



**STREETSCAPE
CONCEPT PLAN REPORT**

MP08-0234

March 2009

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1.0 Introduction

‘RISE’ is a new master planned community proposed for 110 hectares of land in the hinterlands of Tweed shire council. The site’s high elevation provides the site with 360 degree views with site line as far north as Stradbroke Island and south to Byron Bay.

Each road and street within ‘RISE’ is designed to function beyond the safe movement of motor vehicles to become linear corridors of open space and parks. The native endemic planting to be carried deep into the development and help to reinforce the overall feel and character of ‘RISE’. These design principles and design approach, that carefully integrates & coordinates the engineering and landscape design of the roads & streets, ensure ‘RISE’ is not only safe for vehicles but safe and functional for pedestrians and promotes clear legibility & way finding with a linear open space.

The following report outlines the proposed streetscape master plan for the proposed ‘RISE’ Development. This report is to be read in close association with the landscape master plan document and the engineering documentation relating to roads. This report will form part of the suite of concept master planning reports and preliminary information for the state significant application to the New South Wales State Government.



2.0 Masterplan

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2.0 Masterplan

1 Rural Entry Edge Parkland

- natural lake
- walking paths around lake
- connection to main street village
- ornamental landscape

2 Ridgetop Entry Drive

- shelter
- open lawn

3 Ridgetop Entry Drive

- structural forest landscape
- manicured landscape to road edge
- landscape rhythm elements
- landscape structure

4 Community Events Lawn

- lawn terrace amphitheatre
- small stage area
- vegetated parklands, terraced down slope

5 Town Gully

- existing dam
- walkable edge around dam
- picnic shelter

6 Hillside Gully Park

- existing dam
- pathway on edge of hill
- viewing platforms

7 Urban Town Plaza

Due to the steep terrain of the site, greater coordination between engineering and landscape design has been required to:

- Reduce the visual and physical scarring on the site by the roads;
- Heighten the legibility and way finding throughout the development;
- Highlight natural and proposed features of the development;
- Maximize the retention and revegetation of local endemic plant species throughout the development; and
- Reinforce the character and over all feel of the development.

The following design analysis drawings ensure the design has achieved these objectives.

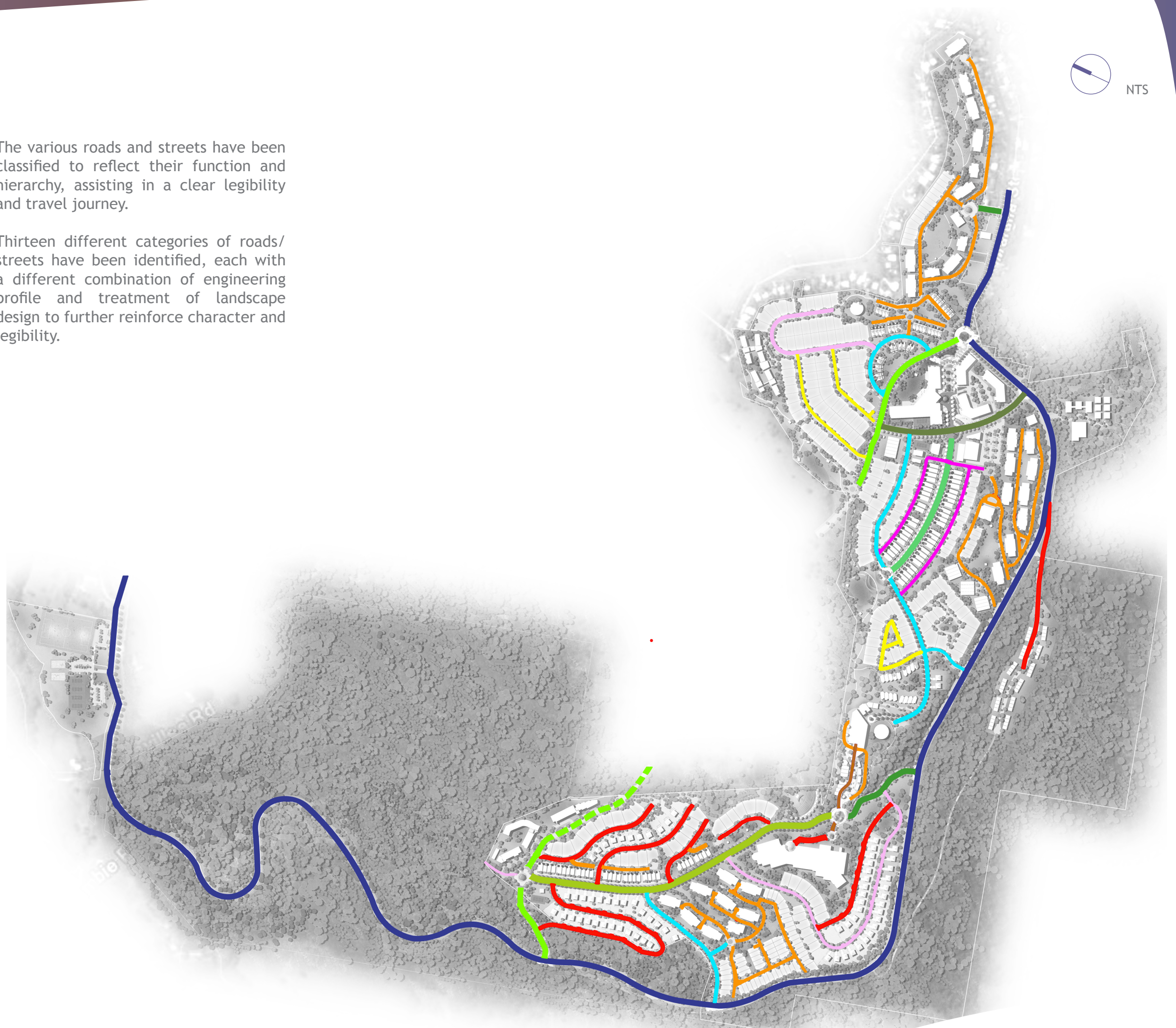


2.1 Road Hierarchy & Classification

- Road Type A.
- Road Type B1.
- Road Type B2.
- Road Type B3.
- Road Type B4.
- Road Type B5.
- Road Type C.
- Road Type D1.
- Road Type D2.
- Road Type E1.
- Road Type E2.
- Road Type E3.
- Road Type F.

The various roads and streets have been classified to reflect their function and hierarchy, assisting in a clear legibility and travel journey.

Thirteen different categories of roads/streets have been identified, each with a different combination of engineering profile and treatment of landscape design to further reinforce character and legibility.



