

Kingscliff Locality Plan

Amendments

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PART A - Context and Locality Wide Strategies



1.0 Introduction

1.1 The need for a locality plan

For more than a decade the Tweed Coast has seen continued growth. The locality of Kingscliff has been a major contributor to this growth, elevating its settlement status from a coastal village to a coastal town which typically have between 3,000 – 20,000 residents. In consideration of Kingscliff's broader service catchment area combined with the existing undeveloped urban release areas Kingscliff's population could surpass the population threshold usually associated with a small coastal city (>20,000 residents, Coastal Design Guidelines for NSW).

In consideration the localities continued population size growth potential and geographical position, the existing role of the Kingscliff locality as the sub-regional centre will also continue to grow. In doing so Kingscliff will continue to provide higher order services (health, education, retail and employment opportunities) to Tweeds' network of coastal villages including Fingal Head, Cudgen, Casuarina, Cabarita, Hastings Point, Pottsville and the future Kings Forest release area.

The role of the locality plan is to provide a planning framework to manage this growth. Population and growth needs to be coordinated with adequate land for increased housing supply, infrastructure provision, employment opportunities, community and cultural facilities. The planning framework is also required to safeguard environmental, agricultural, character, landscape, visual and other valued qualities.

The Kingscliff Locality Plan and Development Control Plan (KLP & DCP) provides a strategic planning framework for the management of the growth, opportunities and constraints of the Kingscliff district within the context of the Tweed Coast, Tweed Community Strategic Plan and the NSW North Coast Regional Plan 2036.

1.2 The purpose of this plan

The purpose of the KLP & DCP (the 'Plan') is to provide a 30-year vision and planning framework to guide the future growth and expansion of the Kingscliff locality.

The stated visions and strategies within the plan aim to preserve local character and natural environment, facilitate business and employment opportunity, encourage housing supply and diversity and recommend measures to improve public domain to create a more contemporary place to live, work and play. The KLP has been prepared in two parts:

- Kingscliff Locality Plan (KLP)
- Kingscliff Development Control Plan (DCP).

“Kingscliff's growing population needs to be managed to protect its local character.”



Figure 1.0 Kingscliff Locality Plan and Development Control Plan structure

1.3 Study area

The defined study area is illustrated at Figure 1.1. The KLP focuses on lands bounded by the Pacific Highway to the north extending to the locality boundary with Fingal Head, the Tweed Coast Road to the west and south to the locality boundary with Casuarina. The study area also includes Cudgen Village given the proximity and strong historic relationship with Kingscliff the need to more holistically consider the broader locality context, particularly in relation to land use, desired future character and traffic management considerations.

Although focusing on this defined study area, on a more macro scale the locality plan will acknowledge Kingscliff's sub-regional role in supporting the network of Tweed Coast settlements (Fingal Head, Cudgen, Salt, Casuarina, Cabarita, Hastings Point, Pottsville and Wooyung) as well as the more dispersed rural and hinterland settlements. This broad catchment area is discussed in greater detail within Part 2 of this Report.

1.4 Existing planning framework

Figure 1.2 illustrates the existing planning framework relevant to the KLP, of which the key instruments and plans are summarised below:

Tweed Local Environmental Plan 2014 (TLEP)

The Tweed Local Environment Plan 2014 (TLEP) is the primary statutory planning tool used to control and guide the future development of land. The TLEP establishes land use zones, development permitted within each of those zones, and development standards (such as minimum lot sizes and maximum building heights).

Implications for the Kingscliff Locality Plan

The TLEP 2014 provides zoning, maximum building height, maximum floor space ratio and minimum lot size provisions to the majority of the KLP footprint. These provisions, generally, influence Kingscliff as follows:

- Shape the extent of the urban footprint and influence residential density.
- Confine building heights to 9 m or less in 'low density residential' areas, 10 m in rural and industrial areas, 12.2 m in medium density areas and 13.6 m in mixed-use, tourist or commercial areas and influences the density of housing.
- Restrict lots to a minimum size of 450 sqm within 'suburban' areas and Cudgen Village.
- Moderates floor space ratio to a maximum of 0.8:1 in 'suburban' areas and Cudgen Village and 2:1 in greenfield, medium density, tourist and commercial areas.

The KLP will test the validity of the existing provisions and make specific recommendations should any amendment to the TLEP be required to facilitate the future desired character.

The KLP footprint includes a number of properties (or portions of) which have been deferred from the TLEP 2014. Whilst the majority of the deferred areas will be addressed subsequent to the NSW Department of Planning & Environment's 'E-Zone Review', several areas will be addressed specifically within the KLP to enable a clear process towards providing those sites with an appropriate planning framework.

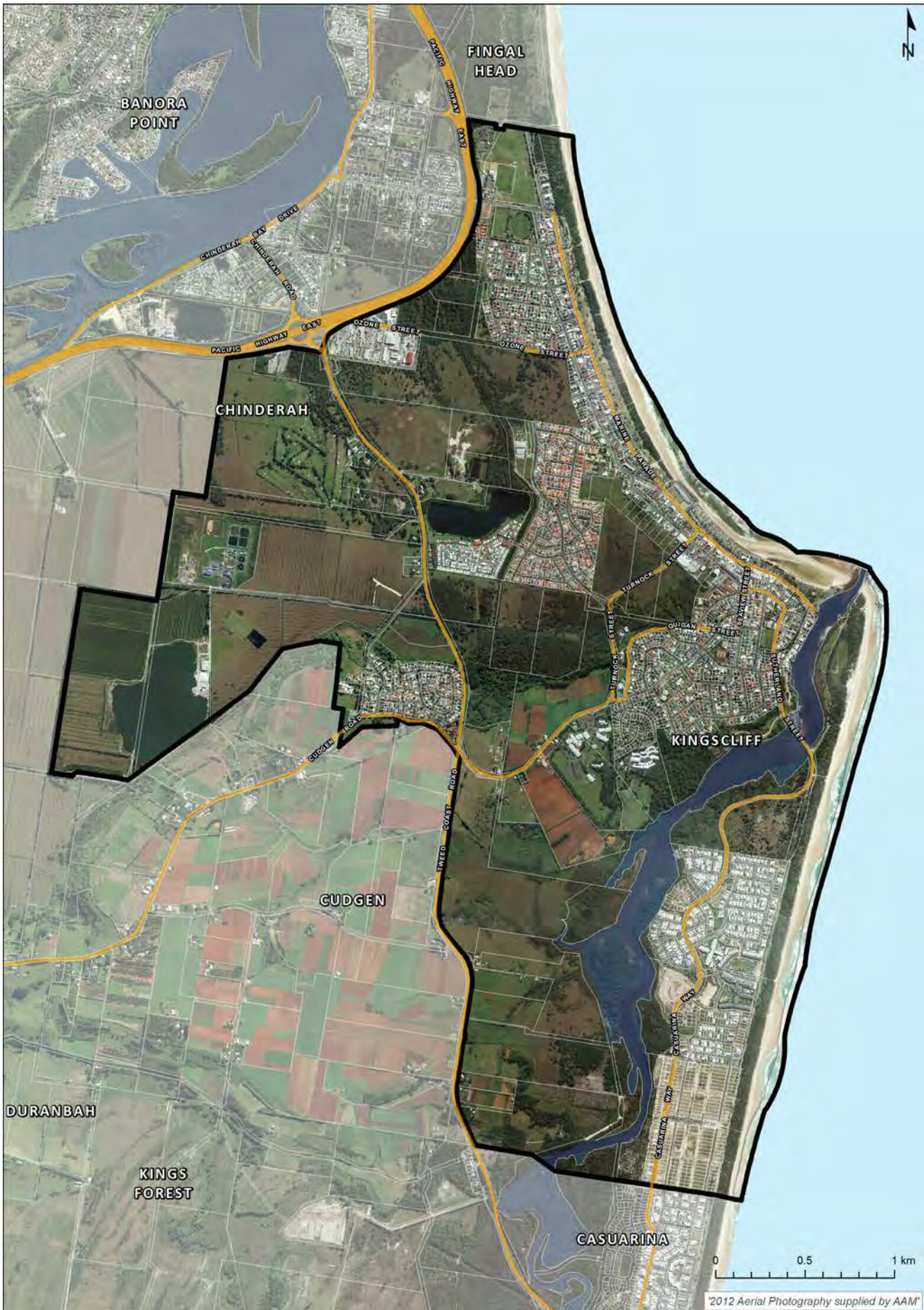


Figure 1.1 Kingscliff locality plan study area

The North Coast Regional Plan

The North Coast Regional Plan (NCRP) provides an overall vision for the region as well as identifying five broad goals relating to the environment and heritage, growth opportunities, housing choice, economic and infrastructure considerations as well as transport and connectivity networks. A series of actions to implement the broad goals are also identified within the plan. The plan defines the location and form of future development within the region through urban growth area maps and growth precincts. These growth maps and growth precincts take into account opportunities for urban and employment growth, environmental assets and key strategic linkages.

Key Implications for the Kingscliff Locality Plan

The NCRP identifies the broader Kingscliff existing urban footprint and nominates a large tract of land to the south of the existing Chinderah industrial estate as 'future knowledge precinct' and a tract of land to the west of the Kingscliff Town Centre (West Kingscliff) as 'urban renewal'. Whilst this area has been identified within the NCRP, a significant proportion of this site has also been identified as having a high level of constraints including a risk of flood inundation and identified areas of environmental significance.

Broadly, the KLP will seek to uphold the values and actions of the NCRP by ensuring productive agricultural land and environmentally sensitive land is protected, and that urban land provides a variety of employment and housing options. Specifically, the extent and scope of the development potential within the identified growth areas against local constraints and opportunities are identified both within the KLP and precinct specific sections of the KDCP. More detailed context and site analysis is required within future planning proposal and subdivision structure plan processes.

Tweed Urban and Employment Land Release Strategy 2009

The Tweed Urban and Employment Land Release Strategy 2009 provides a growth management strategy for urban and employment land throughout the Shire. The TUELRs examines the population profile, the likely demands arising from the anticipated population growth and evaluates the supply of land for residential and employment purposes.

Environmental constraints and opportunities that influence the potential suitability of land for future urban use were also broadly analysed. The TUELRs, as adopted by Council, concludes that Council will rely on existing zoned areas and to increase the density of development in key urban areas, such as Tweed Heads Town Centre, Murwillumbah and Kingscliff, to accommodate future growth.

Key Implications for the Kingscliff Locality Plan

The TUELRs has significant implications for the KLP, specifically:

- Identification of Kingscliff as one of the prime areas within the Shire to accommodate future population growth.
- Augmentation of the identified employment lands extending from Ozone Street east to the drainage channel and south to the decommissioned sewerage treatment plant, as well as land to the west of the Chinderah Golf Course and to the north of the Pacific Highway.

As part of the KLP process an analysis of the development capacity of the study area and development of indicative structure planning with a range of employment generating and residential land uses was undertaken and represented within the Business and Knowledge Precinct. Whilst this structure plan represents one possible structure planning configuration over the precinct, it does not necessarily represent the final developer initiated structure plan which will underpin a future rezoning/planning proposal process. Notwithstanding, a number of key planning and design principles have been developed to inform that future planning proposal and design led structure planning process.

Tweed DCP B9 – Tweed Coast Strategy

Section B9 of the Tweed Development Control Plan (DCP), adopted by Council in 2003, was prepared at a time when significant amounts of greenfield development were being designed along the Tweed Coast, including Casuarina, Salt, Kings Forest, West Kingscliff and Seaside City. DCP B9 estimates that the combined population of these developments would be approximately 26,150 people (inclusive of Kings Forest and Casuarina).

In terms of planning additional retail and commercial uses, the strategy within DCP B9 suggests the development of a regional (retail) centre of some 10,000 sqm within Kingscliff.

Key Implications for the Kingscliff Locality Plan

DCP B9 is largely under utilised due to a competing framework with State as well as other Tweed policy.

For example, although the plan identifies opportunity for a large retail centre within Kingscliff, this conflicts with a Council resolution on the 16 November 2005 to adopt seven principles. Principle 6 does not support the establishment of another district retail shopping centre outside of Tweed Heads South (Tweed City).

Further, many of the identified large areas of greenfield sites within the plan have now been developed. It is intended that the KLP will supersede DCP B9 once complete.

As the study area and core objectives between DCP B9 and the intent of the KLP are similar, many of the strategies and vision statements, urban design ideas and planning objectives have been reviewed and updated as part of the KLP and KDCP plan making process. As the DCP 9 study area extends beyond the defined study area of both the KLP and KDCP, it will be retained as an active development control plan.

Tweed DCP B4 West Kingscliff (2007)

This Section of the Tweed DCP study area includes an area bounded by Chinderah Road to the north, Cudgen road to the south-west, Ozone street to the north and the Pacific Ocean to the east. The DCP was adopted to provide a development framework for lands predominantly to the west of the existing Kingscliff town centre zoned for urban expansion. The general development principle adopted was to provide a high quality, safe and integrated area to include new low and medium density residential development as well as making new traffic and transport connections. The DCP also provides more specific development objectives in relation to:

- Traffic and transport – review of local road hierarchy.
- Open space – identification of open space provision rates.
- Vegetation – Identification of important vegetation communities.
- Drainage and water quality – mapped drainage reserves and subdivision requirements.
- Community facilities – identification of additional primary school and community centre required.
- Utilities – need for water and sewer reticulation to all residential allotments and buffer to sewerage treatment plant (now decommissioned).

Key implications for the Kingscliff Locality Plan

Many of the objectives and strategies within DCP B4 – West Kingscliff have materialised or the more general strategies have been embedded within other policies. There is an opportunity to incorporate other policies and strategies which are still relevant. These include:

- DCP A5 Subdivision includes subdivision and road design and open space objectives, strategies and controls. Construction of the distributor road connector between Cudgen Road and Pearl Street, and the decommissioning of the old sewage treatment plant.
- Decommissioning and regeneration of the sewage treatment plant negating the need for the buffer.
- Construction of the Noble Lakeside Park manufactured home estate.

As part of the KLP process, the strategies and objectives of DCP B4 have been reviewed updated and where relevant included within the strategies, objectives and actions of both the KLP & DCP. DCP B4 will be superseded by the KLP & DCP.

Tweed DCP A19 Biodiversity and Habitat Management

DCP A19 Biodiversity and habitat management was adopted to ensure that, subject to any relevant overarching state or commonwealth legislation, the planning and design of new development maintains or improves ecological values within Tweed Shire. The DCP also provides the following objectives:

- Provide development controls to prevent the degradation of ecological values.
- Provide guidance on information required to enable informed decision-making.
- Ensure that construction and operational impacts of development are avoided and/or mitigated using current best practice standards.
- Provide guidance on acceptable measures to avoid or minimise the impact of proposed development on biodiversity including for proposals affected by Part 7 of the *Biodiversity Conservation Act 2016* (BC Act).
- Compensate for unavoidable habitat losses in accordance with applicable legislation, or in the absence of such legislation, contemporary best practice.

Key implications for the Kingscliff Locality Plan

As identified within the environmental context section of this plan, all areas of native vegetation in the Kingscliff area are considered ecologically significant. Many of the greenfield development sites within Kingscliff may require some degree of native vegetation clearing. Dependent on the type and extent of clearing proposed, any development application which involves clearing will have thereby need to satisfy the provisions of DCP A19 and where relevant BC Act and Regulations.

State wide legislation

Environmental Planning and Assessment Act 1979

SEPPs

Development Standards Caravan Parks Hazardous & Offensive Development Koala Habitat Protection Canal Estate Development Remediation of Land Advertising and Signage	Design Quality of Residential Apartment Development Affordable Housing (Revised Schemes) Affordable Rental Housing Building Sustainability Index: BASIX Coastal Management Concurrences Educational Establishments and Child Care Facilities	Exempt and Complying Development Codes Housing for Seniors or People with a Disability Infrastructure Mining, Petroleum Production and Extractive Industries Miscellaneous Consent Provisions SEPP (Primary Production and Rural Development State and Regional Development
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Ministerial directions, strategies, management plans, guidelines, studies

Section 117 Directions	North Coast Regional Plan	Northern Rivers Farmland Protection Project	Northern Rivers Catchment Action Plan 2013–23
North Coast Urban Design Guidelines	Coastal Design Guidelines for NSW	Settlement Planning Guidelines Mid & Far North Coast Strategies	E-Zone Review

Tweed Shire wide

Tweed Local Environmental Plan

DCPs

DCP A1 – Residential & Tourist Development	DCP A2 – Site Access & Car Parking	DCP A3 – Flood Liable Land	DCP A4 – Advertising & Signage Code	DCP A5 – Subdivision Manual
DCP A6 – Biting Midge & Mosquito Control	DCP A7 – Child Care Centres	DCP A8 – Brothels Policy	DCP A9 – Energy Smart Homes Policy	DCP A10 – Exempt & Complying Development
DCP A11 – Public Notifications of Development	DCP A13 – Socioeconomic Impact Assessment	DCP A15 – Waste Minimisation & Management	DCP A16 – Preservation of Trees or Vegetation	
DCP A17 – Business, Enterprise Corridor & General Industrial Zones	DCP A18 – Heritage	DCP A19 – Biodiversity and Habitat Management		

Strategies, management plans, guidelines, studies

Tweed Shire Community Strategic Plan	Tweed Urban & Employment Land Release Strategy	Tweed Vegetation Management Strategy	Tweed Coast Koala Habitat Study	Tweed Coast Koala Plan of Management
Draft Coastal Zone Management Plan for Tweed Estuaries	Tweed Coastline Hazard Definition Study	Tweed Coastline Management Plan	Tweed Vegetation Management Strategy	Tweed Integrated Water Cycle Management Strategy
Crown Reserve Plan of Management	Tweed Road Development Strategy	Whole of Shire Cultural & Community Facilities Plan	Community Based Heritage Management Plan	Aboriginal Cultural Heritage Management Plan

Locality specific

DCPs

DCP B9 – Tweed Coast Strategy	DCP B26 – Kingscliff	DCP B11 – Seaside City	DCP B18 – Tweed Coast Building Heights	DCP B25 – Coastal Hazards
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Strategies, management plans, guidelines, studies

Kingscliff Catchment & Drainage Management Plan	Kingscliff Foreshore Master plan	Kingscliff Foreshore Management Options – Cost Benefit Analysis
Kingscliff Urban Design Plan	Kingscliff Beach Coastal Zone Management Plan	Marine Parade Concept Plan

S.7.11 plans

S.7.11 No. 7 – West Kingscliff	S.7.11 No. 19 – Casuarina Beach/Kingsforest	S.7.11 No. 25 – Salt Open Space & Car Parking	S.7.11 No. 28 – Seaside City
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Figure 1.2 Planning framework relevant to the KLP

1.5 Locality Plan Methodology

The KLP has been prepared through a five stage process including:

Stage 1 – Project inception: Project initiation stage established a project brief, defined the study area, established a project plan and methodology as well as establishing internal and external reference panels. The external reference panel comprised of 14 people local community and business members selected for demonstrating a diverse range of local knowledge, planning and built environment experience with strong links, and networks with the local community. The key outputs from this stage include:

- Kingscliff locality project plan.
- Formation of the external reference panel.

Stage 2 – Background and community vision: Initial community consultation included a community vision workshop attended by more than 150 people which sought to understand broader community visions, aspirations and issues experienced within the Kingscliff locality. This was followed by a widely distributed community vision survey which received more than 250 responses. This background and community visioning opportunity established the core values and important character elements which underpin the Kingscliff locality. Key outputs from this stage include:

- Community vision survey and feedback report.
- Statutory planning framework report.

Stage 3 – Context, opportunities and options: The purpose of Stage 03 was to establish a comprehensive background context, issues and opportunities report to service as a platform to understand the locality and directly inform draft strategies within the draft precinct plans. This was also supplemented with the findings of a stakeholder and community invited Enquiry by Design Workshop. This information culminated in a two week shopfront exhibition attended by over 800 people. Key outputs from this stage included:

- Context issues and opportunities report.
- Enquiry by design workshop report.
- Draft precinct plans report.

Stage 4 – Draft Locality Plan and DCP: The draft strategies from Stage 03 were refined following a review of public and stakeholder submissions and developed into a draft Kingscliff Locality Plan and Development Control Plan. The key outputs from this stage included the production of the three volume draft Locality Plan and Development Control Plan:

- Volume 1 – Context and locality wide strategies.
- Volume 2 – Precinct plans.
- Volume 3 – Development control plan.

Stage 5 – Final Locality Plan and DCP: Following a formal exhibition period, the draft Kingscliff Locality Plan and DCP is further refined into the final Kingscliff Locality Plan and DCP, formally adopted and implemented by Council. The key outputs for this stage include:

- Kingscliff Locality Plan.
- Kingscliff Development Control Plan.

INCEPTION

- Project plan
- Form external reference panel
- Form internal working group
- Liveable cities conference workshop
- Key stakeholder interviews

TALK

- Statutory context analysis
- Urban design context analysis
- Consult 1 – community workshop
- Community vision survey
- Review consultation 1 feedback

SKETCH

- Consult 2 – enquiry by design
- Locality wide options
- Precinct specific options
- Consult 3 – shop front exhibition
- Review consultation 3 feedback

DRAW

- Draft context & locality wide strategies
- Draft precinct plans
- Draft Development Control Plan
- Council endorsement to exhibit

FINALISE

- Consult 4 exhibition and roundtable
- Public exhibition review
- Formal council adoption
- KLP & DCP implementation strategy
- LEP amendments



1.6 Vision for Kingscliff

“The future of Kingscliff will achieve a sustainable balance of a healthy and inclusive community life, a prosperous local economy and employment opportunities, tourism and additional housing diversity to meet generational needs. The growing settlement will be nestled within the highly valued and protected natural environment fringed with a working agricultural hinterland. The town centre will continue to be strengthened as the centre of community life supported by new retail, employment, education and residential opportunities within a new business and knowledge precinct.”

Creating a sense of place

The existing Kingscliff town centre will continue to serve as the primary retail, commercial, health, social and cultural hub for the settlement and broader sub-regional catchment. The distinctly low rise building scale and character will be retained along the beach front with additional public domain improvements to facilitate greater pedestrian priority, to define the heart of the town and improve pedestrian connectivity. There will be opportunities for the town centre to expand west along Turnock Street to accommodate future retail and commercial growth and diversity. All buildings will be designed to take advantage of the subtropical context to strengthen and enhance the Kingscliff coastal character set within a landscaped and greened streetscape.

The Kingscliff town centre will be supported by other retail and business opportunities across the locality including opportunities for an additional smaller local centre within the Business and Knowledge Precinct, expanded opportunities to meet the needs of both residents and tourists within the Salt precinct. Smaller businesses will also be encouraged within existing resident precincts with the intent of every resident being within a walkable or cycling proximity to day to day conveniences and open space.

Greenfield development sites adjoining the existing town centre present significant opportunities to expand the town centre business, retail and residential uses. Turnock Street is envisaged as a tree-lined boulevard with its street edge activated with small-scale retail and outdoor dining opportunities. Integrated basement car parking will liberate the ground plane from expansive hardstand areas and high quality landscaped pedestrian and public domain spaces will provide for pedestrian amenity and comfort. Shop top housing above these ground level retail and commercial uses will also provide additional housing variety within a walkable town centre catchment reducing car movements.

The development of key sites surrounding the town centre will provide additional housing diversity and supply which will meet demonstrated growing population need for the next 30 years. These new residential precincts will demonstrate a high standard of coastal architecture and urban design, and facilitate built form character which embraces the public domain and provide landmark developments for the Kingscliff community. The network of residential precincts will be supported by a public transport and passive movement network which connects existing and future residential areas to the town centre and key areas of open space. Planning for community facilities to support a growing population must consider shared or multi-purpose use, be located in easy to access locations, appropriately sized and universally designed to be activated and respond to future community needs.

Best practice design and sustainability for new development

The overall concept for greenfield development sites within the Kingscliff Locality is to produce a high quality mix of residential development which offers a range of housing types, connected network of open space and community services. In step with population increases experienced across the Tweed Coast generally, there is also a need to significantly strengthen, business, knowledge and employment opportunities. Each of the existing and future residential precincts have their own distinctive characters where the built form responds and takes advantage of precinct specific topographic, climatic, visual and landscape characteristics.

Within new greenfield development sites, street layout and allotment configuration will incorporate best practice subdivision design, embedding passive design principles to optimise solar access, capture prevailing breezes and take advantage of views and view lines where available. Increasing residential densities around the activity centres will increase housing choice to meet a range of affordability and lifestyle demands within highly walkable and well connected catchments. By increasing density and diversity of housing types in well located areas will reduce the pressure on developing the agricultural and environmental protection land edges of the settlement.

