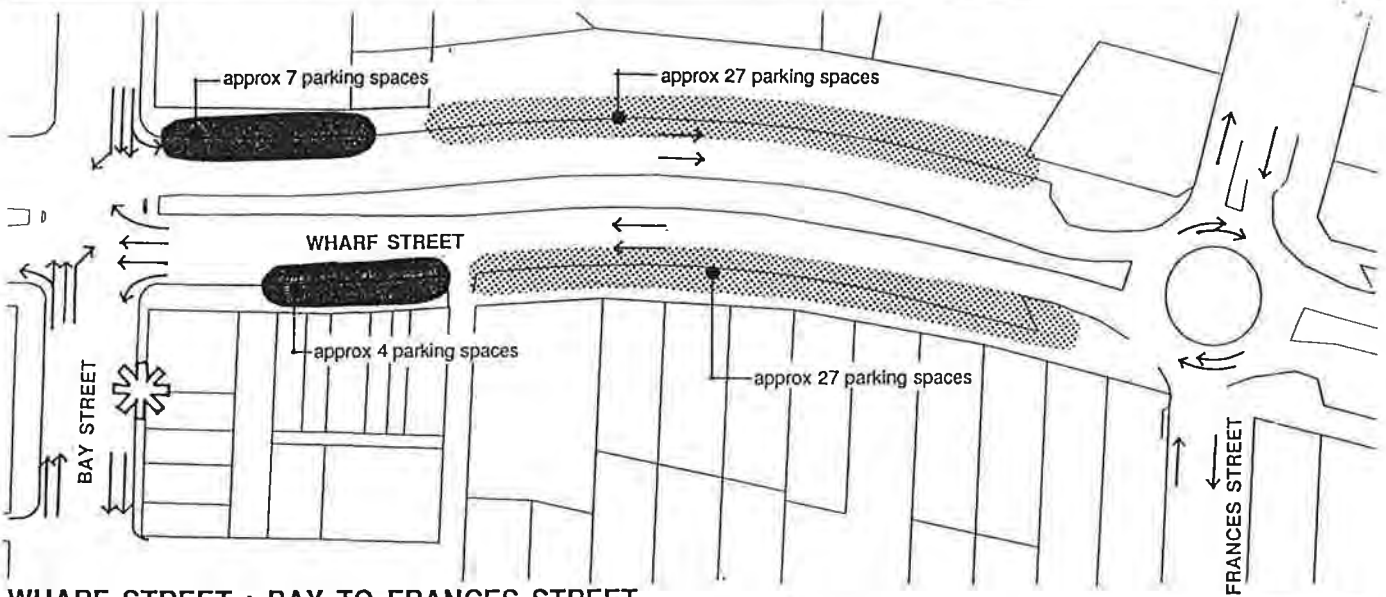
EXISTING SERVICES

**Tweed Heads
STREETSCAPE**
LANDPLAN STUDIO LANDSCAPE ARCHITECTS

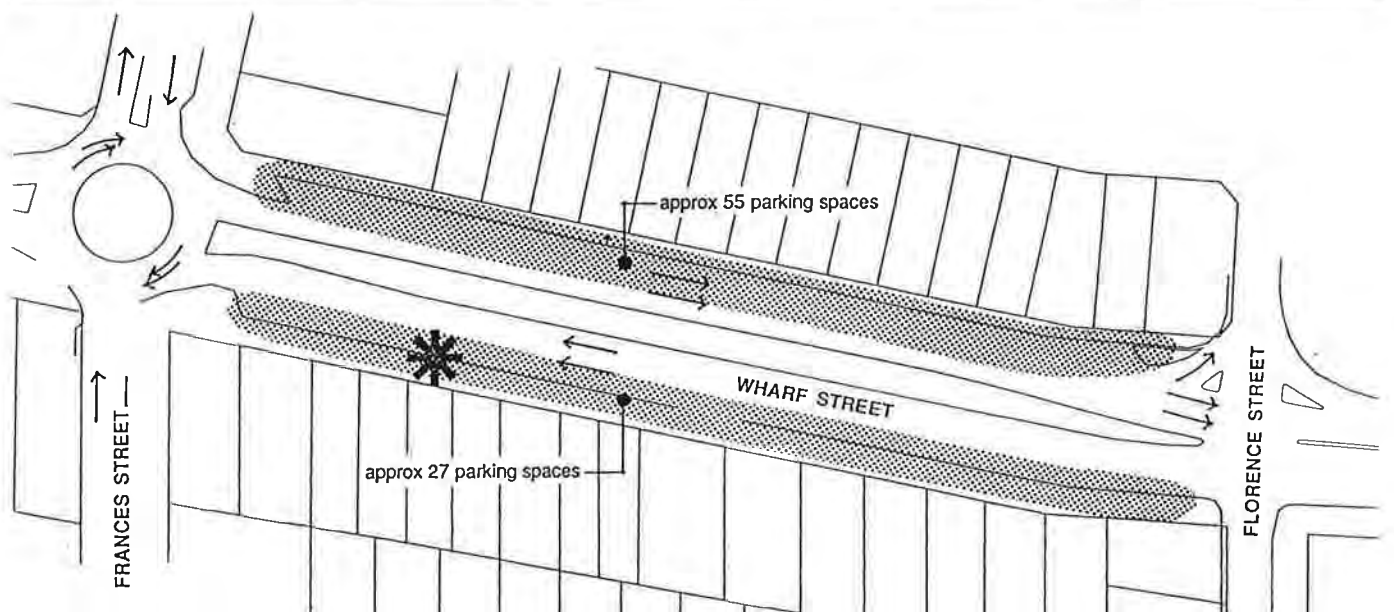
A2



WHARF STREET : BORDER TO BAY STREET



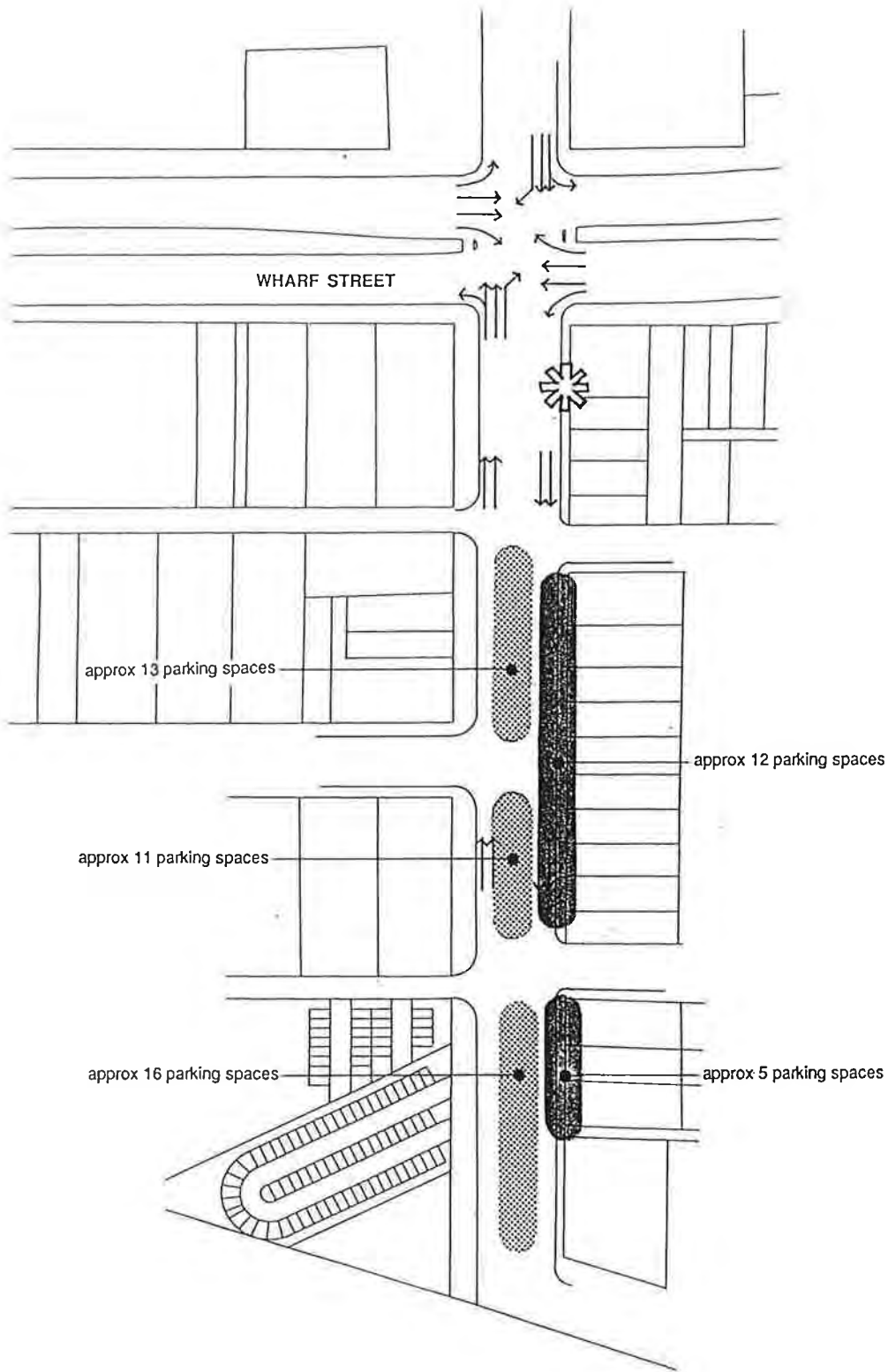
WHARF STREET : BAY TO FRANCES STREET



WHARF STREET : FRANCES TO FLORENCE STREET

-  BUS STOP
-  TAXI RANK
-  TRAFFIC LANES AND DIRECTIONS
-  ANGLED PARKING
-  PARALLEL PARKING

PARKING & ROAD USE



BAY STREET - WEST

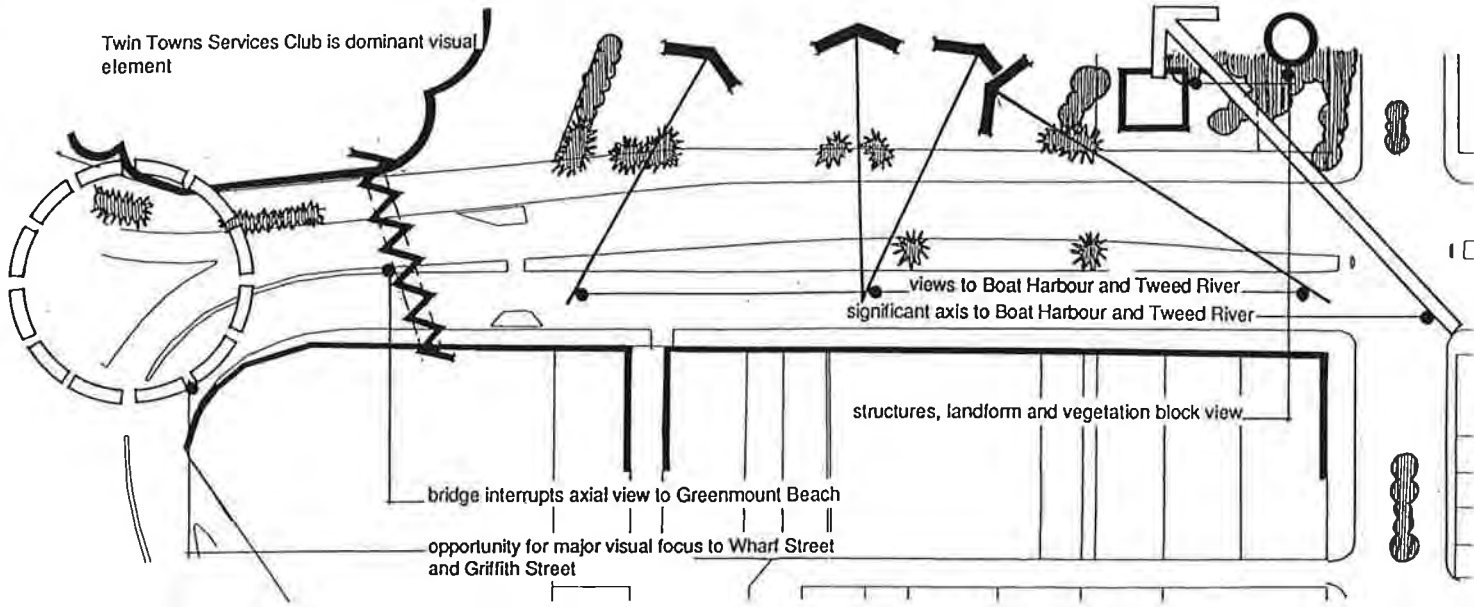
-  BUS STOP
-  TAXI RANK
-  TRAFFIC LANES AND DIRECTIONS
-  CENTRE PARKING

 PARALLEL PARKING

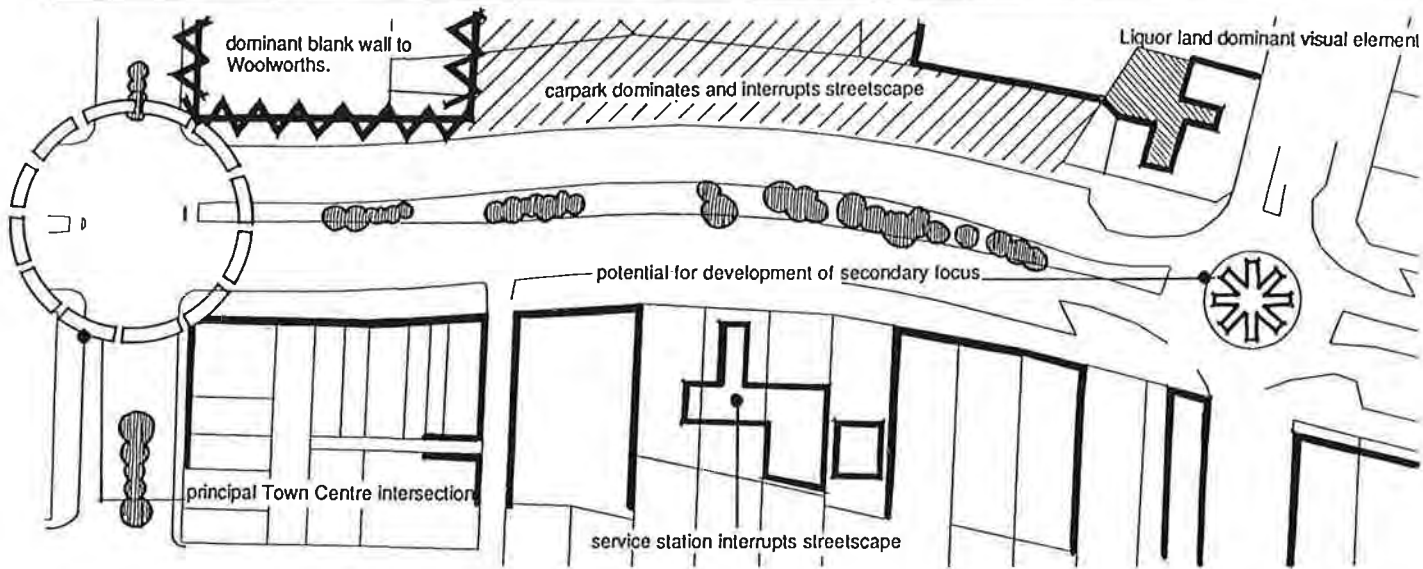
PARKING & ROAD USE

**Tweed Heads
STREETSCAPE**
LANDPLAN STUDIO LANDSCAPE ARCHITECTS

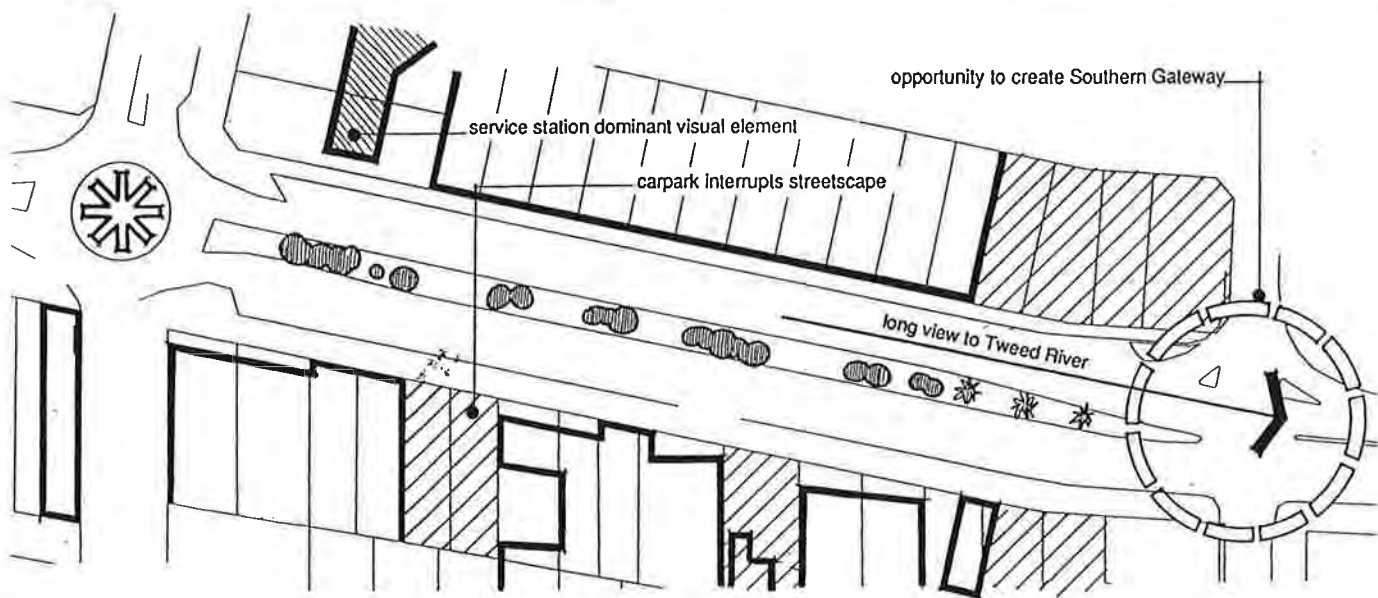
A3









WHARF STREET : BORDER TO BAY STREET



