

Brunswick Heads Community Representatives Forum Presentation

June 18th 6-8PM CWA Hall Brunswick Heads

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

Social Habitat presented:

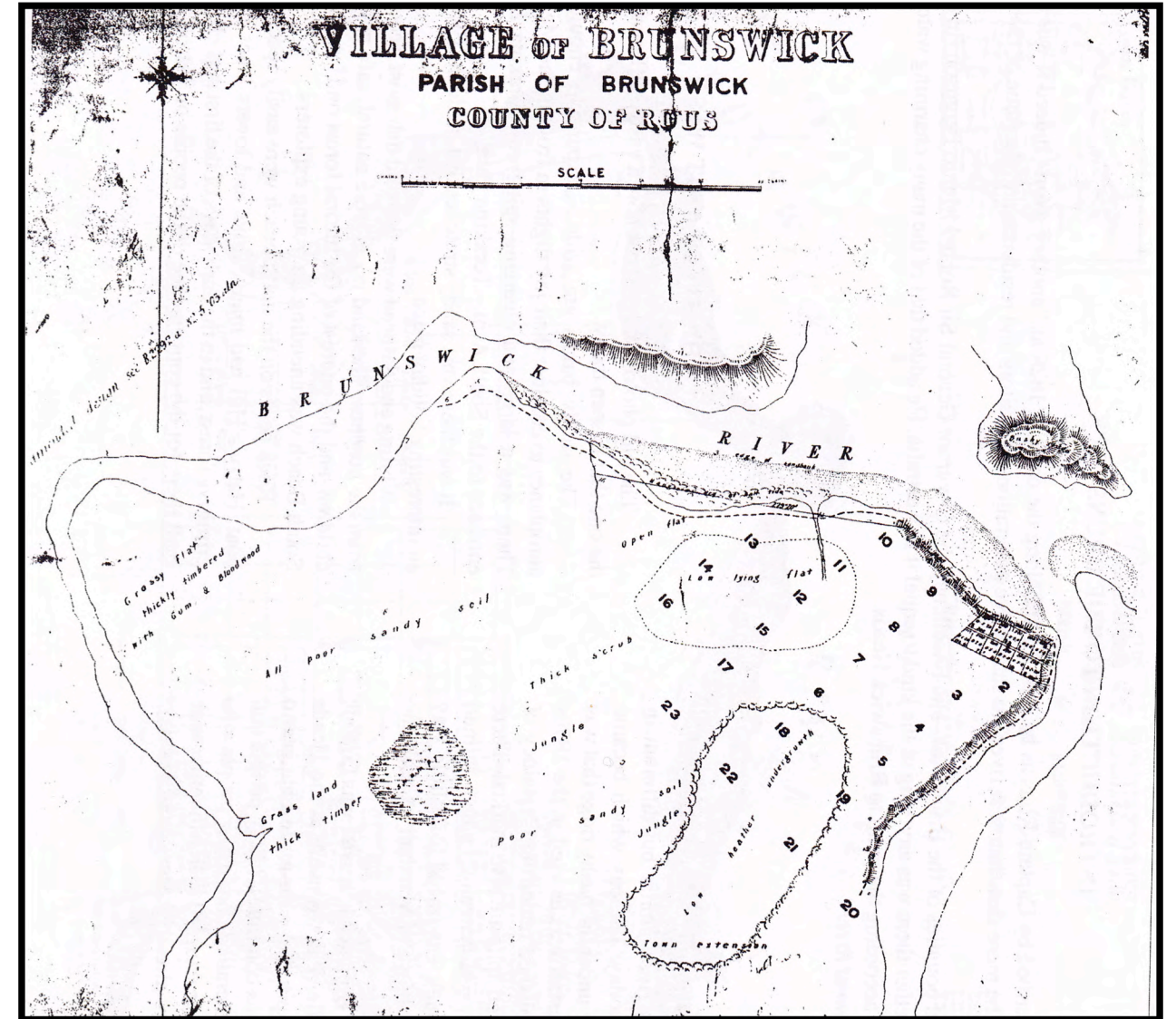
- An outline of the process they are following to develop the master plan;
- A presentation of what has happened to date including historical and present mapping of the street.