Health and wellbeing

The open space and recreation strategy for Kingscliff is to provide a diverse range of quality open spaces to meet the active and passive recreational needs of the existing and future population. These areas of open space also provide a greening edge to the built environment which contributes significantly to the existing visual character of the Kingscliff settlement. Ready access to these areas of open space provide opportunities for health and recreation pursuits essential to general health and well being.

The relatively flat topography of Kingscliff provides opportunities for excellence in the design of recreational space and allows for defined casual and structured open space to be effectively linked together with grade accessible walking and cycle paths. Each of the residential precincts will be connected to the broader network of well-designed public open spaces. Securing strong north-south and east west passive movement connections within the subdivision and master planning processes will ensure high levels of universal access to the town centre, places of employment, community facilities, open space and other public spaces throughout the settlement.

Vision



Kingscliff locality vision

The future of Kingscliff will achieve a sustainable balance between a protected and managed environment, a healthy and inclusive community life, a prosperous local economy with employment opportunities, strengthened tourism, agriculture and health industries as well as providing additional housing diversity to meet generational needs.

Environment and heritage

Facilitate the protection of aboriginal and non-aboriginal cultural heritage and management of land identified as environmentally and/or ecologically important through appropriate land use zoning and provisions for ongoing fauna, habitat and heritage management.

Town centre

Provide opportunities for the growth of the town centre core as a sub-regional retail centre 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.

Economy and employment

Expand employment generating land uses by providing land use opportunity for larger employment generating developments such as a business park, health and/or university campus, commercial and retail uses, as well as a range of student, tourist and residential accommodation types to build upon the existing industry pillars of tourism, agriculture, health and local small business.

Housing

Provide a planning framework which will deliver a diverse range of housing types to appeal to a broad demographic and housing affordability profile with a strong focus on subtropical subdivision and housing design, connectivity between residential areas with tree lined streets and well located and embellished open spaces and public domain.

Open space and community

Build upon Kingscliff's diverse network of active and passive open space areas including sportsfields and courts, parks, civic open space, bushland, coastal foreshore areas, cycle and walking paths with a strong focus on achieving a greater level of connectivity and user amenity. Integrate community facilities including a new library, community centre and community meeting rooms within the town centre.

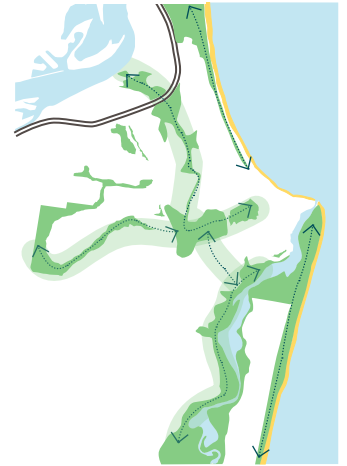
Strategies

Protecting the environment through land use planning.	Facilitate employment and economic growth opportunities.
Meeting housing and community needs for a population of approx 12,000 by 2036.	Implement design and planning guidelines for existing and future development precincts.
Enhance and strengthen coastal character through architecture, design and public domain.	Ensuring adequate provision of civil and social infrastructure.
Zone lands of environmental and ecological significance.	Manage aboriginal and non-aboriginal cultural heritage.
On going enhancement and management of environmental protection areas.	Ongoing flora and fauna management.
Ongoing coastal and estuary management.	Enhanced Koala habitat.
Retain low scale character along Marine Parade.	Increase density and housing diversity in and around the town centre.
Facilitate town centre expansion along Turnock Street.	Improve pedestrian connectivity and public domain.
Architecture and design guidelines to reflect coastal character.	Improve car parking and traffic management.
Facilitate development of a new business and knowledge precinct.	Promote and support agriculture including value add industries.
Promote and support tourism.	Facilitate additional business development and light industrial land.
Additional smaller retail centre within business and knowledge precinct.	Support and facilitate local cultural, sports, market events.
2500 additional new dwellings which could accommodate an additional 4000 people.	Mix of dwelling types and lot sizes to meet different demographic need.
Additional low rise medium density housing types.	Focus on subtropical subdivision and house design.
Additional shop top housing within and surrounding the town centre.	Improved connectivity and access to and between open space areas.
Further embellish Kingscliff Sports and Recreation Complex.	Opportunity to expand community facilities within Kingscliff town centre location.
New active and passive open space including a district park and skate park.	North south and east west passive movement corridors.
Continue to embellish coastal foreshore areas and beach access.	Embellish existing parks and the provide new parks in future greenfield development.

Vision: The key principles

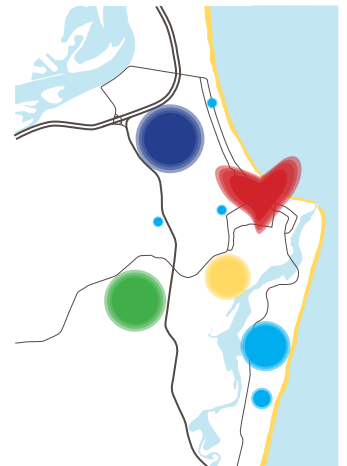
1 Protected ecological areas

Protect and enhance areas of environmental significance and strengthen connections between them. Natural areas frame and contain areas of urban settlement with connected open space embraced as key community spaces for recreation.



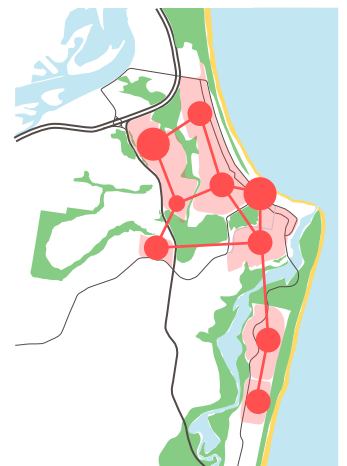
2 Promote economic development

Facilitate the growth and development of economic and employment opportunities through land use planning including expansion of the existing Town Centre, the development of a future Business and Knowledge Precinct, expanded industrial areas and providing opportunities to grow the retail, health, education, tourism and agricultural industries.



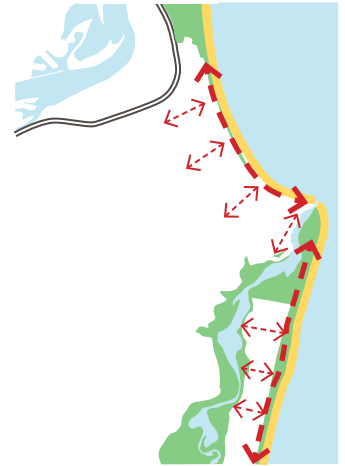
3 Connected residential precincts

Create 'village scaled' precincts which are discrete with their own identity and character, framed by natural areas and interconnected by green spaces for environmental amenity, recreation, walking and cycling.



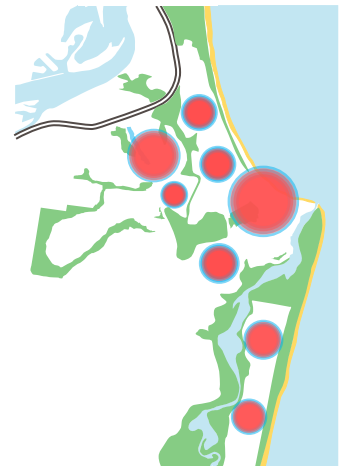
4 Embrace the coastal edge

Strengthen and enhance connections and access to the coastal and creek edge which can be enjoyed by all. New development and an expanded network of parks and pathways will provide and enhance experience, amenity and universal access.



5 Smarter density

Provide opportunities for an increased housing density and diversity of housing supporting a broad demographic and housing affordability profile. Density increases surrounding the town centre will increase housing supply with walkable and cycle access to services and open space.



6 Improved connectivity and permeability

Leverage new development to create important north-south and east-west road, pedestrian, bike and public transport links. Enhance landscape and ecological links connecting each of the precincts within the centre, the coastal edge, open space areas and broader settlement.





“Kingscliff features an environment of world significant biodiversity and natural beauty that needs to be protected.”

2.0 ENVIRONMENTAL CONTEXT



2.1 Kingscliff environmental context

As put in the Tweed Community Strategic Plan 2017–2027, *the Tweed features an environment of world-significant biodiversity and natural beauty, and distinct cultural and built heritage*. Tweed Shire Council and the community value its protection and consider sustainable, environmental management practices as fundamental to all local strategies, policies and long term plans.

Kingscliff and Cudgen have a history of agricultural use and production that once formed part of the Tweed’s major employment sector. This history is typical to the eastern coast of Australia: rapid population growth related with short-term exploitation of natural resources and dynamic growth of extensive agriculture on cleared land, were followed by subsequent “adjustments” of population by increasing pressure of settlement in the coastal areas and corresponding decrease in population and employment base in the hinterland. Environmental changes in Kingscliff locality, significant amounts of the coastal foreshore were also cleared for sand mining between 1950 and 1980 but significant regrowth, predominantly of native vegetation, has occurred since this time.

Due to agricultural and sand mining disturbances, there are limited continuous areas of remnant and regrowth floodplain and estuarine vegetation and habitats. As a consequence all areas of native vegetation in the Kingscliff area are considered ecologically significant. Figure 2.0 Kingscliff Ecological Significance is based on one or more of the following criteria:

- Coastal wetlands under the Coastal Management State Environmental Planning Policy.
- Littoral Rainforest under the Coastal Management State Environmental Planning Policy.
- Endangered Ecological Communities under the BC Act or the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).
- Habitat for the endangered Tweed Coast Koala Population (BC Act).
- Over cleared vegetation communities (>70% cleared).
- Over cleared landscapes (landscape unit >70% cleared).

The key environmental themes which are explored within this section include:

- Environmental protection, vegetation and koala management.
- Coastal and estuary management.
- Flooding and drainage.
- Acid sulfate soils.
- Topography and slope.
- Soil stability.
- Views and scenic protection.
- Potential development footprint and constraints overlay.



Figure 2.0 Ecologically significant areas

2.2 Threatened flora and fauna

Kingscliff has unique and diverse ecological values that provide habitat for numerous State or Commonwealth listed threatened flora and fauna species. A range of threatened ecological communities including wetland, saltmarsh, rainforest and sclerophyll forest also occur in the study area. Figure 2.2 illustrates the location of threatened flora and fauna records within the subject locality.

2.2.1 Threatened flora and fauna issues

The interface between the key habitat areas for threatened species is a key issue which requires careful management. Urban development within a greenfield context can often reduce the amount of available habitat, fragment retained habitat and sever wildlife corridors. Other impacts of urban development include an increase in stormwater runoff, decrease in the quality of stormwater runoff and the impact of acid sulfate soil which places significant pressure on the receiving natural environment and flora and fauna habitats

2.2.2 Protected flora and fauna opportunities

One of the key opportunities resulting from the preparation of this Plan is a possibility to effectively plan for re-introduction of plants and wildlife which were native to the Kingscliff area but have disappeared in consequence of urban development. This could be achieved through effective management of existing habitats, and implementation of appropriate land use zoning and restoration of previously cleared areas to offset unavoidable future habitat losses. Despite the existing environmental zone designation, many of the greenfield development sites require a more detailed and updated flora and fauna surveys to determine current ecological status in the context of the broader settlement development opportunity. This includes the allocation of wildlife corridors and protected habitat areas implemented through development applications and master plans.

2.2.3 Threatened flora and fauna strategies

1. Integrate and coordinate broader ecological corridors, buffers and 'green belts' connecting key habitat areas and identify opportunities to improve the landscape and ecological connectivity through strategic location of potential future areas of environmental protection across existing and future urban development sites.
2. Developers/landowners to undertake detailed flora and fauna assessment over key development sites to determine any areas of environmental significance, endangered ecological communities or habitat areas.
3. Developers/landowners are to provide for the restoration, rehabilitation and enhancement of degraded habitat and ensure that comprehensive ecological restoration plans form part of future development applications and master plans.
4. Developers/landowners are to identify a defined urban footprint boundary through a detailed site and context analysis over development sites which identifies areas of environmental protection, bushland, habitat areas and buffers.
5. Relocate the Wallum Froglet communities from the Turnock street location to the appropriate habitat to the west of Turnock Street as identified as part of DA05/0004 and continue to manage the Wallum Froglet Habitat Area as part of the endorsed 88E Restrictive Covenant.

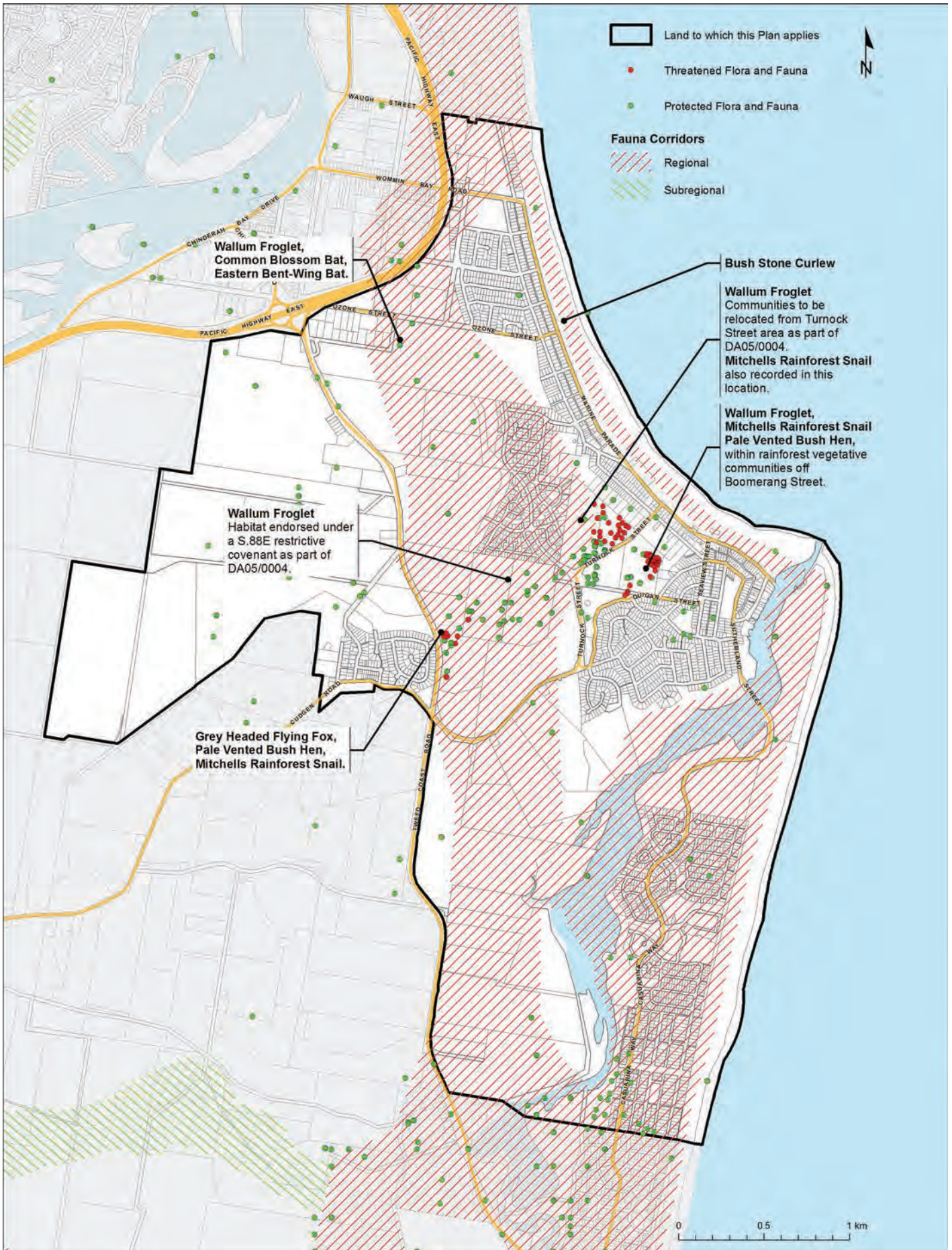


Figure 2.1 Threatened flora and fauna

2.3 Koala plan of management

The Tweed Coast koala population has declined by approximately 50% within the last decade. The extent of the decline means that the remaining koala numbers are now so low that mortalities due to fire, cars and domestic dog attack are no longer sustainable by the population over the long-term. To reverse this declining trend and help koala populations recover to a more sustainable level over the next three koala generations (15-20 years), Council has prepared The Tweed Coast Koala Habitat Study (2011) and a comprehensive Plan of Management (referred to as KPoM, 2015). Both these documents apply to Kingscliff and Cudgen localities.

2.3.1 Koala management issues

Whilst the Tweed Coast Koala Habitat Study 2011 did not map areas of significant koala activity within the study area, Koalas are occasionally recorded in the area and there is a substantial amount of Preferred Koala Habitat which requires careful future management. Further, the KPoM has identified the Preferred Koala Habitat along both sides of the Cudgen Creek as a critical north-south linkage for remaining koalas in the northern extent of the Southern Tweed Coast Koala Management Area. Future development in this area is required to be consistent with the relevant provisions of the KPoM.

2.3.2 Koala management opportunities

Ecological assessment of environmentally constrained areas, particularly where they relate to key development sites, will form a valuable part of defining development envelopes over key development sites. This process is also likely to involve ground truthing and mapping to identify and define environmentally constrained areas. This process will directly inform land use recommendations for both environmental protection as well as areas suitable for development.

There is also significant opportunity to identify key landscape linkage areas within the study area which will contribute to meeting the targets of the KPoM in terms of providing additional preferred koala habitat and linkages. In addition to rehabilitation and restoration of existing bushland and environmental protection areas, there may be opportunities for the establishment of sites that provide compensatory outcomes in this area.

2.3.3 Vegetation and Koala Management Strategies

1. Coordinate strategies and requirements of the Tweed Coast Koala Plan of Management in relation to the Preferred Koala Habitat within key greenfield sites within the Kingscliff locality.
2. Developers/landowners to initiate detailed flora and fauna surveys in consultation with Tweed Shire Council across the identified greenfield development sites to determine ecological value, Koala Management issues and options as part of an overarching site and context analysis which will define potential development footprints.
3. Developers/landowners are to provide for the rehabilitation and enhancement of degraded habitat and ensure that comprehensive ecological restoration plans form part of future development applications and master plans.

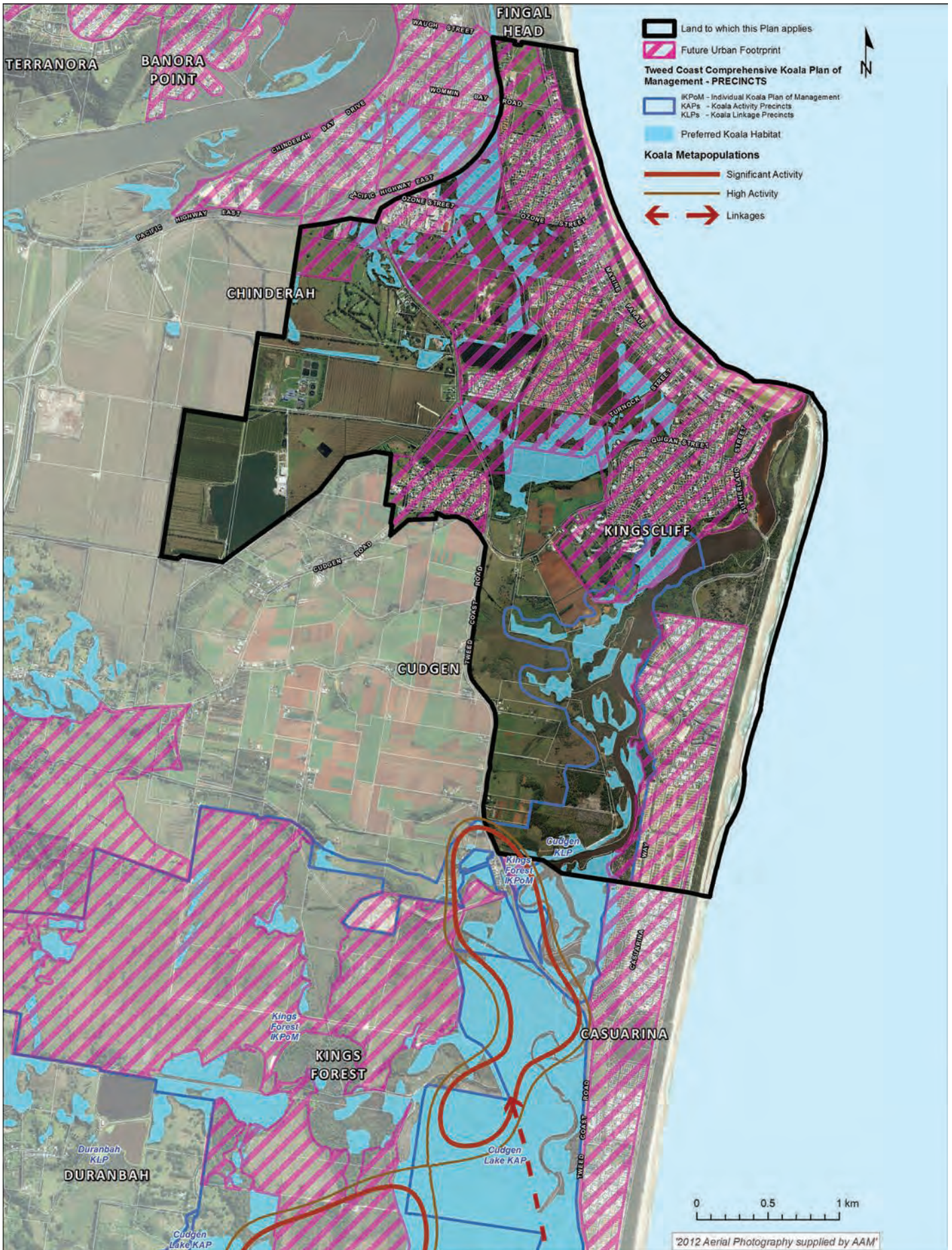


Figure 2.2 Southern Tweed Coast Koala Management Area and precincts – extract from the TKPoM 2015

2.4 Statutory environmental protection

The statutory environmental protection within locality is a consists of commonwealth, state and adopted Shire-wide and/or site-specific development control plans and strategies which define Council's policy position towards environmental management including but not limited to the following:

Biodiversity Conservation Act 2016

Introduced in 2016 the BC Act replaced the *Threatened Species Conservation Act 1995* and sets out a new process for listing threatened plants and animals and establishes the biodiversity conservation program (known as Saving our Species) for threatened species and threatened ecological communities. It also establishes the framework for the biodiversity offsets scheme, including provisions for establishing a method to assess biodiversity and sets out biodiversity assessment requirements for different activities.

Coastal Management SEPP

State Environmental Planning Policy (Coastal Management) 2018 updates and consolidates into one integrated policy SEPP 14 (Coastal Wetlands), SEPP 26 (Littoral Rainforests) and SEPP 71 (Coastal Protection) which are now repealed. The Coastal Management SEPP specifies how development proposals are to be assessed if they fall within the coastal zone by defining four coastal management areas in the Act through detailed mapping and specific assessment criteria for each coastal management area. Councils and other consent authorities must apply these criteria when assessing proposals for development that fall within one or more of the mapped areas.

Tweed Vegetation Management Strategy 2004

The Tweed Vegetation Management Strategy (TVMS) provides information about the status of vegetation including detailed mapping of remnant vegetation (Figure 2.3). The TVMS also provides existing and proposed frameworks for the management and conservation of remnant vegetation, provides an overview of threatened species in the Tweed generally, provides information on soil and water landscapes, as well as providing strategic directions and recommendation on vegetation management. This strategy has largely underpinned Council's proposed environmental zones pursued as part of LEP 2014 which were deferred by the State government pending the outcomes of the Northern Council's E-Zone Review.

Environmental Protection Zones

Land zoned for environmental protection under the Tweed Local Environmental Plan 2000 and proposed for environmental protection under Tweed Local Environmental Plan (presently deferred matters) is shown in Figure 2.4. Since TLEP 2014 was gazetted the northern Councils E-Zone review (2015) has been completed and Council has resolved to implement its findings. The areas shown in Figure 2.0 as ecologically significant vegetation communities are broadly consistent with the E-Zone review.

In addition to the current environmental protection zones, there are other areas of high ecological significance. Of note are the coastal foreshore reserve areas of high ecological status which are zoned RE1 under the TLEP 2014 and some areas of vegetation within the west Kingscliff Precinct and south of Turnock St and the Turnock street extension which are nominated in part as both 'deferred areas' (7f under TLEP 2000) and R1 General Residential under the TLEP 2014.

Other parcels of land which are currently under review include Lots 1 and 2 DP 1117599 Kingscliff (previously known as Lot 490). This land 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 site's ecological value, Council has resolved to rezone it as environmental protection. The planning proposal sought a rezoning of this site from SP3 Tourist to E2 Environmental Conservation under TLEP 2014. A successful aboriginal land claim over these lands was enacted in 2016.

