CONTENT

1. INTRODUCTION

2. LOCATION

3. PROJECT PURPOSE & SCOPE

4. METHODOLOGY

5. GUNALDA
   5.1. CONTEXT
   5.2. LOCATION
   5.3. INITIAL OBSERVATION
   5.4. PRELIMINARY IDEAS & CONCEPTS
   5.5. COMMUNITY CONSULTATION
   5.6. CONSULTATION FINDINGS
   5.7. CONCEPT MASTER PLAN
   5.8. RECOMMENDATIONS

6. AMAMOOR
   6.1. CONTEXT
   6.2. LOCATION
   6.3. INITIAL OBSERVATION
   6.4. PRELIMINARY IDEAS & CONCEPTS
   6.5. COMMUNITY CONSULTATION
   6.6. CONSULTATION FINDINGS
   6.7. CONCEPT MASTER PLAN
   6.8. RECOMMENDATIONS

7. APPENDICES
1. INTRODUCTION

Gympie is a region of communities with a rich and vibrant history and, importantly, a future. With the City of Gympie at its core, the network of rural and coastal communities provides important economic support and employment to residents, and offers choice in lifestyle and residential living.

There is pride in what has been sustained in the communities, having faced rural industry decline and adjustment, population loss, and in the Mary Valley, the extraordinary economic and social upheaval of the then proposed and now abandoned Traveston Crossing Dam.

Council has committed to undertaking concept planning and consultation to identify opportunities to enhance a number of townships within the region.

Stage 1 of the program focussed on the townships of Kilkivan and Kandanga (refer separate report). Stage 2 of the “Our Towns - Sustainable Centre Program” is focussed on the townships of Amamoor and Gunalda.
The “Our Towns – Sustainable Centres Program” aims to assist in ensuring the ongoing sustainability of the region’s rural townships as attractive and desirable places to live, work, recreate and visit. A primary objective of the project is to build upon the existing character and amenity currently enjoyed by residents and visitors, and to identify cost-effective strategies to strengthen and enhance the sense of place and unique identity of each township.

The main objective for the plans is to assist in the ongoing sustainability of the townships by ensuring that they remain attractive and desirable places to live, work and visit. The designs seek to strengthen the sense of place and the unique identities of these townships to improve and build upon this identity rather than reinvent the existing character of the townships.

This placemaking process has involved consultation with locals and key stakeholders so that local knowledge and culture has been considered in the process and to ensure that key recommendations are in accordance with predominant and realistic community expectations.

This report describes the work, process, community input and recommendations for the townships of Amamoor and Gunalda.
2. LOCATION

The Gympie Regional Council area has an approximate area of 690,000 hectares and is located less than 150km north of Brisbane and is in close proximity to the Sunshine Coast.

The estimated resident population of the area is 50,011 people as at 30 June 2011 (Office of Statistical Research April 2012).

Gympie is the Principal Centre for the Region and is supported by a number of small rural and coastal townships, including Gunalda and Amamoor, which are located to the north and south of the region, respectively.
3. PROJECT PURPOSE & SCOPE

Council committed to undertaking concept planning and consultation within the 2013/14 financial year, to identify opportunities to enhance the Gunalda and Amamoor townships. The “Our Towns” – Sustainable Centres Program was established in the 2012/13 financial year to assist in ensuring the ongoing sustainability of the region’s rural townships, as attractive and desirable places to live, work, recreate and visit.

The aim of the program is to prepare concept master plans for Amamoor and Gunalda, undertake community consultation and prepare final recommendations for ongoing actions, programs and improvement works in the townships.

The concept designs are primarily focused on the quality of the public realm in each town, and are intended to do the following:

- assist in ensuring the ongoing sustainability of each township as attractive and desirable places to live, work, recreate and visit;
- improve upon the existing character and amenity currently enjoyed by residents and visitors;
- contribute toward strengthening the sense of place and unique identity of the townships;
- potentially include the addition of small scale, low maintenance entry statements, street trees, landscaping and/or street furniture, where considered appropriate; and
- be cost-effective in terms of expenditure versus community benefit.
It is through experiencing the public realm that we come to know our towns and cities. Whether it is the streets and squares, or the parks and open spaces, it is these spaces that physically engage and delight us.

Well-designed public places have been proven to add economic and social value to communities and to underpin the environmental performance of our settlements.

In small communities, the ability to attract visitors, strengthen economic investment, improve land values and attract new residents while maintaining a sustainable population base, can all be linked directly or indirectly to considerations of design.

Community pride, which is at the heart of any happy community and an individual’s attachment to his or her town, is directly influenced by an association with the public spaces, including open space, streets and the buildings and uses that flank them.

A key aim of this project was to identify activities and opportunities to enhance the physical aspects of the public realm of the townships, build on the unique identity of each location, harness community initiatives and the motivations of active interest groups, and identify the estimated cost implications of the agreed actions. Achieving value for money in any investment was a prerequisite for all of the recommended proposals and has been used to filter priorities identified by the community.
4. METHODOLOGY

This section of the report outlines the stages and methodology followed in the preparation and finalisation of concept master plans and community consultation stages.

STAGE 1 - PROJECT INCEPTION

The intent of Stage 1 was to familiarise the project team with the townships and undertake a review of any relevant documentation and background information. Each township and surrounds was also visited to enable the design team to become familiar with the context, layout and character of each town. A detailed photographic survey of each town was undertaken for ongoing reference of existing conditions. The project team was also briefed by Council project officers as to current issues and projects of relevance to the two townships.

STAGE 2 - DRAFT CONCEPT DEVELOPMENT

Site analysis was undertaken to inform the preparation of preliminary concept plans for both townships. Various attributes were considered and defined including existing land uses and any development applications, township history and heritage, identification of community nodes and key spaces, topography and drainage, vegetation, transport corridors, pedestrian connections, views and vistas, and existing and proposed infrastructure.

