



**Kingscliff Locality Plan
Volume 2
Precinct Plans**

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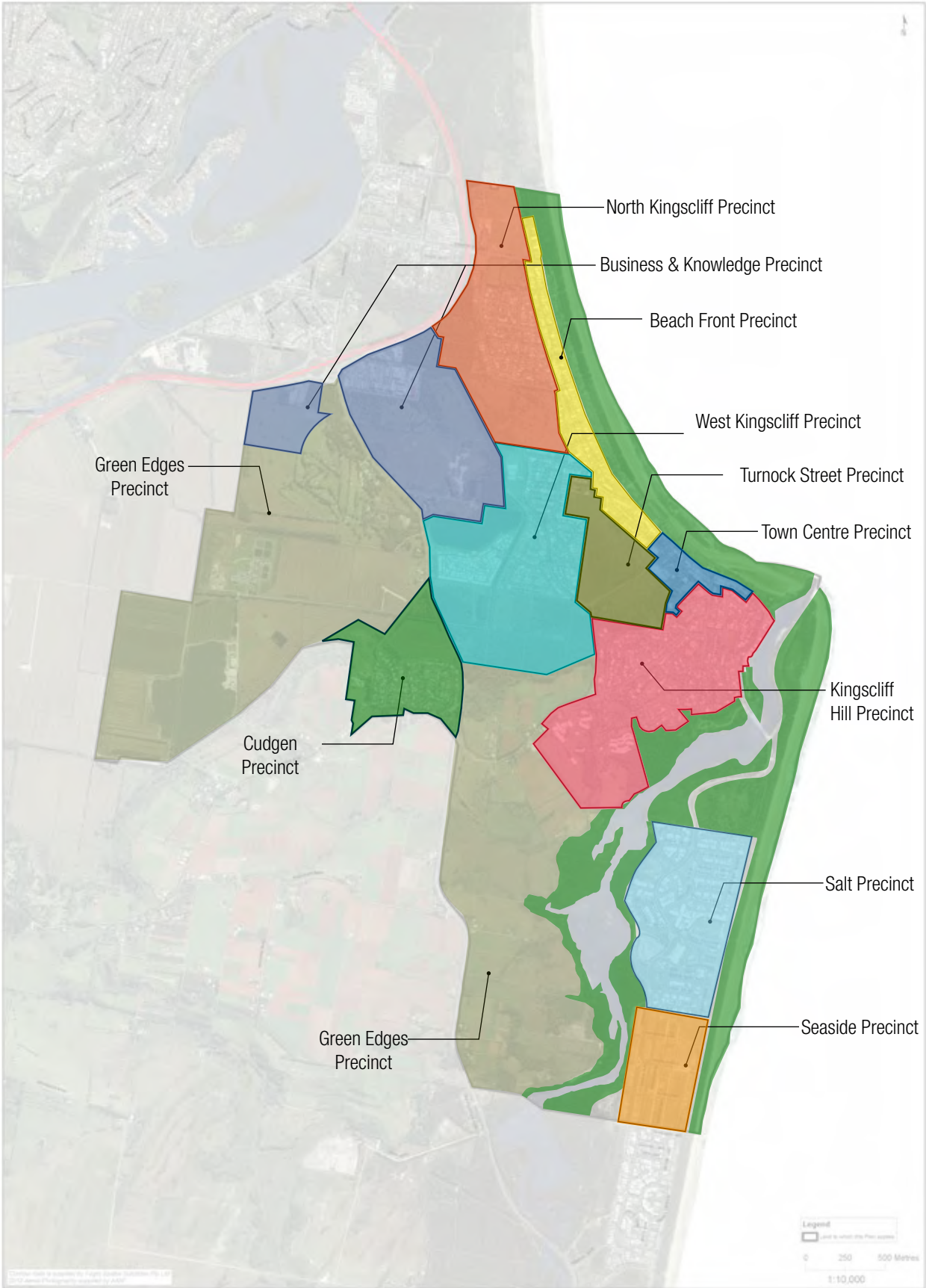


Figure 1.0 - Kingscliff Locality Precincts

Introduction: Precinct Plans

Building upon the Kingscliff Locality Plan Volume 01: *Context and Locality Wide Strategies*, the intent of this **Kingscliff Locality Plan Volume 02: Precinct Plans** is to provide more focussed contextual information and strategies as they relate to specific precincts as illustrated in Figure 1.0.

In the context of the KLP strategic planning process, these precinct plans, together with the *Context and Locality Wide Strategies* provide background and strategic justification for LEP amendments and also directly inform the Kingscliff Development Control Plan (Volume 03).

As such the Precinct Plans forms an important part of the strategic planning process for guiding the future development of the Kingscliff Locality Plan (KLP) and should be read in conjunction with *Kingscliff Locality Plan Volume 01: Context and Locality Wide Strategies*.

The structure of each of the precinct plans has been broken down into the following sections:

- **Existing Character** - a brief description of the precinct including the key environmental and physical elements.
- **Desired Future Character Principles** - a description of the defining built form and landscape elements which underpins the precincts character.
- **Public Domain and Open Space** - A description of the existing availability or future planned open space and public domain elements within each of the precincts.
- **Precinct Strategies and Indicative Structure Plan** - Precinct specific strategies which coalesce contextual considerations, community and stakeholder input with the planning and design opportunities. The prepared indicative structure plans represent one potential designed outcome and do not necessarily represent the required final designed outcome.



Kingscliff Locality Plan Structure

1.0 Kingscliff Town Centre Precinct

1.1 Existing condition and character

The natural beauty of the adjoining ocean beach and Cudgen Creek to the south are the visual draw cards of the town centre and where the community and visitors alike gravitate towards. It is the centre of retail and commerce activities, recreation and the centre of social and community life.

Centred around Marine Parade, Seaview, Pearl and Turnock Streets, the existing town centre contains a range of retail, commercial, entertainment and leisure, food and beverage and accommodation uses. The precinct provides are two distinctly differing town experiences, Marine Parade being a more typical linear 'High Street', (albeit single sided), contrasting with Kingscliff Shopping Town which is an internalised shopping mall anchored by the Woolworths supermarket located on the corner of Pearl and Turnock Streets.

The Marine Parade part of the Kingscliff Town centre is characterised by predominantly low scale buildings ranging from single to three storey buildings (approximately 5-13m). The age and physical condition these low rise buildings vary as do the architectural style and material finish. It is this diversity of built form, that do not conform to a singular architectural style or material palette, which underpins its eclectic character.

The larger three storey buildings within the precinct represent 'newer' infill developments including Paradiso (shop top tourist accommodation), NorNor east (shop top tourist accommodation) Kingscliff Professional Centre and Kingscliff Central (commercial) which fronts Pearl Street. These newer buildings all have basement car parking configurations whereas the older buildings do not.

The general low set character of the town centre buildings do not capitalise on the existing 13.6m (up to 4 storeys) building height available under the Tweed LEP 2014. Without the height, many of the single and two storey buildings also currently do not capitalise on the available ocean views otherwise achieved through upper level uses, decks and verandahs.

The Kingscliff Hotel, which was extended in 2016 has the widest street frontage to Marine Parade contributes

to the diverse built form character with bi-fold doors along its beer garden street edge. The refurbished two storey building now includes a restaurant at the first floor taking advantage of available ocean views.

The Marine Parade streetscape experience is underpinned by the generally low set building height, narrow retail shop frontages and series of out door dining areas running along its length which make it an appealing and valued people place.

Retaining this sense of scale along this part of Marine Parade has been strongly expressed through community consultation. However the lack of landscaping and mature trees, clutter of signage, lack of cohesion of alfresco structures and proximity of road carriageway to outdoor dining areas have been identified as detractor from the overall streetscape amenity and experience.

In terms of pedestrian connectivity, there is only one pedestrian thoroughfare running along the southern boundary of the Kingscliff Hotel. There is opportunity to establish greater connectivity and cohesion between the different parts of the town centre and achieve a greater balance between vehicular movement and dedicated pedestrian spaces. This however will be somewhat addressed as part of an overall Kingscliff Foreshore Revitalisation Plan over part of the existing Holiday Park which will establish a large public park adjoining Marine Parade and the beach.

The existing character of Pearl Street and the Kingscliff Shopping Town site differs significantly from the Marine Parade experience. Pearl Street and the Kingscliff Shopping Town site is open with limited buildings fronting and defining the street edge. The Kingscliff Shopping Town site is dominated by at grade hardstand car park and internalised shopping centre. A three storey 1970's walk up apartment block directly adjoins this site along with a service station fronting Pearl Street.

Further along Pearl Street, the street edge interfaces are a combination of the Kingscliff Hotel Car Park and back of house access to retail units fronting Marine Parade, a 3 storey commercial building, rear elevation to the Paradiso mixed use building and the St Anthony's Primary School. In combination, there is little street edge definition, shade or streetscape resulting in an area with limited visual and pedestrian amenity.



Figure 1.1 - Existing Landuse - Kingscliff Town Centre Precinct

1.2 Desired Future Character Principles

The vision for the town centre precinct is:

Reinforce the existing role and function of the town centre core as a sub-regional retail centre servicing the local residents as well as a broader network of Tweed coastal towns fulfilling a diverse range of retail, commercial, cultural, recreation, health and accommodation uses with a focus on improving the connectivity, streetscape and pedestrian amenity whilst effectively managing traffic and car parking. Future development to take advantage of and design to the sub-tropical context to strengthen and enhance the Kingscliff coastal character.

Key planning and design principles to achieve this vision and desired future character include:

- Reinforce the existing town centre core and provide growth opportunity along the eastern and western side of Pearl Street and along Turnock Street for the expansion of the town centre to include boarder and expanded range of ‘task based’ goods and services.
- Maintaining generally low scale coastal character buildings along Marine and eastern side Pearl Street.
- Promote mixed use and shop top housing opportunities within the town centre which will provide more opportunity for tourism and low cost accommodation.
- Integrate community services within or directly adjoining the town centre to foster greater accessibility, town centre presence and community relevance to these services.
- Provide opportunity for higher buildings along Turnock street and the southern side of Pearl Street to facilitate additional housing where basement car parking can be provided.
- Improving pedestrian amenity and walkability within the town centre shifting from the existing dominance of traffic and car parking.
- Make adequate provision for car parking and traffic to enable convenience without compromising public domain and more pedestrian orientated spaces.
- Improve public domain and open space areas including building upon the existing cycle and path network to connect up all the surrounding suburban areas with the town centre.
- Visually improve the town centre, both in terms of streetscape and building design.
- Improve access to the beach and creek from the town centre, the two most valued natural assets.

1.2.1 Marine Parade

- Retain the low scale building height by reducing the existing building height from 13.6m down to 11m along Marine Parade. Retain the fine grain retail and building frontages and varied coastal architectural mix.
- Continue to promote Marine Parade as the pedestrian focussed high street experience where the existing cafe and restaurant niche with outdoor dining along with smaller retail shops is encouraged. Provide opportunity for shop top and holiday accommodation where access and parking permits.
- Strengthen the pedestrian amenity along Marine Parade as predominantly ‘pedestrian priority’ areas and improve pedestrian amenity along both sides of Pearl Street. This means widened footpaths with consistent paving material, more landscaping, more street furniture and upgraded lighting within a coastal landscape design theme. To be implemented through a staged public domain and streetscape master plan.
- Encourage rear on site car parking/driveways between Marine Parade and Pearl Street to become activated as ‘shared zones’ with opportunity for additional small scale retail, food and beverage uses, pedestrian access, and co-located parking.
- Implement building design guidance and controls to enable retail and commercial uses above the ground floor level and, where appropriate, potentially in a roof-top format (eg roof top and balcony restaurants).

1.2.2 Pearl Street

- Promote development along the eastern side of Pearl Street to create more of an active edge whilst retaining the existing 13.6m height limit. On the



The town centre Fig Tree is an important landmark.



Marine Parade is a popular cafe and restaurant strip.



More recent development includes larger shop top housing building.



Older narrow fronted and lower buildings underpin favourable pedestrian scale.



Commercial uses fronting Pearl Street.



Internally focussed Kingscliff Shopping Town has opportunity to expand retail offer and integrate public domain, community uses and some shop top residential housing.

Town Centre Precinct - Effective structure planning, land use and urban design strategies need to play a stronger role in guiding new development to strengthen the coastal character and improve pedestrian connectivity and town centre amenity. This will be achieved through planning and built form controls (height, FSR, setback, frontage, active edges) and design guidance (form, materials) within a development control plan.

western side of Pearl Street provide a more height to encourage mixed use development with a maximum building height of 13.6m - where onsite car parking in basement configurations can be accommodated.

- Improve pedestrian connection between Pearl and Marine Parade with a new pedestrian thoroughfare between No 15 Pearl and No. 88 Marine Parade.
- Rationalise access along Pearl St into the Kingscliff Shopping Town site.
- Promote the relocation of the petrol station from the current town centre site to either the vacant B2 zoned land in North Kingscliff, a site along Turnock Street adjoining the roundabout or a suitable site along Tweed Coast Road.

1.2.3 Kingscliff Shopping Town

- As part of future redevelopment opportunities encourage the Kingscliff Shopping Town site to include a strong built form edge to Pearl and Turnock Street and provide a public square / public domain area demarcating the Town Centre civic centre. Retain building height across the site at 13.6m to encourage some shop top housing.
- Town centre expansion requires a more integrated consideration of traffic movement and car parking opportunities to service the broader town centre precinct. This will include the need for a combination of publicly accessible basement and/or multi- storey car parking configurations within the Kingscliff Shopping Town Centre site to meet increasing car parking needs.

1.2.4 Turnock Street

- Promote opportunity to expand town centre uses along Turnock Street.
- Promote opportunity for mixed use development along Turnock Street incorporating active ground floor housing / tourist accommodation to upper levels.
- Design Turnock Street as a well landscaped visually attractive connector street integrating traffic movement, cycle and pedestrian movement, parking, shade, lighting and water sensitive urban design (WSUD).

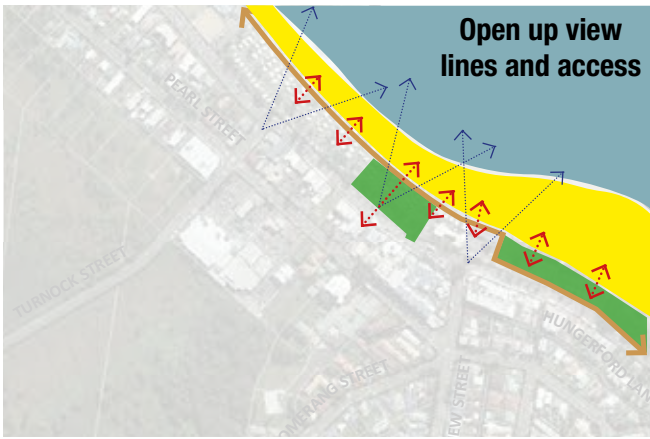
1.3 Public Domain and Open Space

The Kingscliff town centre lacks a recognisable centre or public domain heart. Whilst there are a number of different public domain and open space elements distributed across the town centre, they are poorly connected for pedestrians and cyclists and fail to create opportunity for meaningful public outdoor spaces, character defining place making and landscape opportunities where the community can come together.

The key public domain and open space area is the coastal foreshore reserve extending south of the community hall and SLSC. This coastal reserve hosts a range passive recreation uses including informal bbq areas, exercise and play equipment and shade structures. The coastal foreshore also hosts the Rotary and Night Lantern markets as well as a number of other sporting events including the annual triathlon, surfing events, SLSC events and the Anzac day memorial service.

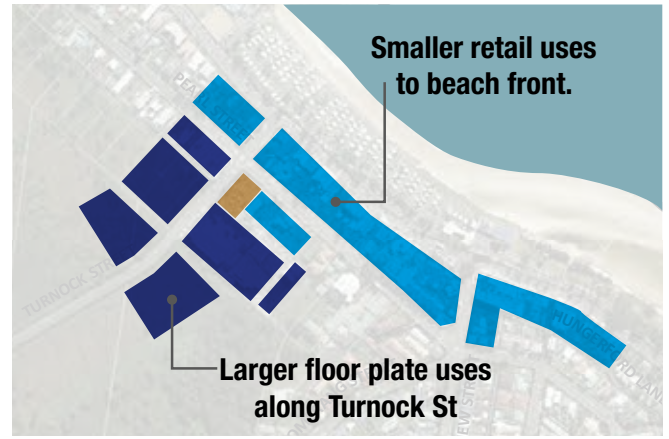
Within the town centre there is opportunity to create stronger pedestrian linkages and amenity through wider footpaths along Marine Parade and Pearl Street and improve connectivity between Pearl Street and Marine Parade with additional through block connections.

As part of a more long term vision, there is opportunity as part of a Kingscliff Shopping Town redevelopment to create a town square providing a civic and public domain heart to the Kingscliff town centre. As part of additional public domain and streetscape improvement works, there is also an opportunity to further connect surrounding landscape and large tracts of adjoining native vegetation into the town centre including additional street trees forming a continuous canopy.



Open up view lines and access

Embrace and celebrate the coastal edge by improving pedestrian and universal access, creating new foreshore park, embellishing coastal reserve and opening view line opportunities.



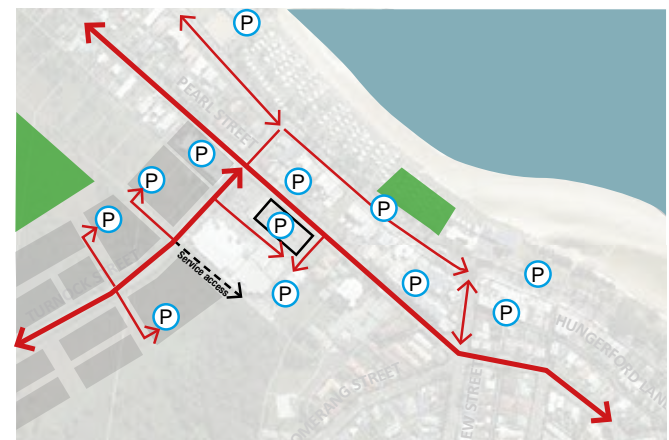
Smaller retail uses to beach front.

Larger floor plate uses along Turnock St

Reinforce the structure and role of the town centre including the continued 'fine grain' cafe and retail niche along Marine Parade and facilitate larger floor plate uses such as larger retail, supermarkets and commercial uses to the west of Pearl Street.



Expand town centre envelope and mix use development along Pearl and Turnock St and encourage re-development of Kingscliff Shopping Town site to include basement parking and public domain areas.



Manage and integrate traffic and car parking. Encourage multi-deck and part basement car park to Kingscliff Shopping Town site and other new town centre developments and design additional nose-in on street parking along Turnock St.



Improve public domain and pedestrian amenity by improving connections between Pearl Street and Marine Parade. Create a town square over the Kingscliff Shopping Town site. Increase the green spaces through large landscape bays and street trees.



Integrate additional community, education and public uses and facilities within town centre including relocating the library into a larger multi-function community hub.

Figure 1.2 - Key Kingscliff Town Centre Principles

1.5 Town Centre Precinct Strategies

1. Reinforce the role and function of the Marine Parade/ Pearl St as the town centre core where the existing retail, cafe and restaurant uses within a pedestrian friendly public domain is strengthened. This would include:
 - Retaining retail high street form along Marine Parade and Pearl Street promoting active ground floor uses and building on the existing cafe and restaurant and recreational retail niche. There is also opportunity to explore roof top restaurants within this town centre precinct to take advantage of the aspect and ocean views.
 - Retain the low scale coastal character buildings along Marine Parade by reducing the building height from 13.6m down to 11.0m. Provide design controls for upper level development for sunlight and cross ventilation access, views and privacy. Retain 13.6m height limit to north side of Pearl Street with co-ordinated basement car parking facilitating shop top housing.
 - Provide pedestrian links over redevelopment sites between Pearl St and Marine Parade between No 15 Pearl and No. 88 Marine Parade and encourage the creation of a back of house pedestrian lane way network as a shared zone. Encourage development of smaller retail opportunities which front onto shared zones within these back of house locations (between Pearl and Marine Parade).
2. For allotments fronting Marine Parade and the northern side of Pearl Street, provide developer opportunity to make car parking contribution payment in lieu of providing on-site car parking to encourage back of house pedestrian laneway network and through block connectivity as a shared zone and upper level food and beverage uses.
3. Town centre staged growth and expansion along Pearl Street and along Turnock Street to include broader and expanded range of retail, commercial, community, open space, tourist accommodation and residential uses.
4. Encourage mixed use development along Pearl Street. Retain 13.6m height limit along the northern side and south side of Pearl Street and across the Kingscliff Shopping Town site.
5. Future redevelopment of Kingscliff Shopping Town site to achieve a strong active edge along Pearl and Turnock Street and include a town square public domain area. Opportunity for a broader mix of retail, commercial and community uses combined with upper level tourist accommodation or residential uses within a 13.6m height limit. Rationalise and consolidating car park into basement and multi-storey car parking areas.
6. Continue to implement actions within the Kingscliff Foreshore Masterplan including development of a new coastal reserve park as the premier passive community open space for Kingscliff and integrating any future foreshore protection works with public domain and good urban design outcomes.
7. Strengthen the pedestrian amenity and streetscape character of Marine Parade as predominantly 'pedestrian priority' areas initiated through a staged Public Domain and Streetscape Master Plan and improved pedestrian amenity along Pearl Street. This would include:
 - A set of design guides and material palettes for public domain and streetscape works.
 - Widened footpaths with consistent paving material, more landscaping, more street furniture and upgraded lighting within a coastal landscape design theme.
 - Design controls for alfresco dining structures.
 - Strengthen key lines of sight and physical connections to the beach.
 - Identify measures to generally improve the visual amenity of the town centre including the screening of unsightly back of house service and refuse storage areas.
8. Implement a suite of planning and design guidance and controls for buildings within the town centre to enhance and strengthen character relating to building height, setbacks, FSR, materials, shop front design and width and passive design principles.
9. Integrate a new multi- purpose community building within this precinct to include community centre, library, community meeting rooms, incubator work space, preschool and early childhood facilities.
10. Review s.94 Contributions Plans to ensure future identified public domain and community infrastructure projects are funded by developer contributions.

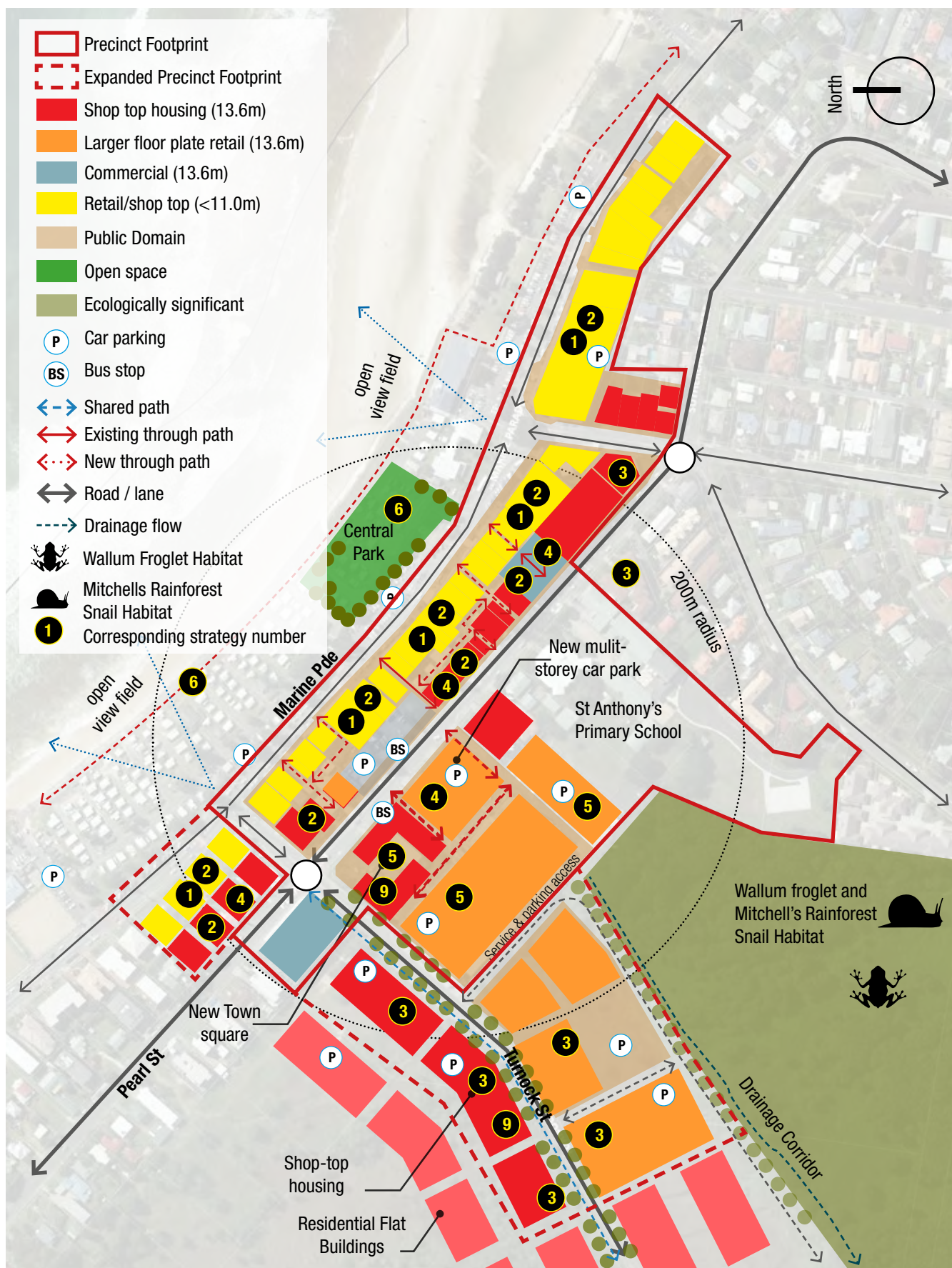


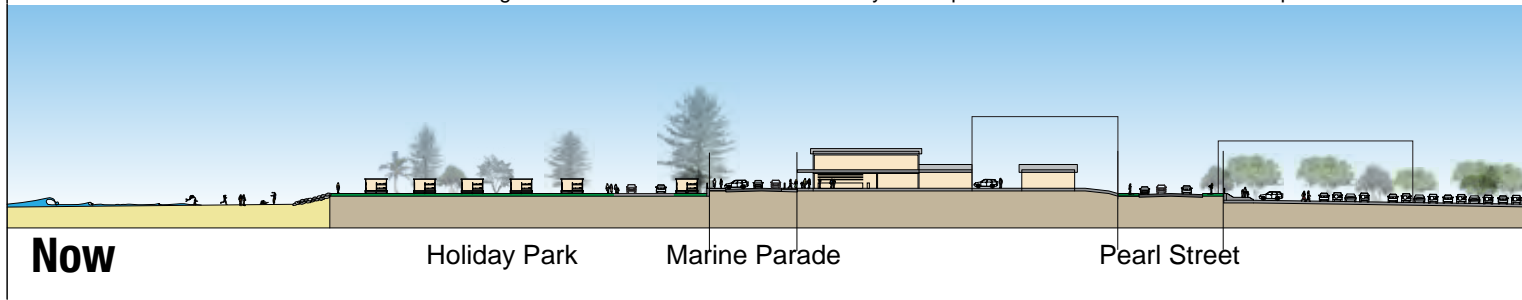
Figure 1.3 - Kingscliff Town Centre Precinct Strategies

Limited coastal erosion defence threatening Holiday Park and Marine Parade.

Limited coastal access. Limited sand dune profile and dunal vegetation.

Existing 13.6m height limit although predominantly 1 and 2 storey development.

Pearl St lacks building frontage definition, activation and landscape.



Now

Holiday Park

Marine Parade

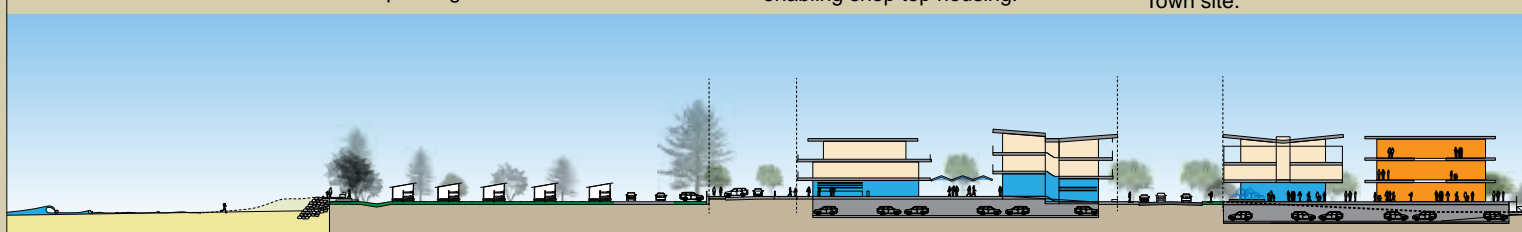
Pearl Street

Seawall with public foreshore access constructed. Additional foreshore dunal planting.

Holiday Park envelope reduced and Ocean Beach Park developed. Additional landscape plantings within coastal reserve.

Low scale development to 11.0m along Marine Parade 13.6m along north side of Pearl St with coordinated basement car parking enabling shop top housing.

Expanded mixed use redevelopment to 13.6m along south side of Pearl Street and Kingscliff Shopping Town. New town square and pedestrian connections across Kingscliff shopping Town site.



10 years

Reduced Holiday Park

Marine Parade

Pearl Street

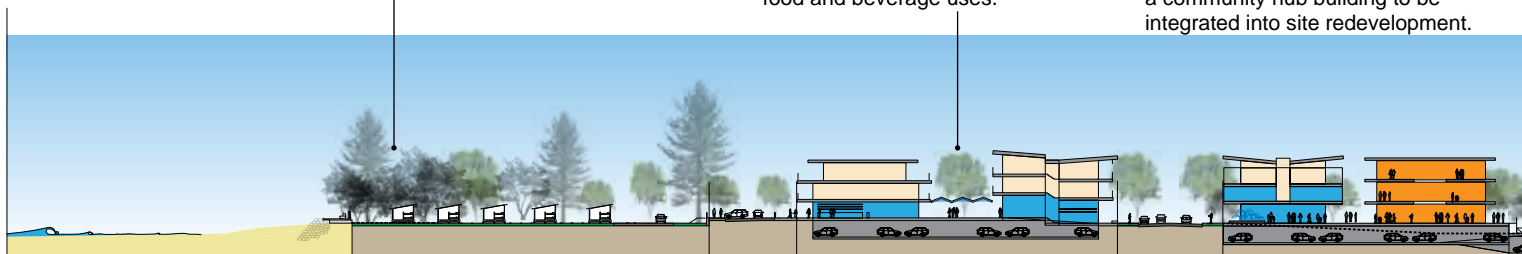
Town square
Community hub

Sand dune reinstated with stabilising dunal vegetation. Seawall buried below with beach access retained.

Additional landscape plantings within coastal reserve.

Rear laneways between Marine Parade and Pearl Street activated with small scale retail, food and beverage uses.

Opportunity to activate Pearl and Turnock Street frontages with fine grain retail edge. Opportunity for a community hub building to be integrated into site redevelopment.



20 years

Reduced Holiday Park

Marine Parade

Pearl Street

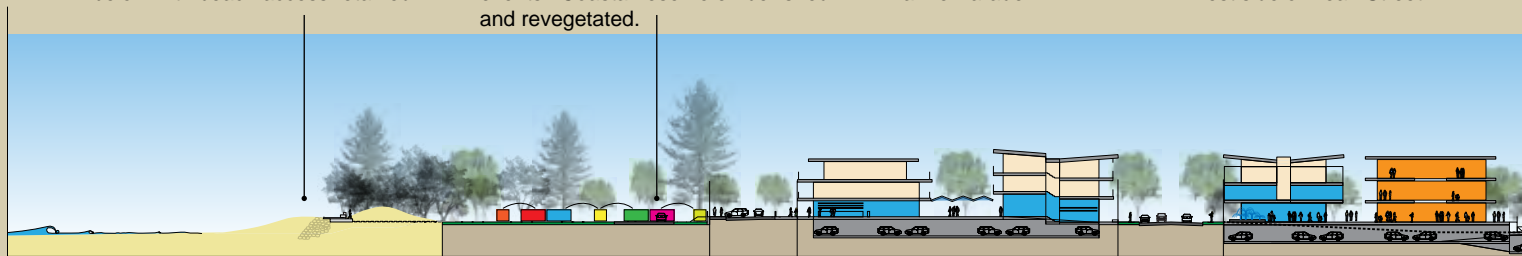
Town square
Community hub

Sand dune reinstated with stabilising dunal vegetation. Seawall buried below with beach access retained.

Holiday Park relocated. Key infrastructure retained for markets and events. Coastal reserve embellished and revegetated.

Continued low scale development to 11.0m along Marine Parade.

Continued low rise mixed use development to 13.6m along west side of Pearl Street.



30 years

Coastal Reserve

Marine Parade

Pearl Street

Town square
Community hub

Kingscliff Shopping Village currently dominated by at grade car park. Limited perimeter retail activation, shade and pedestrian spaces.

Visually open ecological area.
Low lying with drainage corridor heading west.



Kingscliff Shopping Village

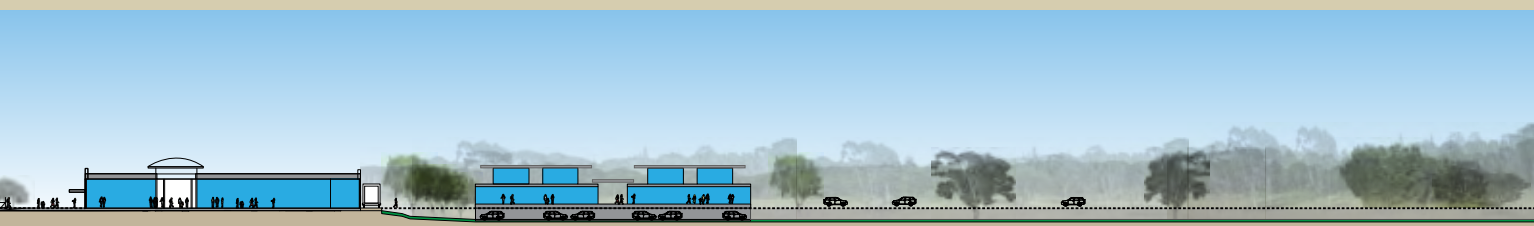
Turnock Street

Expanded retail functions including improved car parking areas.

Town centre uses extended west along Turnock Street with small scale business incubator/office space opportunity to upper level.

Street tree embellishment along Turnock St.

East west pedestrian cycle connection linking West Kingscliff Development areas with the Town centre.