WHARF STREET : BAY TO FRANCES STREET

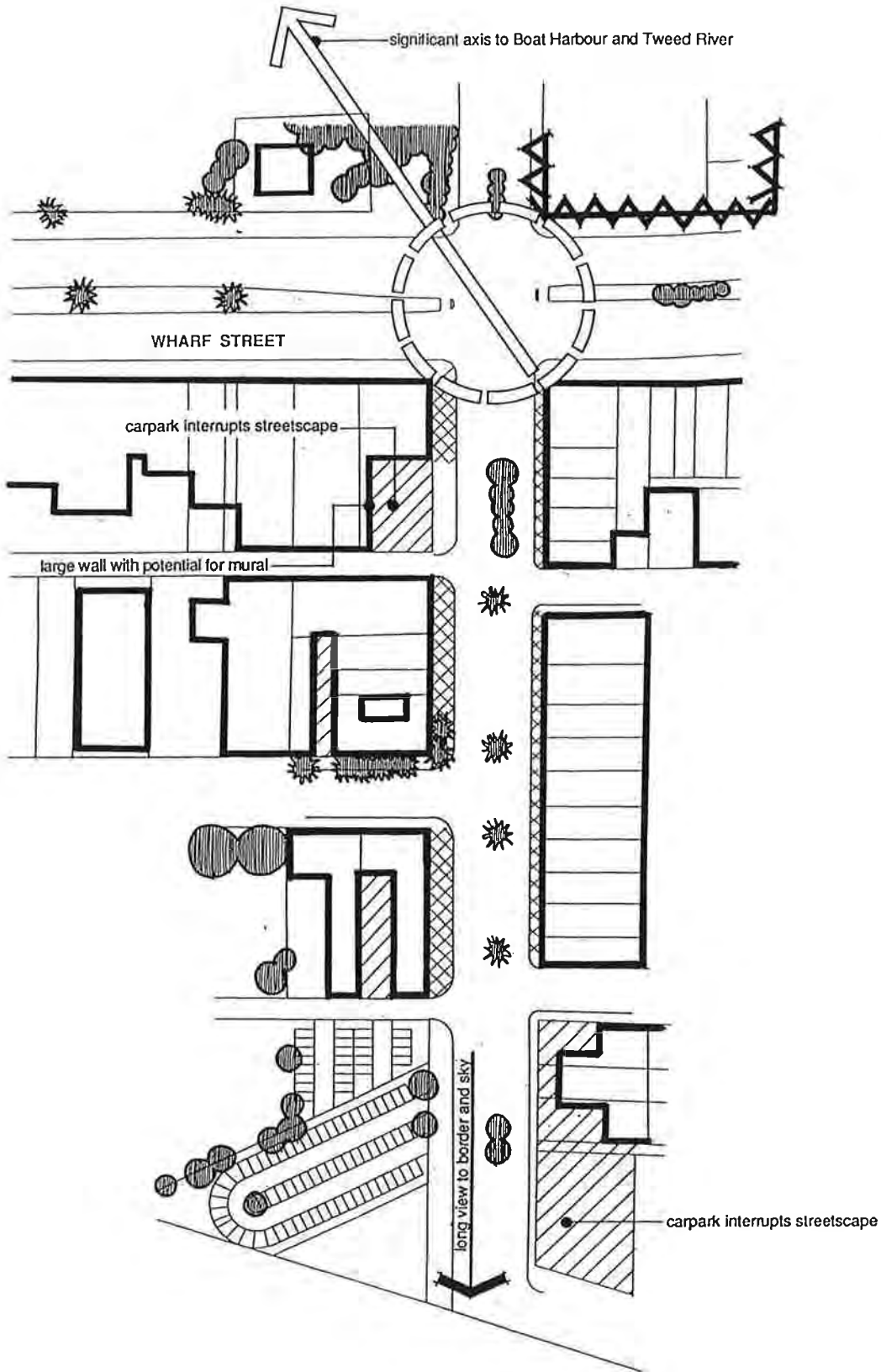


WHARF STREET : FRANCES TO FLORENCE STREET








-  PROPOSED VISUAL FOCUS
-  PROPOSED SECONDARY VISUAL FOCUS
-  VIEWS AND VISTAS
-  EXISTING VEGETATION
-  OPPORTUNITIES FOR VISUAL INTEGRATION
-  CARPARKS AND OPEN SPACES

VISUAL ANALYSIS

**Tweed Heads
STREETSCAPE**
LANDPLAN STUDIO LANDSCAPE ARCHITECTS

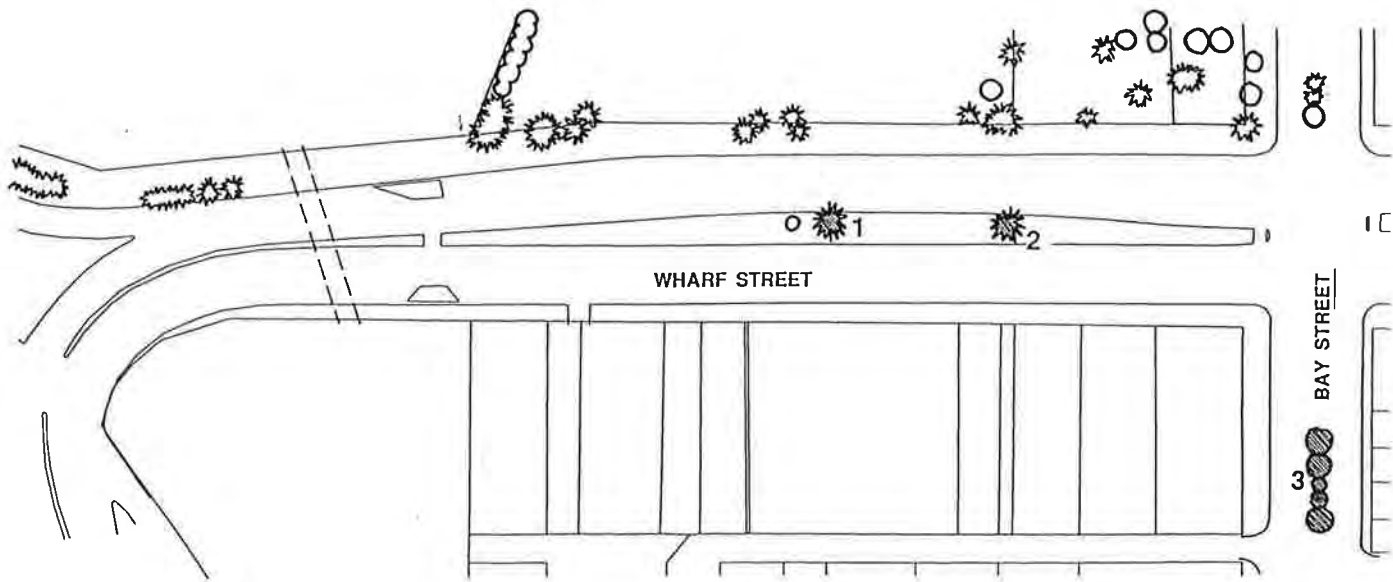


BAY STREET - WEST

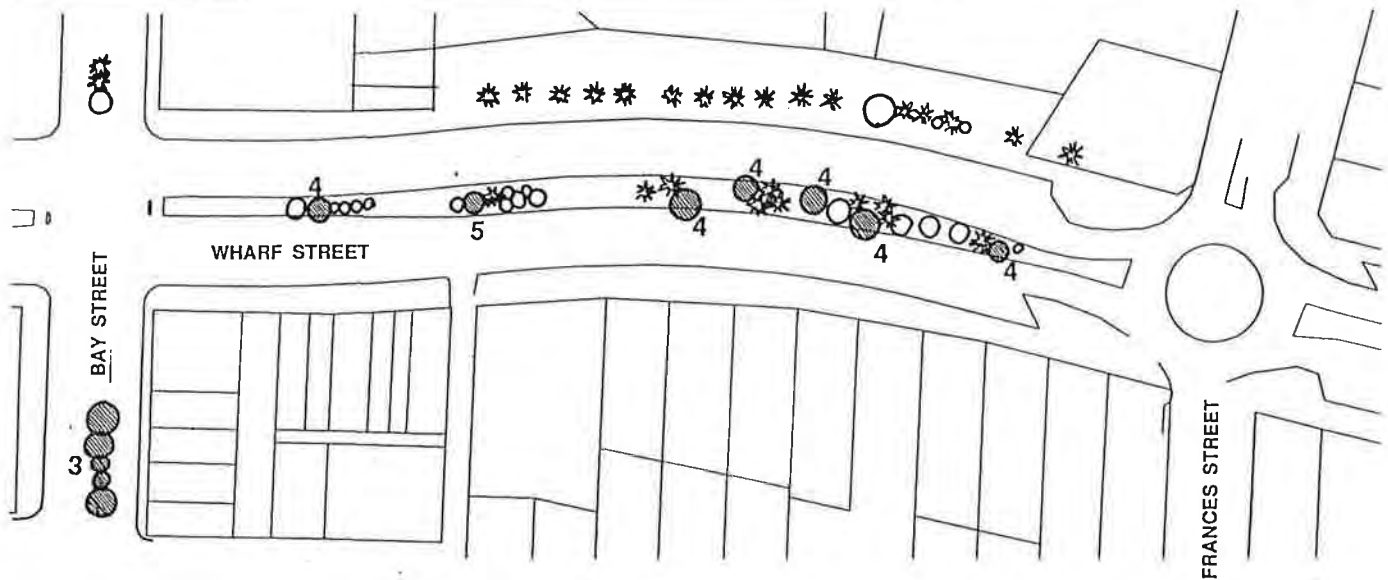
- | | | | |
|---|---------------------------------|---|---|
|  | PROPOSED VISUAL FOCUS |  | CARPARKS AND OPEN SPACES |
|  | PROPOSED SECONDARY VISUAL FOCUS |  | OPPORTUNITIES FOR VISUAL INTEGRATION |
|  | VIEWS AND VISTAS |  | BUILDING FACADE WITH POTENTIAL FOR REHABILITATION AND STREETSCAPE INTEGRATION |
|  | EXISTING VEGETATION | | |