Preliminary plans were prepared to capture and communicate initial design ideas and concepts for the townships that addressed findings of initial site analysis and investigations. It was intended that the preliminary plans would assist in stimulating discussion and new ideas by community members and key stakeholder in the following consultation stage. Indicative imagery of possible outcomes were also collected to use as a reference for ongoing consultation.

The preliminary plans, feedback forms and supporting information were presented to Council for endorsement for the community consultation process.

These plans and image sheets are included in this report in sections 5.4 and 6.4.
METHODOLOGY

STAGE 3 - PUBLIC CONSULTATION ON THE DRAFT CONCEPT

Community consultation for both townships was undertaken in several ways to facilitate a broad knowledge of the project and a variety of opportunities to have a say within the time and budget constraints of the project. These included:

- media release and newspaper stories / public notices
- information flyer / survey feedback form
- project web page
- staffed display days in local community hall
- feedback options by email, telephone, post or drop off to local post office or Council counter

In particular the display days allowed the project team to discuss possible options and ideas with community members and specific community interest groups. This was a very valuable process and allowed the development of a sound understanding and appreciation of local concerns and the way the community valued and interacted with the township.

In designing the survey feedback forms, emphasis was not only placed on engaging the community to comment on the initial proposed ideas but also to dig a little deeper to discover a more meaningful understanding of these townships and encourage the community to come up with their own ideas.

Examples of the actual feedback forms are included in the Appendices of this report.

The consultation process proved to be effective and successful, and the community in both townships actively participated in the process. Sections 5.6 and 6.6 summarise the key findings and outcomes of this consultation process in more detail.
STAGE 4 - CONSULTATION REVIEW AND DETERMINATION OF PROJECT PRIORITIES & DIRECTION

Upon conclusion of the consultation phase the feedback forms and other feedback received by email, telephone or post were collated and summarised for each township.

The feedback was discussed within the project team and with specific project officers from Council. A presentation of the key findings was made to Council to brief them on the main findings of the consultation process as well as the recommended directions and priorities for the final stages of the project.

STAGE 5 - FINAL CONCEPT MASTER PLAN

Final draft concept master plans were prepared for each town based upon the agreed directions and priorities determined in Stage 4. These were circulated and discussed with Council’s internal stakeholders for final feedback and response. Refinements were made to the plans to arrive at the final concept master plans included in this report.

A recommendations table was prepared for each township with broadscale opinion of cost for each action. The final concept master plan and recommendation table are incorporated into this report in Sections 5.7 and 6.7.
STAGE 6 - DESIGN DEVELOPMENT TO INFORM
FUTURE IMPLEMENTATION (FUTURE STAGE)

The intent of this final stage is to undertake preliminary design development of the approved high priority (short term) concepts to ensure “fit with site” and to provide a sufficient level of detail to assess and satisfy project feasibility. Design development also facilitates a higher degree of accuracy to the opinions of cost for each design proposal. This allows an effective translation into the detailed design phase for endorsed priority projects and implementation in subsequent financial years.
5. GUNALDA

SUSTAINABLE CENTRES PROGRAM

Gunalda: Balkin Street
5.1. CONTEXT

The small rural township of Gunalda is located off the Bruce Highway approximately 30km northwest of Gympie. A more recent subdivision of 40 lots ranging in size from 1,491m² to 2,075m² is situated approximately 1km from the centre of town.

Services and facilities in Gunalda include, but are not limited to, a State Primary School, hotel, general store, post office, café, sports field, community hall and horse riding/rodeo (campdraft) grounds.
5.2. LOCATION

Gunalda was originally located on the main highway and railway line. The Bruce Highway bypassed Gunalda to the east in 1973 and Gunalda railway station was bypassed by the Gunalda Deviation to the west in 1995. Gunalda railway station no longer exists however former railway land remains undeveloped in the township.

Balkin Street (a renamed section of the former Bruce Highway) is the main street in Gunalda. Balkin Street is located 300m west of the current Bruce Highway and is connected to the highway by Queen Street. Queen Street, a section of Balkin Street and King Street are State controlled roads servicing areas to the west. As a result of the highway bypass the township has two entry points off the Bruce Highway. The most direct entry is by the southern entry via Queen Street.
Approaching from Gympie, to the south, travelling in a northerly direction along the Bruce Highway, there is little to herald the arrival of the township aside from a collection of advertising signage on a hillside about 900 metres before the Queen Street intersection. Gunalda Hotel signage being the most obvious. From a distance of about 400 metres before the intersection there is a Main Roads sign identifying the direction to the township and immediately after that there is a wide and open view across open pasture to the rear of the township. The Gunalda Hotel is prominent on the ridgeline. Another collection of advertising signage in various states of repair is clustered on private land close to the Queen Street intersection.
Approaching from Maryborough, to the North, travelling in a southerly direction along the Bruce Highway there are Main Roads type signs identifying the turn-off as well as an aggregation of signage mostly associated with the "Windsong Village" tourist attraction. There is little to identify this intersection as the northern entry to the Gunalda township.
Queen Street is a Main Roads controlled road that connects the southern entry of the township to the Bruce Highway. It is predominantly without kerb and channel reflecting a rural character with kerb and channel in some sections between Birdwood Drive and Baldwin Street. Verges are grassed with a disconnected section of footpath at the northwest corner of the intersection with Birdwood Drive. Larger vegetation consists of eucalyptus trees in road reserve.
Balkin Street is the main street of Gunalda and was formerly a section of the Bruce Highway. The town centre has grown up along this corridor and would also have been strongly influenced by the adjacent location of the former Gunalda Railway Station. Commercial, community and residential uses are located along Balkin Street with the current hub of the town focussed on the Gunalda Hotel, General Store and Post Office on the south eastern edge of the main street.

The Community Hall and other former commercial buildings are located further to the north, again on the eastern side of the main road. These include the Old Bakery (converted into a residential dwelling), the old Butchers (currently used as a shed) and another old shopfront that has recently been opened as a Curiosity Shop / Cafe. A public park, amenities block and scattered residential uses front the western side of Balkin Street.