Kingscliff Shopping Village

Expanded town centre uses

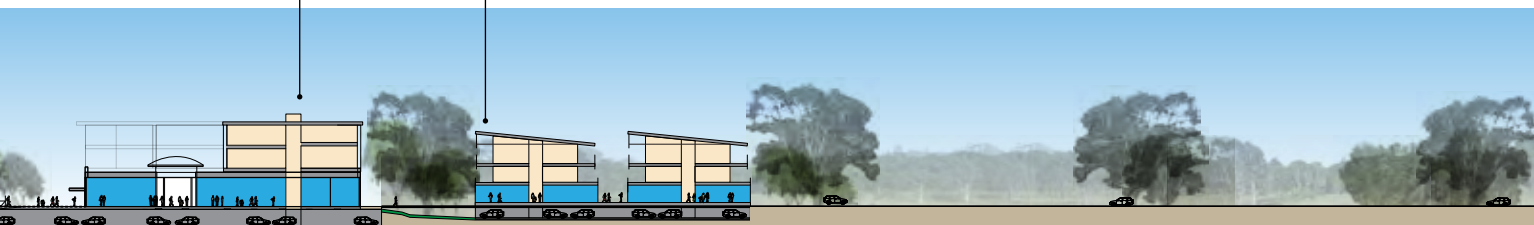
Turnock Street

Expanded commercial uses over shopping centre to 13.6m with basement car parking below.

Expanded mixed use and residential uses along Turnock Street to with an 13.6m building height.

Street tree embellishment along Turnock St.

East west pedestrian cycle connection linking West Kingscliff Development areas with the Town centre.



Kingscliff Shopping Village

Mixed use

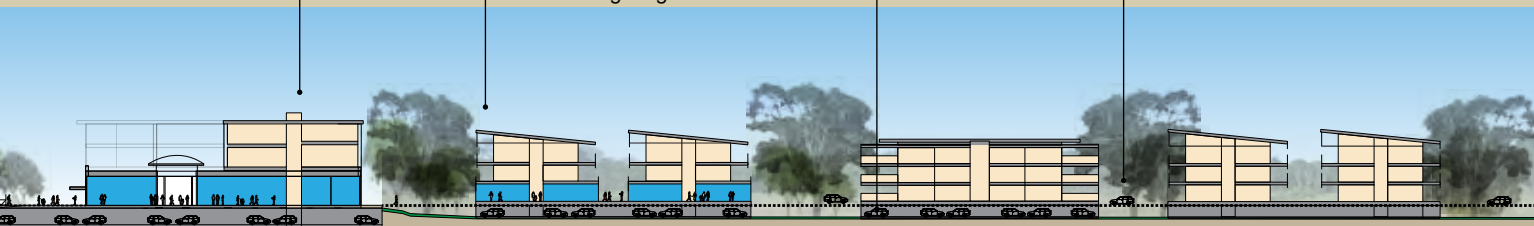
Turnock Street

Expanded commercial uses over shopping centre to 13.6m with basement car parking below.

Expanded mixed use and residential uses along Turnock Street to with an 13.6m building height.

New residential flat building development with basement car parking.

Retain view corridors between buildings.



Kingscliff Shopping Village

Mixed use

Residential Flats

Turnock Street

Figure 1.4 - Conceptual 30 yr Section of Kingscliff's Town Centre



Existing Condition



Indicative Montage

Marine Parade Streetscape - Opportunity for footpath widening, new pavement and footpath surface, creation of additional street dining areas, new street furniture, street trees and larger landscape areas.



Existing Condition



Indicative Montage

Marine Parade Built Form - Opportunity for additional upper level built form within a relatively low scale and building height format (reduced to 11.0m). Opportunity to include food and beverage as well as residential and tourist accommodation uses to upper levels. Additional design controls will be implemented to achieve appropriate building separation, sunlight and breeze access, vertical articulation and architectural diversity reflective of the Marine Parade built form character.



Existing Condition



Indicative Montage

Pedestrian Connections - Opportunity for additional pedestrian connections between Pearl St and Marine Parade. Lane ways have the potential to be embellished with shade awnings, lighting, planter boxes and wall art to make them more pedestrian friendly.



Existing Condition



Indicative Montage

Lane way Activation - Opportunity to activate rear on-site car parks and driveways as connected 'shared zones' between Marine Parade and Pearl Street which would require the co-operation of numerous property owners. These shared zones could have the flexibility to accommodate smaller retail units as well as opportunity to host a range of temporary pop up events and activities.



Existing Condition



Indicative Montage: Reference Marchese Partners Architects

Kingscliff Shopping Town Site - Taking advantage of site fall, the car parking area could be configured into a basement level with a new ground level terrace formed over the top. The terrace, on the same level as Pearl Street, could be activated as a town square framed with mixed use development.



Existing Condition



Indicative Montage: Reference Troppo Architects, Marchese Partners Architects

Pearl Street - Opportunity for higher mixed use development along Pearl Street with retail and commercial uses activating the street edge. Buildings on the corner of Pearl and Turnock St could frame the pedestrian entrance into a new town square beyond. The intersection could be articulated with a change in surface pavement treatment and a landscaped roundabout. Street trees lining Pearl Street create shade and improve visual amenity.

2.0 Coastal Foreshore Precinct

2.1 Existing condition

The Coastal foreshore precinct includes the long linear strip of coastal foreshore land extending from Cudgen Creek north to the localities northern boundary as well as the land on either side of Cudgen Creek taking in Cudgen Headland and Lot 1 & 2 DP1117599 (previously known as Lot 490). The beach and estuarine areas of Kingscliff are key focal points for a range of social and recreational activities.

Community feedback obtained within the community vision survey identified the beaches and estuarine areas as the most loved aspects of Kingscliff with the protection, access and ongoing management a high community priority.

These areas are also the most at risk to coastal erosion and sea level rise. Other issues which emerged during preliminary community consultation include:

- Ongoing estuary management issues including erosion, and water quality.
- Perceived lack of universal pedestrian access to beach and estuary.
- Perceived conflicts within proximity of existing boat ramp.
- Some community objection to coastal reserve based events and activities such as the triathlon.

2.2 Coastal Foreshore Precinct Character

This precinct includes the recently redeveloped North Kingscliff Holiday Park, Kingscliff Beach Holiday Park, the Cudgen Headland Surf Life Saving Club (two storey) and the Kingscliff Beach Bowls Club. There are also a number of picnic and bbq shelters within the coastal reserve which also includes the recently completed upgrade to Faulks Park. The now disused Coastguard tower is located on the north side of Cudgen Creek near its ocean entrance.

Of key note within this precinct is the Kingscliff Community Hall which is a listed heritage item under the Tweed LEP 2014. Designed by George Rae & Chapman Architects the hall was opened in 1961. This building is of particular local significance as it was financed by the local community by raising 1000 pounds per annum over 12 years from a self-imposed local rate. The building to this date has retained its strong community focus hosting a wide range of community and special interest groups. A small Destination Tweed office also occupies part of the building. The single storey amenities block component however remains in use servicing the Holiday Park however in the context of reconfiguring the Holiday Park, these facilities may become superfluous.

Given the heritage listing and strong community association with this building, it is important that a conservation management plan (CMP) be prepared for the hall prior to undertaking any future building modifications or improvements to document and record the building as well as understand its important community, social and architectural context.

There have been more recent concepts re imagining this wing more as a beach pavilion addressing the coastal reserve which would need to be considered as part of a future conservation management plan (CMP) for the overall building.

This precinct has been the subject of a number of staged public domain and parkland improvement projects over recent years in accordance with the adopted Kingscliff Foreshore Master Plan including Faulks Park and future plans for the creation of the Central Park over part of the existing Kingscliff Town Centre Holiday Park site.

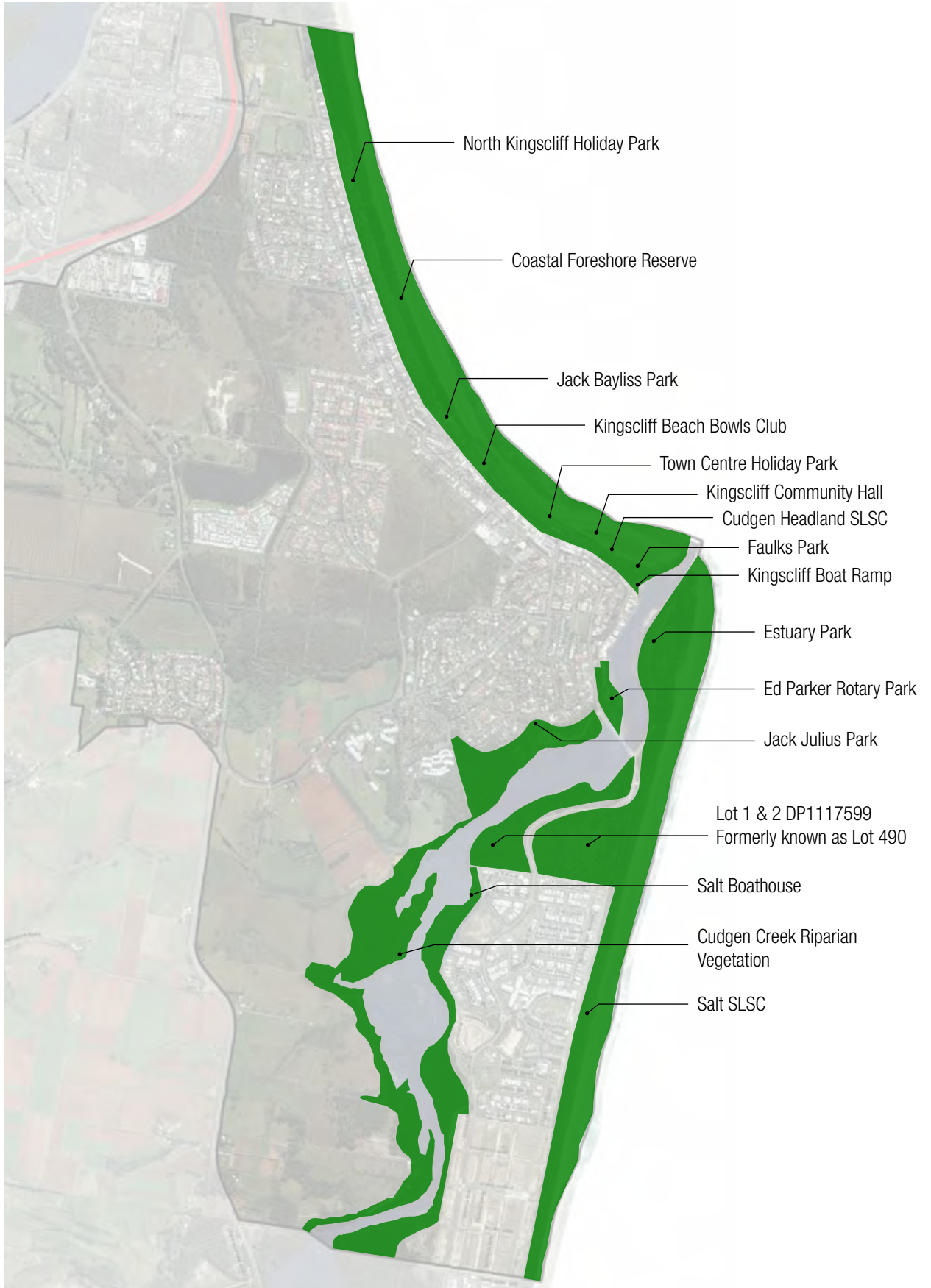


Figure 2.0 Coastal Foreshore Precinct

Kingscliff Beach Holiday Park

The Kingscliff Beach Holiday Park, one of the settlements oldest land uses, forms part of the Tweed Coast Holiday Parks who hold leases from Department of Primary Industries - Crown Lands to operate. Revenue generated by the holiday parks is used to fund coastal management and environmental projects as well as beach access and public domain projects within the coastal reserves.

There was a mixed opinion during the community vision survey, community workshop and external reference panel regarding the long term future of the Kingscliff Beach Holiday Park. Out of the 297 community vision surveys received, 52 comments (17.5%) were made that Kingscliff Beach Holiday Park should be relocated from the current site and the land be used as open coastal parkland. Part of the objection to the caravan park is the perception that it occupies a significant proportion of the town centre beach frontage effectively reducing access to it. Other comments related to the caravan park being an 'eye sore' and significantly contributing to Marine Parade traffic congestion during peak holiday periods. In reply, 10 responses to the survey supported the Kingscliff Beach Holiday Park citing affordable holiday family accommodation and economic flow on benefits to the local town centre businesses as the key reasons for its retention.

The adopted Council position is to reduce the holiday park footprint from 176 sites down to 60 sites with the balance of the site to be embellished as the proposed Central Park. Feedback from initial community consultation indicates general support for the reduced footprint and creation of Central Park. The KFMP would include a 3.5m wide boardwalk improving public access along the coastal reserve.

Notwithstanding the current adopted position, a long term strategy (30 years) may be the relocation of the Kingscliff Beach Holiday Park in response to coastal hazard and the design life of the holiday park and any future constructed seawall. Given future population projections, there may also be a greater public support for increasing the amount of coastal foreshore reserve in this location and a more diverse range of embellishments which may include a water based public domain project similar to the Cairns esplanade.

Lots 1 and 2 DP 1117599 (Lot 490)

Lots 1 and 2 DP 1117599 Kingscliff (previously known as Lot 490) forms a green break between the residential subdivision areas of Salt and the south side of Cudgen Creek. It includes significant riparian vegetation to the west of Casuarina Way and coastal heath linking to the dunal system to the east. Whilst part of this site has been modified, it provides an important ecological link from the beach to the creek. In recognition of the sites ecological value, Council has resolved to rezone the site from SP3 Tourist to E2 environmental protection (resolution dated 10th April 2014, 4th September 2015) under TLEP 2014.

As part of this process Council is currently in the process of reviewing the vegetation mapping over the site to determine the appropriate application of an environmental protection zone in accordance with the criteria within Department of Planning and Infrastructures North Coast E-Zone Review.

At the time of writing, Aboriginal Land Claim 36519 initiated by the Tweed Byron Aboriginal Land Council over Lots 1 and 2 DP 1117599 was granted in accordance with S36 of the Aboriginal Lands Rights Act 1983. As the recognised traditional owners of this site, any future planning and land management issues will be undertaken with consultation and co-ordination with the Tweed Byron Aboriginal Land Council.



Kingscliff Coastal Foreshore - Residents of Kingscliff value the outdoor and community life centred around the coastal reserves, beach and creek. The key strategy will be a continued improved network of these valued public spaces combined with a resilient buffer to coastal hazards. The relocation of the Kingscliff Beach Holiday Park as part of planning for this resilience may be a long term strategy.

2.3 Open Space and Public Domain

This coastal and estuarine precinct represents perhaps the most highly valued areas by community in terms of environmental protection, recreation, lifestyle and locality character.

The Kingscliff Foreshore Master Plan (KFMP) establishes a vision for the future upgrade of Kingscliff foreshore, extending from Jack Bayliss Park in the north, to Faulks Park in the south. Council has been progressively constructing components of the KFMP with the following major recommendations for upgrade still to occur:

- Boardwalk - A 3.5 metre boardwalk to run the length of the beach protection area from north of the Kingscliff Beach Bowls Club to south of the Cudgen Headland Surf Life Saving Club.
- Central Park - An upgrade of the area between the Holiday Park and Kingscliff Hall. Changes include a reduction in the length of the Holiday Park to make room for public space, the RSL Cenotaph to become the central focus of the area with an enlarged ANZAC memorial space surrounding it and a promenade that connects Marine Parade directly to the beach (Figure 3.6).
- Skate park - At the southern end of Jack Bayliss Park (adjacent to the Kingscliff Beach Bowls Club)
- An upgrade of picnic areas and facilities along the vicinity of the foreshore.
- Providing public access to the beach adjoining the town centre currently not available.

2.4 Design and Planning Opportunities

- Pursue the revetment wall along the ocean beach frontage adjoining the town centre and Kingscliff Beach Holiday Park.
- Increase coastal foreshore and dunal zone vegetation including additional shade trees adjoining shared pathways particularly heading north from the town centre.
- Improve access to the beach and creek areas including equal access to the ocean beach and Cudgen Creek.
- Develop a long term management strategy and public domain master plan to resolve existing conflict between boat users (ramp) and other creek users including swimmers and improve pedestrian access within this immediate area.
- Progressively improve the overall amenity of the existing shared paths including additional shade, seating, water, bike stands, and lighting.
- Co-ordinate TSC Events and Festivals policy and investigate opportunity for a universal development application within the coastal reserve adjoining the town centre for community based activities including concerts, music, food and wine festivals in addition to the regular markets.
- Provide opportunity for small kiosks within key locations along the coastal and estuary foreshore reserve.
- Review an appropriate land use over Lot 1 & 2 DP 1117599 (formerly Lot 490) as per Council resolution dated 4th September 2014. Enhance vegetation link between coast and estuary.
- Open up ocean view field at the termination of Turnock Street and Seaview Street where possible across the coastal reserve.



Image: Kingscliff Central Park Concept

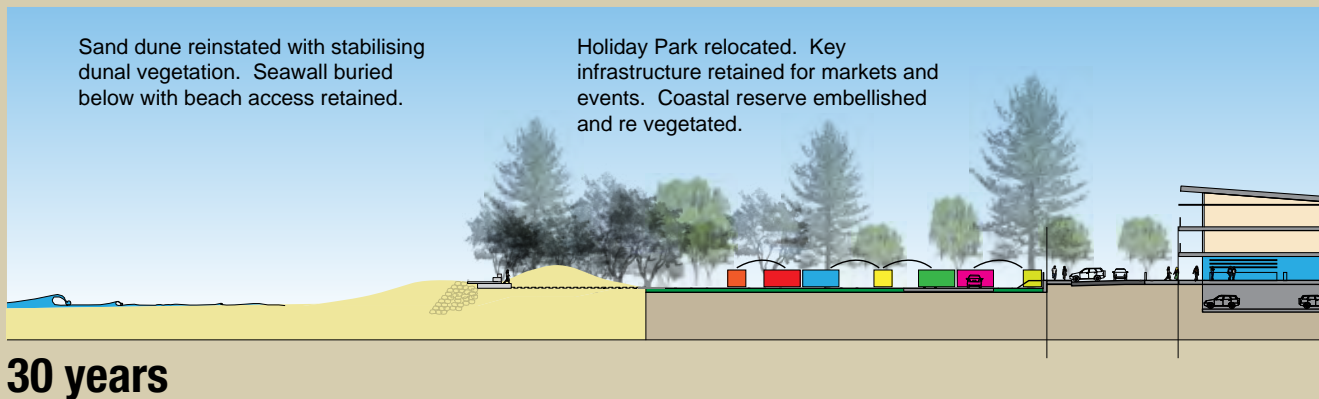
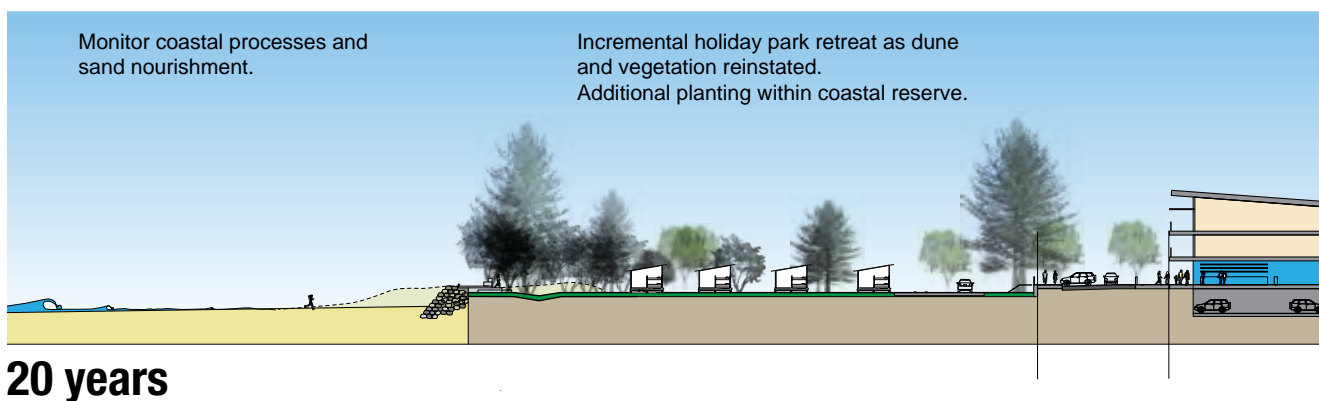
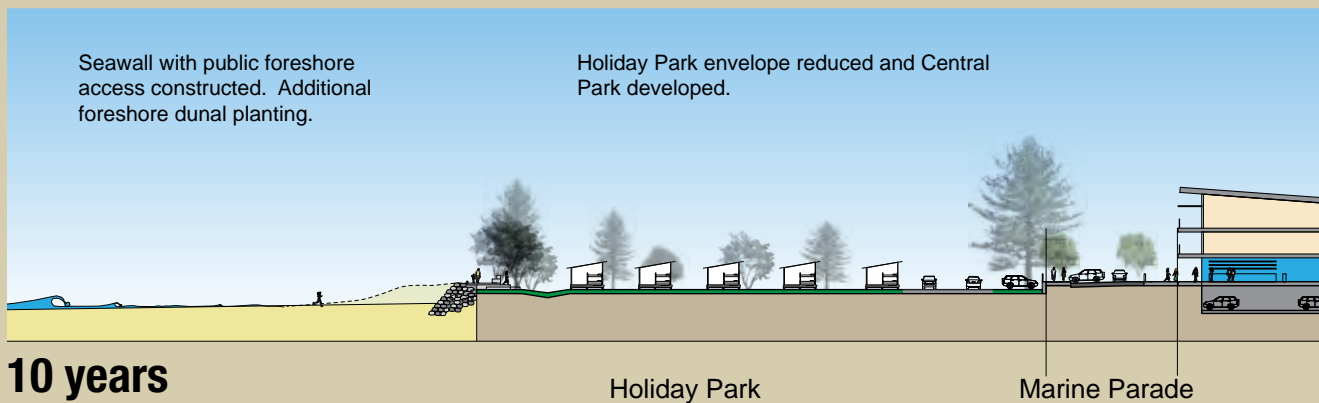
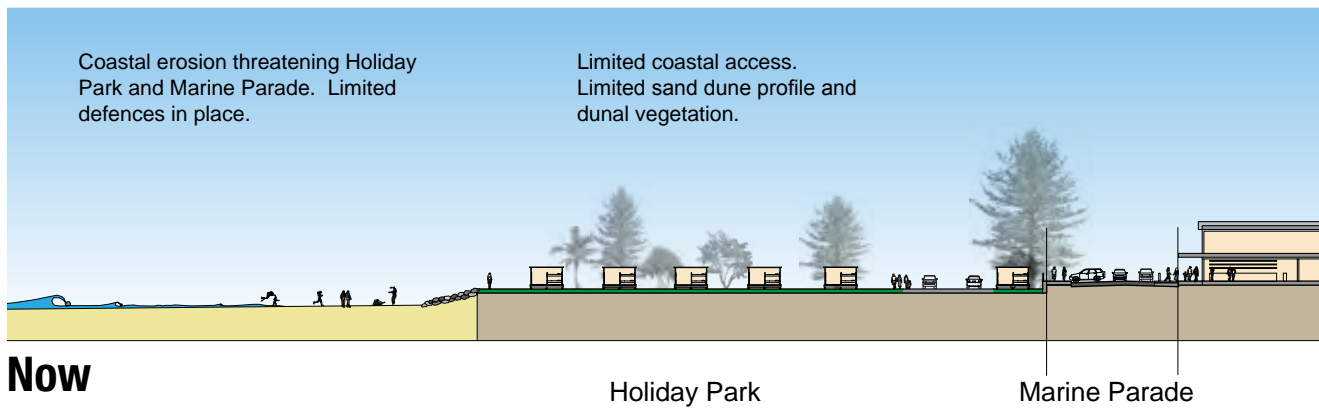


Figure 2.1 - Kingscliff Beach Town Centre Coastal Zone Section

2.6 Coastal Foreshore Precinct Draft Strategies

1. Strengthening and enhance the coastal edge through additional coastal foreshore planting / vegetation and improving universal access in key locations.
2. Short term plans (5 years) to reduce the holiday park footprint from 176 sites down to 60 sites with the balance of the site to be embellished as the proposed Central Park. Redevelopment of holiday park should have regard to:
 - achieving ocean view fields at the termination of Turnock Street,
 - public access to foreshore areas via board walk,
 - built form, materials and colour of the upgraded holiday cabins to reinforce the Kingscliff coastal character.
3. Long term plan (20-30 years) to relocate the Kingscliff Beach Holiday Park in response to coastal hazard and the design life of the holiday park and increasing need for additional coastal foreshore reserve adjoining Marine Parade to fulfil a wider range of open space and recreation activities for a growing population.
4. Investigate site adjoining Cudgen Headland on the south side of Cudgen Creek as a primitive camping ground to be made available during holiday periods.
5. Continue to implement actions within the KFMP including:
 - the proposed new coastal foreshore park;
 - rationalise and improve universal pedestrian access points to coastal foreshore areas including the beach and estuary areas;
 - pursue the design and construction of a youth activity area including a skate park, half court basketball and associated amenities within Jack Bayliss Park in the short term;
 - ensure community consultation processes are pursued in finalising the design for the Kingscliff Foreshore Master plan projects particularly in relation to Central Park, Jack Bayliss (Skate Park and Ed Parker Park.
6. Provide opportunity for small kiosks at strategic locations within the coastal reserves such as within the coastal foreshore reserve within proximity of the Central Park and Rotary Park adjoining Cudgen Creek. The kiosks could be modulated/prefabricated to enable ease of seasonal relocation.
7. Prepare conservation management plan (CMP) for the Kingscliff Community Hall prior to undertaking any building modifications or improvements to document and record the building as well as understand its important community, social and architectural context.
8. Integrate findings of the current Kingscliff Coastal Zone Management Plan and incorporate public domain elements including a boardwalk, seating, shade and beach access points within the design of any future coastal hazard protection infrastructure between the SLSC and the Kingscliff Beach Bowls Club.
9. In co-ordination with the Roads and Maritime Service, NSW Volunteer Marine Rescue, Kingscliff Fishing Club and the SLSC initiate a Cudgen Creek Recreation Plan to devise a long term strategy for the boating ramp area to reduce conflict with other Creek users.
10. Explore the option of a universal development application which applies to a designated area within the town centre / coastal foreshore and provides consent to host a range of different events and festivals over the course of the year. This includes small kiosks which could potentially be located within coastal reserves.
11. Liaise and consult with the Tweed Byron Aboriginal Land Council regarding the future planning and management of Lot 1 & 2 DP 1117599 (formerly Lot 490). Pending the outcome of Council's E-Zone review and application of the Department of Planning and Infrastructures E-Zone criteria to these subject sites and consultation with the Tweed Byron Aboriginal Land Council pursue a planning proposal to rezone the site for environmental protection as per Council resolution on the 10th April 2014 and 4th September 2015.
12. Given the known occurrence of sites of which have Aboriginal cultural heritage within the Coastal Foreshore Reserve, liaise and consult with the Tweed Byron Aboriginal Land Council regarding the future planning, design and construction of the coastal foreshore revitalisation program and other coastal foreshore reserve projects.
13. As part of the Kingscliff Town Centre Traffic and Car Parking Study, explore future beach and creek car parking needs and options within the coastal reserve south of Cudgen Creek to cater for additional demand from future locality population increases including future Kings Forest residents on beach and estuary car parking. This could include reusing the road closure stub across part of Lot 1 DP 1117599 as additional car parking.

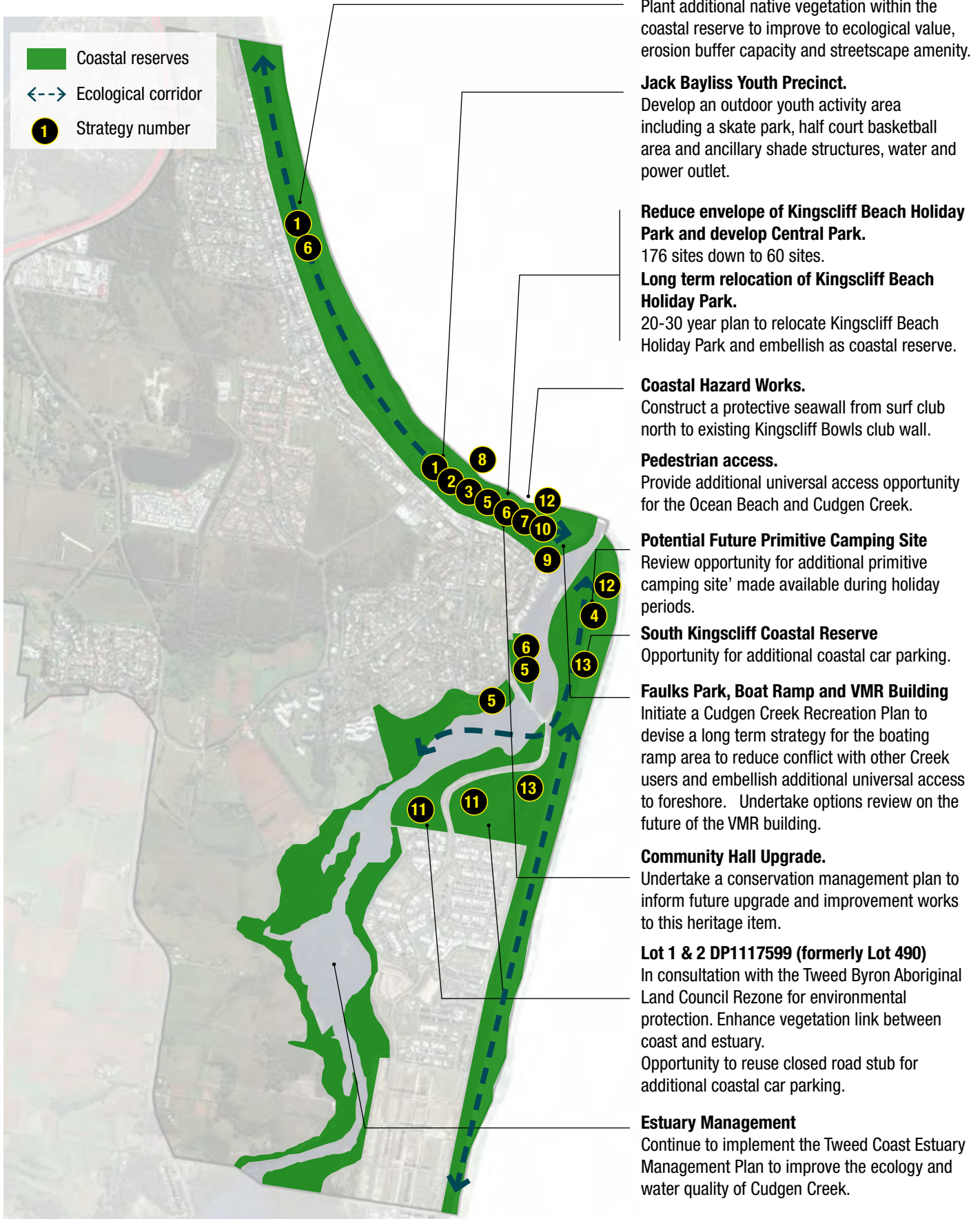


Figure 2.3 - Coastal Foreshore Key Strategies

3.0 Turnock Street Precinct

3.1 Existing condition

Located to the immediate west of the Kingscliff town centre, this precinct which is zone R1 General Residential, occupies the low lying lands (approximate elevation RL 1.0) to the north and south of Turnock St (approximate elevation RL 3.0) and extends as far west as the existing roundabout and intersection with Elrond Drive (Figure 3.0). Given its proximity to the town centre, this precinct represents a significant green field development opportunity.

Turnock Street is a key connector road and the primary access route from the residential areas off Elrond Drive and the Tweed Coast road via Cudgen Road. To improve future road access options into the Kingscliff township, there are plans to extend Turnock Street through to Tweed Coast Road as part of the 'Tweed Road Development Strategy' (TRDS). The timing and of this new connector road will be dependent on the development of the West Kingscliff precinct. The alignment will be informed by a consideration of the environmental and flooding constraints.

An on road pedestrian and cycle way is currently provided along the northern edge of the Turnock Street carriage way, but provides little amenity in terms of shade, rest spots and seating, lighting or physical (safety) separation from the road lanes.

Of the large undeveloped sites, the lands to the north of Turnock Street have historically been cleared for agricultural purposes, however a significant amount of vegetative regrowth has occurred in more recent years. Water currently drains north across this open site into a storm water drain at Blue Jay Court. An identified endangered ecological community (EEC) has been identified along the northern parcels eastern boundary.

To the south of Turnock street an open drain largely divides the site across an east west vegetative line. Similar to the northern portion, the lands between Turnock Street south to that drainage line have been historically cleared with the existing condition reflecting some native wetland regrowth along with a prevalence of weeds. To the south of that open drain are remnants of coastal rainforest and know habitats for the endangered Wollum Froglet and Mitchells Rainforest Snail.

3.2 Built Form Character

Apart from the Turnock Street carriageway and shared pathway, there is no other existing built form within the Turnock St Precinct.

Despite the low set nature of the land and high water table, the Turnock Street precinct area offers a unique built form, place-making, open space, environmental protection and future housing diversity opportunity. Existing development consents exist over the northern and southern portions of this land have been granted to fill. This site filling will facilitate future urban development above the nominated design flood level.

Approval has also been given for a 50 lot subdivision over Lot 4 DP 617471 in the northern part of the precinct Turnock Street which would gain access off Pearl Street. This approved subdivision configuration takes the form of two no through road cul-de-sac roads off a central access street with lot sizes ranging from 450sqm up to 814sqm which is likely to facilitate the development of predominantly single detached dwellings. The southern cul-de-sac head does however provide opportunity for a future connection into the remainder developable area.