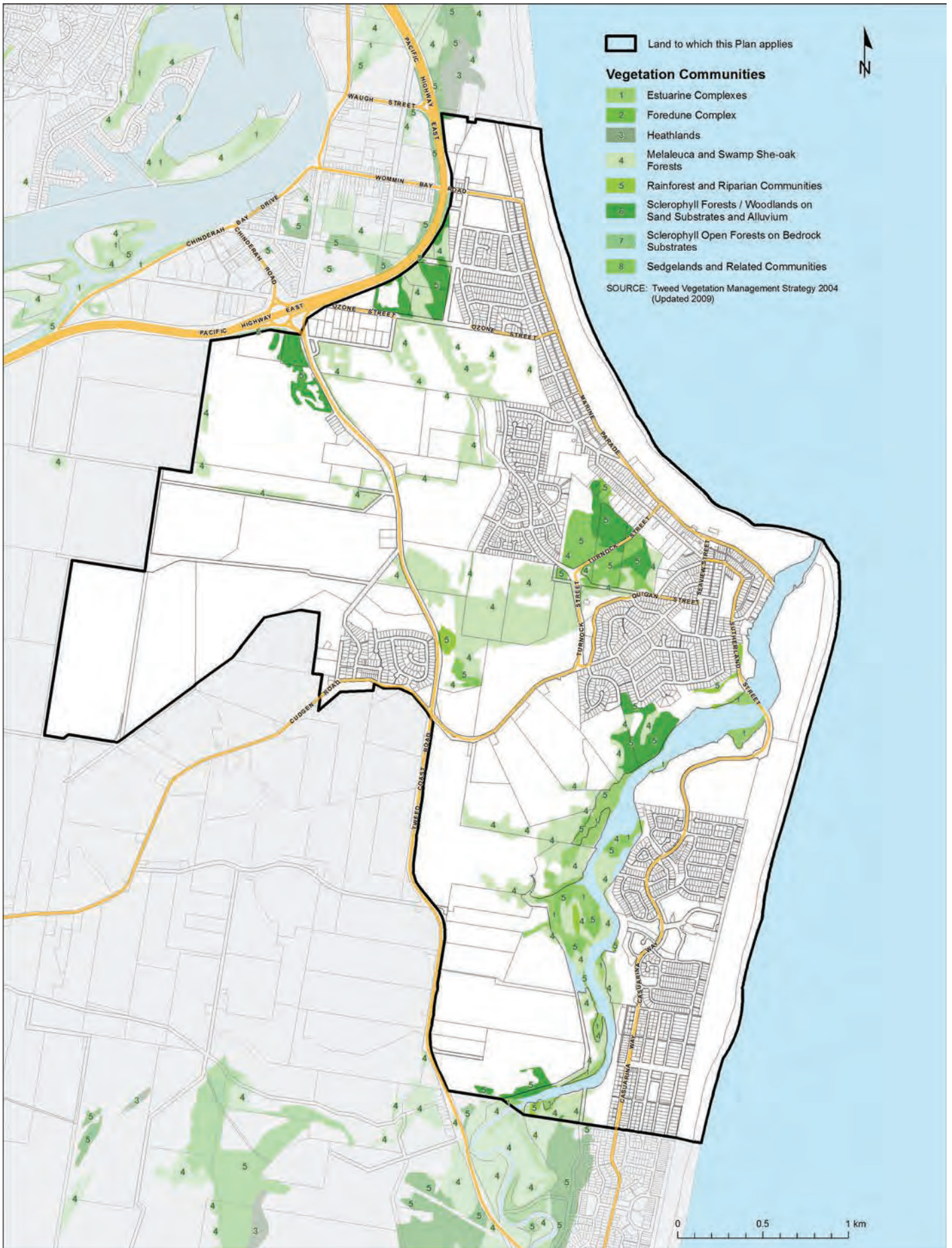


Figure 2.3 Vegetation communities

Tweed DCP A19 Biodiversity and Habitat Management

- Refer Section 1.4

Tweed Tree Preservation Order

As part of the process for Council's new Tweed Local Environmental Plan 2014 (gazetted 4 April 2014), Council also concurrently produced revised tree management planning controls, through the adoption of Tweed Development Control Plan Section A16 – Preservation of Trees or Vegetation. Due to the Department of Planning's environmental zone review, DCP A16 does not apply in areas identified as 'deferred matter'. In these areas, three Tree Preservation Orders (TPO), being Tree Preservation Order 1990, Tree Preservation Order 2004 and Tree Preservation Order 2011 as per TLEP 2000 currently apply. These TPOs provide criteria where vegetation removal is exempt, however outside of the set criteria, an application must be lodged with Council prior to works. Further to this, depending on the zoning of the land, approval from the NSW Office of Environment and Heritage under the *Native Vegetation Act 2003* may be required.

2.4.1 Environmental protection issues

There is a currently a lacking of connectivity between tracts of areas with environmental protection zoning. Further, there is a risk that some of this land may be further fragmented as a result of urban development. Key environmental areas within the location have been identified as 'deferred matters' reverting the zoning of these sites to TLEP 2000 land use zones. Whilst a number of environmental flora and fauna surveys have been conducted over various sites over a long period of time, this information needs to be updated and synthesised to identify areas with a high conservation area as well as identify any data gaps which would require future survey work to be undertaken.

2.4.2 Environmental protection opportunities

There is an opportunity for the inclusion of additional lands for environmental protection following as part of the implementation of State Government's approach towards environmental zones, and a more detailed flora and fauna studies over greenfield development sites to supplement and update existing vegetation mapping and surveys. This process is also likely to involve ground truthing and more detailed mapping to identify and define additional areas of high and very high ecological status. This flora and fauna review process will then directly inform land use recommendations for additional environmental protection as well as identifying less constrained areas suitable for development.

2.4.3 Environmental protection 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. Improve landscape connectivity, vegetation condition and habitat value through strategic location of potential future areas of environmental protection and habitat restoration.
3. Create strong north-south and east-west ecological links following the existing drainage line and establishing a continuous east-west ecological area (south of Turnock Street and future Turnock Street extension) and enhancing ecological areas along Cudgera Creek and across Lots 1 and 2 DP 1117599.

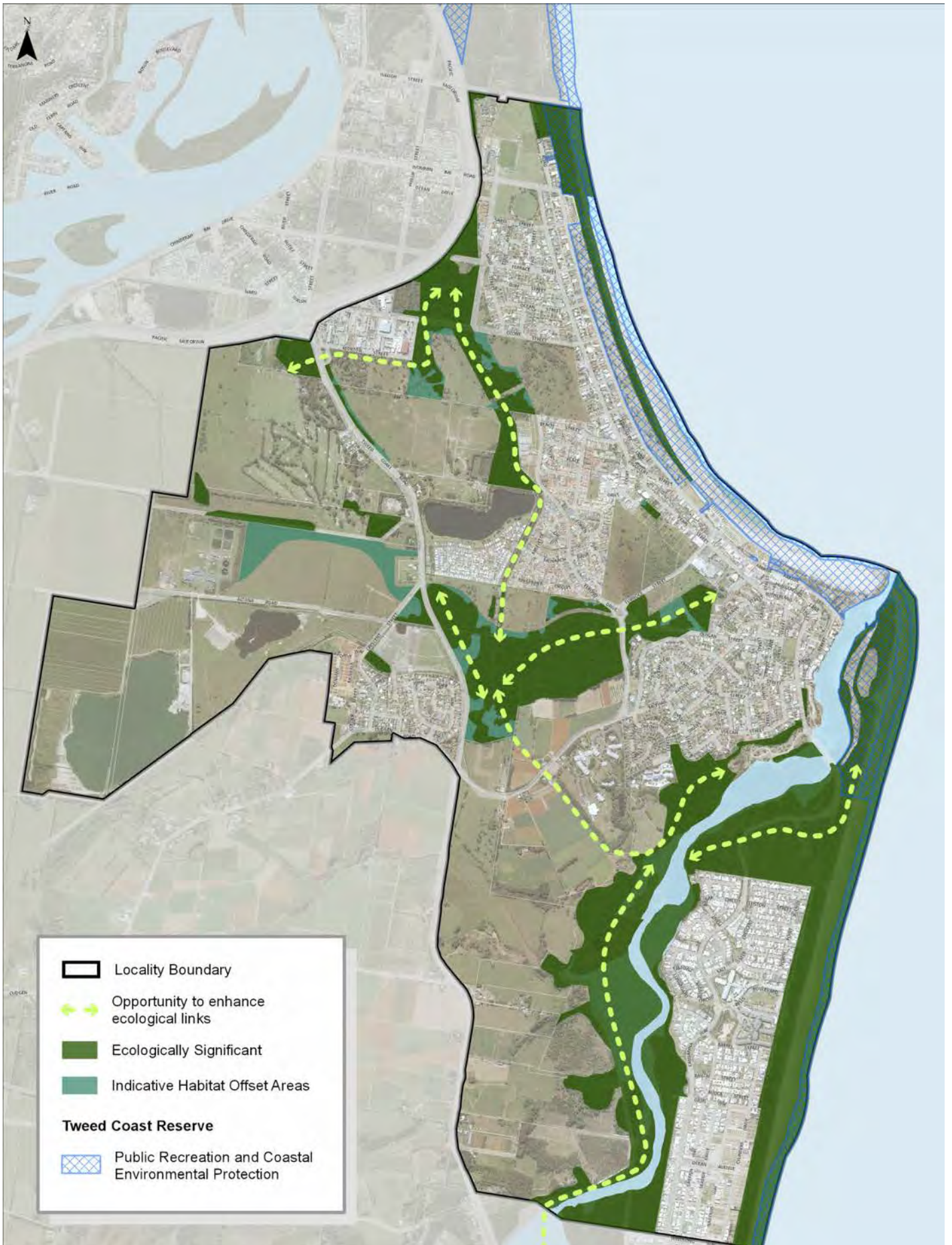


Figure 2.4 Opportunities to enhance environmental protection

2.5 Coastal Management

The Kingscliff Coastline comprises a long east and north east facing sandy beach extending from Fingal Headland south to Sutherland Point where training walls define the Cudgen Creek opening. On the south side of the point and creek, the south east facing sandy beach extends south to Norries Headland.

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.

Regionally, the Kingscliff to Dreamtime Beach embayment is part of a long coastal unit that has a continuous south to north longshore transport of sand extending from the Clarence River to Moreton Bay. This coastal unit has a series of controlling headlands past which the sand is moved by the prevailing waves. The volumes of sand movement along the coast can vary significantly and are dependent on a range of climatic, seasonal and storm based influences which can lead to either a recession or build up of sand on beaches. The shape, in particular of the southern portion of Kingscliff Beach is north east facing which exposes the beach to significant erosive wave action from the north east experienced during the cyclonic period (November – April of any given year). This is exacerbated by the broken and narrowed dunal system, man made structures and built form in this location. Whilst the existing protective rock walls stabilise and anchor the alignment of the coastal edge in these locations, the resultant wave rebound and inability of the sand to be nourished by a dunal system can compound the erosive effects on the beach.

Similarly, as the area was historically extensively sand mined, cleared and being the subject of coastal urban development, the natural dunal systems particular to the south has been significantly altered. These factors, including a diminishing flow of sand from the south, provide for an estimated long term average recession rate of 0.15 m per year. In addition to this is beach recession of up to 90 m due to Sea Level Rise of by 2100.

2.5.1 Coastal Management Issues

Kingscliff Beach has been subject to severe and continued erosion since a large storm in May 2009. The erosion was initially in the southern corner and at one stage threatened the structural integrity of the north training wall. Up to 40 to 60 m of vegetated dune were lost along a length of foreshore approximately 500 m long. A significant proportion of Faulks Park including part of a car park was lost. A protective seawall which was constructed immediately in front of the Cudgen Headland Surf Lifesaving Club in August 2010 prevented significant structural undermining of the building.

Figure 2.5 illustrates that the majority of Kingscliff's CBD lying within the 2100 and 2050 coastal hazard zones mapped as part of Tweed Shire Hazards Assessment 2014. The key implications will be how this hazard will be managed in terms of the future erosion risk on the coastal foreshore reserve, Kingscliff Beach Bowls Club, Cudgen Headland Surf Life Saving Club, Kingscliff Beach Holiday Park and the Kingscliff Town Centre whilst retaining access and a high level of amenity to the beach area.

Dreamtime – Kingscliff Beach Coastal Zone Management Plan (CZMP)

Council is currently undertaking the CZMP which is a major feature of the Kingscliff Foreshore Master Plan adopted by Council in July 2007. The purpose of the CZMP is to investigate longer term solutions to addressing the imminent coastal hazard areas affecting Kingscliff beach and the adjoining town centre. The management plan will investigate a number of different options within a cost benefit framework and will confirm a preferred risk management option for Kingscliff coastal protection. This may include a seawall, sand nourishment. The plan will develop a funding model for any works required.

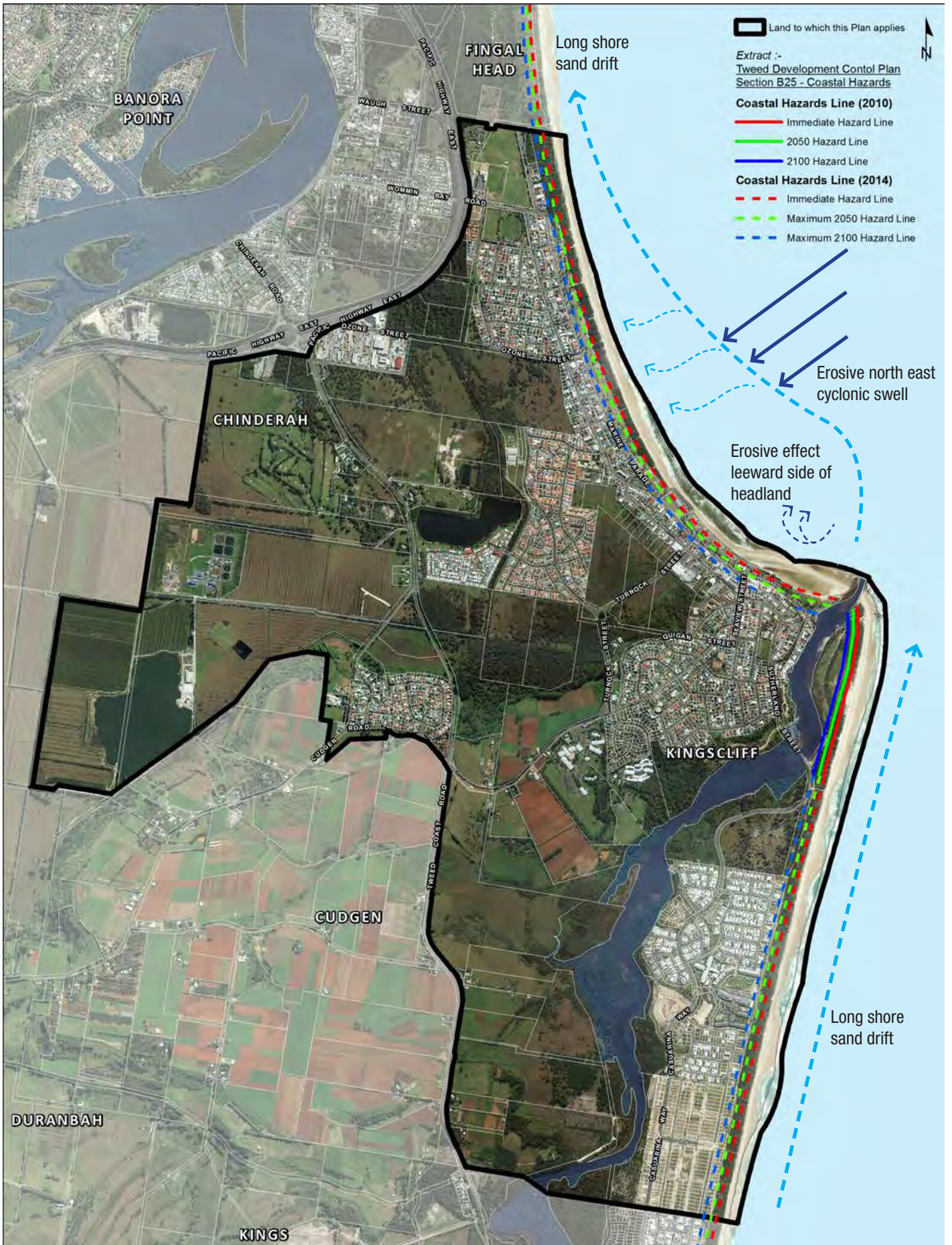


Figure 2.5 Coastal processes

2.5.2 Coastal and Estuary Management Opportunities

- To investigate and construct long-term coastal hazard protection infrastructure which will prevent further significant storm and erosion events from damaging public assets on the Kingscliff Beach foreshore and the Kingscliff town centre in the long term.
- Given the important public interface between the town centre, future central park and the beach, it is important that any future coastal hazard infrastructure works meet urban design, public domain as well as engineering objectives. There is an opportunity to include designed public domain elements improving access to the beach and connecting the coastal foreshore to the north and south with Central Park and the town centre.

2.5.3 Coastal and Estuary Management Strategies

1. Undertake associated coastal erosion measures as identified within the Coastal Zone Management Plan.
2. Support and, where appropriate, implement the land use strategies and management objectives within the Coastal Zone Management Plan within the coastal foreshore precinct plan contained within the KDCP.
3. Ensure any future coastal hazard protection works are designed to integrate quality public domain areas, pedestrian spaces and access to the beach.
4. Identify and build key pedestrian and swimming points of access to enable more universal, equitable and legible access to the coastal beaches and Cudgen Creek.

2.6 Cudgen creek estuary management

The Cudgen Creek estuary, a drowned river valley, is highly valued by the community and is a focal point for recreation and tourism. There are significant reaches of estuarine wetlands along much of the length of the Cudgen Creek estuary including areas of significant mangroves, coastal wetlands, saltmarsh and seagrass which contribute strongly to its ecological significance (Figure 2.6). The Cudgen Creek entrance, located at Kingscliff, was modified by the construction of training walls in 1967 to maintain a constantly open system. The estuary water body is estimated to cover approximately 2.1 sq km with the catchment area covering approximately 67 sq km. In 2013, Council adopted the Coastal Zone Management Plan with the aim to guide future management of the Tweed Coast Estuaries and their catchments.



Merewether Beach has successfully integrated public domain, pedestrian spaces and beach access with coastal hazard protection measures which also served to protect a surf life saving club.



The Kingscliff Coastline is highly valued by residents and tourists alike and is a key focal point for a range of social and recreational activities.



A storm in 2009 caused a significant erosion event along Kingscliff Beach.

2.6.1 Estuary management issues

As identified within the Coastal Zone Management Plan for Tweed Coast Estuaries the major pressures acting upon the estuary include acid runoff from disturbed acid sulfate soils in the catchment above Cudgen Lake and entrance shoaling inhibits navigation for recreational boating. Further, the Plan identifies existing and potential future pressures resulting from major urban and tourist developments at Casuarina Beach, SALT at South Kingscliff and the Kings Forest site to the south of the creek. Finally, the Plan considers bank and soil erosion from intensive vegetable growing area of Cudgen plateau.

Further to the above, the community vision survey and workshop identified user conflicts between swimmers, recreational fishermen and boat navigation near to the boat ramp and opportunity to relocate the boat ramp to the south side of the creek. The community is also aware that there are not enough creek access points, which leads to the proliferation of unformed tracks and bank erosion. Finally, there is a lack of universal access points to the creek with the boat ramp and area to the east being generally identified as a good location for universal access improvements.

2.6.2 Estuary management opportunities

As identified within the Coastal Zone Management Plan for Tweed Coast Estuaries the long-term vision for the Tweed Coast Estuaries is increased health and resilience of the Cudgen, Cudgera and Mooball Creek estuaries so that they respond naturally to pressures and impacts without requiring excessive management to protect the important values. Given the limited points of access, there is also opportunities to improve and rationalise access to the creeks edge for passive users. This includes the opportunity to improve the current conflict of users at the end of Marine Parade, a popular spot for boat users, pedestrians, swimmers and fisherman currently converge.

2.6.3 Estuary management strategies

1. Support and, where appropriate, implement the land use strategies and management objectives within the Coastal Zone Management Plan for Tweed Coast Estuaries.
2. In consultation with Roads and Maritime Service initiate a Cudgen Creek Boating Area Plan to devise a long term strategy for boating to improving the safety for all users.
3. Instigate through an addition to the Kingscliff Foreshore Management Plan urban design and public domain improvements to rationalise and improve access (pedestrian, swimmer, vehicle, boat) within proximity of the boat ramp.



Figure 2.6 Estuary management

2.7 Flooding

The subject locality spans two separate floodplains, the Tweed River floodplain north of Cudgen, and Cudgen Creek to the south. The extent of flooding in the subject locality is illustrated on Figure 2.7 which is an extract from the 2009 Tweed Valley Flood Study Update and the 2010 Tweed-Byron Coastal Creeks Flood Study.

Much of the undeveloped area of Kingscliff north of Cudgen is flood liable. Flood behaviour and hazard varies across the floodplain. While flow velocities are typically low east of the Pacific Highway, flood depths can exceed 2 m in the West Kingscliff. Flood depth reduces adjacent to the coast, due to the higher elevation of the coastal dune formation. This area, as well as previously filled urban land is above the 1% AEP flood level of 3.1 – 3.2 m AHD. However in extreme flood events approaching the probable maximum flood (PMF), much of Kingscliff with the exception of Cudgen Hill is inundated, including breakouts through the coastal dune to the ocean.

Council has recently adopted the Tweed Valley Floodplain Risk Management Study and Plan (TVFRMS 2014, refer Section 8.4.2). This document provides the strategy by which Council will manage existing and future flood risk through a range of recommended options in the areas of flood modification (e.g. flood mitigation devices and engineering solutions), response modification (e.g. improved emergency response planning in conjunction with the State Emergency Service), and property modification measures (e.g. development controls). Section A3 – Development of Flood Liable Land of the Tweed Development Control Plan 2008 sets the standard for development on flood liable land throughout the shire.

This approach ensures that only appropriate compatible development occurs on flood prone land in the future, by minimising future potential flood damage and ensuring safe occupation without undue reliance on emergency response agencies.

A similar Floodplain Risk Management Study has commenced for the Coastal Creeks, including Cudgen Creek. However as shown on Figure 2.7 existing and remaining development within the urban zoned parts of South Kingscliff and Casuarina has good flood immunity and limited flood constraints.

2.7.1 Flooding issues

The North Coast Regional Plan and Tweed Urban and Employment Land Release Strategy identify a large tract of land to the south of the existing Chinderah industrial estate as 'employment lands' and a tract of land to the west of the Kingscliff Town Centre (West Kingscliff) as proposed 'future urban land release' area which is identified as flood liable. The development potential of these identified sites will therefore need to be considered against implications of substantial filling which may in consequence lead to a number of other environmental, planning and urban design issues. The volume of bulk earthworks and filling also needs to be understood in the context of the broader flood modelling scenario, as well as from an urban design, streetscape and visual amenity perspective.

The TVFRMS examined a range of possible filling scenarios in West Kingscliff and beyond, to assess the potential cumulative impacts of loss of flood storage due to filled development in this part of the floodplain. This loss of flood storage, if uncontrolled, has the potential to increase flood levels upstream, and increase flood velocities in the main river channel, as the floodplain experiences a significant constriction in width at Chinderah. Modelling of the fill scenarios has confirmed that the impacts of floodplain development (in terms of changes to flood depth and duration) remain within acceptable limits across adjacent urban and rural land, provided coverage of site filling is restricted to a maximum 65% in the industrial zone. 100% site filling is allowed for residential zoned areas. Refinement of flood modelling for individual site impacts and stormwater management will still be required for future development applications.