2.2 Entries & Gateways



Major Entries



Secondary Gateways

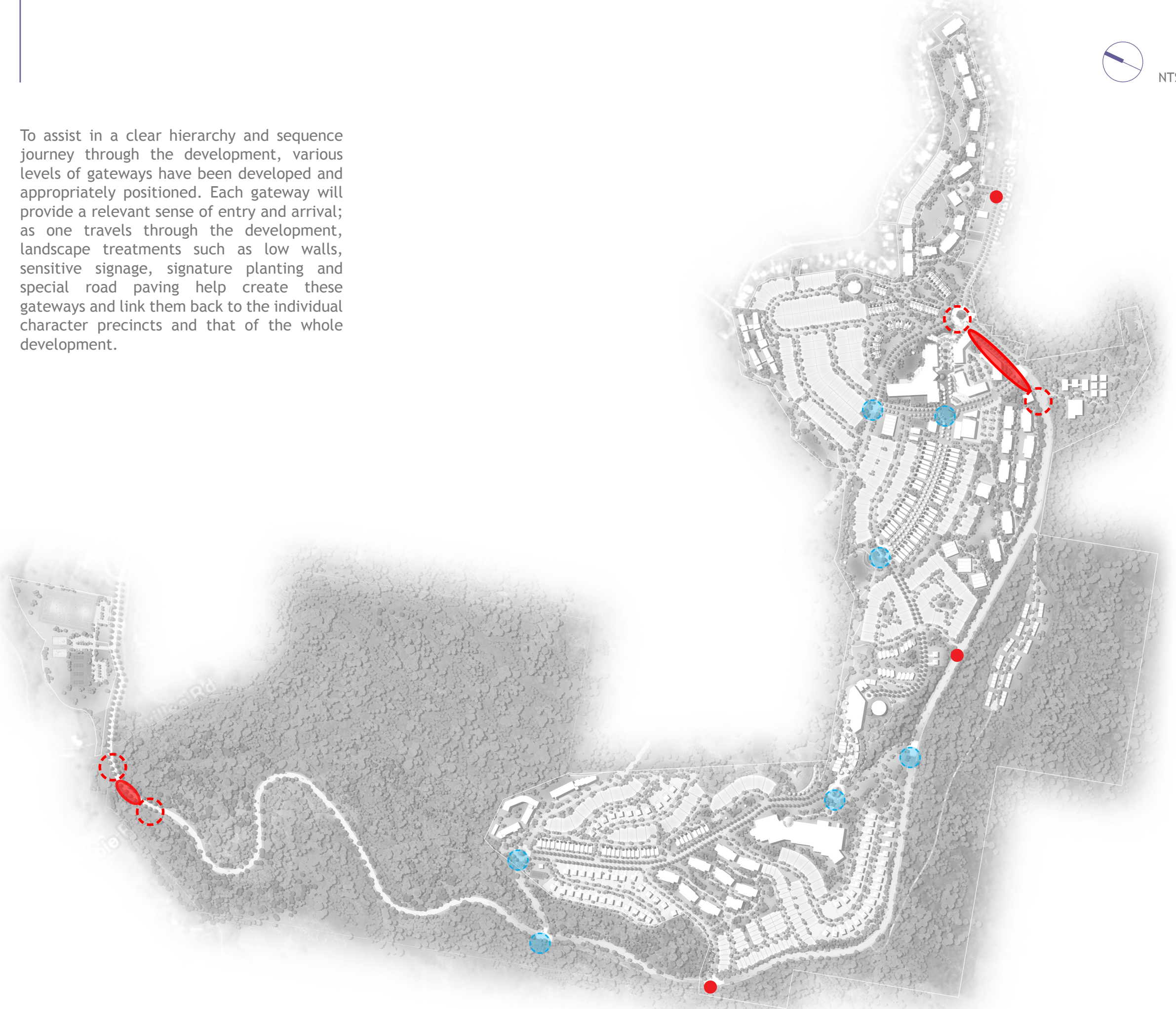


Minor Gateways

To assist in a clear hierarchy and sequence journey through the development, various levels of gateways have been developed and appropriately positioned. Each gateway will provide a relevant sense of entry and arrival; as one travels through the development, landscape treatments such as low walls, sensitive signage, signature planting and special road paving help create these gateways and link them back to the individual character precincts and that of the whole development.

