



Redland City Council

ClevelandCentre

LANDSCAPE STRATEGY

October 2009

Prepared by Design + Planning at Aecom

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Introduction

1.1 Purpose of the Report

Building on the work undertaken in the development of the Cleveland Master Plan, which set in place a vision to guide the future growth of this important regional centre, this document explores opportunities for the development of a comprehensive Landscape Strategy. This strategy seeks to deliver a rich mix of diverse and stimulating public realm and open space opportunities for its residents now and into the future.

The proposed strategy provides a framework to guide the enhancement and improvement of existing resources and prioritise both open space and public realm improvements to complement the anticipated long term evolution of the Centre.

The word "landscape", in the context of the proposed strategy, does not just include the traditional open space park elements, but also the broader components of an urban landscape including the public realm.

The definition of public realm, in this report, relates to all areas to which the public has open access e.g. publicly owned streets, sidewalks, rights-of-ways, parks and other publicly accessible open spaces, and public and civic buildings and facilities.

The study area for the Cleveland Landscape Strategy, as defined in agreement with the council, considers a 2km radius from the junction of Bloomfield and Queen Streets.

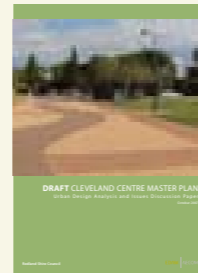
Document Map

Vision

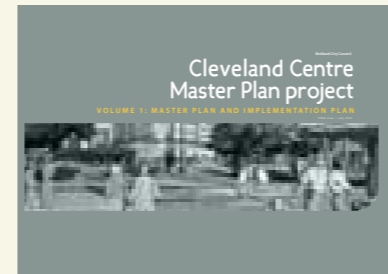


Master Plan Visualisation

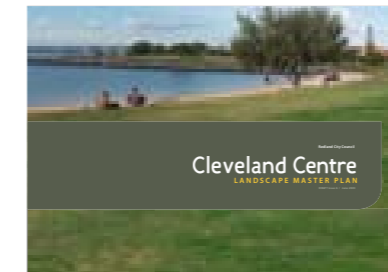
Strategies



Urban Design Analysis and Issues Discussion Paper Vol II



Cleveland Centre Master Plan volume 1: Master Plan and Implementation Plan

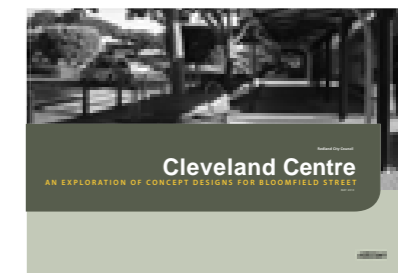


Landscape Strategy

Detailed Considerations



Master Plan Development : Built Form and Public Realm



Cleveland Centre : An exploration of concept designs for Bloomfield Street

January 2008 and updated January 2010

December 2009 - May 2010

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Analysis and Findings



2.1 Introduction

To develop a robust and usable Landscape Strategy, the legacy of which will provide a valuable network of open space for the community of Cleveland, it is necessary to understand:

- What open space and public realm currently exists?
- What is its quality, character and usage?
- What are the regional and local planning provisions influencing open space and public realm in the area?
- What are the local landscape characteristics, including ecology, topography and key vistas which contribute to it's distinctiveness?

It is acknowledged that Redlands City Council (RCC) has undertaken considerable planning in relation to the existing open space and public realm in and around Cleveland Centre, but with the anticipated direction defined in the Centre Master Plan there is a need to ensure the local area has significant high quality open space to support the proposed population growth, without adversely impacting on the local environment.

The plan opposite illustrates open space within the 2km study area and highlights the open spaces for which the Council currently have master plans or design strategies in place.

- 1 Raby Bay Foreshore Park (Masthead Park Drive)
- 2 Raby Bay Boulevard Park
- 3 Cleveland Point Reserve
- 4 Paxton Street Park
- 5 Carteret Canal Park
- 6 Bligh Canal Park
- 7 Tasman Canal Park
- 8 Bass Canal Park
- 9 Rotary Park
- 10 G J Walter Park
- 11 Anzac Memorial Park
- 12 Cleveland Raby Bay Harbour Park
- 13 Norfolk Park
- 14 Black Swamp Wetlands
- 15 Grace Hartley Park
- 16 Merv Genrich Park
- 17 William Ross Park
- 18 Nandeebie Park
- 19 Oyster Point Park
- 20 Donald Simpson Park
- 21 Cleveland Showgrounds (including Norm Price Park)
- 22 Norm Dean Park
- 23 Cleveland 'Ramp Park'
- 24 Cleveland Pump Track (Clark St)
- 25 Henry Ziegenfusz Park
- 26 Eddie Santagiuliana Way
- 27 Golby Esplanade Foreshore
- 28 Phillip Street Park
- 29 Cleveland Cemetery
- 30 Cleveland District High Playing Fields
- 31 Cleveland Primary School Playing Fields
- 32 Cleveland Bowls Club
- 33 Ormiston Primary School Playing Fields
- 34 Raby Bay Esplanade Park



Figure 2.1 Existing Master Plans Map

2.2 Planning Provision

2.2.1 Open Space Planning and Koala Provision

Draft Local Growth Management Strategy (July 2008)

A key component of RCC's Local Growth Management Strategy (LGMS) is the Urban Open Space Strategy (Section 4.6). The open space network in this strategy has been devised to provide "for the community's recreation needs, the needs for environmental conservation, management of the water cycle and protection of landscape values..."

The key principles defined by this document, in terms of the requirements for open space and public realm are :

- Meeting public recreation needs
- Public access to the coastline
- Biodiversity conservation
- Koala protection and enhancement
- Intra urban breaks
- Water cycle function protection
- Scenic landscape values

These principles provide an important starting point, informing the general direction for the strategy.

Three plans within the LGMS depict the RCC's Open Space Strategy intent. These are the :

- Urban Open Space Concept Map 4.6a
- Redlands Koala Habitat Protection Map 4.6c
- Urban Open Space Strategy Map 4.6d

Urban Open Space Strategy

The Urban Open Space Strategy Map 4.6a is a conceptual depiction illustrating "Greenway Links" and "Greenspaces" within the study area.

The "Greenway links" include:

- Ross Creek Open Space Corridors
- Hilliards Creek Conservation Corridor "Cleveland Showground" Tributary
- Moreton Bay Foreshore Corridor
- Raby Bay Foreshore Parks (off Masthead Drive and Raby Bay Boulevard)
- Riseborough Terrace

The "Greenspaces" include:

- Black Swamp
- Hilliards Creek Koala Sustainability Area
- William Ross Park
- Rotary Park
- GJ Walter Park
- Henry Ziegenfusz Park

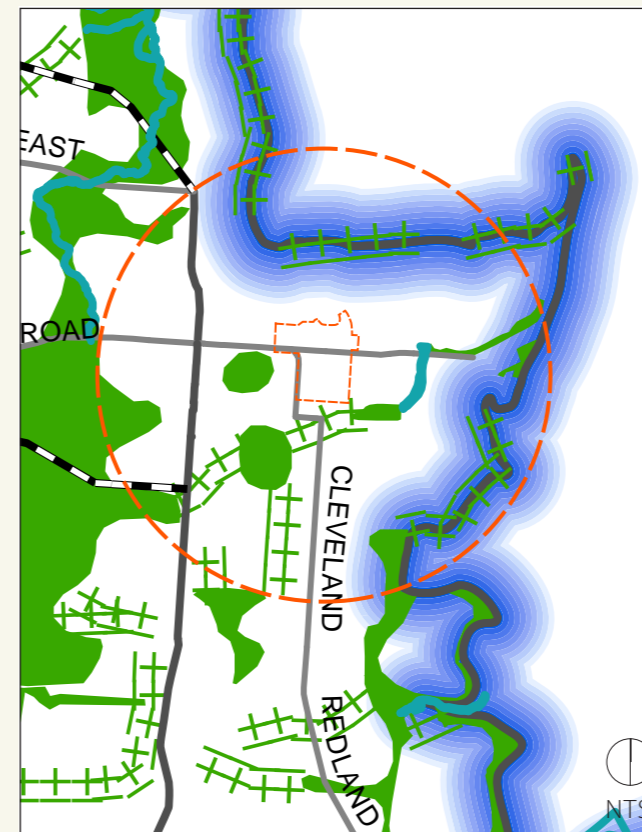


Figure 2.2 Local Growth Management Strategy: Urban Open Space Concept Map 4.6a

- Environmental Living / Protection Land
- Greenspace

Redlands Koala Habitat Protection

The extract of Map 4.6c: Redlands Koala Habitat Protection Map, illustrates most of the key Koala habitat and movement corridors within the urban footprint as a "Koala Sustainability Area". A key conservation aim of RCC is the long term protection of the areas biodiversity and in particular koalas living within the urban footprint. A healthy and viable koala population lives within the urban footprint and is "supported by the green space network connecting urban habitat with surrounding koala conservation areas. The "Koala Sustainability Area" is protected by its inclusions within the LGMS Green Space Network.

The Hilliards Creek Corridor and the bushland on the junction of South Street and Wellington Street are in the "Koala Sustainability Area".



Figure 2.3 Local Growth Management Strategy: Redlands Koala Habitat Protection Map 4.6c

Urban Open Space Strategy

The third relevant map in the LGMS is the Urban Open Space Strategy Map 4.6d. This illustrates the following:

- 3 Regional Parks: Raby Bay Foreshore Park, the Aquatic Centre off Clarke Street and Cleveland Showgrounds
- 3 District Parks: GJ Walter Park, Raby Bay Boulevard Park and Henry Ziegenfusz Park
- 2 Major Greenway Links: Moreton Bay foreshore corridor and along Shore Street West
- 1 Minor Greenway Link along Long Street and through the riparian corridor that link into Norm Dean Park, along Smith Street, Russell Street and Bloomfield Street

5 Open space types:

- 1. Active Recreation Park
- 2. Council Reserves
- 3. Private open space land
- 4. Private conservation zoned land
- 5. State reserves and trustees and other public land

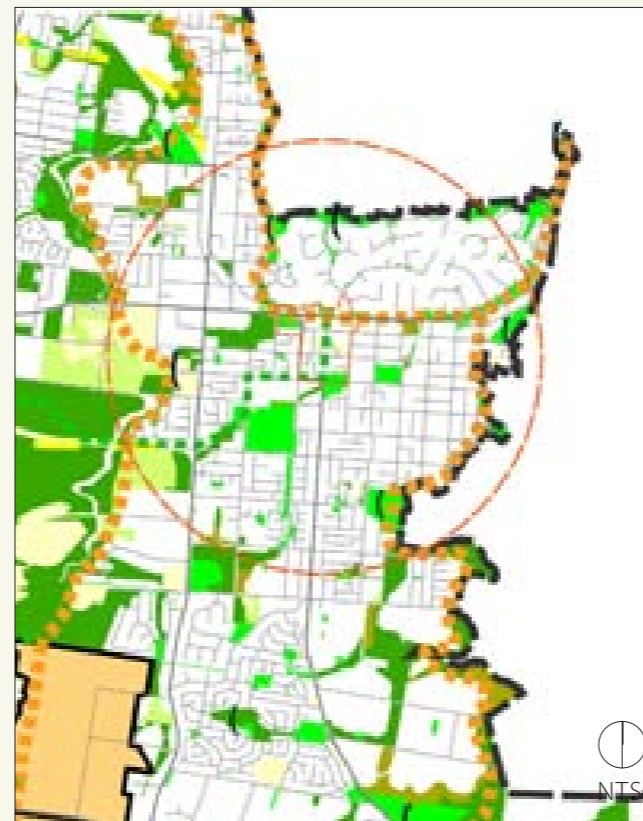


Figure 2.4 Local Growth Management Strategy: Urban Open Space Strategy Map 4.6d

Key Landscape Strategy Opportunities

Urban Open Space Strategy Opportunities

Consolidate the three LGMS open space concepts and strategy maps (4.6a, 4.6c and 4.6d) into one cohesive Landscape Strategy

- Reinforce and strengthen the identified green ways and green spaces
- Seek opportunities to connect isolated green spaces e.g. Black Swamp and William Ross Park
- Seek opportunities to provide additional parks within the urban footprint where existing park provision is limited.

Redlands Koala Habitat Protection Opportunities

Consolidate the three LGMS open space concepts and strategy maps (4.6a, 4.6c and 4.6d) into one cohesive Landscape Strategy Concept

- Collaborate with RCC’s Environment Management Group to ensure that the Landscape Strategy does not conflict with existing RCC Koala protection and enhancement initiatives or impact adversely on the existing urban Koala population
- Seek opportunities to allow the Koalas to live in the urban footprint and not be confined to key open space
- Protect and enhance other open spaces in the 2km radius, not identified in the plan opposite, that could provide additional Urban Koala habitat.

Redlands Shire Council Open Space Plan 2004 – 2016

This Open Space Study, undertaken in 2004, identifies public open space through the following park “Catchments” and “Functions”.

Catchments: Four different catchment classifications are identified.

1. Regional: Regionally significant open space is a tract of land, large in some cases, intended to serve the shire and adjacent communities. Often they are situated beside Moreton Bay, offering direct water access. Visitors may come from all over SEQ, interstate or be international.

2. District: Usually larger than a local park, serving several adjoining neighbourhoods within a 5km radius. The district park typically provides a more comprehensive range of facilities including sports fields, clubhouse, public amenities, car parking, play ground equipment, BMX, skate parks, dog off leash areas, basket ball court, barbeque and picnic facilities.

3. Local: A park serving the people of one residential neighbourhood usually within a 500 - 800 metre safe walking distance. The recreation activity is normally of an informal nature. The park may have a swing set and seating and often a kick about space.

4. Conservation: Land whose primary function is to protect natural assets and features. Some recreational activities are co-located with conservation areas e.g. walking tracks.

Functions: Four functions are characterised and include:

1. Informal: Open space with no embellishments, generally providing for general purposes e.g. drainage, visual break.

2. Recreation: Parks at all catchment levels that are dedicated to active and passive leisure and play.

3. Sport: District and regional parks with embellishments and dedicated sporting infrastructure.

4. Conservation: Open space dedicated to the protection and retention / rehabilitation / conservation.

RCC’s Desired Open Space Standards of Supply’ (2004) adopted in the Redland Planning Scheme sets the following requirements:

Catchment Area	Desired Open Space Provision in Ha per 1000 population
Local Park	1.2 ha of “recreation”
District Park	2.4 ha (1.2 ha “recreation” and 1.2 ha “sport”)
Regional Park	0.70 ha (0.25 ha “recreation” and 0.45 ha “sport”)
TOTAL	4.3 ha (2.65ha of “recreation” and 1.65ha of “sport”)

There are currently no desired open space standards for conservation areas or informal open space, for example parks that provide corridor links or provide drainage and walkways.



Figure 2.5 RSC Open Space Plan 2004-2016

Legend

- Study Area
- 5000m Buffer - District Park
- 2500m Buffer - District Park
- 800m Buffer - Local Park
- 500m Buffer - Local Park

Catchment Classification

- Local
- District
- Regional
- Conservation

Key Landscape Strategy Opportunities

The map on page 8 illustrates RCC's open space provision from 2004, in the study area; it illustrates a deficit of local park provision in the following areas:

1. South East of Study Area: Long Street / Channel Street junction area
2. North West of the Study Area: Dundas Street West and Delancey Street

There is the opportunity through the development of this landscape strategy to make up this deficit in open space provision identified in Long Street/ Channel Street, Dundas Street West and Delancey Street.



2.2.2 Pedestrian and Bikeway Planning Provision

Existing Bikeway and Pedestrian Network

The plan below illustrates the existing bikeway and pedestrian network. In order to provide a comprehensive appreciation of its extent, information has been interpreted and mapped from the following sources:

- Redlands Cycling and Pedestrian Strategy : Redlands Transport Plan 2016
 - Map 6: Existing Cycling and Pedestrian Facilities Map, Mainland
 - Map 5: Existing on road bike lanes, Mainland
- Redland Shire Priority Infrastructure Plan - Map 2. Cycleway Trunk Network (2006)
- RCC's GIS, provided June 2009.

Proposed Bikeway and Pedestrian Network

The current proposed bikeway and pedestrian network, has been mapped from the following sources. This information to represents RCC's aspirations:

- Redland Shire Priority Infrastructure Plan - Map 2. Cycleway Trunk Network (2006)
- Redlands Cycling and Pedestrian Strategy : Redlands Transport Plan 2016
 - Map 1: Draft Cycle / Pedestrian Network Plan; On –Road Cycleway Routes, Mainland
 - Map 2: Draft Cycle / Pedestrian Network Plan; Off Road Cycleway Routes, Mainland
 - Map 8: Proposed On –road cycling facilities map; Mainland.

Principal Bikeway Routes

The following map illustrates the key bikeway routes proposed in the study area. These have been determined from the following two sources:

- Draft Local Growth Management Strategy (July 2008) – Map 4.5c, Integrated Transport Strategy Map – Road and Cycle Network
- SEQ Principal Cycle Network Plan – Map 10.

These principal routes will provide key commuter and key touring connections to Cleveland and beyond.

Key Landscape Strategy Opportunities

- Utilise RCC's existing and proposed networks to connect the key landscape destinations
- Develop a clear hierarchy of pedestrian and bikeway connections
- Undertake a detailed assessment of existing pedestrian and bikeway provision. There were some discrepancies between the pedestrian and bikeway data sets reviewed. It is therefore recommended that a component of future work, to follow on from this strategy, will be the undertaking of a detailed assessment and audit of the existing pedestrian and bikeway provision in line with the Ausroads 14 Guidance.



Figure 2.6 Existing Bikeway and Pedestrian Network Map

Legend

- 2km Study Area
- Cleveland Centre Master Plan Core Area
- Significant Open Space Outside Study Area

Existing Cycle Routes

- On Road Cycle Lane
- Off Road Path
- Off Road Shared Path






Figure 2.7 Proposed Bikeway and Pedestrian Network Map






Figure 2.8 Principal Bikeway Network (proposed) Map




Legend

-  2km Study Area
-  Cleveland Centre Master Plan Core Area
-  Significant Open Space Outside Study Area





Proposed Cycle Routes

-  Moreton Bay Cycle Lane
-  On Road Cycle Lane
-  Off Road Cycle Path

Legend

-  2km Study Area
-  Cleveland Centre Master Plan Core Area
-  Significant Open Space Outside Study Area

Principle Cycle Routes

-  Moreton Bay Cycleway
-  Bloomfield Street Cycleway
-  Shore Street West Cycleway
-  Wellington Street Cycleway

2.3 On Site Assessment

The Influence of the landscape and more particularly land forms, can contribute significantly to the experience and distinctiveness of public spaces.

2.3.1 Existing Topography and Visual Connections

The study area's topography is divided by the two catchments of Hilliards and Ross Creeks. A ridgeline runs on an approximate north/south axis in the western part of the area, effectively dividing the two catchments.

Three spurs, running on an approximate south/west to north/east orientation, extend across the study area from the main ridgeline.

From the elevated parts of the ridge and spurs, long distance views are afforded, generally where land cover i.e. vegetation and built form, is limited. For example, there are directed views along roads such as Bloomfield Street towards Cleveland Town Centre and from the high points west to Hilliards Creek and east to Moreton Bay.