VISUAL ANALYSIS

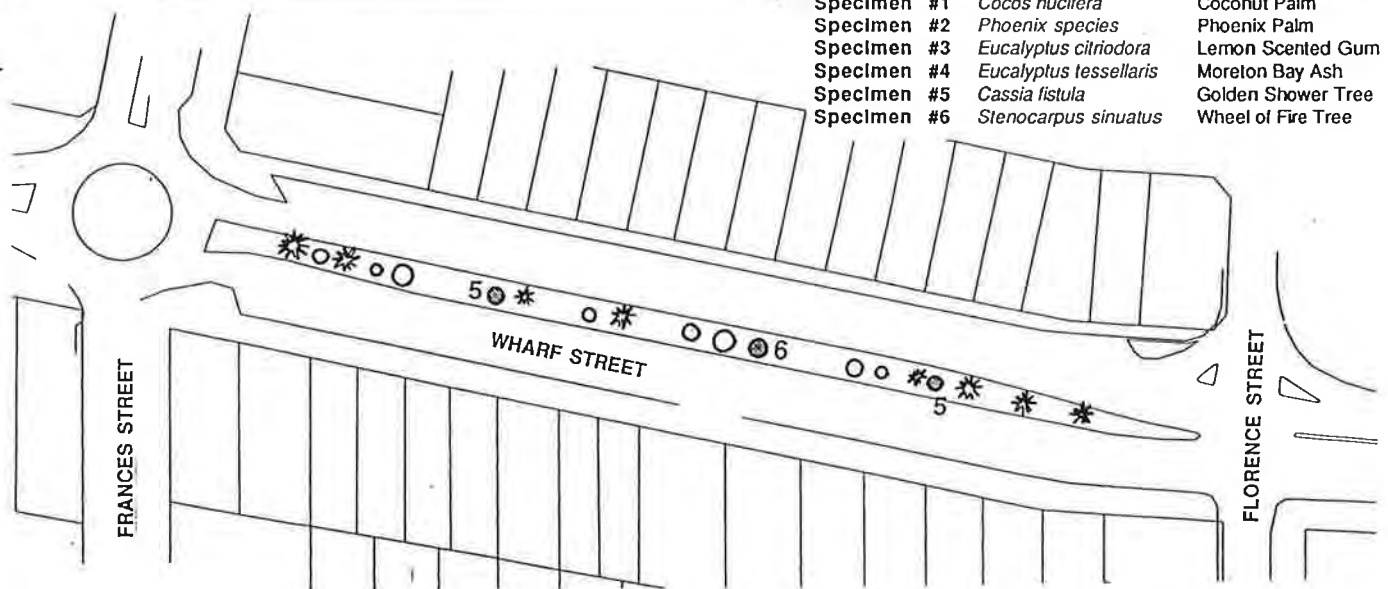
**Tweed Heads
STREETSCAPE**
LANDPLAN STUDIO LANDSCAPE ARCHITECTS



WHARF STREET : BORDER TO BAY STREET

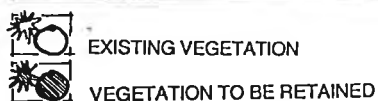


WHARF STREET : BAY TO FRANCES STREET

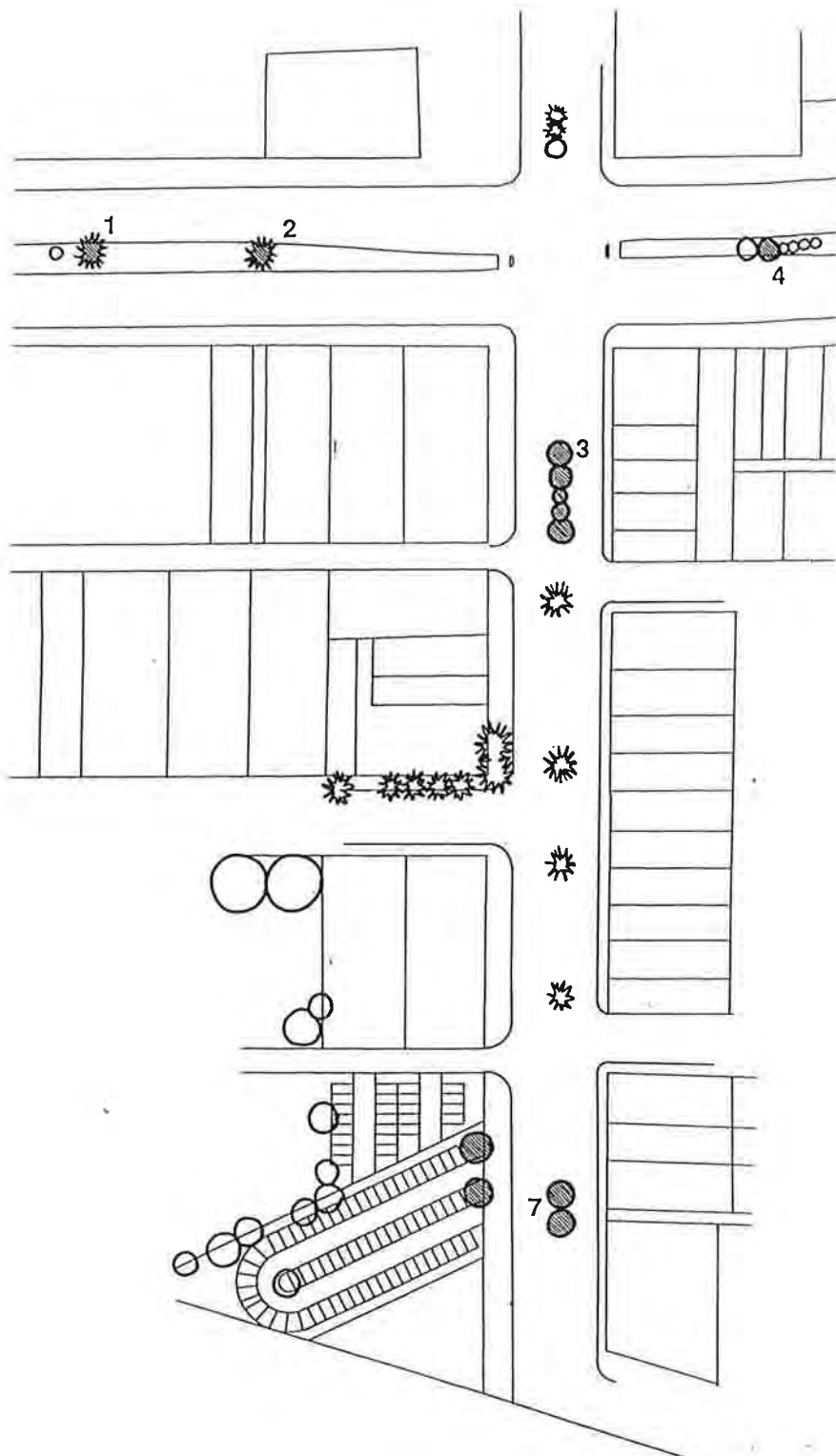


WHARF STREET : FRANCES TO FLORENCE STREET

Specimen #1	<i>Cocos nucifera</i>	Coconut Palm
Specimen #2	<i>Phoenix species</i>	Phoenix Palm
Specimen #3	<i>Eucalyptus citriodora</i>	Lemon Scented Gum
Specimen #4	<i>Eucalyptus tessellaris</i>	Moreton Bay Ash
Specimen #5	<i>Cassia fistula</i>	Golden Shower Tree
Specimen #6	<i>Stenocarpus sinuatus</i>	Wheel of Fire Tree



EXISTING VEGETATION



Specimen #1	<i>Cocos nucifera</i>	Coconut Palm
Specimen #2	<i>Phoenix species</i>	Phoenix Palm
Specimen #3	<i>Eucalyptus citriodora</i>	Lemon Scented Gum
Specimen #7	<i>Eucalyptus robusta</i>	Swamp Mahogany
Specimen #7	<i>Eucalyptus torrelliana</i>	Cadaga

BAY STREET - WEST

-  EXISTING VEGETATION
-  VEGETATION TO BE RETAINED

EXISTING VEGETATION

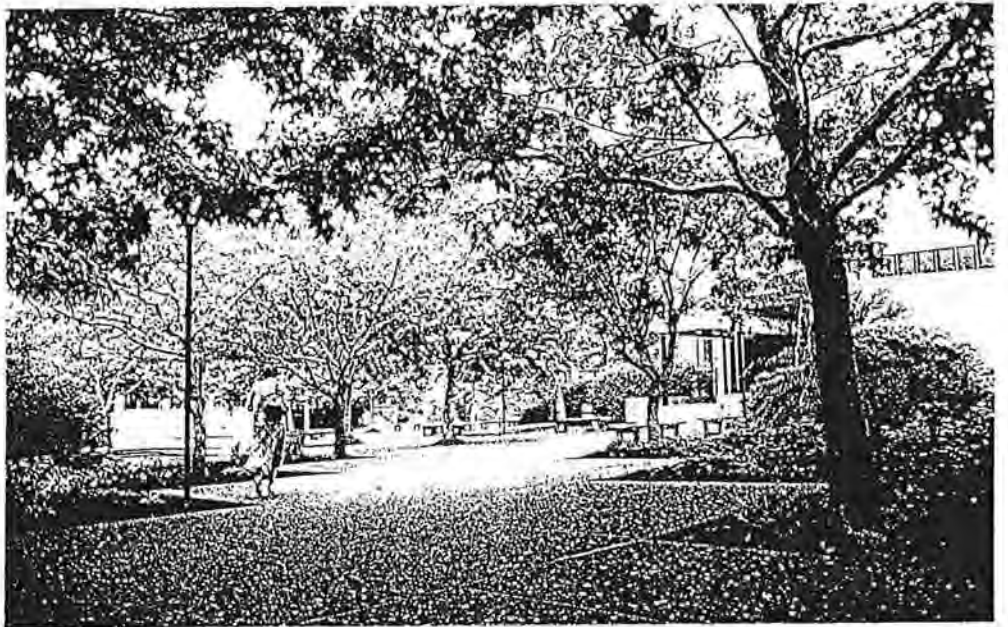
"create simple, shady, quiet places with a water emphasis"

SPECIAL PLACES #1



"provide extensive shaded public spaces using local and regional vegetation"

URBAN SPACES #2



"promote opportunities for 'al fresco' dining to footpath areas"

FOOTPATH DINING #3



TOP SIX IMAGES

most popular images selected by community consultation process

**Tweed Heads
STREETSCAPE**
LANDPLAN STUDIO LANDSCAPE ARCHITECTS

C1

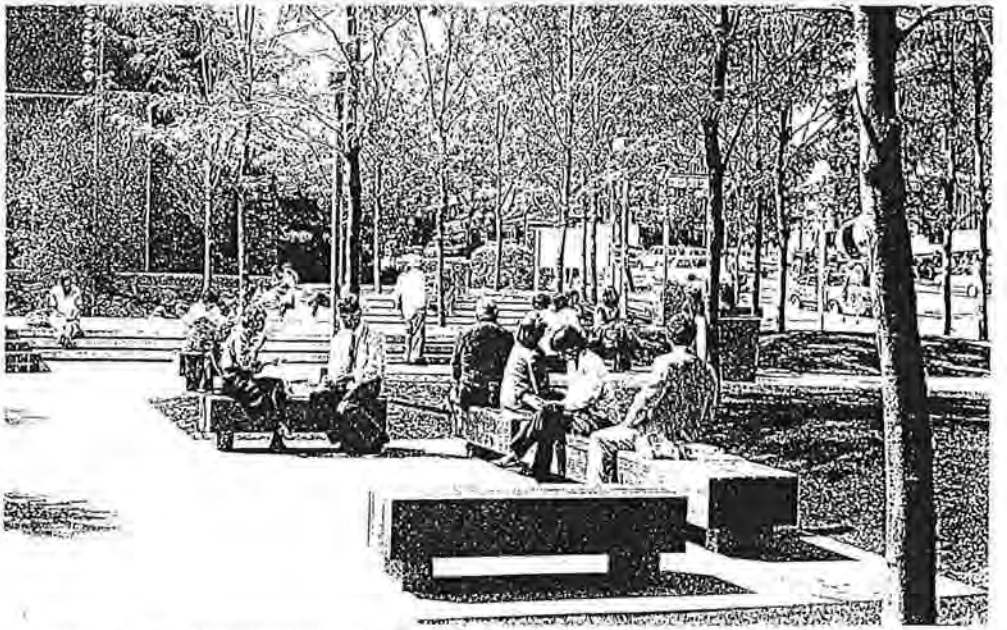
"promote strolling along shaded attractive promenades"