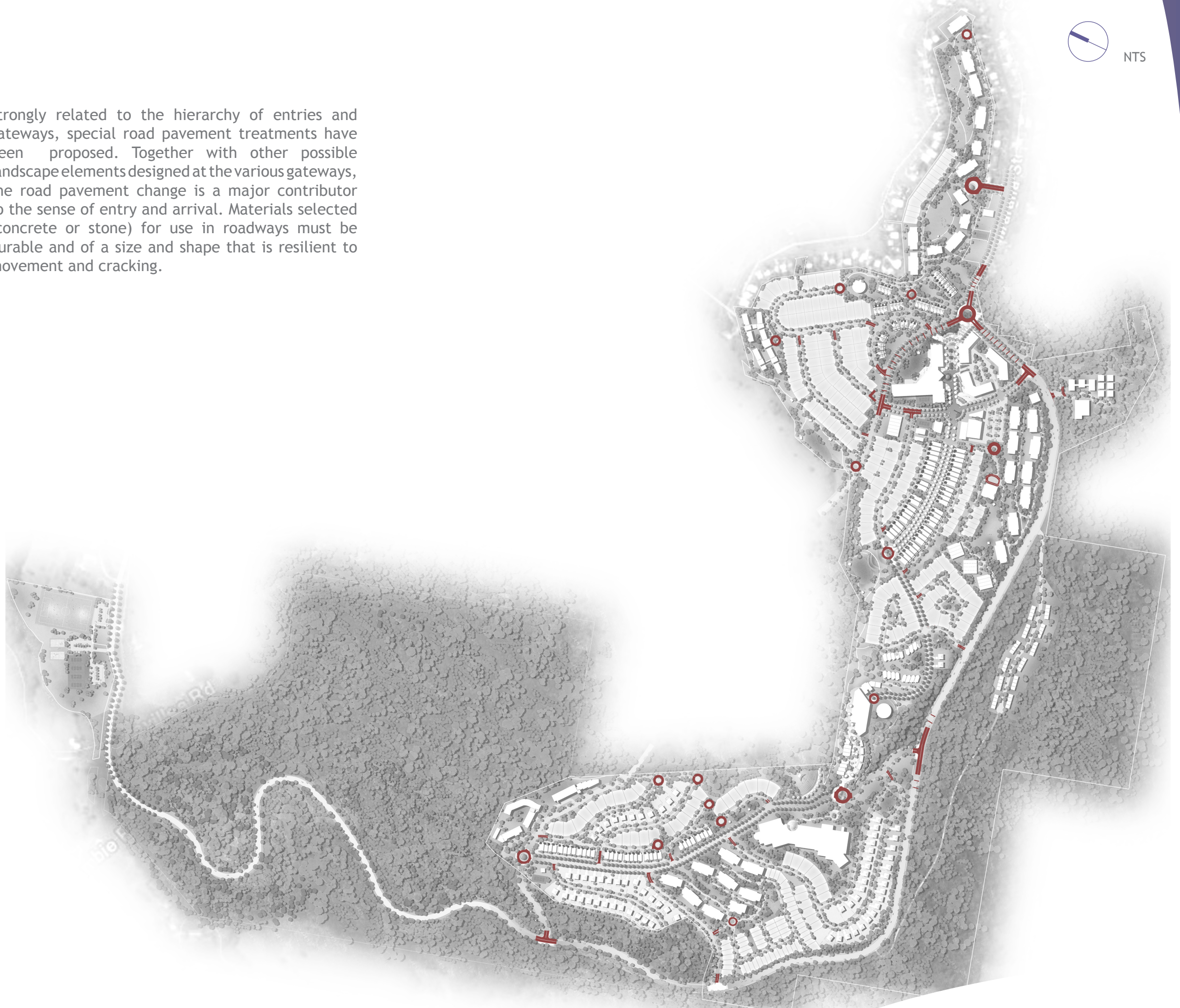


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2.3 Road Paving Treatment

Strongly related to the hierarchy of entries and gateways, special road pavement treatments have been proposed. Together with other possible landscape elements designed at the various gateways, the road pavement change is a major contributor to the sense of entry and arrival. Materials selected (concrete or stone) for use in roadways must be durable and of a size and shape that is resilient to movement and cracking.



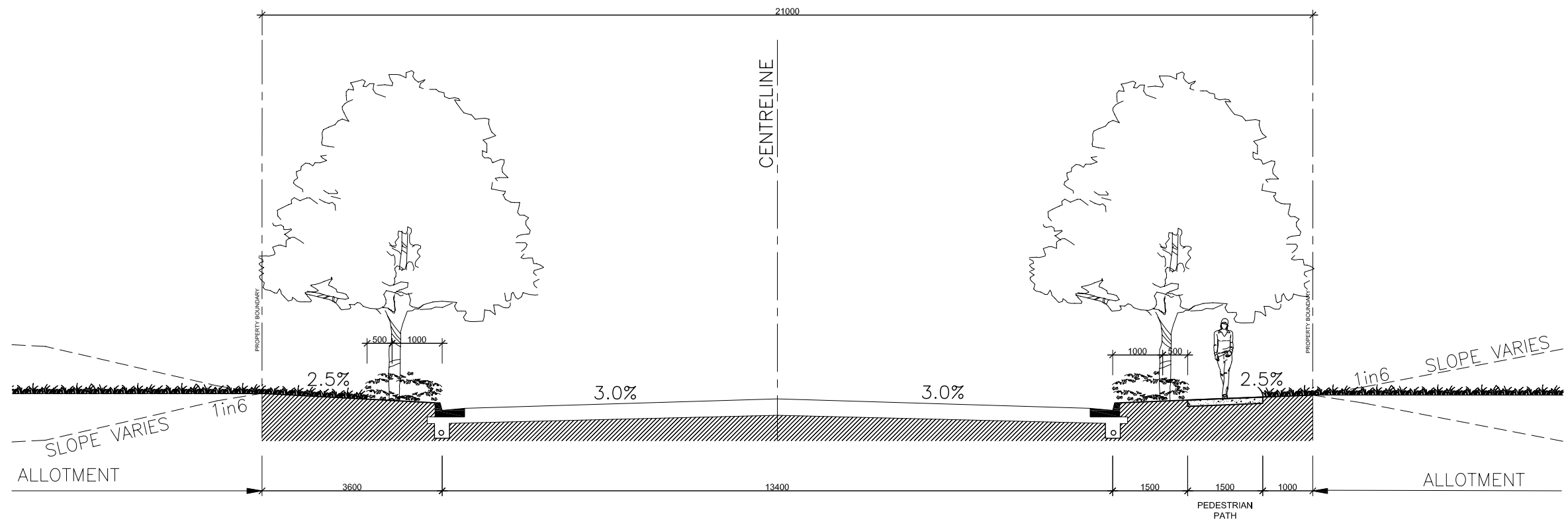


3.0^{Details}

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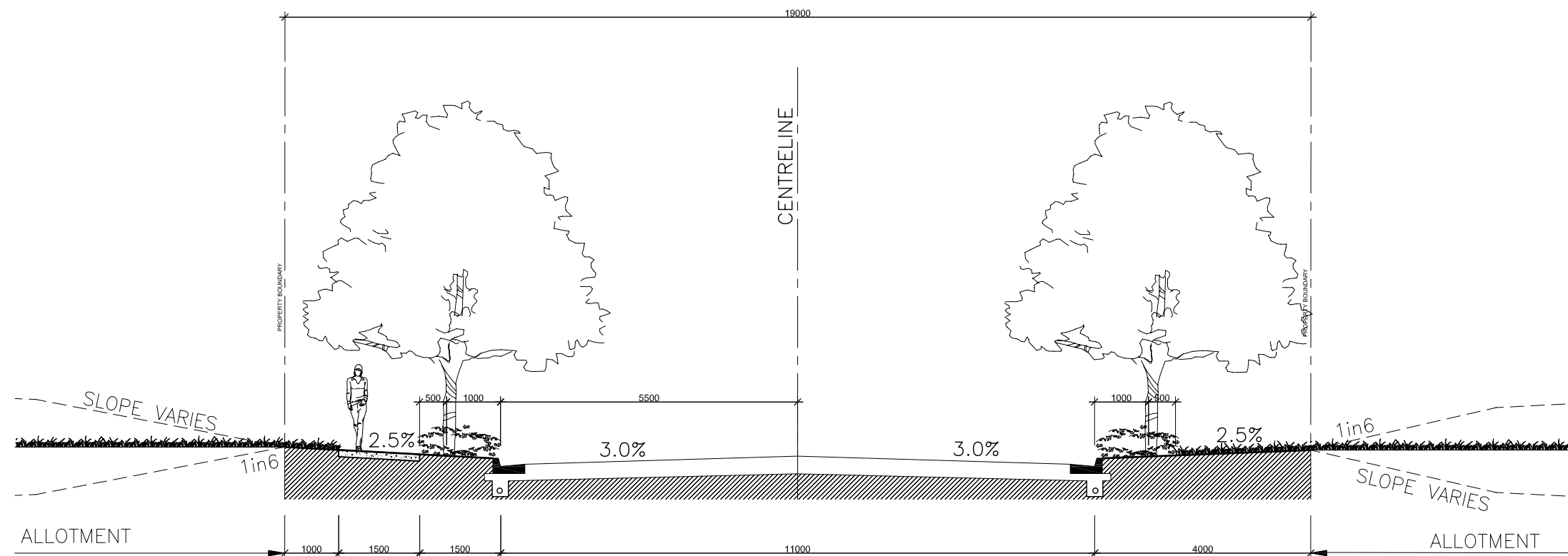