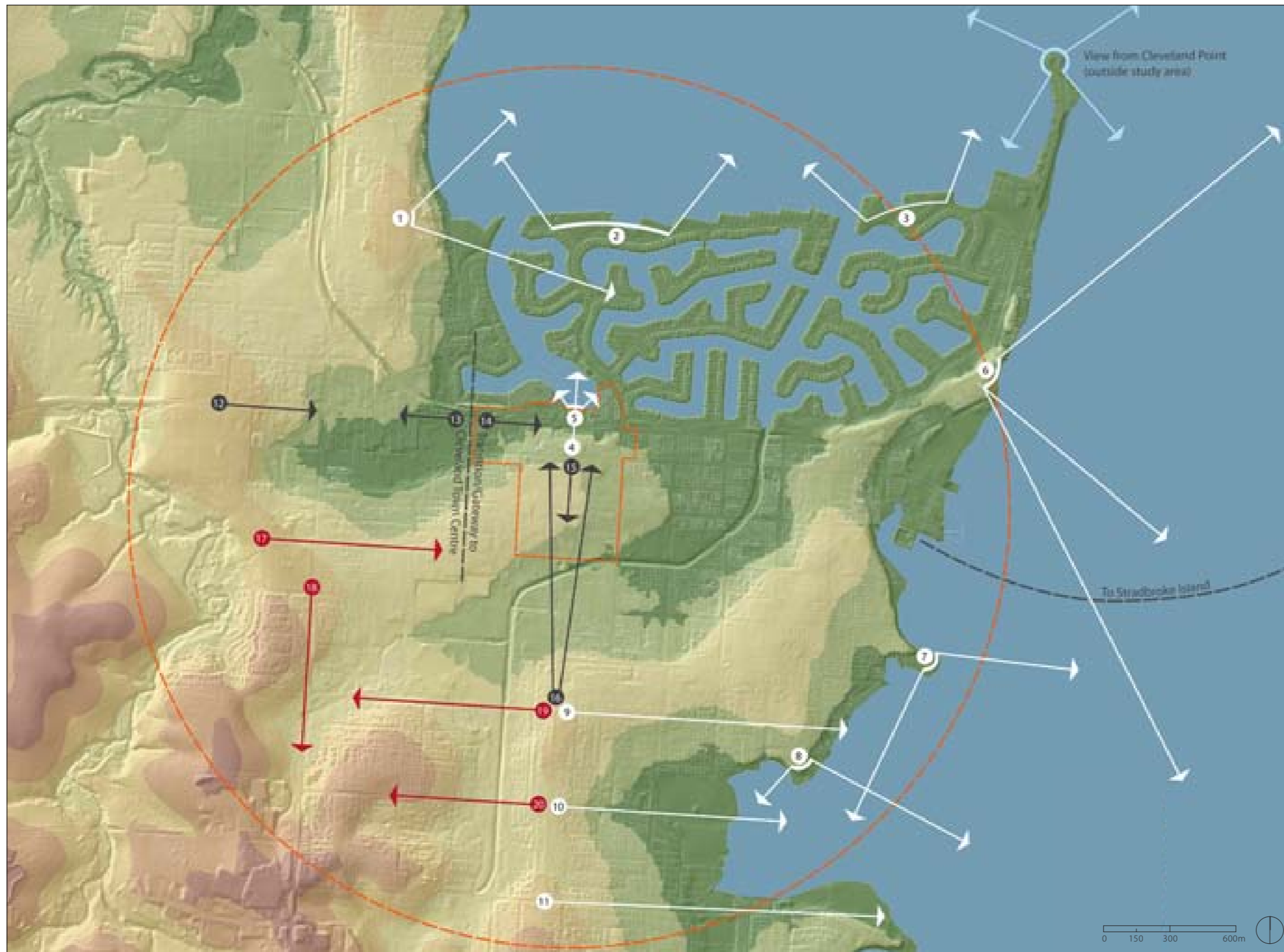
The highest points in the study area are to the south/west off Wellington Road, whilst the low lying locations are associated with Moreton Bay and the waterways that dissect the area.

A qualitative and quantitative assessment was undertaken, and studied views were then characterised under 3 headings to define the prominent landscape characteristics. The key views identified are illustrated on the plan opposite and divided into the following three types:

1. Moreton Bay and Water Scape Views (including those from the Stradbroke Island Ferry)
2. Cleveland Centre Views
3. Other Key Views from Major Roads.






View Types	View Number	View Description
Moreton Bay and Water Scape Views	1	Views looking west from Dundas Street
	2	Views looking north from Raby Bay Foreshore Park (Masthead Drive)
	3	Views looking north from Raby Bay Foreshore Park (of Raby Bay Boulevard)
	4	Views looking north from Bloomfield Street, to Raby Bay Harbour
	5	Views looking north from Raby Bay Harbour Park
	6	Views looking east from G J Walter Park
	7	Views looking south and east from Oyster Point Park
	8	Views looking south and east from the Pocket Park off Passage Street
	9	Views looking east from Long Street
	10	Views looking east from Bay Street
	11	Views looking east from Beach Street
Cleveland Centre Views	12	Views looking east along Shore Street West
	13	Views looking west along Shore Street West at the "gateway" to Cleveland Town Centre
	14	Views looking east along Shore Street West at the "gateway" to Cleveland Town Centre
	15	Views looking south along Bloomfield Street
	16	Views looking north along Bloomfield Street
Other Key Views from Major Roads	17	Views looking east along Russell Street (near Aquatic Centre)
	18	Views looking south along Wellington Street
	19	Views looking west along Long Street towards Hilliards Creek ridgeline
	20	Views looking west along Bay Street towards Hilliards Creek ridgeline



Legend

Views

-  Moreton Bay and Water Scape Views
-  Cleveland Town Centre Views
-  Other Key Views from Major Roads

Topography









-  < 5m
-  10m
-  20m
-  30m
-  40m
-  50m
-  60m
-  > 60m

Figure 2.9 Identifying Regional Topography and Significant Views Map

Moreton Bay and Waterscape Views

Across these pages are illustrated some of the key publicly accessible Moreton Bay and water scape views within the study area.

Key Landscape Strategy Opportunities

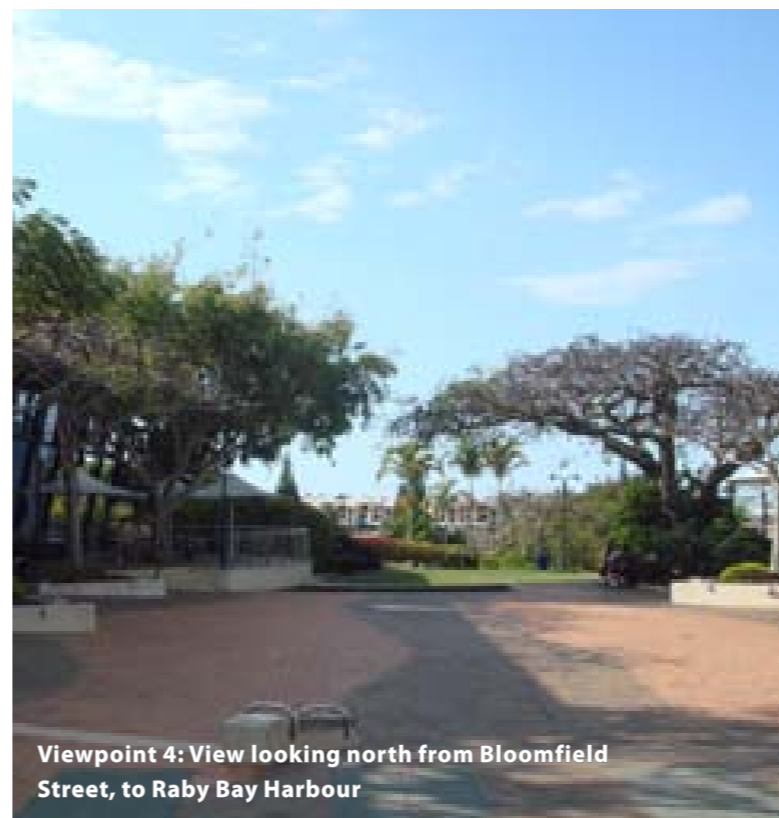
- Promote the identified Moreton Bay and Water Scape views , e.g. through public realm improvements at view sites and introduction of artworks
- Utilise views 4, 5, 9,10 and 11 to promote Cleveland Centre and wider suburbs connection with Moreton Bay
- Utilise these views as a key determinant for important pedestrian and cycle connections or “green street links”.



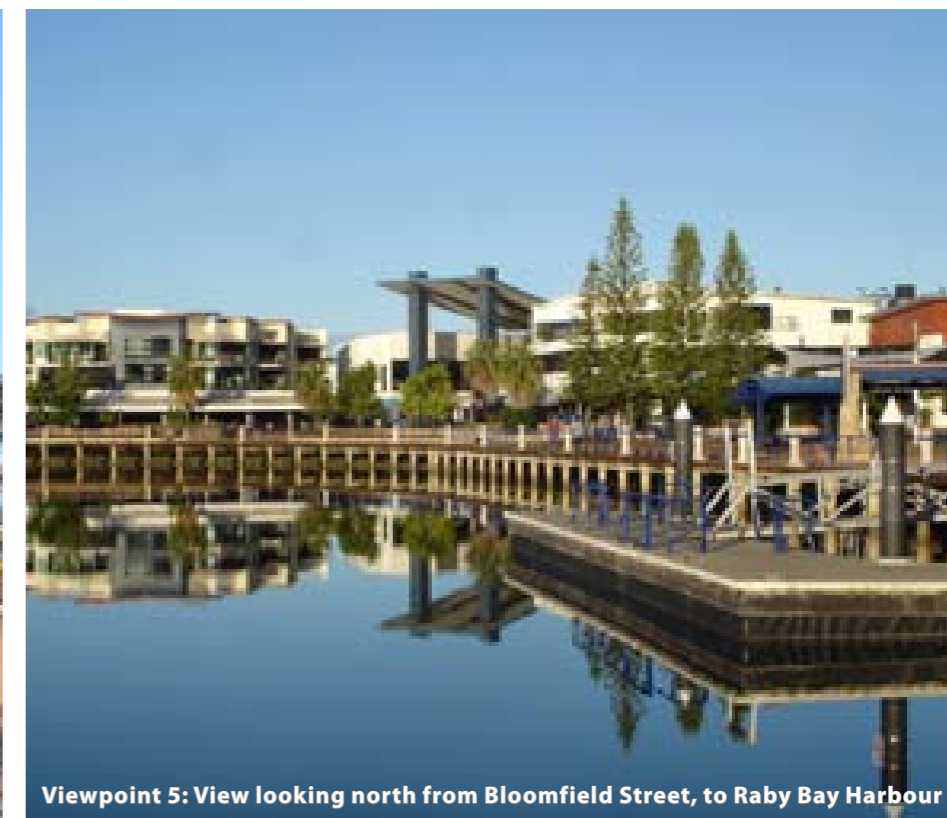
Figure 2.10 Waterscape View Location Map



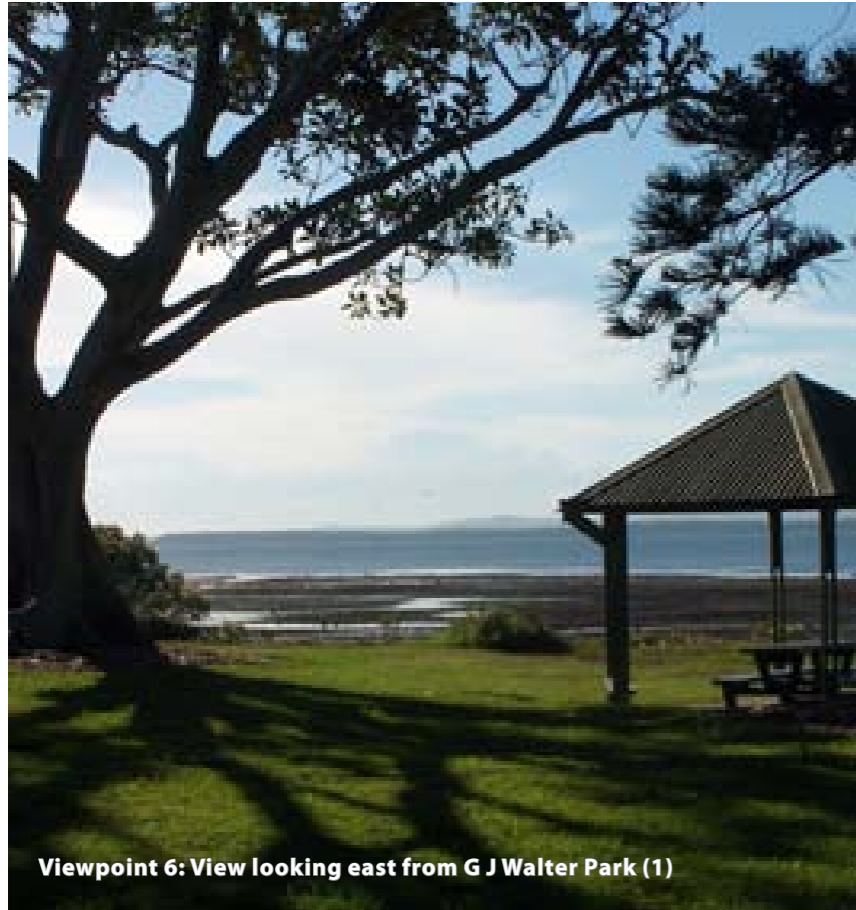
Viewpoint 1: View looking west from Dundas Street



Viewpoint 4: View looking north from Bloomfield Street, to Raby Bay Harbour



Viewpoint 5: View looking north from Bloomfield Street, to Raby Bay Harbour



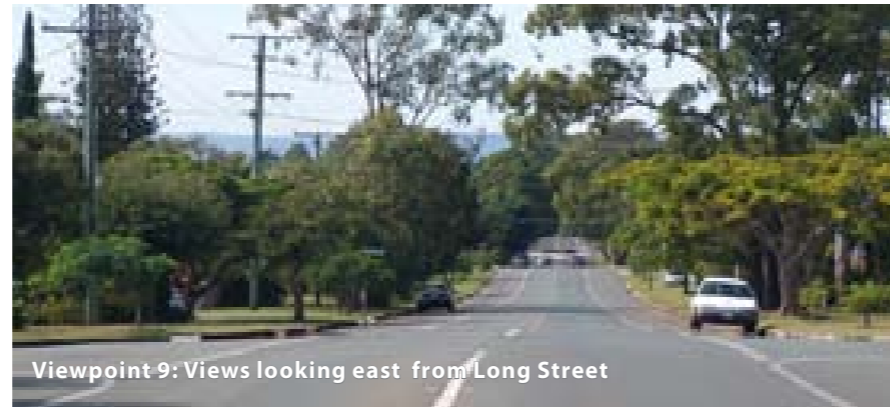
Viewpoint 6: View looking east from G J Walter Park (1)



Viewpoint 7: Views looking south and east from Oyster Point Park



Viewpoint 10: Views looking east from Bay Street



Viewpoint 9: Views looking east from Long Street



Viewpoint 11: Views looking east from Beach Street



Viewpoint 6: View looking east from G J Walter Park (2)



Viewpoint 8: View looking south and east from the Pocket Park off Passage Street

Cleveland Centre Views

Across these pages are illustrated some of the key publicly accessible Cleveland Centre views within the study area.

Key Landscape Strategy Opportunities

- Promote the identified Centre views , e.g. through public realm improvements at view sites and introduction of artwork
- Utilise views 14 and 16 as entries or “thresholds” to Cleveland Centre
- Maintain water scape views from viewpoint 16
- Utilise view 13 as an exit from Cleveland Centre
- Maintain views south and north bound along Bloomfield Street from viewpoints 4 and 15 to allow a sense of place and legibility within the urban scape
- Utilise these views as a key determinant for the key pedestrian and cycle connections or “green street links”.



Viewpoint 14: View looking east along Shore Street West at the “gateway” to Cleveland Town Centre



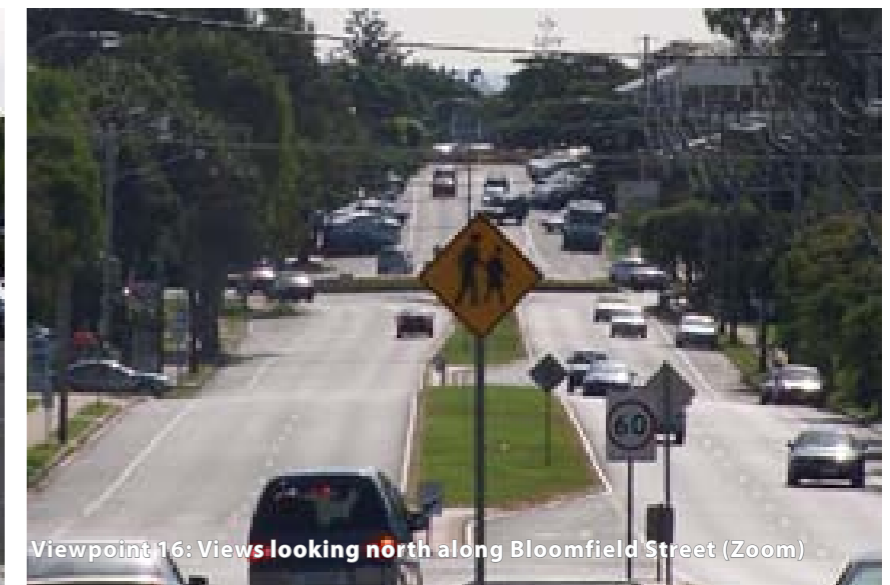
Viewpoint 16: Views looking north along Bloomfield Street



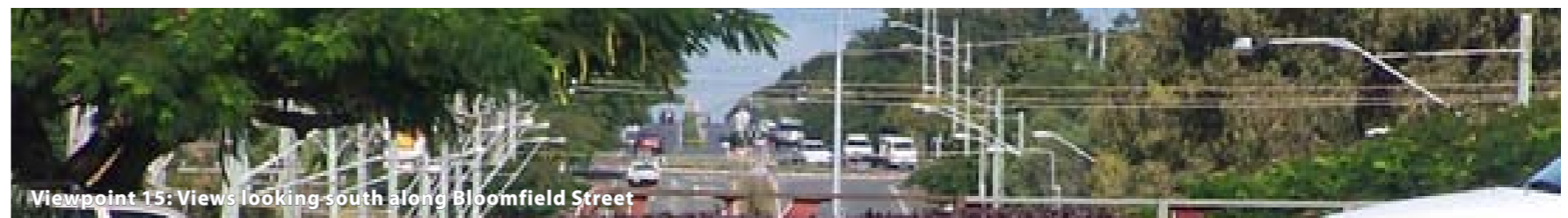
2.11 Cleveland **Centre View Location Map**



Viewpoint 13: View looking west along Shore Street West at the “gateway” to Cleveland Town Centre



Viewpoint 16: Views looking north along Bloomfield Street (Zoom)



Viewpoint 15: Views looking south along Bloomfield Street

Other Key Views from Major Roads

Across these pages are illustrated some of the key publicly accessible views from other major roads in the study area.

Key Landscape Strategy Opportunities

- Maintain and enhance these views, e.g. through the provision of street tree planting to frame and direct views along corridors
- Utilise these views as a key determinant for the key pedestrian and cycle connections or “green street links” due to the high level of visual legibility they provide.