Perhaps due to the fact that it is a former highway it is characterised by a very wide carriageway particularly in the current Main Roads controlled section of the road. This wide carriageway is not conducive to town centre type community interaction and pedestrian movements however some width is required to cater for larger vehicle movements through the town. Balkin Street has a mix of unformed verges, kerb and channel and is lacking in footpaths. Major trees and vegetation are located within private land or the public park.
The Gunalda Park is located on the western side of Balkin Street in the centre of the township. The park incorporates a public amenities building with water tank (note: there is no town water or sewerage), fenced play space, shelter structure, electric barbecue, litter bins and picnic tables.

The main bus stop in town fronts the park on Balkin Street and these community facilities are ideally located in the township. The play equipment has been recently updated however thematically doesn’t thematically link to the town in terms of its character or colour scheme.

Shade is at a premium with few shade trees and limited built shade meaning that several play equipment items are located in full sun which limits their usage in hotter months. Visually the park contributes positively to the townscape.
The former railway land makes up a large area within the township and divides the main part of town from the residential and Campdraft areas to the west. Generally this land is open grassland with landform reflecting the former railway alignment. There are various informal tracks linking the residential area to the west to Balkin Street.

There is little to reflect or inform about the former use of this land and the importance that the railway line and station would have had to the early development and growth of Gunalda.
Opposite the shops in Balkin Street there is an open unsealed area immediately south of the public park that is utilised as an informal parking area for cars and trucks. We were advised that sometimes up to 4 or 5 semi trailer trucks park here side by side for overnight stays. This area also provides access to Rural Fire Brigade and SES sheds to the south. The unformed road shoulder and eroded drainage channel between this area and the road reflects poorly on the town and was mentioned several times in the consultation phase as something that needed rectification.

200 metres to the north of the Balkin Street / Bruce Highway intersection on the eastern side of the Bruce Highway there is a designated Main Roads rest stop area. This area includes an amenities building and large billboard style information/map sign. The area is used for short rest stops and overnight stays by travellers.
5.3. INITIAL OBSERVATION

GROCERY SHOP, POST OFFICE AND GUNALDA HOTEL

The Grocery Store, Post Office and Gunalda Hotel are the main hub of the township and consists of two low rise buildings located on the eastern side of Balkin Street. Reflecting a rural character the frontage of these buildings is informal with no formed footpath area or linemarked carparking. Kerb and channel is only present at the frontage of the hotel lot. The grocery store / post office appears to be located in a converted petrol station. The Gunalda Hotel is a popular and well known establishment in the region.
The Gunalda Community Hall, Curiosity Shop, Former Butchers Shop and Old Bakery are located on the eastern side of Balkin Street north of Queen Street. The Old Bakery has been tastefully converted into a residential dwelling. The shopfront awning of the old butchers is retained but the windows are boarded up. The Community Hall is well used for community events and managed by a committee however has little real presence in the town. Another old shopfront has recently been renovated as a Curiosity Shop / Cafe. These buildings reflect the history of the town and hint at former times when the town provided a wider range of services.
5.3. INITIAL OBSERVATION

GUNALDA STATE SCHOOL, CHAPEL, CAMP DRAFT AREA & TENNIS COURTS

These facilities are located to the west of the township on King Street / Miva Road and collectively they contribute to the rural character of the township. The tennis courts are in a state of disrepair and are somewhat of an eyesore. The Campdraft facilities are well used for events. The school and chapel are both in well maintained condition however we were advised that school student numbers were in decline.
5.4. PRELIMINARY IDEAS & CONCEPT

- **Pathway Connection from Township to School and Sports Grounds**
- **Planting & Street Trees Where Allowed by Services and Sightlines**
- **Expand Play Space to Make More Attractive for Travellers as a Rest Stop. Provide More Shade.** Themed Playspace and Interpretive Elements Based on History of Gunalda.
- **Upgrade Public Toilet Facilities with Lockable Water Storage & Fenced On-Site Waste Water Treatment Zone.**
- **Formalise Car Park Area to Make More Attractive and Functional for Visitors and Locals. Provide Access to Potential SES Sheds and Community Uses.**
- **Formalise Pedestrian Pathway from Carpark and Play Space to General Store, Post Office and Hotel.** To improve connection with Park Area.
- **Establish a Bold Entry Statement for the Township. Open Field could be used to create visually striking arrangement of trees and enhance views towards the township. Options could be discussed with landowner. An Entry Statement could also be created at the Northern Access to the Bruce Highway.**
- **Build-out with Shade Tree (Typical) Locate Away from Driveways and Consider Services and Sightlines.**
- **Balkin Street:** Reduce large area of asphalt in centre of town. Provide build outs with seating and trees. Formalise bus stop. Provide shade to improve micro-climate. Improve legibility of traffic through route by appropriate intersection layouts, signage and linemarking. Improvements will be subject to the requirements of DTMR.
- **Create a Short Heritage Trail to Highlight Local History and Remaining Commercial Buildings and Former Uses and Association with Highway and Railway, Historic Houses, Old Bruce Highway Alignment and Former Gunalda Railway Station Location.**
- **Flowering Tree Avenue Along Queen Street to Improve Attractiveness of Town Entry Subject to DTMR Requirements, Services, Sightlines and Potential Footpath Alignment.**
- **Corner Buildout to Highlight Entry to Centre of Town with Shade Tree Public Art and Seating Node.**
- **Formalise Perpendicular Parking Zone to Frontage of Commercial Premises. Allow for Access Points to Properties.**
- **Community Hall: Potential to Improve Street Presence and Functionality of Hall Frontage with Seating, Notice Board and Shade Trees. Possible Formalised Parking in Road Corridor Opposite Hall.**