3.1 Road Type A



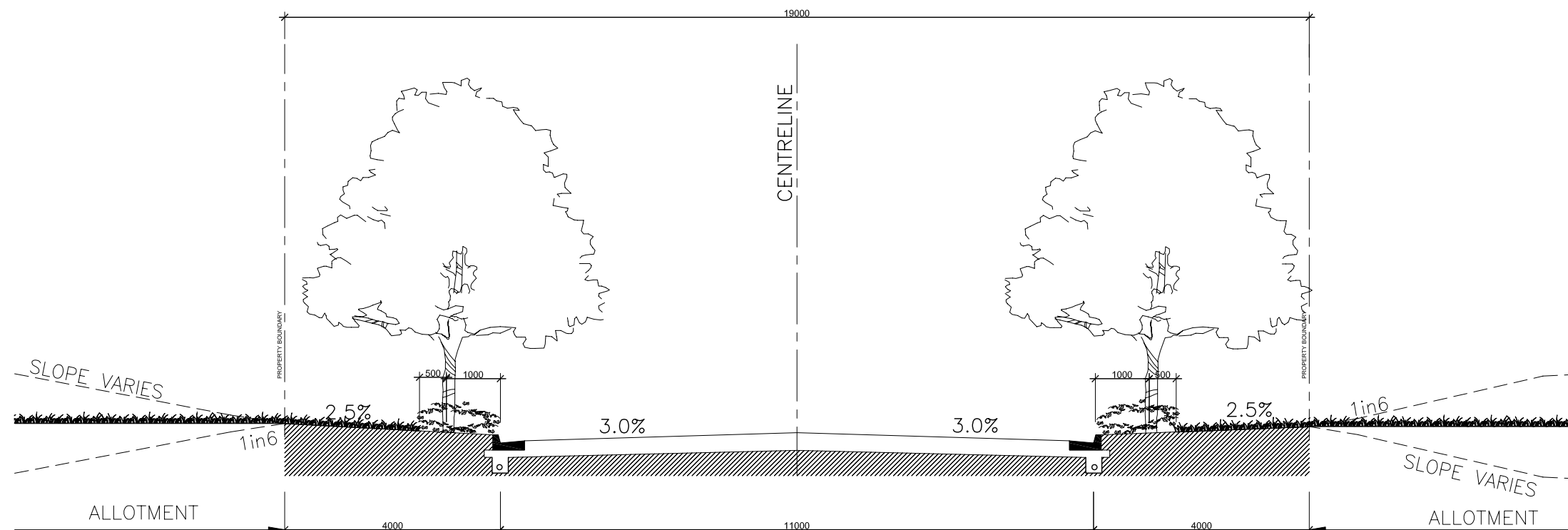
13.40m K-K ROAD - SPINE ROAD TYPE A

3.2 Road Type B1



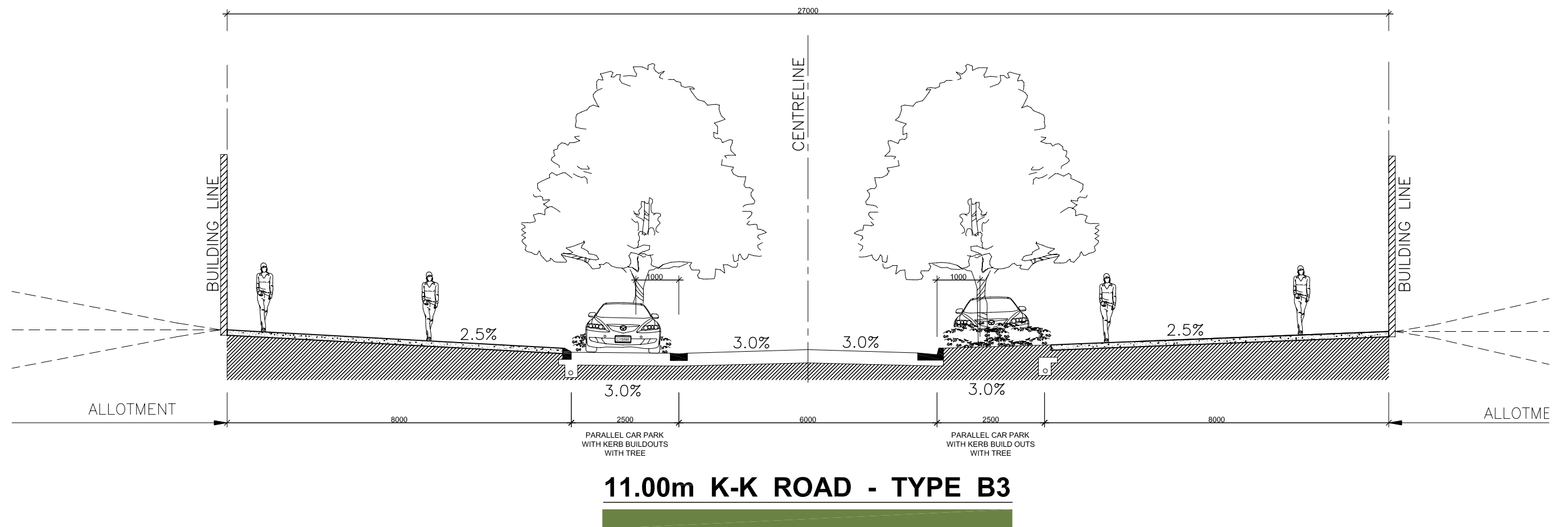
11.00m K-K ROAD - TYPE B1

3.3 Road Type B2

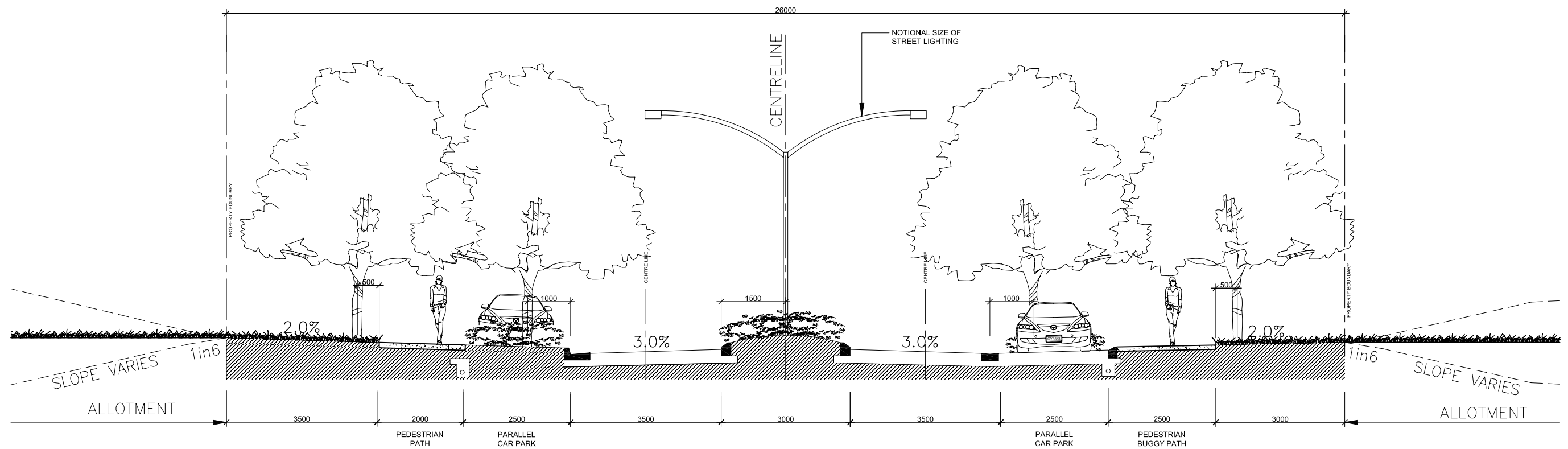