PROMENADES #4



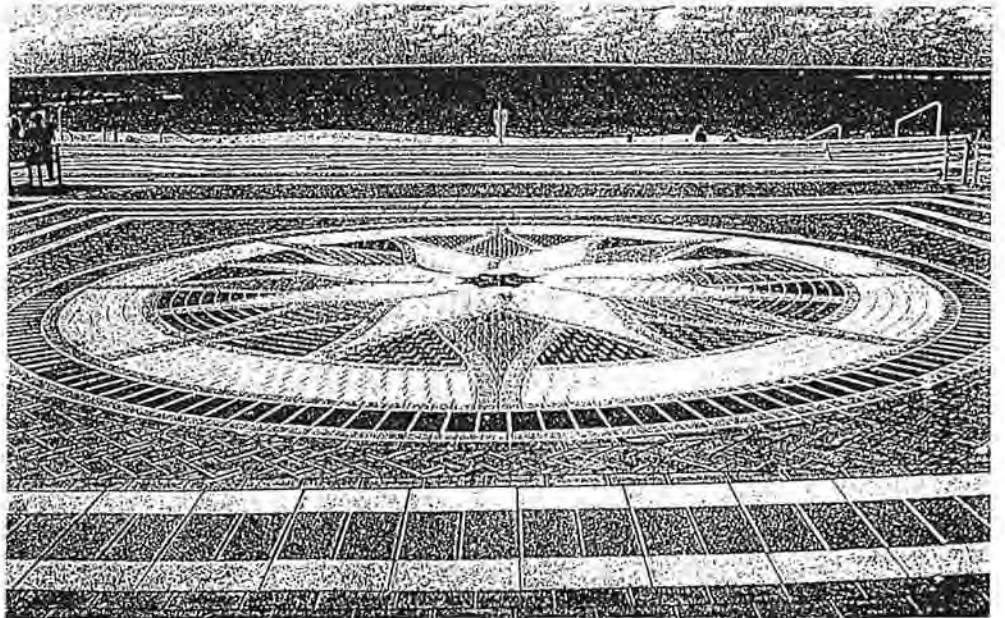
"create many 'people places' to sit and relax in the streetscape"

STREET FURNITURE #5



"provide interesting and appropriate focal points in pavements and open space areas"

PAVEMENTS #6



TOP SIX IMAGES
most popular images selected by community consultation process

**Tweed Heads
STREETSCAPE**
LANDPLAN STUDIO LANDSCAPE ARCHITECTS

C2



- 1 Extensive tree canopy shading public places (Bankstown, Sydney)
- 2 Central plaza (Bundaberg)
- 3 Plaza with fountain & seating (San Francisco)

URBAN SPACES

most popular images selected by community consultation process

Tweed Heads
STREETSCAPE
LANDPLAN STUDIO LANDSCAPE ARCHITECTS

C3



1. Formal paving and strong avenue
(Tsukuba, Japan)
2. Extended footpath and street furniture
(Albert Street, Brisbane)
3. Fruit barrow
(Hastings Street, Noosa)
4. Footpath dining
(Hastings Street, Noosa)

PROMENADES

most popular images selected by community consultation process

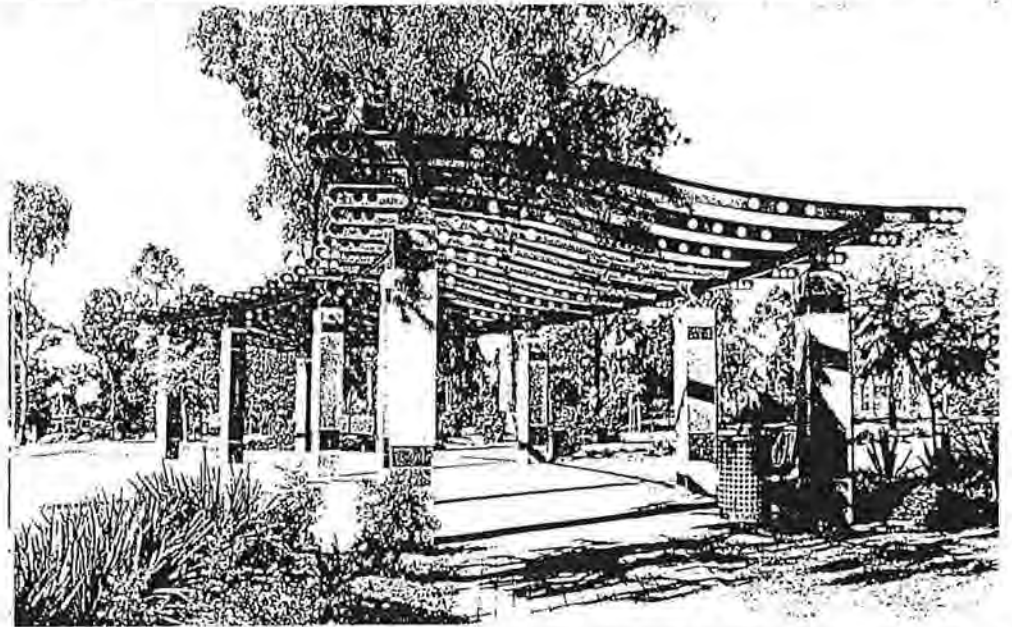
Tweed Heads
STREETScape
LANDPLAN STUDIO LANDSCAPE ARCHITECTS

C4



Terraces at edge of water feature

SPECIAL PLACES



Steel and stone pergola
(Logan City)

STRUCTURES



Quality tables, chairs and
umbrellas
(Hyatt, Coolum)

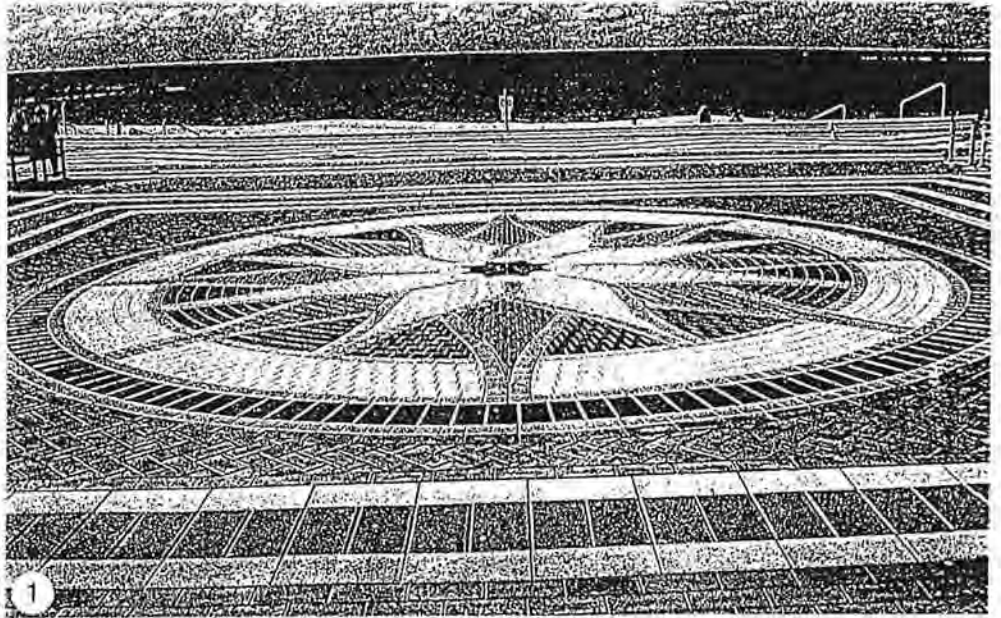
FOOTPATH DINING

SPECIAL ELEMENTS

most popular images selected by community consultation process

**Tweed Heads
STREETSCAPE**
LANDPLAN STUDIO LANDSCAPE ARCHITECTS

C5



- 1 Formal focal point
(Coogee Beach, Sydney)
- 2 Simple pavement
(Vancouver, Canada)
- 3 Geometric pavement
(Tsukuba, Japan)
- 4 Pavement mosaic
(Surfers Paradise)

PAVEMENTS

most popular images selected by community consultation process

Tweed Heads
STREETSCAPE
LANDPLAN STUDIO LANDSCAPE ARCHITECTS

C6



- 1 Bold timber seats
- 2 Seats, litter bin & bike rack
- 3 Drinking fountain
- 4 Tree grate and bollard
- 5 Simple bollard

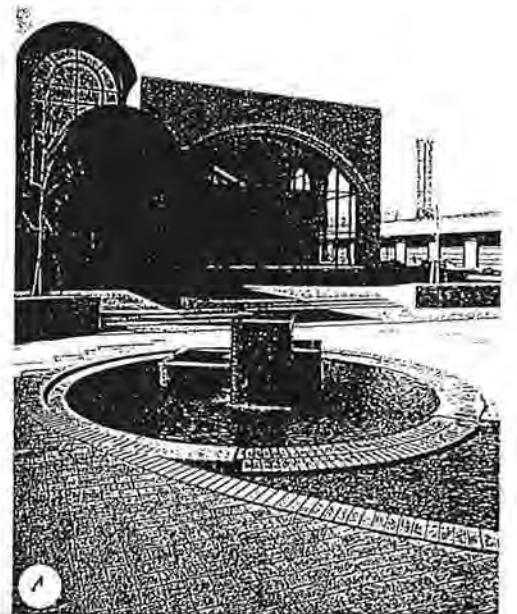
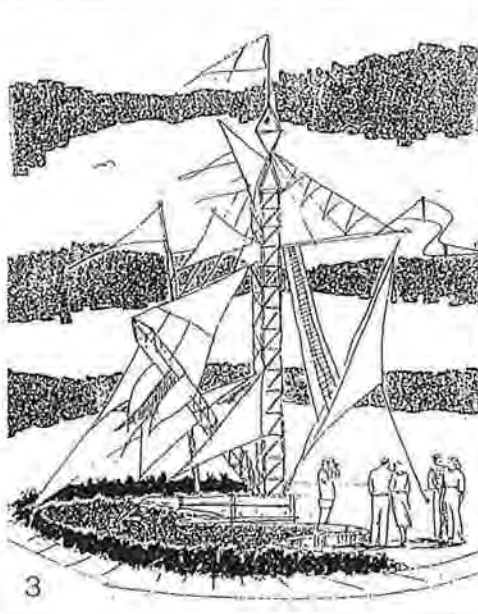
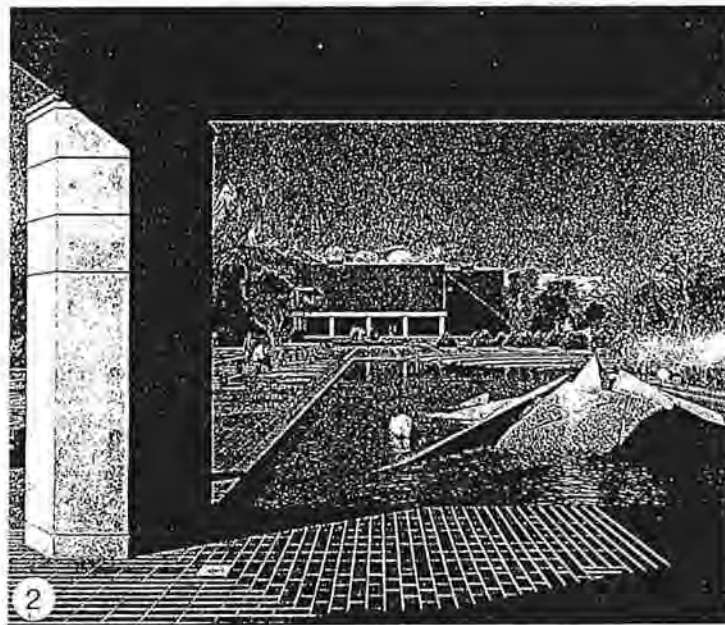
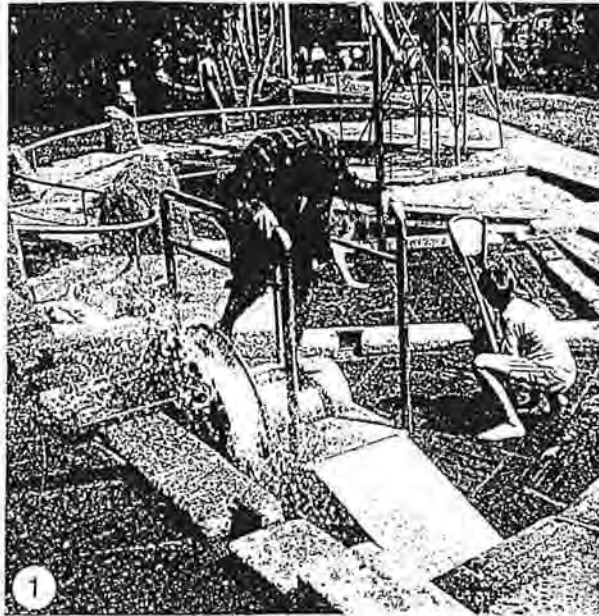
STREET FURNITURE