Figure 2.12 Views From Road Corridors Location Map



Viewpoint 17: View looking east along Russell Street (near Aquatic Centre)



Viewpoint 19: View looking west along Long Street towards Hilliards Creek ridgeline



Viewpoint 20: View looking west along Bay Street towards Hilliards Creek ridgeline

2.3.2 Open Space Character Assessment

An open space character assessment was undertaken. This involved the use of existing open space mapping, using GIS information, provided by RCC to provide a base understanding of open space distribution in the area. The findings of the desk top assessment were then “ground truthed” on site.

Each existing open space was surveyed to determine its facilities, characteristics and qualities. The results were documented using photographs and a site survey pro forma (illustrated opposite).

Following the site survey, an evaluation of the range of open space typologies was undertaken to determine the number and key characteristics of open space in the study area. An open space single type broadly has similar or common characteristics and patterns.

Unlike typical open space planning and land use zoning definitions, the following five types were determined based primarily on the experiential qualities of the spaces:

- Pocket Neighbourhood Park
- Community Park
- Link Park
- Conservation Park
- Special Purpose Park

These 5 categories combine the functional role as well as the inherent characteristics of the each of the spaces. Typically the typology given is in response to the main function of the park and the “sub type” is defined by the inherent character of the park.

Key Landscape Strategy Opportunities

- Allow better public access for all users, including the disabled and elderly, to the open space identified (with exception of some of the exclusive use open space) e.g. Cleveland Showgrounds
- Seek opportunities to allow “limited” informal recreation access to Conservation Parks
- Upgrade key open spaces with user facilities such as seating, play equipment





OPEN SPACE INVENTORY NAME _____ LOCATION _____ DATE _____ REF NO _____ SIZE _____ HA FUNCTION / NEED / DISTRIBUTION / HIERARCHY / PROVISION / QUANTITY PARKLAND TYPE / CLASSIFICATION 1. Park 2. Pocket Neighbourhood Park 3. Community Park 4. Link Park 5. Conservation Park 6. Special Purpose Park PARKLAND FACILITIES 1. Seating 2. Drinking Fountains 3. Play Equipment 4. Basketball Hoop 5. Dog Waste Bins 6. Benches 7. Picnic Tables 8. Bikes 9. Dog Leash Bins 10. Dog Leash Lines 11. Dog Leash Collars 12. Dog Leash Leashes 13. Dog Leash Collars 14. Dog Leash Collars 15. Dog Leash Collars ADJACENT LAND USE / DEVELOPMENT 1. Residential 2. Commercial 3. Industrial 4. Public 5. Other	ACCESS / LEGIBILITY / CONNECTIVITY / LINKAGES 1. Access 2. Legibility 3. Connectivity 4. Linkages COMFORT / PERCEPTION / SAFETY 1. Comfort 2. Perception 3. Safety CHARACTER 1. Modern 2. Traditional 3. Contemporary 4. Historical 5. Other	PERCEPTUAL QUALITIES 1. Visual 2. Auditory 3. Tactile 4. Olfactory 5. Gustatory ECOLOGICAL CONSIDERATIONS 1. Biodiversity 2. Native Plants 3. Native Animals 4. Native Insects 5. Native Fish QUALITY / FOUNDATION (FROM AVERAGE GOOD) 1. Quality 2. Foundation 3. Average 4. Good
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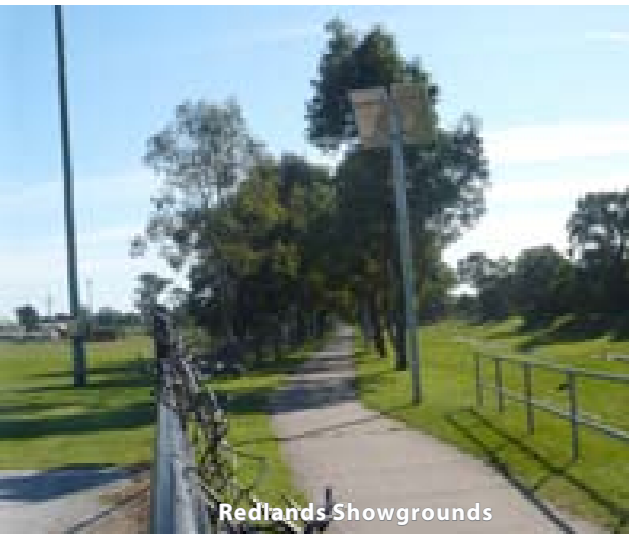
Sample of the site survey proforma used to categorise and qualify public space character



Figure 2.13 Open Space Classifications Map

Table of Park Type Definitions and Examples

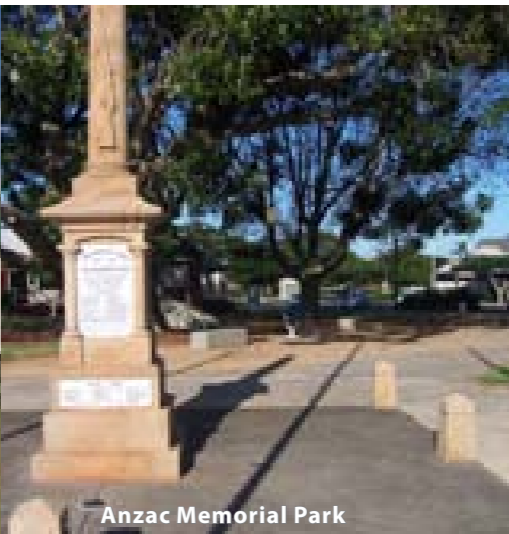
Type	Key Characteristics	Character Sub Types	Key Examples	Images of Key Example Parks in Cleveland
Special Purpose Park	Typically servicing a unique function	Town Centre Public Open Space	Raby Bay Harbour Park, Cleveland Cemetery	
	Contains specific elements such as "memorial" or "artwork"		Redlands Showgrounds	
	Typically high profile park with anticipated frequent and high use numbers		Anzac Memorial Park	
			Bloomfield Street Parkside Cafe Park	
Pocket Neighbourhood Parks	Size: Generally less than 5,000 m2	Canal pocket park	Carteret Canal Pocket Park	 
	Small, local park	Foreshore pocket park	Sleath Street Pocket Park	
	Typically unconnected with other open spaces	Inland neighbourhood pocket park	Scott Street Pocket Park	
	Variety of character dependent on location			
	Limited facilities			
	Catchment anticipated to be confined to immediate neighbourhood			
Community Parks	Size: Generally greater than 5,000 m2	Open community foreshore park (including strong water views)	Raby Bay Boulevard Park and Raby Bay Foreshore Park	
	Larger local and district parks	Remnant vegetation community foreshore park (significant vegetation established within park)	GJ Walter Park and Nandeebie Park	
	Typically contains a larger number of facilities	Inland community Park	William Ross Park and Donald Simpson Park	
	Contains either defined sports pitch facilities or informal kick about spaces			
	Catchment anticipated to be for wider community and potentially a regional parkland attractor			



Redlands Showgrounds



Redlands Showgrounds



Anzac Memorial Park



Type	Key Characteristics	Character Sub Types	Key Examples
Link Parks	Typically park in a "linear form"		Merv Grenrich Park
	Either accommodates a drainage channel or pedestrian / bike path or both	Link park without waterway	Ross Creek floodway between Long Street and Bay Street
	Either local or district park	Link park with channelled waterway	Norm Dean Park
	Typically visually and physically connected with other areas of open space	Link park with natural waterway	
	Typically contains a limited number of facilities		
	Catchment anticipated to be for wider community as parks form key links in the urban area		
Park or Area	Park or area of high conservation and ecological value	Wetland /Swamp Conservation Area	Black Swamp Wetland
	Typically has limited recreation access	Bushland Forest Conservation Area	Hilliards Creek



Waterloo Street Link Park



Black Swamp Wetland



Wellington Street Link Park



William Ross Park



Norm Dean Park



Golby Esplanade Foreshore



Black Swamp Wetland



S03

Landscape Strategy

3.1 Developing the Landscape Strategy

Cleveland’s growing population will put increasing pressure on its existing green space. The proposed Landscape Strategy seeks to ensure a robust network of open space is provided, so that the existing and future community have easy access to a wealth of recreational experiences and a diverse range of facilities (both formal and informal) that will continue to contribute to the existing high quality of life in the area.

It also seeks to balance these human requirements with ecological consideration and set in place a framework within which the enhancement of flora and fauna habitats are key principles. In particular these are the locally significant urban koala population, wetlands and waterways. The proposed strategy will enhance and increase the ecological values of these areas by:

- Maintaining and restoring key faunal movement corridors
- Providing habitat for koalas
- Protecting waterways through the suggested restoration riparian zones
- Improving water quality by putting in place strategies to treat stormwater from impervious areas through the adoption of ‘best practice’ Water Sensitive Urban Design (WSUD) techniques.

The conclusions drawn from the background survey and analysis work have been the key contributing factors in the development of a Vision for Cleveland’s open space and public realm network, informing the production of a strategy that is both grounded in existing landscape and planning policy direction as well as current on-site landscape and public realm character and conditions.

Key objectives defined in response to the findings are:

- Understanding the different types (both use and character) of existing and proposed destinations which both the local and wider community use
- Understanding the spatial distribution of these different destinations

- Organising these existing as well as potential future destinations into consistent and distinct layers within a connected network of spatial opportunities
- Delivering an attractive and connected network that encourages a range of transport options
- Overlaying the connections between all the destinations to create a co-ordinated “active transport” network
- Defining the opportunities to create a network of new pedestrian and flora and fauna focused ‘Footparks’ that contribute to the open space network
- Developing contextually responsive design concepts and a design language that reinforces the strong landscape characteristics of the area and that can be used to inform the delivery of open spaces and a public realm that is distinctly Cleveland.

The proposed strategy also embeds as principles, the objectives already defined in RCC’s LGMS and the Cleveland Town Centre Master Plan (see table).

Through the course of the analysis, a high level review of existing open space was undertaken. This was carried out to establish an understanding of the degree of existing provision against the expected volume required to accommodate future population growth. Although not a formal open space assessment, it provided enough spatial data to comfortably confirm that the current resource meets the requirements defined by RCC’s Desired Open Space Standards of Supply (2004) and the demands established by population increase in the life of the planning horizon set by the Cleveland Master Plan.

The overall aim of the strategy is therefor to reinforce and enhance the existing valuable and well used open space and public realm network, working with the full extent of this resource, to provide a responsive framework and subsequent design direction for the creation of a valuable and locally distinctive open space experience for the existing and future increased residential population facilitated by the Cleveland Master Plan.

It will Refine, Improve, Enhance and Add layers to the work undertaken to date and target areas for improvement.

The LGMS Urban Open Space Strategy Outcomes

Draft LGMS Strategy Outcome	
Meeting public recreation needs on public land	Includes a hierarchy of urban open space that provides choice for a diverse range of activities at the local, district and regional level
	Includes high quality open spaces and facilities to meet increasing community needs
	Includes a network of safe and accessible pedestrian and cycle pathways linking the open space network
	Includes extensive recreational trail network for walking and cycling
Public access to the coastline and significant marine waters	Public access to the Moreton Bay foreshore is protected and enhanced through the establishment of a network of foreshore urban open space parks linked by walking and cycle paths
Biodiversity conservation	The biodiversity values of Redland City are identified, protected, managed and enhanced within an integrated network of urban (conservation) open space
Koala protection and enhancement	A healthy, viable population of koalas lives within the urban footprint of Redland City supported by a green space network connecting areas of ‘urban’ habitat with surrounding koala conservation areas
Water cycle function protection	The green space network provides for the protection and ecologically sustainable use of the natural water cycle through maintaining and re-establishing healthy waterways, wetlands and riparian areas, ensuring that all development accords with principles of WSUD and implementation of integrated water management
Intra-urban breaks	The urban open space network provides for intra-urban breaks to confer a clear sense of place, individual character and identity to neighbourhoods and suburbs
Scenic landscape value	Areas of high scenic landscape value are included and protected with the network of urban open space

3.2 Vision

The proposed Landscape Strategy seeks to provide RCC with a clear vision and coordinated approach to the conservation, enhancement, renewal and growth of Cleveland's open space and define mechanisms and design direction to inform the renewal process. The strategy seeks to deliver:

A contextually responsive open space and public realm network

To reconnect and "re-establish Cleveland on its' bay", both visually and physically and provide current and future residents' with a diverse network of easily accessible, ecologically and culturally rich sustainable landscape and open space opportunities.



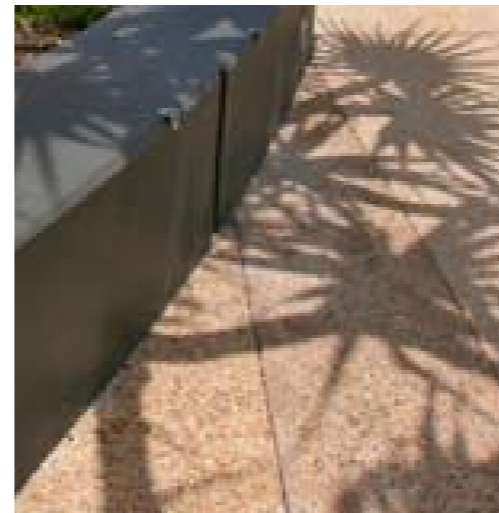
An open space network that is responsive to future trends

To respond to both current and future trends in the areas growth and open space needs, by considering and providing for the anticipated population increase and densification of its' centre as defined by the LGMS in terms of landscape quantity, variety and quality.



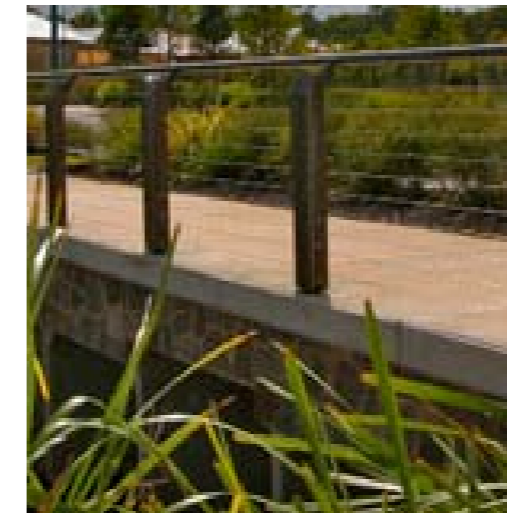
A flexible delivery mechanism

To identify a range of project opportunities and provide initial direction and design guidance, that will inform individual project development, categorising project opportunities and identifying priority and catalyst initiatives.



Exemplary sustainable outcomes

To provide design direction and deliver exemplary examples of high quality, connected and sustainable open space outcomes within the city and specifically Cleveland.



Greater personal choice and access for all

To provide attractive, alternative "active transport" options and well defined routes to both existing and future destinations. The open space network will also service the wider regional SEQ community, and have the potential to enhance the experience of both visitors and residents to a wide range of destinations.



3.2.1 Design Concept

The key components of the concept that form the foundations of the strategy, are defined by the distinctive qualities and characteristics of existing landscape assets. Three open space corridors, generally running north/south through the area, provided opportunities to create distinctive landscape experiences.

Across this palette of landscape experiences are a defined collection of community and recreational destinations connected by a network of attractive, and pedestrian and cyclist friendly movement corridors. The whole strategy presents an exciting opportunity for residents and visitors to choose journeys of landscape experience.



Bushland Edge

Captures and seeks to reinforce the characteristics of the natural landscape, predominant to the west, promoting the creation and augmentation of natural landscape qualities with opportunities to enhance and re-establish the distinctive fauna and flora of the area as part of the recreational open space and public realm experience.



Bayside Address

Recognises the significance and distinctive qualities of the areas' bay side address, providing parklands that maximise their waterfront address as part of the visual and physical experience and reinforcing Cleveland's address on the bay.



Creek Corridors

Identifies the importance of the former creek corridors in providing interesting and ecologically diverse landscape corridors with re-vegetation and naturalisation opportunities, and the reinforcement of their role as important visual and physically attractive movement corridors for both animal and humans.



Footparks

A network of 'Footparks' are proposed to laterally connect these corridors of distinctive landscape experience, providing attractive, safe and accessible movement routes for residents and wildlife. The 'Footparks' add a further layer to the open space provision, connecting community and recreational destinations, and providing an unbroken network of important lateral routes.



Destination

The established network of community and recreational destinations are bedded into the corridors of distinctive landscape character experience.



Figure 3.1 Landscape Concept Plan

3.3 Cleveland's Destinations

One of the layers in the proposed Landscape Strategy are Cleveland's key destinations; anticipated in Cleveland by 2026. These destinations will be both recognised and locked in place by providing a network to connect them.

Building upon the information assimilated in the analysis and findings stage, the aspirations of the vision and the proposed Centre Master Plan, the following category destinations have been determined and then explored in greater detail to provide the layers of the landscape strategy.

Community and Recreational Destinations

- Community and Cultural Based Destinations (3.2.1)
- Environment Based Destinations (3.2.2)
- Recreation and Sport Destinations (3.2.3)

The State Government's definition of recreation activities are those that:

- people undertake for enjoyment in their own free time
- people undertake by voluntarily allocating resources (time, money, equipment)
- may be an expression of the self-identity of many people
- provide for the expression of distinct (recreational) sub-cultures
- may be essential to the quality of life of many people.

Civic and Services Destinations (3.2.4)

- Transport Destinations
- Government Destinations
- Medical Destinations
- Educational Based Destinations



“WHAT WILL THE KEY DESTINATIONS IN CLEVELAND BE IN 2026?”





3.3.1 Community and Cultural Based Destinations

Aim

Provide a diverse and connected network of culturally based community and recreational destinations for Cleveland residents and visitors to enjoy at their leisure.

Design Objectives

In order to inform the development and delivery of appropriate design responses, that elevate the cultural and community based destinations, the following objectives have been developed:

CONNECTED NETWORK: To create a legible, user friendly and comfortable network of alternative active transport routes, and trails to connect the key destinations for all members of the Cleveland Community.

DIVERSITY: To provide a variety of cultural recreation based destinations for the Cleveland community to experience and enjoy.

ACCESSIBLE FOR ALL: To allow all these destinations to be age friendly, including young and old, and all mobilities.

LEGIBLE: To ensure that these destinations are legible and easy to find.

HERITAGE PRECINCT: Redefine the heritage precinct to enhance the presence of this distinctive collection of buildings and landscape.

Destinations

Heritage Destination

- 1 Ormiston State School and Ormiston Cold Store
- 2 Scott Street Gravesite
- 3 Cleveland Cemetery
- 4 Redland Museum
- 5 Cleveland Rifle Range
- 6 Sands Hotel
- 7 Cleveland State School, Old School House
- 8 War Memorial Precinct: Including the former RSL Memorial Hall, Cleveland Police Station, Former Commercial Area, Station Masters Residence
- 9 North Street Precinct: Including Fernleigh, St Paul’s Church, North Street houses (e.g. No 45), Grand View Hotel and former Cassims Hotel
- 10 Shore Street North Precinct: Including Shore St reserve, Old schoolhouse gallery, Norfolk Island Pines, Fig trees, Paxton Street and Court House Restaurant and Shore Street North houses (e.g. 148, 151)
- 11 Cleveland Point and the Lighthouse

Community and Cultural Destination

- 12 Cleveland Town Centre - Civic Plaza
- 13 Old Schoolhouse Gallery
- 14 Redlands Performing Arts Centre
- 15 Redland Art Gallery, Cleveland
- 16 Library
- 17 Community Centre
- 18 Cleveland Scouts
- 19 Cleveland Showgrounds
- 20 Donald Simpson Over 50’s Leisure Club
- 21 Cleveland Bowls Club
- 22 Redlands Boat Club
- 23 Redlands Memorial Hall
- 24 Tourist information centre
- 25 Lions Club
- 26 Redland District Committee on the Ageing (RDCOTA)
- 27 Country Womens Association Hall
- 28 Redlands RSL Sub-Branch and Community Centre
- 29 Cleveland Girl Guides
- 30 Killara Place Respite Centre
- 31 Skate Park
- 32 Country Women’s Association Hall
- 33 Redlands RSL Sub-branch and community centre
- 34 Cleveland Girl Guides

In addition to the above mentioned community and cultural destinations in Cleveland, are the places of worship. These include;

- St Pauls Anglican Church
- Cleveland Baptist Church
- Star of the Sea Catholic Church
- Baycoast Community Church
- Christadelphians
- Integrity church
- The Church of the Latter Day Saints
- Uniting Church Cleveland.