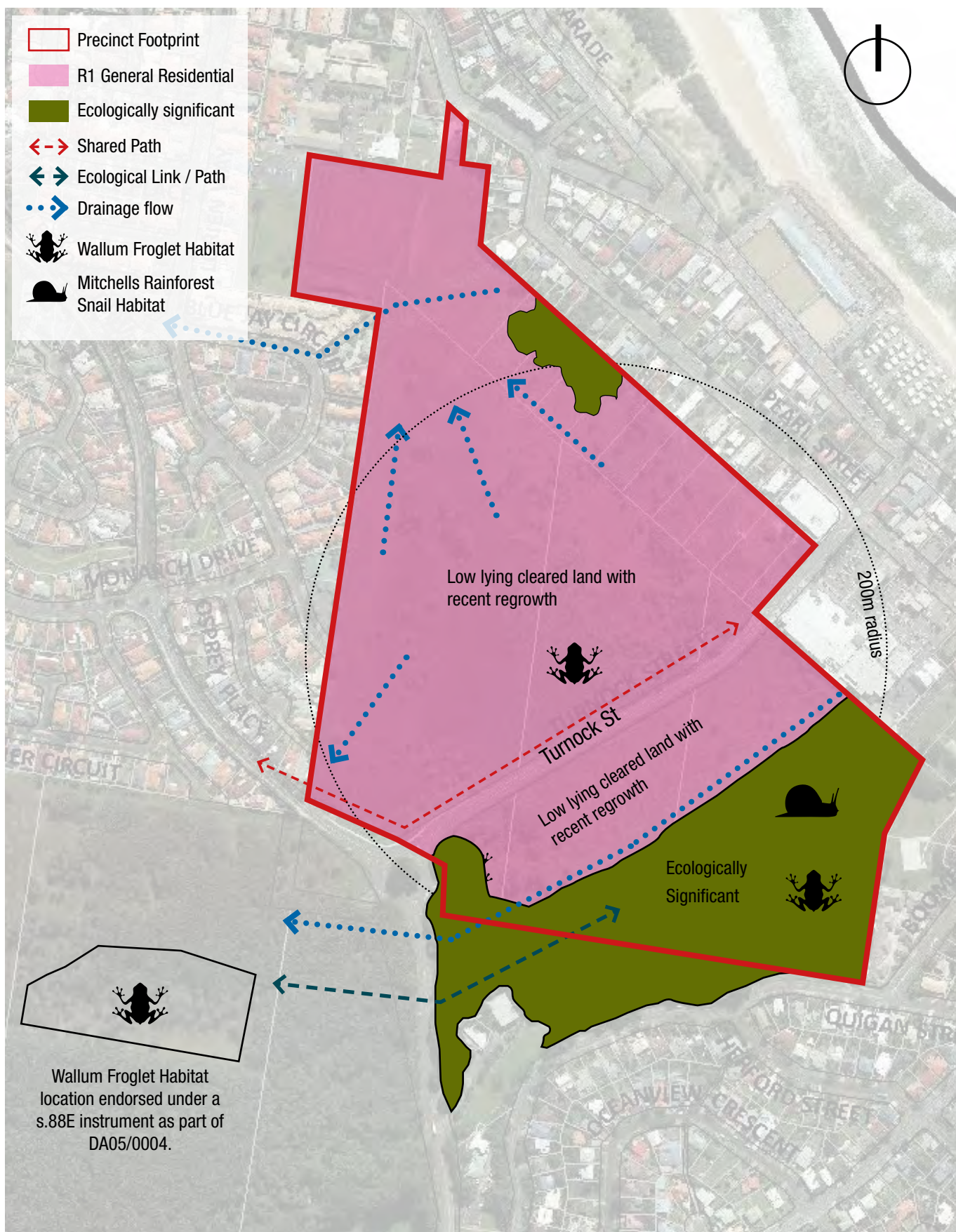


Figure 3.0 - Turnock St Precinct

3.3 Open Space and Public Domain

Given the greenfield nature of the site there are currently no open space or public domain elements apart from the on-road pedestrian and cycle way along the northern side of Turnock Street carriageway. However considering the proximity to the town centre the key open space and public domain opportunities for the Turnock Street precinct includes:

- **Tree lined entrance boulevard** - opportunity for Turnock Street to be a tree lined character defining principle connector road which includes dedicated pedestrian and cycle path ways which would connect West Kingscliff including the residential areas off Elrond Drive with the town centre.
- **Turnock Street landscape swale interface** - opportunity for new buildings fronting Turnock Street to be set back from Turnock Street to accommodate a wide landscape swale providing opportunity for landscape and ecological habitat.
- **Passive recreation opportunity** - creation of a large central park within the northern part of this precinct to cater for the passive recreational needs of future residents which should be appropriately sized and open on all sides to encourage a high level of accessibility and visibility as a defining element of the future character of the precinct.
- **Precinct connectivity** - Given the proximity to the town centre and opportunity for medium density housing typologies it will be important to achieve strong pedestrian and cycling connections throughout the precinct. Path ways should connect residential areas with the network of open space and key movement corridors and have a high level of amenity in terms of street trees for shade and regular way points with water and seating.
- **Integrated community facilities** - opportunity for this central park to be co-joined with community based uses which may include a community centre, library, community meeting rooms, incubator work space, preschool and early childhood facilities.
- **Dedicated Environmental protection** - opportunity for the lands to the south of the drainage channel (south side of Turnock street) to be allocated an environmental protection zoning consistent with this areas ecological significance.



Turnock Street Precinct Character - Located immediately adjacent to the Pearl Street Shopping precinct and still only situated 250m from Marine Parade, the Turnock Street precinct is characterised by flood liable low lying lands north and south of Turnock Street is flood liable along with significant stands of vegetation, ecological and habitat areas principally located on the southern parcel at the foot of Kingscliff Hill. Existing development consents exist over the northern and southern portions of this land to fill facilitating future urban development.

3.4 Design and Planning Opportunities

Given Turnock Street will essentially forms the gateway entrance into Kingscliff township, the precinct presents significant opportunity for a balance of character defining built form and urban development, strong passive movement links (pedestrian and cycling) and areas of environmental protection which extend across the southern portion of the precinct, linking up with lands further to the west. This presents opportunity to form a continuous ecological corridor and linked canopy from the Tweed Coast Road through to the Kingscliff Town centre.

The key planning and design opportunities for this precinct include:

- Promote opportunity to expand town centre uses along Turnock Street through allocation of appropriate land use zoning to facilitate a wide range of town centre and medium density residential land uses.
- By expanding town centre growth along Turnock Street reduce traffic and car parking load on Marine Parade and Pearl Street.
- Promote opportunity for mixed use development along part of Turnock Street incorporating active ground floor retail uses closer to the Pearl Street intersection, and shop top housing mix uses extending further west along Turnock Street.
- Provide opportunity for mixed use and residential flat buildings (13.6m) heading west along Turnock Street to take advantage of the close proximity to the existing centre and encouragement of higher densities along principle movement corridors.
- Opportunity for new buildings fronting Turnock Street to have a public domain interface with the street and for new buildings on the south side of Turnock Street to have a dual frontage, Turnock St and the environmental protection areas to the south.
- Design Turnock Street as a well landscaped visually attractive connector street integrating traffic movement, cycle and pedestrian movement, parking, shade, lighting and WSUD befitting of the primary access road from Tweed Coast Road into the Kingscliff township.
- Encourage a mix of medium density housing opportunities across the northern portion of the precinct to take advantage of the flat site topography and good walking proximity to the existing town centre.
- Given increased density opportunities, there is opportunity within the part of this precinct adjoining a town green to establish live work opportunities and supporting retail uses to cater for local residents within a walkable catchment.
- Limit points of access off Turnock Street with development sites gaining access off secondary access roads. Encourage direct pedestrian connections from development sites to Turnock St.
- Integrate service vehicle access to service the existing and proposed retail uses off a common access point(s) to avoid regular vehicle and pedestrian circulation conflicts.
- Investigate opportunity for community based uses including a co-located library, community centre, community meeting rooms, small business incubator space and early childhood facilities.
- Identify significant vegetation and wildlife habitat areas and instigate appropriate land use zones and management plans.

Kingscliff Shopping Town dominated by at grade car park. Limited perimeter activation and pedestrian focussed or public domain spaces

Visually open ecological area.
Low lying with drainage corridor heading west.

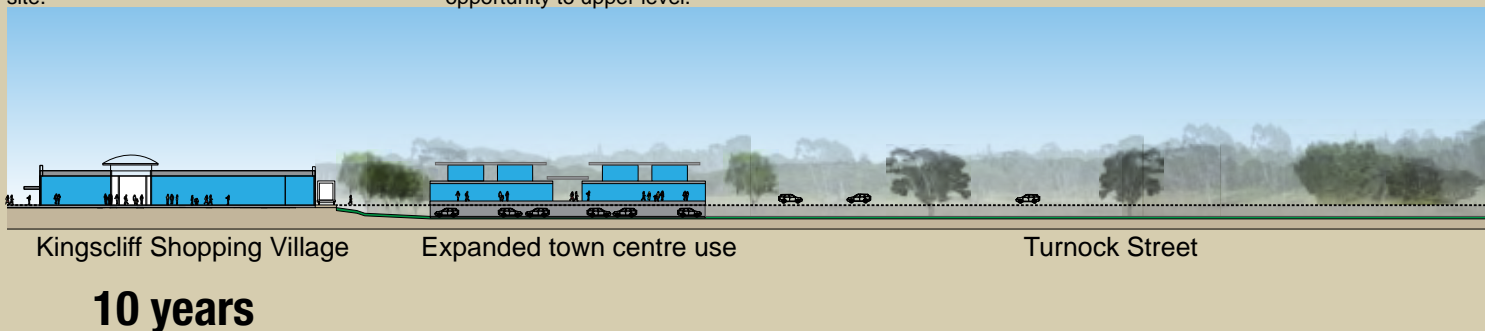


Expanded retail uses and renovated shopping centre, improved car park and pedestrian connections across the site.

Town centre uses extended west along Turnock Street with small scale business incubator/office space opportunity to upper level.

Street tree embellishments along Turnock St.

East west pedestrian cycle connection linking West Kingscliff Development areas with the Town centre.

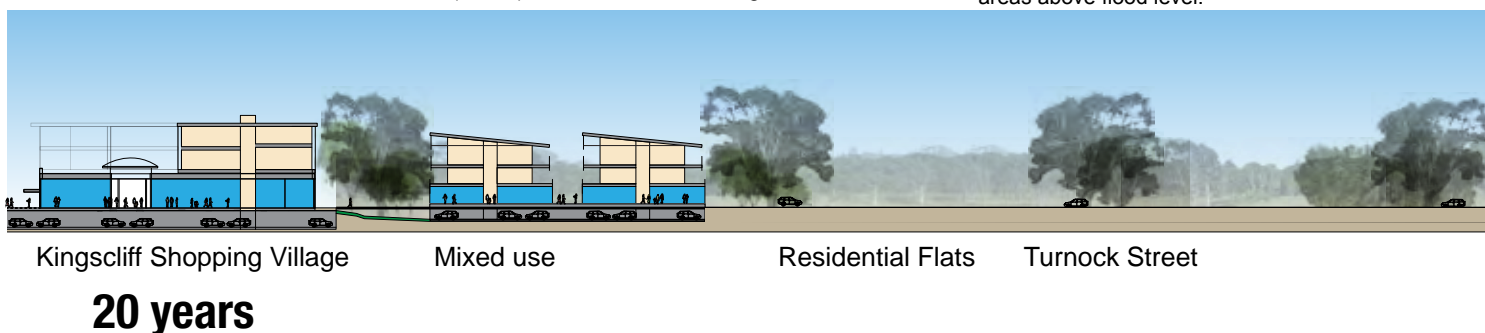


Expanded retail and commercial uses.

Expanded mixed use and residential uses along Turnock Street (13.6m).

Retain view corridors and provide access between buildings.

Given the high water table avoid extensive earthworks by configuring car parking areas to lower level, constructing habitable floor areas above flood level.



Expanded retail and commercial uses.

Expanded residential uses along Turnock Street (13.6m).

Retain view corridors and provide access between buildings.

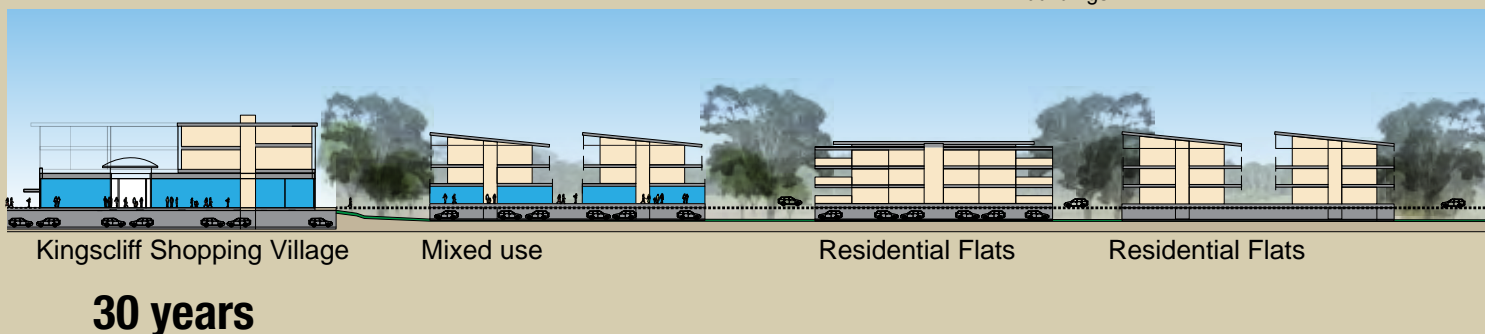


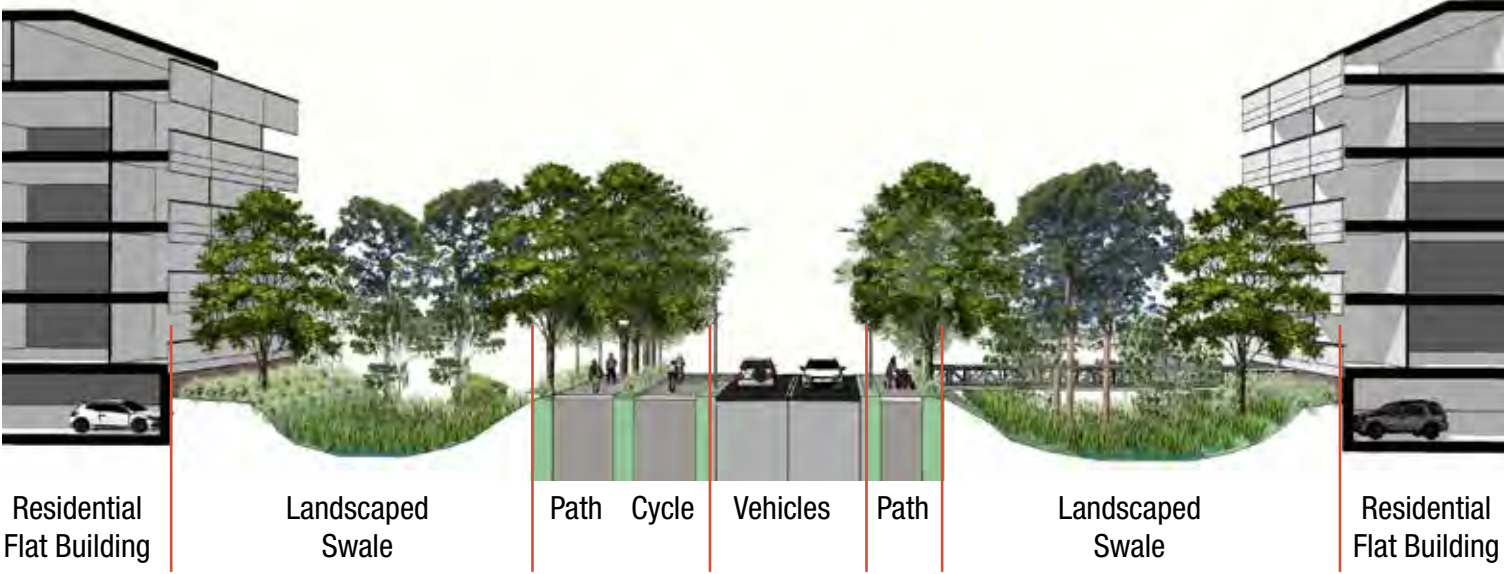
Figure 3.1 - Turnock Street Precinct Sections

3.5 Turnock Street Precinct Draft Strategies

1. Facilitate the future development of the Turnock Street precinct through an integrated concept or master plan and planning proposal process to achieve balance of character defining built form and urban development with a mix and diversity of housing types, strong passive movement links (pedestrian and cycling) and areas of connected open space and environmental protection.
2. Reinforce Turnock Street as the principle connector road which will ultimately link the Tweed Coast Road with the Kingscliff township by:
 - designing Turnock Street as a tree lined boulevard with widened drainage swale to provide a high level of visual amenity and ecological habitat;
 - co-ordinated access points for development fronting Turnock Street to avoid multiple driveway access points off Turnock Street;
 - inclusion of a dedicated shared pedestrian and cycle lane linking areas of west Kingscliff with the town centre with shade, seating, lighting and water points at regular intervals;
 - public domain requirements for new buildings fronting Turnock Street;
 - integrated street lighting, parking, landscape bays and WSUD streetscape elements.
3. Facilitate town centre staged growth and expansion along Turnock Street to include an expanded range of retail, commercial, community, open space, tourist and residential uses through appropriate land use zoning with building height to 13.6m.
4. Facilitate residential flat building development along heading west along Turnock Street through a R3 or R1 zoning with a building height to 13.6m.
5. Facilitate a mix and diversity of medium density housing opportunities through an R1 or R3 zoning including affordable and aged housing across the northern portion of the precinct to take advantage of the flat site and good proximity to the existing town centre. Achieve affordable housing outcomes through co-ordinated negotiations between Council, the developer and affordable housing providers to meet master plan agreed affordable housing benchmarks.
6. Develop a network of connected open space within the precinct. This includes the creation of park(s) within the northern part of this precinct to cater for the passive recreational needs of future residents which should be appropriately sized and open on all sides to encourage a high level of accessibility and visibility as a defining element of the future character of the precinct. There is opportunity to embellish the small littoral rainforest patch within this park.
7. Within the future subdivision design achieve strong pedestrian and cycling connections throughout the precinct. Path ways should connect residential areas with the network of open space and key movement corridors and have a high level of amenity in terms of street trees for shade and regular way points with water and seating.
8. Encourage the development of 'soho' live work opportunities with a retail/commercial unit on the ground level and residential accommodation above.
9. Investigate opportunity to relocate town centre service station to a new site fronting the Turnock St roundabout which could be co-located with other retail tenancies or small scale commercial work space.
10. Investigate opportunity within either the Turnock or Town Precinct for a new library (1500sqm) and new multi- purpose community building (3500sqm) to include community centre, Council and outreach services and community meeting rooms. This building could be co-located with a preschool and/or early childhood facilities and area of open space.
11. Facilitate the protection and management of land identified as environmentally and/or ecologically important through appropriate land use zoning and provisions for ongoing habitat management.



Figure 3.2 - Indicative Turnock St Precinct Structure Plan



Residential Flat Building

Landscaped Swale

Path

Cycle

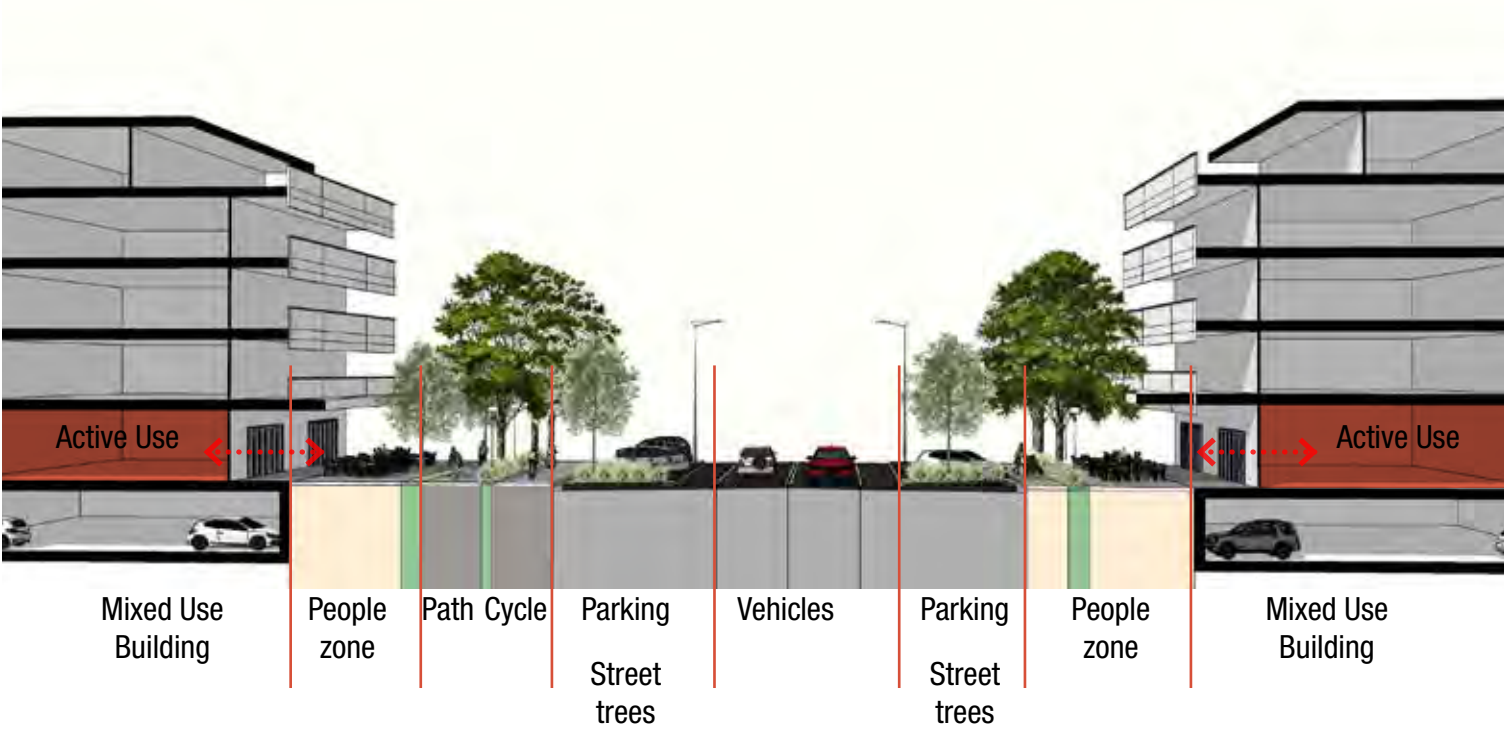
Vehicles

Path

Landscaped Swale

Residential Flat Building

Residential Interface (western part of Turnock St)



Active Use

Active Use

Mixed Use Building

People zone

Path

Cycle

Parking
Street trees

Vehicles

Parking
Street trees

People zone

Mixed Use Building

Mixed Use Interface (eastern part of Turnock St)

Figure 3.3 Indicative Turnock St Sections



Existing Condition



Indicative Montage

Turnock Street- Given Turnock Street will ultimately form the gateway entrance into Kingscliff township from the Tweed Coast Road, the precinct presents significant opportunity for a defining tree lined and landscape swale boulevard with dedicated shared (but separated) pedestrian and cycle path. There is similar opportunity for built form and urban development including a mix of residential flat buildings and mixed use development fronting Turnock St and a diversity of housing types across developable areas to the north.

4.0 Beach Front Precinct

4.1 Existing condition

The Beach Front Precinct is located to the east of Kingscliff Street heading north from the town centre to Wommin Bay Road.

The land use within this precinct is predominantly residential, with many three storey residential flat buildings fronting Marine Parade which take advantage of views over the coastal reserve and the Pacific Ocean to the east. This predominant medium density, mid rise residential flat building form is consistent with the precincts R3 Medium Density Residential zoning under the TLEP 2014.

In terms of access and movement, Kingscliff St, Pearl St and Marine Parade are the primary north-south roads providing access onto Wommin Bay Road which then connects through to Chinderah Bay Drive which in turn connects onto the Pacific Highway. Since the implementation of the Marine Parade one-way system south of the Turnock St intersection, Pearl and Kingscliff Streets carry the primary north-south traffic movements linking the north precincts through the town centre to the southern precincts (Salt, Seaside and beyond).

As such this north-south connector road plays a large role in defining the visual and land use character of this part of Kingscliff. One of these defining character element is Kingscliff St intersection with Wommin Bay Road where the open expanse of the northern playing fields demarcate Kingscliff's northern gateway.

The streetscape character along Marine Parade, Pearl Street and Kingscliff Street are relatively wide and open road reserves. Although there are street trees interspersed along the length of these streets, they do not currently form a strong landscape element. Whilst the presence of overhead power lines would interrupt more structured street tree planting, there is significant opportunity for additional street trees along its length.

In addition to the strong north south movement along Marine Parade and Kingscliff / Pearl Street, the Beach Front Precinct is also serviced by rear lane ways. These laneways also running in a north south alignment between Marine Parade and Pearl Street and provide service and car parking access to adjoining properties which enjoy a dual street frontage.

4.2 Beach Front Precinct Character

The Beach front Precinct has been an area in transition for the last 20 years with the gradual redevelopment of the small coastal cottage into larger multi- unit developments capitalising on ocean views and proximity to the linear coastal reserve and flat walkable proximity to the town centre to the south.

Although there are still a number of smaller dwellings on relatively large blocks within the precinct, the low density built form character has shifted due to the prevalence of the large three (3) storey residential flat buildings and other medium density housing types. This is reinforced with this precincts current R3 Medium Density Residential Zoning with many of the smaller ubiquitous shacks being marketed as 'development opportunities'. This precinct currently has a 13.6m height limit although most buildings would be below 12.2m in height.

Whereas the smaller coastal cottages where constructed of relatively lightweight materials including timber frames, weatherboard and FC sheeting cladding, timber detailing, the newer larger development utilise a heavier material palette of rendered concrete block, face brick, steel and glass. Given the transformation of this precinct has been relatively gradual over a 20 year period, there is no strong architectural cohesion or uniformity of a coastal character style.

Many of the older stock of the residential flat buildings within this precinct are reflective of the 'six pack' face brick walk up format. More recent residential flat buildings generally present as larger buildings (typically 3 storeys) with more of a material mix (although predominantly rendered masonry with glass balustrades and some timber detailing), larger balconies to take advantage of view and more expressive roof forms. Of the more recent development, there are few however that truly reflect the sub-tropical coastal context which they occupy. As such there is opportunity to introduce a suite of design guidelines which encourage more appropriate design outcomes which will strengthen rather than detract from the Kingscliff coast character.

Given the gradual transformation of this precinct from low to a higher density will also give rise to the need for additional ancillary land uses to service the growing residential population which could include small scale local retail and food and beverage outlets.

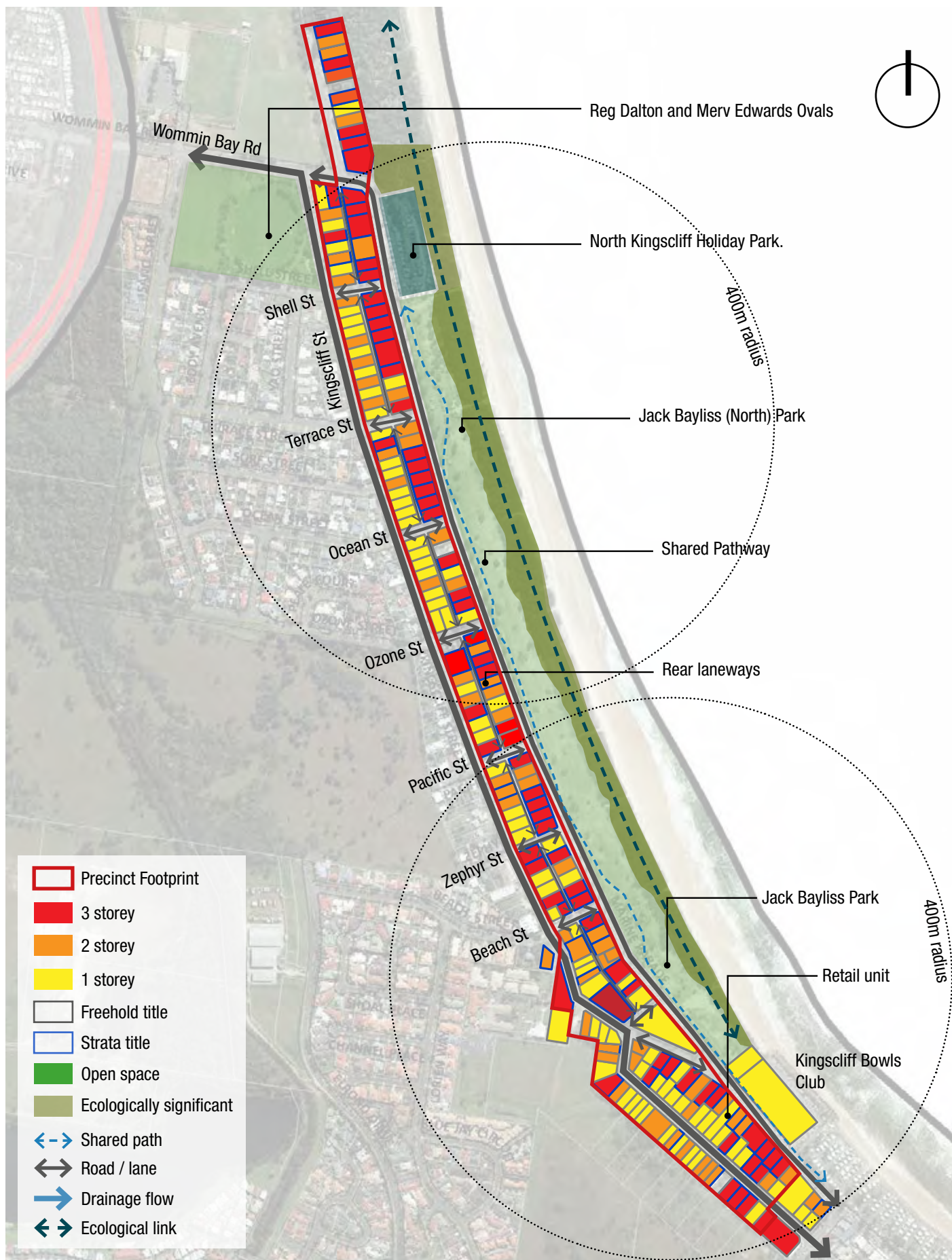


Figure 4.0 - Beach Front Precinct

4.3 Open Space and Public Domain

Whilst there are no open space or public domain within the defined precinct boundary (see Coastal Foreshore Precinct), there are two of Kingscliff's principle active and passive open space areas which directly adjoins the precinct. This includes the coastal foreshore reserve which runs along the precincts eastern boundary and the Kingscliff Sports Fields to the north of Wommin Bay Road and west of Kingscliff Street.

The coastal foreshore reserve combines dunal vegetation, open grass areas, small playground, bbq and seating shelters. A shared path along the length of the coastal reserves provides pedestrian and cycle access between these embellished park elements as well as provides a link to town centre to the south.

Heading from north to south along Kingscliff Street, the Walter Peate Fields, Reg Dalton and Merv Edward Ovals provide a visually attractive green edge and active open space to the north edge of the locality. This sporting precinct is an important community asset which brings great value to the local community.

4.4 Coastal Foreshore Precinct Opportunities

- Encourage more innovative, contextual and climatic responsive medium density housing and tourist accommodation through additional design guidelines.
- Investigate opportunity for a small local retail store to provide day-to-day convenience and opportunity for food and beverage
- Provide additional street trees providing a strong canopy the length of Kingscliff and Pearl Street visually asserting it as the main north south connector road.
- Provide additional street trees along the length of Marine Parade and more specifically the coastal reserves shared path providing a higher percentage of shade along its length.
- Verges along Marine Parade and Pearl Street to be progressively embellished with street lighting and path way as sites develop.
- Encourage the mixed use redevelopment of the Police Station site with active ground floor uses and engaging public domain or other civic improvements to interface streets.
- Reinforce east-west pedestrian connections in anticipation of additional population densities to the west particularly along Zephyr St, Pacific Street and Ozone Street.



Beach Front Residential Character - To the north of the Kingscliff town centre and adjoining the coastal reserve, the character of this precinct is dominated by large three storey residential flat buildings which for the last 20 years have been replacing the smaller coastal cottages to take advantage of ocean views, proximity to the reserve and walkable proximity to the town centre. There is opportunity for a more integrated street tree landscape scheme to improve the streetscape visual amenity, and design controls to achieve a more harmonious built form outcome more appropriate to the subtropical coastal context.

4.5 Beach Front Precinct Draft Strategies

1. Encourage more innovative, contextual and climatic responsive medium density housing and tourist accommodation within the precinct to specifically address:
 - site planning including preferred rear lane vehicular access and basement car parking
 - passive design principles
 - built form and building massing
 - building materials
 - landscaping and communal open space
2. Continue to encourage rear lane way to service and access medium typologies fronting Pearl and Marine Parade. Encourage infill development including 'Fonzie Flats' over garages.
3. Investigate the opportunity for a mixed use and/or tourist development with active ground floor retail uses within the precinct providing neighbourhood centre retail and/or food and beverage uses for the local residents and North Kingscliff Holiday Park. This may include amending the Tweed LEP 2014 by mapping key corner sites with development potential fronting Marine Parade with additional uses permitting food and drink premises in addition to neighbourhood shops. Key sites for investigation could include: 132, 218, 230, 232, 248, 250 Marine Parade given the corner locations and existing freehold property title.
4. Investigate the opportunity for a mixed use and/or tourist development with active ground floor retail over the Police Station site to a height of 13.6m in recognition of the sites location, large site area, three road frontages and being positioned opposite the coastal reserve and future youth activity area within Jack Bayliss Park. There is design opportunity to limit the distribution of building form across the site to ensure view sharing across the site.
5. Formal street tree planting to length of Pearl Street to create a green canopy along its length visually demarcating it as the key north-south connector road. Encourage progressive undergrounding of electrical and telecommunication infrastructure to enable a more considered street tree planting pattern.
6. Additional street tree planting along Marine Parade (more random configuration) to increase amount of shade to pedestrian pathways, improve visual amenity as well as to strengthen ecological link with coastal reserve. Encourage and support the undergrounding of electrical and telecommunication infrastructure to enable a more considered street tree planting pattern.
7. Strengthen connecting east-west pedestrian and cycling connections in anticipation of future development sites and increased residential density to the west. These street end connections to align with beach access connections.
8. In accordance with the Kingscliff Foreshore Masterplan pursue the design and construction of a youth activity area including a skate park, half court basketball and associated amenities within Jack Bayliss Park in the short term.
9. Investigate the traffic prioritisation by way of reconfigured road alignment at the intersection of Kingscliff Street and Wommin Bay Road as part of future TRCP review based on revised population projection and traffic movement thresholds. Demarcate this intersection by way of additional landscape, signposting and potential art work as a gateway location.
10. Lot 6 DP 21242 to become future road reserve providing access to the Turnock Street urban development site.
11. Lot 2 DP 21242 to achieve a 3.0m through path connection between Pearl St and future development site to the west as part of any future development proposal.