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

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



Brunswick Heads. Simple Pleasures.



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

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

10. Historical Mapping Part 1



Social Habitat

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

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

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

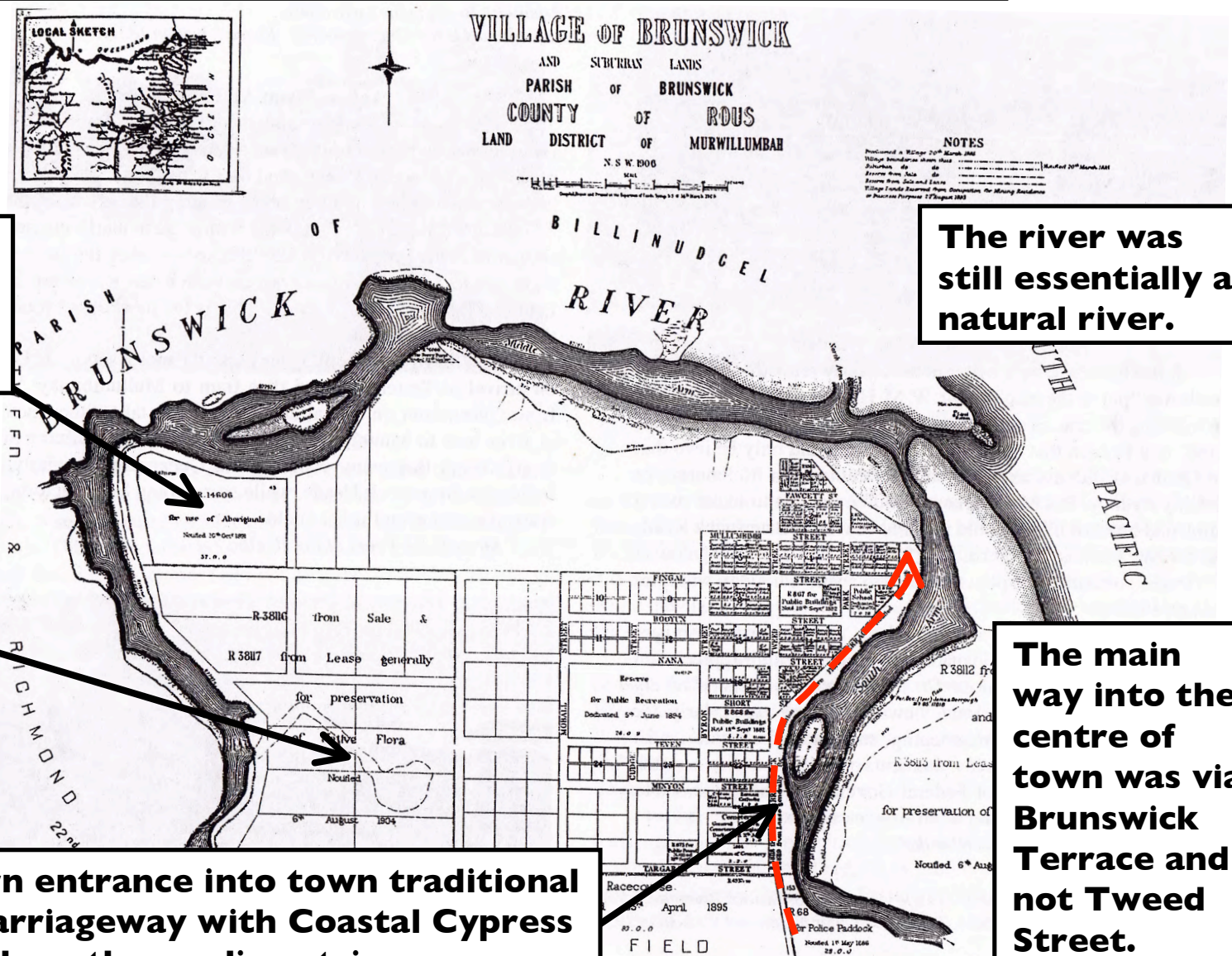
There was an Aboriginal Reserve, so aboriginal people still lived near by.