Connections

The key community and cultural destinations will be connected by two networks of routes :

- “Heritage Trails”
- Active transport community and cultural routes

These are illustrated on the maps on page 31.

“Heritage trails” are in the majority strategic and provide principal recreation trails to be enjoyed at leisure, whilst the “active transport” community and cultural routes utilise the principal commuter and local routes.

As a result the heritage trail facilities will be safe, comfortable with heritage trail signage to enhance legibility. The active transport community and cultural routes will be quicker, efficient, safe, legible, with user facilities such as bike storage, water fountains, designed for comfort (e.g. shade provision), to provide straight and easy connections.

Community and Cultural Open Space and Public Realm Network



Figure 3.2 Community and Cultural Based Destinations Map

- Legend**
- 2km Study Area
 - Cleveland Master Plan Core Area
 - Significant Open Space Outside Study Area
 - Significant Open Space
 - Proposed Heritage Precinct
 - Heritage Destination
 - Community and Cultural Destination



Figure 3.3 Community and Cultural Based Connections Map

- Legend**
- 2km Study Area
 - Cleveland Master Plan Core Area
 - Significant Open Space Outside Study Area
 - Significant Open Space
 - Heritage Precinct
 - Heritage Destination
 - Community and Cultural Destination
 - Heritage Trail
 - Community and Cultural Connection



3.3.2 Ecological Based Destinations

Aims

Provide an environmentally diverse network of ecologically rich destinations with a strong natural landscape character.

Design Objectives

The following design objectives have been developed to guide the detail design development of initiatives for environmental destinations.

PROTECT: To continue the protection of existing environmental assets through policy, for example key areas of koala habitat and wetlands of significance.

WATER SENSITIVE URBAN DESIGN: To apply WSUD principles to the treatment of existing and proposed streets, creeks and parks. To protect and enhance aquatic ecosystems through the application of WSUD by treating stormwater runoff from impervious areas.

INCREASE BIODIVERSITY: To increase biodiversity throughout the urban environment of Cleveland, through the improvement of urban ecology in built areas, the ecological restoration of open spaces and the rehabilitation of concrete lined drains to natural waterways, replacing weeds with native protective ecologies.

LOW MAINTENANCE: To create schemes that can be sustainably managed and maintained.

CONNECTED NETWORK: To create a network of environmental corridors, that allow for safe fauna movement and allow ecology to be adaptive.

INCREASE COMMUNITY AWARENESS: Through selective and sensitive access and provision of interpretation to, and of, key areas of environmental value. Furthermore through actively engaging community involvement and participation in environmental projects.

Destinations

The following existing and proposed environment based destinations have been identified in the study area:

- Hilliards Creek Open Space Corridor
- Ross Creek Open Space Corridor and associated tributaries
- Moreton Bay Foreshore Corridor
- Cleveland's Koala Friendly Streets.

Key Existing Conservation Focused Parks:

1. Black Swamp,
2. Golby Esplanade Foreshore,
3. Grace Hartley Park.

Key Proposed Conservation Focused Parks:

4. Hilliards Creek Open Space Corridor
5. Ross Creek Open Space corridor connection from Wellington Street to Smith Street
6. Open Space between Wellington Street and Jabiru Place
7. Foreshore Park from Channel Street South to Phelan Street at Oyster Point Park
8. Black Swamp Corridor: From Clarke Street / Russell Street to Wellington Street.

“WHAT ARE THE KEY ENVIRONMENTAL DESTINATIONS OF CLEVELAND?”



Figure 3.4 Ecologically Rich Open Space Destinations and Public Realm Network Map

Strategies for the delivery of the proposed Ecologically Rich Open Space and Public Realm Network

1. Restore Ecology

Ecological restoration, in its most ideal sense, is defined as the process of assisting the recovery and management of ecological integrity.

“The practice of re-establishing the historic plant and animal communities of a given area or region and the renewal of the ecosystem and cultural functions necessary to maintain these communities now and into the future.” (Dave Egan, 1996 as cited in Ecological Restoration).

This strategy proposes that ecological restoration be adopted across Cleveland's landscapes through the application of the following principles and activities :

CONSERVE (and PROTECT): These are the pristine and principally untouched, natural habitat areas, where human activities have been limited. These are areas of regional remnant vegetation, wetlands of significance and tree protection areas. As a rule, weed infestation is minimal and it is anticipated that the only interventions required are control measures such as limited maintenance and management to retain the natural habitat.

ENHANCE: These are areas where some of human activities have impacted on the former natural habitat. Ecological restoration in these areas is typically limited to smaller scale intervention such as bushland regeneration activities and the removal of invasive weeds.

REHABILITATE: The natural habitats of these areas have been significantly impacted by human activities and major intervention works are required to restore their ecological integrity and value. Within the study area, the key areas currently identified for rehabilitation are:

- Along the Ross Creek waterway corridors where

there is the potential to realign the channelled waterway, to restore a natural channel design, with run, riffle and pool sequences to recreate aquatic and riparian habitats that support the indigenous flora and fauna.

- Along the Cleveland coast line, including Raby Bay Foreshore Park, Raby Bay Esplanade and Raby Bay Boulevard Park. Aim to instate locally contextual and regionally specific ecosystem responses; for example :
 - Salt vegetation including grassland and herbland on marine clay plains – not of concern
 - Mangrove shrubland to low closed forest on marine clay plains and estuaries – not of concern
 - Casuarina glauca open forest on margins of marine clay plains of concern.

Potential areas of ecological restoration are illustrated on the map on page 35, however the assessment is based on a desk top understanding and all ecological restoration work will need to be ground truthed on site by a qualified ecological practitioners.

2. Create a Koala Friendly Environment

How can the suburb of Cleveland provide a friendly and safe environment for koalas?

Three initiatives to create the koala friendly environment are detailed below.

2.1 “Making Your Garden Koala Friendly”

RCC are already targeting private open space to create a koala friendly centre. This is currently happening through the “making your garden koala friendly” scheme. Actions involved in this scheme include advising people to retain and plant koala food trees such as;

- Queensland Blue Gum (*Eucalyptus tereticornis*)
- Tallowood (*Eucalyptus microcorys*)
- Scribbly Gum (*Eucalyptus racemosa*)
- Brush Box (*Lophostemon confertus*)

- Swamp Mahogany (*Eucalyptus robusta*).

2.2 Koala Friendly Streets

The map on page 35 identifies a number of potential koala friendly street opportunity sites. These streets have been selected for a number of reasons:

- there is the opportunity to utilise the currently large road reserves
- most are located where known “dedicated” underground services can be avoided
- they provide links between and to key areas of open space
- they are local street connectors (arterial and sub arterial roads have generally been avoided – to avoid conflict and higher risk of koala fatalities).

Despite efforts to avoid streets with dedicated “underground” services, there are a number of streets in the ecological plan where services occur. These streets provide key connections between open spaces and include sections of Russell Street, Passage Street, Wharf Street and Bainbridge Street, and therefore need to be included.

Key design guidance for these streets includes:

- Provision of a “connected” network of food trees (listed above) within the road reserves (this can be provided by clumping trees to create a closed canopy)
- Lower car speeds on local streets, identified as “Koala friendly streets” e.g. to 40km per hr (the Woonerf model, or Home Zone, street theory could be explored here)
- Avoid even spacing of trees and provide in “clumps” to conform with a sub tropical design themes
- Provide safe fauna crossings at major road or rail intersections. This objective requires further ecological analysis to determine key koala movement e.g. at Bloomfield Street, Shore Street West, Waterloo Street with the potential to identify other crossings on the plan
- Ensure the streets have no barriers to limit koala

movements e.g. furnishings or fencing

- Check all streets for services prior to installation of trees. Within streets where underground services are located, make provision for the installation of appropriate root barrier control.

2.3 Koala Friendly Open Space

The plan opposite identifies the koala friendly open space. These open spaces have been selected for a number of reasons including:

- they form part of the existing open space network
- they do not contain dog off leash areas e.g. GJ Walter Park
- they form part of a wider network of connected open space.

Key design guidance for these open spaces includes:

- Provision of a “connected” network of food trees (listed above) within the open space (this can be provided by clumping trees to create a closed canopy)
- Avoid even spacing of trees and provide in “clumps” to conform with a sub tropical design theme
- Providing safe fauna culverts or underpasses at major roads or rail crossings, subject to further ecological analysis to determine key koala movement e.g. Bloomfield Street, Shore Street West, Waterloo Street. These crossings should be installed using best practice with the potential to identify other crossings on the plan
- Ensure there are no barriers to limit koala movements within the open space itself e.g. furnishings or fencing
- Install barriers at main traffic roads to stop koalas entering busy road reserves. E.g. Bloomfield Street, Shore Street West, Waterloo Street
- Check all open spaces for services prior to installation of trees. Within streets where underground services are located, make provision for the installation of appropriate root barrier control.



- Legend**
- 2km Study Area
 - Cleveland Centre Master Plan Core Area
 - Conserved Vegetation (RCC Remnant Vegetation Tree Protection and Significant Wetlands)
 - Enhanced Vegetation (RCC Non-Remnant Vegetation)
 - Habitat Rehabilitation
 - Koala "Friendly" Public Open Space
 - Koala "Friendly" Streets

Figure 3.5 Ecologically Rich Open Space Connections and Public Realm Network Map

3.3.3 Recreation and Sport Destinations

Aim

Create a network of diverse Recreation and Sport Destinations that encourage social interaction and active lifestyles.

The State Government's understanding of Recreation and Sport activities is as follows:

- Non-competitive Recreation and Sport – activities in a non-competitive context (for example, bush walking, bicycle touring, picnicking and camping)
- Outdoor sports – formally organised, competitive events such as orienteering, surfing competitions, long distance off-road motorcycle racing, car rallies and endurance horse riding
- Outdoor and environmental education – using Recreation and Sport activities to help achieve formal and informal educational outcomes
- Health and lifestyle improvement – active forms of Recreation and Sport (walking, riding, canoeing, etc.) improve health and wellbeing or as part of a balanced lifestyle
- Adventure-based counselling – using Recreation and Sport activities for therapeutic outcomes – improved physical, psychological, social and spiritual well-being
- Adventure tourism, eco-tourism and nature-based tourism – Recreation and Sport activities provided by commercial tourism enterprises.

Design Objectives

The following objectives have been developed to inform the design of Recreation and Sport Destinations in Cleveland:

CONNECTED NETWORK: To create a legible, user friendly and comfortable network of alternative active transport routes and trails to connect the key destinations for all members of the Cleveland Community and visitors, whether young or old.

DIVERSITY: To provide a variety of cultural, arts and heritage destinations for the community to experience and enjoy.

ACCESSIBLE FOR ALL: To allow all these destinations to be easily accessible for all.

LOW MAINTENANCE: To provide Recreation and Sport provision that can be sustainably managed and maintained.

CLEAR FUNCTION OR ROLE: To provide a diverse range of open spaces with clearly distinguished and detailed functions and roles.

PROVISION FOR ALL: Ensure a local park is accessible within 500metres of every home within the 2km study area. The delivery of this objective will require the provision of a new local, recreation park close to the catchment at Long Street and Channel Street junction.

Destinations

To understand the use of the current and proposed Recreation and Sport destinations, they have been divided into two types based on the nature of recreational activities they support which can be classified as either formal or informal destinations.

FORMAL: Typically these are areas where the recreation activities that take place require purpose-built facilities. They include all "sports parks" as defined in the Redland Shire Council Open Space Plan 2004 - 2016.

Examples in Cleveland include: The aquatic centre and the football pitches at Cleveland Showgrounds.

INFORMAL: These activities do not typically require purpose built facilities and are not based on formal competition or the provision of a formal set of rules. This definition includes "informal open space" and "recreation parks" from the Redland Shire Council Open Space Plan 2004 - 2016.

Examples in Cleveland include: informal kick about areas, cycle / walking / running tracks / trails / routes, cemeteries, picnic areas and playgrounds.

These spaces are illustrated on the map on page 37. Some of the areas included are either not accessible to the general public e.g. they are school grounds facilities or they are areas of conservation with no current public access or they are "exclusive" facilities that require a fee to be paid for use e.g. the Bowls Club and the Aquatic Centre.





- Legend**
- 2km Study Area
 - Cleveland Centre Master Plan Core Area
 - Significant Open Space Outside Study Area
 - Formal Open Space
 - Informal Open Space
 - Private Open Space (e.g. schools) and exclusive use (leased areas)
 - Formal/Private Open Space

Figure 3.6 Recreation and Sport Destinations Map

3.3.4 Recreation and Sport Strategy Proposals and Connections

The concept plan on page 39 illustrates the four proposed key strategies.

1. Provision of Additional Open Space

The Redland Shire Council Open Space Plan from 2004 illustrates two areas within the study area with a deficit in local park provision:

- *South east of study area: Long Street / Channel Street junction area*
- *North west of the study area: Dundas Street West and Delancey Street*

The opposite illustrates these potential locations which could be upgraded to provide local parks to partially fill the “catchment” gap.

1. South East of Study Area: Long Street / Channel Street Junction Area

Two possible locations identified include:

- South end of Channel Street by Eddie Santagiuliana Way
- North end of Channel Street South cul-de-sac, by Princess Street

2. North West of the Study Area: Dundas Street West and Delancey Street

Three possible locations identified include:

- Upgrading the pocket park of Delancey Road by Crestwood Close and Downey Street
- Providing local park facilities in the open space at the end of Lucy Crescent and Winship Street
- Providing local park facilities in the open space at the end of Troy Crescent.

2. Upgrading Existing Open Space

RCC is already actively targeting the upgrade of existing open spaces within Cleveland. These spaces are mapped on the plan opposite and already have landscape or sports field master plans in place.

There are also a number of existing open spaces that could be upgraded within Cleveland to accompany the Centre’s redevelopment and provide for both the existing and anticipated future community.

Key spaces include:

- Cleveland Town Centre - Civic Plaza
- Cleveland Raby Bay Harbour Park - Urban Park
- “Link Park” between the Civic Centre and Raby Bay Parkland
- Conservation Based Open Space

3. Key Recreation Based Trails

All of the Recreation and Sport facilities are to be linked by a network of active transport based recreation trails. The strategic and principal recreation trails are mapped on the concept plan opposite. These trails fit into an overall strategy to improve pedestrian and cycle provision, described in section 5.1.

Strategic Recreation Pedestrian / Cycle Trails

This strategic network is in line with RCC’s LGMS and the SEQ Regional Plan. These are regional routes, connecting Cleveland to adjacent suburbs and to the wider SEQ region, providing touring and recreational trails. Sections of this network forms what is known as “The Moreton Bay Cycle Way” and connects Cleveland Centre with Moreton Bay.

“How do we connect cleveland’s recreation and sport destinations?”

Principal Recreation Pedestrian / Cycle Trails

The Principal Recreation Trails (in the majority) follow the provisions described in RCC’s LGMS.

The recreational user requires leisurely, safe, comfortable, user facilities (water fountain, seating, signage) logical and legible connections to key Recreation and Sport nodes e.g. Aquatic Centre and Cleveland Showground. The “visual” and “scenic” experience will be important to users to ensure high levels of enjoyment, attractiveness and legibility of the routes are delivered.

Three key recreational experiences are created from Hilliards Creek in this strategy:

- The Ross Creek Corridor Journey Experience
- The Black Swamp Journey Experience
- Eddie Santaguiliana Way from Cleveland Railway Station to Oyster Point
- The Cleveland Showground Journey Experience.

These recreation routes provide off road facilities either as separated or shared user paths.

4. Visual “Points Of Pause”

These “points of pause” augment the key connections and are locations which take advantage of key views. They are particularly important to connect Cleveland with Moreton Bay and give users a sense of place and heighten the experience of the ‘borrowed landscape’.

Key design guidance for the points of pause could include:

- Provision of furnishings such as benches, orientated to take advantage of the view
- Provision of art work and interpretation
- Provision of shade in the form of shade structure or trees so users can enjoy a ‘pause’ in comfort
- Combine with other facilities within existing open spaces such as Barbeque’s and picnic areas.





- Legend**
- 2km Study Area
 - Cleveland Centre Master Plan Core Area
 - Significant Open Space Outside Study Area
 - Proposed Conservation Focused Open Space
 - RCC's Existing Landscape and Sports Field Master Plans
 - Existing Open Space
 - Strategic Cycle and Pedestrian Trail
 - Principle Recreation Cycle and Pedestrian Trail
 - ✱ Potential Locations for Local Parks
 - Potential opportunities for visual 'Point of Pause'
 - 1 Cleveland Town Centre - Civic Plaza
 - 2 Cleveland Raby Bay Harbour Park - Urban Park
 - 3 "Link Park" between the Civic Centre and Raby Bay Parkland
 - 4 Conservation Based Open Space

Figure 3.7 Recreation and Sport Connections Map

3.3.5 Civic and Services Destinations

Aim

Create a well connected and legible network that links civic and service based destinations that support the daily life of the Cleveland Community.

As well as the community and recreation based destinations in Cleveland, there are also other more essential nodes that people need to get to support their daily life.

Design Objectives

The following principles have been developed to guide the detail design of the civic and service based destinations:

CONNECTED NETWORK: To create a legible, user friendly and comfortable network of alternative active transport routes and trails to connect the key destinations and provide attractive, safe routes for all members of the Cleveland Community and visitors.

ACCESSIBLE FOR ALL: To allow all these destinations to be easily accessible for all.

LEGIBLE: To ensure that these destinations are legible, easy and safe to find.

Destinations

Transport Destination	
1	Toondah Harbour
2	Stradbroke Ferry Terminal (water taxi and barge)
3	Cleveland Bus Interchange
4	Cleveland Railway Station
5	Ormiston Railway Station
Government Destination	
6	Redland City Council Administration Building
7	Cleveland Magistrates Court and Police Station
8	SES
9	Air Sea Rescue
10	Ambulance
11	Fire and Rescue
12	Centrelink, Department of Communities, Child Safety Services
13	Department of Transport and Main Roads
Medical Destination	
14	Redland Hospital, Redland Health Service Centre, Redlands Mater Private Hospital
Education Destination	
15	Primary School
16	High School
17	Primary School
18	Primary School
19	Library

Connections

The key civic and service destinations will be connected, in the majority, by principal commuter and local routes. These active transport routes will be generally quick, efficient, safe, legible, comfortable (e.g. with good shade provision), straight and easy, with user facilities such as bike storage and water fountains at end of trip.