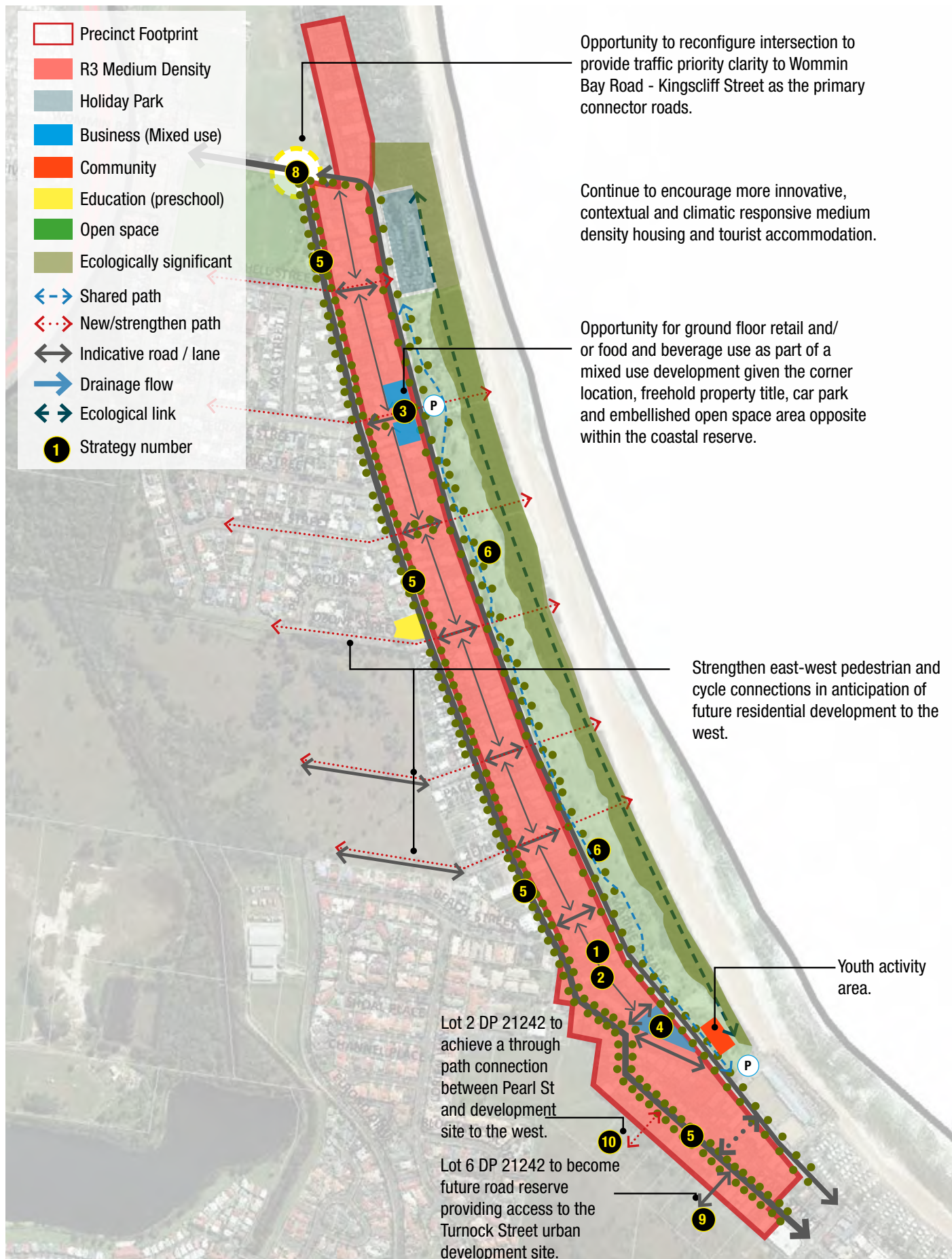


Figure 4.1 - Indicative Beach Front Precinct Structure Plan

5.0 North Kingscliff Precinct

5.1 Existing condition

Located to the north of Beach Street and to the west Kingscliff Street, the North Kingscliff precinct contains a mix of existing low density residential areas, a large low lying undeveloped tract of land between Beach and Ozone street as well as the north Kingscliff playing fields. This precinct also takes in a large area of native vegetation which adjoins a north south drainage corridor along the precincts western edge and Pacific Highway to the north.

Kingscliff Street, a connector road forms the precincts eastern boundary which intersects with Wommin Bay to the north. Wommin Bay Road connects with Chinderah Road and in turn provides north access to the Pacific Highway.

Other land uses within this precinct include the Wommin Bay aged care facility with 70 residents and Blue care Aged Facility with 90 residents. The Cudgen Leagues Club and Ned Byrnes Field are also a key precinct land use accessed off Wommin Bay Road to the north of the precinct.

The large undeveloped parcel of land located to the north of Beach Street and the south of Ozone Street provides significant infill development opportunity. This key site has the capacity within the existing planning framework (currently zoned R1 General Residential) to develop a diversity and range of residential accommodation types and provide a built form transition from surrounding low density residential to development with greater density moving closer to the town centre to the south. The development of this site will provide additional north-south and east-west connections, linking the North Kingscliff and Elrond Drive Residential Precincts.

In addition to this development potential, there is also a parcel of land currently zoned B2 Local centre on the corner intersection of Wommin Bay Road and Sands Street. This historically was the site of a service station which has since been demolished and now provides opportunity for the development of a small scaled retail centre offering a range of day-to-day convenience needs and food and beverage uses.

5.2 Built Form Character

The North Kingscliff Precinct predominately has a detached and low density residential character. Whilst this existing urban structure was developed in the mid 1970's, old aerial photographs indicate ribbon development fronting Kingscliff Street dating back to the 1940's.

As such there is a mix of residential dwelling types with the smaller more light weight timber framed and clad dwellings fronting Kingscliff St which changes to the predominantly face brick, render and tile roofs within parts of the precinct developed through the 1980's and 1990's. Most of the dwellings are on relatively large allotments (over 600sqm) with equally wide road reserves. Most of the streets have an open feel with only a dispersed number of street trees throughout the precinct.

Whilst much of the housing within the precinct was primarily built from the late 1970's to later stages in the 1990's, many of the homes have been renovated and expanded. These relatively larger homes, combined with the walkable proximity to the beach and coastal reserve has increased the appeal of residing within the precinct.

With ready access to the Pacific Highway north and significant development potential of an 'activity centre' to the west uniquely positions the north Kingscliff precinct to provide additional housing types and future density increases to take advantage of these contextual opportunities.

In addition to the predominant residential land uses within this locality, the Cudgen Leagues Club accessed off Wommin Bay Road provides additional active sporting uses including a rugby league oval and two bowling greens. The Cudgen Leagues Club building is a licenced premises including 3 bars, 3 function rooms, a bistro and administration offices.

On the opposite side of Wommin Bay road is two parcels of land (Lot 1 & 2 DP 12746) with a site area of 5128sqm and has a B2 Local Centre zoning. A service station has previously operated over the site, however approval for its demolition was granted in 2001. A subsequent approval for a service station, restaurant and retail shops was approved in 2002 however was never built. This site presents an opportunity to develop

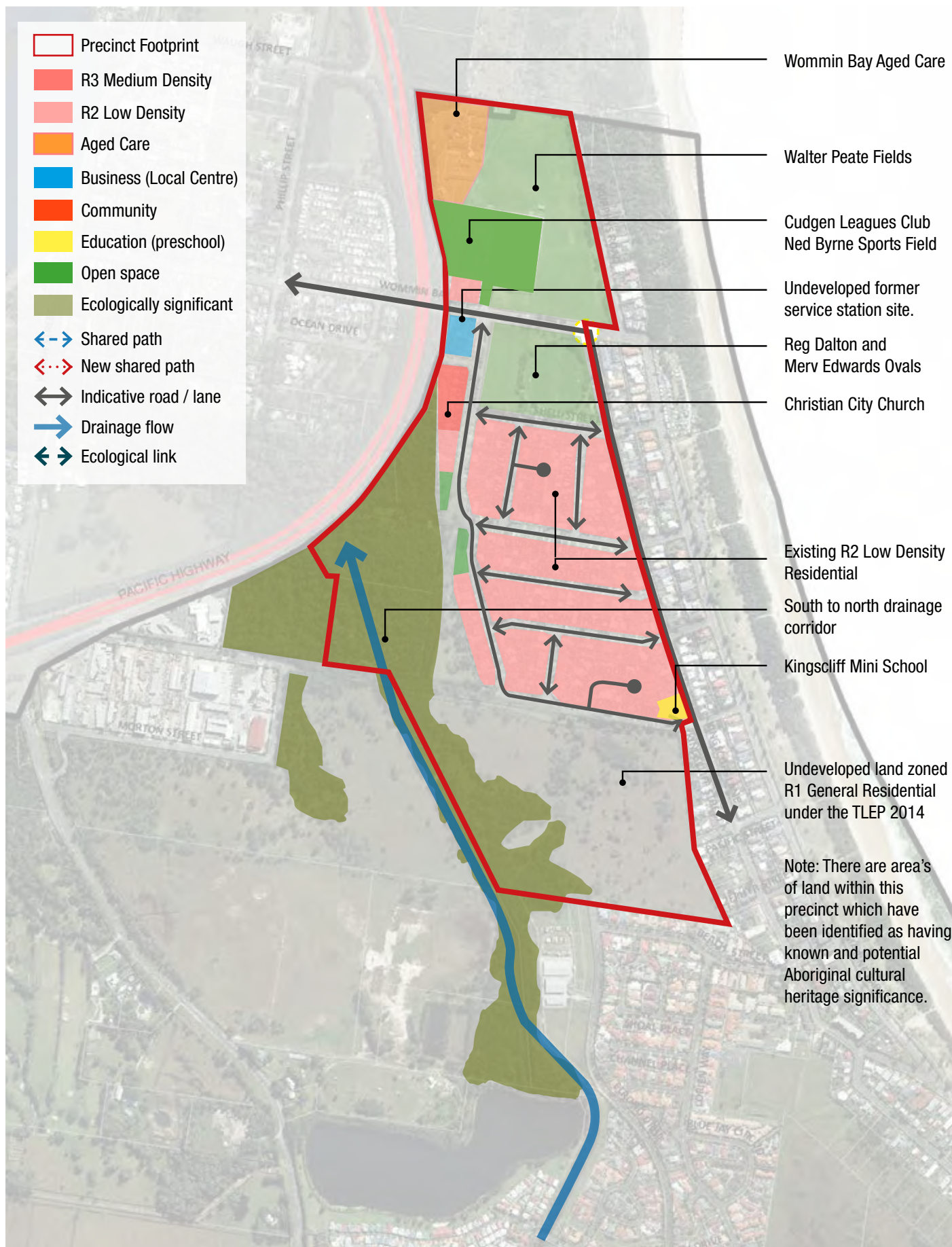


Figure 5.0 - North Kingscliff Precinct

a small local centre which will meet the day-to-day convenience needs of the local residents. Given the previous use and approvals granted, this site presents a good opportunity for the relocation of the existing town centre service station.

5.3 Open Space and Public Domain

The North Kingscliff sporting fields including the Walter Peate Fields, Merv Edwards and Reg Dalton Oval combined with the Cudgen Leagues Club and Ned Byrnes Field. Combined these fields currently fulfil a sub-regional active open space role serving the broader Kingscliff population catchment. In addition to the active open space role, these sporting fields form an open 'green entry' to this part of Kingscliff and is therefore an important landscape and visual feature highly valued by surrounding residents.

The future management and planning of these sports fields has been addressed within the **Kingscliff Sports and Recreation Complex Masterplan (KSRC Masterplan)** dated February 2015. The principle aim of the KSRC Masterplan is to provide a future vision for the complex, where the growing facility needs of the user groups, community and Council are established and envisaged. Figure 5.1 illustrates the proposed 'ultimate' embellishment for the complex, achieved through a staged development process, including:

Sporting opportunities

- Cricket - turf field lit to playing standards, two additional full size ovals with synthetic wickets and a smaller junior field with synthetic wicket. Three-net lit cricket practice facility;
- Hockey - two full sized playing fields (one lit to competition standard) and additional lit field space for training;
- Football - premier field (lit and fenced) and second full sized field available year-round and a range of additional fields (approximately 4.5 fields total in the winter season);
- Little athletics - grass track with suitable field event facilities;
- Rugby league - access to one full sized field lit to training purposes directly to the north of the Cudgen Leagues Club; and
- Oztag - access to at least 4 fields outside the Cudgen Leagues Club.

Recreation opportunities

- Create a central recreation area at Walter Peate Reserve and at Reg Dalton Oval/Merv Edwards Field.

Common areas

- Suitable clubhouses with views across premier fields, amenities, change rooms and storage servicing both the northern and southern sides of the Complex;
- Shaded spectator mounds and grassed grandstand seating;
- Path system providing loops;
- Four formal car park areas within the complex and additional overflow car parking opportunities; and
- Significant planting of additional shade trees in key locations.



North Kingscliff Character - The North Kingscliff Precinct predominately has a low density single and double storey residential character. Of the existing residential areas which was incrementally released for development through the 1980's and 1990's, the existing buildings are a combination of face brick and tile as well as timber framed and light weight clad dwellings on relatively large allotments. The large undeveloped allotment south of Ozone Street currently has a R1 General Residential Zoning and presents opportunity for a mix of residential housing types and local open space opportunities.

5.4 Design and Planning Opportunities

- Facilitate the protection and management of land along the drainage corridor and south west of Morton Street identified as environmentally and/or ecologically important through appropriate land use zoning and provisions for ongoing habitat management.
- Undertake due diligence and Aboriginal Cultural Heritage Assessment in accordance with the Office of Environment and Heritage Guide to Investigating Assessing and Reporting on Aboriginal Cultural Heritage in NSW (2011) over green field development sites and in consultation with the Tweed Byron Aboriginal Land Council as part of any future planning, design and construction of development within this precinct.
- Development of the Ozone St site as a mix of housing types including low density residential, medium density residential, small lot housing as well as residential flat buildings. Subdivision configuration of this site needs to consider the broader locality movement (vehicular and passive) opportunities and open space network. This may include; Ozone Road connection west to a future intersection with Tweed Coast Road; and a new north south road connecting Elrond Drive with Sands Street.

- Increasing residential density and building heights fronting Kingscliff Street which is the key north south connector road and public transportation route and Shell St fronting the Kingscliff playing fields with an R3 zoning and building height of 12.2m.
- Reducing minimum lot size within existing R2 low density to encourage additional dual occupancy infill development whilst maintaining a low density character.
- Encouraging secondary dwelling development within the existing residential areas providing affordable housing, aged housing in place and inter generational family housing opportunities.
- Opportunity to embellish north south drainage corridor for combined drainage, vegetation, open space and passive movement (shared path) uses.
- Dedicated on road cycle path the length of Kingscliff Street / Pearl Street.



North-South Drainage Corridor - As part of the North Kingscliff Open Space Strategy there is opportunity to embellish this corridor in addition to drainage as an ecological link through additional native vegetation planting, as an area of passive open space areas and as a passive movement corridor with the construction of a shared cycle and pedestrian path along its length connecting the northern and southern precincts within the locality.

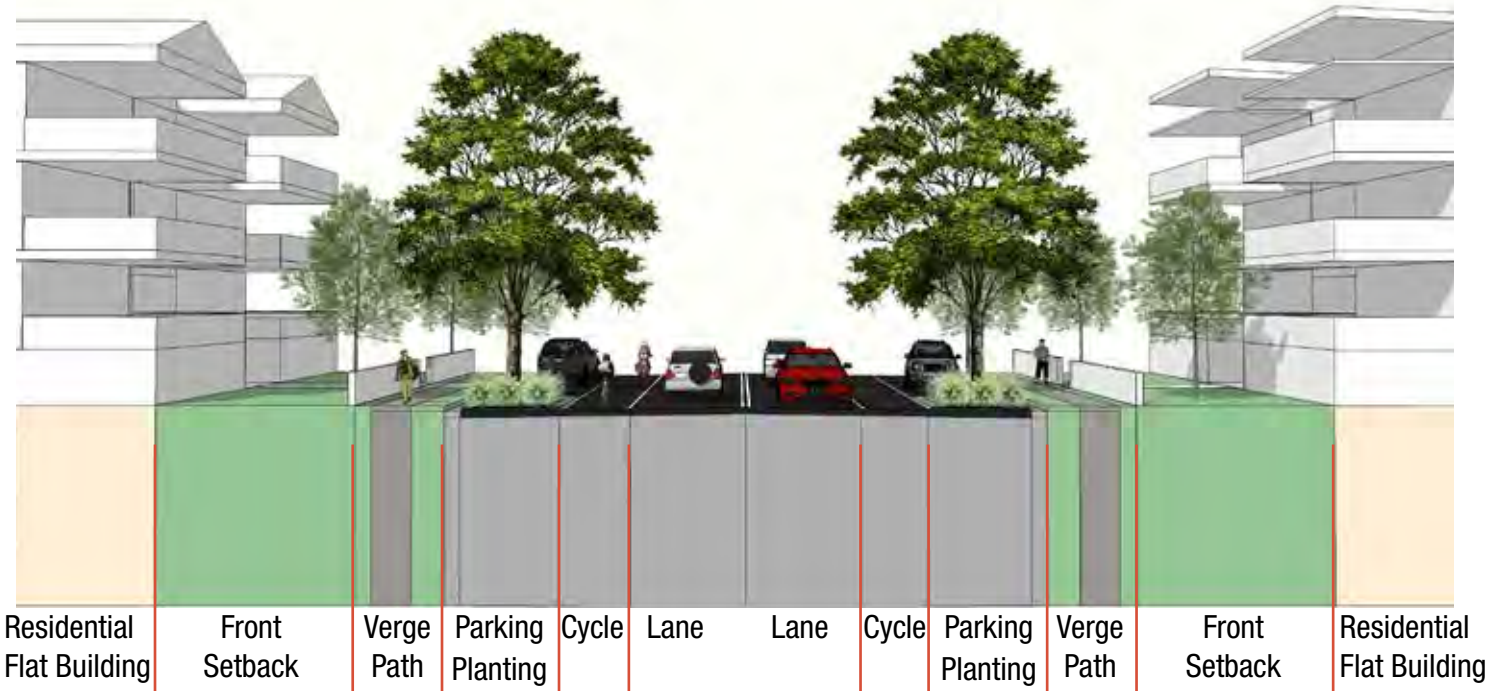


Figure 5.1 - Indicative Kingscliff St Section

Complex Master Plan - Overall layout

- | | | | | | |
|---|--|--|--|--|--|
| 1. Linemark existing car park | 6. Rugby league and otago field (realigned slightly south and west) | 10. Raised clubhouse with spectator area | 17. Sealed car park and access to service road | 22. New entry and car parking | 28. Entry plaza and celebration space |
| 2. Football and otago fields | 7. Building reconfigured for little athletics and extended with changerooms and amenities. New storage shed constructed nearby | 11. Premier football field | 18. Entry gateway with featured signage and entry statements | 23. Walk/cycle loop with exercise stations | 29. Cricket practice facility |
| 3. Re-oriented athletics track and field event facilities | 8. Tree-lined access boulevard to recreation node with shaded seating opportunities | 12. Grassed tiered seating | 19. Appropriate pedestrian island | 24. Premier cricket and hockey fields | 30. Consolidated amenities and changerooms |
| 4. Football field within athletics facility | 9. Recreation node with shade shelters, seating, BBQ and play elements | 13. Service vehicle delivery area | 20. Refurbishment of existing bus stops to primary bus layover and drop-off zone | 25. Hockey field | 31. Recreation node (older children) |
| 5. Formalise existing on-street nose-in and parallel parking along Murphys Road and McKissock Drive | | 14. Football field | 21. Tree-lined entry walkway into southern precinct | 26. Shaded, grass tiered spectator seating | 32. Formalised entry and sealed car park |
| | | 15. Football field (half size) | | 27. Refurbished clubhouse with eastern and northern outdoor extensions | |
| | | 16. Tree-lined path and service vehicle access | | | |



Figure 5.2 - Kingscliff Sport and Recreation Complex Master plan Source: Ross Planning

5.5 North Kingscliff Precinct Strategies

1. Facilitate the protection and management of land identified as environmentally and/or ecologically important through appropriate land use zoning and provisions for ongoing habitat management.
2. Given the known and potential occurrence of Aboriginal Cultural heritage sites within this precinct, there will be a requirement to undertake an Aboriginal Cultural Heritage Assessment in consultation with the Tweed Byron Aboriginal Land Council regarding the future planning, design and construction of development within this precinct.
3. Facilitate future development of the Ozone St site (existing R1 Zone) through an integrated concept or master plan, planning proposal process to achieve balance as a mix of housing types including low density residential, medium density residential, small lot housing as well as residential flat buildings. The master plan should also include:
 - A local park appropriately sized and embellished to meet the passive open space needs to the local residents;
 - A new north south road connecting Elrond Drive with Sand Street;
 - A new east-west road(s) connecting an extended Elrond Drive with the green field development site (business and knowledge precinct) to the west.
4. Investigate the increasing of densities from R2 General Residential to R3 medium density with a building height of 12.2m to:
 - allotments fronting Kingscliff Street (western side) which is the key north south connector road and public transportation route to allow additional housing types including residential flat buildings;
 - allotments along Shell Street fronting the Reg Dalton Oval and Merv Edwards Field;
 - allotments on the western side of Sands Street north of Terrace St; and
 - allotments on the north side of Wommin Bay Road adjoining Cudgen Leagues Club.
5. Investigate residential land use options over Lot 118 DP 572524 against site considerations including proximity to environmental protection areas, potential for aboriginal cultural heritage sites, flooding and bush fire.
6. As required within DCP A5 - Subdivision design, future subdivision design is to achieve strong pedestrian and cycling connections throughout the precinct. Pathways should connect residential areas with the network of open space and key movement corridors and have a high level of amenity in terms of street trees for shade and regular way points with water and seating. This includes:
 - opportunity to embellish north south drainage corridor for combined drainage, vegetation, open space and passive movement (shared path) uses.
 - Dedicated on-road cycle lane along the length of Kingscliff Street / Pearl Street.
7. Continue to encourage the development of a local centre within the northern portion of this precinct which may provide some live work opportunities, small scale food and beverage, small general store and/or relocated town centre service station site.
8. Continue to promote and embellish the Kingscliff sports and recreation complex as the localities premier key active sporting areas in alignment with the Kingscliff Sports and Recreation Complex Masterplan. Investigate options to further expand active and passive open space opportunities with a preference for good accessibility to residential populations. This may include longer term opportunity to dispose of the Depot Road Sports Precinct in favour of a more centrally located and accessibly open space facility.
9. Consider the future upgrade of the Wommin Bay Road, Kingscliff Street and Sand St intersections through a TRCP review to prioritise the connector road traffic movement (Kingscliff St - Wommin Bay) and provide additional landscaping and streetscaping opportunities befitting of the locality gateway location(s).

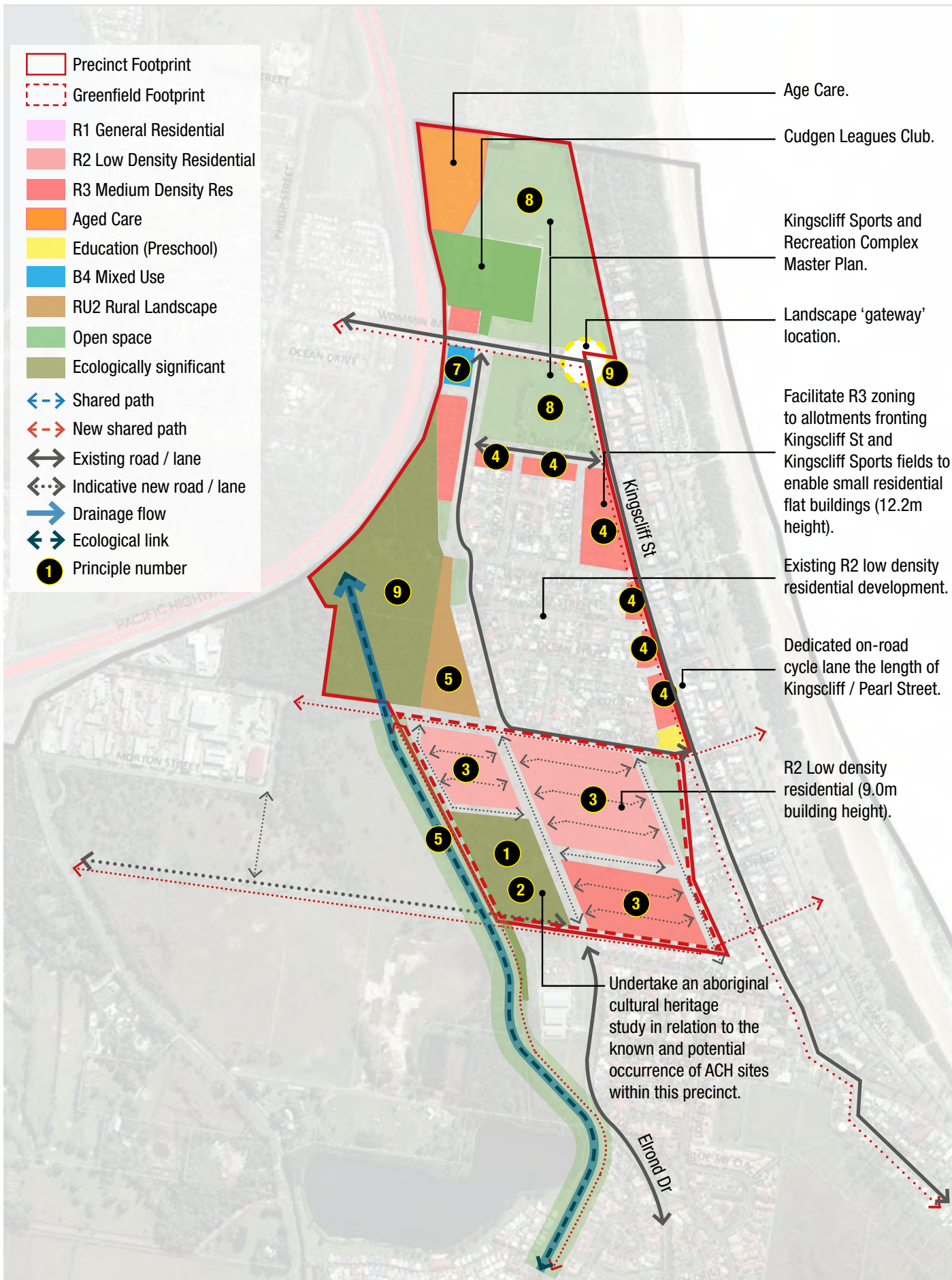


Figure 5.3 - Indicative North Kingscliff Precinct Structure Plan

6.0 Business and Knowledge Precinct

6.1 Existing condition

The business and knowledge precinct is bounded by the existing Ozone Street industrial estate to the north, industrial lands to the west of Tweed Coast Road and the large tract of land (approximately 47.5ha) to the south of the existing Ozone industrial estate.

The existing Ozone St industrial estate (named Chinderah Industrial estate) gains access off Tweed Coast Road via Morton Street. This industrial area has an overall site area of approximately 8.6ha and currently accommodates a range of light industrial type uses including but not limited to building and landscape supplies, automotive and mechanical repairs workshops, recycling depot, concrete batching plant, kitchen and joinery workshops, showrooms and adult services.

Despite being circular in configuration and in effect a 'no through road' a significant amount of local traffic uses Ozone Street as an alternate back access to the service centre to access fuel, fast food and other ancillary retail goods. The service centre then provides access both to Tweed Coast Road and the Pacific Motorway.

There is opportunity to improve the overall access and connectivity of this industrial area by extending Ozone street east towards Kingscliff Street. This should be considered as part of the overall master planning strategy for the large tract of land to the immediate south of this industrial area, which has the potential to accommodate a broader range of employment generating and residential land uses.

The large (47.5ha) area undeveloped land to the south of the existing industrial estate and west of the drainage channel presents a significant future development opportunity given its proximity and access to Tweed Coast Road and the Pacific Highway.

The existing condition of this site is predominantly cleared given its existing agricultural use apart from stands of native vegetation across the northern part of the site. A decommissioned waste water treatment site is located in the south-eastern corner of this allotment which has been undergoing decontamination and rehabilitation works for a number of years.

Flood Condition

Whilst the site presents significant future development opportunity, it is flood prone. Council's flood modelling indicates that this site is affected by the 1% AEP flood to a level of 3.2m AHD, or approximately 1m inundation depth across the floodplain. Council's policy for greenfield development is to adopt a design flood level governing fill and flood related building controls that takes into account predicted climate change affects, namely sea level rise and increased rainfall intensities.

This increases the design flood level to 3.6m AHD in this precinct. Floor levels for residential development require a further 0.5m freeboard (to 4.1m AHD – approximately 2m above existing ground level), so a large degree of filling is foreshadowed in the development of this precinct. The Tweed Valley Floodplain Risk Management Study and Plan (TVFRMS 2014) examined a range of possible filling scenario's which takes in this precinct to assess the cumulative impacts of loss of flood storage due to the filling of this and surrounding sites.



Figure 6.0 - Business and Knowledge Precinct Constraints

6.2 Business and Knowledge Precinct Character

6.2.1 Industrial estate

The built form character of the Chinderah industrial estate is typical of many 'light' industrial estates with a combination of concrete tilt up and colourbond clad warehouse style buildings, smaller clustering of industrial units and storage sheds, and more open building material sales yards (timber, paving, landscape materials) with site offices.

The width of the road reserve caters to service delivery vehicle circulation and although there are some street trees, there is generally little streetscape amenity, open space and public domain areas for the local work force. Very few buildings within the industrial estate actively address the street with most being set back from the street boundary typically utilised for off street car parking. In most cases however, this setback has not been landscaped or used for outdoor amenity areas with generally poor pedestrian access or circulation across individual sites and across the estate on a whole.

Given the sites advantageous proximity to Tweed Coast Road and Pacific Highway access, the future of this industrial estate could see a gradual transition from current light industrial uses to a creative and bespoke industry hub combined with more employment intensive business park development opportunities.

6.2.2 Undeveloped Land

Whilst currently undeveloped and utilised for livestock grazing, this large undeveloped parcel of land essentially forms the northern gateway entrance into Kingscliff.

As such the precinct presents significant long term opportunity to establish a regional business and knowledge hub providing a diverse mix of business, retail, commercial, education, entertainment, community, cultural, health, open space and residential uses.

This higher level of built form and urban development should be matched with a higher level of streetscape amenity including street trees and a vegetative buffer to Tweed Coast Road, strong pedestrian and cycle

links, a mix of passive and active open space areas, strengthened areas of environmental protection and integrated storm water management.

Some of the key built form opportunities within the business and knowledge precinct include:

- Pursue a design led structure / master planning process to underpin a planning proposal which establishes a mix of employment generating land uses.
- Provide opportunity for taller business park buildings with additional height bonus (up to 13.6m) available for contribution to public domain or other civic improvements within the precinct to encourage more intensive employment generating land uses, commercial and business opportunities.
- Provide opportunity for a retail centre, the size and range of uses to be determined through a economic and retail centres feasibility assessment within the context of the broader Tweed retail and centres hierarchy
- Promote opportunity for mixed use development along a new 'main street' incorporating active ground floor retail use, street edge public domain and shop top housing mix uses.
- Encourage a mix of medium density housing opportunities including residential flat buildings to take advantage of the close proximity to the future business and knowledge and principle movement corridors.
- Encourage the creation of a creative industries / startup hub which could be combined and co-located with other cultural and entertainment landuses centred around an area of public domain.



Business and Knowledge Precinct - Located directly adjoining the Pacific Highway this precinct includes a relatively small light industrial area accommodating a range of building, landscape supply, mechanical repair, recycling uses. When combined with the undeveloped 47.5ha parcel of land to the immediate south, there is significant opportunity to promote this precinct as an activity centre. This site has the potential to significantly expanding employment generating land uses within the region including larger integrated developments such as a business park, hospital, university campus, commercial and retail uses, as well as a range of student, tourist and residential accommodation types.

6.3 Open Space and Public Domain

There is currently no public domain or public open space areas within the existing precinct boundaries, although the Chinderah Golf Course is located to the west of Tweed Coast Road.

Given the future development potential of this site which may accommodate a range of business, industrial, residential and the town centre there are also significant open space and public domain opportunities for this precinct including:

- **Tree lined entrance boulevard and street edges-** opportunity for a tree lined frontage along Tweed Coast Road (20m wide landscape area) as well as a tree line boulevard along an east west primary connector road intersecting with Tweed Coast Road to the west and connecting through to Kingscliff Street to the East. In addition to a strong pattern of street trees within the precinct, streets should be designed to facilitate a higher streetscape amenity for pedestrian and cyclists including path ways, shade, lighting, seating.
- **Network of Public domain Spaces** - Whilst dependent on the final master plan and land use configuration, there is opportunity to provide a central area of public domain and or network of public domain areas which may adjoin active land uses such as a regional retail centre, business park, hub of creative industries, entertainment and cultural uses.
- **Open space and recreation opportunity** - Depending on the master plan and land use outcomes there is opportunity to create an open space area to cater for the open space and recreational needs of future residents and employees. This area should be appropriately sized and open on all sides to encourage a high level of accessibility and visibility as a defining element of the future character of the precinct. Given the flood constraint over the site, part of these open space areas could directly adjoin the north-south drainage corridor and act as an overland flow and storage area during times of high rainfall and flood.
- **Precinct connectivity** - Given the range of land uses which may be investigated across the site, and the relatively good proximity to the beach and coastal reserve to the east, it will be important to achieve strong pedestrian and cycling connections throughout the precinct. Path ways should connect residential areas with the network of open space and key movement corridors and have a high level of amenity in terms of street trees for shade and regular way points with water and seating. Connector roads should have on-road cycle paths.
- **Integrated community facilities** - Opportunity for a centralised open space area to be co-joined with community based uses and buildings which may include sporting club(s) building, a community centre, library, community meeting rooms, incubator work space, preschool and early childhood facilities.
- **Dedicated Environmental protection** - Opportunity for the lands along the existing drainage corridor as well as vegetation across the sites north and north west extents to be allocate an environmental protection zoning consistent with its high ecological significance.
- **Landscape Drainage Swales** - Given the flow of surface water is currently towards the existing north-south drain there is opportunity to integrate east-west landscape swale which provide a drainage and flood event flow management whilst also integrating opportunity for landscape and ecological habitat. There is also significant opportunity to provide a wider north south drainage corridor which would serve to reinstate riparian vegetation communities strengthening local ecological links which would also treat and filter receiving waters. As part of this north-south corridor there is also opportunity to integrate linear open space including a shared pathway which would link this precinct to Elrond Drive.