11.00m K-K ROAD - TYPE B2

3.4 Road Type B3

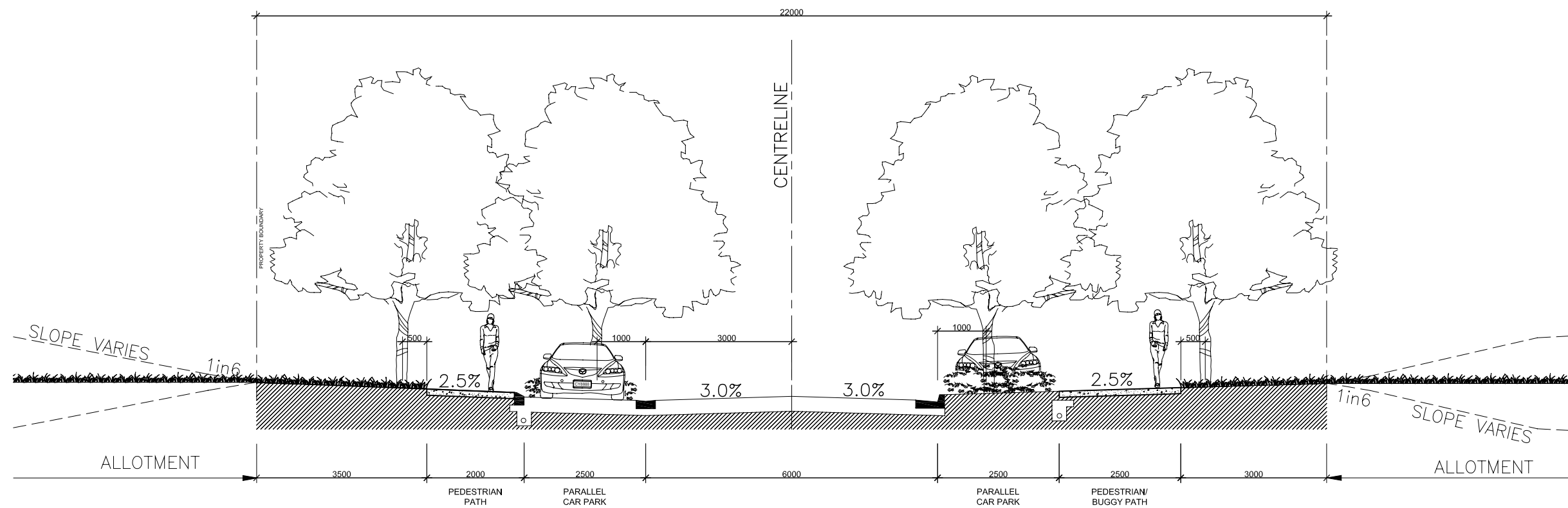


3.5 Road Type B4



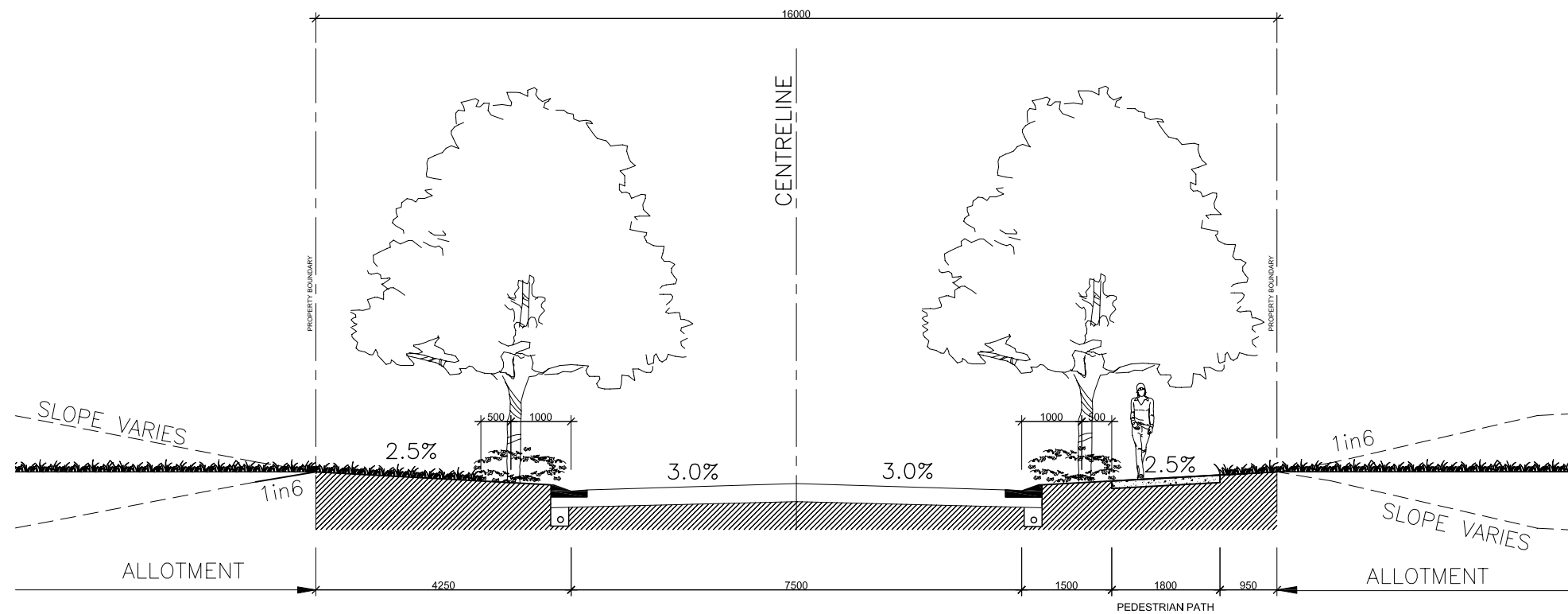
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3.6 Road Type B5