most popular images* selected by community consultation process

Tweed Heads
STREETSCAPE

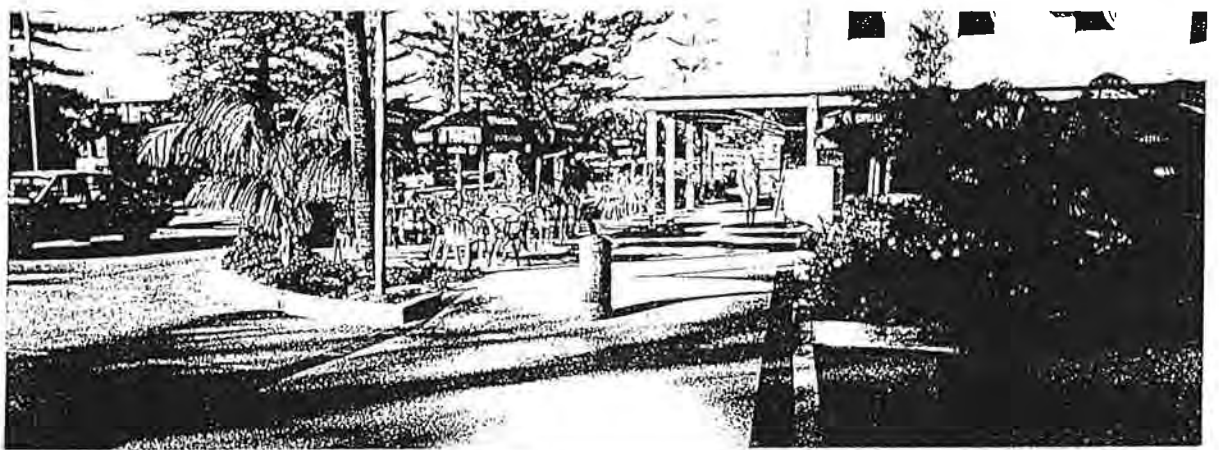
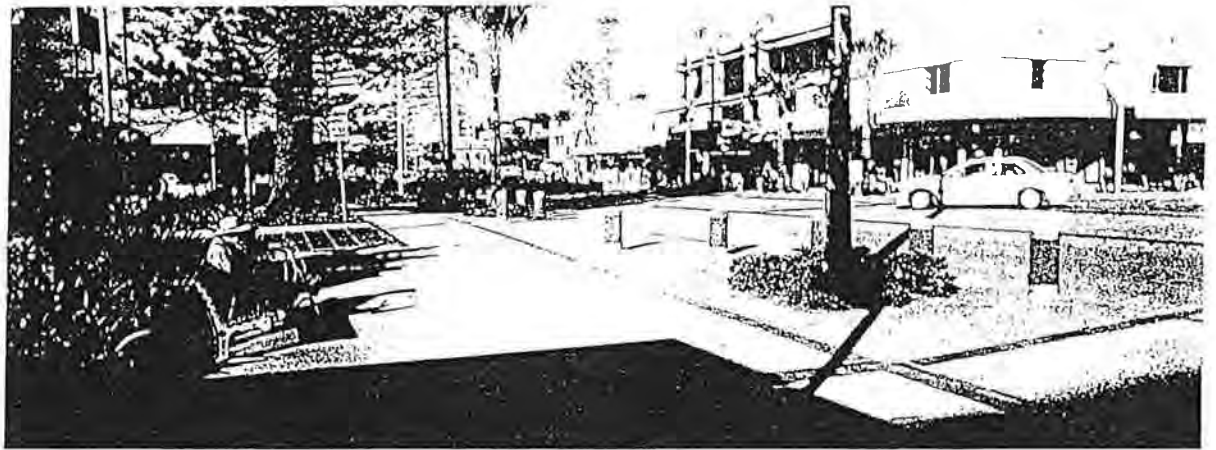
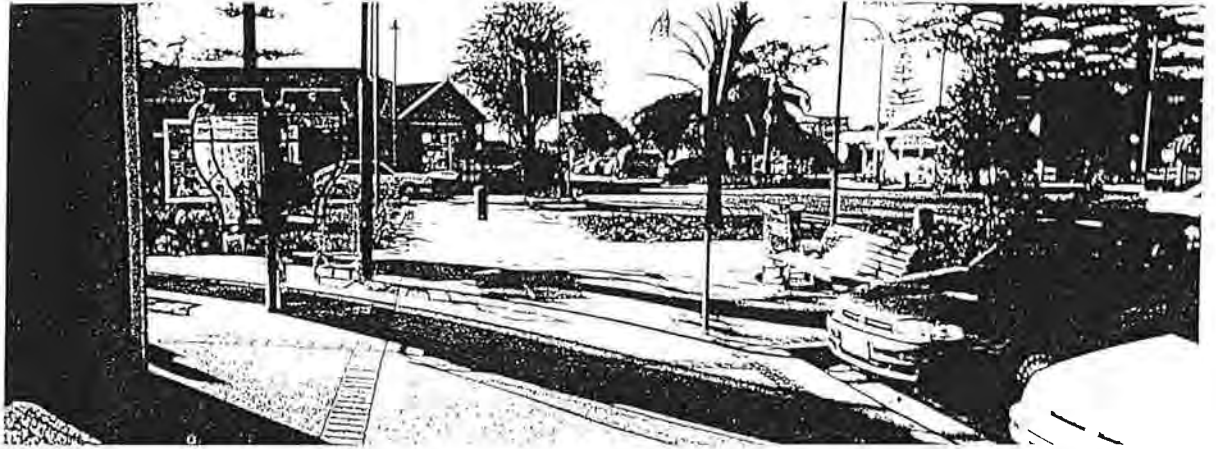
LANDPLAN STUDIO LANDSCAPE ARCHITECTS

C7



- 1 Innovative Water Play
(Stuttgart Germany)
- 2 Water Feature and Plaza
3. Proposed Millennium Focus
(based on the Barque Coolangalla)
4. Small Water Feature

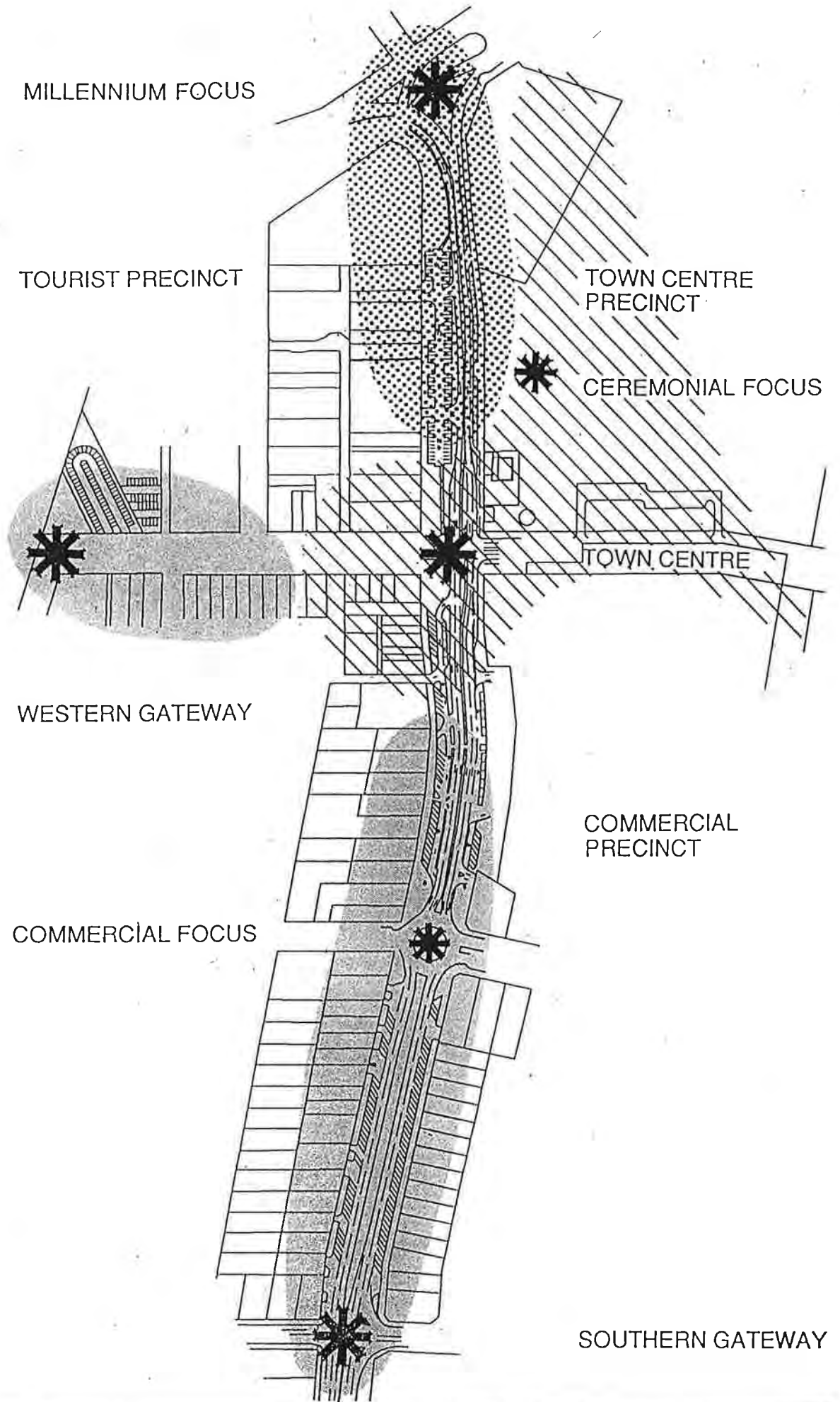
SCULPTURAL ELEMENTS



MAIN INTERSECTION PORT MACQUARIE

Tweed Heads
STREETSCAPE
LANDPLAN STUDIO LANDSCAPE ARCHITECTS

C9



MILLENNIUM FOCUS

TOURIST PRECINCT

TOWN CENTRE PRECINCT

CEREMONIAL FOCUS

TOWN CENTRE

WESTERN GATEWAY

COMMERCIAL PRECINCT

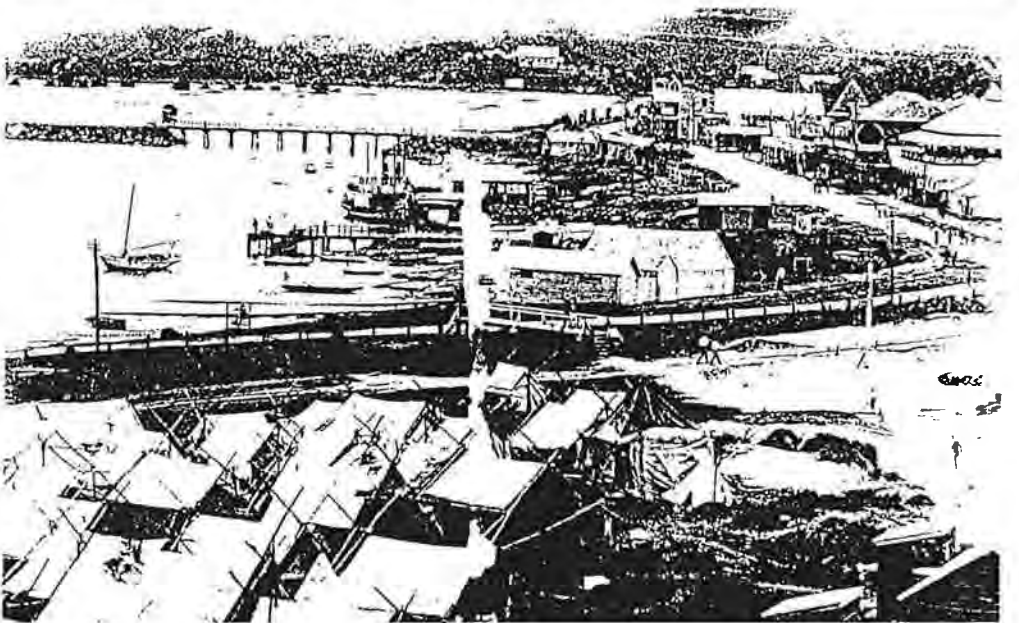
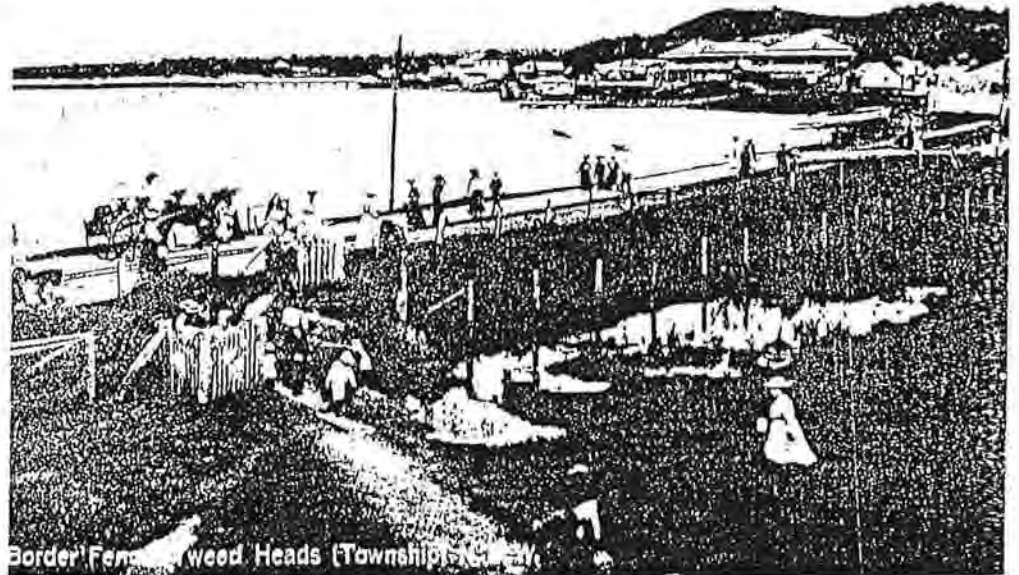
COMMERCIAL FOCUS