**“Our Towns” Sustainable Centres Program (Stage 2)**

Gunalda - Concept Ideas Discussion Plan

Date: 12 February 2014
Project No: GYM03
Issue: SK001 V4
5.4. PRELIMINARY IDEAS & CONCEPT

PLACE DESIGN GROUP Pty Ltd
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“OUR TOWNS” SUSTAINABLE CENTRES PROGRAM (STAGE 2)
GUNALDA - CONCEPT IDEAS DISCUSSION DETAIL PLAN

02. PLANTING & STREET TREES WHERE ALLOWED BY SERVICES AND SIGHTLINES.

03. BUILD-OUT WITH SHADE TREE (TYPICAL) LOCATE AWAY FROM DRIVEWAYS AND CONSIDER SERVICES AND SIGHTLINES.

04. UPGRADE PUBLIC TOILET FACILITIES WITH LOCKABLE WATER STORAGE & FENCED ON-SITE WASTE WATER TREATMENT ZONE.

05. FORMALISE CAR PARK AREA TO MAKE MORE ATTRACTIVE AND FUNCTIONAL FOR VISITORS AND LOCALS. PROVIDE ACCESS TO POTENTIAL SES SHEDS AND COMMUNITY USES.

06. FORMALISE PEDESTRIAN PATHWAY FROM CARPARK AND PLAY SPACE TO GENERAL STORE, POST OFFICE AND HOTEL TO IMPROVE CONNECTION WITH PARK AREA.

07. COMMUNITY HALL: POTENTIAL TO IMPROVE STREET PRESENCE AND FUNCTIONALITY OF HALL FRONTAGE WITH SEATING, NOTICE BOARD AND SHADE TREES. POSSIBLE FORMALISED PARKING IN ROAD CORRIDOR OPPOSITE HALL.

08. BALKIN STREET: REDUCE LARGE AREA OF ASPHALT IN CENTRE OF TOWN. PROVIDE BUILD OUTS WITH SEATING AND TREES, FORMALISE BUS STOP PROVIDE SHADE TO IMPROVE MICRO-CLIMATE. IMPROVEMENTS WILL BE SUBJECT TO THE REQUIREMENTS OF DTMR.

09. CORNER BUILDOUT TO HIGHLIGHT ENTRY TO CENTRE OF TOWN WITH SHADE TREE PUBLIC ART AND Seating NODE.

10. BALKIN STREET: REDUCE LARGE AREA OF ASPHALT IN CENTRE OF TOWN. PROVIDE BUILD OUTS WITH SEATING AND TREES, FORMALISE BUS STOP PROVIDE SHADE TO IMPROVE MICRO-CLIMATE. IMPROVEMENTS WILL BE SUBJECT TO THE REQUIREMENTS OF DTMR.

11. FORMALISE PERPENDICULAR PARKING ZONE TO FRONTAGE OF COMMERCIAL PREMISES, ALLOW FOR ACCESS POINTS TO PROPERTIES.
5.4. PRELIMINARY IDEAS & CONCEPT

COMMUNITY MEETING SPACES
Human scale elements and furniture, opportunity to incorporate integrated art into furniture elements, furniture arrangement to suit small groups and individuals. Community noticeboard located in a convenient space but needs management. Use natural materials reflecting the history of the township.

PLAY SPACE
The play space in Gunalda Park could incorporate more nature based play elements and materials that are reflective of the character and heritage of the township. Interpretive elements could be incorporated based upon the history of the town and its location on the Old Bruce Highway and Railway Line.
5.4. PRELIMINARY IDEAS & CONCEPT

PUBLIC & COMMUNITY ART
Opportunity to integrate creative elements into the streetscape, park or other public areas. Artwork can reflect cultural and historic themes and add fun, colour, interest and vibrancy to the township. Artworks could include artwork by public artists and community based artwork in which the community contributes to the final art pieces in some way.
5.4. PRELIMINARY IDEAS & CONCEPT

**STREET TREES**
Suitable hardy street tree species will need to be selected due to the climatic, soil and water conditions that exist.

- **FLAME TREE**
  *Brachychiton acerifolius*

- **BLUSH SATINASH**
  *Acmena hemilampra*

- **BLUEBERRY ASH**
  *Elaeocarpus reticulatus*

- **CROWS ASH**
  *Flindersia australis*

- **YELLOW POINCIANA**
  *Peltophorum pterocarpum*

**SHRUBS & GROUNDCOVERS**
Hardy ornamental species to soften the streetscape by adding colour, leafy foliage and textural interest.

- **RED CARPET ROSE**
  *Rosa Floral Carpet Red*

- **PINK BOWER VINE**
  *Pandorea South Belle*

- **COUSIN IT**
  *Cassuarina glauca var.*

- **TRICOLOR JASMINE**
  *Trachelospermum jas.*

- **GREAT BALLS OF FIRE**
  *Callistemon salignus var.*

- **YELLOW IXORA**
  *Ixora Gold Fire*

- **LITTLE JOHN**
  *Callistemon Little John*
A consultation morning was held on 8 March 2014 from 9:00am to 12:00 noon. The display morning was held in the Gunalda Community Hall along with a sausage sizzle.

The 5 x Concept Ideas sheets included in this report in Section 5.4 were on display with 4 x members of the project team attending to discuss these with the community. The local elected Councillor was also in attendance.

At the close of the consultation period, 22 feedback forms were received along with 3 written submissions.
The Feedback Forms and written submission were summarised with results grouped and tabulated to enable more detailed analysis.

Graphs representing key questions and findings are shown on the following pages of this report along with interpretive discussion.

The majority of those surveyed visited the town 4 or more times a week with the two main purposes being convenience shopping at the grocery store and/or to visit the post office.

As would be expected in such a rural area with many residents living on larger properties the majority of visits were by private car, with some locals who lived close enough walking into town.