There was a native flora reserve.

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

The river was still essentially a natural river.

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



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11. Historical Mapping Part 2

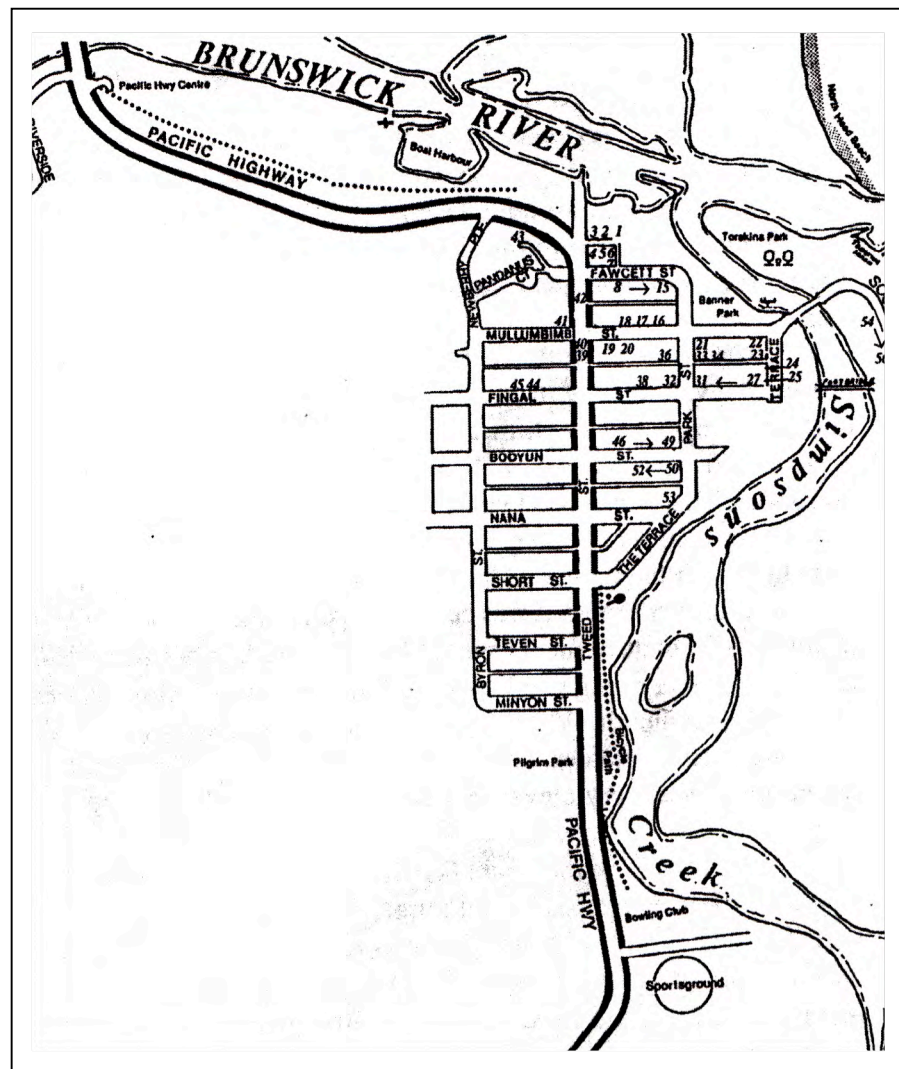


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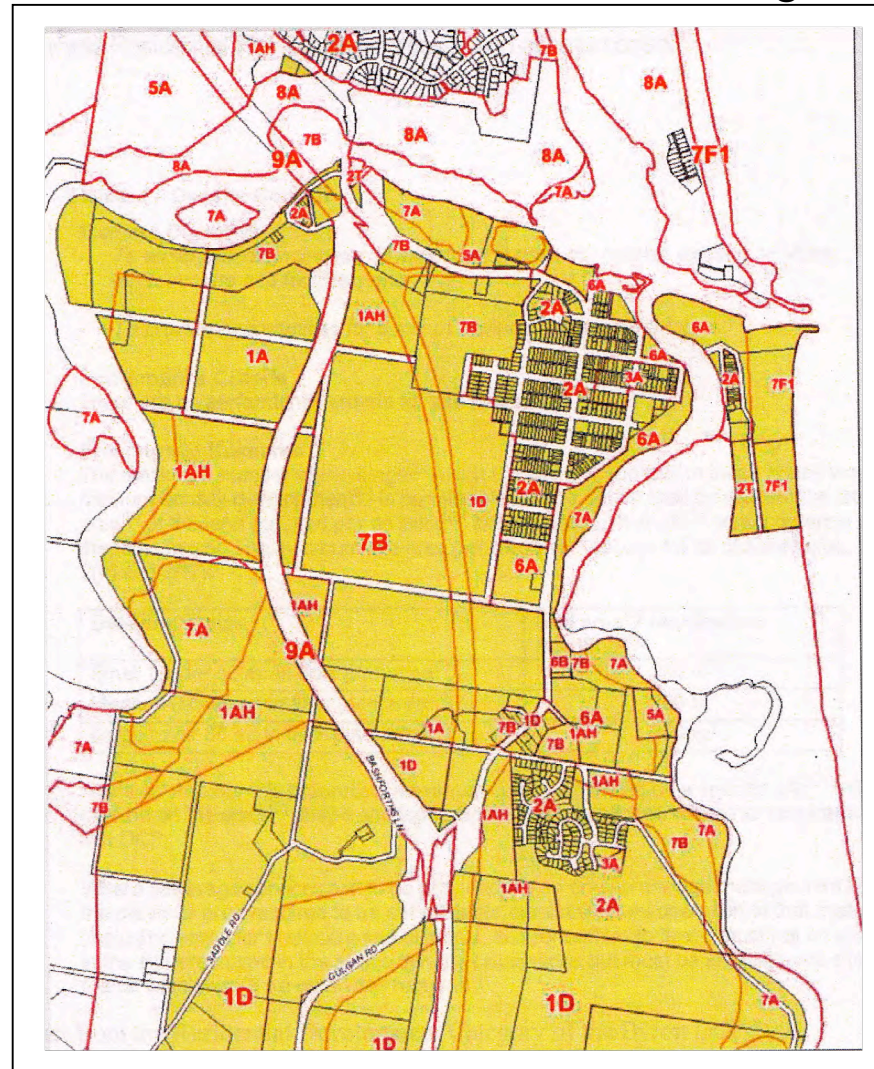
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Phases in the development of the physical place of Brunswick Heads. 20th Century