SOUTHERN GATEWAY

STREETSCAPE PRECINCTS

"Border fence and border gate between Queensland and new South Wales - simple element to influence the design of the border statement"

TWEED HEADS 1906



"Original Tweed River channel (now filled); note the original 'Wharf' and the tents - both strong forms to influence streetscape theme"

TWEED HEADS 1914



"Strong maritime form to influence the streetscape theme"

FINGAL LIGHTHOUSE 1906

HERITAGE IMAGES OF TWEED HEADS



WHARF STREET

1927



WHARF STREET

1918



BAY STREET

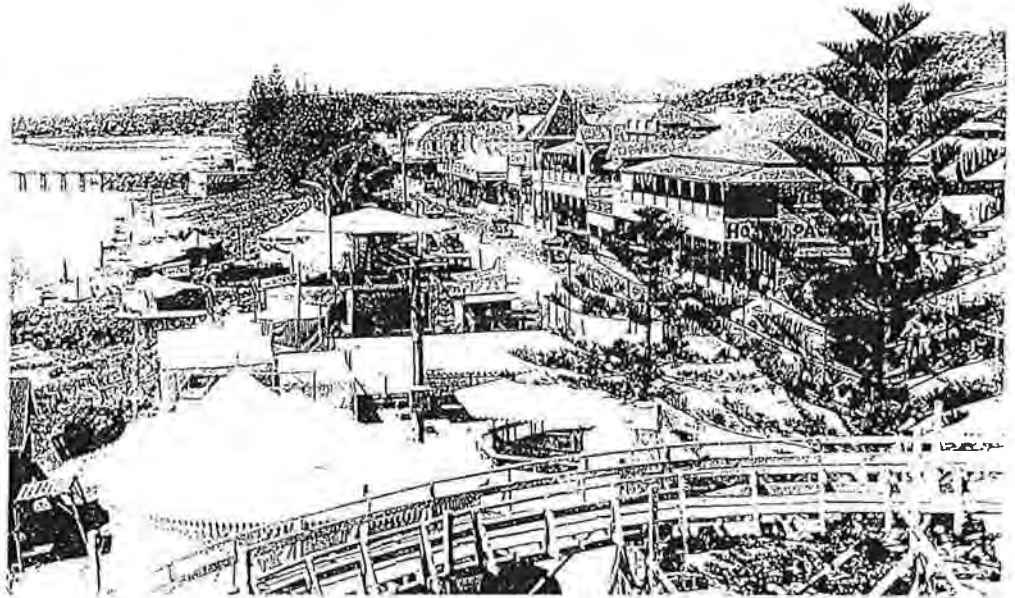
1910

HERITAGE IMAGES OF TWEED HEADS

Tweed Heads
STREETSCAPE
LANDPLAN STUDIO LANDSCAPE ARCHITECTS

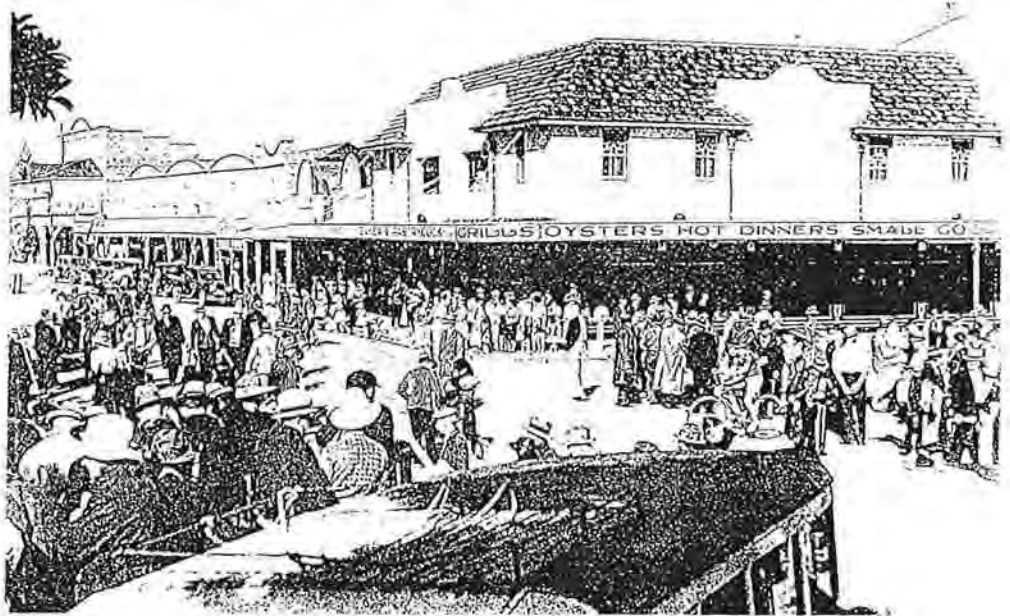
T3

*View south along Wharf Street from Coolangatta showing the initial Norfolk Island Pines established prior to the reclamation of the River
(Fred Lang Photograph)*



WHARF ST - VIEW SOUTH

*The intersection of Wharf and Bay Street during a busy period earlier this century which approximates the proposed 'scramble' crossing.
(Fred Lang Photograph)*

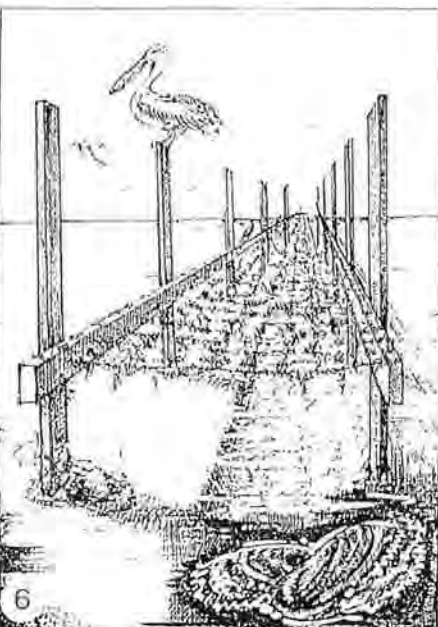
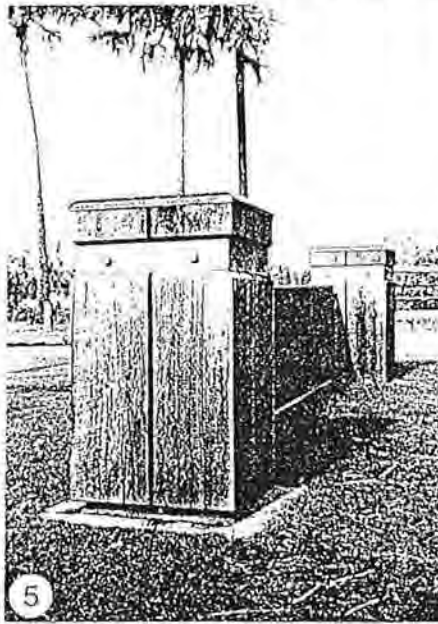
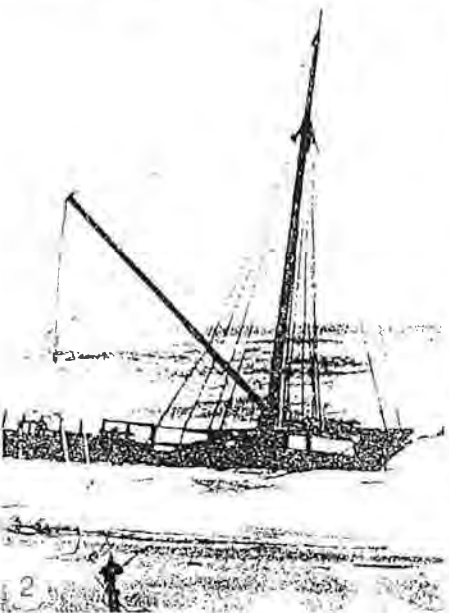
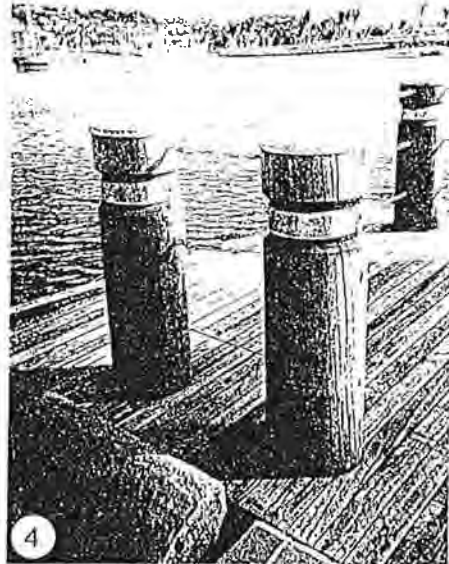


WHARF & BAY STREETS

HERITAGE IMAGES OF TWEED HEADS

Tweed Heads
STREETSCAPE
LANDPLAN STUDIO LANDSCAPE ARCHITECTS

T4

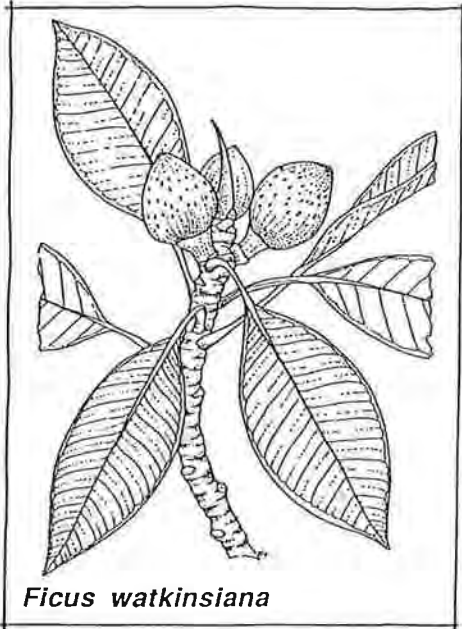


1. Barquentine "Lismore" 1884
2. "SS Friendship" wreck 1912
3. Log Rafting on Tweed River
4. Timber Deck and Bollards - Anchorage Islands
5. Timber Bollard Sign - Anchorage Islands
6. Oyster Trays
7. Patterns in the Sand
8. Patterns in the Sand
9. Sails and Masting