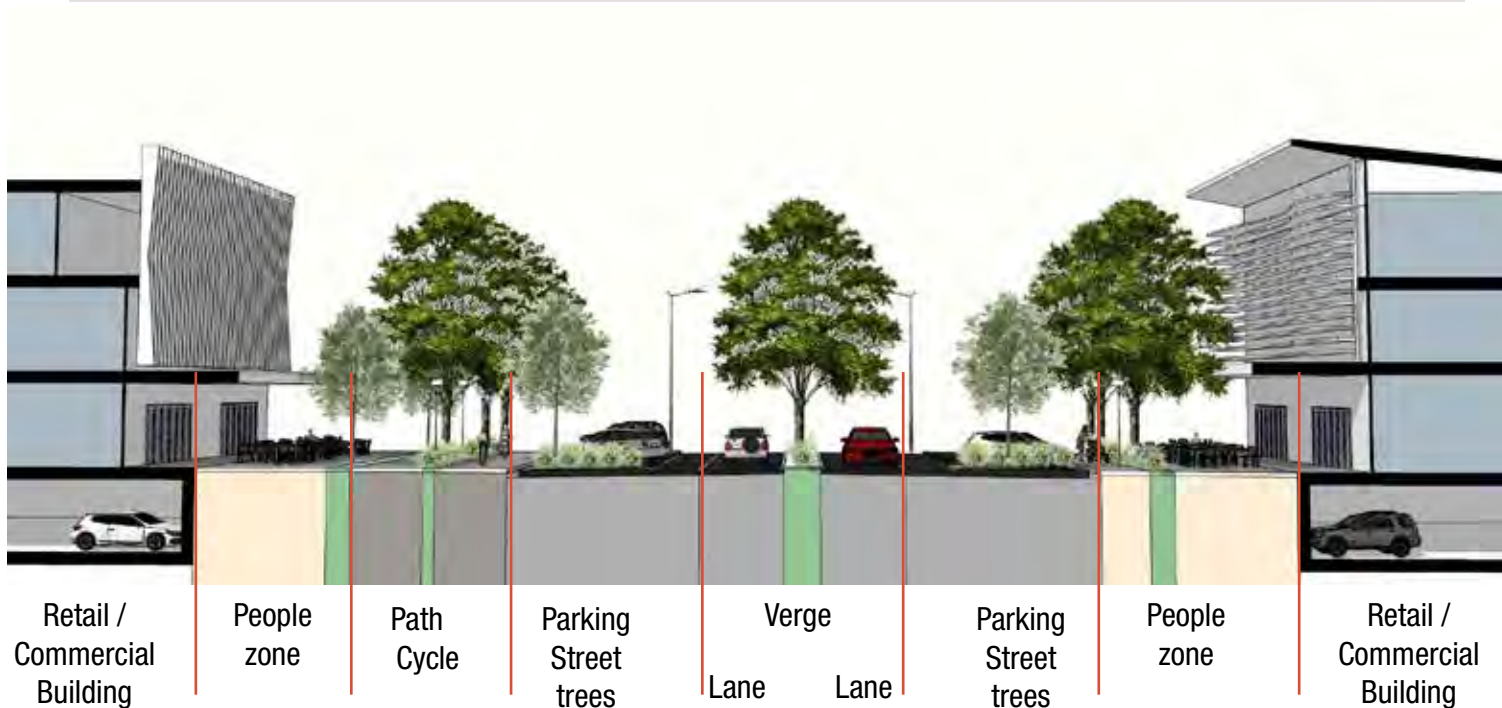


Figure 6.1 - Indicative Business and Knowledge Precinct Boulevard

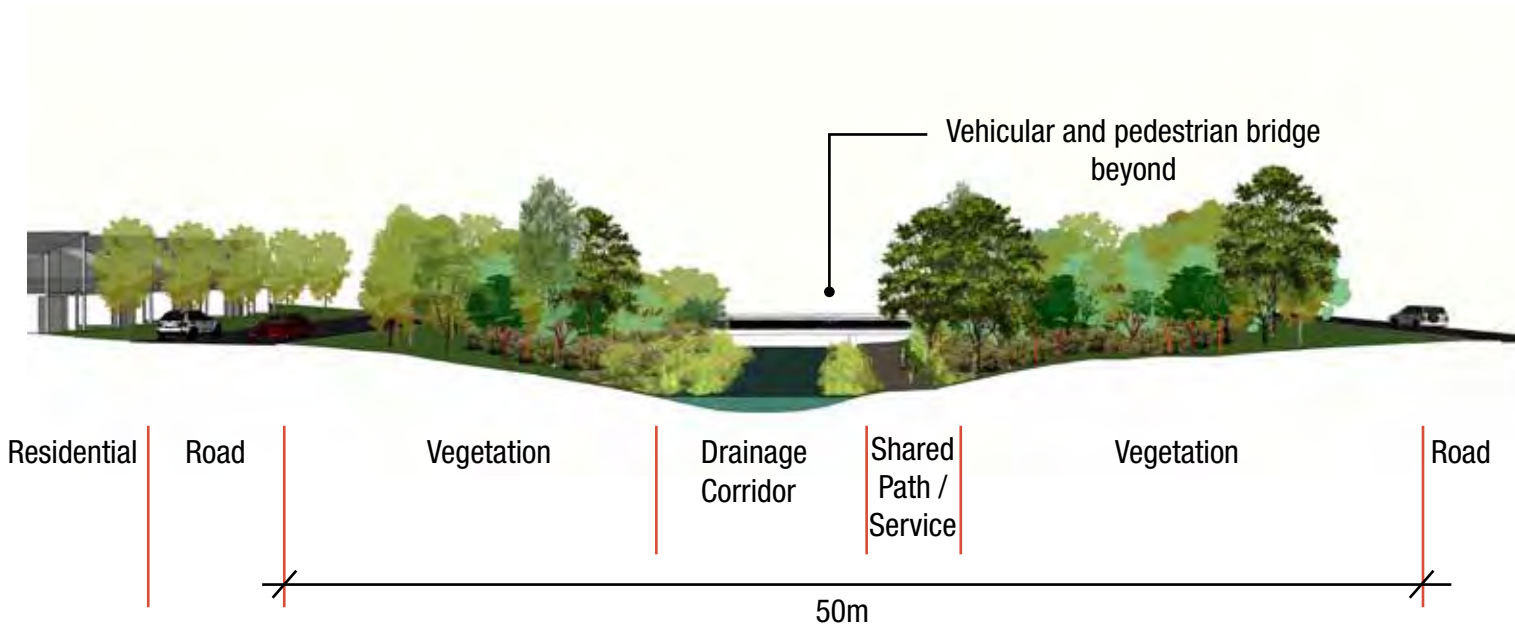


Figure 6.2 - North-South Landscape Drainage Corridor

6.4 Planning and Design Opportunities

The business and knowledge precinct site has the opportunity to fulfil a transformative role to expand sub-regional economic and employment activity including opportunity to diversify and expand within the existing industry pillars of tourism, agriculture, education, health and construction.

Due to the large site area, this precinct could be developed to include a mix of employment generating land uses such as a business park, a retail centre, establishment of a creative industries hub, entertainment and cultural uses, creation of a main street along with supporting network of open space and range of residential types including residential flat buildings.

The point of difference of this centre from other regional centres will be in the mix and diversity of land uses and the opportunity to create symbiotic relationships between them. The key advantage is the overall size of this precinct (47.5ha) and as such its ability to accommodate a range of employment generating land uses and supporting retail and residential uses over one site. This is strengthened by its strategic location being well connected to existing residential settlements as well as having good access to existing infrastructure as well as ready access to the Pacific Highway. Diversity of land use and structure planning (lot sizes, building heights etc) typically results in a more diverse business and employment opportunities and thereby broader economic base appealing to a wider demographic structure.

In recognition of the range of possible outcomes, three indicative structure plan scenario's have been illustrated within this precinct plan including a mixed use centre (figure 6.2), a centre with a larger sub-regional business park and retail centre component (figure 6.3) and also an sub-regional centre with a large education campus focus (figure 6.4).

Business Park

There is opportunity within the business and knowledge precinct to establish or create a specific business niche given its strategic location being well connected to existing residential settlements and infrastructure including ready access to the Pacific

Highway. Business parks are predominantly office parks with a component of warehouse and in some cases a component of research and development as well as high-technology users. Taking advantage of the proximity to the Pacific Highway there is good potential for businesses and commercial operators to establish new premise in a well designed business estate, rather than light industrial estates which is the current trend.

To maximise employment generating opportunity, there is opportunity for taller buildings up to 20m) within the precinct to encourage large businesses and more intensive employment generating land uses, commercial and business opportunities.

Retail Centre

One of the key strategies identified Tweed Coast Strategy adopted in 2003 is the provision of a District Centre in Kingscliff servicing the Tweed Coast to provide between 10 000-20 000m² of retail floor space. Whilst Council's current or previous planning framework has not directly nominated a site on the Tweed Coast for a District Centre, the attributes of the Business and knowledge Precinct and previous submissions from the landowner have resulted in it being considered a potential site. The key opportunities of an additional retail precinct over this site include:

- Expanding the existing retail and supermarket offering within the service catchment;
- Providing opportunity for 'higher order' and larger floor plate retail uses to complement rather than compete against the existing Kingscliff town centre;
- Green field site providing opportunity for greater level of design integrating with primary employment generating land uses; and
- Reducing traffic pressure on existing Kingscliff town centre.

In consideration of any new retail centre over this site, an economic and retail feasibility study would need to establish and justify an appropriate overall size. Part of this feasibility study would need to specifically address Council adopted retail principles strategy which in essence support retail provision in a scale commensurate with the existing individual settlements they service and to date have directed major retail uses to Tweed Heads/Tweed Heads South.



The future design of the Activity Centre Precinct has the opportunity to establish a well scaled main street providing a mix of uses whilst integrating pedestrian connectivity and amenity.



The activity centre precinct presents opportunity to expand Kingscliff's retail and market offer within a mixed use urban structure.



Creating a network of connected open space including links to the north-south 'green corridor' will be important considerations in the precincts master planning.



There is opportunity for a range of start-up and creative industries combined with entertainment and cultural uses to transform the existing light industry estate. Source: Ce quartier de la création, Nantes FR



Given the proximity and ready access to the Pacific Highway there is opportunity to establish a regional business park, creative industries hub, health precinct, education campus and retail and commercial centre supported by a diverse mix of residential housing and network of open space and public domain areas.

Business and Knowledge Precinct - This precinct has the opportunity to play a strong transformative role to expand sub-regional economic and employment generating land uses. Future employment and economic growth has the opportunity to 'play to existing locality strengths' and focus on diversifying opportunity within existing industry pillars including tourism, agriculture, education, health and construction.

These retail principles were at the time supported by recommendations within the Tweed Shire Retail Strategy (prepared by Core Economics 2005). Now 10 years further along, the context of that economic assessment has evolved. This includes changes to land use policy and development potential, development which has eventuated along the Tweed coast, additional future development potential along the Tweed coast, new flood modelling which significantly limits future growth and land use diversity (including residential) potential of South Tweed, the (re)development of larger regional retail centres at Robina and Pacific Fair which all influence trade area analysis and staged demand for increased retail floor area.

In addition to these changes and constraints, South Tweed has a highly fragmented land ownership pattern which in the context of long term planning for major retail centres can lead to lack of co-ordination and under utilisation of land. This is particularly the case where the other essential components of more successful centres including the integration of a denser walkable residential population, a higher level of streetscape and public domain amenity and co-location of community and cultural uses may continue to be problematic.

As such, there is now a need to reappraise the Tweed Retail centres hierarchy and strategy within this context of change. Whilst the primary objectives of the Business and knowledge are to encourage a high density of employment opportunities and this is predominately envisaged to be achieved through a range of office and light industrial uses, other compatible land uses, including retail, are considered appropriate.

Whilst the retail threshold detailed within the Tweed Coast Strategy (10,000 – 20,000m²) would comprise less than 10% of the site area, any future retail centre proposals within this Business and Knowledge Precinct would need to be underpinned by an economic and retail centres feasibility assessment. Accordingly, the following heads of consideration are considered critical towards the establishment of an appropriate planning framework and successful sub-regional centre:

1. Achieve a renewed understanding of the current and future needs of the service catchment including updated economic impact assessment/ market trends analysis/projections.

2. Acknowledge the opportunities and constraints of the current centres – Tweed Heads, Tweed Heads South and Murwillumbah.
3. Provide a planning framework that ensures the Business and knowledge Precinct maintains a diverse, high-density employment base as opposed to becoming another single land use retail centre.

By addressing these three heads of consideration Council will be in a position to appropriately resolve upon the size and scale of retail component within the precinct.

Education

The combination of industry and business with education uses could provide a strong economic driver for the future, by providing; investment opportunity, growth of local knowledge capital, industry diversification and future job creation outside of more traditional light industrial estates and employment bases.

There is opportunity to establish a education/university campus as part of the precinct master plan. The education precinct focus could be developed around the predominant adjoining land uses and existing industry pillars including health, tourism, construction, business and sustainable agriculture.

One example could be tertiary institutions taking advantage of the existing agricultural land uses (including sustainable farming, and emerging aquaculture industry) by offering internationally recognised sustainable agricultural courses supplemented by on farm training and research. These agricultural industries could then be supported by commercial operations focussed on value adding to raw produce, product development, marketing, sales and export. This industry and education coupling could also readily apply to the other dominant local industries including the health, tourism, environmental management and the construction sectors.

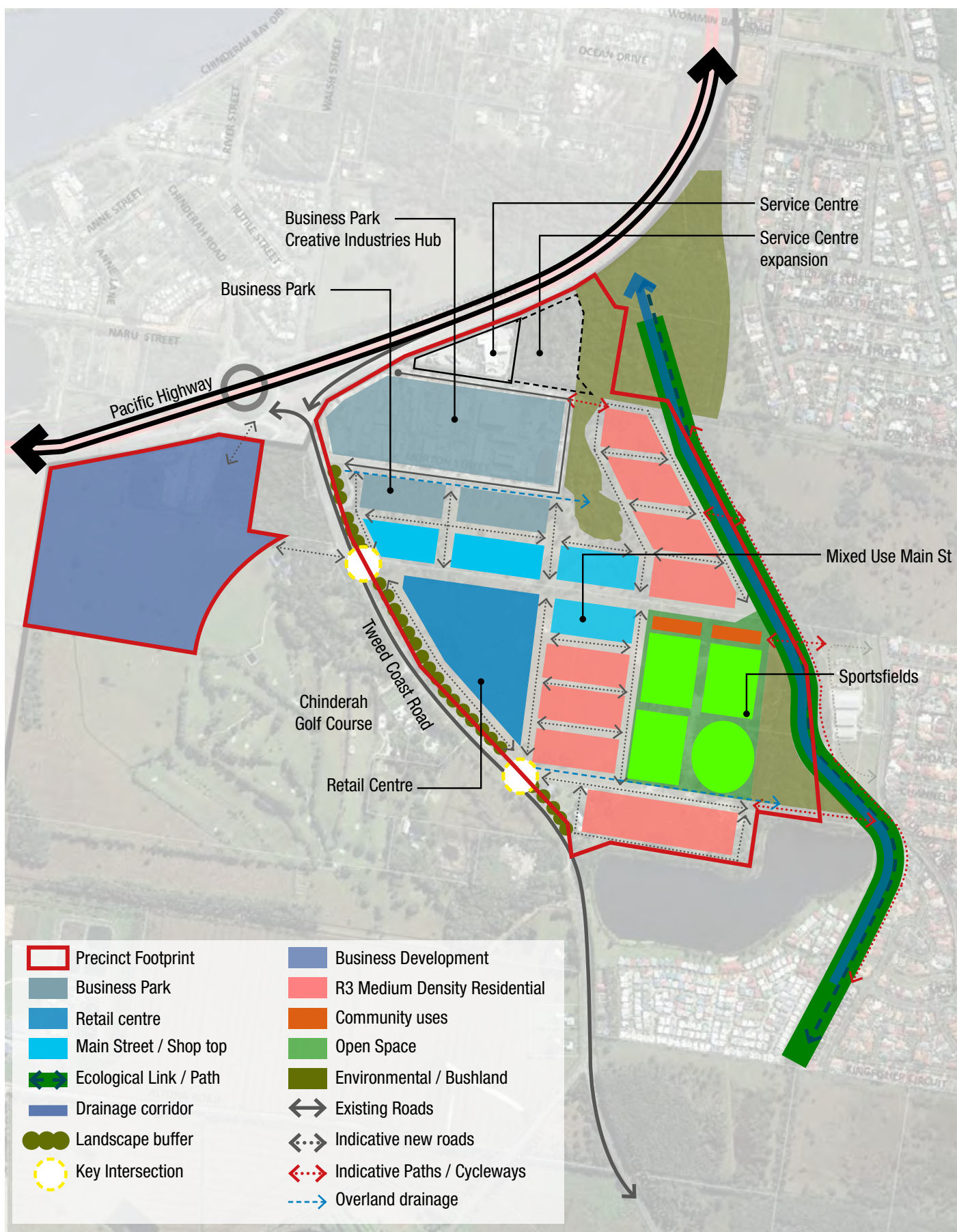


Figure 6.3 Indicative Structure Plan - Mixed Use Option

Creative Industries Hub

In addition to larger scaled growth and development, there is also significant opportunity to cater for smaller scaled businesses and start up industries. The establishment of a creative industries hub combined with incubator work and exhibition space for start up business could be combined with other entertainment and cultural uses to transform the existing light industry estate.

A recognised precedent is the emerging creative industries hub at Miami (Rabbit and Cocoon) which merges bespoke and artisan production with food, beverage and entertainment. The diversity of industries which have emerged from the Byron Bay Industrial Estate also showcases locally produced items with a broader national and global market.

Bulky Goods, Home and Garden Retail, Home Maker Centre

Opportunity exists over lands currently zoned IN1 General Industrial to the west of the Tweed Coast Road to change the land use zoning to B5 Business Development to accommodate a wider range of large format retail and commercial premises. This site could take advantage of the available land area and access potential to both Tweed Coast Road and the Pacific Highway.

This could include bulky goods, hardware, home and garden retail which when combined could become a subregional home maker centre. Access to the site could be gained from the Tweed Coast Road (south of the existing cemetery) or potentially via an access handle off the existing Pacific Highway roundabout subject to negotiations and approval from the Roads and Maritime Service (RMS).

Decommissioned Waster Water Treatment Site

Given its previous use, the future opportunities which can be explored over this site will need to be determined through a site contamination and rehabilitation report. It is envisaged that whilst a significant proportion of this site will be available for redevelopment purposes, the balance of the site may only be suitable for revegetation which could potentially be nominated as a site for offset planting.

Flood Considerations

Flood modelling confirmed that the fill impacts of floodplain development across this site remain within an acceptable level across adjacent urban and rural land providing coverage of the site filling is restricted to a maximum of 65%. Given the largely industrial zoning at present, this can be readily dealt with in the design of each site, to provide elevated buildings, flood compatible materials and low lying areas set aside for car parking, roadways and manoeuvring areas.

In the development options contemplated in this Precinct Plan, it is unlikely that the 65% site coverage condition can be maintained at the individual site level, should options for higher site coverage through a change in character and use from industry to business and mixed uses be pursued. Instead the 65% coverage condition could be applied on a more regional level, where full site filling, larger floor plates and increased densities are achievable in parts of the precinct, but traded off against wider, unfilled drainage corridors and greenspace for flood storage and flow. If residential land uses are included, then the precinct design must allow for the construction of rising roads to flood free land to the east, to provide effective evacuation routes.

The preferred Precinct Plan would need to be tested against the TVFRMS cumulative development scenario with refined flood modelling, as well as development of a stormwater management plan as part of any future master plan or development applications.

In addition to flooding considerations is the drainage corridor which dissects the site and runs south to north effectively draining water from the Kingscliff ridgeline (Cudgen Road), Turnock Street and West Kingscliff north. The drain ultimately reaches the Tweed River at Chinderah where there have been recorded high flocculates indicating presence of acid sulphate soils.

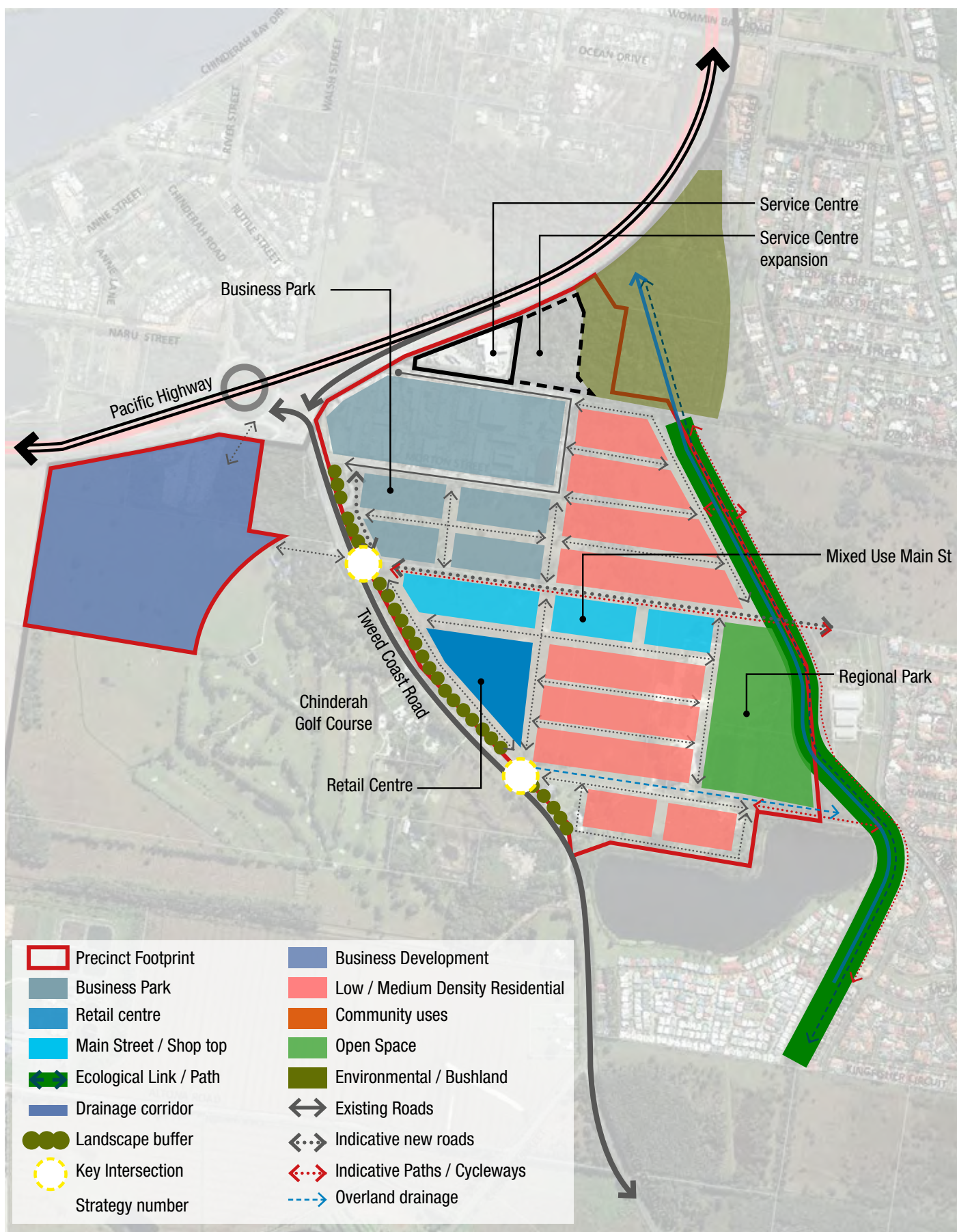


Figure 6.4 - Indicative Structure Plan - Business Park, Retail & Residential Option

6.5 Business & Knowledge Precinct Strategies

1. Facilitate the protection and management of land identified as environmentally and/or ecologically important through appropriate land use zoning and provisions for ongoing habitat management.
2. Facilitate the future development of the Business and Knowledge Precinct as a regionally significant employment generating precinct through an integrated concept plan, planning proposal and site specific development control plan (DCP) process. The business and knowledge precinct will establish an integrated and connected urban structure and diverse mix of employment generating land uses including a business park, a retail centre, light and creative industries, cultural and entertainment uses, community facilities, opportunity for a health and/or education campus, network of open spaces and a mix of residential housing types. The integrated planning process is to be supported by:
 - A developer initiated and funded economic and retail centres feasibility assessment to evaluate proposed staged land use and floor area development scenarios/projections within the context of the broader Tweed retail and centres hierarchy;
 - A developer initiated and funded site specific flood mitigation strategy which identifies lands to be filled, evacuation routes and location of surface drains as integrated with the road and open space structure / networks.
 - A developer initiated site master plan illustrating urban structure, building heights and 3d massing study, network of open space and public domain, view and visual impact analysis.
 - A developer initiated traffic impact study based on envisaged land use floor area density outcomes.
 - A Site Contamination and Rehabilitation Plan over the decommissioned WWTP site to determine appropriate future uses.
3. Provide opportunity for the development of a commercial / business park within the precinct up to 13.6m in height to encourage more intensive employment generating land uses, commercial and business opportunities.
4. Facilitate change of land use from IN1 General Industrial to B5 Business Development over lands to the west of Tweed Coast Road facilitating opportunity for large floor plate retail if traffic access and flood management strategies, as initiated and funded by the developer, can be satisfactorily demonstrated through a planning proposal process.
5. Create a principle east-west connector road linking Tweed Coast Road with the precinct including investigating the need for a through connection across the drainage corridor to Kingscliff Street to the east. This connector road should:
 - Facilitate the development of a main street configuration within this precinct which may provide shop top housing, fine grain active retail street level and widened pedestrian public domain street edge.
 - Create a tree lined boulevard with widened drainage swale to provide a high level of visual amenity and ecological habitat.
 - Include a dedicated shared pedestrian and cycle lane network throughout the precinct with shade, seating, lighting and water points at regular intervals.
 - Integrate street lighting, parking, landscape bays and WSUD streetscape elements.
6. Facilitate a mix and diversity of medium density housing opportunities through an R1 or R3 zoning including residential flat buildings up to 13.6m, affordable and aged housing, student accommodation (if co-exists with a University Campus). Achieve affordable housing outcomes through co-ordinated negotiations between Council, the developer and affordable housing providers to meet agreed affordable housing benchmarks established through an Affordable Housing Strategy to be undertaken by the developer.
7. Develop a network of connected open space within the precinct. Require the creation of a large open space area to cater for the passive and active recreational needs of future residents which should be appropriately sized and open on all sides to encourage a high level of accessibility and visibility as a defining element of the future character of the precinct. Open space area adjoining the north-south drainage corridor, over the rehabilitated WWTP site could act as an overland flow storage area. As part of the overall precinct open space and environmental strategy, embellish the north-south drainage corridor as a defining 'green corridor' for combined drainage, vegetation, open space and shared pathway uses.
8. Create a 20m wide vegetative buffer to Tweed Coast Road frontage providing a 'green screen' to the site with opportunity plant out with large street trees and under storey vegetation.

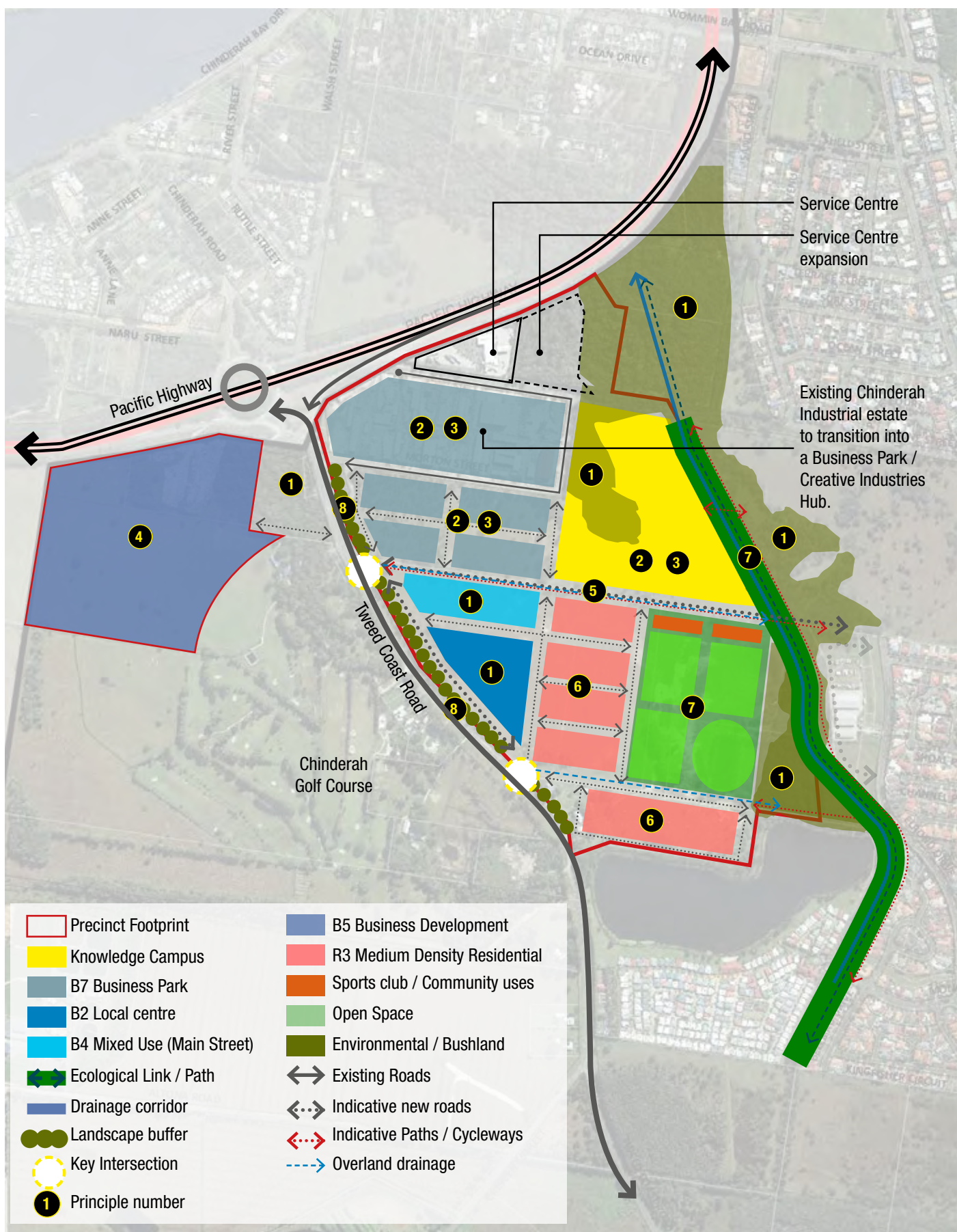


Figure 6.4 Indicative Structure Plan - Business Park, Retail and Education Campus Option

7.0 West Kingscliff Precinct

7.1 Existing condition

Located to the west of Turnock Street, the West Kingscliff precinct contains a mix of existing low density residential areas, the existing Noble Park Lakeside Park manufactured estate, and a large low lying undeveloped tract of land between Turnock Street and Tweed Coast Road.

As part of this undeveloped tract of lands are areas of environmental protection along its western edge which also adjoins the Tweed Coast Road as well as areas of high ecological significance along the southern edge of this precinct. When combined these areas form a continuous ecological link from the Tweed Coast Road to the west to the Kingscliff Town centre to the east.

The vegetative communities within this area include pockets of coastal rainforest and low lying wetlands, melaleuca and swamp she-oak forests. These vegetative communities are known habitats for the endangered Wollum Froglet and Mitchells Rainforest snail which have been recorded in the area. An area of land within this precinct has been nominated as Wallum Froglet Habitat location endorsed under a s.88E instrument as part of DA05/0004.

Given the high ecological status of much of this undeveloped land, this precinct has a significant role in retaining and strengthening the areas of high ecological value by linking large tracts of vegetation as well as maintaining a strong character defining 'green edge' through this part of the Kingscliff settlement. At the time of writing much of this land is currently under review in terms of allocating environmental zones appropriately in accordance with the Department of Planning and Environments Review of North Coast E-Zones.

Outside of these key environmental areas, the large undeveloped parcel also provides significant infill residential development opportunity. This greenfield site has the capacity within the existing planning framework (currently zoned R1 General Residential) to develop a diversity and range of residential accommodation types. The development of this key site will provide critical north-south and east-west connections, linking the North Kingscliff and Elrond

Drive Residential Precincts with Turnock Street and Tweed Coast Road.

In terms of connectivity, Elrond Drive is the principle connector road which runs through this precinct in a north-south direction providing access to Turnock Street in the south connecting through to Beech Street and Kingscliff Street to the east.

To improve the connector options into the township from Tweed Coast Road, an extension to Turnock Street intersecting with Tweed Coast Road near the Altona Road intersection has been included within the Tweed Road Development Strategy. The timing and alignment of this new connector road will be dependent on the development of the West Kingscliff precinct in consideration of traffic generation from these release areas as well as resolution of the environmental and flooding constraints.

Three alignment options have been illustrated at Figure 7.2. The final alignment will need to consider the environmental constraints, Wallum Froglet Habitat (endorsed under s88E instrument as part of DA05/0004 as well as optimising the balance of the developable footprint.

The south to north drainage corridor which drains the lower lying undeveloped lands separates the existing residential precinct from Noble Park manufactured housing estate. This corridor presents significant opportunity as an ecological and passive movement (walking and cycling) corridor linking with the future business and education precinct to the north.