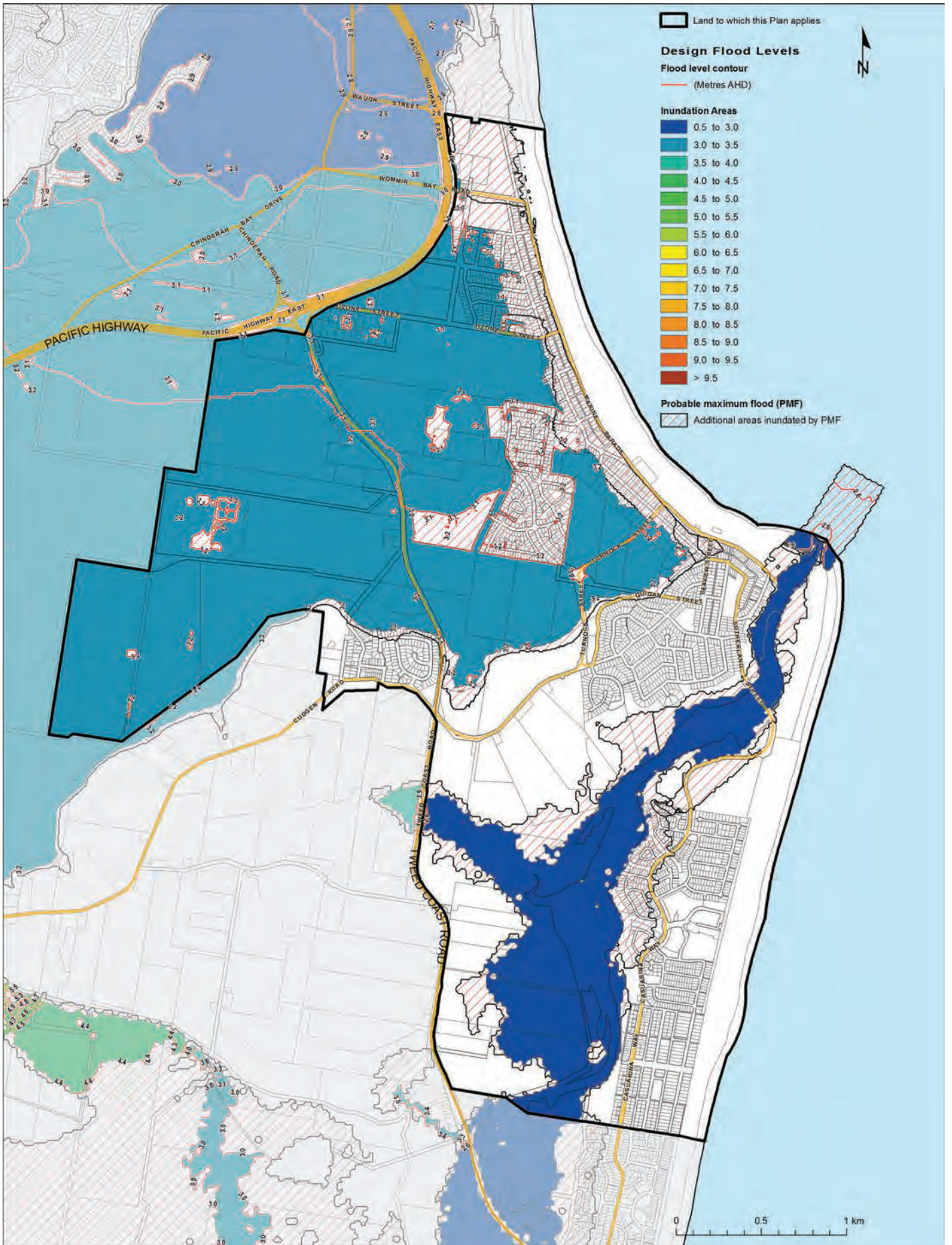


Figure 2.7 Flooding

2.7.2 Flooding opportunities

Due to the greenfield nature of the urban land release area of West Kingscliff, the flooding controls in DCP Section A5 – Subdivision Manual require that these parcels be filled to a design flood level that incorporates a climate change allowance, and be serviced by high level evacuation routes to land outside of the floodplain. This increases the long term flood resilience of these newer areas as well as reducing current flood risk to existing areas by extending flood evacuation routes.

There is also opportunity to investigate the development of elevated, flood free land at Cudgen, particularly for community services facilities that could provide safe evacuation and support facilities during flood emergencies. Such development opportunities would need to be compatible with the state significant farmland agricultural land classification which extends over much of this area.

2.7.3 Flooding strategies

1. Implement the recommendations of the Tweed Valley Floodplain Risk Management Study and Plan and development controls for urban subdivision, residential and commercial/industrial development in Section A3 and A5 of the Tweed Development Control Plan.
2. Over greenfield development sites, developers/landowners are to initiate and fund site specific flood mitigation strategies which identifies lands to be filled, evacuation routes and location of surface drains as integrated with the road and open space structure/networks.
3. Consider the potential impacts of floodplain filling and flood resilient building design on town planning, urban design, and environmental values of the locality.
4. Explore the feasibility of development of flood free land at Cudgen to provide emergency response support and/or evacuation facilities during flood emergencies, within the constraints of the land's agricultural significance.



Major flood event in Kingscliff, March 2017

2.8 Drainage

Figure 2.8 illustrates the Kingscliff drainage catchment which covers approximately 500 hectares between the beachside communities in Kingscliff to the south and Chinderah to the north, with the drain discharging into the Tweed River south of Barney's Point. The general drainage flows relate to the localities topography with the dominant Kingscliff ridge line defining the northern and southern watersheds. On the northern side of the Kingscliff ridge line, surface water moves into an east west drain running parallel to Turnock Street before merging and travelling along an open northern drain which runs parallel to Elrond Drive, across the open North Kingscliff site, under the Pacific Highway before draining into the Tweed River at Chinderah. East of the Tweed Coast Road, drainage channels direct overland water past the sewerage treatment plant, and then north before being discharged into the Tweed River. Overland flow paths south of Kingscliff ridge line drain into Cudgen Creek. Due to the predominantly sand subsurface of Salt and Seaside estates, storm water drainage generally infiltrates into the ground with some discharge points into Cudgen Creek.

The Kingscliff Catchment and Drainage Management Plan (KCDMP) was prepared to provide a technical analysis to aid the management of development within the Kingscliff drainage catchment and its impact on the local environment.

2.8.1 Drainage issues

One of the emerging issues is acid sulfate soil discharge events into the Tweed River which can lead to a decline in river ecology health including potential for fish kills and damage to seagrass communities. In the context of increasing development pressure, this issue is likely to be exacerbated. In terms of drainage management future development needs to take into account the Catchment and Drainage Management Plan for the purpose of storm water and runoff management. Any changes within the Kingscliff Drain catchment area needs to ensure that future development does not have a detrimental impact on the receiving environment, from the perspective of intrinsic value and amenity. It is also important that problem drains are redesigned and reworked to mitigate the impacts of acid sulphate soils.

2.8.2 Drainage opportunities

Given the significant existing and future development in and around the study area, there is opportunity to update the KCDMP and investigate alternate options in terms of the longer term storm water drainage infrastructure requirements, water treatment and management strategies. This may include the implementation of a wider north-south drainage corridor which would have the benefit of restoring a marine vegetative environment to treat receiving water, addressing potential acid sulfate soil issues as well as providing a linear open space area and passive movement corridor. It is particularly important at the master planning level to implement the principles of water sensitive urban design and onsite water treatment and reuse systems over future development sites.

2.8.3 Drainage strategies

1. Update the KCDMP to take account of potential development scenario's and implement a more holistic and water sensitive urban design approach to managing storm water drainage. This would include revisiting preferred design of key drainage corridors, particularly in dealing with potential acid sulfate soil issues.
2. Investigation the application of water sensitive urban design treatments over greenfield development sites within early phases of site structure planning and design development.

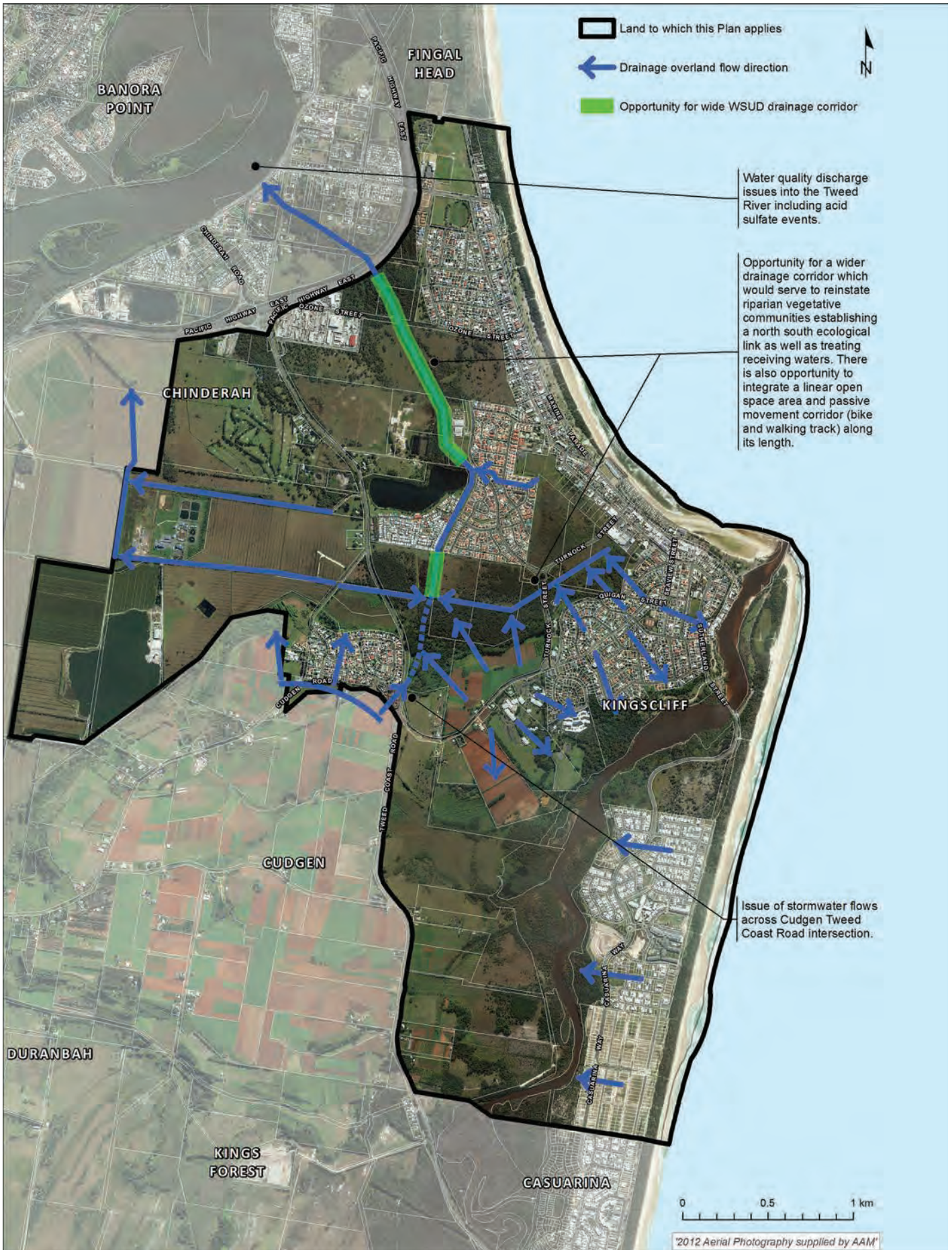


Figure 2.8 Drainage

2.9 Acid sulfate soils

In the Tweed, acid sulfate soils (ASS) are common throughout the coastal floodplain, much of which has been disturbed by human activities, particularly agriculture. Figure 2.9 illustrates the extent and classes of ASS which can be found within the locality. The most at risk areas are the lower lying greenfield areas north and west of the town centre because of the proximity of potential ASS to the ground surface. The residential areas off Elrond Drive have been filled thereby negating ASS disturbance risk.

2.9.1 Acid sulfate soils issues

Drainage, excavation and dewatering of these soils exposes the iron sulfide layers to air resulting in the formation of sulfuric acid. The concentrated acid can overwhelm the stream's capacity to neutralise it resulting in adverse effects to the health of fish and other organisms in downstream aquatic environments. There are recorded instances of ASS discharges into the Tweed River via drainage channels. The most significant ASS issues originate in the floodplain to the west of Cudgen Lake causing poor water quality and fish kills in Cudgen Lake but also the Cudgen Creek estuary from time to time.

2.9.2 Acid sulfate soils opportunities

Disturbance of potential acid sulfate soils may be required for activities such as construction works and agriculture. Various management techniques exist for dealing with acid sulfate soil disturbance in order to minimise the release of pollutants to the environment. Within a construction context potential impacts from foundations and basement excavations may be mitigated to a large extent by the requirement to fill development sites above the design flood level.

Future development within the Kingscliff locality provides significant opportunity for a more holistic management strategy for the treatment of water quality and stormwater management. This would include identifying and managing longer term localised acid sulfate soil issues in co-ordination with a review of the Kingscliff Drainage Catchment Management Plan including high risk acid sulfate soil areas further up the catchment.

2.9.3 Acid sulfate soils strategies

1. Avoid disturbance of acid sulfate soils.
2. Continue to manage works affecting acid sulfate soil liable lands through the existing legislative requirements under Part 7.1 of the Tweed LEP 2014.
3. Investigate preferred design of key drainage corridors when dealing with the ASS.
4. Address ASS issues west of Cudgen Lake through targeted remediation activities.
5. Undertake studies to further understand the mechanisms for existing ASS discharge events that result in significant iron floc discharges within the Kingscliff drain and the Tweed River. Further studies will be used to inform remedial actions and future works required to address chronic ASS issues in the Kingscliff Drain.

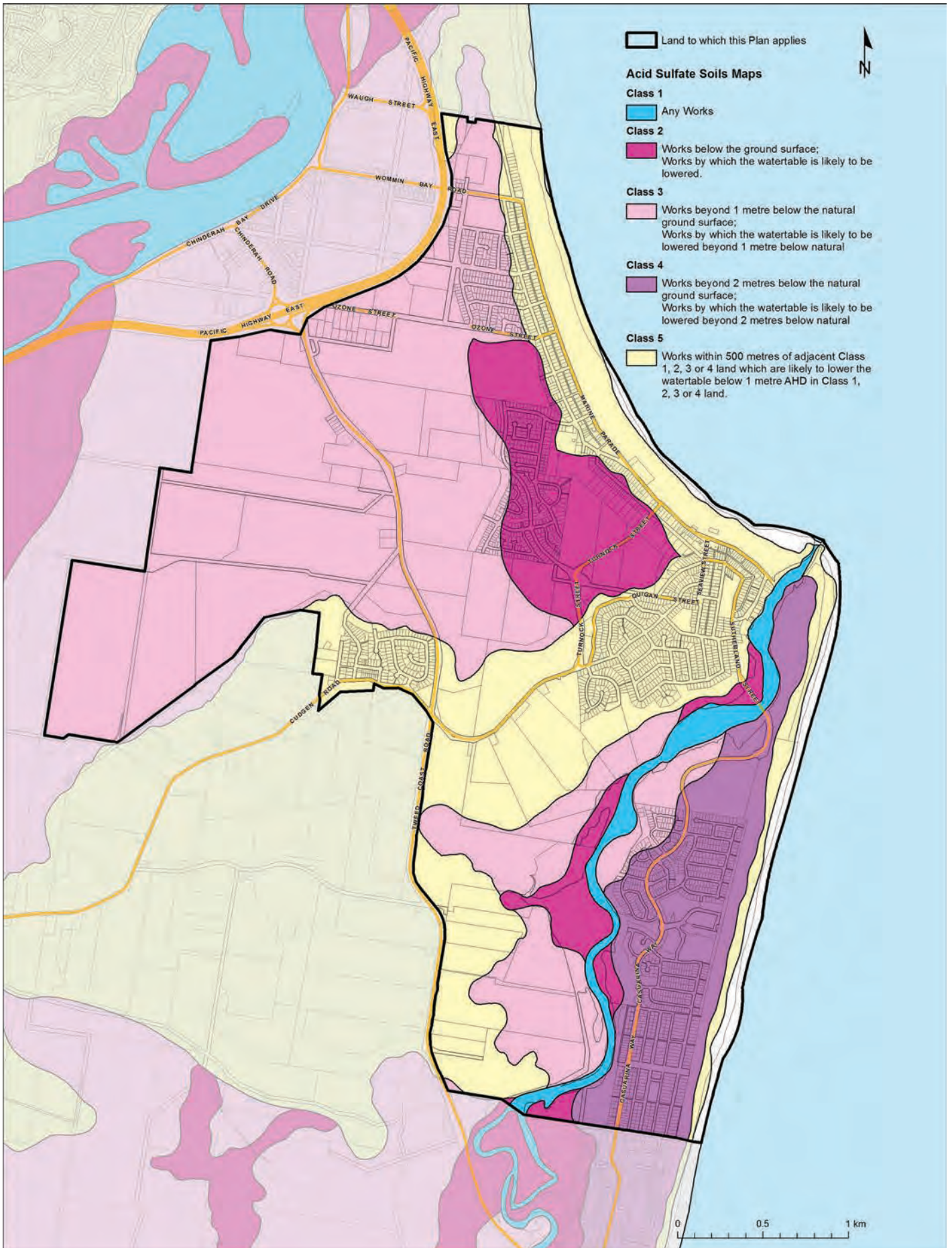


Figure 2.9 Acid sulphate soils

2.10 Topography and slope

The dominant topographic characteristic of the locality is a defined ridgeline linking the Cudgen Plateau from the west to Sutherland Point in the east. The ridgeline slopes north towards the flatter low lands within proximity of Turnock Street and south towards Cudgen Creek. The elevations of the locality range from 0–2 m along the coastal flats which includes the majority of the Kingscliff settlement and the south Kingscliff settlements of Salt and Seaside up to 50 m along within proximity of McPhail Street on Kingscliff hill.

The Cudgen Plateau has an elevation of between 20–40 m. The elevated Kingscliff Hill provides for important regional panoramic views north towards Fingal Head and Cook Island, north west towards the Terranora Ridgeline, West and South West towards Wollumbin and the border ranges and south towards Cabarita Headland. These views are experienced from a number of different vantage points. Similarly, views back to Kingscliff Hill, which forms the backdrop to the town centre and the creek are experienced from various key vantage points around the locality. Coupled with the topographic elevation and dominant ridgeline are small valleys forming drainage paths perpendicular to the ridge line heading south to Cudgen Creek and north towards Tweed River via drainage channels.

2.10.1 Topography and slope issues

Given the highly visible ridgeline, it is important to understand the potential visual impacts from development on elevated parcels. View sharing and potential impacts to important view fields need to be considered as part of the merits assessment processes. Particularly on sloping sites, there is also a potential risk of development without appropriate consideration of the sloping conditions, leading to substantial visual impacts. Excessive cut, fill and high retaining walls can undermine streetscape character and visual amenity as well as disrupting natural landform.

2.10.2 Topography and slope opportunities

- Maintain the integrity of ridge lines, valleys and natural topographic features as an important part of the localities character.
- Promote subdivision, building design and structural systems which are compatible with the landform with streets that take advantage of view lines and aspect.
- Understand the design relationship of slopes to appropriate construction type to minimise cut and fill and relationships of slope design considerations.
- The watercourses and vegetated drainage lines running through the locality could provide excellent visual, recreational, educational and environmental preservation opportunities and should be integrated with opportunity for pedestrian links between.

2.10.3 Topography and slope strategies

1. Ridgelines, valleys, watercourses and natural topographic should be conserved for the role that they play in adding to the sense of place within Kingscliff and Cudgen localities.
2. Integrate a north south and east west open space/pedestrian and cycle corridor following the dominant drainage lines.
3. Urban structure and subdivision layout of new greenfield areas to be designed in harmony with the topography to avoid large un-landscaped batters and retaining walls for the purpose of creating flood free land or terraced lots on sloping sites.

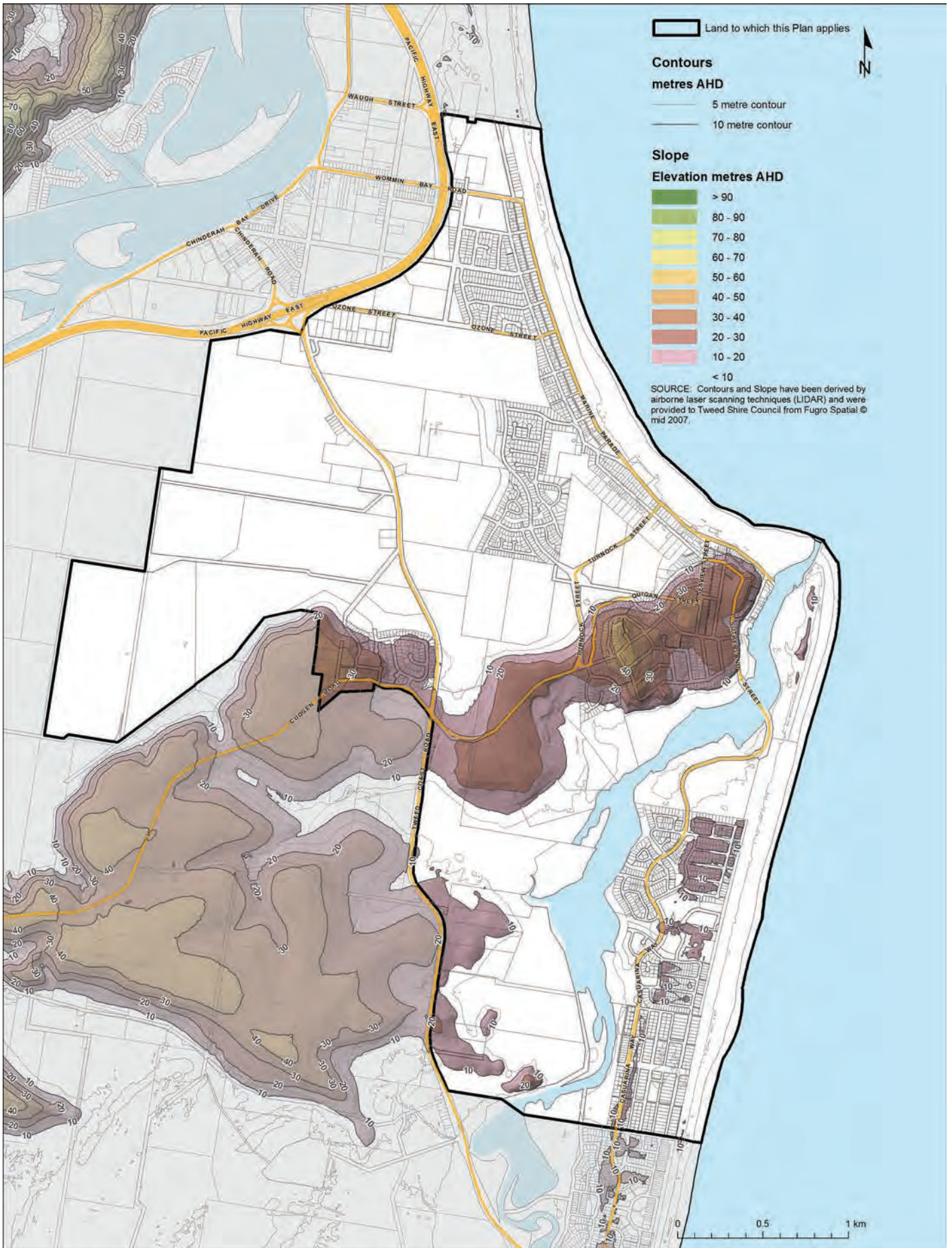


Figure 2.10 Topography and slope

2.11 Views and scenic protection

Part of the defining characteristics of Kingscliff and Cudgen is the high quality scenic landscape including coastal, estuarine and hinterland view fields. Preserving the visual character was a theme expressed strongly through the community vision survey with respondents listing the beach, creek, bushland areas as their favourite parts of Kingscliff. These key view fields identified in Figure 2.11 and some of the defining landscape characteristics including:

- Dominant ridge line from Cudgen Plateau to Cudgen Creek and Sunderland Point.
- Agricultural, farmland and hinterland views experienced heading north and south along Tweed Coast Road and East and west along Cudgen Road.
- Elevated north and east elevated views from various aspects on Kingscliff Hill to Fingal Headland, Cook Island and the Pacific Ocean.
- Elevated west and south west elevated views from various aspects on Kingscliff Hill to Cabarita Headland and west around to Mt Warning and the border ranges.
- North and South Coastal views experienced from the beaches, coastal foreshore areas and break walls.
- Views along the creek line (east and west).
- Long views north towards the Terranora ridge and west towards the Border Ranges and undulating hinterland.
- Green break or vegetated buffer (Lot 1 and 2 DP 1117599) between the northern extents of Salt and the Cudgen Creek Bridge.
- Large street trees including the town centre Fig Trees which contribute significantly to the landscape character.

2.11.1 Views and scenic protection issues

Some of the localities best views are experienced from the highest points of Kingscliff Hill with many experienced from private properties. Maintaining key view lines from private residences has been an ongoing issue in the context of site redevelopment resulting in typically larger replacement development and view loss experienced from existing dwellings predominately experienced within the Kingscliff Hill precinct. It is important that these key vantage points and identified view fields from public areas are not obstructed by future development. It is also important that design principles which identify view sharing principles are applied to new development on Kingscliff Hill.