The opportunity to relocate the main bus interchange adjacent to the railway station should be further investigated. This would allow the transportation design principal of minimising the car dominance of the urban core and encourage pedestrian focused shared driving areas.

These are illustrated on the plan opposite.

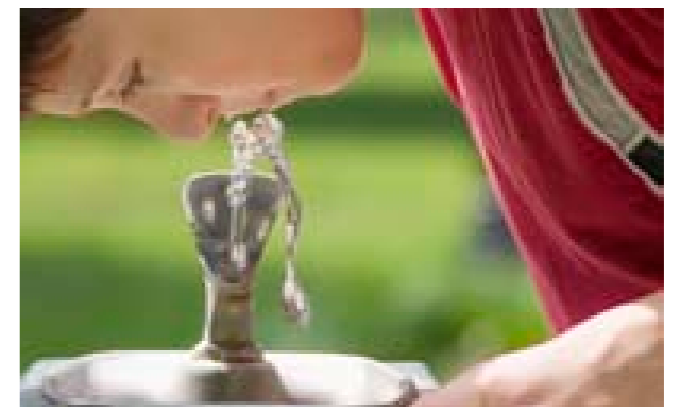




Figure 3.8 Civic and Services Destinations Map



Civic and Services Connections Map

Legend

- 2km Study Area
- Cleveland Centre Master Plan Core Area
- Significant Open Space Outside Study Area
- Significant Open Space
- 1 Transport Destination
- 7 Government Destination
- 15 Medical Destination
- 19 Educational Destination

Legend

- 2km Study Area
- Cleveland Centre Master Plan Core Area
- Significant Open Space Outside Study Area
- Significant Open Space
- 1 Transport Destination
- 7 Government Destination
- 15 Medical Destination
- 19 Educational Destination
- Civic and Services Connection

3.4 Pedestrian and Cycle Strategy

3.4.1 Developing the Pedestrian and Cycle Strategy

Aim

The pedestrian and cycle strategy connects all the four layers of the framework destinations identified in section 3.2.

The basis of the Pedestrian and Cycle strategy is to align with the following:

- The existing established pedestrian and cycle network identified through the early analysis (Chapter 2)
- RCC's aspirations identified through the early analysis (Chapter 2)
- The proposed Cleveland Centre Master Plan, in particular the Movement and Open Space and Public Realm Strategies
- The four destination types and their key connections (outlined in Section 3.3).

All of the above information has been mapped individually and subsequently overlaid to ensure all key existing and proposed connections and destinations were included within the proposed framework and catered for in the development of this pedestrian and cycle strategy.

3.4.2 Design Objectives

The following principles have been developed, based on the LGMS pedestrian and cycle strategy outcome:

SUSTAINABLE: The pedestrian and cycling network provides a safe, sustainable and active transport alternative supporting an increasing number of trips by 2026.

CONNECTED: To establish a connected, convenient and legible network that links key destination nodes (such as the skate/ramp park) and the wider region for both the local and wider community.

HIGH QUALITY: To provide a network with high quality user amenities e.g. shade provision, clear signage, bike storage facilities.

SAFE: To provide safe pedestrian and cycle connections adopting CPTED principles to deliver best practice solutions.

HIERARCHY: To provide a hierarchy of different types of routes, to accommodate a range of pedestrian and cycling needs. E.g. recreational day users versus the commuter user

JOURNEY EXPERIENCE: Create different journey experiences for different types of user, drawing on the distinctive characteristics of Cleveland's landscape to deliver a "sense of place" and character and "connection with Moreton Bay".

COMPLIANCE: All pedestrian and cycle way provision to comply with Ausroads 13 and 14 standards as a minimum.

3.4.3 Providing a Hierarchy of Pedestrian and Cycling Provision

1. Strategic Pedestrian / Cycle Route

This strategic network is in line with RCC's LGMS and the SEQ Regional Plan provisions. These are regional routes, connecting Cleveland to key Recreation and Sport, environmental and cultural and community destinations, as well as adjacent suburbs and the wider SEQ region. These trails provide touring and recreational routes. Sections of this network form what is known as "The Moreton Bay Cycle Way" and will connect Cleveland Centre with Moreton Bay.

2. Principal Pedestrian / Cycle Route

The Principal Pedestrian and Cycle network (in the majority) follows the provisions described in RCC's LGMS and aim to connect all the destinations identified in the previous section.

"HOW DO WE CONNECT ALL OF THE DESTINATIONS IN CLEVELAND?"

This network aims to provide two types of route:

- **Commuter Routes:** Typically these are separated facilities where exclusive cycle lane provision can be located on road. Exclusive cycle lanes should be a minimum of 1.5 metres on 60km roads.

The commuter requires quick, efficient, safe, legible, user facilities (e.g. bike storage, water fountains) comfortable (e.g. shade provision), straight and easy connections to day to day facilities such as areas of key employment (Cleveland Centre) or transport nodes (train stations). Typically these routes follow the major roads i.e. arterial and trunk roads. At junctions and roundabouts traffic engineers should carefully consider and cater for the functional requirements and safety of these active transport users.

- **Recreation Routes:** Typically off road facilities as either separated or shared user paths (2.5-4.5metres wide). However where the route follows a road it is recommended that a shared user path (minimum of 2.5 metres wide) be provided in the road reserve to cater for inexperienced bike riders whilst the roads hard shoulder caters for more experienced riders.

The recreational user requires leisurely, safe, comfortable, user facilities (such as water fountains, seatings, signage) logical and legible connections to key recreational nodes, such as Recreation and Sport, community and cultural and environmental destinations. The "visual" and "scenic" experience will be important to these users.

Four key recreational experiences have been created in the framework from Hilliards Creek:

- The Ross Creek Corridor journey experience
- The Black Swamp journey experience
- The Cleveland Showground journey experience
- Moreton Bay Foreshore journey experience.

These are illustrated on the Recreation and Sport strategy proposal and connections plan.

3. Local Pedestrian / Cycle Route

These local routes provide connections to either strategic or principal facilities as well as key destinations. These users require safe, comfortable and legible facilities and routes. It is recommended that these routes provide, a pedestrian path (minimum of 2.0 metres wide to cater for the disabled user and buggies in one direction – Ausroads 13) and that the road caters for bike riders either in the hard shoulders or in exclusive cycle lanes (minimum width of 1.2m, Ausroads 14)





Figure 3.10 Pedestrian and Cycle Strategy Map

S04

Concept Design of Key Open Space



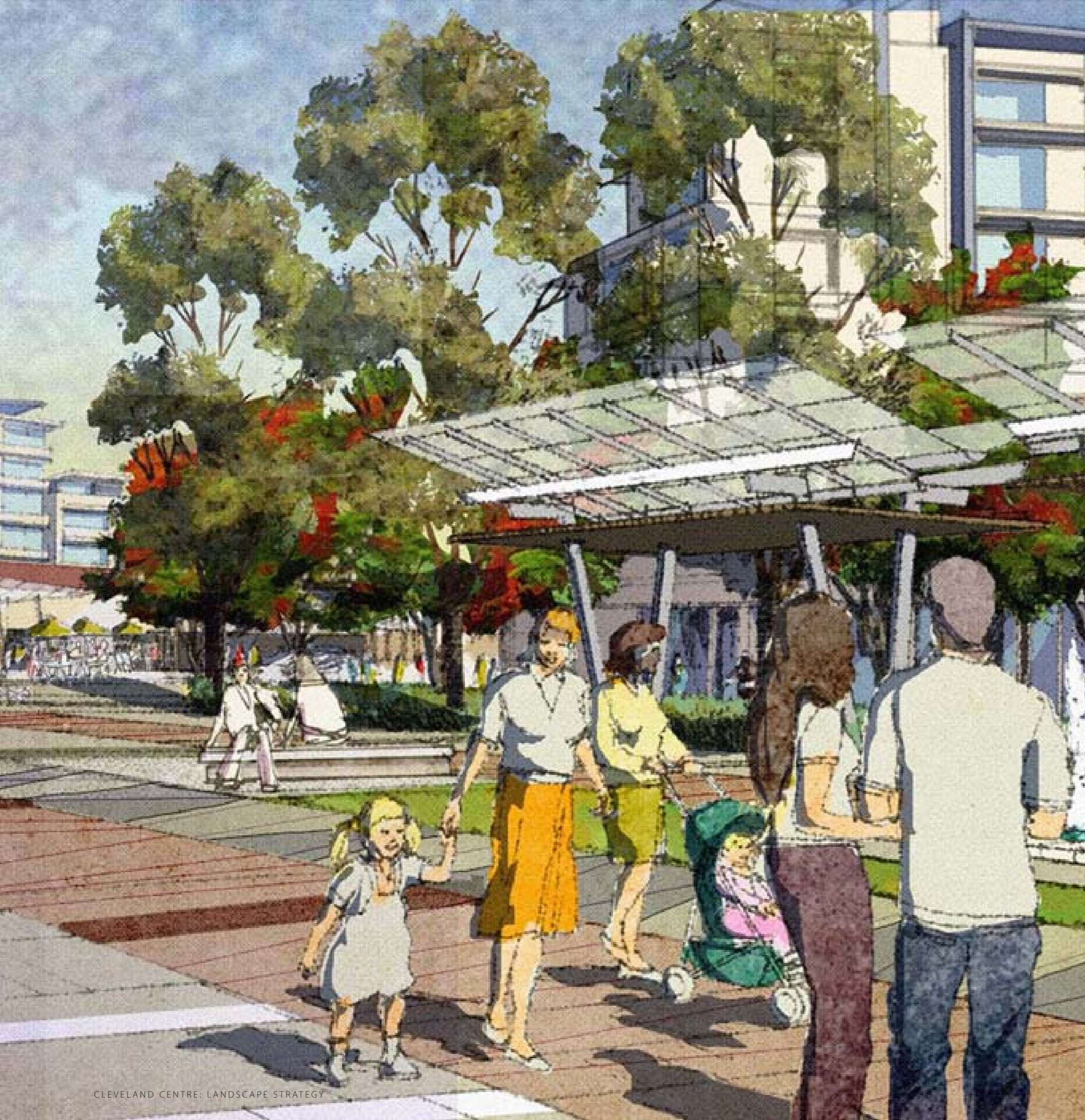
4.1 Introduction

The proposed, intensified and densified Town Centre will continue to be the social and retail hub of Cleveland. Acting as a major arrival point for visitors, but moreover with an opportunity to enhance the civic perception of Cleveland as an urban nucleus and destination, not simply a gateway to the many islands in Moreton Bay.

The treatment of the various spaces within the Town Centre becomes vital to the overall success of the proposed master plan, with these areas central to the formative perceptions of visitors. Moreover, the landscape treatments have the potential to shape the way that a community and the many new residents interact with one another and with visitors to the area.

With this in mind, the proposed landscape treatment of the Town Centre has been conceptualised and developed with the following objectives in mind:

- Provide a memorable and authentic experience
- Maximise visitor safety and comfort, thereby encouraging pedestrian activity
- Activate the interface between built form and the surrounding environment
- Maintain and enhance the existing natural assets such as the open spaces and parks, natural vegetation natural and water edges
- Provide sufficient amenities for permanent and seasonal residents
- Encourage interaction between future centre users, employees in the centre and residents to foster a sense of community and ownership of the landscape
- Create a transitional edge between the town centre and the surrounding suburban environment
- Provide supportive environments for physical activity including informal recreation.



4.2 Design Principles

Vibrant Waterfront Destination

Provide a centre of focus for community life for all residents and visitors to Cleveland, that provides amenity and clear, legible connections to the broader environment.



Destination Design Principles

- Create active at-grade uses
- Maintain and enhance where possible, existing beach front and mangrove water edges for habitat and erosion control
- Provide distinctive marine amenities to encourage interaction with the water
- Create a platform for community events, celebrations and cultural experiences
- Design functional places that have active frontages, can accommodate high levels of movement and manage climate conditions well such as micro climates.

Distinctive Residential Neighbourhoods

Town centre residents to establish an active town centre by providing a range of flexible housing typologies



Neighbourhood Design Principles

- Create a distinctive public realm that provides an attractive environment for a growing population and a lively town centre
- Use flexible building and block typologies to accommodate phasing and development plan
- Define building height to reduce mechanical needs and maintain views
- Maximize public access to waterfront edges.

Pedestrian Friendly Environment

Create a compact town centre with an emphasis on walkability with a focus on ensuring maximum shading in summer of the pedestrian sidewalks and encourage dappled light and shade in winter to add warmth and texture to the ground plane.



Pedestrian Design Principles

- Create pedestrian focused areas with limited vehicular access to minimise intrusions and conflicts
- Promote passive surveillance and animation of the public realm, develop shared precincts; drop off zones and laneways encouraging slow speed use and circulation
- Accommodate compact urban forms that encourage walking
- Include community facilities and open space at optimised locations at the heart of a walkable neighbourhood, creating a strong sense of place that is easily recognised
- Minimise the impact of wind tunnelling through streets and access ways with architectural orientation and articulation of built edges.

Sustainable Transportation

Promote pedestrian activity to reduce the need for vehicle trips, while providing flexibility to accommodate evolving, alternative transportation modes.



Transportation Design Principles

- Build streets at a functional minimum width to reduce distances between built form, and design verges as an integrated part of the open space network and to be less focused on a car dominated urban core
- Applying a distinct material palettes to encourage pedestrian focused shared driving areas
- Provide flexible options for parking to accommodate future modes of transport
- Incorporate designs for bus pick-up/drop-off locations, within close walking distance of all parts of the town centre.

Water Sensitive Urban Design

WSUD is a holistic approach to water-cycle management, which aims to protect and enhance the intrinsic values of natural watercourses and aquatic ecosystems, such as the regionally important Black Swamp and Moreton Bay.



WSUD Design Principals

- Use stormwater in the landscape to maximise visual and recreational amenity and promote an understanding of water in the urban environment
- On flat broad roads, such as Bloomfield Street use at-source streetscape bioretention to improve stormwater runoff quality and reduce peak flows
- Consideration of alternative water supplies, such as fit-for-purpose reuse of stormwater (e.g. roof water runoff for irrigation in the Cleveland Centre)
- Using the principles of natural channel design to return concrete-lined drains to natural waterways
- Minimising wastewater generation and ensuring the treatment of wastewater is to a standard suitable for effluent re-use or release to receiving waters
- Improve the health and stability of waterways thus increasing their resilience and ability to adapt to change
- Increase tree cover within parklands and streetscapes. The microclimate benefits and shade benefits delivered by trees are critical to achieving waterway health, landscape and ecological outcomes. Trees are critical components of waterway rehabilitation. Their shade arrests weed growth and their roots provide natural geomorphic stability to reverse the progression of degradation and send the waterway on a trajectory of rehabilitation and restoration. This coupled with stormwater treatment bioretention rain gardens and wetlands is an integrated approach to waterway management which delivers waterway health, landscape and community education benefits
- Enhance parks and recreational spaces with ecological systems that capitalise on Cleveland's subtropical character, bringing water into the landscape to be filtered and cleansed and rehabilitating waterways by stabilising banks and replacing weeds with native bio-diverse plant communities
- The inherent value of public open space and existing tree cover as a landscape asset is recognised and as such the solutions are optimised through a transparent triple bottom line process to balance the social, economic and environmental benefits of all projects
- Treating stormwater runoff and rehabilitating waterways is becoming more and more common place in recognition of the importance of improving the health of our waterways, rivers and bays for today and tomorrow
- Providing new unique experiences for the community that maximise the opportunity to build social capital by engaging, informing and developing knowledge and appreciation of the water cycle
- Waterway health enhancement projects create green and bio-diverse environments by incorporating a variety of native plants and enhancing the ecosystem services provided by riparian zones including habitat, wildlife corridors, shade, bank stability, filtering, recreation and aesthetics, among others
- WSUD projects promote sustainable water use by managing water as an asset. Innovative and diverse ways of collecting stormwater, passively watering the landscape and where opportunities arise, reusing stormwater for irrigation are identified and prioritised.

4.3 Key Sites

The success of the proposed, Cleveland Town Centre is pivotal to the development of two strategic project sites; the Civic Heart, and the Raby Bay Harbour Park refurbishment.

These sites are interconnected within the broader networks of footpaths and laneways and will facilitate passive and active pursuits. The Raby Bay Harbour Park already has an overlay of informal sports and cultural activities, therefore the success of the proposed master plan is to allow for these uses to flourish over a flexible and un-cluttered space.



Figure 4.1 **Figure Ground Plan of Current Proposed Master Plan, Highlighting Key Project Sites**