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



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



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



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12. Historical Mapping Part 3



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Sessions at Brunswick Heads Public School

23rd and 30th of June

Several community mapping sessions with students.

Sessions included:

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

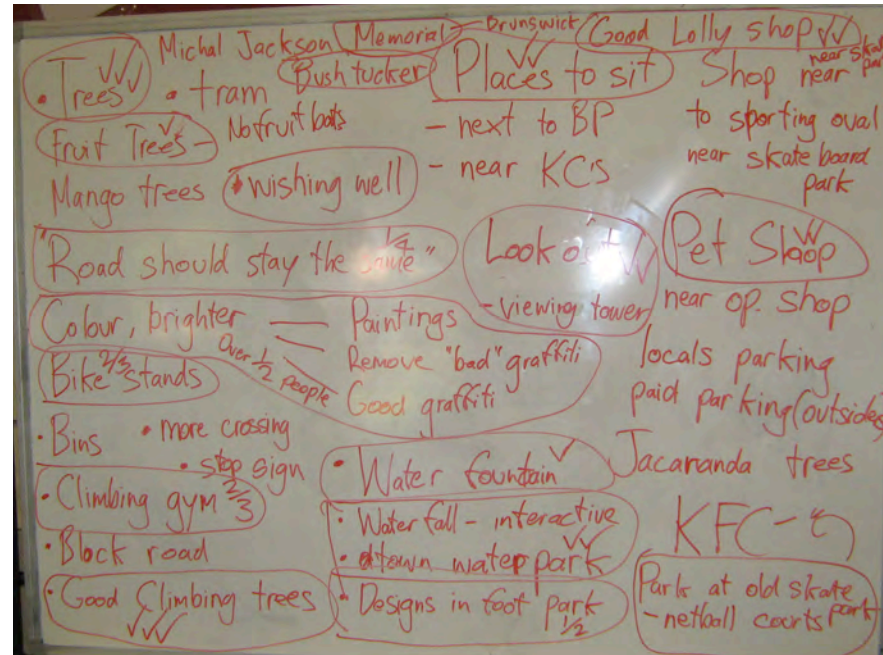
High Priorities included:

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

Lower Priorities included:

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

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



Progress Association Meeting

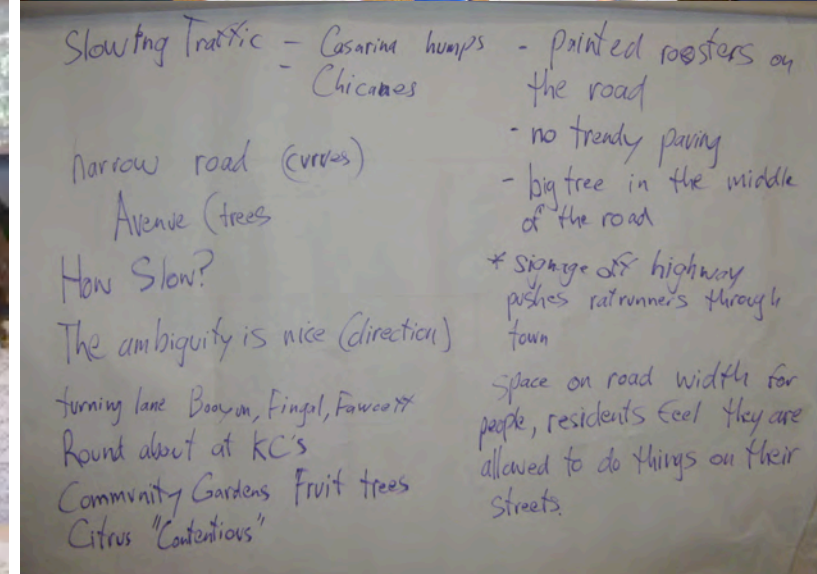
July 6th 2009

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

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

Ideas included:

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



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13. Community Consultation



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Meeting with Byron Shire Council Workers

June 25th 2009

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

Points of discussion:

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

Press Release Prepared

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

Distribution of Mapping Sheets

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

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



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14. Community Mapping

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

Byron News 26th June 2009

Tweed St upgrade plan well under way

Old h'wy at Bruns set to undergo transformation

By Christine McNeil

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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