View loss planning principle

In consideration of the issue of view sharing and view loss, 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. These four points 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.

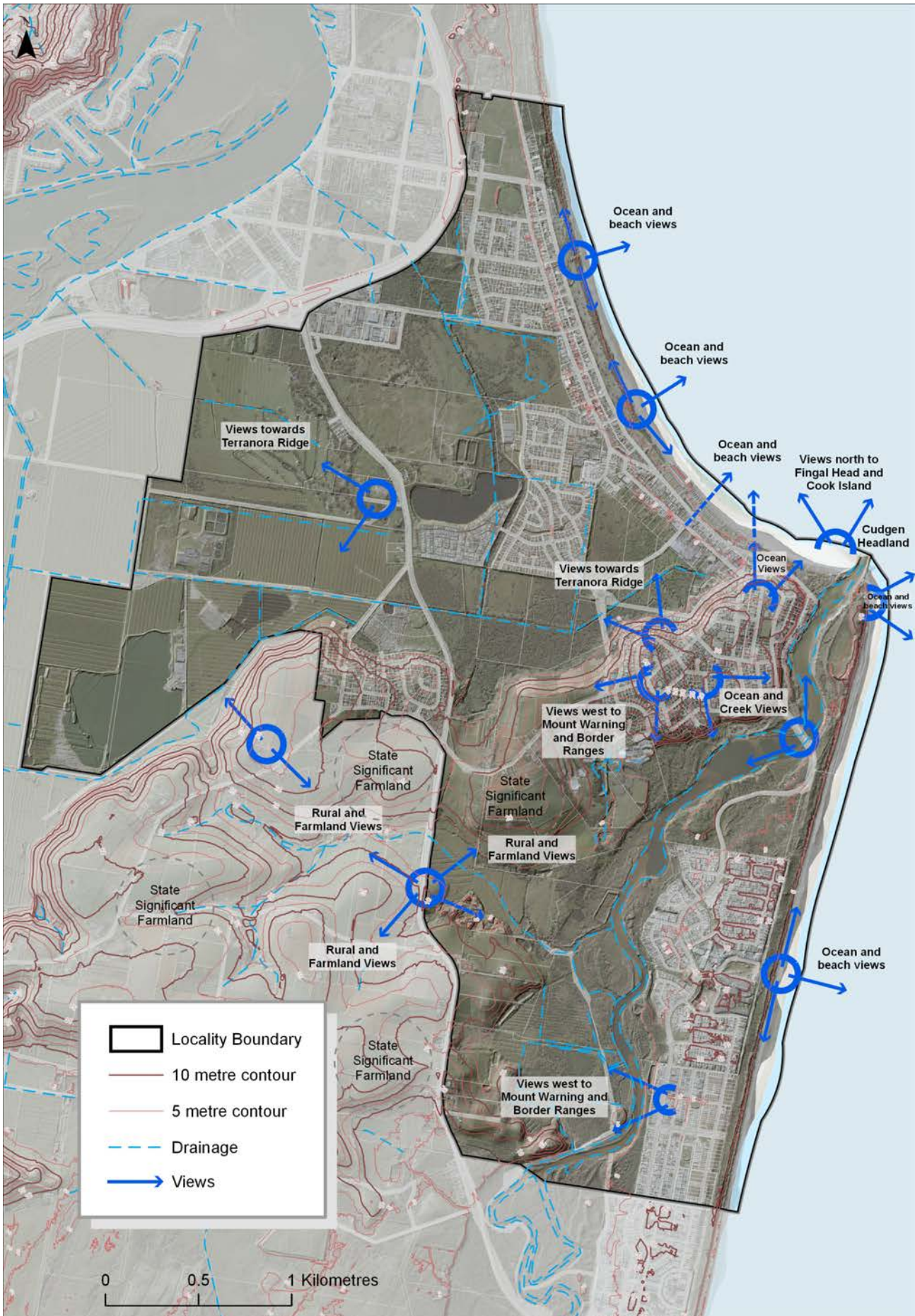


Figure 2.11 Key views

2.11.2 Views and scenic protection opportunities

As derived from the community vision survey and community workshop 01, the scenic management for Kingscliff should maintain the natural setting of the Cudgen Creek and coastal areas as a priority given that these elements largely underpin the landscape character and amenity of the area. For many residents, it is these key landscape elements which attracted them to live within the area and as such the retention of key view fields and access particularly to the coast and creek which is embedded with their lifestyle and well being. Similarly, residents who have purchased properties that enjoy views are generally fiercely protective of maintaining them.

As such there is an opportunity during the locality planning process to identify the key views as experienced from public vantage points and devise a set of planning controls to maintain this scenic protection as well as providing a methodology and set of criteria which would need to take into consideration potential for impacting an important view field and also design considerations to reduce view loss impact as experienced from private property. This scenic protection set of guidelines and controls should seek to:

- Retain and enhance key visual character components.
- Realise and retain key visual character components of the site through a contemporary urban structure and built form.
- Provide view sharing and maintenance of view fields.
- Maintain important regional and local views.
- Preserve the visual amenity of and within the site.

2.11.3 Views and scenic protection strategies

1. Ensure key vantage points and identified view fields from public areas are not obstructed by future development.
2. Identifying the key view fields and landscape elements which require protection and careful management within precinct plans within the KDCP and as identified within the Scenic Landscape Strategy.
3. Supplement this view field analysis with key visual and landscape character descriptions, view field development criteria and development controls aimed at protecting the view fields.
4. Provide controls within identified key view field areas requiring development applicants to prepare a visual impact assessment as part of a development application. The visual analysis should address:
 - Four planning principle criteria.
 - Where appropriate prepare visualisations of the development by way of 3D photo montage from key surrounding vantage points around the site.
 - Provide an assessment of the likely visual and scenic impact.
5. Within the rural areas retain remnant vegetation across farmland including existing paddock windbreaks as an important part of the rural landscape and scenic value of the locality.



Elevated views from Kingscliff hill looking south to Cabarita Headland and Cape Byron beyond.



Elevated north and north east views from Kingscliff Hill towards Fingal Headland and Cook Island.



The rural areas of Cudgen and along Tweed Coast Road reinforces the visual character of the urban settlement being surrounded by natural areas and farmland. Sand extraction resulting in a man made waterway in the foreground.



A number of vantages from the creek edge including the bridge offer distant views to Mt Warning and the border ranges which underpins the localities strong visual and landscape character.



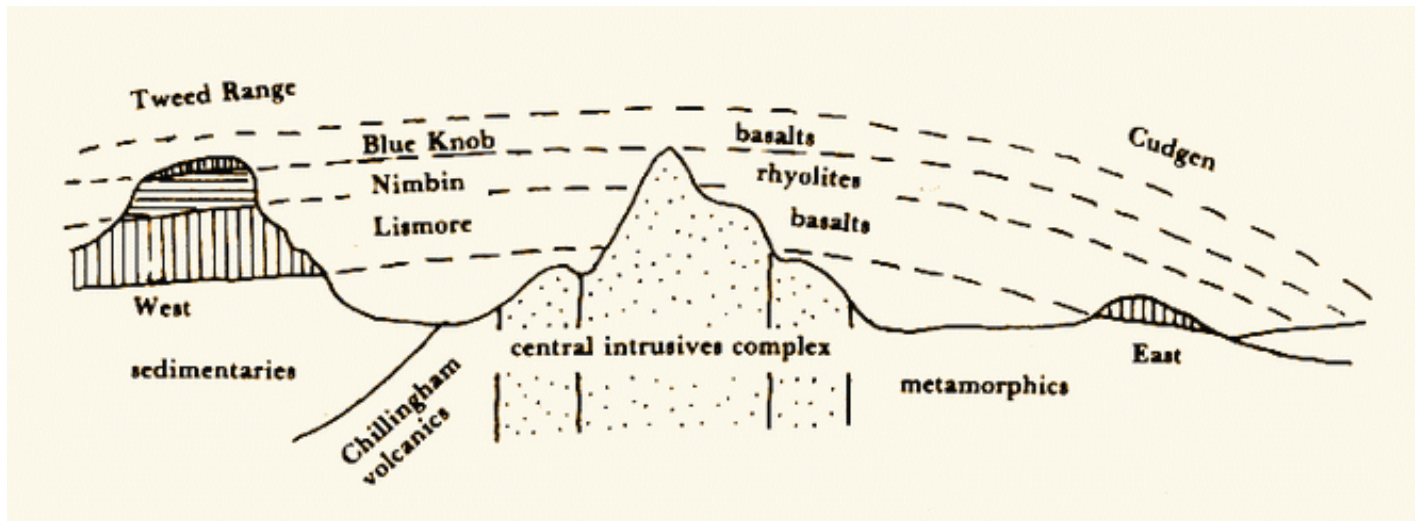
With the town centre directly adjoining the coastal zone, there is a strong visual connection and association with the beach and creek.



Key landscape elements such as the town centre Fig Tree contribute significantly to the overall landscape and scenic amenity of the locality.

2.12 Geomorphology and soil stability

The geomorphology of the Tweed valley is dominated by the remains of the Wollumbin (Mount Warning) shield volcano with the eroded Wollumbin (Mount Warning) central core now approximately 1157 m high. The remnants of the outer shield include the Nightcap Range to the south, the Tweed Range to the west and the MacPherson Range to the north.



The geology of the coastal section of the Tweed LGA (the study area) includes greywacke, slate, phyllite and quartzite of the Neranleigh-Fernvale Group metamorphics, which predominate across the erosional upland landscapes of the study area; river gravels, alluvium, sands and clay of Quaternary/Pleistocene origin on the floodplains and depressions; Quaternary beach and dune sands along the coastal strip; and localised areas of remnant basaltic material associated with the Lamington Volcanics in the Terranora, North Tumbulgum, Cudgen, Clothiers Creek and Farrants Hill areas.

Fertile soils and a favourable subtropical climate produce a diversity of agricultural landscapes in the Kingscliff/Cudgen locality with the rich red volcanic soils of the Cudgen-Duranbah plateau enable intensive horticulture production and the floodplains support sugar cane plantations.

2.12.1 Geomorphology and soil issues

As documented within 'Soil Landscapes of Murwillumbah-Tweed Heads, topsoil erosion is a serious problem in Cudgen area (Cole-Clark 1993). Sheet and rill erosion were also observed as part of that soil landscape survey.

2.12.2 Geomorphology and soil opportunities

Sound understanding of geomorphology in the local context facilitates a sustainable approach to planning and land management solutions. The fertile Cudgen plateau soils offer an opportunity for sustainable farming with reduced reliance on costly fertilisers and pesticides.

2.12.3 Geomorphology and soil strategies

1. Support adoption of better on-farm management practices and safeguards that reduce soil erosion and improve soil structure and stability.
2. Surface features such as rock faces and steep slopes to be incorporated wherever possible into the planned development of a site to add to its unique sense of place.

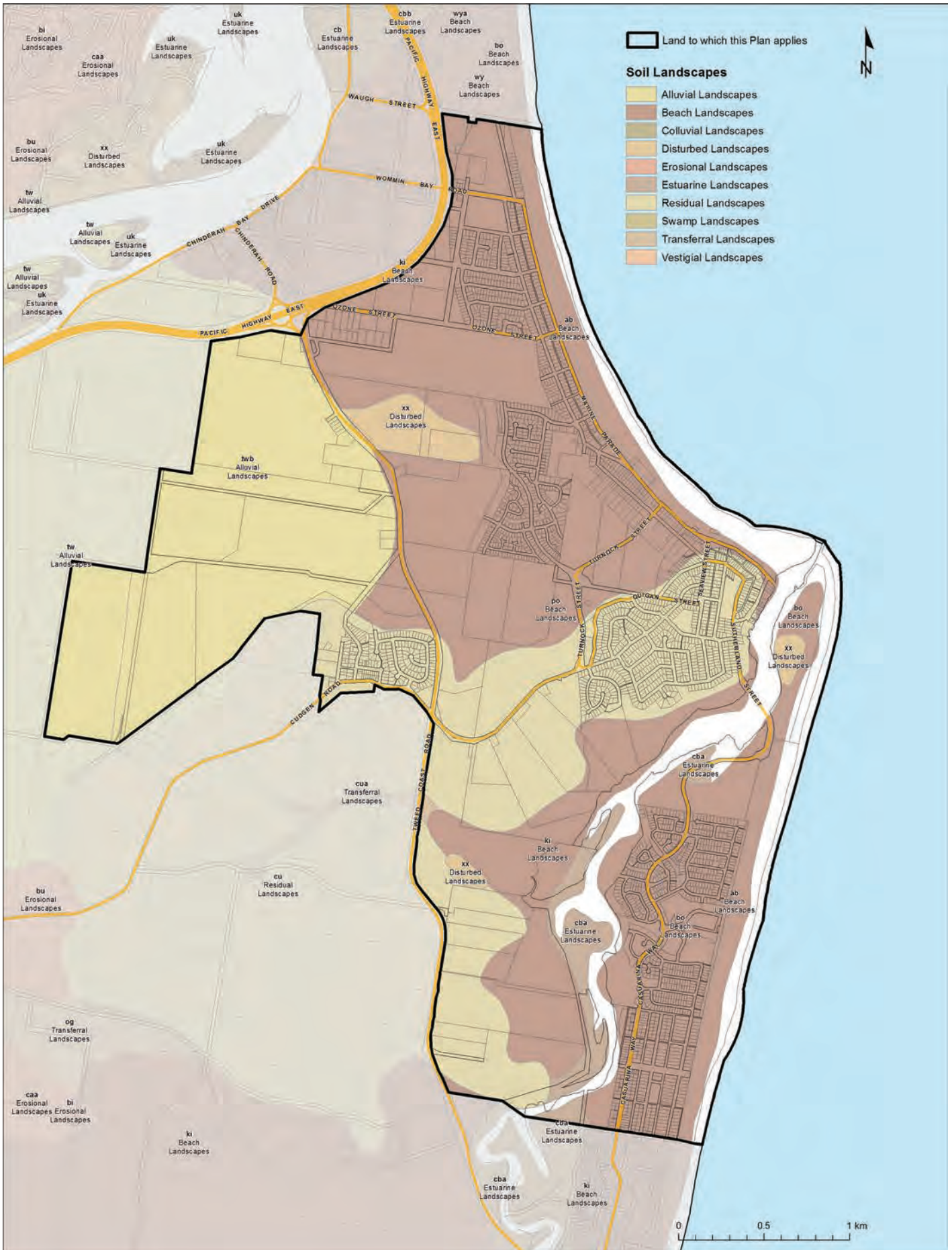


Figure 2.12 Geomorphology and soil stability

2.13 State significant farmland

The Cudgen Plateau is one of the key agricultural areas of the Tweed Shire with good soils (Krasnozems CU1 – Red self mulching light clay topsoil and subsoil – Ap and B Horizons) facilitating the farming of vegetables including sweet potatoes, tomatoes, zucchini, sweet corn, cucumbers, peas and beans and tropical fruits including avocados, bananas, custard apples and mangoes. The high fertility of the soils inland from Kingscliff (Cudgen) has been recognised through the Northern Rivers Farmland Protection Project 2005. In result a significant portion of the Cudgen locality and a portion of land east of the Tweed Coast Road were classified as ‘state significant farmland’. The Farmland Protection Project also identified a large area of ‘regionally significant farmland’ located inland from Kingscliff, to the western side of the Tweed Coast Road.

Under the NSW planning system, the state and/or regionally significant farmland is protected through the Ministerial Direction provided under s.117 of the *Environmental Planning and Assessment Act 1979*. The early version of the Ministerial Direction stated that such land shall not be rezoned for urban or residential purposes. This provision was slightly amended following the adoption of the North Coast Regional Plan 2036 by recognising an opportunity to vary significant farmland criteria in some circumstances.

2.13.1 State significant farmland issues

Agriculture is a major land use adjacent to the locality. Whilst state and regionally significant farmland is protected by the Ministerial s.117 Direction and generally cannot be considered for urban or rural residential rezoning, there is continued pressure from some landowners to pursue alternate land uses to agriculture. This position is often argued on the basis of affected land not being productive. One key land use issue is urban development on the interface with state significant farmland. Without the appropriate buffers, it is this interface issue which has the potential to significantly impact farming practices.

2.13.2 State significant farmland opportunities

Introduction of the North Coast Regional Plan 2036 brought about an opportunity for a strategic planning exercise aiming to identify potential land capable of alternative land uses. There is also a need to reinforce land use recommendations of the KLP to further protect the state significant farmland, assist farmers to be more sustainable, and provide the necessary buffers to allow them to continue their operations without conflict from adjoining land uses.

2.13.3 State significant farmland strategies

1. Reinforce the s.117 Farmland Protection Direction outside of the urban structure footprint through the KLP and retain the rural zoning of these parcels.
2. Support the Rural Land Strategy outcomes including investigating and applying appropriate interface buffers between urban development and state significant farmland to negate impacts on farming practices.
3. Support the farming community to adopt sustainable agriculture practices that increase productivity, reduce the loss of topsoil and better utilise natural processes for pest and disease control and nutrient cycling.

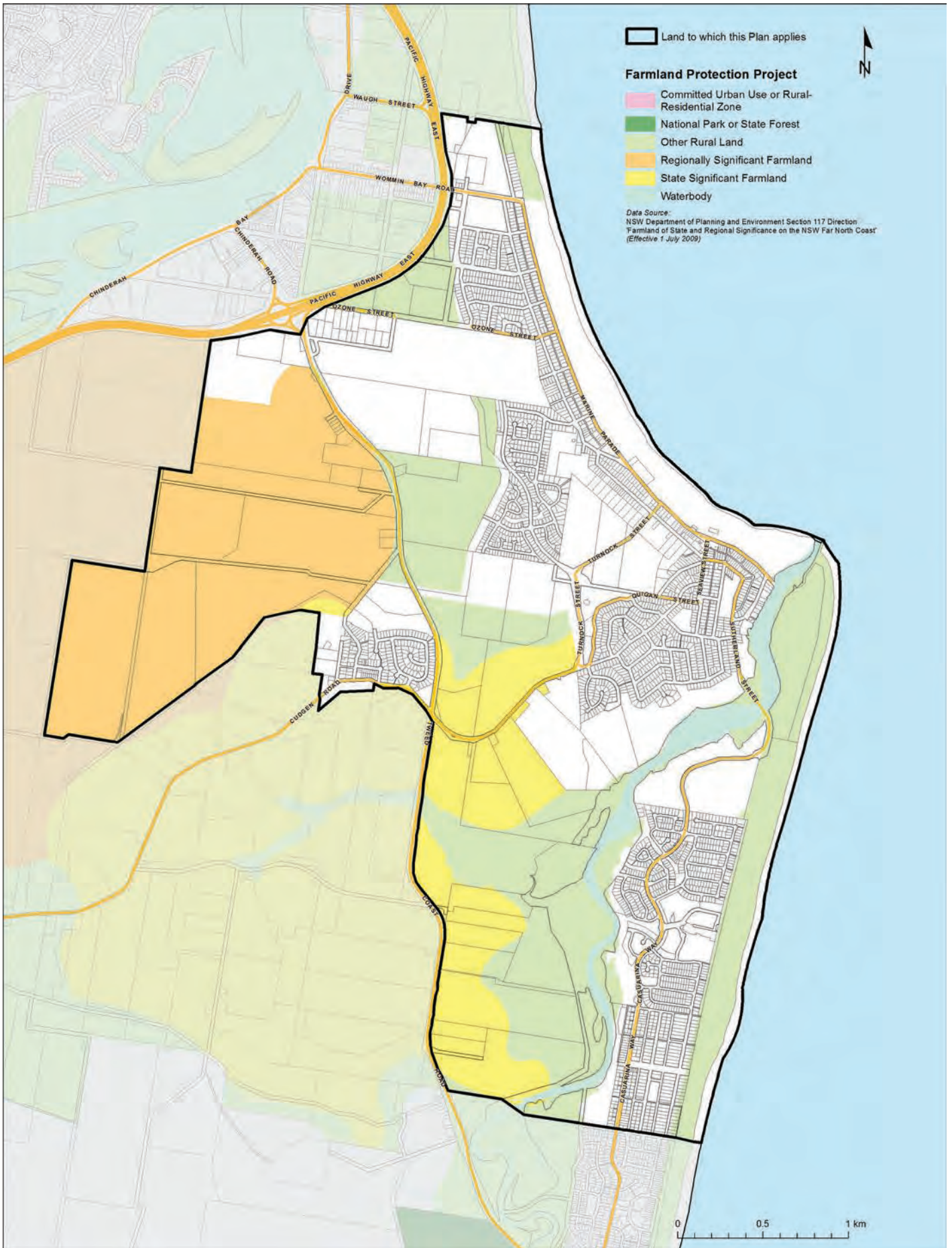


Figure 2.13 State significant farmland

2.14 Constraint and opportunity overlay

2.14.1 Constrained lands

Figure 2.14 provides an overlay of the combined land constraints, which by a process exclusion provides an indication of the availability of developable land. The key development constraints include:

- Land with a high ecological status (Figure 2.0).
- Threatened flora and fauna (Figure 2.1).
- Koala habitat (Figure 2.2).
- Vegetation communities (Figure 2.3).
- Flood liable land (Figure 2.7).
- Acid sulfate soil (Figure 2.9).
- State significant farmland (Figure 2.13).

Most of Kingscliff's greenfield development sites have multiple defined land constraints. It is important to recognise that not all environmental constraints are totally incompatible with urban development. For example the presence of Acid Sulfate Soil (ASS) may not preclude urban development providing appropriate development controls are implemented. Similarly, flood risk can be addressed by filling in some cases. On the other hand the retention of ecologically significant areas or State significant farmland is not compatible with urban development; these constraints need to be excluded from the development footprint if their values are to be retained.

Whilst a desktop literature review and aerial mapping can provide a base level of information for key greenfield sites, there is a need for more detailed investigations over these sites to determine the environmentally constrained areas. This process will require flora and fauna surveys and mapping to identify and define areas of environmental significance. Detailed site investigations will directly inform land use recommendations for both environmental protection and areas suitable for development.

2.14.2 Conservation footprint

Responding to community consultation which identified the preservation and strengthening of the natural environment as a high priority, Council has resolved to avoid clearing as far as possible and offset any clearing that does need to occur within the Kingscliff locality (Council resolution 7 December 2017). This approach will ensure efficient use of land, consolidated and strengthened links between existing areas of habitat resulting in better long-term environmental planning outcomes. Figure 2.14 Conservation footprint shows ecologically significant areas proposed for environmental protection (295.9 ha), areas likely to be cleared to facilitate future urban development (3.7 ha) and indicative habitat offset areas (21.8 ha).

In relation to the indicative offset areas, contemporary offset calculators use offset ratios to determine the area to be restored compared to the area cleared in order to achieve a 'no net loss' outcome. Based on the type and condition of the vegetation likely to be cleared in the west Kingscliff area, it is expected that the offset ratio will be in the range of 4 to 6:1. That is for every hectare cleared it is likely that between 4 and 6 ha of land in very poor condition will need to be restored. The areas identified in Figure 2.14 focus on gap filling and consolidating existing habitat, although a significant patch is proposed for highly constrained land on the coastal floodplain adjoining the Kingscliff sewerage treatment plant.



Figure 2.14 Conservation footprint

2.14.3 Developable footprint

The principle lands remaining after the subtraction and overlay of key constraints are broadly represented in Figure 2.15 and listed in the table below although the actual developable areas would rely on a more detailed investigation and mapping of site constraints. Further, the 'developable area' of these greenfield development sites would also include required road and service infrastructure as well as appropriate provision for community facilities and local open space.

Kingscliff Locality Greenfield Sites		
Release area	Developable Footprint area	Potential use
Turnock Street	19.78 ha	Town centre expansion, medium density housing, community uses, open space.
West Kingscliff	8.78ha	Low density and low rise medium density residential subdivision, community uses, open space.
North Kingscliff	13.96 ha	Low density and low rise medium density residential subdivision
Business & Knowledge Precinct	76.65ha	A range of employment generating uses, low and medium residential uses, open space, local centre uses.
Seaside (currently being developed)	32 ha	Low density and low rise medium density residential subdivision with small local retail centre.
Cudgen - Altona Road	10 ha	Low density and low rise medium density residential subdivision with small local retail centre.
Cudgen (currently being developed)	4.5ha	Low density
Total	165.67 ha	

In terms of land uses, there is existing opportunities to take advantage of the relatively flat vacant and appropriately zoned land within close proximity to the town centre to provide a broader range and diversity of housing types including shop top housing, residential flat buildings, small lot housing or coastal courtyard housing. The key opportunity is to provide higher density and demographic diversity of occupant within a walkable catchment. The range of sizes and scales of housing will provide more housing affordability choice.