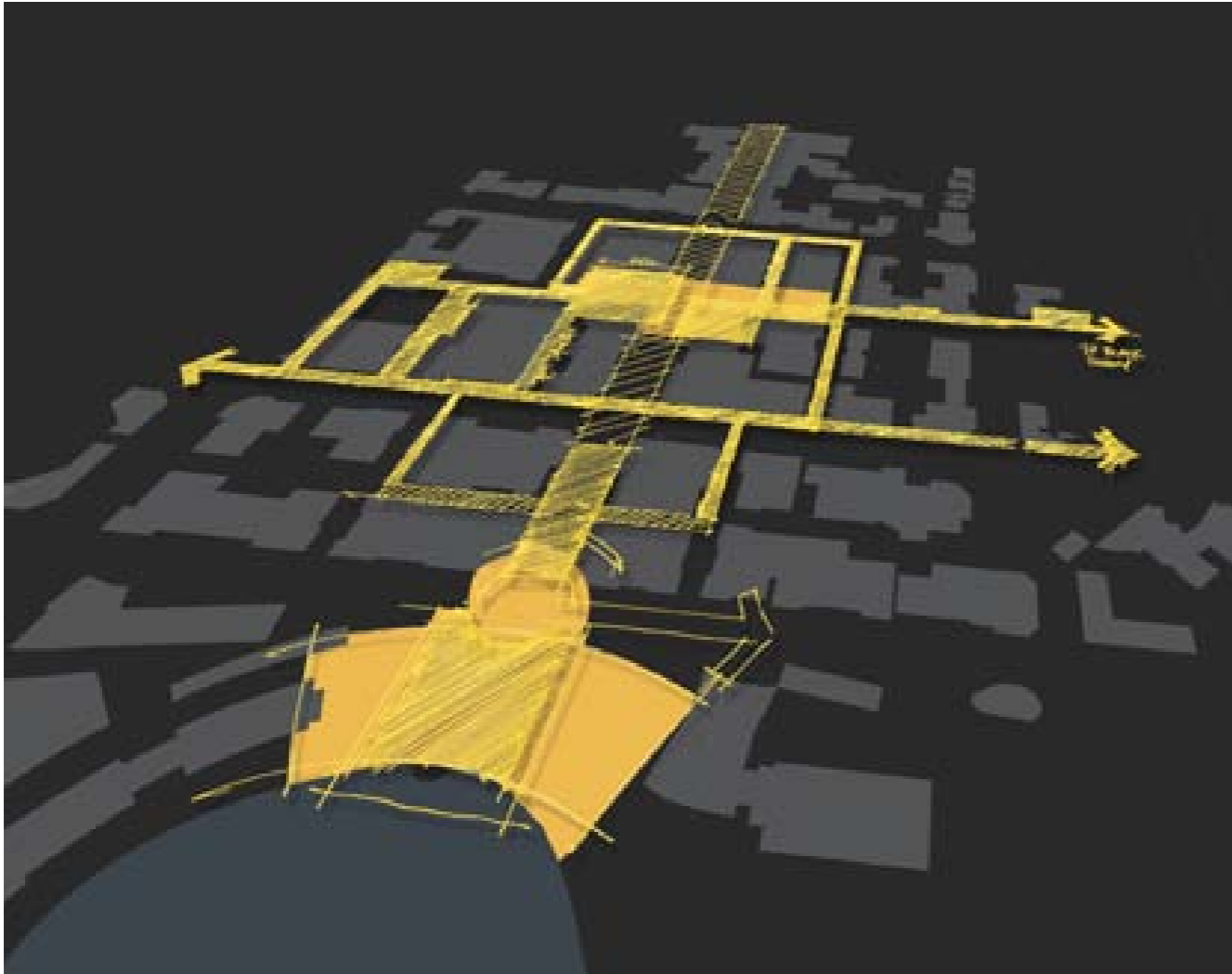


Figure 4.2 Interconnection of Laneways and Thoroughfares

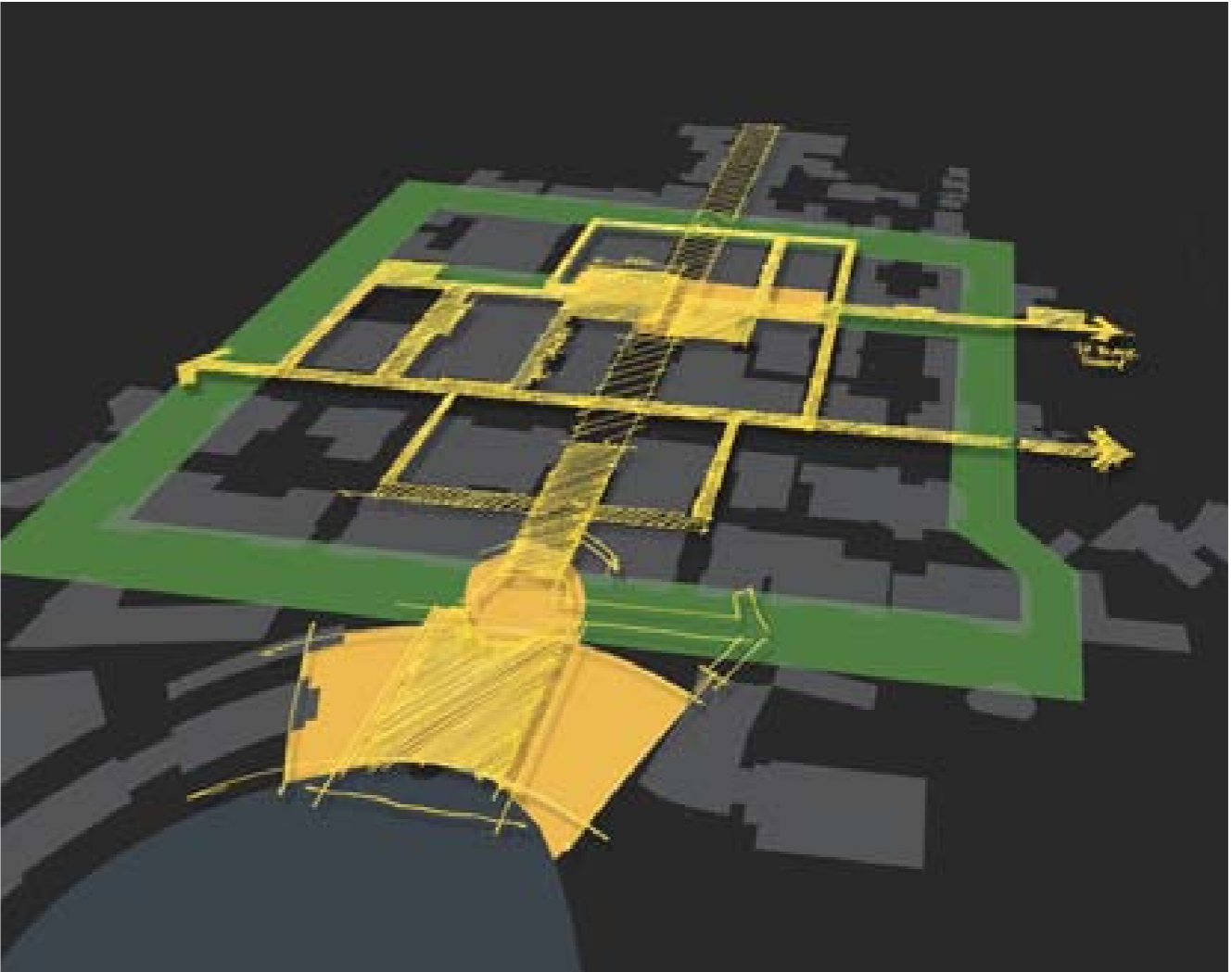


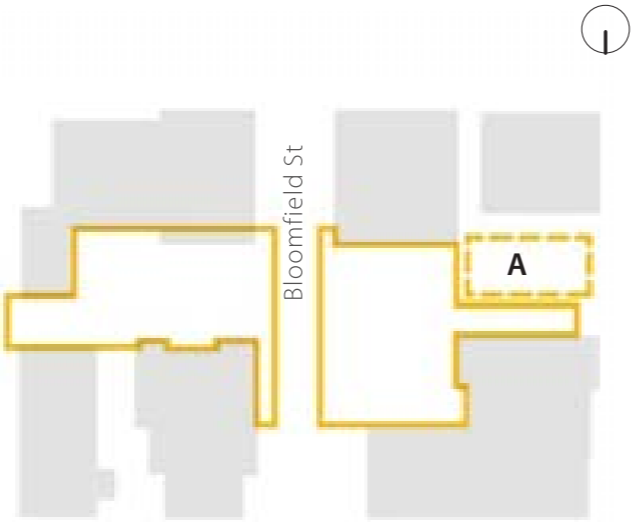
Figure 4.3 Strategic Footparks Creating a Greenbelt Around the Town Centre

4.4 Appreciating scale and space

4.4.1 Scale and grain within Civic Plaza

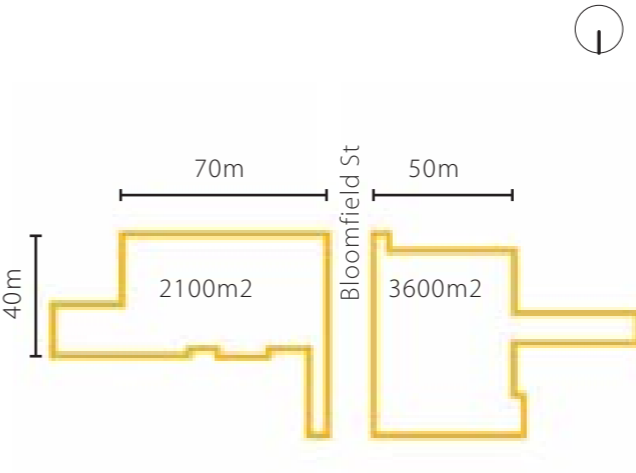
When developing a strategy for improved access and amenity to Cleveland’s urban core, the size and scale of plazas, open space parks and laneways must be understood.

The examples below overlay known sites in SEQ over the proposed sites to illustrate both the scale of the space, along with indicative estimates of the potential carrying capacity of the space, i.e. what population can the spaces sustain?

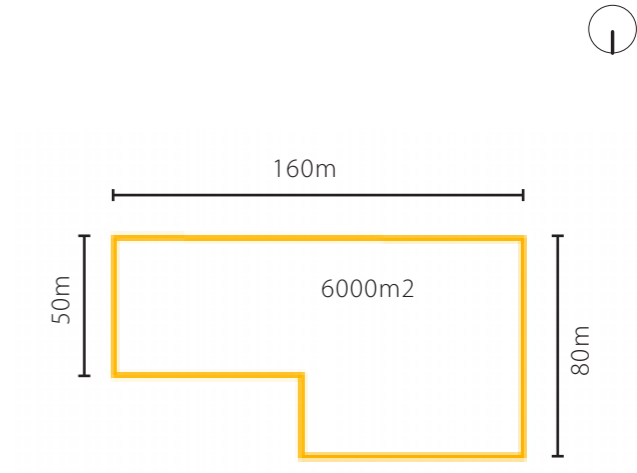


The proposed Cleveland Town Centre urban footprint with the proposed allocation for the New Civic Plaza

A. Illustrates the use of the established car park as an area into which the space could extend to accommodate larger events.



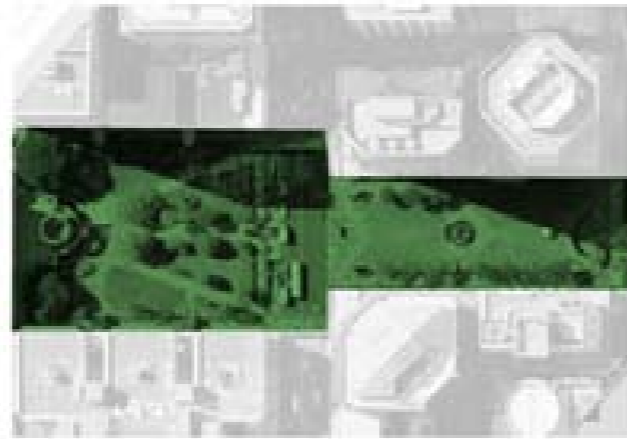
The Cleveland Centre master plan proposes two defined spaces either side of Bloomfield Street



With the option for the area to become one cohesive space to accommodate events such as market day, when Bloomfield Street restricts access for vehicle traffic



Anzac Square, Brisbane QLD



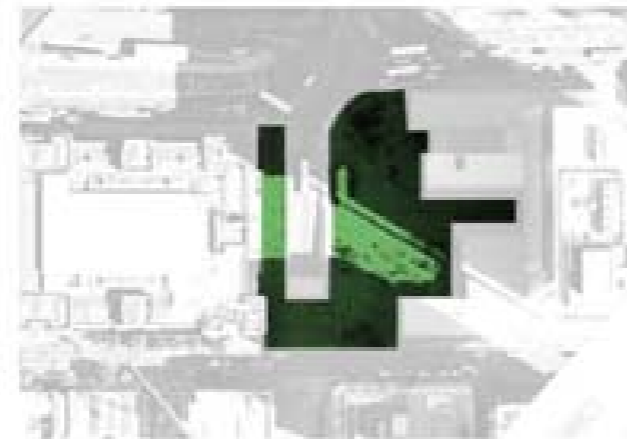
Extent of Public Realm



Overlay of the proposed Cleveland Town Centre Civic Plaza



Reddacliff Place, Brisbane QLD



Extent of Public Realm



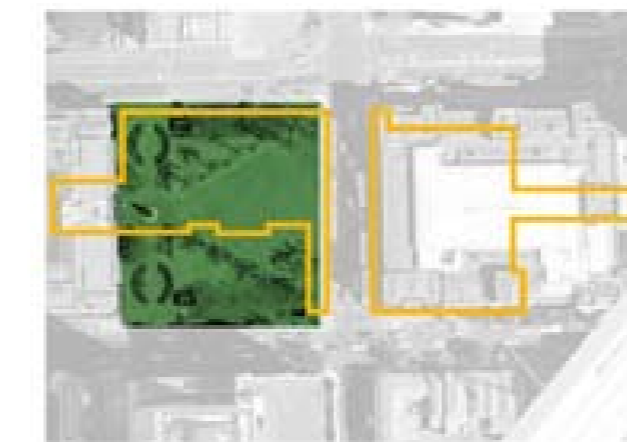
Overlay of the proposed Cleveland Town Centre Civic Plaza



Queens Park, Brisbane QLD



Extent of Public Realm



Overlay of the proposed Cleveland Town Centre Civic Plaza



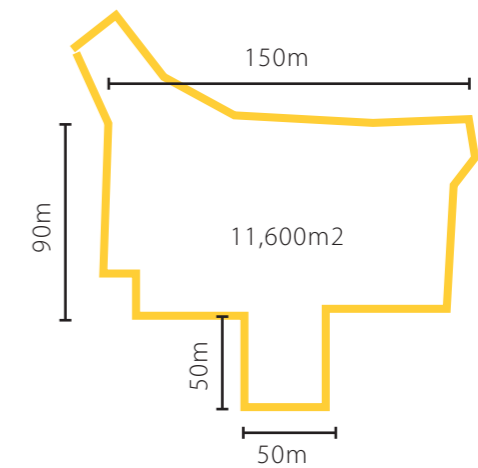
4.4.2 Scale and grain within Raby Bay Harbour Park

When developing a strategy for improved access and amenity to Cleveland's Raby Bay Harbour Park, the size and scale of comparable flexible park spaces may be understood.

The examples below overlay known sites in SEQ over the proposed sites to illustrate both the scale of the space, along with indicative estimates on the potential carrying capacity of the space, i.e. what population can the spaces sustain?



The proposed Cleveland Town Centre Urban Footprint with the proposed allocation for the New Civic Plaza



One Parkland space, accessed via Bloomfield Street via a pedestrian focused crossing over Shore Street West (50m x 50m)



Southbank Parklands, Brisbane QLD



Extent of Public Realm



Overlay of the proposed Cleveland Raby Bay Harbour Park



Crowds enjoying the lagoon at Southbank



New Farm Park, Brisbane QLD



Extent of Public Realm



Overlay of the proposed Cleveland Raby Bay Harbour Park



Public access along the river edge at New Farm

4.5 Open Space Opportunities

4.5.1 Character Zones

Cleveland Town Centre sits atop a confluence of distinct character zones; derived primarily from the environment's three open space corridors. These are typically the Elevated Township, Lower Plains and Marina, Creeks and Gullies and the Coastal Edges. The distinct aesthetic of each zone is a result of the varied topographic and agronomic conditions along the coastal edge and are evident in the way the township has developed over time.

The 2km radius from the Town Centre includes all these character zones, however the Cleveland Town Centre's 500m walkable neighbourhood is split between the Coastal Edge character, and the Lower Plains and Marina character, divided by Shore Street West, to the North of the Town Centre.

It is the direction of the proposed open space guidelines to;

- Ensure that the form and materiality of built elements relate to and are evocative of the character zone in which they are located
- Promotes spaces and structures that will sit comfortably in their surroundings and share a common palette of materials within each character zone, creating unity and a strong sense of local identity.



Figure 4.4 Cleveland Landscape Character Zones

4.5.2 Elevated Township

Bloomfield Street, flanked by Delonix Regia (Poinciana Trees) is the current heart of the elevated Town Centre and is as a result, somewhat in contrast within its natural landscape.

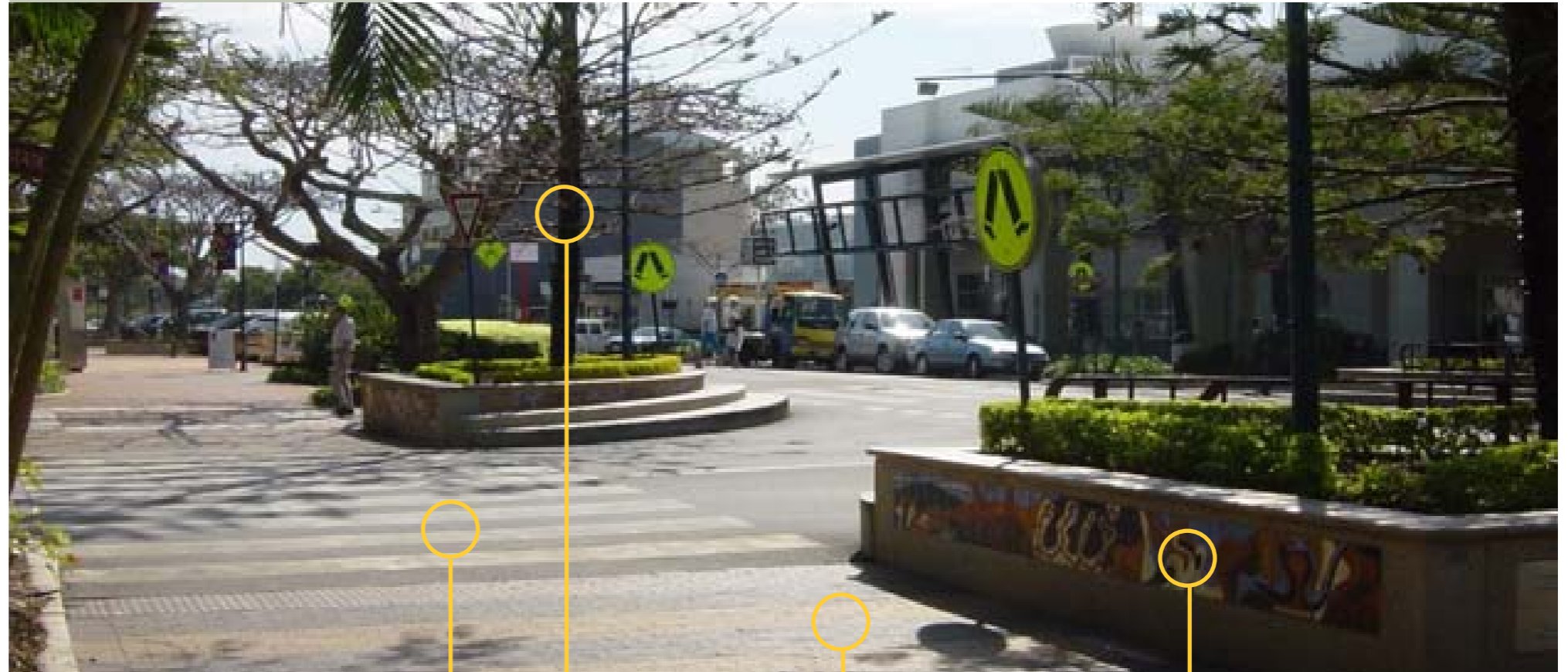
However with this being noted, the cultural identification of these non-indigenous species with the place cannot be ignored. Through the identification of alternate koala food trees, in adjoining streets and along 'foot-parks', a grid of connecting open spaces across the Town Centre for Koala migration can be achieved.

The proposed Town Centre public realm includes streetscapes, dining terraces, laneways, pocket parks and a proposed Civic Heart, creating a strong identity and focal point for the Urban Centre.

Design Principles

- Earthen textured materials along the east—west axial links narrate the distinct geological characteristics of the area and are laid in strong linear bands reminiscent of the working, agricultural landscape of the broader region
- Rills and formed drainage lines are expressed within the paving treatments and are not disguised
- The north south linkages from the town centre, down towards the lower planes, utilise a more fluid patination reflecting the water edge story and the ebb and flow of rising and falling tides
- The design intent builds on the streetscape works along Bloomfield Street installed in the late 1990's, and that have captured and defined a strong civic identity for the centre.