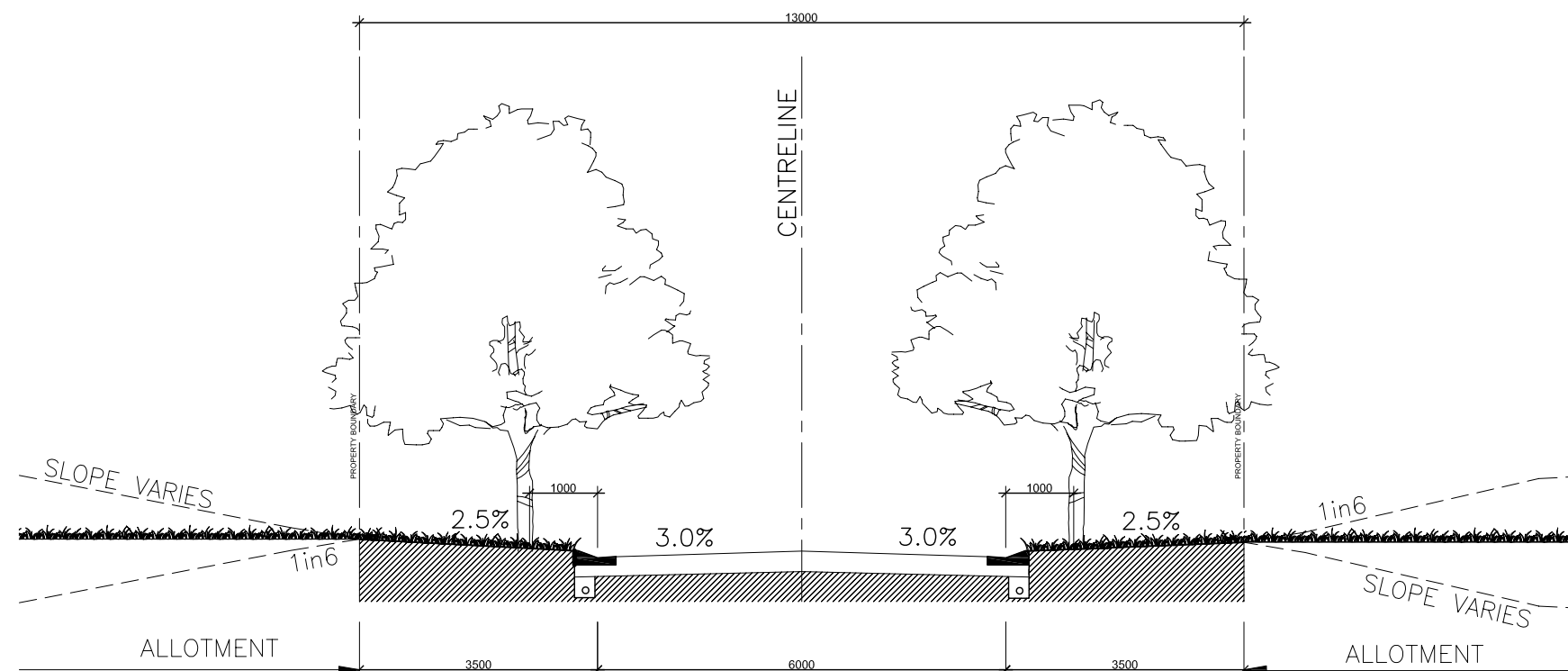
11.00m K-K ROAD - TYPE B5

3.7 Road Type C



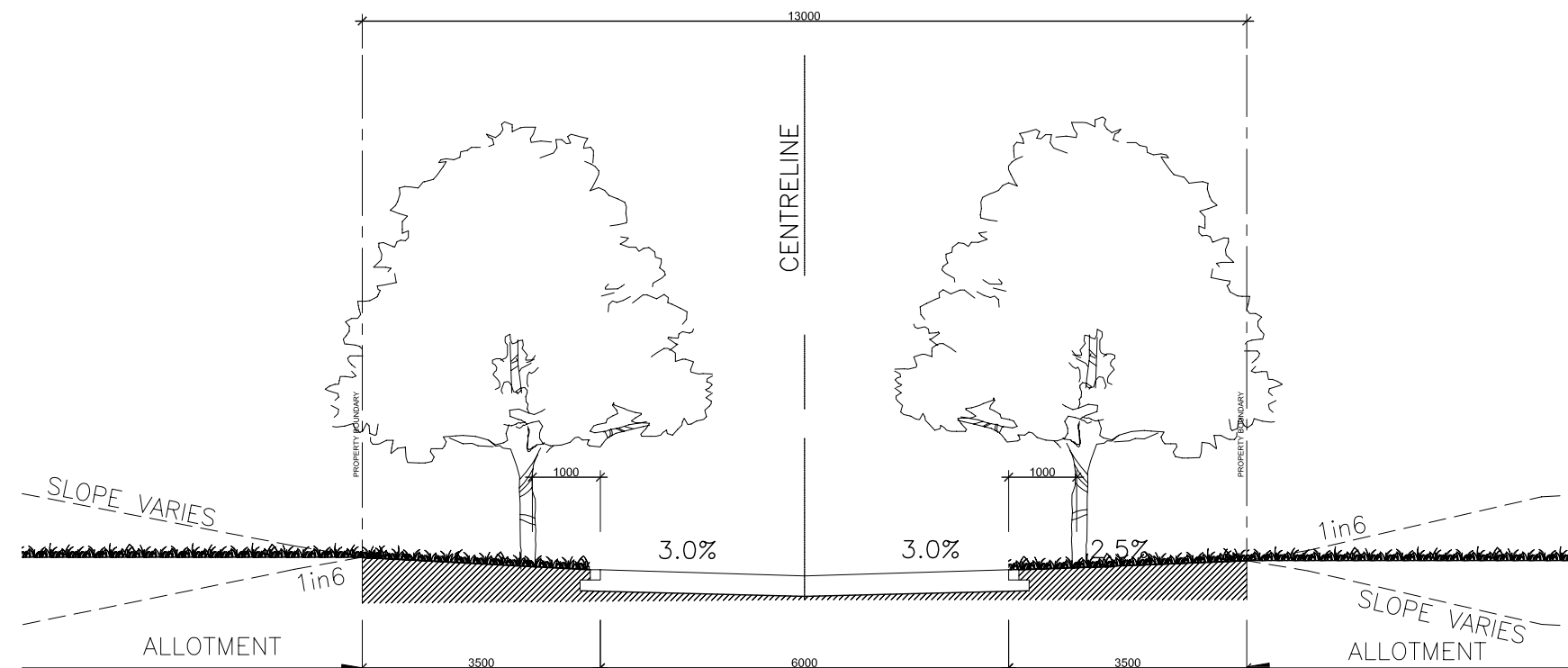
7.50m K-K ROAD - TYPE C

3.8 Road Type D1



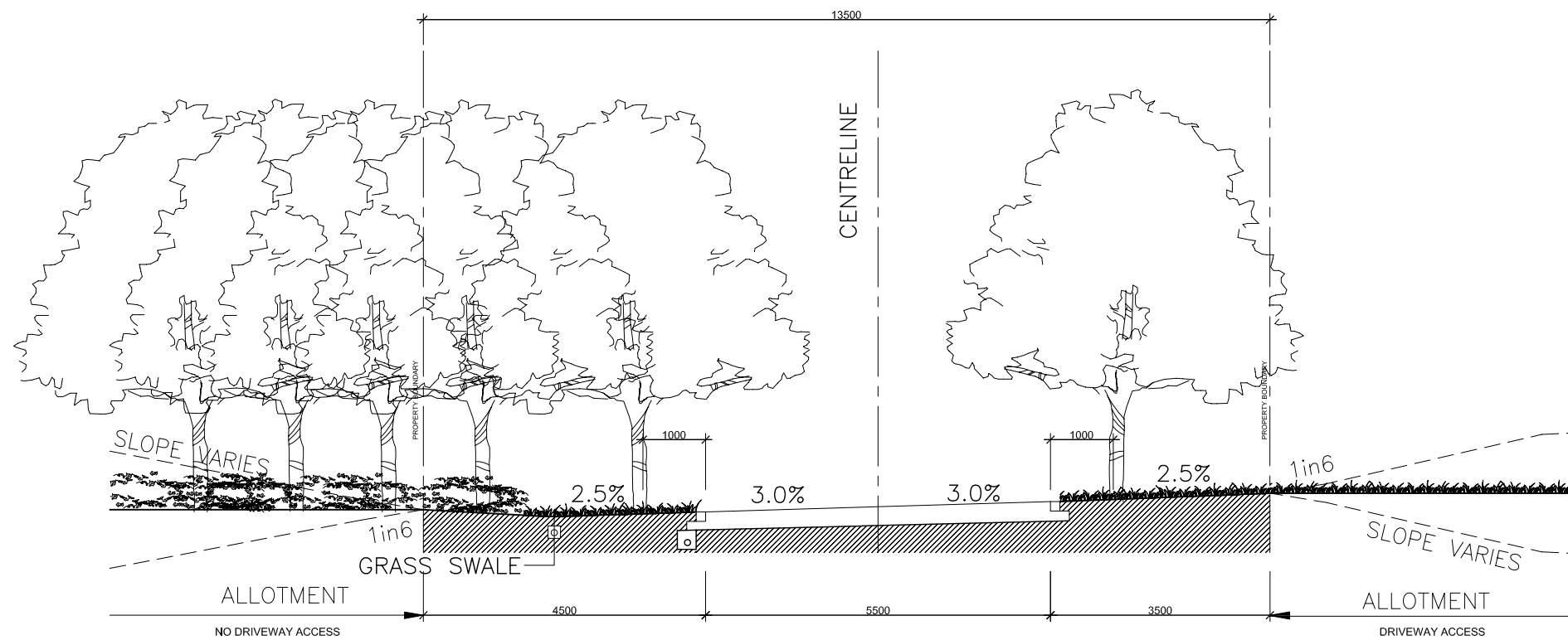