There is also significant opportunity develop employment generating land uses across the business and knowledge precinct to take advantage of the land area and proximity to the highway which may include a combination of light industry, business park,

2.14.4 Developable footprint strategies

1. The broad settlement pattern is to respond to environmental constraints and development opportunities to maintain and enhance the existing 'connected village' structure framed by natural areas. New development areas should be designed and defined to contribute to this pattern.
2. Through appropriate land use zoning and structure planning over greenfield development sites clearly defining settlement growth boundaries and including designated environmental protection, natural bushland and open space areas between these settlement areas allowing the integration of natural with built environment as well as forming 'green breaks' between settlement areas.
3. Landowners to undertake detailed context and site analysis over each of the greenfield development sites to determine the constraints and development opportunities as a preliminary step of the rezoning, structure planning and/or subdivision process. Use the outcomes of the context and site analysis to inform design and planning opportunities in terms of vision and desired future character, housing typology and density opportunity, environmental protection, open space and community infrastructure opportunity.

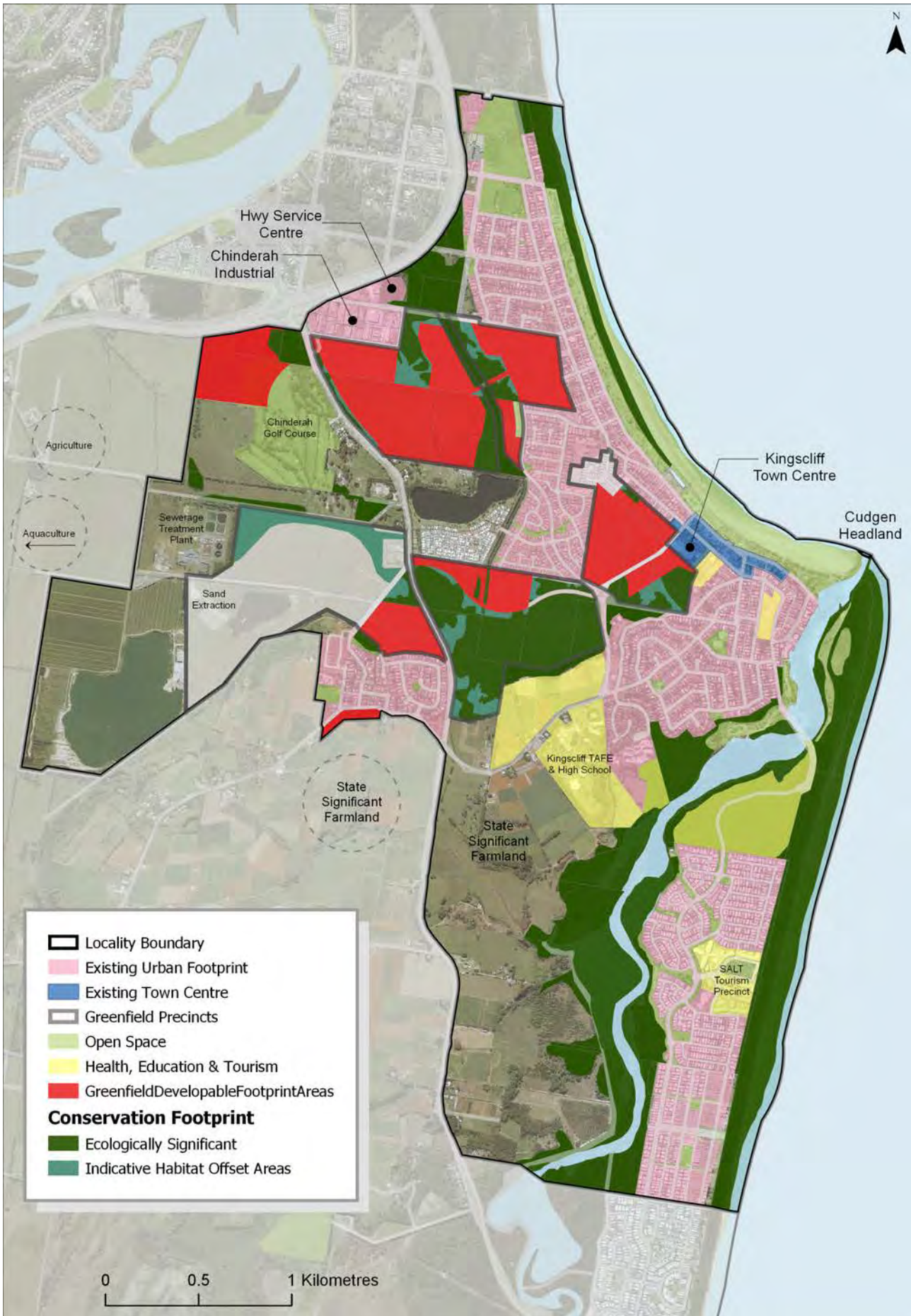


Figure 2.15 Developable footprint

EMERGENCY
VEHICLE
EXIT



3.0 DEMOGRAPHIC AND COMMUNITY CONTEXT



3.1 Historic and cultural context

3.1.1 Aboriginal heritage

This following Aboriginal heritage account has been prepared and endorsed by the Tweed Byron Local Aboriginal Land Council:

The traditional landowners of Kingscliff and surrounding environs are the indigenous people of the Bundjalung nation of the Nganduwal dialect tribal group who inhabited the Kingscliff and surrounding coastal areas where they lived as hunters and gathers due to the plentiful supply of food and fresh water.

‘For many thousands of years, the indigenous people flourished in the Tweed Valley, one of the richest and most reliable sources of sustenance known to any indigenous people in Australia.’ (Between River and Sea: Historic Images of Kingscliff, Chinderah and Cudgen) The headland at Kingscliff was an important meeting place for this clan, with numerous middens near the beach which still exist today proving testimony to the plentiful supplies of seafood.

Aboriginal sites and places are recognised by traditional custodian descendants as tangible evidence of our ancestor’s cultural practice and traditions; as such, they retain a very real and meaningful value through to the present day.

Scientific assessment of cultural evidence from some selected sites supports the fact that Aboriginal people were living in the Tweed from at least 10,000 years ago, and a Carbon-14 dated midden and occupation site on Stradbroke Island (in South East Queensland) is recorded as more than 20,000 years old. Our Aboriginal oral tradition tells a story of ‘Three Brothers’ who came to this land and its people in the ‘Dreaming’, gave the lore, and formed the nucleus of tribes with whom today’s traditional custodian descendants identify.

A common feature of our Aboriginal identity is language, which is known in the Tweed and further south as Bundjalung; in south east Queensland people prefer Yugambah; and further west, in Kyogle Shire, people use Githabul as both a language and name for group identification. The language dialect for the Tweed is known as Ngandowal, a name referring to the people who say ‘Ngando’ for the word ‘who’ or ‘somebody’. However, part of the Tweed Coast and south to the Byron area is Minyungbal, where the word ‘Minyung’ means ‘what’ or ‘something’ and can be used as identification for people of this area.

There is general acceptance along our Tweed Aboriginal community for the presence of three main groups in the Tweed River Valley. These were the Goodjinburra people for the Tweed Coastal area, the Tul-gi-gin people for the North Arm, and the Moorang-Moobar people for the Southern and Central Arms around Wollumbin (Mt Warning). However, European settlers used other names and described them as Chubboburri, Gandowal, Duthurinbar, Wirangiroh, Wollumbin, Murwillumbah, Ngarrumbul, Kitabul, and Ngarartbul. These names largely reflected a lack of understanding of our culture, our language and our connection to each other.

Population numbers of these three groups are known to have fallen dramatically, before and after permanent European settlement, mainly through the unchecked spread of European sourced illness and disease. Research suggests that prior to any European contact each of the three groups may have contained from 500 to 700 members, distributed in smaller family groups across what was then their area of ‘country’. With a loss of access to food resources, death from illness and disease, and intolerance shown by some European settlers, population numbers plummeted and were only about 10% of original numbers within 60 years of settlement.

The Tweed Valley around Wollumbin (Mt Warning) was rich in natural resources and supported many plants and animals which were collected and hunted for food by Aboriginal people. Traditional people managed the landscape and avoided overexploiting these resources in a way that is poorly understood and little recognised in today's wider community. Although camp locations were moved regularly to allow resource recovery some natural resources, such as rock outcrops suitable for the manufacture of stone tools, were used extensively for vast periods of time.

High altitude topographical features were often the focus of social and spiritual custom and the location of many of our Aboriginal sites directly reflects the connection and significance value of these places. Wollumbin retains a high cultural and spiritual status beyond the Tweed Valley and this is reinforced by our knowledge of different stories with regional group gatherings for ceremony and cultural expression at certain sites across the Valley. Descendants of traditional custodians maintain that connection and support initiatives to protect and preserve our heritage sites and places.



Map of the First People of the Tweed Valley (Source I.Fox).

3.1.2 European settlement

This historic background has been prepared with reference to 'Kingscliff to 1975 We have stories to tell', and 'Between River and Sea: Historic Images of Kingscliff, Chinderah and Cudgen'.

European settlement of the local Kingscliff area commenced in the early 19th century when the on Sunday 1 November 1823 John Oxley, the Surveyor-General in search of a suitable settlement for a new penal colony landed on the beach at Fingal before making an overland journey to meet a boat which had entered the Tweed River. Oxley and subsequent explorer's to the region found the plentiful natural resources, predominantly the rich timber resources reached Sydney's cedar markets.

'By 1845 numerous cedar-getters were arriving on the Tweed, initially based upon a camp at Taranora (Terranora) but increasingly moving up the river over the next decade. They created their own tracks, often the shortest or easiest means between the beaches (the easiest route of all) and the rivers. One of these tracks linked the beach at Kingscliff with the river at Chinderah and another wove towards the Cudgen plateau.' (Between River and Sea: Historic Images of Kingscliff, Chinderah and Cudgen)

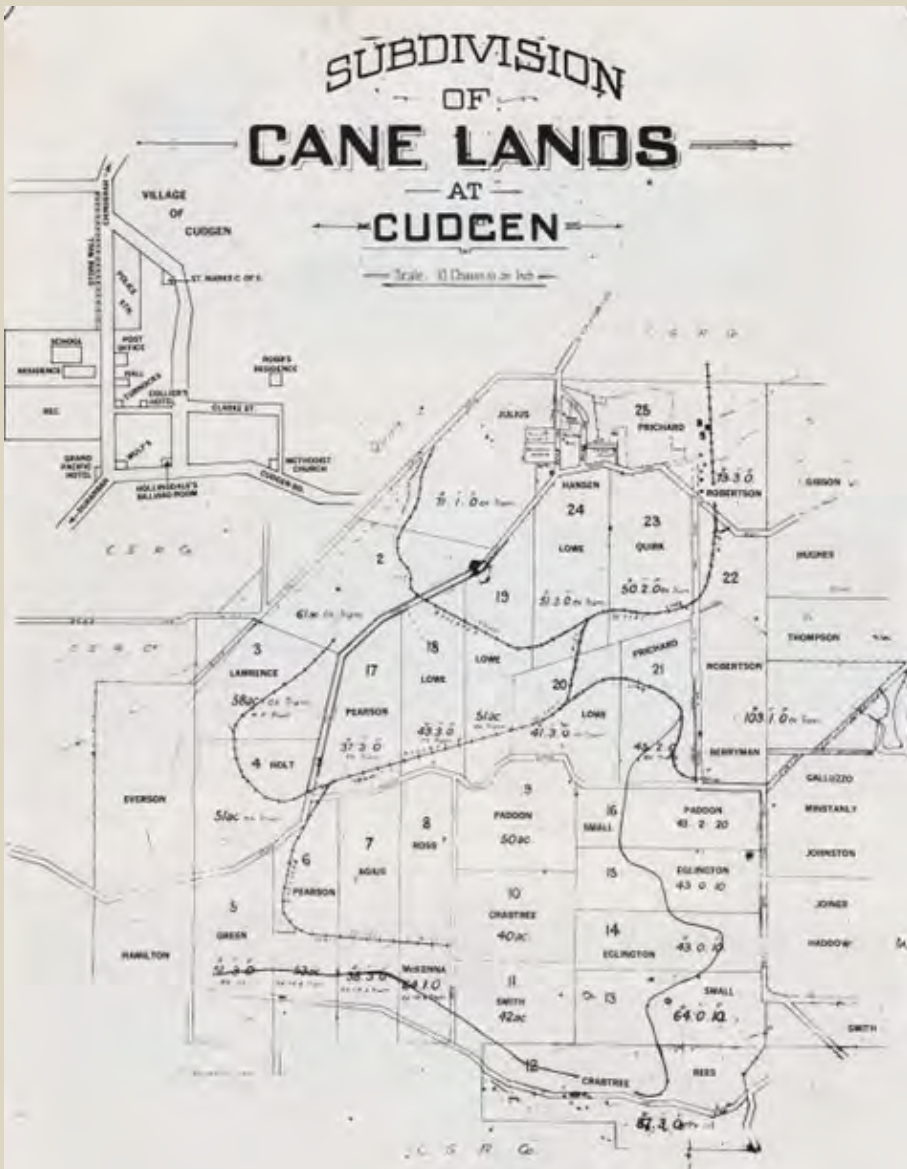
The Cudgen plateau area to the west of Kingscliff soon gained a reputation for the high fertility of the volcanic rich soil. Combined with the high annual rainfall tropical crops such as sugar cane and fruit such as oranges, date plums, breadfruit, mangoes, lychees, bananas, pineapples were soon established.

Given the fast establishing agricultural industry at Cudgen and timber industry further up the Tweed River, most of the regions provisions and exports were handled through a rudimentary wharf established on the Tweed River at Chinderah then know as the Cudgen Wharf. Both Cudgen and Chinderah became the regions first prosperous local centres.

3.1.3 Sugar cane and south sea islanders

In 1875 William Julius purchased land at Cudgen and established a sugar cane plantation. He also built a mill to process his cane and employed a workforce made up largely of men from the South Sea Islands, also known derogatorily as Kanakas. The story of the Kanakas, and of the infamous practice of blackbirding, or Europeans kidnapping Islanders after luring them on board ships with offers of trade, is an integral part of the story of sugar farming in both Queensland and Northern New South Wales. Farmers required cheap labour to make their plantations economically viable and the solution in the 19th century was to import contract labour from the neighbouring South Pacific Islands, mainly from the Solomon and Vanuatu groups.

Between 1863 and 1904 more than 60,000 South Sea Islanders were taken to Queensland to work on sugar plantations, and approximately 350 are known to have arrived in the Tweed between 1874 and 1918. The *Pacific Islander Labourers Act 1901* allowed Islanders who had married in Australia or had lived here for 20 years or more to stay. This meant that close to half of the Islanders were able to remain in the Tweed.



Subdivision of Cane Lands at Cudgen.
 When the Robb Mill was sold to CSR in 1911 the land was subdivided into approximately 40 acre lots. These were then sold to farmers.
 Many of the sugar cane farms were linked by rail transporting the cane to the mill.



South Sea Islander Cane cutters in front of tent – taken at Cudgen on Geo. McCollum's farm 1928. Tweed Regional Museum Collection. No: TH01-10.

3.1.4 Growth of Cudgen and Kingscliff

Whilst Cudgen had commenced settlement, Kingscliff remained largely undeveloped serving as a popular day trip for the growing Cudgen residents to 'Cudgen Headland' to swim and fish. The first coastal selection was by William Shaw in 1882 who applied for 40 acres of land at the mouth of the Cudgen Creek.

Given the treacherous reefs and outcrops first noted on Captain Cook's 1770 voyage and subsequent naming of Tweed's Point Danger, NSW most northerly lighthouse at Fingal head was erected in 1878. Despite the provision of the lighthouse, shipwrecks remained a frequent occurrence along this part of the coastline.

'The locality first gained prominence following 19 October 1890, when the 3398 ton screw steamship Alberta, carrying coal was wrecked on the Sutherland Reef.' (Between River and Sea: Historic Images of Kingscliff, Chinderah and Cudgen) Remnants of this shipwreck can still be found on the reef known as Alberta Reef.

Cudgen Village continued to grow and by the 1880's had a post office, police station, general store, two hotels, a butcher, a baker, a school and a church. It was also the location of the popular Cudgen Races, an event particularly enjoyed by the local South Sea Islander population by this stage had added a multicultural vibrancy to the locality reflected in their brightly coloured housing, clothing and enthusiastic interest in religion and sport including fishing and swimming.

The first residential estate at Kingscliff was acquired for development by German immigrant Carl Hans Gaenshirt, who built a cottage and established a vineyard. The location of this land is generally bound by Seaview and Olga Streets to the west, Viking Street to the south, the creek to the east and Marine Parade to the north. Upon his death, the property was sold to Murwillumbah solicitor Hedley Hungerford in 1912 who subdivided the estate and auctioned the land in 1915. Three years later 8 homes were established. Further estates soon followed including the Kingscliff Estate auctions by the Colonial Sugar Refining Company in 1918. The natural beauty of the Kingscliff area combined with the growth of private motor vehicle and access roads contributed to the area's rise in popularity for new residents and 'tourist' from Tweed, Gold Coast and Brisbane seeking the quiet beauty, safe swimming and good fishing of Cudgen headland.

The Old Moreton Bay Fig Tree in Marine Parade was planted by John Anderson, who planted many trees in Kingscliff around 1920. With its shade and central location, the tree has been a popular meeting place for locals and now stands as an iconic landscape element of the Kingscliff town centre. The Kingscliff Chamber of Commerce have recently embellished the tree with lights transforming the tree at night time.

Cudgen Headlands continued to grow as a popular holiday resort and by the height of the depression in 1931, included four stores in operation, several boarding houses, a bakery, a butcher and the establishment of the Grand Pacific Hotel along Marine Parade in 1932.

The hotel was transferred from an older hotel of the same name in Cudgen with many of the building materials coming from the dismantled Cudgen Grand Pacific. One of Kingscliff's oldest surviving buildings today, the hotel was renamed the 'Kingscliff Hotel' in 2007. In 2014, the Hotel underwent extensive internal and external renovations which included the extension of a beer garden and small outdoor stage. It is now known as the Kingscliff Beach Hotel.



Marine Parade 1912



View south west along Cudgen Creek 1914

By the early 1930's, 60 private houses had been erected and the coastal foreshore saw scores of tents erected particularly during the holiday periods. Even at this stage of the townships development, local residents were having doubts about the exponential increase in the areas popularity: *"With the advent of the crowds, is Cudgen losing one of its chief attractions? A few residents claim that its privacy has been its charm – a place where a family could enjoy a quiet, undisturbed weekend."* (Tweed Daily 10 January 1931)

Although the Postmaster general's Department had changed the name of the township to Kingscliff officially in 1927, the original name of Cudgen Headland remained widely used until the second world war. In fact, the existing surf club is still called Cudgen Headland Surf Life Saving Club to this day.

Many streets in the older sections of Kingscliff were named after prominent early European settlers, such as Hungerford Lane, Turnock, Quigan, Moss, Gibson and Faulks Streets, McPhail and Dawes Avenues and Quirk Place. Parks also were named after residents who contributed significantly to Kingscliff, such as Jack Bayliss, Mrs. Faulks, Ed Parker and Jack Julius.

One early resident of the area was Mrs. Faulks who bought several allotments beside the Cudgen Creek and fronting Marine Parade. Neither time nor money was spared in preserving the little picnic reserve on the corner near the creek. She had the stone wall erected at her expense. She had the area levelled and grassed, trees planted and she preserved surviving native species. She not only had most of the tables and chairs placed there but was also responsible for having a creek side bitumen car park constructed. Faulks Park was recently updated after a significant section of the park was lost to coastal erosion in 2012 and is now one of the localities most popular coastal reserves. The new park works include new picnic and bbq facilities, a new playground area, basketball half court and amenities building which was completed at the end of 2013.

By 1946, the township had become increasingly established with many businesses and homes established in and around the existing Marine Parade, over Kingscliff Hill and the Cudgen Headland. The and District Bowls Club was established in 1949.

By this stage a boom in sand mining on Queensland's Gold Coast had moved south to the Tweed Coast and operations had commenced in and around Kingscliff Beach, down to Bogangar Beach. Extensive dredging and mining for valuable ores such as rutile, titanium and zircon would be carried out in the local area for the next 35 years.

Despite what would be perceived today as the environmental devastation of the coastal dunal system, the industry became the impetus for the construction of the first modern sealed road construction along the length of the Tweed Coast which in effect opened the area up to additional tourism and residential development. Cudgen Creek Bridge erected in 1959 was also constructed by sand mining companies requiring ready access to their operations south of Cudgen Creek. Before the bridge was constructed, visitors would hire boats from Charnock's Boat Hire to reach the south beach for picnics or fishing. This infrastructure enabled continued development South of Kingscliff, contributing to the settlements of Cabarita and Pottsville, which were previously unconnected by road.

The sand mining industry also established electrical infrastructure which would in turn service the entire growing coastal settlement. The establishment of this essential infrastructure opened up a major population influx in 1956/57 and subsequent housing boom with many families moving into the area to work in the sand mining industry where over 800 people were employed. Additional services and businesses followed including new shops, service station, Kingscliff Public School (Orient Street), ambulance station and Lions Club were all established in 1957.



1944

- Marine Parade centre of built form activity.
- Predominantly holiday village.
- Established coastal foreshore reserve.
- Residential subdivision on Kingscliff Hill.
- Intact Cudgen Creek and South Kingscliff.
- South Kingscliff dunal system extending to Cudgen Creek.
- No bridge crossing Cudgen Creek.
- Unpaved roadway access along Cudgen Road.



1962

- Significant growth particularly around Kingscliff Hill and extending north along Marine Parade and Kingscliff Street and additional growth of the Marine Parade and Pearl Street retail centre corresponding with the arrival of sand mining operations.
- Bowls Club developed.
- Amenities hall constructed (1961).
- Kingscliff Public School (1957)
- Established coastal foreshore reserve including Faulks Park.
- Intact Cudgen Creek and South Kingscliff.
- South Kingscliff dunal system extending to Cudgen Creek.
- New bridge crossing Cudgen Creek.
- Unpaved roadway access along Cudgen Road.

Other local committees were also forming including the Kingscliff Urban Committee which was formed in 1960 combining the Kingscliff Progress Association and Wommin Bay Progress Association. The committee was quick to raise funds through its management of the towns two public caravan parks and were key lobbyists to the Tweed Shire Council and NSW State Government for key district and foreshore improvement works. The committee was the key driving force behind the reticulation of the town's water supply and new Kingscliff Amenities Hall in 1961. The amenities hall, representing an example of modernist public architecture, is today listed as a heritage item despite needing some improvement and maintenance works.

Other key infrastructure works at this time included the Kingscliff sea retaining walls. The first stage of walling Cudgen Creek was completed in 1968, in an effort to keep the creek mouth from becoming silted, and flooding upstream farming lands.

Kingscliff Swimming Pool in McPhail Street was constructed from a community fund-raising effort in the 1970s and was officially opened on 1 December 1979. The 25-metre has been the training ground for many Olympic and Commonwealth Game athletes including Chris Fydler (4×100 m freestyle Gold 2000 Olympics) and Matt Abood (4×100 m freestyle Gold 2014 Glasgow Commonwealth Games), Josh Watson (Backstroke Silver 2000 Olympics) and Sophie Eddington (backstroke and medley Gold 2006, 2010 Commonwealth Games).

Over the intervening years, new residential estates were released to the north of the township along Marine Parade and Kingscliff Street and to the west along Elrond Drive, as well as a significant amount of infill development in and around the village town centre.

The growth of these additional new residential areas and the retail centre into Pearl Street was largely facilitated by the provision of additional essential infrastructure services. This included the commissioning of the first sewage treatment plant in the early 1970's which serviced the township until 2007/8 when it was decommissioned. The new sewage treatment plant was established to the west of the township off Altona Road which has a capacity to treat 6 megalitres per day, which can serve a population of approximately 25,000 people.

In recent years, residential pockets along Marine Parade and Kingscliff Street have seen the redevelopment of the ubiquitous coastal shacks with much larger residential flat buildings and other alternate forms of medium density housing. This higher density residential precinct takes advantage of the relative level access to the town centre and offers direct access to the coastal reserve and ocean beach.

Other more recent key public building development in the Kingscliff area included the Kingscliff High School located at the end of Oxford Street built in 1986. With an average annual enrolment of over 1200 students, the school has a proud scholastic and sporting record and has recognized strengths in the creative and performing arts.

Kingscliff Public Library first opened in 1979. It was a demountable classroom situated beside the Cudgen Headland Surf Club, with views towards the beach. In 1984 it was relocated to a shopfront within the Kingscliff Shopping Village. Keeping pace with the district's rapidly growing population, a modern, purpose built library was constructed within the rainforest remnant off Turnock Street in 2000. The award-winning design was by architects Fulton Trotter & Partners. Kingscliff Community Health Centre, located next to the library, was officially opened in 2002, by the then NSW Minister for Health, Craig Knowles. The \$1.04 million facility was built to accommodate a range of health services previously only available in Tweed Heads or Murwillumbah.