The Key Directions arising as a result of both consultation with the community and with other stakeholders in Council were identified as follows:

- Town Entry Statement
- Pedestrian Connectivity Improvements
- Public Amenity Upgrade
- Truck Access and Parking
- Investigate use of former railway land in town to facilitate an enhanced central parkland and connection from Balkin to Missing Street
- General Maintenance

5.6. CONSULTATION FINDINGS

“Quiet country town feel”

“Gunalda is ugly – needs beautifying so modern streetscaping with trees, shrubs…..”

“Footpaths: at the moment walking which is done by a lot... and have to walk on the roads”

“Need gutters on all streets”

“Nothing for teenagers ... they need something like a skate park”

“Approximately 100 kids at bus times, not enough shelter…”

“Gunalda Hall needs protecting for heritage and modern use " " for tourists the heritage trail is a nice addition “"
When questioned as to the most important features of the town to be protected or enhanced many people strongly valued the quiet country feel of the town as well as the grocery store and post office.

Other popular features and facilities included Gunalda School, Gunalda Hotel and Gunalda Hall. It is quite apparent that the Grocery Store and Post Office are the main hub for the community, along with the School, Community Hall and Gunalda Hotel.
5.6. CONSULTATION FINDINGS

The Feedback Forms listed a range of priorities for the town and people were asked to identify their top 3 priorities or to list their main priorities if they were not on the list.

The most important priorities for those who responded were the Grocery Store / Post Office and also the Town Entry Statement / Signage. When combined as one area the Public Toilets, Park, Play Space and Bus Stop also ranked highly. Gunalda Hall and footpath connections were also identified as important. Street trees were not strongly identified however 1 or 2 respondents were passionate about the opportunity for general “greening” of the town.

Other priorities identified by respondents included a range of elements as shown in the graph below left. The potential to upgrade the Miva Road - King Street / Balkin Street intersection was raised by several respondents as something that would be beneficial. At the display day 2 people mentioned the option of a roundabout in this location.

General upkeep and maintenance of the town and lack of consistent kerb and channeling were also common themes throughout the consultation.
5.6. CONSULTATION FINDINGS

GUNALDA: TOP PROPOSED IMPROVEMENTS

The Concept Ideas Discussion plans (refer pages 25 and 26) identified a range of ideas and proposals that were intended to stimulate discussion and thinking about possible improvements that were appropriate to the town.

As clearly shown by the graph at top left of this page the most popular suggestion was that of establishing a bold township entry statement at the Queen Street / Bruce Highway intersection and also at the Balkin Street / Bruce Highway intersection to the north.

Improving pedestrian connections and pathways in the township was also a popular suggestion both in terms of linking the shop / post office with the public park and also in terms of linking the school to the centre of town with a pathway.

Improvements to Balkin Street to reduce the amount of asphalt and generally create a more pedestrian friendly and human scale environment was also popular as well as possible upgrade of public amenities. Expanding and improving the play space, formalising carparking and implementing a heritage trail were also identified as worthy of consideration.

A range of other suggestions were identified by respondents and these are listed opposite.

OTHER IMPROVEMENTS

- Truck Parking
- Miva Intersection
- Kerb from Highway
- Highway Signs
- Highway Noise Barrier
- North Highway Turn
- Recreation for Older Kids
- Street Lighting
- Traffic Calming
- General Maintenance
- More Commercial
- More Housing
- Community Pool
- No Trees in Area of Sightlines
5.7. CONCEPT MASTER PLAN

- Possibility of off-street public car park for community hall users to be discussed with hall committee.
- Possible improvements to frontage of community hall to be discussed with hall committee.
- Formalise bus stop area in Balkin Street with kerb and channel, larger purpose designed bus shelter and bus set down area. Consult with bus operators & school to confirm preferred arrangement.
- Footpath connection to link Balkin Street to existing pathway at Queen Street / Birdwood Drive intersection.
- Pedestrian crossing point to parkland, bus stop and facilities.
- Footpath connection to link Balkin Street to existing pathway at Queen Street / Birdwood Drive intersection.
- Possible intersection upgrade as 'T' intersection. Discussion with QTMR required.
- Formalise perpendicular parking zone to frontage of commercial premises. Allow for access points to properties and streetscape works such as paving, street trees and furniture.
- Trial tree avenue planting on southern side of Queen Street using eucalypt species to match existing trees in Queen Street.
- Town entry statement - South to highlight township presence and access from highway. Consider acquisition of land, relocation / rationalisation of existing signage. Detailed design to consider level difference to road carriageway from sign location.
- Heritage trail loop to highlight local history and remaining commercial buildings and former uses and association with highway and railway historic houses, old Bruce Highway alignment and former Gunalda railway station location.
- Encourage use of this area for RV overnight stay parking and area for off-street truck parking.
- New parkland space with pathways, kick-about space and shade trees.
- Pathway connections through new parkland space, with links to school and putruck parking area.
- District level skate park / BMX facility.
- New public toilet facilities with lockable water storage & on-site waste water usage (eg. park irrigation).
- Extend missing street through to Balkin Street.
- CAR Parking area for access to parkland and main street.
- Extend LOT to allow for expansion of community services.
- Council to investigate options to develop / sell excess land.
5.8. RECOMMENDATIONS

GUNALDA

After considering the improvements outlined in the concept for alignment with community input, available budget, potential for transformation and increased amenity, it is recommended that the following are the priority improvements (as budgets across the entire ‘Our Towns’ Program allows):