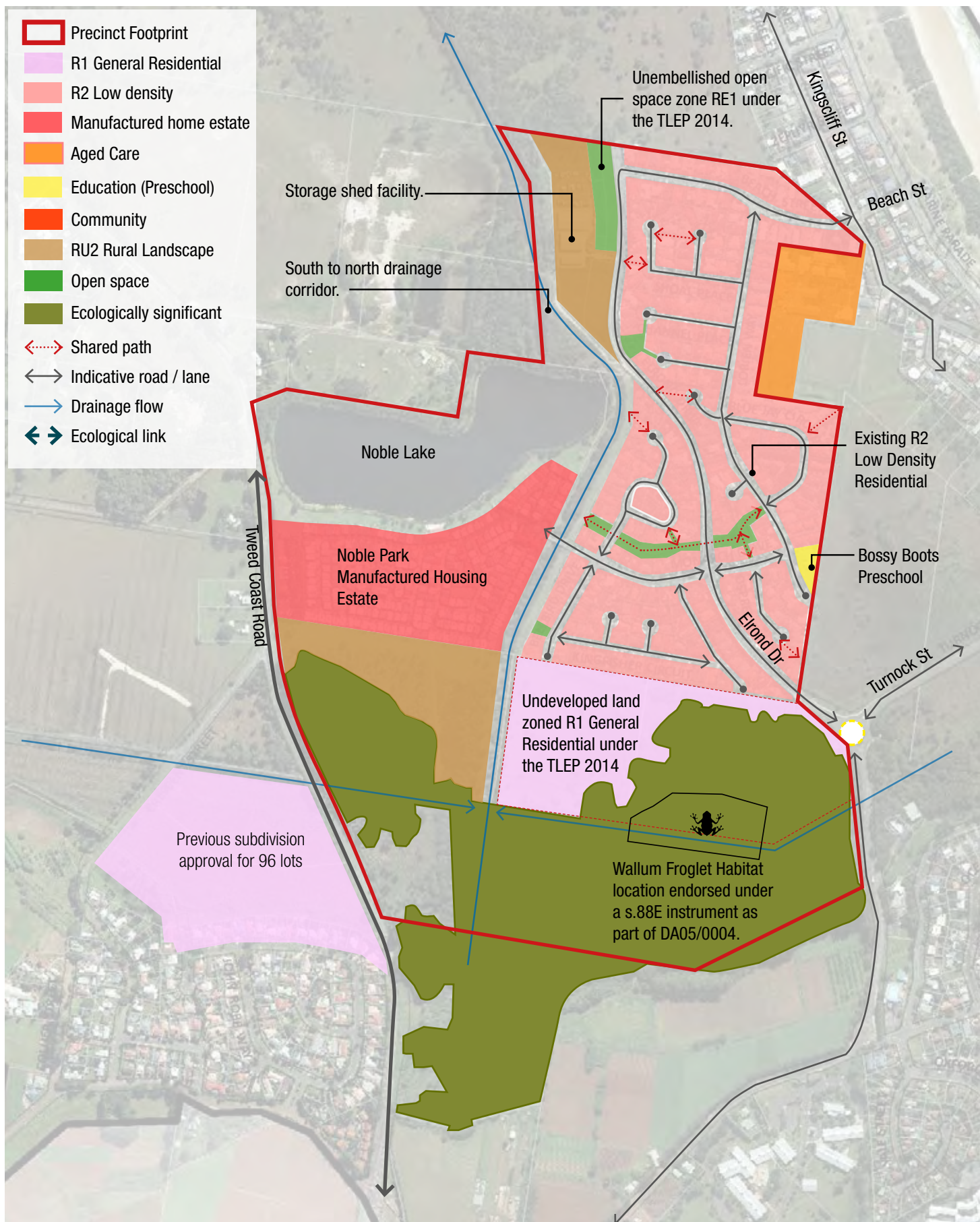


Figure 7.0 - West Kingscliff Precinct

7.2 West Kingscliff Precinct Character

Elrond Drive residential precinct was developed in the late 1990's with fill from the Noble Lake site used over the elevate the precinct above flood levels. The subdivision has a sinuous curving configuration with numerous cul-de-sacs, typical of many subdivision designs of this time. Despite the lack of vehicular connectivity and visual legibility throughout such curving subdivisions, many of the cul-de-sacs within this precinct do have connecting pathways. Dwellings within the precinct is predominantly single and two storey detached dwellings on 600-700m² allotments; however a number of dual occupancies and a multi-unit aged care development are present.

There is a tract of land on the western side of Elrond Drive which is currently developed as a storage shed facility. Council has received a request from the landowner to pursue a rezoning of this site to permit low density residential development.

Directly adjoining the Elrond Drive residential precinct is the approximately 22ha over 50s Noble Lakeside Park. This manufactured home estate contains 254 lots configured around a large artificial lake and provides an affordable form of seniors housing within a leasehold arrangement. The site is accessed via Monarch Drive, however the site also has a 370m frontage to Tweed Coast Road which is currently fenced off.

The remaining existing residential neighbourhoods within the precinct consists of typically low density single and double storey residential dwellings predominantly of a brick and tile construction.

Whilst the housing of the precinct was primarily developed through the late 1990s, many of the homes have been renovated and expanded with contemporary features. In consideration of the flat walkable and cycle proximity to the town centre to the east, this precinct particularly over the green field development areas has the potential to provide additional housing types and future density increases to take advantage of these contextual opportunities.

7.3 Open Space and Public Domain

There is currently limited existing embellished public domain or public open space areas within the existing precinct. Open space within the existing Elrond Drive neighbourhood consists of two small unembellished pocket parks and a series of bike corridors.

Given the future development potential of the greenfield component of this precinct which may accommodate a range of housing types there are also significant open space and public domain opportunities for this precinct including:

- **Tree lined entrance boulevard** - opportunity for Turnock Street as the principle connector road into the township of Kingscliff to be a tree lined character defining access route which includes higher street amenity for pedestrian and cycle path ways connecting West Kingscliff including the residential areas off Elrond Drive with the town centre.
- **Turnock Street landscape swale interface** - opportunity for new buildings fronting Turnock Street to be set back from Turnock Street to accommodate a wide landscape swale providing opportunity for landscape and ecological habitat.
- **Passive recreation opportunity** - creation of an area of passive open space adjoining the Turnock Street extension and north-south drainage corridor to cater for the passive recreational needs of future residents which should be appropriately sized and open on all sides to encourage a high level of accessibility and visibility as a defining element of the future character of the precinct.
- **Precinct connectivity** - Given the proximity to the town centre and opportunity for medium density housing typologies it will be important to achieve strong pedestrian and cycling connections throughout the precinct. Pathways should connect residential areas with the network of open space and key movement corridors and have a high level of amenity in terms of street trees for shade and regular waypoints with water and seating.
- **Dedicated Environmental protection** - Allocation of appropriate environmental zones to lands identified as having a high ecological significance in accordance with the E-Zone criteria



West Kingscliff Character - West Kingscliff precinct contains a mix of existing low density residential areas, the Noble Park Lakeside Park manufactured estate, and a large low lying undeveloped tract of land between Turnock Street and Tweed Coast Road. Part of the large undeveloped allotment south of Elrond Drive currently has a R1 General Residential Zoning and presents opportunity for a mix of residential housing types and local open space opportunities. The balance of this undeveloped land is environmentally significant and presents a strong opportunity to retain and strengthen ecological links between the Tweed Coast Road and Kingscliff Town centre to the east.

7.4 Planning and Design Opportunities

Given the Turnock Street extension will essentially form the gateway entrance into Kingscliff township, the precinct presents significant opportunity for a balance of character defining built form and urban development, strong passive movement links (pedestrian and cycling) and areas of environmental protection which extend across the precinct. This presents opportunity to form a continuous ecological corridor and linked canopy from the Tweed Coast Road through to the Kingscliff Town centre.

Some of the key built form opportunities within the West Kingscliff precinct include:

- Construction of the Turnock Street extension which will form the new primary connector road and gateway from the Tweed Coast Road into the Kingscliff township to include a dedicated cycle and walking path.
 - Provide opportunity for a mix of medium density residential development including higher residential flat buildings (13.6m) heading west along the extended Turnock Street to take advantage of the close proximity to the existing centre and encouragement of higher densities along principle movement corridors.
 - Pursuing a subdivision pattern which will allow a range of housing typologies and mix of density over the green field development site to the west of Turnock Street roundabout outside of the environmentally constrained lands;
 - Review Council managed lands (community and operational lands) within the precinct in the context of providing opportunity for affordable housing developments;
 - Encouraging secondary dwelling development within the existing residential areas providing affordable housing, aged housing in place and generational family housing opportunities.
- Opportunity to embellish north south drainage corridor for combined drainage, vegetation, open space and passive movement (shared path) uses.
 - Encourage strengthened pedestrian and cycle links throughout the precinct including a dedicated on-road cycle lane along Elrond Drive and Beach Street.

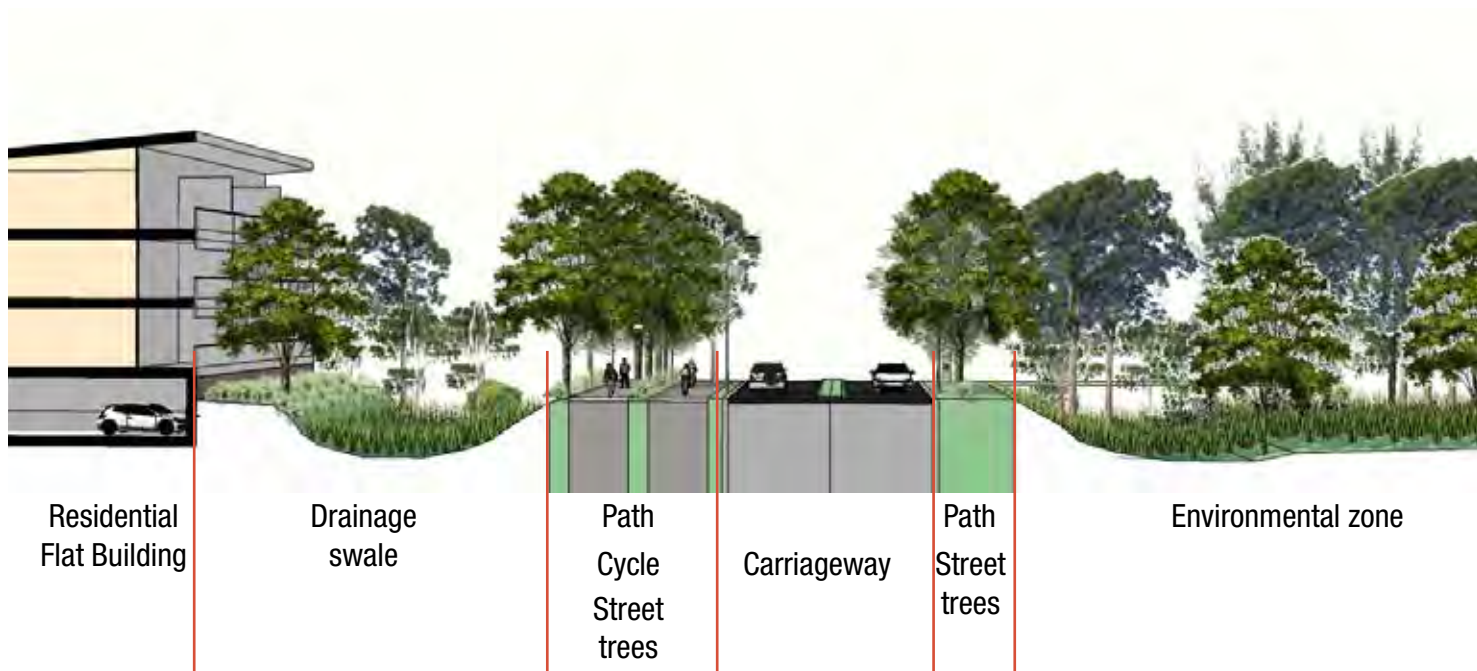


Figure 7.1 - Indicative Turnock Street Extension Section

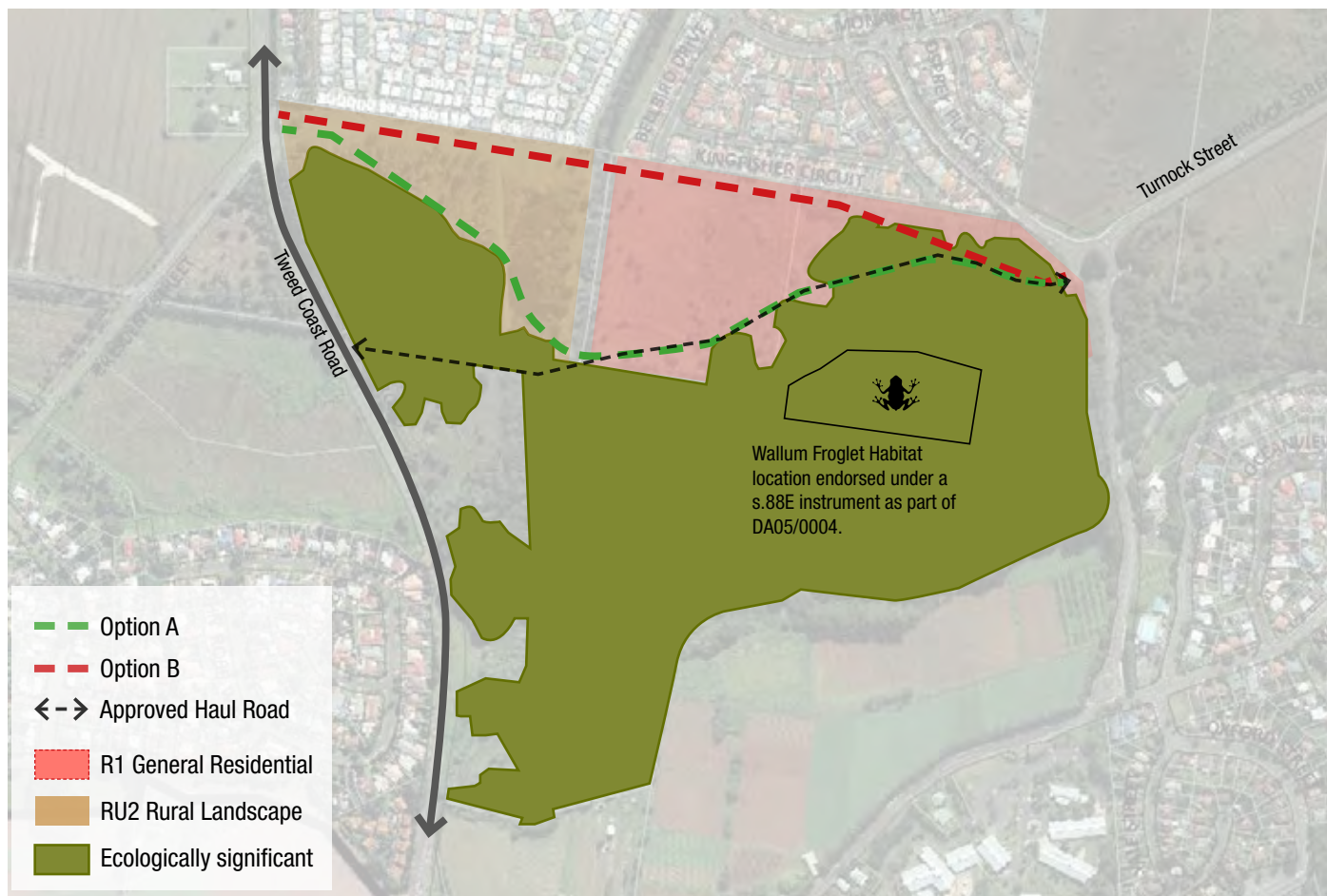


Figure 7.2 - Indicative Turnock Street Extension Alignment Options

7.5 West Kingscliff Precinct Draft Strategies

1. Facilitate the protection and management of land identified as environmentally and/or ecologically important through appropriate land use zoning and provisions for ongoing habitat management.
2. Facilitate future development of the developable portion of the R1 greenfield development site through an integrated concept or master plan planning proposal process to achieve a balance and mix of housing types including low density residential and small lot housing with building height to 9.0m and medium density residential including residential flat buildings with building height to 12.2m. The master plan should also include:
 - Detailed design of the extension of Turnock Street west to meet the Tweed Coast Road.
 - Demonstration of how passive solar design principles have been embedded to include a generally grided street network resulting in regular shaped allotments with good solar and passive design opportunities.
 - Integration of water sensitive urban design as part of the overall subdivision design.
 - Address potential flood impacts and mitigation strategies including flood evacuation routes.
 - Provision of passive open space adjoining the north-south drainage corridor and a local park which adjoin the Turnock St roundabout to the east to be appropriately sized, planted and embellished to meet the passive open space needs to the local residents resulting in a green edge to the precinct.
 - Identification of lands to be dedicated for on site compensatory planting as a result of any vegetation clearing which may be nominated for removed from part of the identified development site as part of the concept/master plan process. A compensatory rate of 12:1 will generally be applied.
3. Facilitate the rezoning of land immediately south of the Noble Park Manufactured Home Estate from RU1 2 Rural Landscape to R1 General residential. This land could form part of an extension to the manufactured housing estate, a residential eco-village estate or form part of the broader West Kingscliff greenfield development subdivision.
4. Reinforce the extended Turnock Street as the principle connector road which will ultimate link the Tweed Coast Road with the Kingscliff township by:
 - designing Turnock Street as a tree lined boulevard with widened drainage swale to provide a high level of visual amenity and ecological habitat;
 - utilising the alignment of the Turnock Street extension to delineate between developable area (north of alignment) and area of environmental protection (south of alignment);
 - co-ordinated access points for development fronting Turnock Street to avoid multiple road / driveway access points off Turnock Street;
 - inclusion of a dedicated shared pedestrian and cycle lane linking areas of west Kingscliff with the town centre with shade, seating, lighting and water points at regular intervals;
 - public domain requirements for new buildings fronting Turnock Street;
 - integrated street lighting, parking, landscape bays and WSUD streetscape elements.
5. Within the future subdivision design achieve strong pedestrian and cycling connections throughout the precinct. Path ways should connect residential areas with the network of open space and key movement corridors and have a high level of amenity in terms of street trees for shade and regular way points with water and seating. This includes opportunity to embellish north south drainage corridor for combined drainage, vegetation, open space and passive movement (shared path) uses.
6. Include a dedicated on road cycle lane the length of Elrond Drive and Beach Street linking through to Turnock St and Kingscliff St.
7. Investigate residential land use options (affordable housing) over Council managed land (operational and community) against site constraints including proximity to environmental protection areas, flooding, bushfire and community expectation including land fronting Elrond Drive (Lot 45 DP 830193, Lot 56 DP 840688, Lot 68 DP 855991, Lot 76 DP 855992, Lot 36 DP 793925) and land fronting Bellbird Drive (Lot 41 DP 873094).

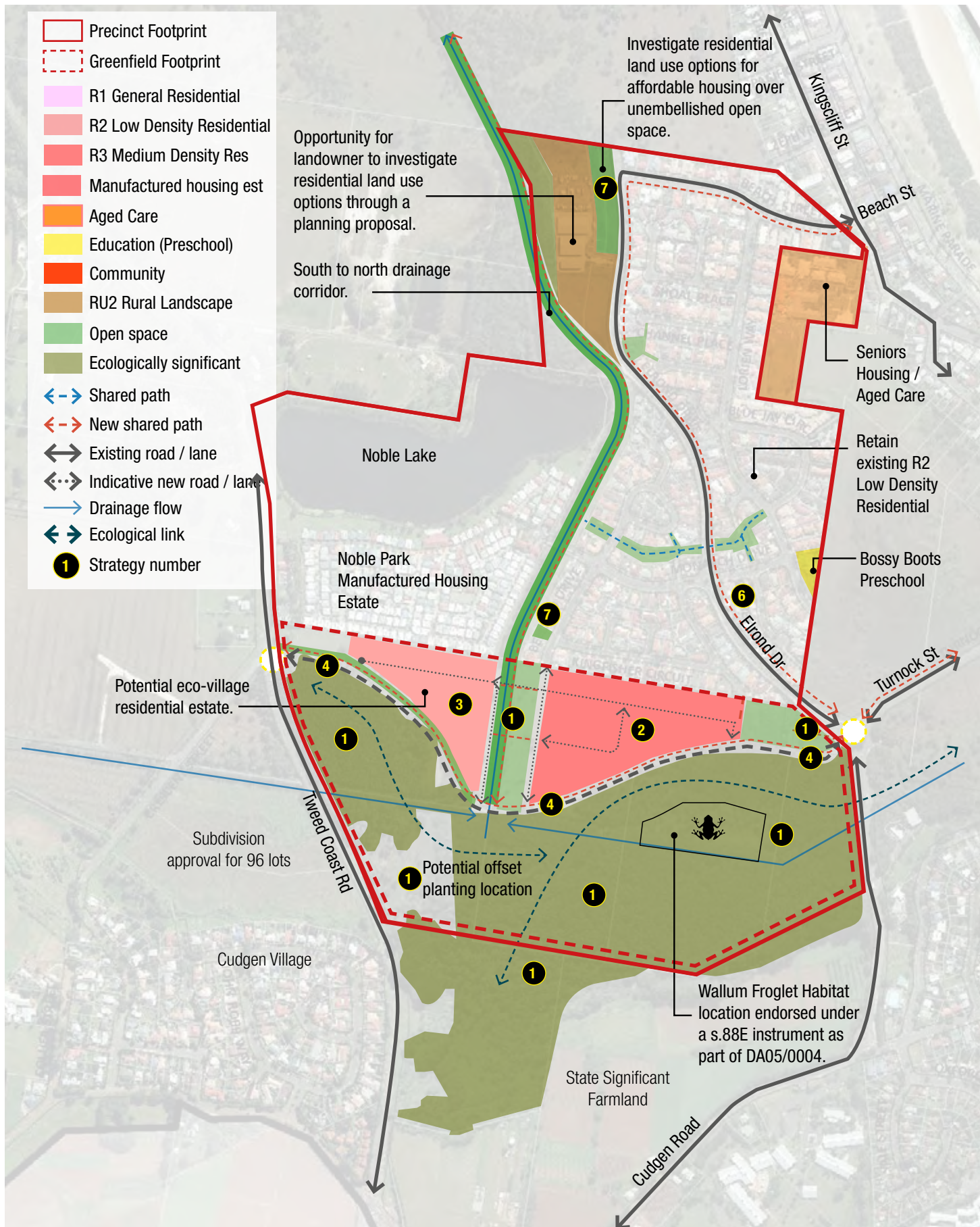


Figure 7.3 - West Kingscliff Precinct Indicative Structure Plan

8.0 Kingscliff Hill Precinct

8.1 Existing condition

Kingscliff Hill was part of the first residential release areas of Kingscliff with the first subdivision dating back to 1912. This was largely due to its proximity to Cudgen, favourable elevated aspect and high visual amenity. Many of the residential allotments on Kingscliff Hill today enjoy those same expansive views across the township of Kingscliff, Cudgen Creek, the Pacific Ocean and north to Cook Island.

As this precinct was a founding area of Kingscliff, the historic urban structure is highly prevalent, particularly in its response to topography, view opportunity as well as street and lot patterns. Accessed off Cudgen Road, McPhail Avenue is the key spine road which runs through the precinct and largely demarcates the Kingscliff Hill ridge line reaching an elevation of approximately 50m. Many of the local access streets typically run either perpendicular to the slope or along the slopes contours forming a high side and low side of the street enabling viewing opportunities from most allotments.

The key access routes through this precinct in addition to McPhail Street include Sutherland Street which links Casuarina Way to the south with the Kingscliff town centre. It is also observed that a key through route for Salt and Seaside residents travelling north is via Viking Street accessed off Sutherland Street which in turn provides access to Cudgen Road and Tweed Coast Road ultimately providing access onto the Pacific Highway.

Other land uses in addition to the predominantly residential character include the Kingscliff Public School, The Kingscliff tennis club, smaller pocket parks and the more substantial linear open space areas fronting the northern bank of Cudgen Creek.

8.2 Built Form Character

8.2.1 Residential Areas

In response to topography and view, Kingscliff Hill possesses an eclectic built form character of traditional coastal cottages, large modern homes and small residential flat buildings. More recent trends are seeing the smaller coastal cottages being demolished to make way for more substantial contemporary homes that seek to take advantage of additional floor space, height and therefore view opportunities.

Within the Kingscliff Hill precinct, there are a number of different built form characters which have largely emerged due to the existing land use zoning. A number of substantial residential flat buildings have been developed along Moss Street fronting Cudgen Creek with additional multi-unit developments extending up the hill to the ridge line of Olga Street and Seaview Street reflective of its R3 Medium Density Residential zoning.

Outside of this existing R3 zone, the remainder of the precinct is predominantly R2 Low Density Residential and has a low density single and double storey residential character. Of the older stock housing building materials are typically a combination of face brick and tile as well as timber framed and light weight clad dwellings on relatively large allotments. The contemporary replacements utilise a wider range of typically lighter weight materials (weatherboard, FC sheeting) with larger elevated verandahs and decks. Given the trend within this precinct to demolish smaller houses and replace with more substantial homes with greater building heights, the issue of view sharing and view retention is a principle concern.

The Kingscliff Primary School, which is also located within this R3 Medium density Residential part of Kingscliff Hill is also a character defining land use with building access off Orient Street and a large playing field between Orient Street and Sutherland Street.

8.2.2 Library, Community Health & Pool Precinct

The Kingscliff library, community health and meals on wheels currently form a community facilities precinct accessed off Cudgen Road and Boomerang St. Whilst currently well used, there is limited growth potential

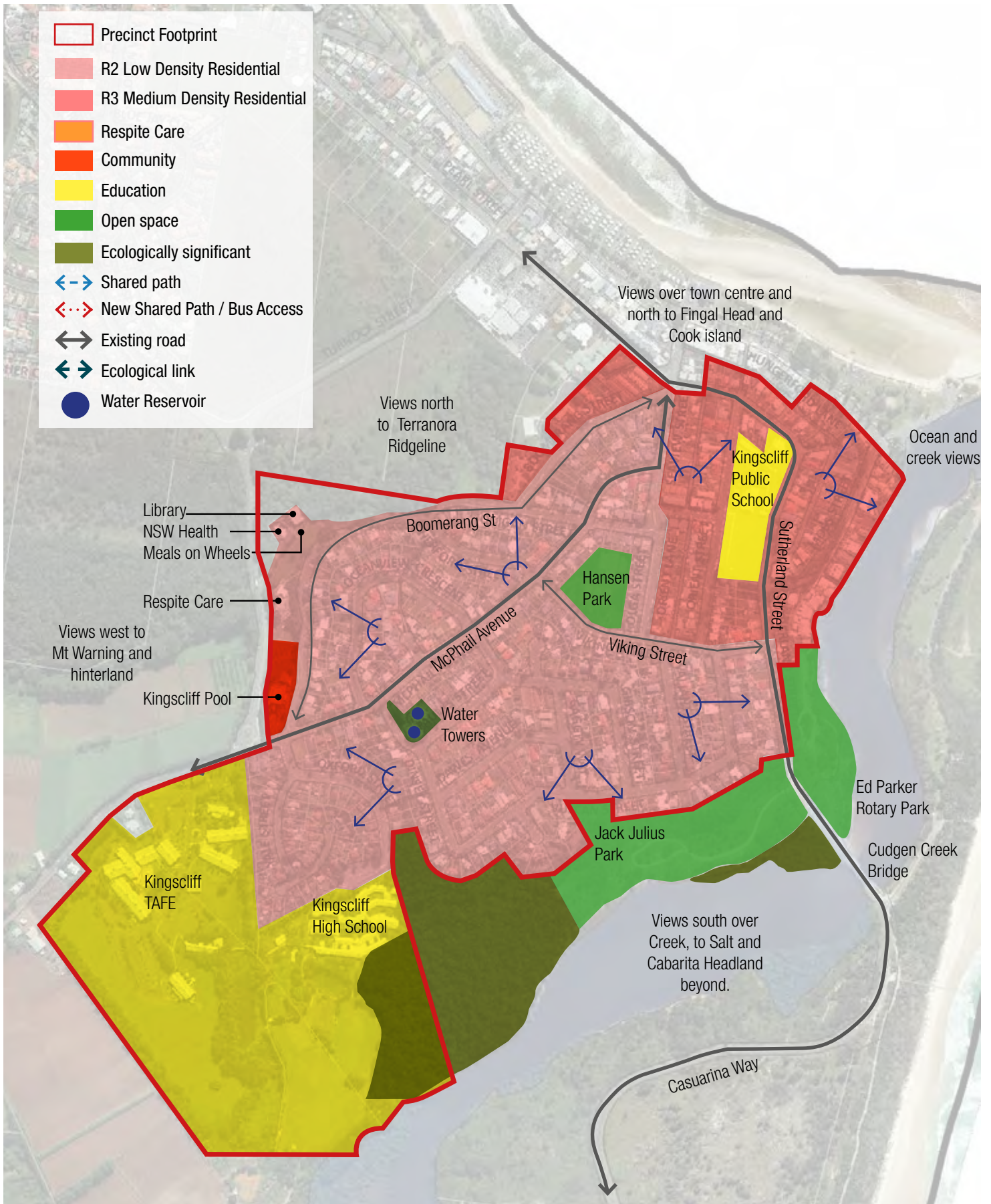


Figure 8.0 - Kingscliff Hill Precinct

over the site due to surrounding environmental constraints. Further, given the surrounding steeply sloping context and lack of proximity to the town centre, the site has relatively poor pedestrian and cycle connectivity with the broader locality.

The library, which currently has a total GFA of approximately 600m² is significantly under sized for the size of the resident catchment it services. Given the under sized nature of the existing building combined with constraints otherwise enabling on site expansion, one clear opportunity is to relocate the library to a larger site within closer proximity of the Kingscliff Town Centre within a multifunctional community use building to improve access, efficiency and quality of service.

The Kingscliff Swimming Pool site presents similar challenges for future growth and expansion. The swimming pool facility current includes an outdoor 25m pool, an enclosed swimming lessons pool and ancillary change facilities, front reception, office, storage and pool pump room. Whilst there is vacant land to the immediate north of the existing facility, it is steeply sloping and as such largely unsuitable for further pool development. Further, despite the growing Tweed coast population Council's Recreation Services Unit have indicated there is not a need to build a 50m pool on the coast, as the Murwillumbah Pool currently fulfils that regional function.

8.2.3 Education Precinct

NSW North Coast TAFE Kingscliff Campus and Kingscliff High School are located off the southern side of Cudgen Road. Travelling eastward from the Tweed Coast Road intersection, the TAFE buildings transition from surrounding agricultural areas (west) to residential subdivisions and the Kingscliff township to the east. As such the built form and landscape across this site visually defines this gateway entrance.

The 16.697ha TAFE site gains access off Cudgen Road and the high school gains access off Oxford Street. It has a series of buildings differing sizes and scales set within the downward sloping landscaped grounds. Over recent years facilities have been incrementally developed as the TAFE service requirements expand.

The 8.515ha Kingscliff High School site, to the immediate east of the Kingscliff TAFE, presents as a series of connected linear building forms which follow the contours of the sloping site with small courtyards

between them. This collection of school buildings then gives way to an open grassed playground, hard courts and a sports field which adjoins the creek. The school site adjoins a significant tract of bush land along its eastern and southern boundaries which is likely to be zoned environmental protection as an outcome of the recent North Coast E-Zone review process and resultant E-Zone criteria as an outcome of that process.

Both the high school and TAFE occupy large sites and are considered to hold the opportunity to intensify through additional or taller buildings. Despite a recent drop in enrolment numbers, Kingscliff TAFE maintains an enrolment of approximately 7600 students. Kingscliff High School, which is the only public high school along the Tweed Coast, currently has 1143 students has a present capacity for 1281 students. Given expected population growth rates combined with a desire by State Government to consolidate existing facilities, it is likely the Kingscliff High School campus will need to expand.

Any expansion will need to consider the cumulative traffic impact on what is currently a no through road where students already occupy a substantial proportion of available on-street car parking spaces in adjoining streets. In terms of access and traffic management within this precinct, one opportunity would be harnessing greater cross utilising between the High School and TAFE sites to include more co-ordinated bus access and on-site car parking. Physical expansion would also need to consider the presence of significant tract of vegetation along the south portion of the site and need to provide adequate outdoor play and amenity spaces which may limit the building envelope and therefore future capacity numbers.



Kingscliff Hill Visual Character - Due to its proximity to Cudgen, favourable elevated aspect and high visual amenity, many of the residential allotments on Kingscliff Hill today enjoy expansive views across the township of Kingscliff, Cudgen Creek, the Pacific Ocean and north to Cook Island.

8.3 Open Space and Public Domain

Located off Viking Street and positioned almost at the top of Kingscliff Hill, the Kingscliff Tennis Club located within Hansen Park which has a site area of 1.198ha. The club currently has a total of six courts and a small club house with amenities. Whilst Hansen Park has a long street frontage to Viking Street, it is bounded on its other three boundaries by rear fences to allotments fronting McPhail, Quigian and Olga Streets.

Given the central elevated location within the precinct, there is opportunity to further embellish Hansen Park for the greater benefit of the broader residential catchment. This could include children's play equipment, seating, shelters and bbq area. As a long term strategy, and in view of future expansion options for the tennis clubs, alternate sites to accommodate this growth may need to be investigated. One option would be to co-locate the tennis club with other active open space uses as part of a sub-regional facility. This would then make available the balance of Hansen Park for public passive open space uses.

Other areas of public recreation within the precinct includes Jack Julius Park accessed off Vulcan Street which links through to the linear open space area fronting Cudgen Creek. Although modestly embellished with some children play equipment and a shelter with amenities further towards the creek, this parkland is well used by local residents, particularly for accessing Cudgen Creeks water edge. There are also some substantial trees within this park which add to the overall visual amenity of the park.

The only other area with an RE1 Public Recreation zoning is the parcel of land upon which the two water reservoirs are sited. An unformed road reserve adjoining the reservoirs currently provides informal access between McPhail Avenue and Disney Street.

8.4 Kingscliff Hill Precinct Opportunities

8.4.1 Residential

Whilst essentially a largely 'developed' residential precinct with no new greenfield development opportunities, most new development is in the form of infill development with older housing stock being replaced with larger contemporary homes. There is currently a significant amount of land which is zoned R3 Medium density capable of providing for more dense and varied housing types into the future, with many of those allotments currently occupied by single detached dwellings. As such there is no need to zone further lands to encourage additional density and housing diversity.

There is however a need and an opportunity provide additional design guidance on this future, potentially more dense residential development particularly in terms of embodying the Kingscliff character and subtropical context as well as embedding passive design principles. These guiding principles and development controls should cover site planning, building form and mass, internal planning, building materials and landscape.

8.4.2 Kingscliff Library

Given the lack of expansion opportunity over the existing site on account of surrounding ecologically significant lands and due to the sites limited access and proximity to the town centre, one future opportunity would be to relocate the library along with other Council and community infrastructure services to a larger site in a more accessible and central location serving a broader population catchment. Council is currently undertaking a Community and Cultural Facilities Infrastructure Network Plan to determine the optimum location for all Council facilities.

The future relocation of the library would then provide commercial opportunity to investigate either leasing or selling the existing library building. One possible outcome could enable the existing NSW Health Services and Meal on Wheels services to expand and potentially occupy the relocated library building.



Kingscliff Hill Residential Character - In response to topography and view, Kingscliff Hill possesses an eclectic character of traditional coastal cottages, large modern homes and small residential flat buildings with a mix of materials including the 1980's brick and tile dwellings to more contemporary buildings which tend to use a broader range of materials combining masonry with lighter weight materials such as weatherboard, FC sheeting, metal cladding often including hardwood detailing to balustrades, posts and screens.

8.4.3 Kingscliff Pool

Vacant land to the immediate north of the Kingscliff pool is currently zoned R2 low density residential with an area of approximately 2200sqm. Although unsuitable for further pool expansion due to the excessive slope, there is opportunity to investigate the future use of this facility along with other commercial opportunities as part of a future Kingscliff Pool Options Review Study.