Typical Existing Character



Designated pedestrian crossing paving treatment

Signature trees defining streetscape

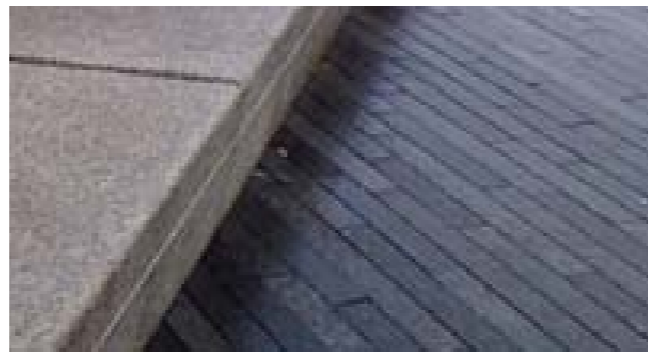
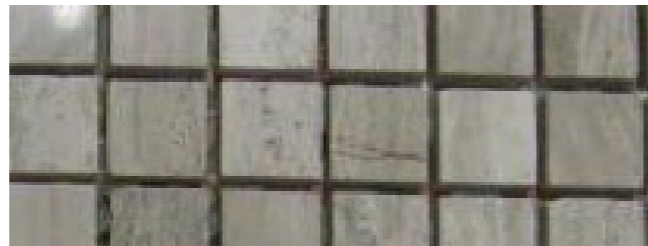
Patterned paving along street frontage

In situ community artwork reinforcing township identity

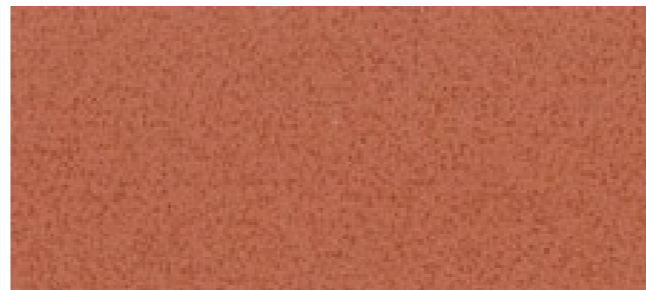
Inspiration



Materiality and Signature Trees



Suggested Palette



4.5.3 Lower Planes and Marina Edge

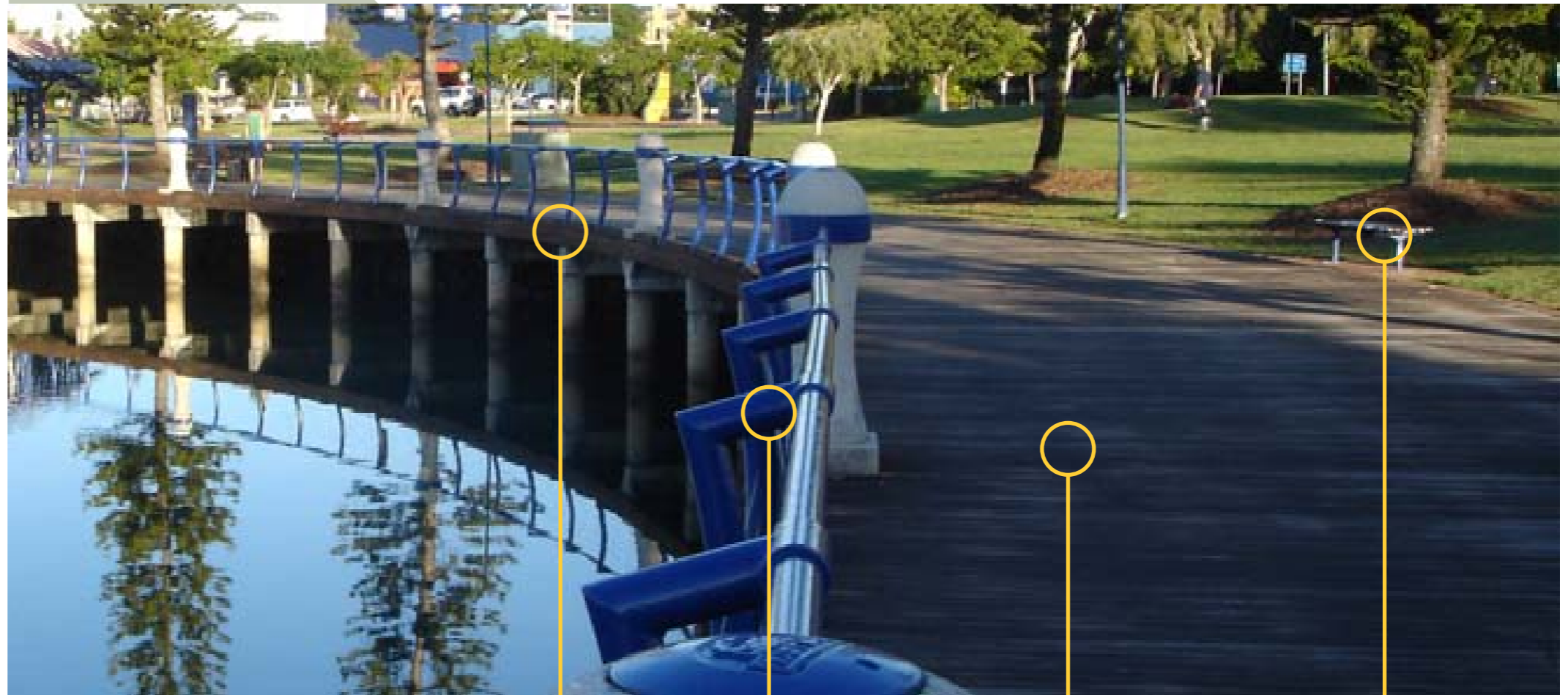
Descending gently from the elevated township towards the coast, the Lower Plains historically would have been home to the majority of animal feeding and habitat areas sheltered from the open bay. Fingers of marine development in the mid 1980's have presented a tessellated edge to the mainland, blurring the physical and visual connectedness of the town centre and the water edge.

The proposed Town Centre expansion will see increased connectivity within the open space network in this area, in particular with increased connectivity between the Civic Heart and a regenerated Waterside Urban Park

Design Principles

- Materials and forms in this zone draw on the earthen colours and organic textures of the mangrove and melaleuca plantings, which would have once dominated this landscape
- With close proximity to the town centre the patination is still to be relatively urban and sophisticated, therefore a strong sense of repetition, order, and bold defined circulation paths are necessary
- Signature species such as Pines and Ficus to be used consistent with other major parks on the CBD's periphery.

Typical Existing Character



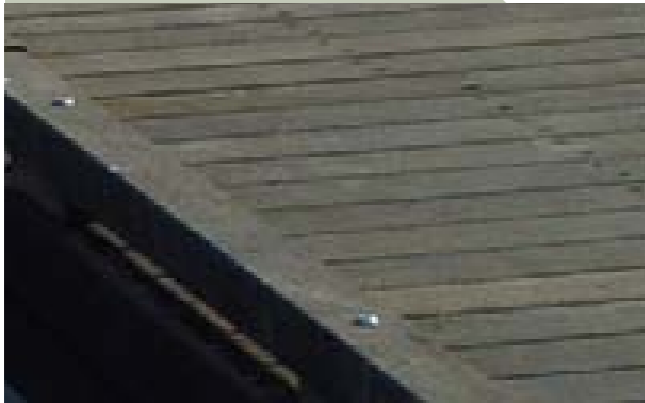
Structural pilons exposed to view

Distinctive colour palette

Promenade timber decking along water front

Furniture elements of same suite materials

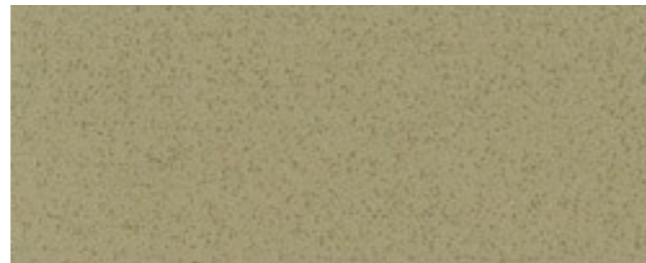
Inspiration



Materiality and Signature Trees



Suggested Palette



4.5.4 Creeks and Gullies

Hilliards Creek systems along with other major drainage lines such as Black Swamp offer strong cues of the sites coastal context and include distinct vegetation types that thrive in these narrow and often inundated transects.

The creeks and gullies bisect the urban footprint of the town centre, offering open space, east west linkages through the site.

Design Principles

- Improve visual and physical connectivity along the open space network associated with creek line corridors
- Increase physical and visual connectivity with the waterways in a strategy designed to increase awareness and visibility of the direct impact between Urban Development and its effect on the waterway health
- Provide strategies for implementing WSUD into new developments and seek retrofit opportunities for returning channelised waterways into diverse habitats
- Materials and forms in this zone draw on the natural colours and organic textures of the melaleuca, callistemon, Eucalypt and littoral zones that colonise this landscape character zone.

Typical Existing Character



Natural shade provided by vegetation

Expansive lawn with open views

Distinctive native vegetation

Riparian vegetation and associated microclimate

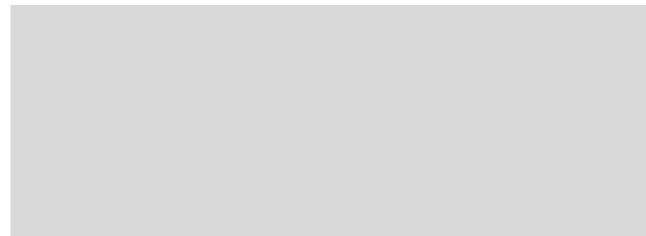
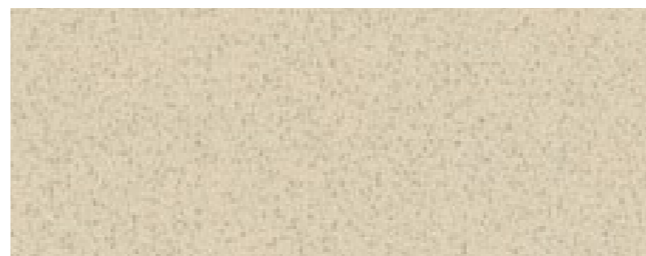
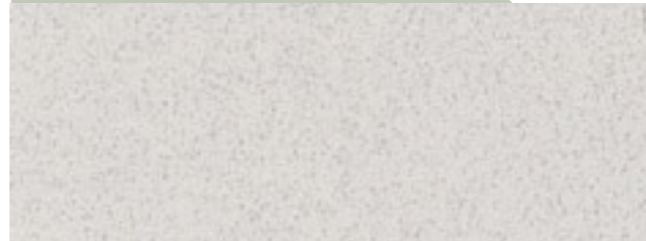
Inspiration



Materiality and Signature Trees



Suggested Palette



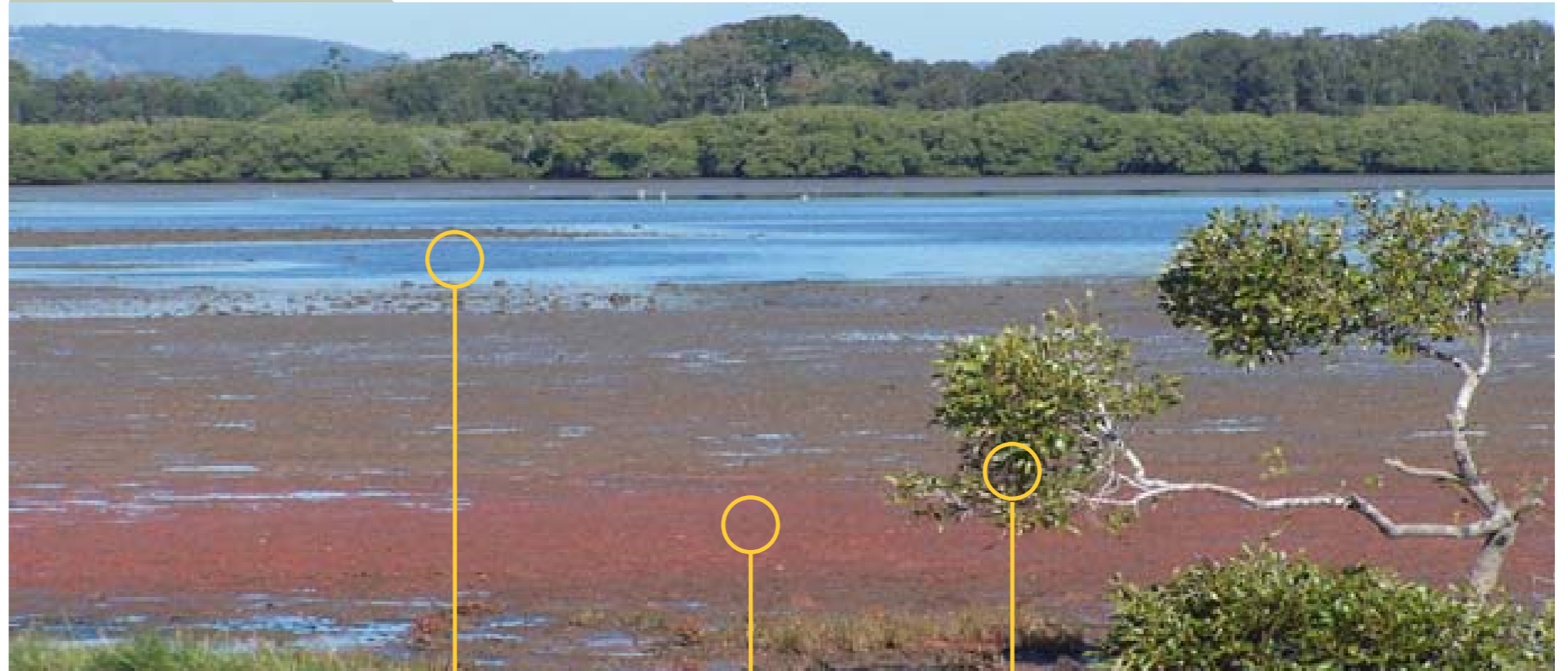
4.5.5 Coastal Edges

Characterised by turquoise water and mangrove lined mudflats the coastal edge of Cleveland Town Centre is home to a substantial bird population and with distinct views out across the bay towards Stradbroke Island is a unique and idyllic representation of Cleveland's regional character.

Design Principles

- Weathered materials and cool colours reminiscent of the coastal character are to be utilised
- Maintain strong views and openness onto the waters edge.

Typical Existing Character

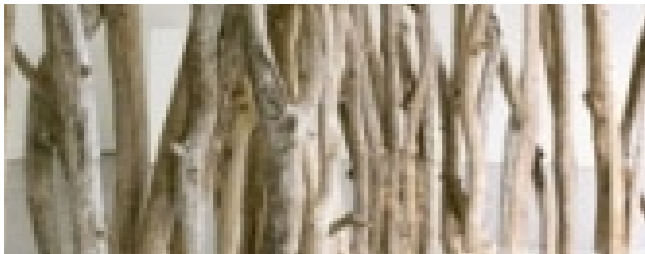


Water and fluctuating tidal conditions

Red pigmentation of tidal flats

Texture and light play on mangrove vegetation

Inspiration



Materiality and Signature Trees



Suggested Palette



S05

Illustrative Perspectives



Urban Design Principles - Civic Heart

1. Civic Square

A permanent urban square providing the threshold and address to the regions civic heart and government. A strongly urban space with extensive room for large groups to gather. With provision for seating on its edges and shade for comfort.

2. Courtyard

A small, more intimate scale space defined by the activity of the retail facilities along its edges. The design provides a finer grain of detailing, the provision of seating and encourages lingering.

3. The Civic Heart

For large scale events, the two public spaces on either side of Bloomfield Street are joined to create a civic scale space. The design of all three spaces undertaken to create a seamless larger plaza.

4. Adjacent Car Parks

Space to expand into adjacent car parks for events such as markets

5. Bloomfield Street

Designed at the interface between the two spaces, as a shared corridor. The road corridor raised to be fused with the adjacent spaces, with emphasis placed on pedestrian movement over the car and detail design and materials chosen to reinforce this role.

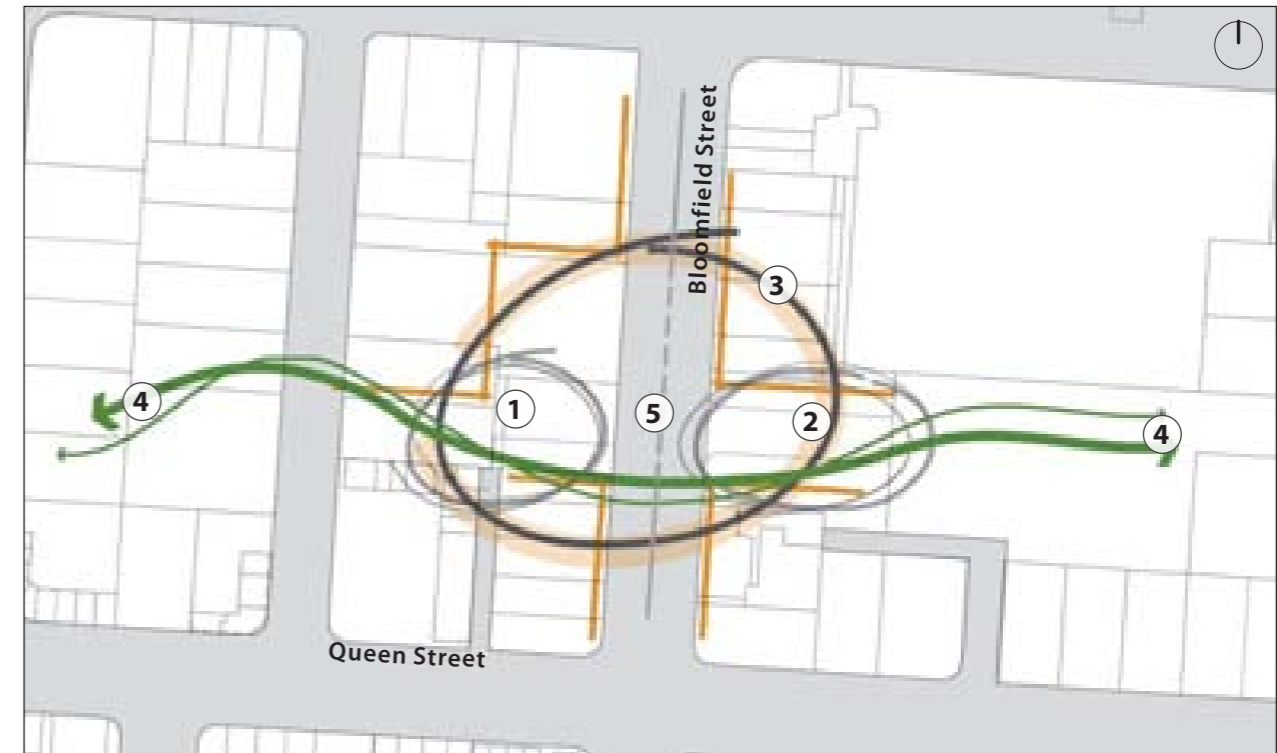


Figure 5.1 Civic Heart Concept Diagram



Figure 5.2 Civic Heart Urban Design Principles

Legend

- Shared Space Road Corridor
- Urban Public Space
- Articulated Edges
- Strong Visual and Physical Connectivity Through Use of Vegetation and Structures