<table>
<thead>
<tr>
<th>PLAN REF. #</th>
<th>RECOMMENDED PROJECTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>19</td>
<td>UPGRADE FOOTHPATHS, STREETSCAPING AND FORMALISE CARPARKING AT COMMERCIAL AREA (WORK TO BE STAGED)</td>
</tr>
<tr>
<td>21</td>
<td>TOWN ENTRY STATEMENT TO GIVE TOWN PRESENCE ON HIGHWAY - QUEEN STREET INTERSECTION</td>
</tr>
<tr>
<td>14</td>
<td>FOOTPATH CONNECTION TO INTEGRATE COMMUNITY HALL INTO TOWNSHIP BY LINKING TO GENERAL STORE / POST OFFICE AND NECESSARY KERB AND CHANNEL IN THESE SECTIONS</td>
</tr>
<tr>
<td>17</td>
<td>FOOTPATH CONNECTION ON QUEEN STREET TO BUILD ON SHORT EXISTING FOOTPATH AND NECESSARY KERB AND CHANNEL IN THESE SECTIONS</td>
</tr>
<tr>
<td>20</td>
<td>QUEEN STREET AVENUE PLANTINGS TO CREATE SENSE OF ARRIVAL / ENTRY</td>
</tr>
</tbody>
</table>
6. AMAMOOR

SUSTAINABLE CENTRES PROGRAM

Amamoor: Mary Valley Historic Rattler Precinct
Amamoor is a small township situated approximately 20km south of Gympie in the Mary Valley. Relatively recent ‘larger lot’ subdivision of approximately 15 lots ranging in size from 2 000m² to 6 786m² has established to the south of the township. Services and facilities available to residents and visitors of Amamoor include, but are not limited to, a State Primary School, heritage railway station, community hall, park, and general store.
6.2. LOCATION

Amamoor is located approximately 7.5km by road west of the current Bruce Highway and is located between the other Mary Valley townships of Dagun and Kandanga. Amamoor primarily established as a settlement around the modest station / siding named Amamoor on the Mary Valley Line.

The Mary Valley line was opened in March 1914 with its terminus at Kandanga and extended through Imbil to Brooloo in 1915. The line was officially closed in 1994/95 and the Mary Valley Heritage Railway commenced operations on the former Mary Valley branch in 1998.

Busby Street (named after the original landowner) is the main street through town. The main entries to town are at the Busby Street / Blackgate Road intersection to the south and roughly at the Amamoor Creek bridge crossing to the north.

Figure 11: Amamoor Context Map

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**Figure 11: Amamoor Context Map**

- **AMAMOOR CREEK**
- **BLACKGATE / KANDANGA-AMAMOOR ROAD**
- **RECREATION GROUND**
- **OLD RAILWAY LINE**
- **ENTRY POINT**
- **GENERAL STORE / POST OFFICE**
- **STATE PRIMARY SCHOOL**
- **RUBBISH DUMP**
6.3. INITIAL OBSERVATION

ENTRY EXPERIENCE

Amamoor is well signposted on the Bruce Highway and travellers are directed onto the Mary Valley Link Road, Traveston Crossing Road or Mary Valley Road depending upon location and travel direction. The Mary Valley has been subject of a marketing / branding campaign and there is a “Welcome to Mary Valley Country” entry statement located about 1km from the Bruce Highway turnoff. The journey is picturesque along Blackgate Road and there are two separate “Amamoor” entry signs / statements before the Busby Road intersection. A clipped hedge in the form of an “A” contributes little apart from the bright foliage of Sheena’s Gold. The entry from the north is equally picturesque and rural in character and although there is no entry statement as such the bridge crossing at Amamoor Creek and views to the General Store / MVHR Precinct heralds arrival at the township. A minor town entry is located at the intersection of Diamondfield Road and Amamoor-Kandanga Road.

Amamoor: Clipped Sheena’s Gold hedge at intersection of Busby Street and Blackgate / Amamoor - Kandanga Road. “A” shaped hedge in middle of planting is not visible from eye height.
Busby Street is the main street of Amamoor and runs roughly on a North South alignment. Busby Street is about 500m in length from the Blackgate Road intersection to the General Store. Busby Street has a pleasant, low key, leafy streetscape character with predominantly residential dwellings fronting the street. Amamoor Park, the Community Hall, Chapel, Garage, General Store and other former shopfronts front this street lending a small town community feel.

Traffic calming road narrowing “blisters” have previously been installed north of Elizabeth Street, these are visually “harsh” being constructed from plain concrete. The street is fully kerb and channelled but has no footpaths except for a short length south of the General Store.
The Amamoor MVHR Precinct includes a range of heritage structures (buildings and rail infrastructure) that has been retained as a relatively intact heritage precinct. The station has been used as a stop point for the MVHR “Rattler” in the past and should the service recommence, there is the opportunity for this station to become the terminus, due to the presence of a ‘turn table’.

The “Friends of Amamoor” group have an active interest in the precinct and are seeking funding and planning for the future maintenance and use of the precinct. Heritage structures include an Old Cream Shed (painted with mural art), station building, rail shed, railway lines and turntable. More recent structures include a gazebo, garden beds and interpretive sign and an amenities building used by the Friends of Amamoor Group. There is a more recent “maze” type arrangement of planter beds that tends to isolate the precinct from Busby Street.
The General Store is really the hub of the town providing an Australia Post outlet, take-away, newsagency, public telephones and petrol pumps. The front window acts as a notice board for the local community advertising local events etc. The shop has a lot of character and is a place where locals “bump” into each other and incidental conversations take place.

Space on the footpath outside the store is limited and cluttered however this contributes to the easy-going character of the building. The building is reasonably disconnected from the MVHR precinct opposite due to the width of the road.
6.3. INITIAL OBSERVATION

AMAMOOR CREEK

Amamoor Creek is a local landmark particularly the riparian vegetation that lines its banks. The creek itself is really only experienced when driving across the bridge crossing. The former bridge crossing has recently been replaced by a modern concrete reinforced bridge with pedestrian walkway. The lower level timber bridge has been demolished and removed.

A day-use area that was removed to construct the new bridge was mentioned by several people during the consultation process and was seen as a positive feature. There is a strong desire to reinstate this day use area.

The creek banks where visible are somewhat weed infested and aesthetic and environmental improvements could be made by rehabilitation works.
6.3. INITIAL OBSERVATION

AMAMOOR HALL AND AMAMOOR PARK

The Amamoor Hall, public toilets and Amamoor Park are all located at the southern end of Busby Street and contribute to the entry experience of the town.