6.00m K-K ROAD - TYPE D1

3.9 Road Type D2



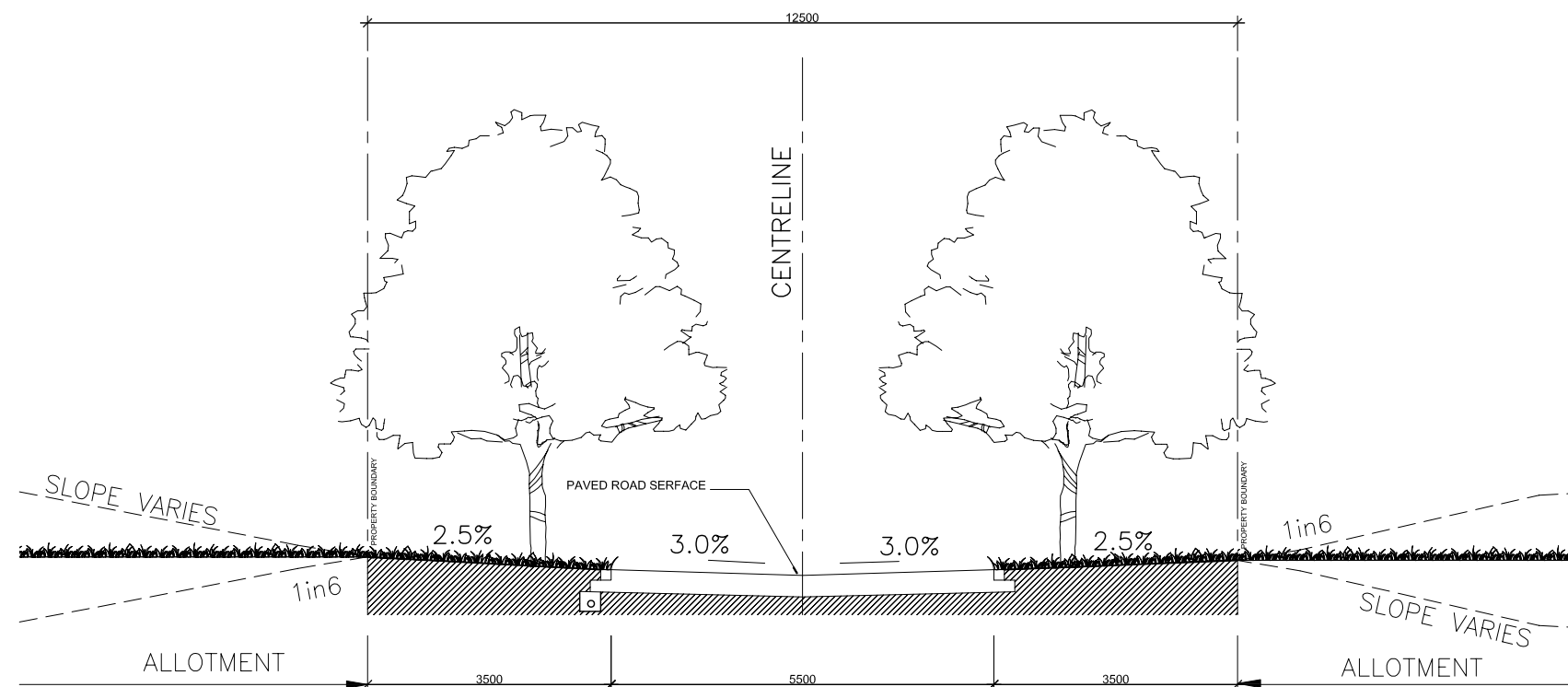
6.00m K-K ROAD - TYPE D2

3.10 Road Type E1



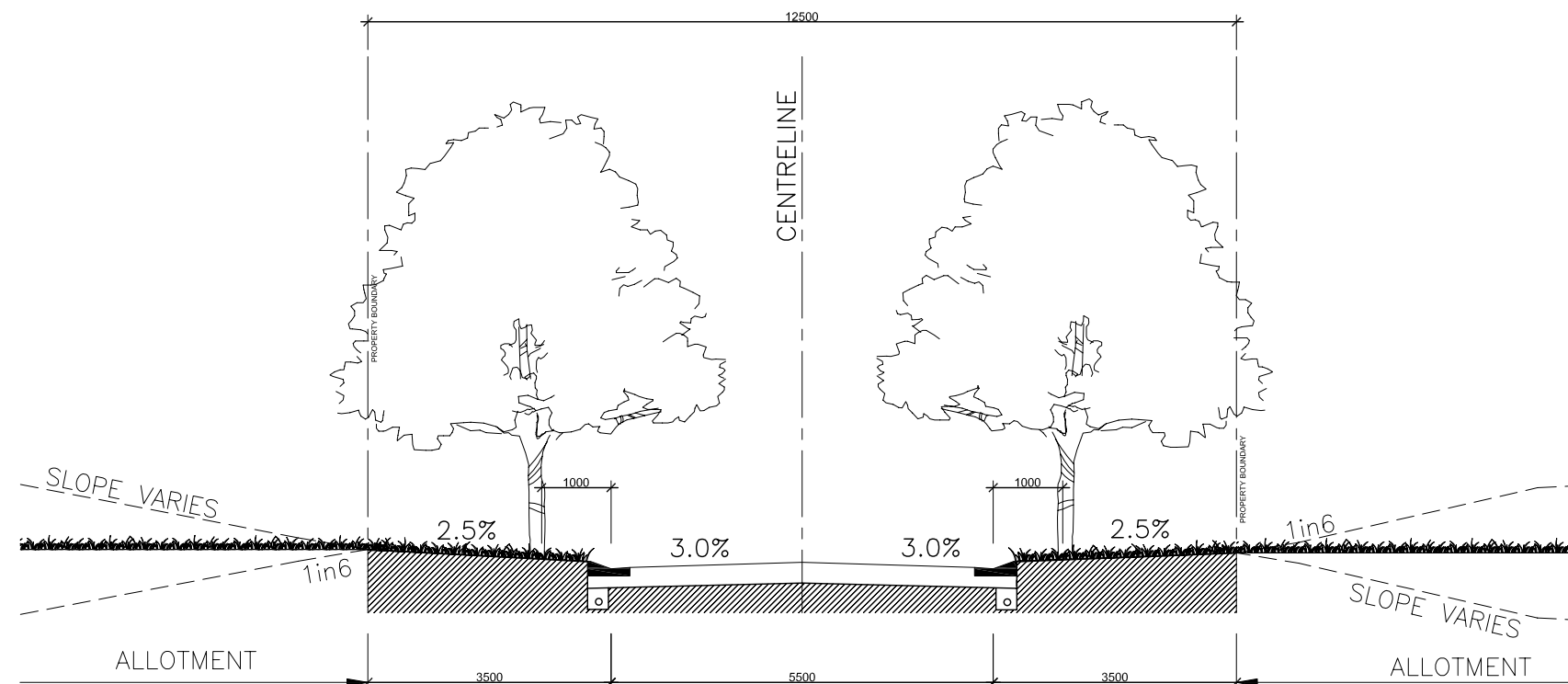