This review should consider the existing condition of the facility, the sub-regional requirements for an aquatic facility along this part of the Tweed coast as well as a range of options to procure the desired future service outcomes. Some of these options may include:

- Subdivide and sell the vacant component of the site (approximately 2200sqm), as a residential development site, with revenue generated used to improve and upgrade the existing Kingscliff swimming pool facility;
- Given the existing R2 zoning, Council could pursue and develop a residential subdivision with revenue generated used to improve and upgrade the existing Kingscliff swimming pool facility;
- Given the size of the vacant land component and long frontage to Cudgen Road there is opportunity to rezone the site R3 Medium density to allow for more integrated and denser residential outcome;
- Council could enter into a joint venture with an affordable housing provider to develop affordable and or aged housing over the vacant land site;
- Sell the whole site (existing pool facility and vacant land component) as a development site with revenue generated being used to build or purchase a newer facility over a less constrained site. Given the frontage along Cudgen Road and proximity to Tweed Coast Road, this site might be considered as being able to accommodate a combined emergency services facility.

8.4.4 Access and movement

In relation to vehicular and pedestrian access, there is opportunity in the future to improve pedestrian and cycling access through the precinct in alignment with many of the recommendations which emerged from the Pedestrian Access and Mobility Plan (PAMP) 2014.

Viking Street, in recognition of the higher volumes of traffic by residents from Salt and Seaside estates accessing the Cudgen Road and the Tweed Coast Road, could be one street where the pedestrian and cycling access is improved given the frontage of Hansen Park and the opportunity it holds for further future embellishment as a community park.

There is also opportunity to achieve a greater degree of connectivity between the Kingscliff TAFE and High School with a bus access road and a shared path for pedestrians and bikes which could take some traffic pressure of Oxford Street. Given the general state wide trend of increased vocational based curriculums within high schools, a physical connection could encourage future land use synergies and shared facilities, including on-site car parking, between them.

8.4.5 View Sharing

In recognition of the view sharing issue, there is opportunity to require as part of all future development applications as part of submitted statements of environmental effects (SEE) to consider the four key planning principle assessment steps established from the Land and Environment Court case *Tenacity Consulting v Warringah Council* (2004) NSWLEC 140 relating to view loss and are a relevant point of reference as part of a statement of environmental effects. The four steps include:

- **Step One:** An assessment of the value of views to be affected by reference to their nature, extent and completeness.
- **Step Two:** A consideration of how views are obtained and what part of the property the views are obtained from.
- **Step Three:** A qualitative assessment of the extent of the impact in terms of severity particularly as to whether that impact is negligible minor, moderate, severe or devastating.
- **Step Four:** An assessment of the reasonableness of the proposal causing the impact particularly in terms of compliance with applicable planning controls and whether a different or complying design must produce a better result.



Education Precinct to the south of Cudgen Road includes the Kingscliff TAFE and Kingscliff High School which both take the form of a series of connected buildings within in a landscaped campus configuration over their respective sites. There is opportunity for greater future physical connectivity and infrastructure sharing between these two education facilities.



The Kingscliff library, community health and meals currently form a community facilities precinct accessed off Cudgen Road and Boomerang St.



Hansen Park.



Kingscliff Pool

Kingscliff Hill Community Infrastructure - The TAFE, Kingscliff High School, Kingscliff Pool, Kingscliff Library and Health building form the collection of community uses located within this Precinct to the west of the town centre.

8.5 Kingscliff Hill Precinct Draft Strategies

1. Facilitate the protection and management of land identified as environmentally and/or ecologically important through appropriate land use zoning and provisions for ongoing habitat management.
2. Continue to promote a mix of residential development within the existing R3 medium density and R2 low density zones.
3. Encourage more innovative, contextual and climatic responsive medium density housing within the precinct through additional design guidelines. The guidelines should specifically address:
 - site planning and site analysis to determine constraints and opportunities
 - building on sloping sites
 - passive design principles
 - built form and building massing
 - building materials
 - landscaping and communal open space
 - view sharing
4. Initiate a precinct specific development control which requires all residential development applications which will effectively increase the building envelope within the precinct to submit as part of the Statement of Environmental Effects considerations of the four key planning principle assessment steps established from the Land and Environment Court case Tenacity Consulting v Warringah Council (2004) NSWLEC 140 relating to view loss and are a relevant point of reference as part of a statement of environmental effects.
5. Improve existing pedestrian and cycling connections throughout the precinct by:
 - Providing improved pedestrian pathways crossing thresholds within proximity of the Kingscliff Public School (PAMP Ref King 17, 18);
 - Providing pedestrian pathway (1.2m) along Sutherland Street (PAMP Ref King 17, 26);
 - Continuing the pedestrian pathway the length of Viking Street; and
 - Providing a dedicated on-road cycle lane network through the precinct which may include along the length of Sutherland Street, Viking Street and McPhail Street.
6. Investigate a connecting access for buses with shared path for pedestrians and bikes between Kingscliff TAFE and Kingscliff High School as part of any future expansion plans over the two sites to achieve greater level of connectivity and encourage future land use synergies and shared facilities between them.
7. As part of Council review of the Open Space Strategy investigate the further embellish of Hansen Park and Jack Julius Park for the greater benefit of the broader Kingscliff Hill residential catchment included new or updated children's play equipment, seating, shelters and bbq area. Further review options for the long-term use and expansion of the Kingscliff Tennis Club which may include alternative sites to be co-located with other active sporting uses.
8. Coordinate the findings of the Community Infrastructure Network Plan including investigate the relocate of the Kingscliff Library into a larger, more centrally located site which thereby may allow the commercial opportunity to lease or sell the existing building.
9. Investigate future long term commercial and master planning opportunities over lands fronting Turnock Street (and Cudgen Road) including the Kingscliff Pool site including vacant lands to the immediate north, lands currently leased to Tweed Valley Respite Care, North Coast Area health and the Kingscliff Library. This review should consider the existing condition of the existing facilities, the sub-regional requirements of the facilities through the Community and cultural Infrastructure Network Plan as well as a range of options including the commercial sale of the site(s) or part of the site to procure the desired service outcomes.

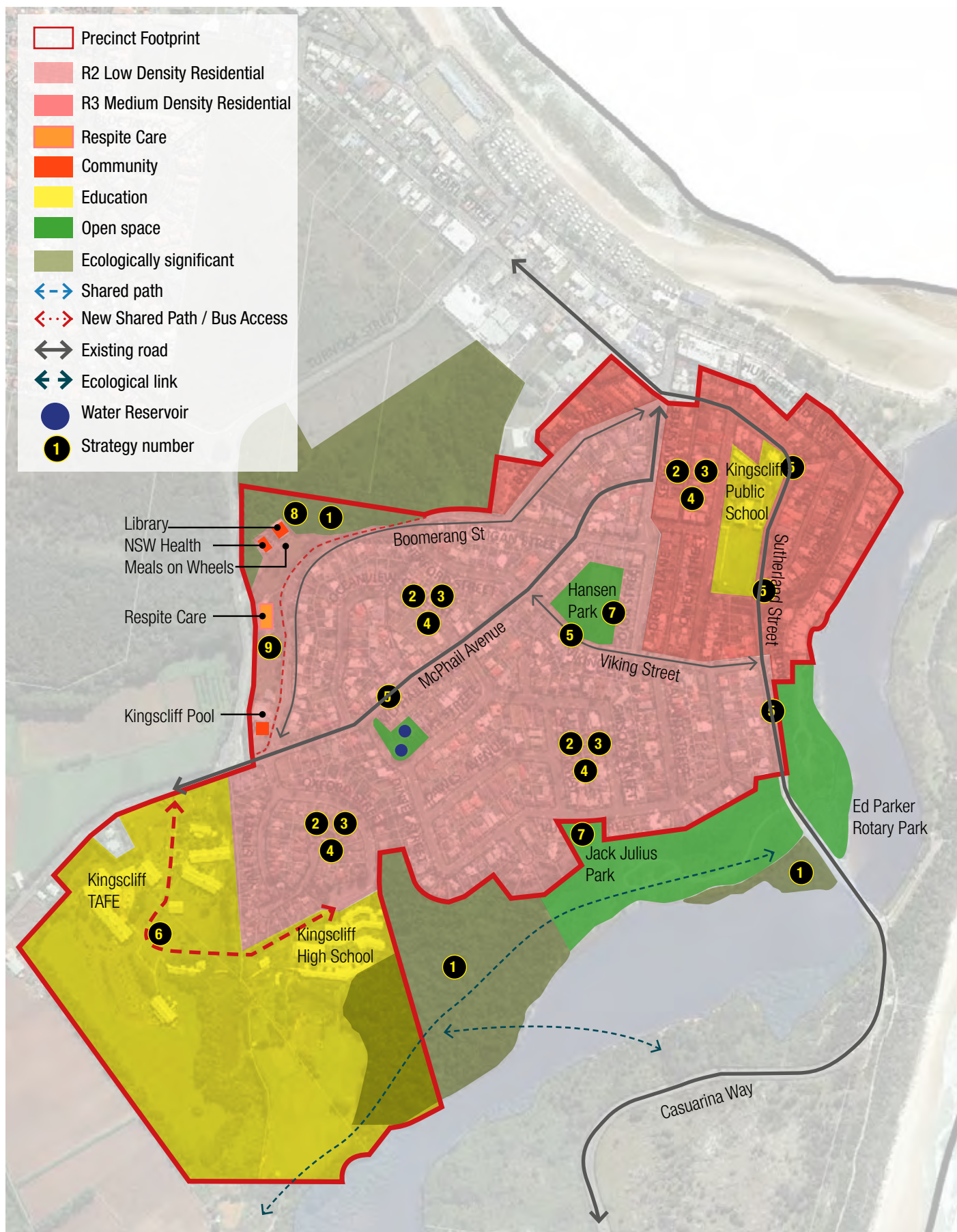


Figure 8.1 - Kingscliff Hill Precinct Indicative Structure Plan

9.0 Salt Precinct

9.1 Existing Condition

The Salt precinct is located to the south of the Cudgen Bridge represents one of the newest precincts within the Kingscliff locality, with development commencing in the early 2000's. The precinct combines retail, open space and tourism land uses at its core and is surrounded by low density residential housing. The formal tourism component currently accommodates two hotels (Peppers and Mantra) with retail units fronting Bells Boulevard, which in turn defines a large central town green/open space area. This open space area links through to the coastal reserve providing access to the ocean beach. The remainder of the Salt precinct comprises large single and two storey homes with a predominately suburban context.

The Salt precinct represented the primary housing growth area within Kingscliff through the early 2000's to present. Within the precinct only a handful of residential lots and one significant development lot on the fringe of the tourist area remain vacant.

In terms of movement, Casuarina way is the primary connector road. Heading south Casuarina Way connects to the Tweed Coast Road at Casuarina Town Centre. Heading north it connects south Kingscliff across Cudgen Creek to Sutherland St. This traffic can then enter the town centre at Pearl St / Moss St or use the local access streets (Viking st and McPhail Ave) to connect with Cudgen Rd and the Tweed Coast Road beyond.

Traditionally the planning framework for the Salt Precinct required the majority of development to be dedicated tourist accommodation, as opposed to residential accommodation. The validity of this framework has been questioned by stakeholders for some time, whilst anecdotal feedback also indicates that a lack of facilities and activities within walking distance contributes to the demand for tourist accommodation. In addition to these considerations, the majority of these developments were constructed to tourist accommodation standards as opposed to residential accommodation standards. Changes of use often prove problematic given the limitations to retrofitting buildings.

Recent trends in holiday accommodation being arranged by online internet booking systems have given rise to more informal holiday accommodation within suburban homes along the entire Tweed Coast, particularly within the Salt precinct. To-date this hasn't been identified as an issue within this precinct, in fact many residents enjoy additional rental income generated. However the rise in informal tourist accommodation and corresponding viability of the dedicated tourism facilities (hotels etc) has been a long-standing concern to these operators.

9.2 Salt Precinct Character

The tourism-dedicated built form maximises its locational advantages and is predominately 3 storeys throughout, framing the sunken town green. The built form character is defined by a developer-led covenant and includes a consistent use of white and grey hues on rendered finishes, complimented by lightweight material throughout the buildings detailing.

Outside the tourist footprint, dwellings are predominately large and include a mix of rendered finish and other lighter weight building materials. The materials and large form exude a distinct character that is unique to the Salt precinct. When first constructed in the early 2000's this 'heavier' form was infrequently used within the remainder of the Kingscliff locality, if at all, however these elements can now increasingly be found on various residential developments throughout Kingscliff Hill and North Kingscliff.

The developer masterplan and corresponding planning provisions of the Tweed LEP 2000 delivered a distinct tourism product, detached residential dwellings and limited other housing types. The land tenure is now fragmented and lot configurations are not conducive to multi-dwelling, or conversion to small-lot housing. Accordingly the character is predominately defined as either tourist development (core) or low density (surrounding) residential. The exception relates to a relatively large undeveloped parcel on the southeastern fringe of Central Park, bound by Barrel Street, Gunnamatta Avenue and Bells Boulevard. This lot could deliver an alternative form/s of housing within the Salt Precinct in complimented with further non-residential uses.



Figure 9.0 - Salt Precinct

9.3 Open Space and Public Domain

The 12,490m² Central Park forms the open space and public domain focal point for the Salt Precinct. Central Park is predominately open allowing it to cater for major events, such as Christmas Carols and several concerts in the past, however children's play equipment and seating steps are located on the periphery. The Central Park is shrouded by restaurants, pub and café options, as well as the Salt Surf Lifesaving Club and beach to the east, giving rise to a larger recreation area than purely the park footprint.

Linear open space is provided along the eastern edge of the precinct, enabling cycling and pedestrian access north to Kingscliff and south along the coast. Likewise, Casuarina Way, the north-south spine road servicing Salt, Seaside City and Casuarina further South, is flanked by narrow linear open space, which provides a softer visual experience when moving through the precinct as well as further pedestrian corridors. On the western side of Casuarina Way, east-west orientated linear open space is provided at regular intervals, reducing the scale of 'neighbourhoods', providing improved permeability and assisting with the conveyance of storm water.

9.4 Planning & Design Opportunities

9.4.1 Mixed Use Development

Lot 169 DP 1075495 and Lot 930 DP 1079118 represent the remaining development lots within the precinct. These lots are located on the fringe of tourist footprint and transition into the surrounding low density area. Existing approvals are in place for a three storey mixed use development; however the sites remain vacant.

There is opportunity to review the planning framework for these sites, particularly in light of the maturing of the Salt Precinct, growth of surrounding estates and evolution in housing typologies. This review could include opportunities for introducing further housing diversity within Salt (medium density and shop top housing) with additional offer of retail and commercial-based uses more directly targeting the permanent residential population and providing additional local employment opportunity.

9.4.2 Open Space

The Salt Precinct has the opportunity to build upon its strong open space assets. The Central Park and Boathouse facilities should be encouraged to be more actively used, programmed and further contribute to Kingscliff's events calendar.

At present, whilst the foreshore reserve provides a generous footpath width and landscaping, the pathway is largely void of shade, rest points and lighting. When considering the distance between the Seaside City and Salt activity nodes (approximately 900m) as well as reserves and the Kingscliff Town Centre (>2km) to the north, the scarcity of these services is limiting the pathways function. Further, the vegetation corridors parallel to Casuarina Way as well as the east-west corridors could be further embellished to provide a stronger green statement and nurture smaller connected neighbourhoods.

9.4.3 Access

Representations were made during community and stakeholder consultation sessions regarding traffic movements through the Salt precinct, principally relating to gaining more direct access to Tweed Coast Road.

One tabled future possibility was the construction of a new east west road off the Banzai St/Casuarina Road linking through to the Tweed Coast Road.

Whilst such a new road would improve access and convenience for residents within the Salt precinct, current population projections within this precinct do not necessitate the need of this new road based on cost-benefit. Further, compared to the initial master planned projections for Salt and Seaside, the resultant residential development yields and population densities are significantly lower. As such the lack of demonstrated need combined with lower population catchments will therefore not support funding priority for such a new road into the foreseeable future. There are also a number of ecological constraints of this potential alignment given the sensitive estuarine context.



Salt Character - Salt precinct combines retail, open space and tourism land uses at its core surrounded by low density residential housing which is in turn surrounded by regenerating native vegetation over Lot 490 to the north and Cudgen Creek to the west. The formal tourism component currently accommodates two hotels (Peppers and Mantra) with retail units fronting Bells Boulevard, which in turn defines a large town green/open space area where a number of community based events are held throughout the year. The tourism and small neighbourhood centre is surrounded by predominantly low density residential characterised by large contemporary coastal homes.

9.5 Salt Precinct Draft Strategies

1. In collaboration with the landowner of Lot 169 DP 1075495 and Lot 930 DP 1079118 review the existing planning framework to capitalise on the evolution and maturing of the precinct. Intended land uses to be pursued should reinforce the local centre role the existing retail and café offerings and medium density housing opportunity (B4 Mixed Use).
2. Implement more densely planted vegetation corridors along Casuarina Way, east-west pedestrian corridors and public reserves and Lot 465 DP1092331 to improve ecological / canopy connections through the precinct linking the coastal reserve with Cudgen Creek as well as improving the visual amenity with a defined vegetated edge to the precinct.
3. Review the public domain of the foreshore reserve level of embellishment and assess opportunities to afford users greater levels of comfort, namely through additional shading, seating, drinking fountains and night lighting in key locations. These areas of higher embellishment along the north-south shared path should correspond with the east-west pathway intersections from residential areas.
4. Encourage the use of the Salt 'green' within Kingscliff's events calendar, as well as other community based and recreation programming opportunities.
5. Encourage opportunities to sensitively increase the use of the Salt Boathouse and foster its point-of-difference from open space within the precinct and the Tweed Coast more broadly.
6. Ensure compliance with Council's short-term rental accommodation and tourist accommodation policies as developed.
7. Provide on-road cycleway along the length of Casuarina Way.
8. Whilst previous strategies have tabled a possible connection between Salt and the Tweed Coast Rd, projected vehicle movements do not currently support this as an economical option. There are also significant environmental constraints. As a long-term option the constructing a new east-west road across Cudgen Creek as a viable option would need to be supported through a Traffic Study based on population thresholds and the broader road network strategy.
9. Explore future beach and creek car parking options by utilising existing closed road within the coastal reserve to the south of Cudgen Creek to cater for additional demand from future locality population increases including future Kings Forest residents. This could adjoin an embellished passive open space area fronting the shared pathway.
10. Liaise and consult with the Tweed Byron Aboriginal Land Council regarding the future planning and management of Lot 1 & 2 DP 1117599 (formerly Lot 490). Pending the outcome of Council's E-Zone review and application of the Department of Planning and Infrastructures E-Zone criteria to these subject sites and consultation with the Tweed Byron Aboriginal Land Council pursue a planning proposal to rezone the site for environmental protection as per Council resolution on the 10th April 2014 and 4th September 2015.

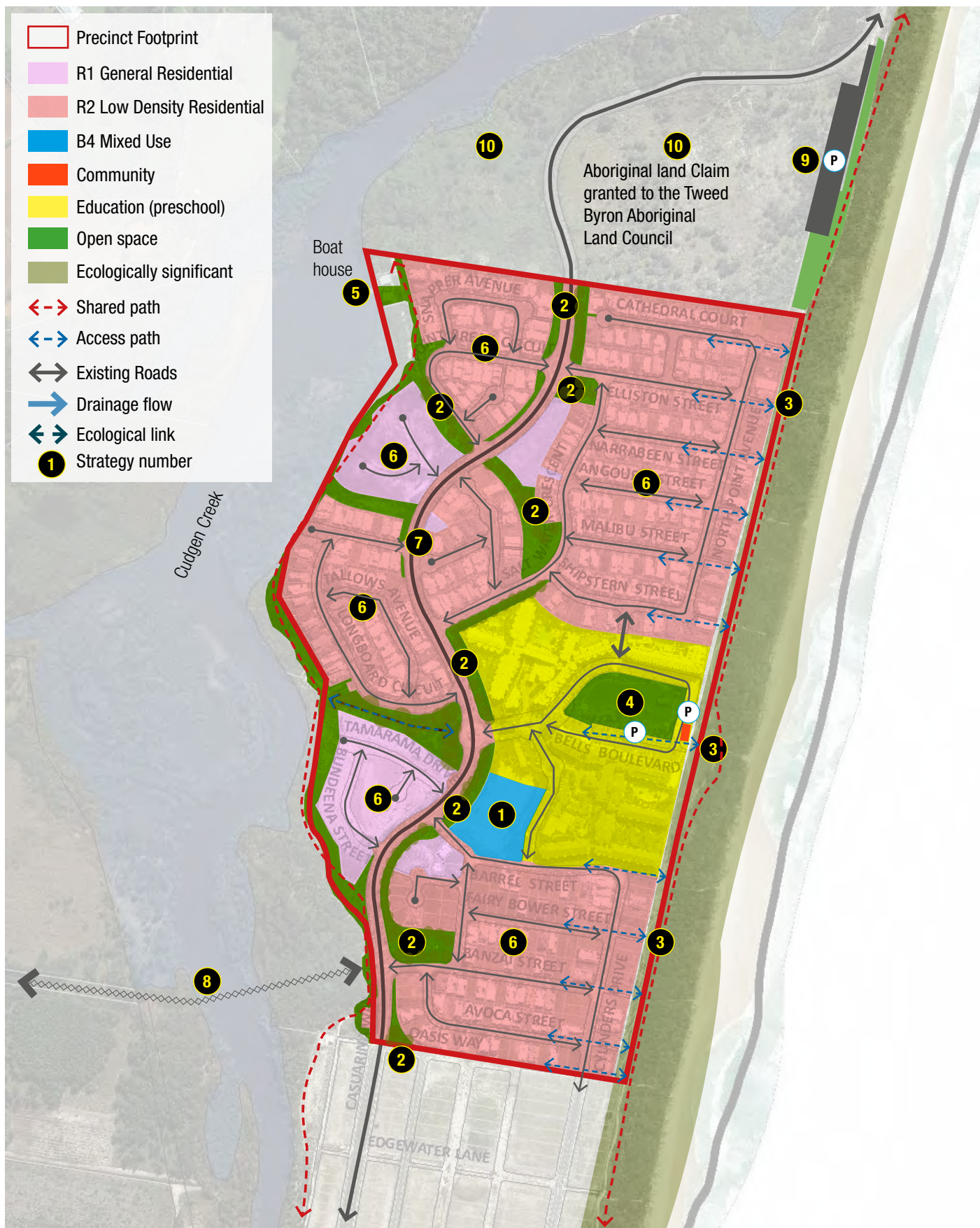


Figure 9.1 - Salt Precinct Indicative Structure Plan

10.0 Seaside Precinct

10.1 Existing Condition

Seaside City is located at the southern extremity of the Kingscliff locality, approximately 3km from the Town Centre. Whilst the original subdivision design dates back to the 1920's, the site was predominately dormant until 2012.

Whilst offering a similar housing type and lifestyle to adjoining Salt and Casuarina estates, Seaside City offers a point of difference that is primarily driven by its strong grid-based road layout, achieving of density through smaller-lot housing and its own town square adjoining the coastal reserve.

Similar to the Salt precinct and the Kingscliff locality as a whole, tourism is recognised as an economic driver within Seaside City. The rise of online booking interfaces and transitioning away from dedicated tourist developments to more community integrated accommodation types can both dilute and intensify the impacts on the permanent community. Ensuring the quality of life of the permanent community is not compromised by tourism-related activities will need to be carefully managed.

10.2 Seaside Precinct Character

The design intent of Seaside City sought to reflect the coastal and subtropical context of the site through its built form. In this regard, built form has been encouraged to use a variety and mix of materials and embed and integrate both solar passive designs principles and landscaping with dwelling design. To-date, a variety of architectural expression can be experienced throughout the precinct, with a number of dwellings embodying high levels of design finesse and detail to deliver a high quality outcome.

Undoubtedly the built form will further mature as the higher density housing product is delivered in the immediate future and the (not yet constructed) town centre ensures a strong sense of arrival and manifests a genuine town atmosphere.

10.3 Open Space and Public Domain

The subdivision design possesses an integrated network of open spaces and pathways orientated both towards Cudgen Creek, the town centre, and coastal reserve where cycle and pedestrian access can be gained north to Kingscliff or south to Casuarina and

Cabarita. The Seaside Precinct includes two formal casual open space parks, a discreet viewing platform to Cudgen Creek and a town square which directly connects the town centre to the beach and foreshore reserve.

The Precinct enjoys a strong public domain experience through its spine road, Ocean Avenue, which incorporates generous pedestrian widths and a quality paving treatment. In the future this street and space will be framed by mixed use buildings which will include active retail uses to the street edge.

As built form addresses Ocean Avenue, the street and fronting development has the opportunity to provide one of the best and most direct public domain foreshore addresses along the Tweed Coast.

10.4 Planning and Design Opportunities

There is opportunity, particularly within the yet to be constructed medium density releases of the estate, to continue to achieve the established vision for the Seaside Precinct, being:

- Continue to encourage a mix of medium density housing opportunities across the developable greenfield portion of the precinct to take advantage of the flat site topography and good walking proximity to the existing town centre.
- Facilitate shop-top housing within the mixed use footprint and a variety of product within the medium density area will ensure housing options and a varied demographic.
- Facilitate the development of a small town square and surrounding public domain space along Ocean Avenue could include markets and other forms of temporal or seasonal trading, further complimenting permanent stores and the Kingscliff events calendar.

In addition, there is opportunity for shop owners and Council to collaborate to ensure appropriate facilities are available to users, such as publicly accessible toilets, shade/drink stations, bike racks and/or general locker areas, beach showers, water and electrical supply points etc. Such facilities will in turn ensure the town centre as a desirable rest point for those using the foreshore cycleway, assisting the vibrancy and sustainability of the centre including hosting small temporary events and markets.



Seaside Character - Seaside Precinct is a new residential release areas which has a variety of lot sizes aimed at encouraging a diversity of housing typologies with provision for a small mixed use area adjoining the beach front. Ensuring density targets are retained is fundamental to the viability of the planned mixed use development sites.

10.5 Seaside Precinct Draft Strategies

1. Council will work with landowners to ensure the integrity and intent of the medium density and mixed use development is pursued and is of high quality and reflects the Seaside City vision which is:

“Seaside City, a casual coastal community with a comfortable and welcoming atmosphere and a vibrant and attractive town centre. The town is to have a high degree of pedestrian amenity and a strong physical and visual connection with the surrounding coastal and creek environments. A community that has a clear individual identity of its own while contributing and connecting to the Tweed Coast as a whole.”

Ensuring density targets are retained is fundamental to the viability of the planned mixed use development sites.

2. Council will work with landowners within the mixed use precinct to realise the development of a town centre with approximately 1000 – 1500m² of non-residential floor area, shop-top housing, temporal events and trading within public spaces and appropriate public facilities.
3. Council will work with landowners fronting Ocean Avenue to provide an active and interesting street frontage and encourage home-based businesses outside the mixed use footprint.
4. Ensure compliance with Council’s short-term rental accommodation and tourist accommodation policies as developed.
5. Review the public domain of the foreshore reserve level of embellishment and assess opportunities to afford users greater levels of comfort, namely through additional shading, seating, drinking fountains and night lighting.
6. Review the public domain of the precinct post construction of the town centre development to identify any gaps or further enhancement opportunities to the five casual open space areas. Opportunities to sensitively augment the Cudgen Creek viewing platform are particularly encouraged as this provides a desirable point-of-difference from open space within the precinct and the Tweed Coast more broadly.
7. Creation of stronger vegetation corridors along Oasis Way, Windsong Way and east-west mid-block connections/overland flow paths.

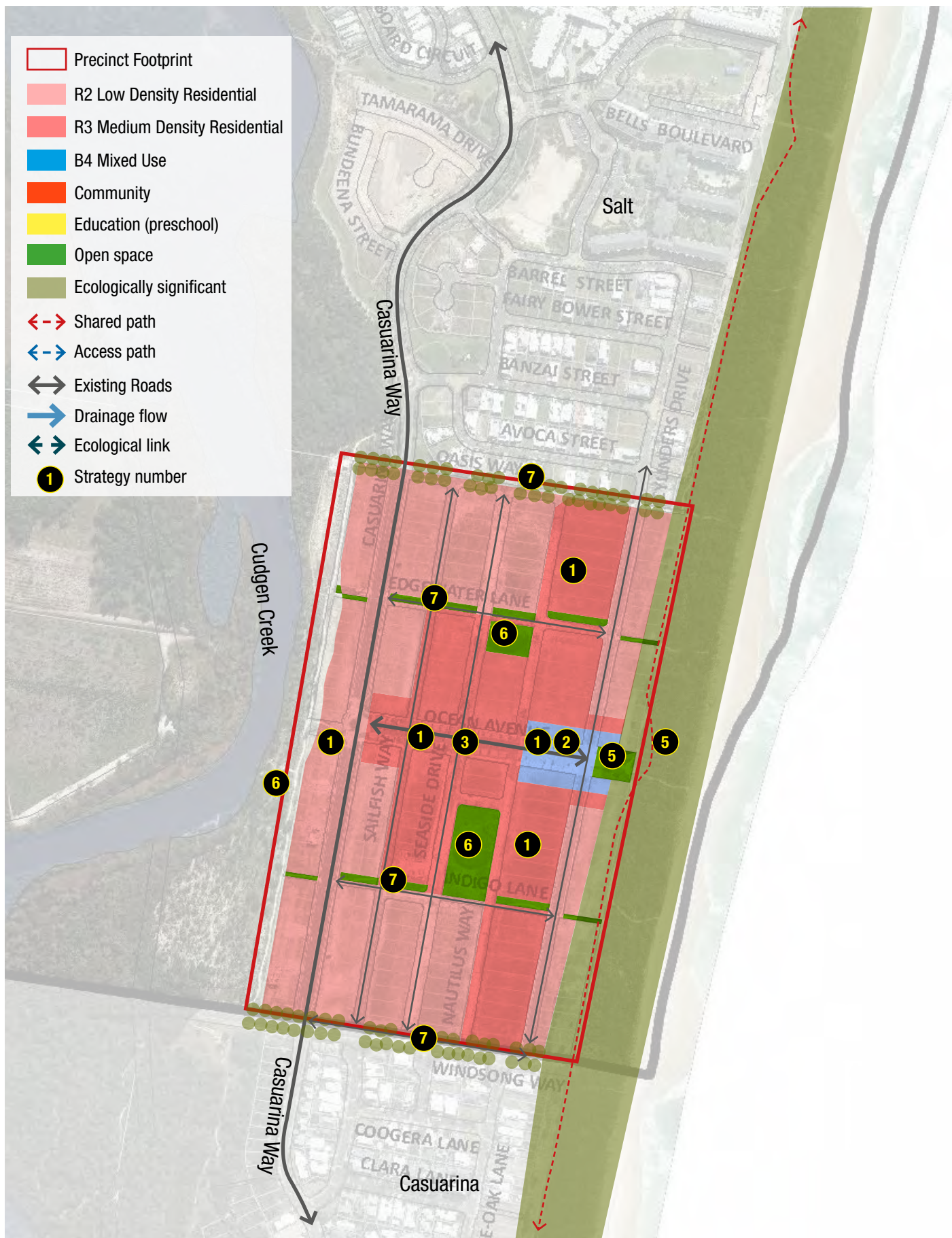


Figure 10.0 - Seaside Precinct Indicative Structure Plan

11.0 Cudgen Precinct

11.1 Existing condition

Located to the west of Tweed Coast Road, Cudgen Town is the oldest settlement within the locality. At one time Cudgen had a post office, general store and hotel serving the agricultural areas of the Cudgen Plateau. Today there is very little built form retained reflective of this historic centre although the surrounding agricultural lands remain some of the most productive within the Tweed Shire.

The existing urban structure of Cudgen is curvilinear in form, with several cul-de-sacs anchored from John Rob Way. Crescent Street provides through access linking Cudgen Road with Tweed Coast Road to the north. The Cudgen Public school on the western side of Collier Street forms the western edge to the village which interfaces with state significant agricultural lands.

Land use within the village is predominantly low density residential and includes some dual occupancies and a multi-unit development located on the intersection of Tweed Coast Road and Cudgen Road. A presently undeveloped 40 lot subdivision approval is in place to provide 37 residential lots at the northern end of Collier Street. In addition there is also a small ribbon of undeveloped residential zoned land on the southern side of Cudgen Road (Lot 101 DP1056576).

Located to the immediate north of Cudgen is a significant tract of undeveloped land zoned for general residential development. Accessed from Crescent Street, a previous subdivision scheme was approved for 88 allotments.

Combined, these undeveloped parcels would represent a doubling of the existing settlement size of Cudgen. This is an important consideration which will prompt a strategy to address potential future traffic management issues within Cudgen and more broadly the relationship of these local roads with the locality wide network.

Despite Cudgen being the historic trading centre for the locality, there are no retail or commercial uses. Given the proximity to existing agricultural land uses and market gardens, there is opportunity for fresh produce retail opportunities which could also fulfil day-to-day convenience needs service the local population and day-tripping tourists alike.

One constraint relating to the topography of this precinct is stormwater drainage. In major storm events runoff from agricultural land south of Cudgen Road combines with urban runoff on its passage north, creating overland flow paths that are potentially unsafe for people and damaging to property and infrastructure.

The majority of this flow is conveyed in roadside drainage on the western side of Tweed Coast Road, and affecting the development site at the bottom of the hill. A drainage strategy is currently being investigated by Council and the developer to redirect flow to existing watercourses on the eastern side of Tweed Coast Road to lessen this constraint on the precinct.

11.2 Cudgen Precinct Character

The existing character of Cudgen is a contained low scale residential settlement surrounded by agricultural land uses.

In terms of built form, dwellings within Cudgen includes a mix of newer brick and tile dwellings as well as smaller older dwellings predominantly constructed of lightweight materials including weatherboard and FC sheeting.

In terms of dwelling type, the settlement predominantly consists of single and double storey low density detached residential dwellings however there are also a number of dual occupancy developments (17), particular along John Rob Way as well as a two storey, 25 dwelling townhouse development also accessed off John Rob Way. Many of the dwellings within Cudgen have an open and welcoming street address with landscaped front gardens and low set fences if any fence at all.

Being elevated there are a number of long views to the north towards Terranora Ridge and agricultural farmland views to the west and south. To a large extent these longer view fields and sense of openness define the visual setting and character of the town. The other key landscape element which to a large extent defines the Cudgen visual character are the large Norfolk Pine street trees along Collier Street.