The hall is a modest timber structure that has historically been an important building in the town. There is opportunity for the hall to have more of a presence and have an outdoor space that acts as an informal community meeting place. The public toilet is a more recent brick building which is out of character to the general townscape. The park incorporates some large majestic gum trees, shade structure, picnic table setting and basic playground equipment. The park is enclosed by fencing of a contemporary but appropriate character.

The play space would cater for younger children <10 years of age but doesn’t really provide anything for teenagers or older children. The equipment is typically off-the-shelf type play equipment and there is opportunity to develop something more reflective of the character of the town.
The Amamoor Recreation Ground is located to the North-East of the township. The grounds are approximately 400m in distance from Busby Street and are connected to the town by Amamoor Street, an unsealed road. There is no signage in the town to direct visitors to this community asset.

Infrastructure at the grounds is generally run down but is still actively used by community groups including the Gympie Model Flyers Club. There is a concrete block public amenities block located in the park and a more contemporary metal shed has been installed in the grounds (perhaps acting as a clubhouse).

A historic rail bridge that crosses Amamoor Creek is visible from a vantage point near the Recreation Grounds however this is not highlighted in any way.
The Domestic Refuse Bulk Bin Site (known locally as the rubbish dump) is located on Amamoor - Kandanga Road near the intersection with Diamondfield Road.

There is minimal screening of this area from the road so whilst it provides surveillance of the area from the road it does tend to detract from the experience of entering the township.
6.4. PRELIMINARY IDEAS & CONCEPT

IMPROVEMENTS (THEMING ETC.)

MUSIC MUSTER THROUGH THE VARIOUS STRENGTHEN LINKAGES TO THE COUNTRY COUNTRY MUSIC MUSTER

BUSBY STREET SOUTH OF ELIZABETH STREET ELEMENTS (EXCEPT WITH STREET TREES) ALONG

CONSIDER EXTENSION OF TRAFFIC CALMING WITH RAILWAY, HISTORIC HOUSES, COMMUNITY BUILDINGS AND FORMER USES, ASSOCIATIONS LOCAL HISTORY AND REMAINING COMMERCIAL CREATE A SHORT HERITAGE TRAIL TO HIGHLIGHT POSSIBLE HERITAGE TRAIL

PLACE DESIGN GROUP / GYMPIE REGIONAL COUNCIL 48
6.4. PRELIMINARY IDEAS & CONCEPT

COMMUNITY MEETING SPACES
Human scale elements and furniture, opportunity to incorporate integrated art into furniture elements, furniture arrangement to suit small groups and individuals. Community noticeboard located in a convenient space but needs management. Use natural materials reflecting the history of the township.

PLAY SPACE
The play space in Amamoor Park could incorporate nature based play elements and materials that are reflective of the character and heritage of the township. Interpretive elements could be incorporated based upon the history of the town and its location on the Railway Line and past industries that the town formed around. Elements in the park and its fencing have potential to form part of the entry to the township.

PUBLIC & COMMUNITY ART
Opportunity to integrate creative elements into the streetscape, park or other public areas. Artwork can reflect cultural and historic themes and add fun, colour, interest and vibrancy to the township. Artworks could include artwork by public artists and community based artwork in which the community contributes to the final art pieces in some way.

MARKET SPACE & COMMUNITY GARDENS
A simple market space shelter structure and/or community garden space could be created in the grounds of the MVHR Amamoor Station precinct.
6.4. PRELIMINARY IDEAS & CONCEPT

**STREET & SHADE TREES**
Suitable hardy tree species will need to be selected due to the climatic, soil, and water conditions that exist.

- FLAME TREE: *Brachychiton acerifolius*
- BLUSH SATINASH: *Xanthostemon chrysanthus*
- BLUEBERRY ASH: *Elaeocarpus reticulatus*
- CROWS ASH: *Flindersia australis*
- GOLDEN PENDA: *Xanthostemon chrysanthus*
- HOOP PINE: *Araucaria cunninghamiana*
- SILKY OAK: *Grevillea robusta*
- BLUE LILY PLY: *Syzygium oleucrum*

**SHRUBS & GROUNDCOVERS**
Hardy ornamental species to soften the streetscape by adding colour, leafy foliage and textural interest.

- PINK BOWER VINE: *Pandorea South Belle*
- TRICOLOR JASMINE: *Trachelospermum jas.
- GREAT BALLS OF FIRE: *Callistemon salignus var.*
- YELLOW HONE: *Leucospermum kateae*
6.5. COMMUNITY CONSULTATION

A consultation morning was held on 1st March 2014 from 9:00am to 12:00 noon. The display morning was held in the Amamoor Hall along with a cake stall.

The 5 x Concept Ideas sheets included in this report in Section 6.4 were on display with 4 x members of the project team attending to discuss these with the community. The local elected Councillor was also in attendance.

At the close of the consultation period, 20 feedback forms had been received along with 5 written submissions.
6.6. CONSULTATION FINDINGS

The Feedback Forms and written submissions were summarised with results grouped and tabulated to enable more detailed analysis.

Graphs representing key questions and findings are shown on the following pages of this report along with interpretive discussion.

The majority of those surveyed visited the town 2 or more times a week with the two main purposes being to visit the Amamoor General Store or to visit the MVHR Precinct (note this may have been skewed by the number of members of the “Friends of Amamoor” group that completed feedback forms and participated in the consultation process).

The majority of visits to the township were by private car, with a reasonable number of people walking, probably due to the proximity of the residential area in the township southwest of Busby Street.

The Key Directions arising as a result of both consultation with the community and with other stakeholders in Council were identified as follows:

- Railway Precinct and General Store
- Street Trees
- Amamoor Hall and Park
- RV access and overnight stays
- Amamoor Creek

“Amamoor General Store and PO – focal point for residents and visitors”

“Amamoor Park – Skate bowl, upgraded toilets, car parking and more play things...”