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Community Mapping Review

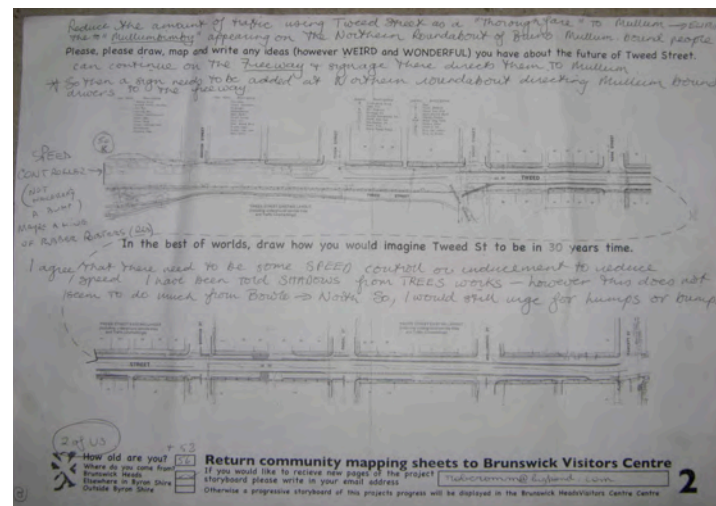
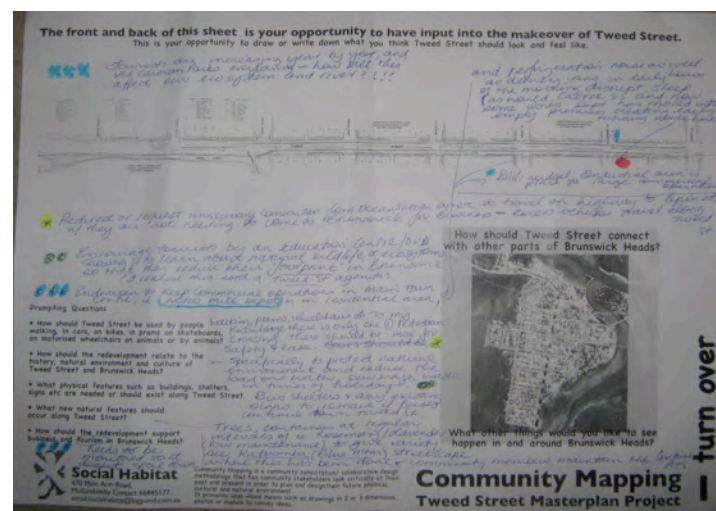
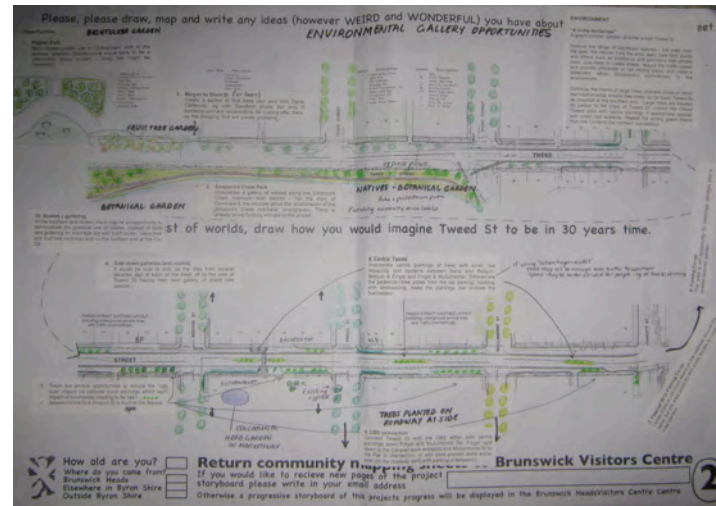
The Community Mapping sheets are analysed here in three ways:

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

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

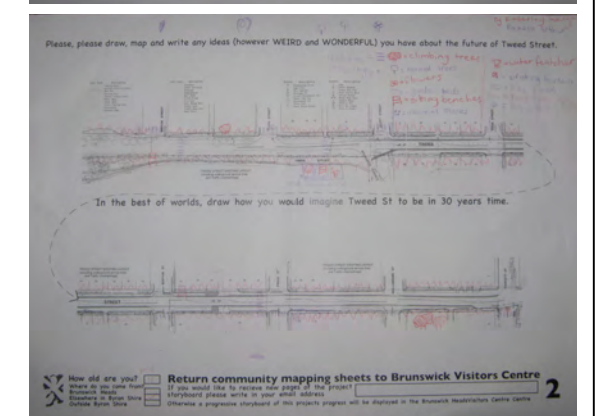
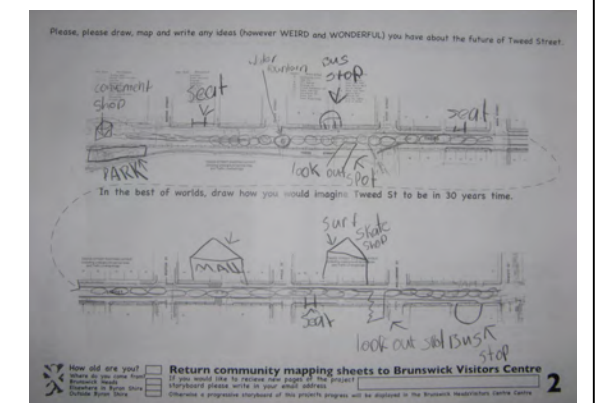
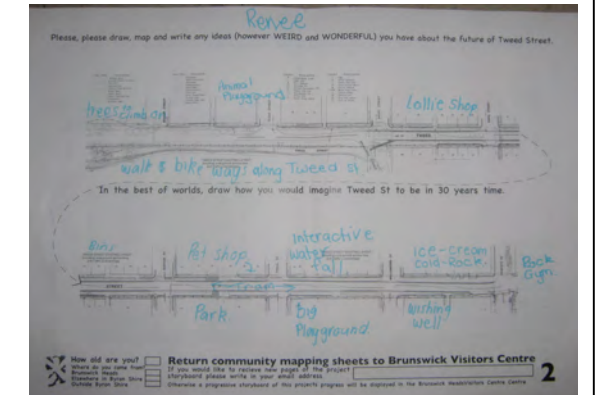
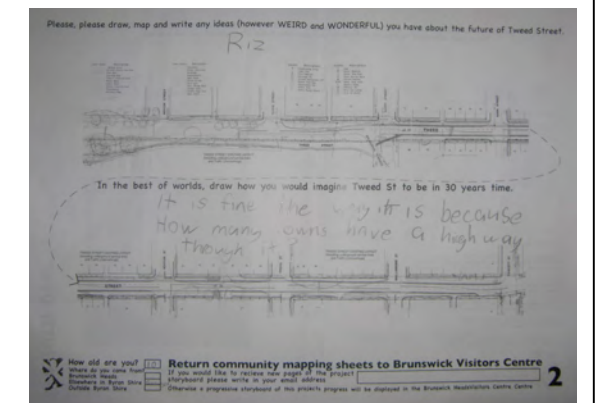
Mapping information will be kept anonymous.