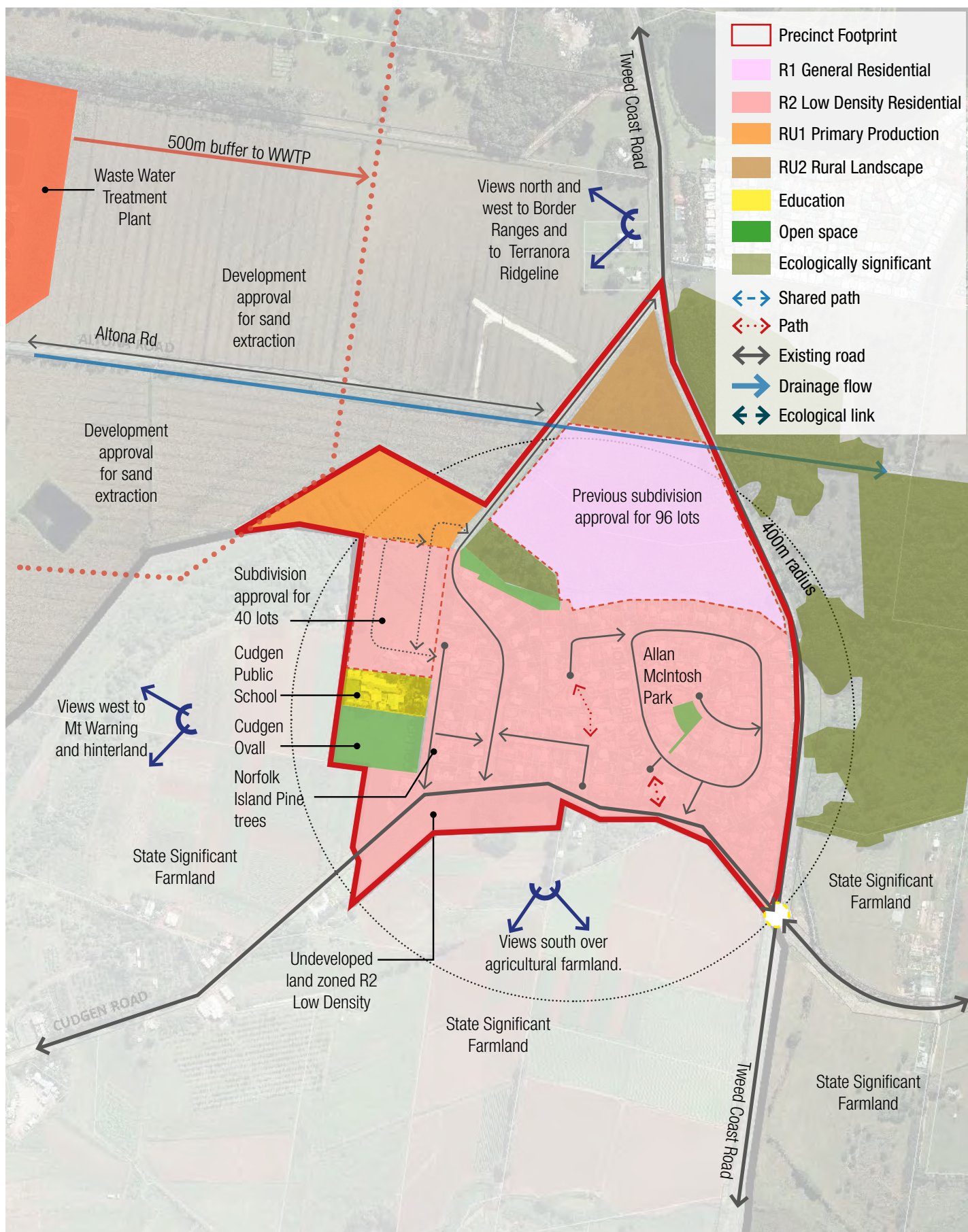


Figure 11.0 - Cudgen Village

11.3 Open Space and Public Domain

Provision of open space within Cudgen consists of the 1.2ha Cudgen Oval sportsfield accessed off Collier Street and the small Allan McIntosh pocket park accessed off John Robb Way and Guilfoyle Place. These two areas of open space largely fulfil the requirements of the local residents, however the level of embellishment is now dated and in need of future renewal. This may include improved cricket and other sporting facilities, shelters and some in situ exercise equipment at Cudgen Oval and improved children's play equipment within Allan McIntosh Park.

In addition to these open space areas is a small unembellished ribbon of land zoned RE1 which runs between Crescent Street and Prichard Place at the foot of the Cudgen Hill. There is future potential that this parcel could be combined with Lot 199 DP 803329 to the north and embellished as a local park servicing the future residential subdivision to the immediate north.

The most significant open space and public domain opportunity within this precinct however relates to lands to the immediate north of the existing town extents over Lot 2 DP 216705 and Lot 21 DP 1082482. A current sand extraction development consent relates to this site which when complete will form a large artificial lake. Previous submissions from the land owner have indicated a desire for lands surrounding this lake to be used for both active and passive open space uses.

The future use and need of additional active and passive open space in this location will need to be determined in the context of the broader network of open space uses. Whilst the existing sports fields at north Kingscliff on a quantitative level fulfil the existing catchments active open space needs, future development within the locality may necessitate additional facilities. This will be reviewed as part of Council's current Open Space Strategy.

Ideas which were generated as part of Council Enquiry by Design Workshop (EbD) over this site included a criterion bike track around the lake, a series of passive and active recreational uses as well as water based activities including sailing, canoeing to more commercial ventures such as cable skiing or a wave pool.

Outside of a development buffer to the waste water treatment plant, other ideas generated at the EbD Workshop included the creation of eco-housing or a holiday park taking advantage of the artificial lake as a major recreation asset.

11.4 Planning and Design Opportunities

Whilst the edges of the Cudgen Settlement are predominately defined by constraints, opportunity exists for further detailed analysis to augment the urban footprint. In this regard, presently undeveloped land is located at the south-southwestern perimeter of Cudgen which is zoned for urban purposes; however the vast majority of urban land uses would cause direct conflict with the adjoining state significant farm land. Conversely to the north and north-western perimeter of Cudgen, significant approvals are currently in place which may alter the severity of the constraints currently present and potentially result in northward urban expansion.

11.4.1 Settlement Expansion

Potential expansion of the Cudgen settlement to the north and northwest is influenced by a number of factors including existing development approvals (particularly for sand extraction), a required 400m buffer to the existing STP, the need to protect State Significant Farmland from undue land use conflict and the local flooding characteristics. Investigating and rationalising these matters will identify the extent of any expansion of settlement footprint. Once the ultimate footprint is identified the settlement will need to consider its own needs, as well as the synergies with the West Kingscliff precinct and its position within the region.

A major influence to the condition of Cudgen precinct will be the activation of an existing sand extraction consent to the north and northwest of the precinct.

The total in-situ sand resource is proposed to be extracted for over 20 years and include an average of 124 heavy vehicle movements per day. Accordingly growth to the north of the existing settlement footprint is likely to be slow, as its amenity will be compromised for an extended period of time.

The project will also permanently alter the landscape of the area from low lying agricultural land to a largely aquatic landscape. Wetland species are to be planted



Cudgen is a contained low scale residential settlement surrounded by agricultural land uses. Being elevated there are a number of long views experienced around the town. In terms of built form, dwellings within Cudgen includes a mix of brick and tile as well as lightweight low density residential dwellings with some dual occupancy developments as well as a two storey, 25 dwelling townhouse development accessed off John Robb Way.

in appropriate locations around the lake with particular attention to avoiding foreshore erosion. To the North of Altona Road, the consent prescribes rehabilitation to re-create the existing landform, with pasture where land is to be used for grazing. In light of the flooding constraints and operational requirements of the Kingscliff Wastewater Treatment Plant, this area has historically been earmarked for sporting facilities; however this outcome has not been formalised. Alternative uses which were couched as part of the Enquiry by Design Workshop included development on the eastern part of this site for light industrial uses which would be compatible with the adjoining Waste Water Treatment Plant. Development closer to the waste water treatment plant is subject to Buffer Zone requirements.

11.4.2 Lot 101 DP 1056576

Lot 101 is approximately 1.8ha in size, zoned R2 Low Density Residential and located to the south of Cudgen Road. At present, no other land south of Cudgen Road is zoned for urban purposes as this area has been identified as State Significant Farmland. When considered in isolation the parcel could theoretically accommodate in the order of 30 residential lots, however these lots would have no capacity to provide an effective buffer to the existing agricultural pursuits on State Significant Farmland and as such prove highly problematic.

In light of the quality of the adjoining farmland, the impact of losing several hectares of viable agricultural land to minimise land use conflict and the scale of residential benefit, it would seem erroneous to support residential pursuits on Lot 101. Accordingly, the urban footprint of Cudgen is recommended to be confined to land north of Cudgen Road.

Although Lot 101 may not be suitable for residential accommodation, there are a variety of land uses that are likely to be suitable that take advantage of the sites location, particularly the backdrop of active agriculture, walking distance of Cudgen town and the proximity to Kingscliff Town Centre and Tourist Resorts. Indicatively, land uses including but not limited to small scale retail, neighbourhood store, function space, food and drink premises could be pursued. Within an integrated proposal that embodies a celebration of the adjoining agriculture; ancillary tourist accommodation could

also be pursued. Council staff will collaborate with the landowners as part of the planning proposal to ensure an appropriate zone and permitted uses enable the site.

11.4.3 Neighbourhood Centre

When considering the current urban footprint of Cudgen, it is anticipated that an ultimate likely population for the precinct of 550 – 700 people. This catchment in isolation is considered to be slightly below the desirable threshold for the provision of a neighbourhood centre to provide retail and commercial services to meet the day-to-day needs of residents.

As discussed previously, there is an opportunity to review the zoning footprint to better reflect the constraints and opportunities of the precinct, at which time this population range will be re-evaluated and better understood. The existing undeveloped land to the immediate north is likely to possess the opportunity to increase the density from that already approved and be more reflective of best practice planning and urban design. Likewise, as the West Kingscliff precinct develops and the pedestrian and vehicular corridor between the precincts create a convenient well designed connection, the perceived isolation of Cudgen to the remainder of the Kingscliff urban footprint will be reduced. These influences may increase the population to a point at which a neighbourhood centre is economically viable.

Should a neighbourhood centre be appropriate, a site within the subdivision of Lots 1 and 2 of DP 828298 could provide a centralised site, assisting in maximising pedestrian patronage to the centre. Conversely, whilst on the periphery of the settlement, Lot 101 possesses viable lot dimensions and could harness synergies created by some of the 'destination' uses discussed previously as well as the sharing of infrastructure (car parking, access etc).



Image: State Significant Farmland surround Cudgen.



Image: In 2007 Gales Holding produced a master plan for discussion and consultation over key development sites in Kingscliff including the area to the north of the existing Cudgen Village. This regional open space proposal explored a mix of open space and recreation uses which could be pursued post sand extraction which will form a large artificial Lake.

11.5 Cudgen Precinct Draft Strategies

1. Facilitate the protection and management of land identified as environmentally and/or ecologically important through appropriate land use zoning and provision for ongoing habitat management.
2. Maintain a 500m buffer surrounding the waste water treatment plant restricting residential development within that buffer. Plant a 10m wide landscape buffer to interface edges.
3. Continue to promote more innovative, contextual and climatic responsive housing design within the existing precinct and new future development sites through implementation of DCP A1.
4. Facilitate future development of the developable portion of the R1 greenfield development site (Lot 1 DP 828298) and investigate expansion of a residential land use into part of Lot 4 DP 727425 and to the west into part of Lot 21 DP 1082482 through an integrated concept or master plan planning proposal process to achieve a balance and mix of housing types including low density residential, medium density residential housing, provision of a small local centre east of Crescent Street combined with open space and environmental protection where appropriate. The master plan should also include:
 - Detailed design of the intersection of Altona Road with Tweed Coast Road and the Turnock Street extension (dependent on final alignment).
 - Demonstration of how passive solar design principles have been embedded to include a generally a grid street network resulting in regular shaped allotments with good solar and passive design opportunities.
 - Integration of water sensitive urban design as part of the overall subdivision design.
 - Provision of active and passive open space integrated with a future artificial lake resultant from and future sand extraction works.
 - Identification of lands to be dedicated for compensatory planting as a result of any vegetation clearing which may be nominated for removed from part of the identified development site as part of the concept/master plan process. A compensatory rate of 12:1 will generally be applied.
5. If Council's Open Space Strategy indicates there is no need for further active and passive open space areas within this location, Council will consider the potential for light industrial uses adjoining the wastewater treatment plant outside a minimum 200m buffer.
5. Investigate future opportunity to establish a holiday park or 'eco-town' accommodation adjoining the future artificial lake as part of the precincts concept or master plan process to address key opportunities and constraints including flooding constraints.
6. Produce a developer initiated and funded stormwater drainage strategy for the precinct, and identify methods to fund and implement the works necessary to achieve development of the precinct, while protecting the integrity of receiving environmental land.
7. Review the existing R2 Low Density Residential zoning over Lot 101 DP 1056576 for a more appropriate land use given the incompatibility between this use and the adjoining state significant farmland and buffers required.
8. Further embellish and upgrade existing open space facilities including Cudgen Oval and Allan McIntosh Park as part of Council's Open Space Strategy and works program.
9. Further investigate appropriate water based activities over the future artificial lake could include a range of active and passive uses.
10. Undertake appropriate heritage assessment to investigate the potential to heritage list the stand of Norfolk Island Palms along Collier Street under Schedule 5 of the Tweed LEP 2014.

12.0 Green Edge Precinct

12.1 Existing condition

Kingscliff is renowned and locally prized for its low key coastal settlement atmosphere, it is the proximity to the beaches, qualities of Cudgen Creek and the expansive coastal foreshore which when combined with the surrounding agricultural and farming areas define the landscape and visual character of Kingscliff and Cudgen settlements.

The 'green edge precinct' represents an amalgam of the natural and agricultural areas which surround and permeate the settlement of Kingscliff. These areas collectively provide not only valuable ecological links, areas of environmental protection but are also important in underpinning the visual character and identity of the locality. The surrounding working farms also provide employment and fresh produce and as such is an important economic driver for the region. The preservation and strengthening of these 'green edge' character elements is important in maintaining the balance between more built up and developed areas with surrounding natural and agricultural landscapes.

Many of these identified 'green edge' areas are experienced in a lineal way, such as driving along the Tweed Coast Road, and thereby geographically overlap with other precinct plans within this report. As such the strategies within this plan should be read in conjunction with those precinct plans as well as the existing land use intent and development standards within the Tweed Local Environmental Plan 2014.

12.2 Green Edge Precinct Character

The landscape and visual character of Kingscliff can simply be described as urban areas that are surrounded by natural and open agricultural landscapes. Travelling the length of Tweed Coast Road, there are no continuous stretches of significant urban areas. Rather each of the coastal town settlements is physically separated by large tracts of vegetation and rural landscapes. It is this balance of built and natural environment which underpins this part of the Tweed Coast of which the Kingscliff locality is a significant part.

The key visual 'green edge' character zones within the Kingscliff and Cudgen localities include:

The Northern Approach - Heading south along the Tweed Coast Road from the intersection with the Pacific Highway, the green edges include a small dense pocket of sclerophyll forest on the western side that is zoned special purposes (cemetery which is a heritage item). This pocket of forest then gives way to the Chinderah golf course which also has a number of significantly large eucalyptus trees along and close to the road edge, forming a linear visual boundary. This scattered more open woodland is also reflected on the vacant land on eastern side of the road before giving way to a wider view of cleared land. The combined visual character of these elements is a strong green edge of large eucalyptus trees on both sides of the road forming a tightly defined view corridor and brief visual experience, encountered predominately from vehicles. The northern approach then gives way to open farmland to the west which offers panoramic views towards the border ranges and Terranorra Ridgeline.

Melaleuca and She Oak Forest - Within proximity of the Altona Road intersection with the Tweed Coast Road is a significant Melaleuca Forest which covers an area of approximately 36ha. It extends east to Turnock Street and west to Crescent Street and primarily follows the roads edge and drainage corridor. Trees within this location are approximately 15-20m in height and form a large pocket of vegetation between the western agricultural areas through to the back of the Kingscliff town centre which underpins its high ecological status.

Cudgen Intersection - The signalled four way intersection between Cudgen Road and the Tweed Coast Road is at the confluence of urban and agricultural land uses and visually demarcates the transition from surrounding agricultural land uses to Cudgen Town to the west and access to the Kingscliff township to the east. Being the junction of two main connector roads this is a relatively busy wide and open intersection which breaks the linear visual experienced from the closed forests further north to a more open landscape, as experienced from a moving vehicle. Despite the higher traffic movements across this intersection, it's visual character is primarily defined by the red soil agricultural land uses to the south west of the intersection, Cudgen Town to the north west

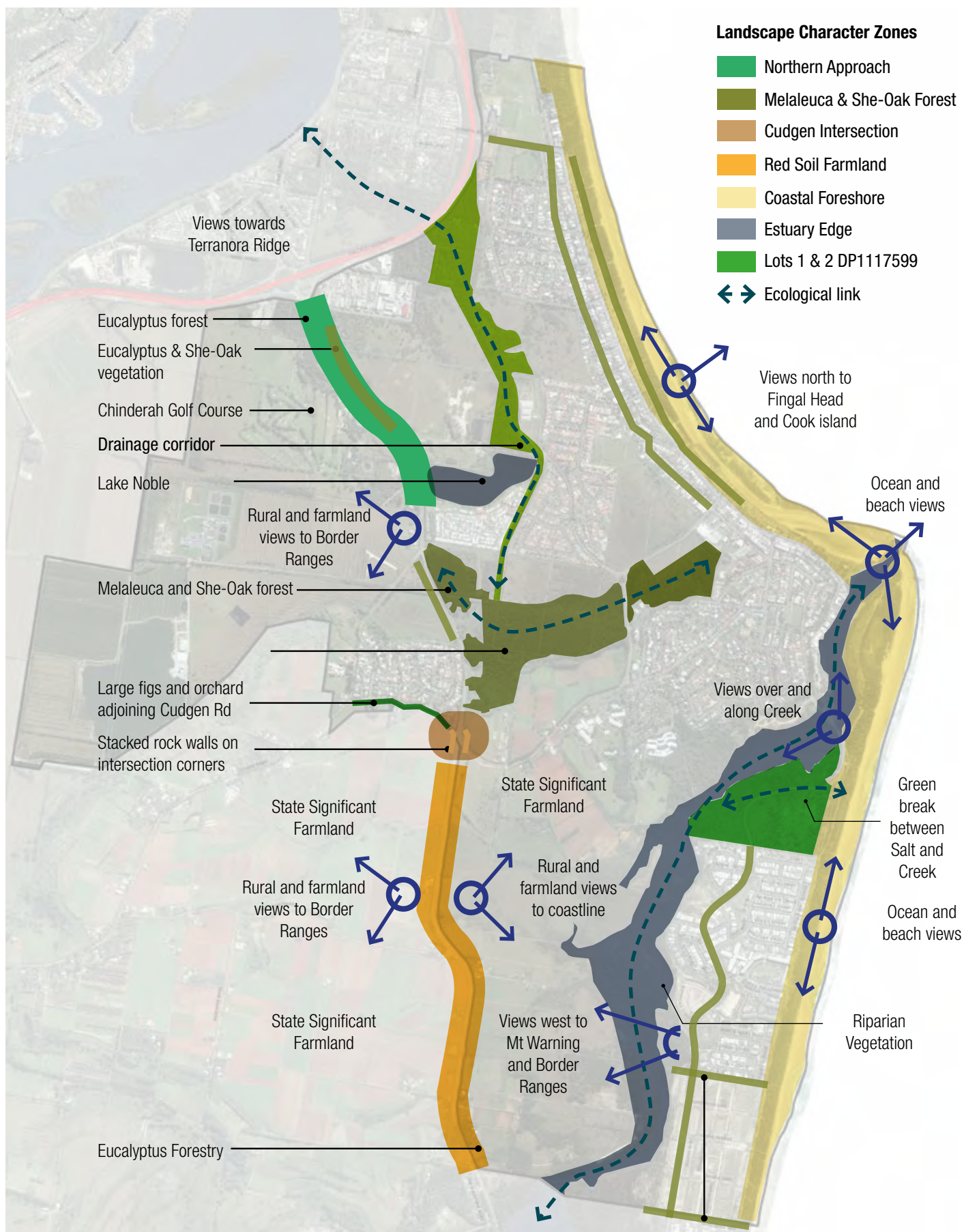


Figure 12.0 - Green Edge Precinct Character Zones

and a large open unfarmed parcel of land to the east adjoining a plant nursery. This unfarmed parcel is state significant farmland where a range of farming and ancillary agricultural uses could be pursued.

On two of the intersection's corners are stacked local rock walls defining the agricultural property boundary edge. These original walls form a small but important part of the landscape as they are symbolic of the historic agricultural use of land in the area. It is important that the walls be retained into the future.

Red Soil Farmland - Heading south from the Cudgen Road intersection, the landscape opens into undulating red soil farmland which affords long views west to the peak of Wollumbin/Mt Warning the Border Ranges and ocean glimpses to the east. Built form within this area largely consists of farmland dwellings and agricultural structures such as farm sheds. Also of note within this area is the remnant vegetation within farmland. Examples include trees on the edge of paddocks acting as windbreaks. These form important part of the rural landscape that should be retained. Other built form elements include small road side stalls which provide an opportunity for local residents to purchase farm grown fruit and vegetables. The southern end of this character zone is demarcated by a parcel of land utilised for eucalyptus forestry, with the long vertical trunks breaks the visual character of the open undulating farmland.

Coastal Foreshore - The coastal foreshore can be broken into three distinct landscape character zones: the northern end of Kingscliff Beach, the stretch of Beach that adjoins the town centre (Bowls Club, Holiday Park) and the southern portion of the coastal zone, south of Cudgen Creek.

The northern portion of Kingscliff Beach has a strong curving form with views to Cook island in the north, a narrow strip of dunal vegetation separating the beach from a coastal foreshore public reserve, and Norfolk Pines resulting in the familiar coastal settlement character that is common in many areas of Australia. A shared path way runs the length of this portion of the coastal reserve providing walking and cycling access from the northern precincts to the town centre. This reserve is embellished with a series of picnic and bbq shelters, children's playgrounds, exercise equipment and an amenities block.

The town centre portion of the coastal zone currently has a bowls club and holiday park adjoining the coastal reserve, effectively severing public access to the beach in this area. As identified within section 2.0 of this precinct plan report, current plans include the reduction of the holiday park envelope and development of a new central park with improved beach access. This will be developed along with a revetment seawall to provide defence against coastal erosion. This large seawall (to 5.0m) will have a significant visual impact on the character of this part of the beach, especially when compared to the more natural coastal landscape character to the north and south.

The southern portion of the coastal foreshore, whilst historically extensively sand mined has been regenerated into a more natural landscape character with dunal system and dense strip of dunal vegetation. A shared pathway positioned at the back of the hind dune runs the length of the southern coastal foreshore area, providing a link between the residential and tourist areas of Salt and Seaside City, and beyond to Casuarina and Cabarita.

Estuary Edges - The Cudgen Creek estuary, is highly valued by the community and is a focal point for recreation and tourism. Landscape character zones along the length of the creek range from modified edges such as the boat ramp area which provide access to the waters edge to less modified more natural edges including areas of significant mangroves, coastal wetlands, saltmarsh and seagrass which contribute strongly to its ecological significance.

Lots 1 & 2 DP1117599, formerly known as Lot 490 - Lots 1 and 2 DP 1117599 Kingscliff (previously known as Lot 490) forms a green break between the residential subdivision areas of Salt and the south side of Cudgen Creek. It includes significant riparian vegetation to the west of Casuarina Way and coastal heath linking to the dunal system to the east. Whilst part of this site has been modified, particularly the eastern portion, it provides an important ecological link from the beach to the creek. In recognition of its ecological value, Council has resolved to rezone the site from SP3 Tourist to E2 Environmental Protection (resolution dated 10th April 2014, 4th September 2015) under TLEP 2014. Council is currently in the process of reviewing the vegetation mapping over the site to determine the appropriate application



The Northern Approach - The northern approach defined by sclerophyll forest on the western side and scattered She-Oak Forest on the eastern side.



Melaleuca Forest - The Melaleuca Forest on the eastern and western side of Tweed Coast Road has a canopy height of between 15-20m and forms part of a larger 36ha vegetative area (to the east) which has a high ecological value.



Cudgen Intersection - Cudgen Road and the Tweed Coast Road intersection is at the confluence of urban and agricultural land uses. Surrounding open agricultural landscapes, including the detail of the stacked stone wall, visually define this character zone. There is opportunity to enhance the landscape character with additional native vegetation buffer planting heading north along Tweed Coast Road.

of an environmental protection zone in accordance with the criteria within Department of Planning and Infrastructures North Coast E-Zone Review. At the time of writing, Aboriginal Land Claim 36519 by the Tweed Byron Aboriginal Land Council over Lots 1 and 2 DP 1117599 was granted in accordance with s.36 of the Aboriginal Lands Rights Act 1983.

Drainage Corridor - A drainage corridor running from south to north receives overland flow from elevated lands east of the Cudgen intersection from farmlands to the west in proximity to Altona Road and from the low lying lands to adjoining the town centre to the east. The drainage corridor extends through Kingscliff's northern precincts ultimately draining into the Tweed River at Chinderah. This drainage corridor is flanked by Melaleuca and She-Oak forest along its length. There is significant opportunity, in the context of future urban expansion over northern greenfield sites, to provide a wider north south drainage corridor which would serve to reinstate riparian vegetation, improving the filtration and treatment of receiving waters and straightening local ecological links. There is also opportunity to integrate linear open space including a shared pathway which would link this precinct to Elrond Drive, North Kingscliff and the Business and knowledge Precinct adjoining the Chinderah Light Industrial Estate.

12.3 Green Edge Precinct Opportunities

It is the coastal and estuarine edges combined with the agricultural hinterland back drop which underpins the unique landscape and visual character of Kingscliff's locality and more broadly the Green Caldera. Preserving the visual character was a theme expressed strongly through the community vision survey with respondents listing the beach, creek, bush land areas as their favourite parts of Kingscliff. As such, it is important to protect these views and visual character into the planning process.

Council is currently embarking on the preparation of the Tweed Scenic Landscape Study (TSLs) which will act as the over arching framework for the management of scenic quality across the Shire. There is opportunity that this broader framework include a framework for assessment of scenic quality at a more micro or locality planning level, which could be applied to specific development. This localised scenic assessment could then be undertaken with specific reference to the value

the local community places on it and impact on locality visual character.

It is important to note that in terms of view impact some locations have a capacity to accept change whilst still retaining the visual character of the area, whilst others are more sensitive to visual modification. This level of sensitivity contributes to the level of protection required. This should be identified and incorporated into any visual analysis early in the concept design phases prior to development.

In terms of lands with a high ecological status there is opportunity for detailed ecological assessment to form a valuable part of defining development envelopes over key development sites. This process has the opportunity to directly inform land use recommendations for both environmental protection as well as areas suitable for development. It is important that these resultant land use recommendations and rezonings also incorporate provision for ongoing habitat management.

For land that falls outside of areas of environmental protection zones, but still forms an important part of the visual landscape character, there is opportunity to strengthen and preserved these character zones and elements through two key mechanisms. Firstly, there is opportunity for the findings and strategies as defined and illustrated within each of the precinct plans to be addressed and integrated as part of any master planning process over developable sites. Secondly, and relating more to lands outside of developable areas, the landscape and visual analysis findings contained here within may be co-ordinated into the Tweed Scenic Landscape Strategy.

There is opportunity for the strategic planning framework to further protect important areas of agriculture including the State Significant Farmland. This includes continuing to promote existing Council programs to assist farmers to be more sustainable, and provide the necessary buffers to newer adjoining development to allow them to continue their operations without conflict from adjoining land uses.



Red Soil Farmland - Heading south from the Cudgen Road intersection, the landscape opens into undulating red soil farmland which affords long views west to the peak of Wollumbin / Mt Warning and ocean glimpses to the east.



Coastal Foreshore - The coastal foreshore can be broken into three distinct landscape character zones including north Kingscliff Beach, the highly modified town centre beach stretch and the south Kingscliff Beach stretch.



Estuary Edges - Landscape character zones range from modified edges such as the boat ramp area which provide access to the waters edge to less modified more natural edges including areas of significant mangroves, coastal wetlands, saltmarsh and seagrass which contribute strongly to its ecological significance.

12.4 Green Edge Precinct Draft Strategies

1. Facilitate the protection and management of land identified as environmentally and/or ecologically important through appropriate land use zoning and provision for ongoing habitat management. Identify areas of planting offset through a master planning / planning proposal process.
2. The important environmental qualities of the coastal and estuary zone are to be protected and enhanced. These include public foreshore reserves that extend the entire coastline of the district and includes important dunal systems and significant riparian vegetation and wetlands that adjoin Cudgen Creek. Where future development adjoins coastal and estuary zones a 50m buffer to High Water Mark (HWM) is generally required. This buffers distance may increase dependent on the specifics of the proposed development and adjoining environments and land uses.
3. Protect and strengthen the areas of high visual amenity within the locality. This will be achieved by ensuring existing agricultural and environmental areas remain protected (including all State significant farmland) and ensuring that new development, particularly on the interface with public and natural areas is compatible and considers impact on views as part of the master planning/planning proposal and development assessment process.
4. Strengthen and enhance vegetative edges, buffers, corridors and street trees which border and permeate each of the precincts. This includes but is not limited to:
 - Require a 20m vegetative buffer edge to the Business and Knowledge Precinct site adjoining the eastern side of the Tweed Coast Road and north of the Cudgen Intersection (east side) reflective of the height of trees within this location.
 - Require a 20m vegetative buffer edge to the Cudgen Precinct development site along the western edge of the Tweed Coast Road.
 - Require street tree planting scheme along the extended Turnock Street continuing east along the existing length of Turnock Street. Integration with a future dedicated path and cycle way is recommended.
5. Increasing suitable native coastal vegetation within the coastal reserve north of the town centre including additional shade vegetation on either side of the shared pathway.
6. Increasing street tree planting along north Pearl and Kingscliff Streets.
7. Increase density of planting along Casuarina Way south of Cudgen Bridge.
8. Increase density of planting along Oasis and Windsong Way in Seaside precinct to provide more of a visual separation from adjoining settlements and create a continuous canopy linking Cudgen Creek (west) to the coastal foreshore east).
5. The substantial farming potential of the existing agricultural zones in the locality will be protected as a finite resource and remain protected from any conflicting non-agricultural activities. New development must incorporate adequate buffers within development sites rather than within existing agricultural lands. Typical buffer of 80m to agricultural land are required to residential development. These buffers may increase dependent on the specifics of the proposed development and nature of the adjoining agricultural land uses.
6. Encourage land owners of Lots 6 DP 727425 and part of Lot 3 DP 828298 to explore more innovative and publicly accessible agricultural land use pursuits given the sites, high visibility and ease of access. This could be a combination of a working farm with a range of other agricultural and farmed based activities which may include a farmers market, education component (food, lifestyle, health and well being) and ancillary food and beverage facility.
7. Co-ordinate information within the Kingscliff Context Issues and Opportunity report and this Precinct Plans report into the Tweed Scenic Landscape Strategy by identifying the key view fields and landscape elements which require protection and careful management.

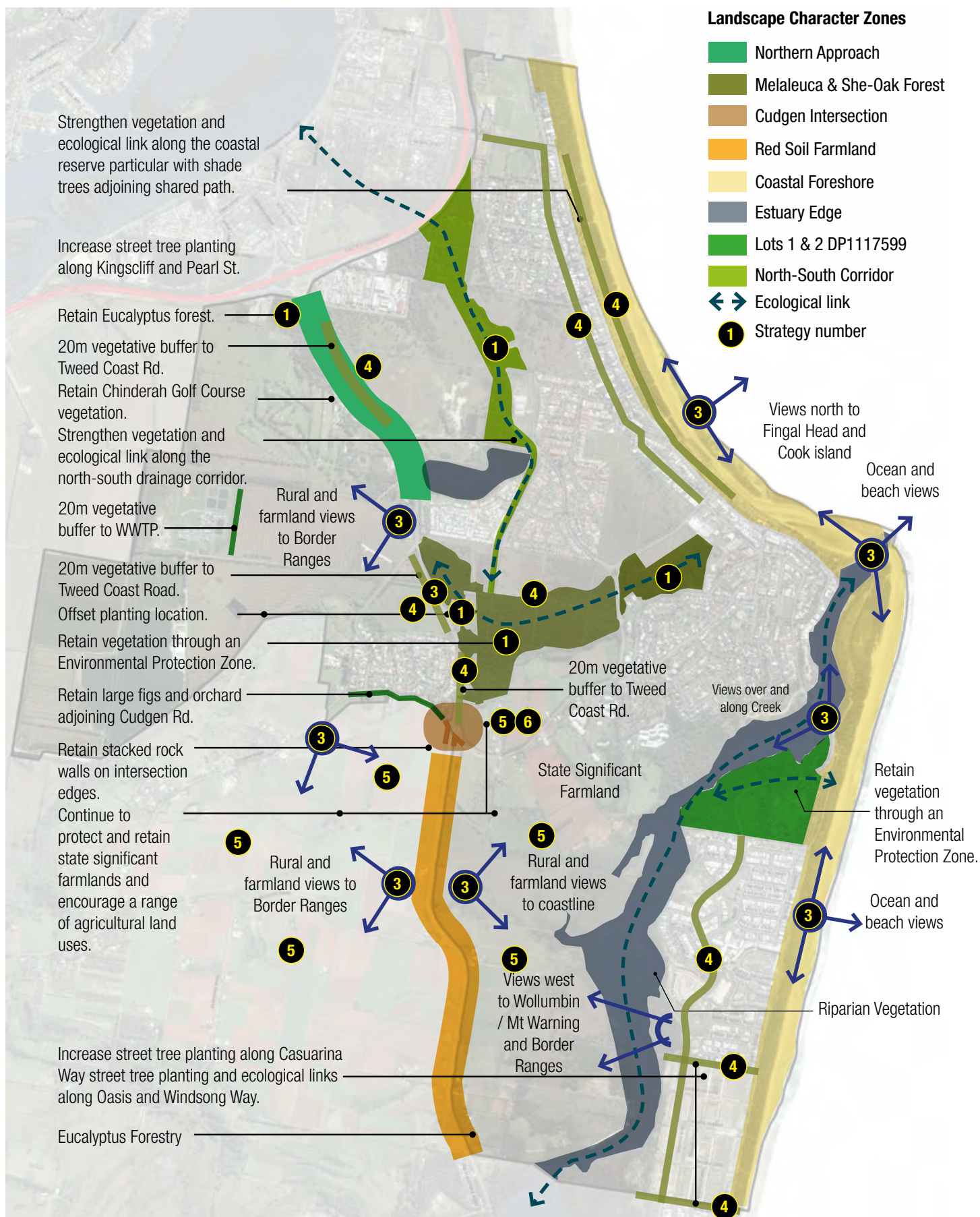


Figure 12.1 - Green Edge Precinct Character Draft Strategies