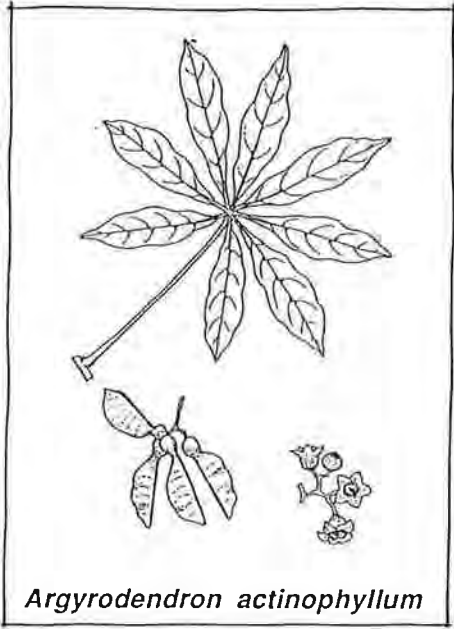
MARITIME HERITAGE

Tweed Heads
STREETSCAPE
LANDPLAN STUDIO LANDSCAPE ARCHITECTS

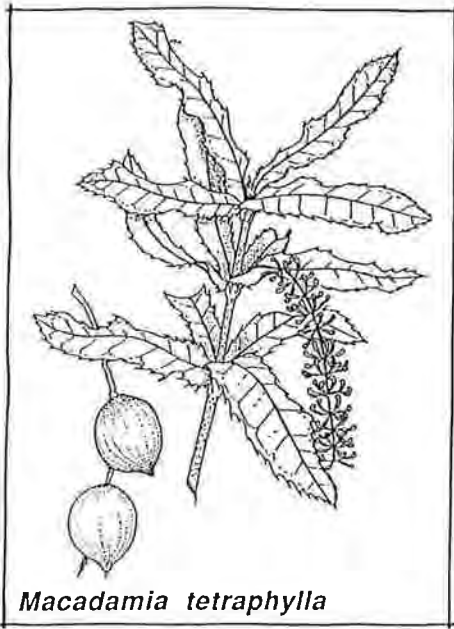
T5



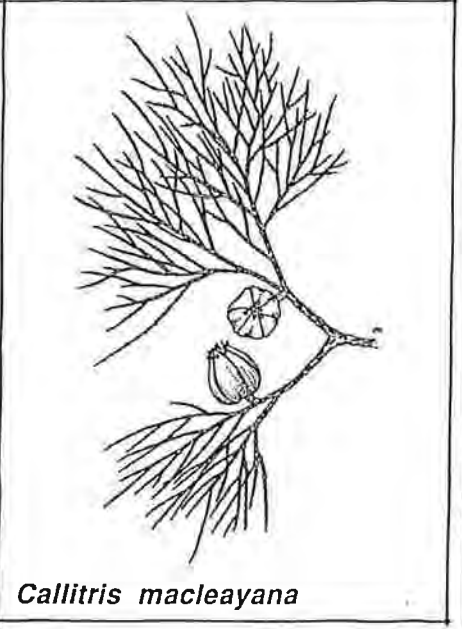
Ficus watkinsiana



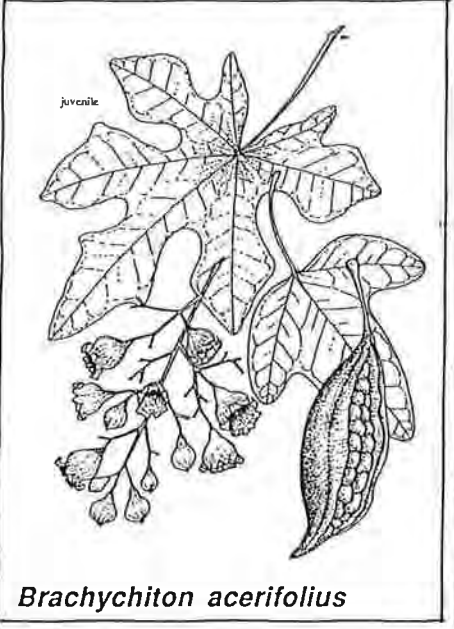
Argyrodendron actinophyllum



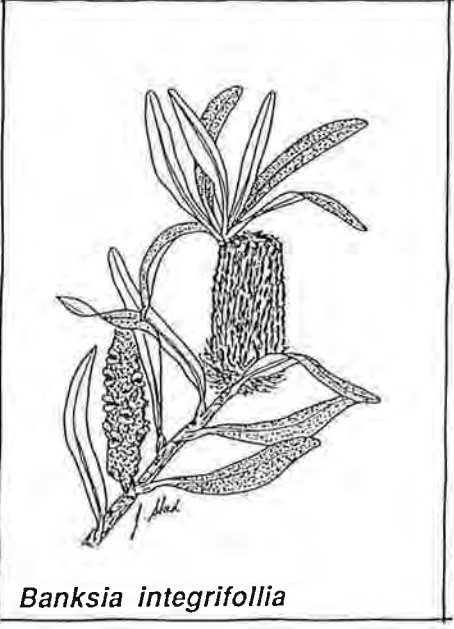
Macadamia tetraphylla



Callitris macleayana



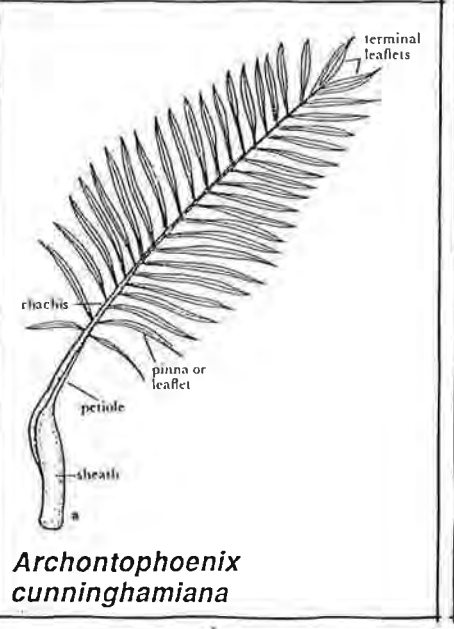
Brachychiton acerifolius



Banksia integrifolia



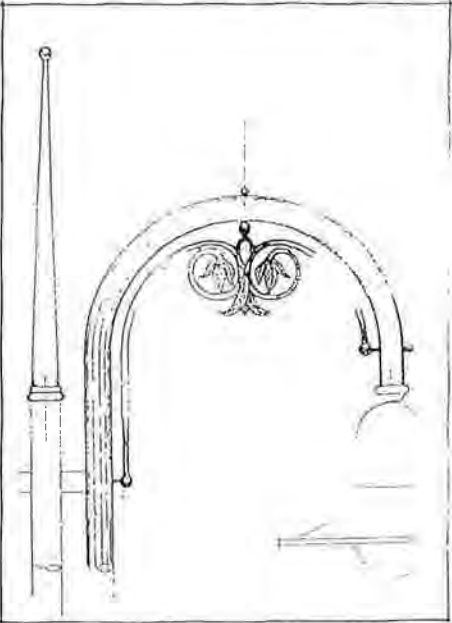
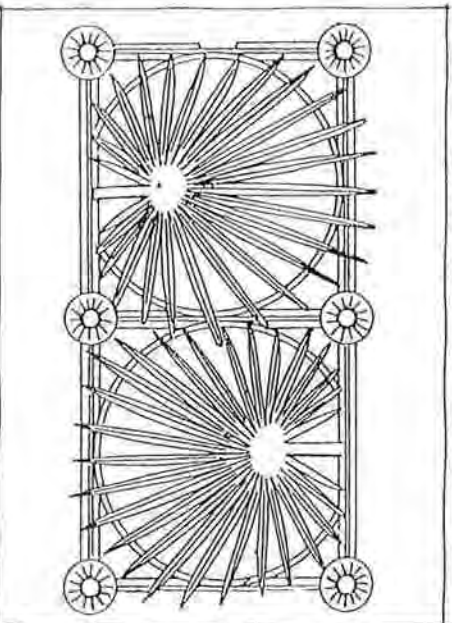
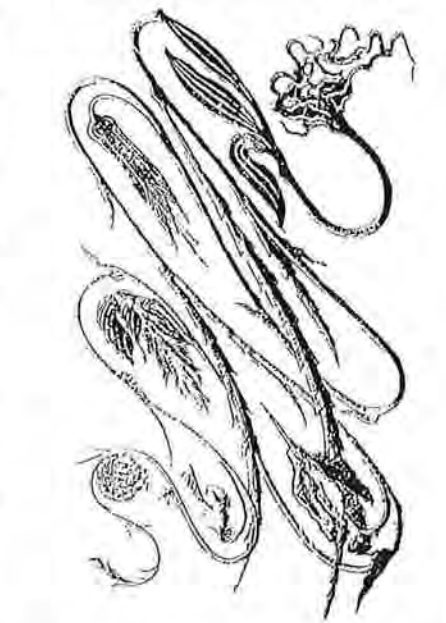
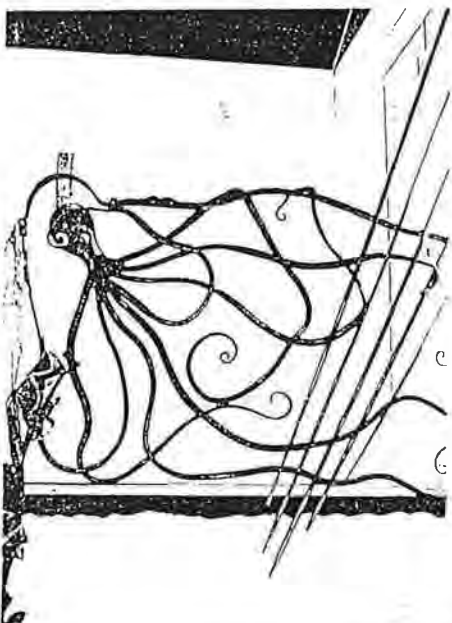
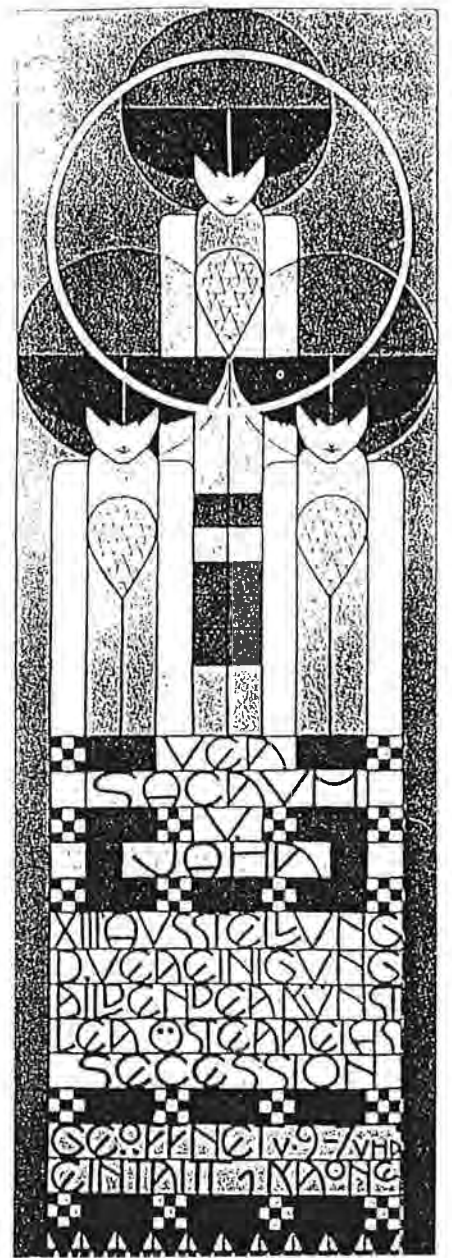
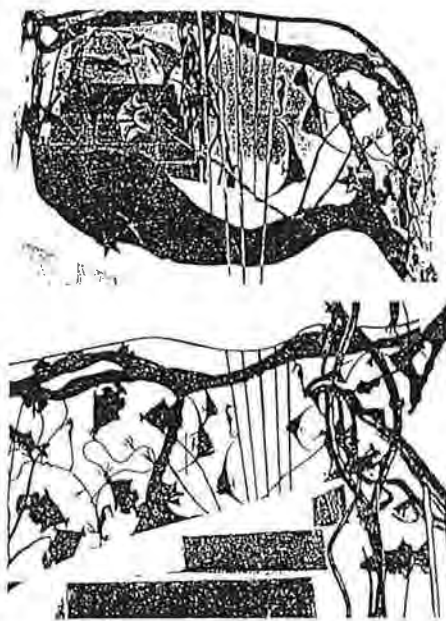
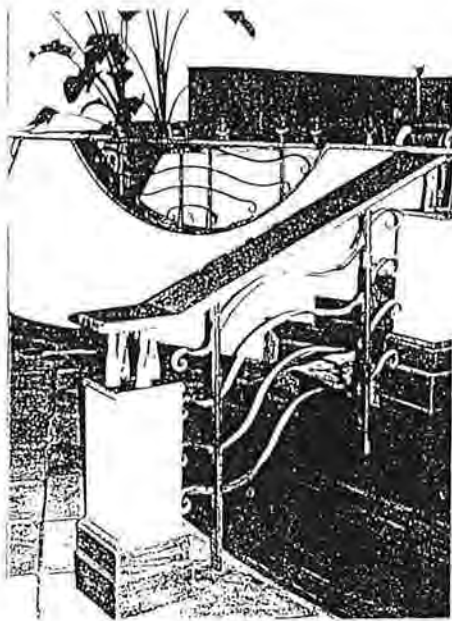
Syzygium francisii