1974

- Sewerage Treatment Plant.
- North and south seawalls constructed (1968).
- Further infill development in and around the town centre, Kingscliff Hill and extending north.
- Further subdivision extension of Kingscliff Hill down towards existing high school location.
- Sand mining operations extend further south. Construction of early Casuarina Way road alignment.
- Thriving agricultural industry west Kingscliff to Cudgen and west of Cudgen Creek heading south.



1986

- Further infill residential development around the town centre and Kingscliff Hill.
- Kingscliff Library Opens 1979.
- Development of Kingscliff High School (1986).
- Sand mining operations cease with significant areas revegetated.
- Kingscliff tennis club established on Kingscliff Hill.
- Kingscliff 25 m pool constructed (1979)

The most recent 'wave' of development growth has predominately focused on the Salt and more recently Seaside City developments, at the southern end of Kingscliff. The original Salt development application included 160 houses, a 312 apartment hotel and retail facilities. To mitigate the flooding risk, development included considerable fill of the precinct by up to two metres. With development commencing in 2004, the Salt Precinct has a strong tourism focus, particularly the Salt development, which includes a number of dedicated tourist facilities such as Peppers and Mantra Resorts.

The precinct of Seaside City is one of the oldest subdivisions along the Tweed Coast with the original plans dating back to the 1920s. The 35 hectare parcel of land included 205 titled lots and includes a strong grided urban street structure with a hierarchy of Main Street linking the beach with Casuarina Way and north south residential streets many supported by rear lanes. A development control plan was first adopted in 2008 and reviewed in 2013 with the aim of guiding development to include a mix of coastal housing typologies centred around a small local centre.

In order to maximise the amenity and services of the area, a number of properties have sought approval for the dual use of dwellings and units to enable both permanent and tourist accommodation, as well as capitalising on the emergence of short-term 'Air BnB' type tourism. The broadening of the accommodation use has informed components of their architecture, as well as given rise to an increasing number of small lot housing product and secondary dwellings.

Perhaps the most significant land use which will have far reaching influences on the future of the Kingscliff locality and surrounds will be the development of the Tweed Valley Hospital. The site opposite Kingscliff TAFE on Cudgen Road was selected by NSW Health Infrastructure in April 2019 following a two staged site selection process. Notwithstanding the State Significant Farmland status, the site was ultimately selected having regard to its elevation above the Probable Maximum Flood (PMF), proximity to the road network including the M1 highway, central location in the context of the broader region and site amenity including site orientation and opportunity for views. The new Tweed Valley Hospital will be a referral hospital serving the surrounding region. As of July 2019 the site has been acquired and State Significant Development (SSD) approval granted for site early works (Stage 01) with Stage 02 SSD application for building works lodged.

3.1.5 Historical context issues:

- Lack of historic and cultural representation within the locality including landscape morphology, Aboriginal cultural heritage and European cultural and built environment heritage.
- Need to integrate information contained within the draft Aboriginal Cultural Heritage Study into the KLP.
- The growth of residential and tourist development is rapidly changing the urban landscape of Kingscliff and, if not managed properly, will continue to disturb and change the character and sense of place of this coastal town.

3.1.6 Historical context opportunities:

Opportunity for more interpretive displays and representations within the locality which creatively display and represent stories and the Aboriginal and European cultural heritage into open space and public domain areas. Key representations could include:

- Landscape morphology of the Caldera and coastline.
- Stories of the Nganduwal tribal group of the Bundjalung nation.
- Cudgen farmland workers (Pacific Islander, Aboriginal and European).
- Sand mining industry.



1996

- Sewerage Treatment Plant expands to create additional treatment ponds.
- New North Coast TAFE constructed.
- The release of West Kingscliff residential subdivision stages and subsequent formation of Noble Lake.
- The release of Cudgen residential subdivision stages.
- Development of Kingscliff Shopping Centre off Pearl Street.
- Further rehabilitation of sand mined areas at South Kingscliff.
- Revegetation between Tweed Coast Road and Kingscliff Town centre.



2004

- Development of Turnock Street linking Pearl and Marine Parade with the expanded West Kingscliff subdivision including Noble Lake Mobile Home Park.
- Additional infill and higher density development extending north along Marine Parade, Pearl and Kingscliff Streets.
- Earthworks in preparation of the SALT development commence.
- Kingscliff shopping centre expanded to current configuration.

3.1.7 Historical context draft strategies:

1. Co-ordinate information from the Aboriginal cultural heritage strategy and Tweed Community Based Heritage Management Plan/and Heritage DCP.
2. Undertake Aboriginal Cultural Heritage due diligence assessment on all planning proposal and subdivision applications.
3. Plan appropriate displays, presentations and stories of Aboriginal and European cultural heritage into key open space and public domain areas throughout the locality to create stronger links with the localities historic context.
4. Liaise with Local Aboriginal Land Council, local artists and historians as part of public domain concept design phases and make provision for public art and interpretive projects within all future public domain projects.
5. Undertake appropriate heritage assessment to investigate the potential to appropriately protect:
 - Remnant Cudgen sugar cane mill and infrastructure including tram lines including over Lot 3 DP 828298.
 - The stand of Norfolk Island Palms along Collier Street Cudgen.
 - The Fig Tree in the Marine Parade Seaview Street roundabout Kingscliff.
 - South Sea Islander built dry stone stack walls.



2012

- Kingscliff town centre infill development including Paradiso, Nor Nor East, both three storey shop top housing/tourist developments.
- SALT development released and developed including town centre and tourist development buildings.
- Significant erosion events along Kingscliff Beach which led to the installation of temporary dunal protection measures and the construction of a protective pile wall fronting the Kingscliff SLSC.
- Construction of new sewerage treatment plant along Altona Road and the decommissioning and rehabilitation of the old sewerage treatment plant.



Creating historic links – Interpretive representations within built form, open space and public domain areas create stronger links and appreciation of a localities historic context while enriching the public life experience.

3.2 Demographics and housing

3.2.1 Demographic and community profile district

The Kingscliff demographic profile is based on the Kingscliff Census District Catchment, as illustrated in Figure 3.0. This catchment is bounded by the Tweed River in the north and west, the Coral Sea in the east, and the locality of Casuarina, Cudgen Creek and the localities of Cudgen and Stotts Creek in the south. It also includes the settlements of Fingal Head, Chinderah, Cudgen and more of the outlying rural areas around the Cudgen Plateau. This broader demographic area acknowledges the role of Kingscliff as a centre, servicing the outlying rural and coastal communities in addition to settlements within the study boundary. A broad understanding of the demography of the area is needed to plan for the future needs for social and community infrastructure including child care, schools and education, aged care and health services.

3.2.2 Existing population

The 2016 census recorded **9,611 usual resident population** within the North Coast-Kingscliff Statistical Area living in 4,967 dwellings with an average household size of 2.23 per dwelling. This represents an increase of 1,152 persons or 13.6% increase since the 2011 census. Of this population 48.7% (4,677) are males, 51.2% (4,924) are female and 4.9% (472 persons) identified as being Aboriginal or Torres Strait Islander.

3.2.3 Age structure

Age Structure data provides insight into the level of demand for age based services and facilities, such as child care, schools and healthcare including aged care. The census data is presented by age categories that reflect typical life stages.

When compared to data for regional NSW, Kingscliff has a lower proportion of infants and preschoolers, secondary schoolers, tertiary education enrolments and younger workforce but has a higher proportion of residents over 60 years comprising 34.1% of the total population. This is particularly the case within the seniors category (70–84 years) which represent 14.8% of the population compared to the regional NSW average of 11.4%. This also corresponds with a higher proportion of single and couple households (without children) 53.9% compared to the state average of 46.6%.

Presumably, on account of the high volume of recently released residential land, house and land prices and primary and secondary school infrastructure, parents and home builders (35–49) account for the highest service group comprising 17.4% of the population compared to the regional NSW average of 18% and the State average of 20%.

Kingscliff's older age structure presents challenges for the locality, particularly because of an increased demand for health, social security, open space and education facilities. Aside from the provision of adequate land to provide for services likely to be required, particular consideration is required for mobility strategies, specific to the needs of both young and elderly residents. Conversely, there is an opportunity to encourage land uses which will support a broader demographic profile including younger persons and younger families. This can be achieved by facilitating additional employment, education, community infrastructure and more affordable housing opportunities.

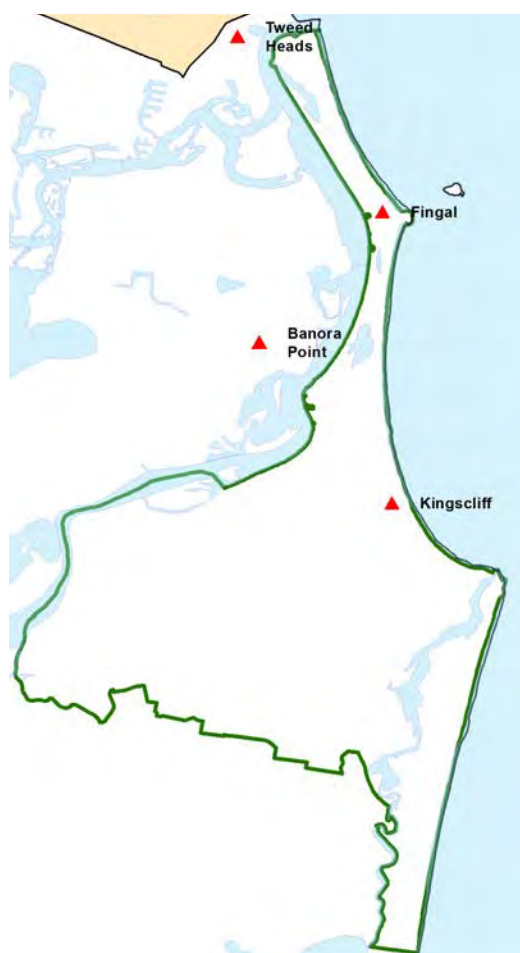


Figure 3.0 Kingscliff Census District

For profiling purposes the Kingscliff census area is bounded by the Tweed River in the north and west, the Coral Sea in the east, and the locality of Casuarina, Cudgen Creek and the localities of Fingal Head, Chinderah, Cudgen and Stotts Creek in the south.

The intent of the extended demographic boundary is to acknowledge the broader subregional influence of Kingscliff as well as providing a more co-ordinated catchment and base level of data with other Council frameworks, most notably the Open Space Strategy and the Community Infrastructure Plan.

Kingscliff – Fingal Head population

Population	Number	Percentage	Regional NSW
Total population	9,611		
• Males	4,677	48.7	49.4
• Females	4,924	51.2	50.6

Kingscliff – Fingal Head age structure

Age structure	Number	Percentage	Regional NSW (%)
0 to 4 (Babies and pre-schoolers)	455	4.8	5.8
5 to 11 (Primary schoolers)	741	7.7	8.9
12 to 17 (Secondary schoolers)	660	6.9	7.3
18 to 24 (Tertiary education and independence)	581	6.1	7.9
25 to 34 (Young workforce)	767	8.0	11.0
35 to 49 (Parents and home builders)	1,663	17.4	18.0
50 to 59 (Older workers and pre-retirees)	1,442	15.1	13.8
60 to 69 (Empty nesters and retirees)	1,507	15.7	13.1
70 to 84 (Seniors)	1,415	14.8	11.4
85+ (Elderly aged)	347	3.6	2.7

Source: Profile ID based on census 2016.

3.2.4 Housing data

By analysing dwelling structure (the type of dwelling residents live in), the number of persons usually resident and the number of bedrooms within the dwelling, information can be gleaned regarding the variety of dwellings available and how effectively those dwellings serve the population. Broadly speaking, a variety of dwellings and dwelling sizes is highly desired as this provides housing choice appealing to a broader socioeconomic sector of the community. It is also important that housing type responds to the attributes and context within a locality. This can be achieved through a number of solutions, for example by providing a greater density of housing closer to public transport, provision of cycleways, open space and commercial development.

According to the 2016 Census, the prevailing dwelling structures for Kingscliff are 'separate houses' (51%), medium density (18.9%), 'Caravan, cabin, houseboat' (14.6%) and high density (14.5%). These results are clearly evident 'on-the-ground' by way of the low density residential housing throughout the locality, residential flat buildings along Marine Parade and Pearl Street and the Noble Park manufactured home estate. An increasingly popular housing structure within the development industry is a 'Flat, unit or apartment attached to a house', commonly referred to as a granny flat or secondary dwelling. At present there are only 20 (0.4%) of such dwellings within Kingscliff. However this 'soft' way of increasing population and providing more affordable housing may prove appealing, particularly in light of Kingscliff's topography, tourist focus and ageing demographic.

Kingscliff has a high proportion of single and couple (without children) households: 70.1%, compared to the state average of 51.2%. Review of current demographic trends appears to indicate that proportion of single and couple households is likely to increase in step with the ageing population. This will increase demand for smaller housing types which provide independent living within close walkable proximity to goods and services.

Within dwellings, 7.72% are one bedroom, 23.24% two bedroom, 28.85% three bedroom and 14.75% four bedroom. However 23.31% of dwellings are occupied by one person, 29.37% two person, 9.92% three persons and 9.03% by four persons. This data suggests that many of Kingscliff's residents are 'ageing in place' within their traditional family home, or alternatively purchasing property based on perceived resale benefits. Potentially unlocking these 'spare' bedrooms will result in positive and negative economic, amenity and population impacts which require consideration and discussions with the community. It is acknowledged that Kingscliff and the Tweed Coast (Fingal Head, Kingscliff, Salt, Casuarina, Cabarita Hastings Point and Pottsville) already have a higher percentage of holiday housing when compared to the remainder of the Tweed Shire.

The use of detached housing as short term tourist accommodation, particularly around many of the Kingscliff estates, has recently come under investigation in the context of the Tweed Local Environmental Plan 2014. As part of the process of translating previous urban expansion zones and the 'suburban' footprint of Salt into the Standard Instrument, the use of dwellings as tourist accommodation within the R2 Low Density Residential areas is now a prohibited use. This is largely on account of the potential zone objective conflicts of providing for a permanent residential accommodation in terms of available housing stock and potential amenity impacts between permanent residents and holiday makers. Council has resolved to undertake an analysis of the short term tourism accommodation throughout the R2 zone to understand the extent and nature of potential impacts in the context of the character of the locality, micro-economic impacts and the rise of largely unregulated internet based accommodation booking. The KLP will seek to coordinate the findings of this analysis where possible.

Kingscliff – Fingal Head dwelling structure

Dwelling structure	Number	Percentage	Regional NSW (%)
Separate house	2532	51.0	80.0
Medium density	939	18.9	14.3
High density	720	14.5	2.5
Caravans, cabins, houseboats	723	14.6	1.9
Other	3	0.1	0.4
Not stated	42	0.9	0.7

North Coast – Kingscliff – Fingal Head number of persons usually resident

Household size	Number	Percentage	Regional NSW (%)
One person	1224	32.3	27.5
Two persons	1432	37.8	36.3
Three persons	428	11.3	14.2
Four persons	425	11.2	13.2
Five persons	186	4.9	6.0
Six persons or more	90	2.4	2.8
Total classifiable households	3786	100.0	100.0

North Coast – Kingscliff – household composition

Household size	Number	Percentage	Regional NSW (%)
Couples with children	873	20.0	25.4
Couples without children	1137	26.0	27.0
One parent families	415	9.5	11.0
Other families	40	0.9	0.9
Group household	150	3.4	3.1
Lone person	1220	27.9	25.5
Other	218	5.0	5.1
Visitor	317	7.2	2.0
Total households	4373	100.0	100.0

North Coast – Kingscliff – number of bedrooms

Number of bedrooms	Number	Percentage	Regional NSW (%)
0 or 1 bedroom	538	12.5	4.5
2 bedrooms	1136	26.3	16.9
3 bedrooms	1307	30.3	40.4
4 bedrooms	722	16.7	24.5
5 or more bedrooms	200	4.6	
Not stated	414	9.6	

North Coast – Kingscliff – dwelling type

Household occupation	Number	Percentage	Regional NSW (%)
Occupied private dwellings	4 356	87.6	87.3
Unoccupied private dwellings	610	12.3	12.3
Non-private dwellings	6	0.1	0.4

Source: Profile ID based on census 2016.

3.2.5 Housing tenure

In North Coast – Kingscliff, 63% of households were purchasing or fully owned their home, 23.7% were renting privately, and 2.9% were in social housing in 2016 (source: profile id).

In addition to housing type, housing tenure data provides insights into its socio-economic status as well as the role it plays in the housing market. For example, a high concentration of private renters may indicate a transient area attractive to young singles and couples or those unable to afford to enter the housing market, while a concentration of home owners (63% full owned or mortgaged) indicates a more settled area with mature families and empty nesters.

The Kingscliff locality has the highest proportion of renters within the Shire (27.1% combined renters), and the highest number of persons living within cabins and caravans, on account of the Noble Park manufactured home estate located off Elrond Drive. The current redevelopment North and Central Kingscliff Holiday Park has phased out permanent resident opportunities.

A recent analysis of demographic and market trend conducted by On Track Community Programs (2014) indicates that there is a high degree of income, rent and mortgage stress for households within the locality with over 30% of household expenditure on rent or mortgage payments. In North Coast – Kingscliff, 29.8% of households with a mortgage were making high loan repayments of \$2,600 or more per month in 2016 (source: profile id).

Despite the higher than state average of household mortgage and rental stress, there is a significantly lower proportion of public and community housing (11% of stock in region compared to 15% in Sydney). This identifies a need for increased affordability of residential accommodation, which can be achieved by working with and providing incentives to social housing providers to develop dedicated social housing. There is also an opportunity to further encourage a range of housing types including small lot and shop top housing to provide more diversity and affordable housing types.

3.2.6 Employment and income

In North Coast – Kingscliff, 8.9% of the population earned an income of \$1,750 or more per week in 2016 (source: profile id). The Kingscliff locality has some of the highest and lowest income earners within the Tweed Shire, however, trends relatively closely to Regional NSW results. Overall, 9.0% of the households earned a high income (those earning \$2500 per week or more) and 32.8% were low income households (those earning less than \$600 per week), compared with 7.2% and 30.5% respectively for Tweed Shire. Predominately individual income amounts were \$200 – \$399 per week (21.28%) and \$400 – \$599 per week (12.14%).

The higher proportion of lower income earners largely reflects the higher proportion of retirees who although may have large capital wealth, have low incomes. Given income levels are generally an indicator for retail spending and therefore commercial floor space needs, these findings may alter the provision of commercial floor space, particularly leisure-based retail.

The key industry sectors of employment within Kingscliff include construction, hospitality, retail, education and health. Whilst construction jobs will continue within Kingscliff as remaining release areas become developed, the majority of construction jobs will be outside of the locality. Conversely, hospitality, retail, education and health are likely to become further entrenched within Kingscliff's land use composition, minimising the 'leakage' of jobs and spending outside Kingscliff. The continued presence of these industries is expected to give rise to stronger local networks, clustering of services and greater affordability as work and play occurs within the same locality.



The Kingscliff locality has a range of housing types ranging from low density dwellings to newer shop top housing, residential flat buildings and tourism accommodation. An important housing strategy is to increase housing type diversity to more closely meet demographic housing need, both now and into the future.

North Coast – Kingscliff – Housing tenure

Housing tenure	Number	Percentage	Regional NSW (%)
Fully owned	1879	43.4	35.5
Mortgage	831	19.2	28.9
Renting – Social housing	125	2.9	4.2
Renting – Private	1026	23.7	21.6
Renting – Not stated	19	0.5	0.7
Other tenure type	15	0.4	1.0
Not stated	430	10.0	8.4
Total households	4328	100.0	100.0

North Coast – Kingscliff – Weekly individual income

Weekly individual income (annually)	Number	Percentage	Regional NSW (%)
Negative or nil income	510	6.3	7.1
\$1–\$149 (\$1–\$7748)	332	4.1	4.0
\$150–\$299 (\$7,800–\$15,548)	584	7.2	7.7
\$300–\$399 (\$15,600–\$20,748)	897	11.1	10.8
\$400–\$499 (\$20,800–\$25,948)	844	10.4	10.3
\$500–\$649 (\$26,000–\$33,748)	820	10.1	8.7
\$650–\$799 (\$33,800–\$41,548)	601	7.4	8.3
\$800–\$999 (\$41,600–\$51,948)	569	7.0	8.2
\$1000–\$1,249 (\$52,000–\$64,948)	599	7.4	7.6
\$1,250–\$1,499 (\$65,000–\$77,948)	343	4.2	4.8
\$1,500–\$1,749 (\$78,000–\$90,948)	324	4.0	3.9
\$1,750–\$1,999 (\$91,000–\$103,948)	209	2.6	2.8
\$2,000–\$2,999 (\$104,000–\$155,948)	300	3.7	3.7
\$3,000 or more (\$156,000+)	212	2.6	1.8
Not stated	939	11.6	10.2
Total persons aged 15+	8 092	100.0	100.0

Source: Profile ID based on census 2016.

3.2.7 Population projections

Figure 3.1 illustrates the key release areas within the KLP boundary. Population growth forecasts within the locality are based on an average annual growth rate of 0.74% to approximately **10,998 persons by 2036** (source: profile id) with a forecast increase in the proportion of older workers, empty nesters, seniors and elderly (>50 years). In the context of Kingscliff locality where there are substantial amounts of greenfield development areas, this population growth rate has the potential to significantly spike relating to approval and staged release of additional residential areas.

The table below provides a population estimate within each of the existing release areas based on indicative population density projections/land areas. These projections are indicative only and subject to variation in relation to the ultimate developable area, dwelling type composition and density. These projections indicate that an **additional 4,000 persons** could be located within the Kingscliff locality which would extend the local population to **approximately 14,000 persons** over a longer term (>20 years).

Kingscliff greenfield area projections

Release area	Developable area (ha)	Density (dwellings per ha)	New dwellings	Population projection
Turnock Street	19.78	16–80	627	1144
West Kingscliff	8.78	16–80	368	662
North Kingscliff	13.96	16–30	400	795
Business & Knowledge ¹	76.65 of which 15.68 (IN1)	16–80	592	1094
Seaside ²	32	16	409	961
Altona Road	10	16	128	345
Cudgen (currently being developed) ³	4.5	16	40	94
Total	165.67ha	16–80	2564	5095

¹ Business and Knowledge combines a mix of industrial, business park, education campus, retail, open space and residential uses which may significantly vary depending on the final master plan outcome. 60% of the site can be filled in accordance with the TFMP.

² Allotments counted off TSC cadastre 2017.

³ Based on DA13/0024.

3.2.8 Surrounding development influences

In addition to the consideration of population projections within the immediate release areas of the locality, the broader subregional catchment also needs to be considered in future strategic planning. Given Kingscliff's existing status as a sub-regional catchment for surrounding smaller settlements, this role and function is likely to increase in step with the overall growth of the Tweed Coast in general.

One key consideration is the Kings Forest development which is forecast to generate fourteen (14) residential precincts with a mix of housing types including town houses, terraces, plexes, zero lot dwellings, and traditional detached dwellings comprising 4,500 dwellings (a new population of over 11,000 residents) covering approximately 437 hectares of net developable land. Whilst the commencement date of the development is currently unknown, the site is likely to be developed in stages over a number of years.

Whilst this development will also include its own mixed use town centre with commercial and community uses, it is likely that Kingscliff will retain its hierarchy as a subregional centre which will service the higher order needs of the growing surrounding population. This will result in additional traffic movements into the Kingscliff town centre, beaches and open space areas which will place additional strain on car parking and infrastructure.