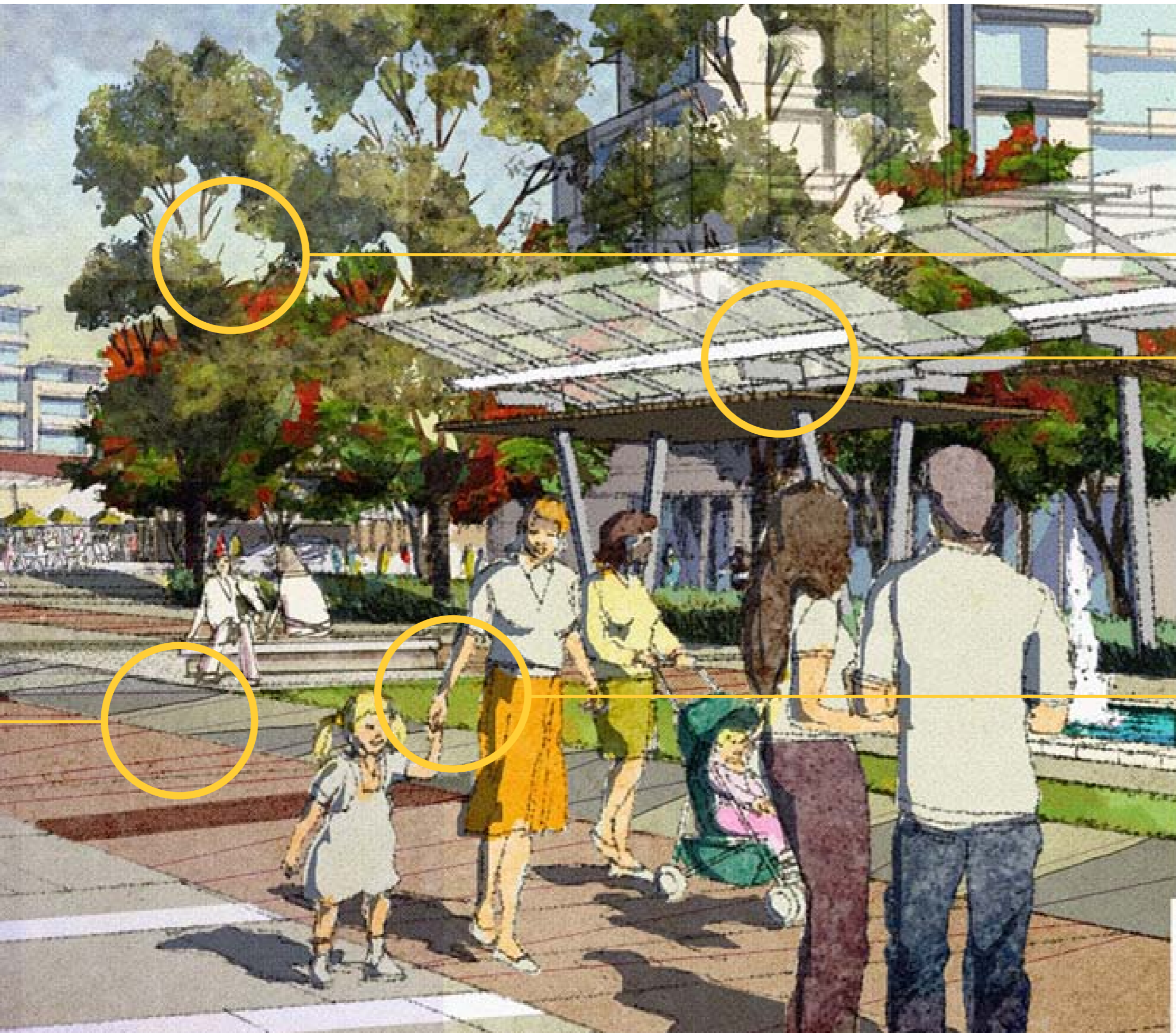
5.1 Civic Heart

5.1.1 Illustrative Perspective, Civic Heart (a)

Civic plaza

Integrated bio filtration





Vertical canopy trees allowing architectural form to frame laneways

Overhead canopy creating shade

Formal lawn

5.1.3 Illustrative Perspective, Raby Bay Harbour Park (a)



Events lawn

Urban edge transitions into mixed use precinct

Formal water edge



Bloomfield Street forum

Shared plaza



S06

Prioritisation and Recommendations

6.1 Introduction

To assist RCC in realising the objectives of the proposed Landscape Strategy, the following schedule has been compiled in order to itemise and prioritise the key components of the landscape strategy and identify a project action list.

The project opportunities have been divided up as follows:

Park Provision:

- Priority parks for renewal
- Proposed parks.

Connection Provision:

- Active transport street or "footpark" connections (both new and upgraded)
- Active transport open space connections.

Both the schedule and plan have been produced to assist RCC in prioritising an action list and structuring budget strategies to deliver projects within a comprehensive open space framework and therefore optimise results.



Figure 6.1 Landscape Strategy Plan and Projects Map

Legend

- | | | |
|--|--|---|
| Cleveland Centre Master Plan Core Area | Proposed New Conservation Parks | Active Transport Street Connections Outside Cleveland |
| 2km Study Area | Area for New Local Parks | Opens Space Active Transport Connections |
| Priority Parks for Renewal | Cleveland Centre Active Transport Street Connections | |

6.1.1 Park Improvement Projects

Priority Parks for Renewal	Priority Parks for Renewal (Master Plans and renewal plans in place by RCC)	
	1	Raby Bay Foreshore Park (Masthead Park Drive)
	2	Raby Bay Boulevard Park
	3	Black Swamp Wetlands (being developed)
	4	Cleveland Showgrounds (including Norm Price Park)
	5	Henry Ziegenfusz Park
	Priority Parks for Renewal (no current RCC Master Plans or renewal plans in place)	
	6	Cleveland Town Centre – Civic Plaza
	7	Raby Bay Harbour Park
	8	Link Park between the Centre and Raby Bay Harbour Park
	9	Ross Creek waterway corridor from Beach Street to Island Street
	Key longer term projects	
	10	Rotary Park
11	Raby Bay Canal Pocket Parks: off Seahaven Court, Anchorage Drive, Bowsprit Parade and Somersea Drive	
12	Link Park off Channel Street	
13	Norfolk Park	
Proposed Parks	Proposed New Local Parks	
	14	South east of study area: Long Street / Channel Street junction area
	Proposed New Conservation Parks	
	15	Ross Creek Tributary: From Wellington Street to Smith Street via Norm Dean Park
	16	Black Swamp Corridor: From Clarke Street / Russell Street to Wellington Street
	Key longer term projects	
17	Hillards Creek Open Space Corridor	
18	Open Space between Wellington Street and Jabiru Place	
19	Foreshore Park from Channel Street South to Phelan Street at Oyster Point Park	

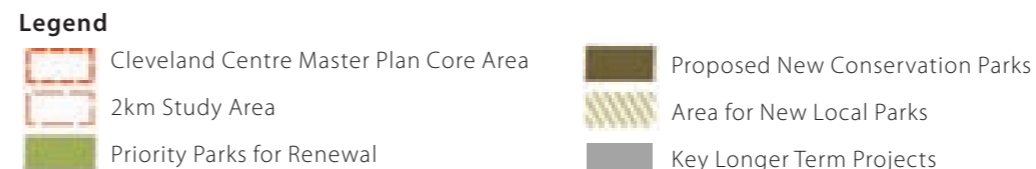


Figure 6.2 Park Improvement Projects Map



Existing Pocket Park, Scott Street, Cleveland

6.1.2 Open Space Connection Projects

Open Space Active Transport Connections and Trails	
20	From Shore Street West over railway line to Foreshore Park off Raby Bay Esplanade
21	Black Swamp Corridor: From Clarke Street / Russell Street to Wellington Street behind the Aquatic Centre
22	To Hillards Creek Sewage Treatment work: From Wellington Street
23	Ross Creek Tributary: From Wellington Street to Smith Street via Norm Dean Park
24	Cleveland Showgrounds: From Smith Street to Waterloo Street
25	Through G J Walter Park: From Shore Street West to Middle Street and Eddie Santaguiliana Way
26	Through Rotary Park connecting to Shore Street West and Shore Street North
27	Along Ross Creek waterway corridor from Beach Street to Island Street
28	Through Raby Bay Foreshore Park
29	Through Raby Bay Boulevard Park
Key longer term projects	
30	Extend Eddie Santaguiliana Way with the possible incorporation of a boardwalk: from Oyster Point Park to Eddie Santaguiliana Way at Channel Street South
31	Connection from Shore Street West to Queen Street via Black Swamp
32	Along the foreshore from Raby Bay Foreshore Park north along Sleath Street
33	Through Open Space between Wellington Street and Jabiru Place
34	Through Hilliards Creek open space corridor from Russell Street / Clarke Street
35	Upgrade Along Ross Creek waterway corridor from Island Street to Shore Street West

Active Transport Open Space Connections



- Legend**
- Cleveland Centre Master Plan Core Area
 - 2km Study Area
 - ↔ Opens Space Active Transport Connection

Figure 6.3 Open Space Connections Improvement Projects Map



Existing culvert section

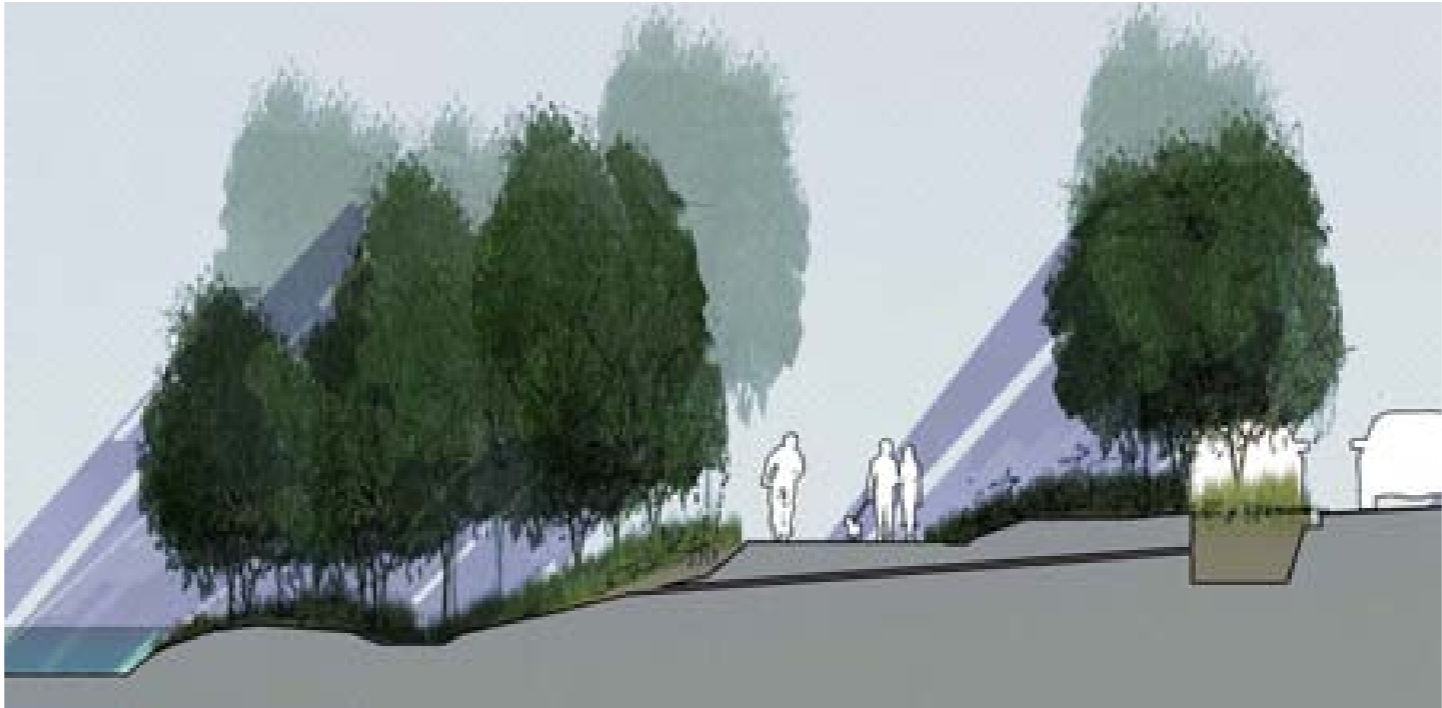


Figure 6.4 Preferred WSUD culvert section

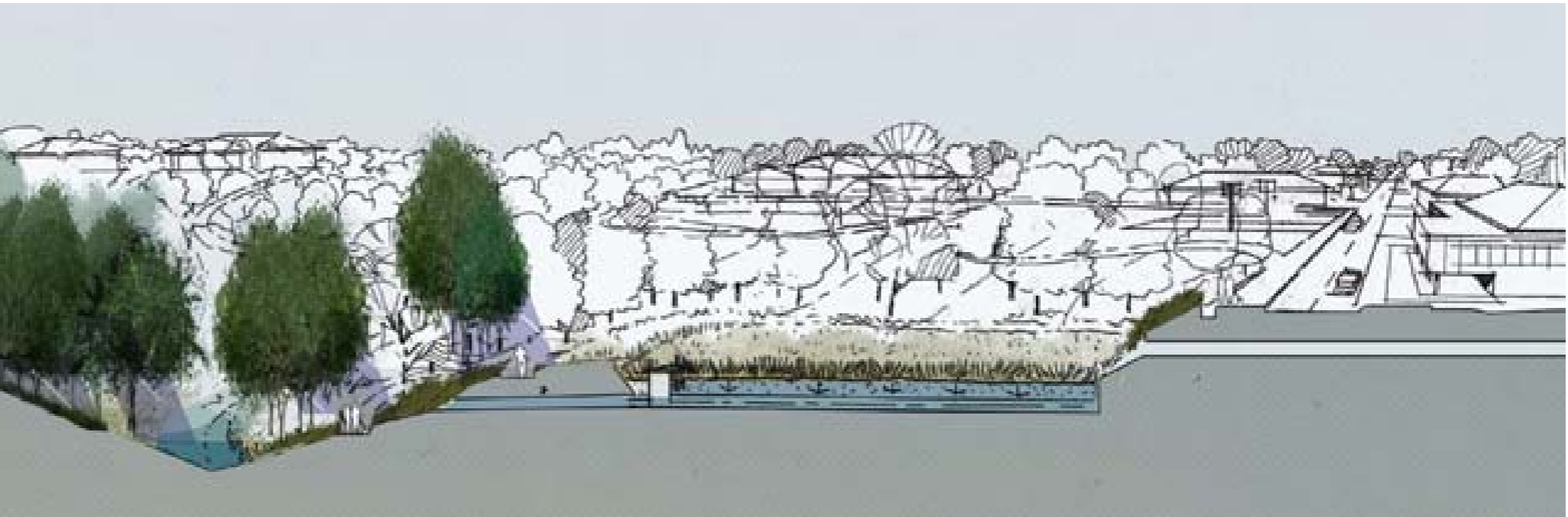


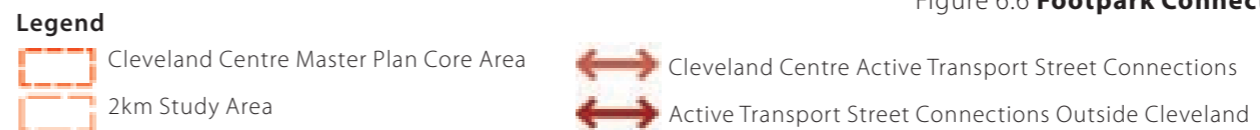
Figure 6.5 Preferred open space and re-profiled culvert section

6.1.2 Footpark Connection Projects

Active Transport Street or "Footpark" Connections (both new and upgraded)	Cleveland Centre Master Plan Streets (within Centre master plan boundary)	
	36	Shore Street West
	37	Bloomfield Street
	38	Middle Street
	39	Queen Street
	40	Russell Street
	41	Waterloo Street
	42	Wynard Street
	Streets outside the Cleveland Centre (outside Centre Master Plan boundary)	
	43	Shore Street West
	44	Bloomfield Street
	45	Middle Street
	46	Queen Street
	47	Russell Street
	48	Northern Arterial and Wellington Street
	49	Wharf Street
	50	Island Street
	51	Long Street
	52	Wellington Street and Bainbridge Street
	Key longer term projects	
	53	Princess Street
	54	Beach Street
	55	Bay Street
	56	Passage Street
	57	Fitzroy Street
58	South Street	
59	Coburg Street West	
60	Delancey Street	
61	Gordon Street	
62	Sturgeon Street and Sleath Street	
63	Ross Court	
64	Dundas Street	
65	Clarke Street	



Figure 6.6 Footpark Connections Improvement Projects Map



Illustrative Examples of Footpark Composition



Figure 6.7 **Preferred Streetscape with Adjacent Footpark Concept**
35m Wide Road

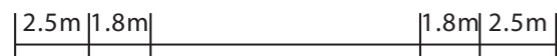


Figure 6.8 **Preferred Streetscape with Footpark Concept**

24m Wide Road



Existing Condition of Cleveland Streets Identified for Improvement Projects



Bay Street Existing Streetscape



Queens Street Existing Streetscape

Action Points

The transformation of the proposed streets into footparks will require future detail ground truthing of conditions to fully estimate opportunities and constraints. Considerations will include existing:

- Services
- Overhead power lines
- Appropriate species choice
- Tree heights
- Build outs and car parking requirements

Existing Condition of Cleveland Streets Identified for Improvement Projects



Beach Street Existing Streetscape



Bloomfield Street Existing Streetscape



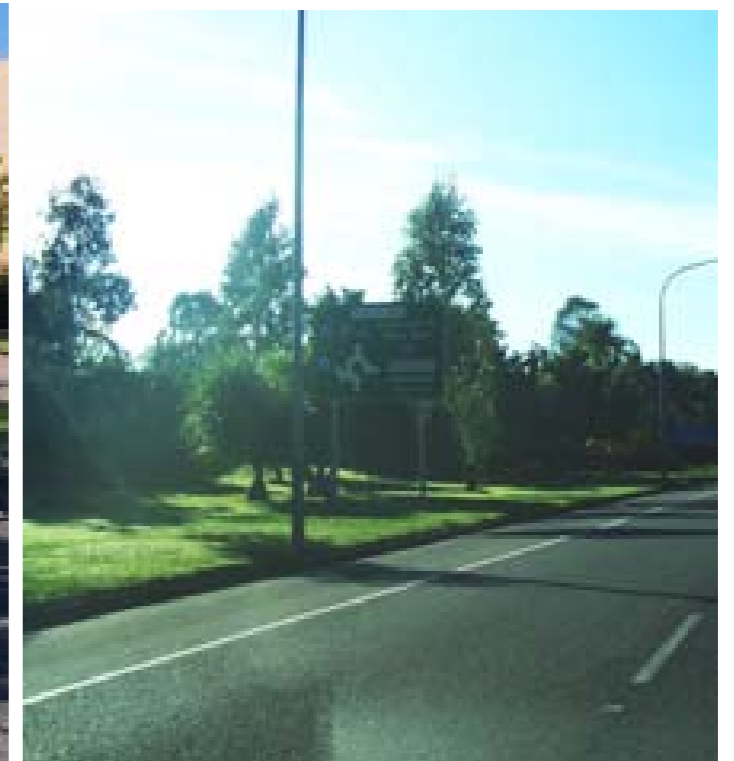
Long Street Existing Streetscape



Princess Street Existing Streetscape



Middle Street Existing Streetscape



Shore Street West Existing Streetscape



Passage Street Existing Streetscape



Russell Street Existing Streetscape



Delancy Street Existing Streetscape



Sleath Street Existing Streetscape



Wellington Street Existing Streetscape



Sturgeon Street Existing Streetscape



Northern Arterial Existing Streetscape



Dundas Street Existing Streetscape



Island Street Existing Streetscape



Fitzroy Street Existing Streetscape



Coburg Street Existing Streetscape



Wynyard Street Existing Streetscape



Clarke Street Existing Streetscape



Ross Court Existing Streetscape



Smith Street Existing Streetscape



Gordon Street Existing Streetscape



Bainbridge Street Existing Streetscape



Waterloo Street Existing Streetscape

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