Archontophoenix cunninghamiana

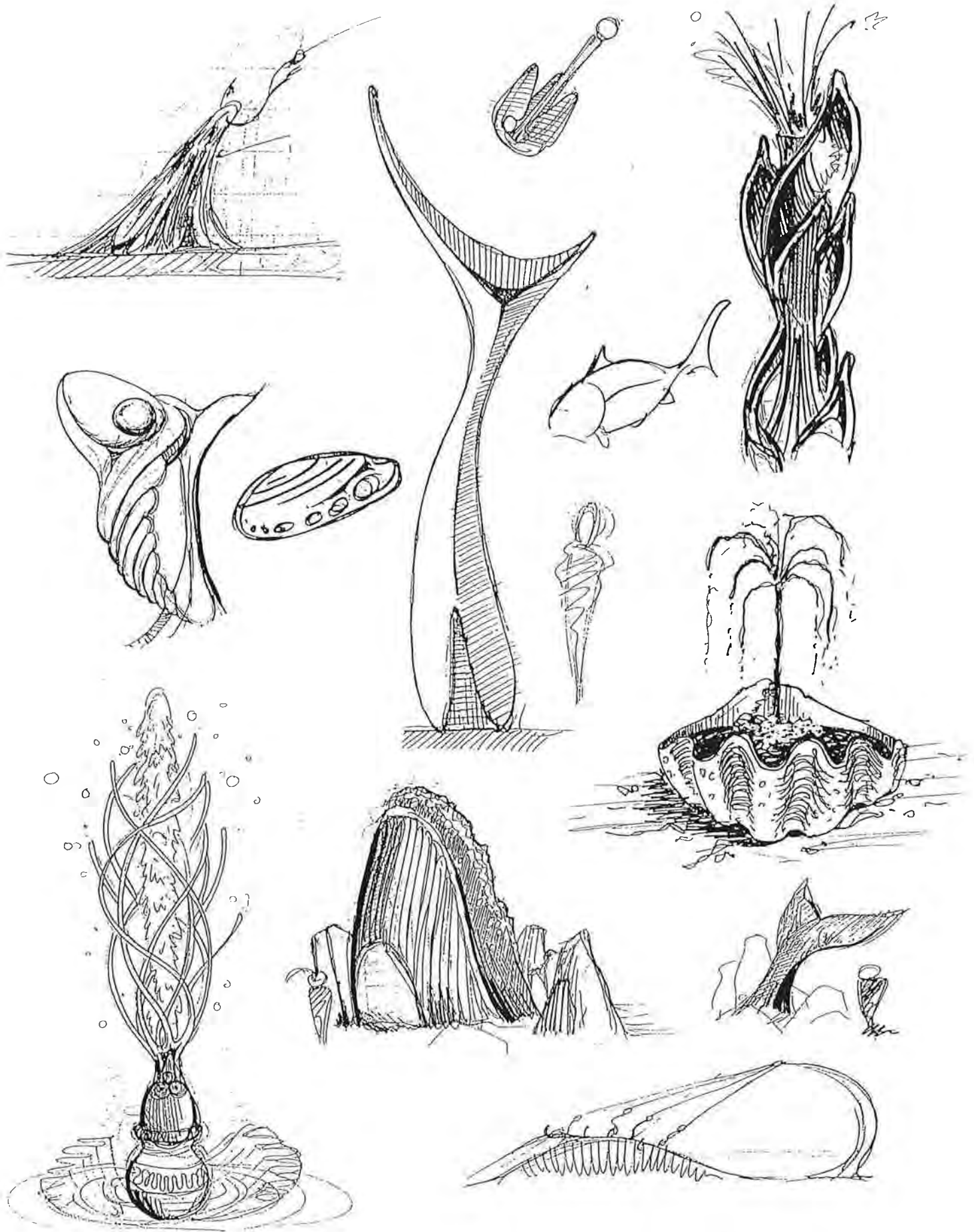


Stenocarpus sinuatus



ART NOUVEAU IMAGES

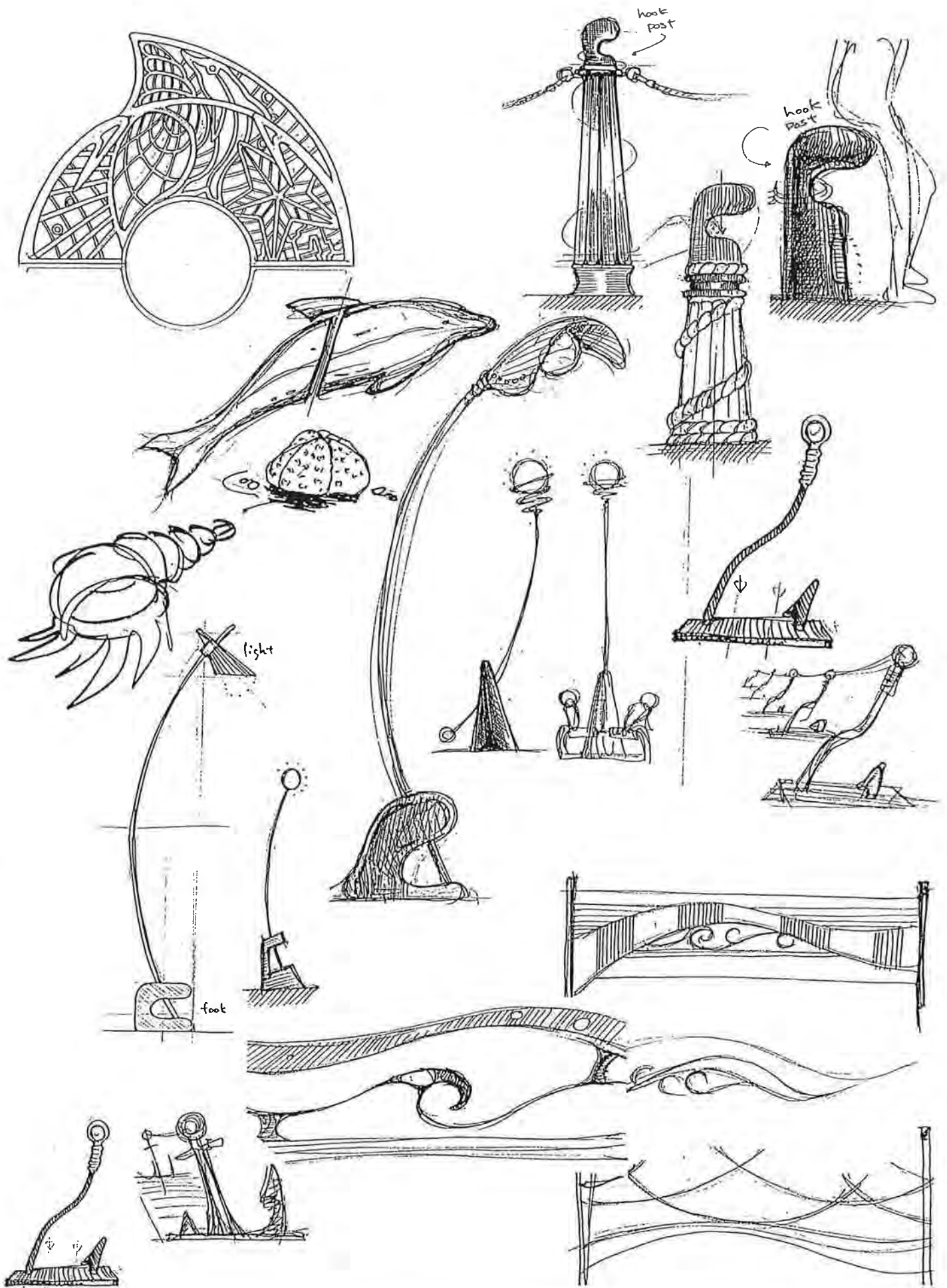
Tweed Heads
STREETSCAPE
LANDPLAN STUDIO LANDSCAPE ARCHITECTS



SCULPTURAL ELEMENTS

Tweed Heads
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T8



STREET FURNITURE

Tweed Heads
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T9

Principal organisations who have participated in the Streetscape Planning Process include :

Access

AFA & GC Sculpture Association

Ampol, Tweed Heads

Banora Residents Association

Bay Street Traders

Bilambil Heights Progress Association

Boyds Bay Holiday Park

Coolangatta / Tweed Lions Club

Daily News

Liquor Land

Lower Tweed Historical Society

MS and other Disabilities Support Group

Police Station

State & Regional Development

Surfside Buslines

The Combined Pensioner and Superannuants Association

The National Federation of Blind Citizens

Tweed & Coolangatta Tourism (TACTIC)

Tweed Arts Network

Tweed Chamber of Commerce

Tweed District Residents and Ratepayers Association

Tweed Heads Real Estate, 20 Bay Street

Tweed Mall

Tweed Motors

Tweed Ratepayers Association

Tweed Valley Arts Council

Tweed Valley Taxi

Twin Towns Services Club

Vickers Corporation

Wharf Street Traders

Tweed Heads Streetscape : Community Consultation Process

INTRODUCTION

This schedule has been prepared as a catalyst to assist you to consider a range of elements which influence the way that you perceive and use the main commercial area of Tweed Heads. Your comments are a vital and fundamental part of the process of community interaction with the planning and design team for the streetscape of Wharf and Bay Streets. Optimum community input throughout the design process is encouraged to ensure that the final product for the redevelopment of the streetscape creates a commercially viable environment which is attractive to both residents and visitors and contributes to a quality lifestyle for this important urban precinct.

Respondent Details

name :

address :

organisation :

phone : fax : email :

Respondent Involvement

Comment on how best to promote the community consultation process and encourage maximum public involvement throughout the study; how to have streetscape planning and design information distributed and promoted throughout the community : Civic Centre display; public meetings; street front display; 'Streetscape' newsletter; 'Tweed Link' articles; local media; direct correspondence; telephone/fax; other

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How would you or your interest group prefer to participate in the Streetscape planning process?

- Contributing ideas and information to assist the design concepts?
- Assessing the final design concepts?
- Involvement in components of implementation?

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Comment on your interest in being part of a special interest focus group contributing to the ongoing development of streetscape planning, design and implementation. eg groups categories : general community ; special needs; resident group; service club; industry; business - owner, manager; shopper; tourist / visitor; children; youth; ethnic; heritage / art / cultural; environment / conservation; recreation; adjoining users;

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Comment on your specific expertise, experience and areas of interest and how they could be used to advantage in the streetscape planning process.

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List your specific issues, needs, demands, desires , ideas, suggestions for the streetscape?

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Your Image and Vision for Tweed Heads

Tweed Heads Streetscape : Community Consultation Process

The character of Tweed Heads is unique and different to other coastal towns? Can you identify the special elements that are specific / unique to the town and which contribute to creating a Tweed Heads 'sense of place';

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Define the most significant and unique existing physical elements / details that you would like to see preserved, incorporated or recreated as part of the streetscape.

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Comment on the degree of satisfaction you associate with the current functions of Wharf Street and Bay Street.

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Comment on the need to modify aspects of the town centre of Tweed Heads in order to maintain / improve the aesthetic values of the area and increase its attraction to local residents and visitors?

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Comment on your 'vision' for the future of Tweed Heads; Describe your impression of Tweed Heads as it might appear in the year 2050, 2100!

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How should the special / unique values of Tweed Heads be promoted for maximum impact?

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Previous Planning Studies and Identified Opportunities

Comment on your attitude to the appropriateness of the planning concepts already prepared for the rehabilitation / enhancement proposed for Tweed Heads.

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Comment on the current value of Tweed Heads as a functional commercial and shopping precinct ? How can this be changed for the better?

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Comment on the current value of Tweed Heads a safe commercial and shopping precinct ? Where / how is it unsafe? How can this be changed for the better?

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Tweed Heads Streetscape : Community Consultation Process

Comment on the "Tweed Heads 2000" report in relation to the rehabilitation of Tweed Heads.

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Comment on the initial proposals for traffic, parking and streetscape initiatives in Tweed Heads.

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Comment on the role that Jack Evans Boat Harbour might take in the rehabilitation of Tweed heads.

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Comment on the role that Twin Towns Services Club might take in the rehabilitation of Tweed Heads.

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Comment on the role that the old MYER site might take in the rehabilitation of Tweed Heads.

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Planning and Design Opportunities and Initiatives

Can you provide details of the heritage and history of the people and places associated with Tweed Heads that specifically relate to and influence the definition of streetscape character and 'sense of place'?

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Comment on the current values of the built and natural heritage of Tweed Heads for consideration in incorporation / interpretation as specific elements to enrich the streetscape.

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Comment on your ideas for incorporation of specific areas, facilities and activities which will promote social interaction, encourage entertainment, enhance the attraction and provide 'life' for the streetscape.

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Comment on the concept of establishing 'gateway' environments / elements at strategic locations in Tweed Heads. Do you have any suggestions for the type of element / treatment?

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Tweed Heads Streetscape : Community Consultation Process

Comment on the influence of other adjoining nearby areas in the region and their influence on the viability of Tweed Heads as a commercial and recreational focus.

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Comment on the continuing relationship - physical, functional, commercial, resident, visitor, etc between Tweed Heads and Coolangatta?

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Built Environment Issues

Comment on how the proposed streetscape design should respond to general community interests and aspirations.

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Comment on the existing and future commercial viability, influences and trends in Tweed Heads.

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Comment on how the proposed streetscape design responds to the business community interests and aspirations.

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Comment on what should be done to increase the attractiveness of Tweed Heads in order to ensure the economic viability of the area.

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Comment on the appropriateness of the existing buildings of Tweed Heads as appropriate elements of character and heritage; are they suited to restoration, rehabilitation;

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Comment on the need for "Character Design Guidelines" to direct the ongoing sympathetic / appropriate / economic development of building frontages, shop fronts, awnings, signage, other elements.

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Circulation Issues

Tweed Heads Streetscape : Community Consultation Process

Is Tweed Heads user friendly for pedestrians? motorists? delivery vehicles? emergency vehicles? other?

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Comment on the need for ease of mobility for vehicles in the Tweed Heads precinct.

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Comment on the concepts for traffic management relative to ease of use, traffic calming, location, simple access to venues, suitable surface treatment,

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Comment on ideas and concepts for provision of car parking, its location, ease of use, relationship to venues, shading, surface treatment,

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Comment on the need for ease of mobility for people in the Tweed Heads precinct.

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Landscape Elements

Comment on the micro-climatic issues of the Tweed Heads precinct - shade, shelter, wind, salt, sand, ...

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Comment on pavement treatments you have seen and their value to the streetscape planning process for Tweed Heads. Make specific reference to the safety issues, integration of art and sculpture, etc

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Comment on ideas and concepts for the provision of street furniture, signage and lighting.

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Comment on the desirability of incorporating street art, sculpture, fountains and other embellishments as integral elements of the streetscape.

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Vegetation Issues

Tweed Heads Streetscape : Community Consultation Process

Comment on the need for provision of open space areas for community use. eg lawns, tree groves, gardens, paving, shelters; If needed where should they be?

Comment on the character of the existing vegetation used in the streetscape.

Comment on the character of vegetation you would like to see used in the streetscape.

What are the **S**TRENGTHS of Tweed Heads?

What are the **W**EAKNESSES of Tweed heads?

What are the **O**PPORTUNITIES of Tweed Heads?

What are the **T**HREATS to Tweed Heads?

Other Comments

- RTA (1993) *Sharing the Main Street*, Roads and Traffic Authority of NSW and Federal Office of Road Safety
- Smith, T. (1995) *Tweed Heads Wreck Inspection Report*, Department of Urban Affairs and Planning, Sydney.
- Denning, H.W. (1988) *Historical Manuscript of the Tweed*, Tweed Newspaper Co.
- Masini, L.V. (1984) *Art Nouveau*, Patrick Hawkey & Co. Ltd.
- *Tweed Shire Heritage Study - Draft Historical Context Report*, Fulton Gilmour Trotter Moss, Ivan McDonald Architects, Mark Baker Town Planning Consultant Pty Ltd.
- *The Tweed Community Directory* - Tweed Shire Council
- Austroads (1994) *Road Safety Audit*
- *Tweed Heads 2000+* Gary Shiels and Associates Pty Ltd
- Anglin Associates (1989) *Main Street New South Wales Handbook* - The Department of Business and Regional Development
- AS 1428.4 (1992) *Design for Access and Mobility* Standards Australia
- AS 1428.4 (1992) *Provisions for Vision Impaired Persons* Standards Australia
- GR 93.2 *Providing for People with Disabilities* Victorian Roads
- (1995) *Pedestrian Safety* National Federation of Blind Citizens of Australia
- *Austroads Guide to Traffic Engineering Practice*

- **Photographs (source Oxley Library)**
Tweed Heads - Bay Street ca 1910 90391
Wharf Street Tweed Heads 1914 12956
Tweed Heads - Wharf Street ca 1918 117799
Wharf Street Tweed Heads 1927 2184

Photocopies (source Oxley Library)

Tweed Heads Views C 1906 no neg on Access #
Fingal Lighthouse C1906 9803