“Entry statement makes community proud. Hall to build community. Railway and store to maintain heritage. Rec area for play.”

“Trees create shade for walkers and add to the attractive street...”

“Amamoor needs more reasons for people to gather together... have found Amamoor to be place with very friendly people, fruit farms and lovers of horses...”

“Amamoor Creek – Skate bowl, upgraded toilets, car parking and more play things...”
When questioned as to the most important features of the town to be protected or enhanced the top three responses were the Amamoor MVHR (railway station) Precinct, the General Store / Post Office and Amamoor Creek.

Other popular features and facilities included Amamoor Hall at the southern end of Busby Street and the recreation grounds located to the north-east of town.

It is quite apparent that the General Store and the Amamoor MVHR Precinct is seen by the local community as the main hub of the town.
6.6. CONSULTATION FINDINGS

AMAMOOR: TOP 3 PRIORITIES

Figure 16

The Feedback Forms listed a range of priorities for the town and people were asked to identify their top 3 priorities or to list their main priorities if they were not on the list.

The most important priorities for those who responded were the Amamoor MVHR “Rattler” Precinct and the opportunity for more street trees and shade within the township (refer to Figure 16). The next most popular priority was the General Store / Post Office.

When taken as a sub-precinct, Amamoor Park, Amamoor Hall and the Public toilets were also significant. Traffic calming, entry statement and public art were not seen as a significant issue for the majority of respondents.

Other priorities identified by respondents included a wide range of opportunities as shown in Figure 17.
6.6. CONSULTATION FINDINGS

AMAMOOR: TOP PROPOSED IMPROVEMENTS

Figure 18

The Concept Ideas Discussion plans (refer page 48) identified a range of ideas and proposals that were intended to stimulate discussion and thinking about possible improvements that were appropriate to the town.

The most popular proposed improvement included promoting further usage of the Recreation Grounds, including wayfinding signage located on Busby Street and consideration for use for RV overnight stays. The next most popular suggestions included upgrades to the MVHR Precinct and its frontage to Busby Street, rehabilitation of Amamoor Creek and street tree plantings to Busby Street.

Upgrade of Amamoor Park, the Amamoor Hall fontage, the General Store frontage and re-establishment of the Amamoor Creek day-use area were also popular proposals.

Interestingly public art, linking the town to the Gympie Muster, traffic calming were not considered to be of a high priority to most respondents.

A range of other suggestions were identified by respondents and these are listed opposite at Figure 19.

AMAMOOR: OTHER IMPROVEMENTS

Figure 19

Picnic Facilities Horse Facilities
Amamoor Creek Creek Trail
Rubbish Tip Something Visionary
Extra Event Remove Traffic Calming
Parking for Rail Precinct Skate Bowl
Rail Shelter Roundabout
Information Centre Private Property Maintenance
Drainage Line

6.6. CONSULTATION FINDINGS

AMAMOOR - CONSULTATION FINDINGS

PLACE DESIGN GROUP / GYMPIE REGIONAL COUNCIL 55
6.7. CONCEPT MASTER PLAN

- Improvements to MVHR precinct to be funded and coordinated by MVHR company. Consideration to create on-street off-street carparks. Signage to direct users.
- Investigate opportunities to enhance on-street off-street carparks. Consideration to create on-street off-street carparks. Signage to direct users.

- Footpath connection to Amamoor Creek bridge.
- Improvements to MVHR precinct to be funded and coordinated by MVHR company. Consideration to create on-street off-street carparks. Signage to direct users.
- Investigate opportunities to enhance on-street off-street carparks. Consideration to create on-street off-street carparks. Signage to direct users.

- Amamoor Creek / Riparian Restoration Project in conjunction with MRCCC.
- Investigate opportunities for creek trail/viewing points.

- Small street trees of suitable species under overhead powerlines on eastern side of Busby Street.

- Enhance public toilets.
- Upgrade public toilets.
- Amamoor State Primary School.

- Enhancements to community hall frontage including pathway, seating, and street trees.

- Develop Heritage Trail to highlight local history and former commercial buildings.
- Develop Heritage Trail to highlight local history and former commercial buildings.

-强度升级入口，加强入口的标志和绿化。
6.8. RECOMMENDATIONS

AMAMOOR

After considering the improvements outlined in the concept for alignment with community input, available budget, potential for transformation and increased amenity, it is recommended that the following are the priority improvements (as budgets across the entire ‘Our Towns’ Program allows):

<table>
<thead>
<tr>
<th>PLAN REF. #</th>
<th>RECOMMENDED PROJECTS</th>
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<tbody>
<tr>
<td>6</td>
<td>PLACEMAKING IMPROVEMENTS TO ENHANCE HUB AROUND GENERAL STORE AND INTEGRATION WITH MVHR PRECINCT (WORK TO BE STAGED)</td>
</tr>
<tr>
<td>1</td>
<td>AMAMOOR CREEK RESTORATION AND ACCESS TO ENCOURAGE VISITORS TO STOP AND EXPLORE</td>
</tr>
<tr>
<td>4</td>
<td>INVESTIGATE MVHR SITE IMPROVEMENTS</td>
</tr>
<tr>
<td>7</td>
<td>RECREATION GROUND SIGNAGE</td>
</tr>
<tr>
<td>8</td>
<td>FOOTPATH CONNECTION AND STREET TREES FROM GENERAL STORE TO THOMAS STREET ON WESTERN SIDE OF BUSBY STREET</td>
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<tr>
<td>9</td>
<td>STREET TREES ON EASTERN SIDE OF BUSBY STREET</td>
</tr>
<tr>
<td>10</td>
<td>FOOTPATH CONNECTION AND STREET TREES FROM THOMAS STREET TO ELIZABETH STREET ON WESTERN SIDE OF BUSBY STREET</td>
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