5.50m K-K ROAD - TYPE E1

3.11 Road Type E2



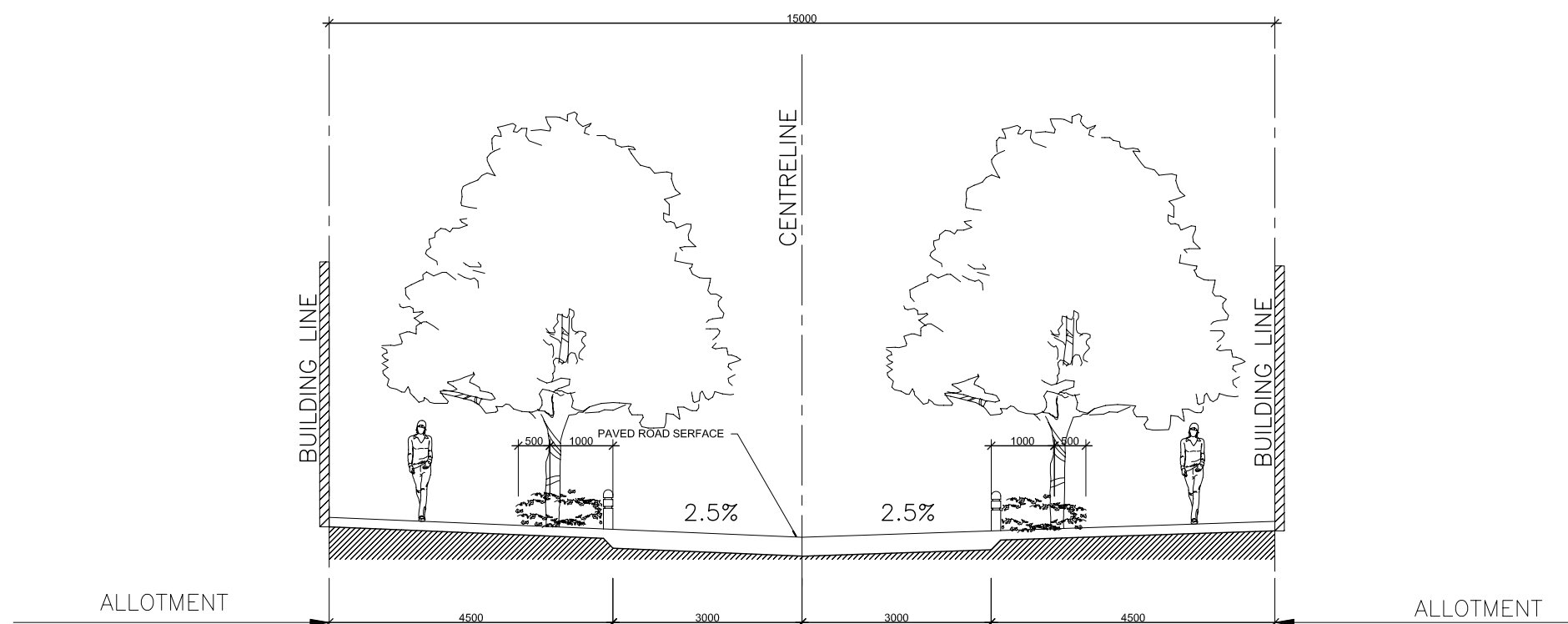
5.50m K-K ROAD - TYPE E2

3.12 Road Type E3



5.50m K-K ROAD - TYPE E3

3.13 Road Type F



6.00m K-K ROAD - TYPE F