I. Quantitative Analysis



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

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



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15. Community Mapping Review Part 1



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2. Qualitative Analysis

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

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

“more shade, more colour, useful signage”

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

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

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

“Please do not change anything.”

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

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

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

“narrow the road for local traffic only”

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



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“immortalise Frank Mills”

“Tweed St as a storyboard – a living gallery”

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

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

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

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

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

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

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

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

“Endeavour to keep commercial operations in main town.”

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

16. Community Mapping Review Part 2



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3. Broad Planning Trends

Centre Pedestrian/Cyclist Avenue

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

OR

Wide Footpaths – No Centre Strip

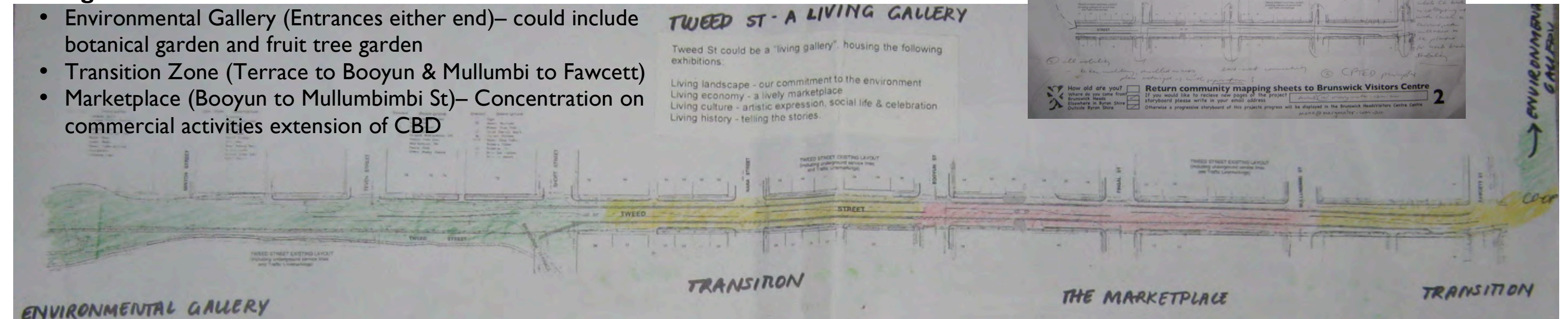
"My suggestions would be to develop Tweed St as a two way functional street with no centre strip for planting but extra wide foot paths as was suggested at the planning meeting of interested groups."

Reorient Movement of Town East-West

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

Zoning of Street

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



Parallel Bicycle / Pedestrian Path with Historical Theme

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



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17. Community Mapping Review Part 3



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