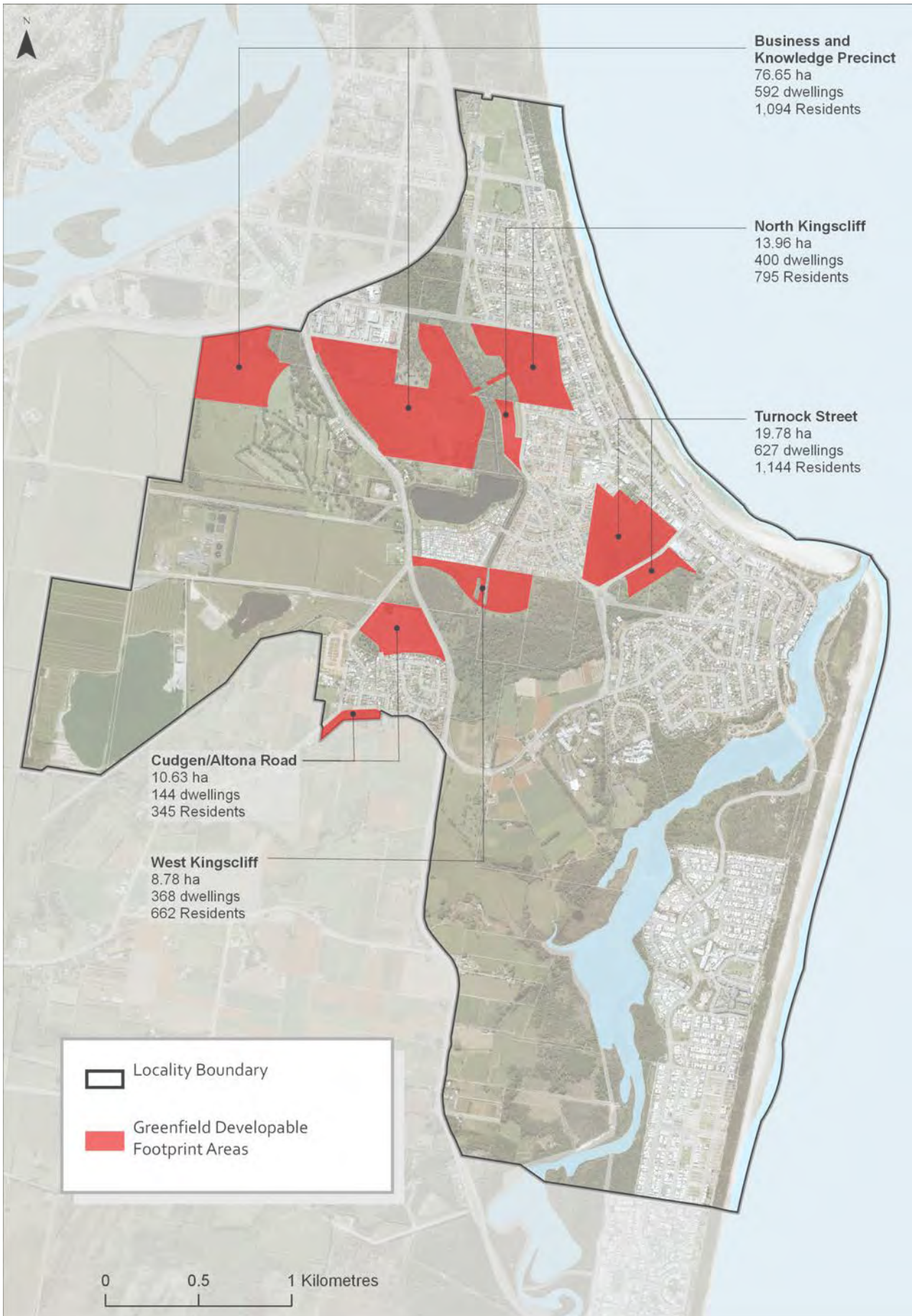


Figure 3.1 Existing and future potential urban release areas within Kingscliff locality – N.B. Identified potential residential release areas does not reflect actual developable footprint.

Surrounding release area projections

Release area	Land area (ha)	Density ¹ (dwellings per ha)	Dwellings/lots	Population projection
Kings Forest	437	13 ¹	4500	11,000
Miramar	16.65	10.6	177	425
Casuarina	Combined	–	790	1,896
First Light	4.733	14	88	211
Cotton Beach	Combined	–	330	792
Total				14,324

1 Based off density yields within the residential community concept plan and supporting documentation within MP06_0318.

2 Household occupancy assumes 2.4 persons per dwelling which is the ABS national average of occupants per household.

3.2.9 Key demographic issues

Given existing and projected population age structures, future development and land use will need to respond to demographic need and opportunity by way of a broader range of housing types, promoting density around activity centres, improving access and mobility within the public domain and promoting greater connectivity and public transport opportunities. It is anticipated that there will be an increasing demand for housing compatible for elderly residents, dedicated aged housing, aged care, health services, age appropriate open space, recreation and movement infrastructure.

Subdivision and dwelling design will also need to be design-responsive to ensure the services and houses provided are compatible with the changes in demographically driven demands, such as households for first home owners, empty nesters, aged, single parent and families. There should also be a strong focus on promoting diverse housing types, particularly within walkable catchments of required retail, commercial and health services and along public transport corridors. Encouraging better designed small lot housing, one bedroom housing options, home office responsive dwellings and more innovative integrated housing projects will be important to meet these demographic sectors.

Housing needs to be supplemented by civic design measures including wide and safe pedestrian and mobility paths which have a good level of amenity including shade and seating along pathways and within public domain and open space areas.

- An ageing population will see an increasing demand for aged housing, aged care, health services, age appropriate open space and recreation, public and community transportation.
- Existing and forecast socio-economic demographic reveals a high instance of rent and mortgage stress indicating a need for more affordable forms of accommodation.
- The size of available developable land in and around Kingscliff will see a continued increase in the number of families with school aged children within the locality which will require the additional provision of schools, support services including youth facilities and open space areas within a walking catchment of residential areas.

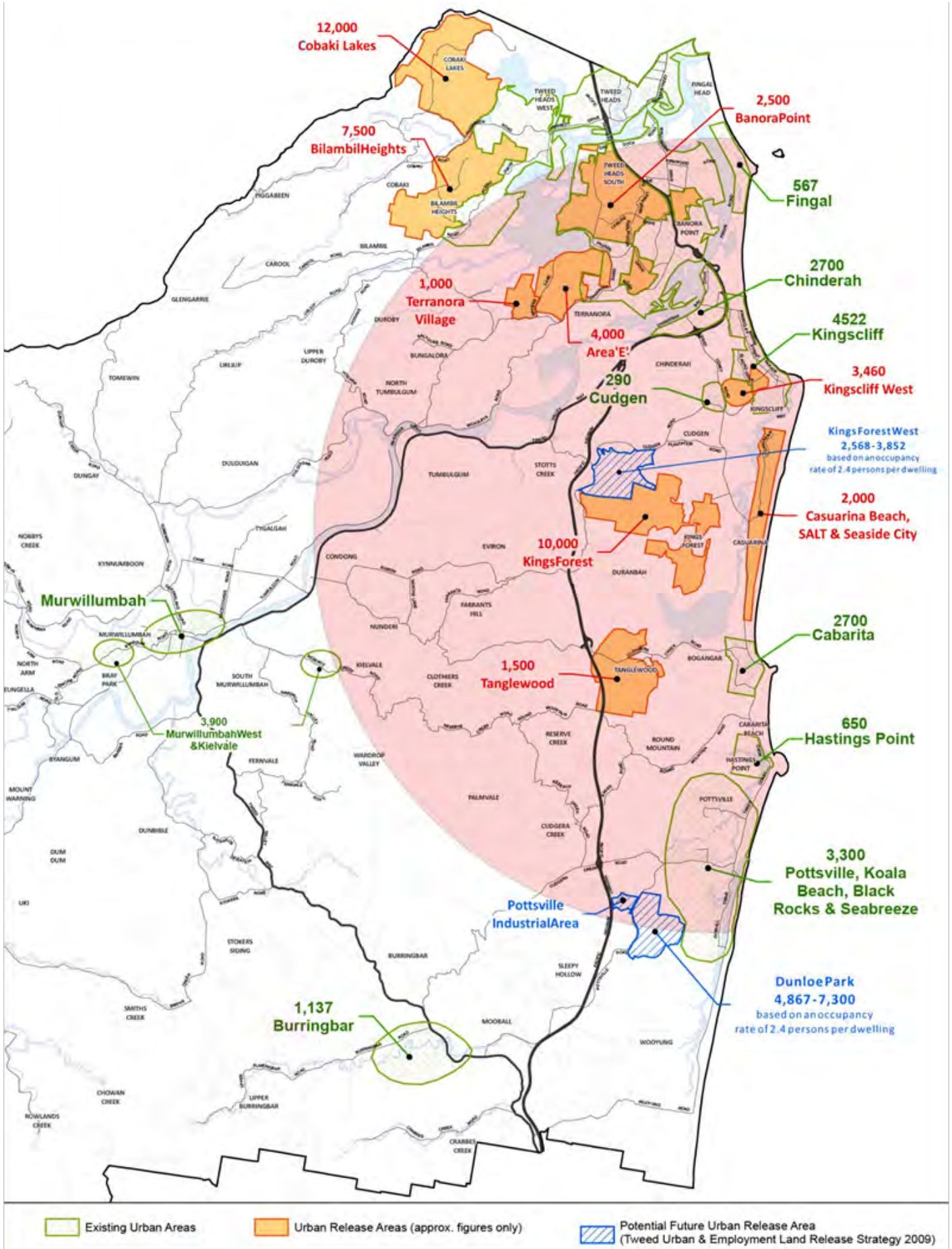


Fig 3.2 Release areas surrounding the Kingscliff locality

3.2.10 Demographic opportunities

- More detailed exploration of secondary dwelling, one bedroom dwelling, SOHO and small lot housing opportunities, both within infill and greenfield development.
- Aim for sustainable population structure through ensuring that desired lifestyle options for all age groups are met.
- Provision of smaller yet well located independent housing types to provide options for those looking to down size or get into the housing market. This will have the flow on effect of increasing existing family home stock.
- Siting varied and flexible housing types meeting the demographic need within walkable catchments of required retail, commercial and health services and along public transport corridors will be an important land use strategy.
- Provision of additional housing in association with the new Tweed Valley Hospital. This includes short term and tourist accommodation for visitors as well as additional seniors housing developments which typically seek to co-locate near major health facilities.
- Civic and urban design measures including wide and safe pedestrian and mobility paths which have a good level of amenity including shade and seating connecting residential estates with the town centre and open space opportunities.
- Promotion of a locally based transportation services which provide links between residential areas and the town centre.

3.2.11 Demographic strategies:

1. Future development and land use will respond to demographic need and opportunity by way of a broader range of housing types, promoting density around activity centres, improving access and mobility within the public domain and promoting greater connectivity, providing a range of open space types and community uses and public transport opportunities.
2. Promote housing type diversity, housing affordability and accessibility in both new residential development areas as well as within infill and town centre redevelopment which respond to a broad demographic and socio-economic profile. This includes additional housing to meet short term accommodation in association with the new Tweed Valley Hospital and seniors housing developments to be co-located within proximity of this major health facility.
3. Promote a minibus public transportation system linking residential areas with the town centre and key community and health services which could be run by Kingscliff Village Shopping centre and the Kingscliff Chamber of Commerce.

3.3 Community infrastructure

3.3.1 Community infrastructure planning

The Community Infrastructure Framework (CIF) adopted in October 2014 is a methodology for planning, delivering and managing Tweed Shire Council community and cultural facilities now and in to the future. The CIF adopts a network planning approach that highlights when Council is considering new infrastructure or when making substantial changes to existing facilities, that where and how the facility is located, designed and managed is considered to contribute to the full complement of community facilities and spaces across Tweed Shire.

The draft Community Facilities Plan (CFP) 2019-2036 provides direction on the where and when community infrastructure is required across the Shire in the next 20 years. This work supersedes the Whole of Shire Cultural and Community Facilities Plan, prepared by SGS Planning and Economics on behalf of Council in 2007.

The draft CFP outlines standards of service at a local, district and regional level. The CFP has considered changing demographics now and in to the future; completed an audit of existing facilities; considered future demand for community facilities and detailed community consultation which has informed the three District and local network plans.

A number of community facilities and social infrastructure will be provided within Kings Forest. As part of the approved concept plan, 12.7 ha of land has been allocated for community and education facilities. It is expected that these community and education uses will meet the needs of the projected Kings Forest population. The CFP refers to social infrastructure as State and Federal operated and/or funded infrastructure including Education, Centre-based Child Care, Health and Emergency Services.

Through the KLP process there is an opportunity to identify suitable sites both within the existing town centre, adjoining the town centre and/or within other surrounding greenfield development sites to accommodate future community and social infrastructure. In identifying suitable sites, key location criteria should include accessibility and visual prominence within the locality, be within walkable catchment of residential and commercial growth areas, be co-located with other retail, community and or open space uses as well as presenting opportunities to expand.

Within the CFP, the changing nature of Kingscliff and demand for community infrastructure has been considered at a regional level and future community infrastructure planning included in the Coastal District and local network plan, see Coastal District and Local Network Plan Table below.

This can be further supported by land use planning strategies (and implemented through rezoning) and revised/new s.7.11 Developer Contributions.



The Kingscliff Community Hall was renovated in 2018.

Coastal District and Local Network Plan					
Facility type	Possible sites	Potential delivery partners	Funding opportunities	TSC Role	Timeframe
General use community facility	<p>Casuarina</p> <p>Consider partnership approach with private provider (lease arrangement).</p> <p>Consider feasibility of upgrade of Council recreation facilities to include community facility.</p> <p>Consider larger facility in Kings Forest in the long term.</p>	Private Providers Developer	<p>State Government grants</p> <p>Commonwealth Government grants</p> <p>s7.11</p> <p>Contributions Plans 19</p>	Lead	<p>Short term</p> <p>0-5 yrs</p>
General use community facility	<p>South Coast – Pottsville</p> <p>General use community facility – land considerations at Dunloe Park and State</p> <p>Government land at Seabreeze, Pottsville, need to closely consider best practice models and CIF principles.</p> <p>Consider ageing buildings at Pottsville Beach Neighbourhood Centre and possible new general use community space.</p>	<p>Developer</p> <p>NSW Government – Department of Education</p> <p>Pottsville Beach Neighbourhood Centre</p>	<p>State Government grants</p> <p>Commonwealth Government grants</p> <p>s7.11</p> <p>Contributions Plans 15</p>	Collaborate	<p>Medium term</p> <p>5-10 yrs</p>
General use community facility	<p>North Coast – Kingscliff</p> <p>General use community facility – consider partnership approach with private provider (lease arrangement).</p> <p>Consider future use of existing library space.</p> <p>Consider new green development sites at West Kingscliff.</p> <p>Consider Kingscliff TAFE and new Tweed Valley Hospital site.</p> <p>Consider new Business and Education precinct.</p>	<p>Developer</p> <p>NSW Government – Department of Education & NSW Health</p>	<p>State Government grants</p> <p>Commonwealth Government grants</p> <p>s7.11</p> <p>Contributions Plans 15</p>	Collaborate	<p>Short – Medium term</p> <p>0-10 yrs</p>
Coastal Library	<p>Need to consider central location for new library to service Coastal District. Site feasibility to be conducted to consider site options.</p> <p>Required gross floor area: 1,575m².</p>	<p>NSW Government State Library NSW</p> <p>Richmond Tweed Regional Library</p>	<p>State Government grants</p> <p>Commonwealth Government grants</p> <p>s7.11</p> <p>Contributions Plans 11</p>	Collaborate	<p>Short – Medium term</p> <p>0-10 yrs</p>
Kings Forest – Multi-purpose community centre	<p>Existing master plan for Kings Forest – community facilities included.</p> <p>Recommended minimum land size: 10,000m²</p> <p>Recommended minimum gross floor area: 1,500m²</p> <p>Further exploration of co- location of State Government social infrastructure required.</p>	<p>Developer</p> <p>NSW Government – Department of Planning and Environment</p>	<p>State Government grants</p> <p>Commonwealth Government grants</p> <p>s7.11</p> <p>Contributions Plans 11</p>	Collaborate	<p>Short – Medium term</p> <p>0-10 yrs</p>

Table: Community Facilities Plan - Coastal District and Local Network Plan

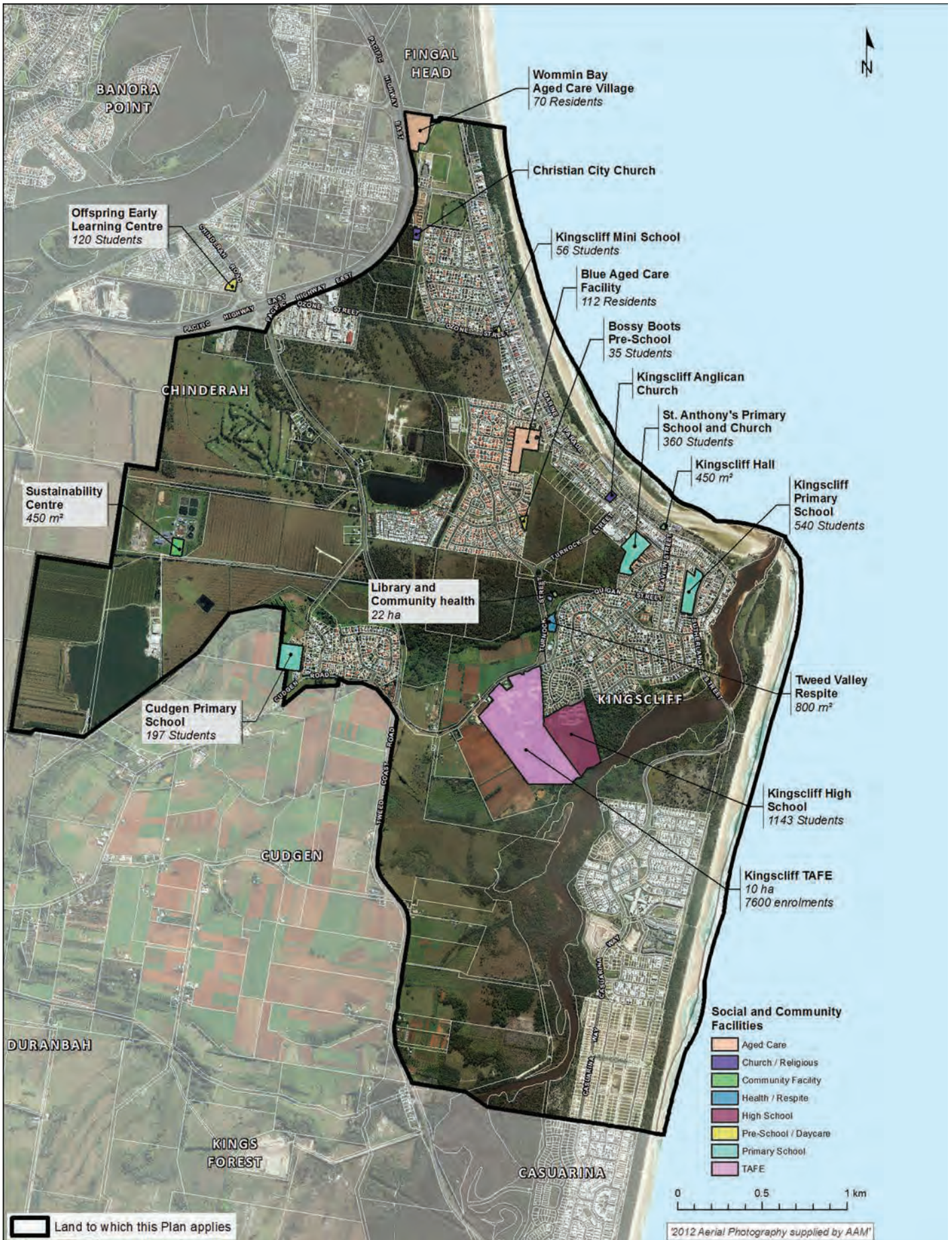


Figure 3.3 Distribution of social and community facilities within the Kingscliff locality

3.3.2 Existing social and community facilities and services

Figure 3.3 illustrates the existing distribution of social and community facilities and services in and around the Kingscliff locality. Specifics of each facility are detailed in the table below.

Kingscliff – Council facilities		
Use	Location	Comment
Kingscliff Community Hall	Marine Parade	Heritage listed multi- function hall upgraded in 2018 including removal of non-heritage built elements, open up of hall space to adjoining Rowan Robinson Park, upgrade of amenities and visitor information office.
Kingscliff Library and tenant area (Meals on wheels)	Cudgen Rd/Turnock St	Co-located on periphery of settlement with NSW Health and Meals on Wheels with a floor area of approximate 600 sqm. A new library .will need to have a floor area of approximately 1575sqm. It is likely the library will be located further south from Kingscliff as to be more central to the ‘coastal district’
Sustainable Living Centre	Altona Road	Council-owned sustainability centre runs educational programs for surrounding schools as well as being regularly used for various Council meetings and training courses.

Kingscliff – Aged care			
Use	Location	Residents	Capacity
Ferros Village Wommin Bay	Wommin Bay Road	70 residents	70 residents
United Kingscliff Aged Care	24a Kingscliff St	86 residents	86 beds

Kingscliff – Child care/preschool			
Use	Location	Enrolment	Capacity
Bossy Boots Preschool	Lorien Way	34 students	35 students
Kingscliff Mini school	Kingscliff Street	52 students	52 students
Smiley Tots Preschool and Early Learning	65 Wommin Bay Rd Chinderah	75 students	75 students
Offspring Chinderah Early Learning	Naru St Chinderah	90 students	119 students
Kool Kids	Casuarina Way	98 students	98 students

Kingscliff – Schools/education			
Use	Location	Enrolment	Capacity
St Anthony’s Primary School	Pearl Street, Kingscliff	317 students	360 students
Kingscliff Public School	Orient Street, Kingscliff	540 students	600 students
Cudgen Public School	11 Collier Street, Cudgen	190 students	240-250
Kingscliff High School	33 Oxford Street, Kingscliff	1,044 students	1,281 students
Kingscliff TAFE	Cudgen Road	7,600 enrolments	-

Kingscliff – Health		
Use	Location	Comment
Kingscliff Community Health	Cudgen Road	Co-located on periphery of settlement with Kingscliff Library and Meals on Wheels, KCH offers a range of health consultation services including child and family health clinics and counselling amongst other services. Growing need to expand this facility, especially as the residential population expands. Opportunity to expand into the library building if it relocates in the future.
Tweed Valley Respite	Cudgen Road	A not for profit organisation which provides disability services, support and training.

3.3.4 Key community infrastructure issues:

Given existing and projected population age structures, future development and land use will need to ensure the adequate provision of appropriately sized and located community and social infrastructure. The future development in Kingscliff locality needs to be in step with additional facilities that fulfil a function and needs within a broader shire wide network of community infrastructure. In this regard, community infrastructure planning needs to have regard to the existing roles and functions of Kingscliff locality, as well as the broader residential and demographic catchment. In this regard the emerging community infrastructure issues include:

- Significant amounts of residential development surrounding Kingscliff, in particular, Kings Forest which is forecast to accommodate up to 11 000 persons will influence the type, standard and location of community facilities.
- More detailed review and identification of shared or joint planning opportunities for community and social infrastructure to be located within Kingscliff and surrounds.

3.3.5 Community infrastructure opportunities:

- Opportunity to rationalise social and community infrastructure into more coordinated and visible locations within the locality within or directly adjoining the existing town centre as the preferred location.
- Identification of appropriate sites and locations for new social/cultural/community facilities within the Kingscliff locality for future provision with a particular focus on locating a combined multi- purpose community facility, civic hub and branch library within the town centre to improve accessibility, efficiency and quality of service.

3.3.6 Community infrastructure strategies:

1. Co-ordinate with Council's Community and Cultural Services Unit regarding the implementation of the Community Facilities Plan.
2. Continue to monitor existing Kingscliff facilities in terms of current usage, condition, capacity and opportunity for expansion, renovation and refurbishment within the context of the Shire wide community facilities network planning.
3. Identify a number of key locations and sites throughout the locality appropriate to accommodate future community buildings with a focus on identifying a site for a multi- purpose community facilities within the identified town centre precinct.
4. Acknowledge the increasing population from surrounding residential areas including Kings Forest in the context of planning, coordinating and distribution of community facilities.



Community infrastructure – The Kingscliff library, community health and 'Meals on Wheels' currently form a community facilities precinct on the outer edge of the Kingscliff Township with poor pedestrian and cycle connectivity.

3.4 Open space and recreation

3.4.1 Open space and recreation facilities

The distribution of key open space areas within Kingscliff are detailed in Figure 3.4. As illustrated, the network of existing open space areas include a concentration of active open space facilities to the north of the Kingscliff settlement (including Walter Peate Sports Fields, Reg Dalton Oval and Merv Edwards Field), with passive open space widespread throughout the settlement. The principle and most utilised open space areas include the coastal and creek reserves, as well as the smaller parks located within each residential precinct.

Of recent times, refurbishment works have occurred in Rowan Robinson Park and Lions Park as part of the Kingscliff Foreshore Master Plan. The central foreshore parks have included improvements to beach access, the provision of picnic shelters and BBQs, a grassed area with an entertainment stage, table tennis table, landscaping and tree planting, an extension to the cycleway and path lighting. Open space improvements have also occurred in Faulks Park including a playground, half-court basketball court, amenities block and car parking and Jack Bayliss Park including outdoor fitness equipment, shelters, BBQs and an amenities block upgrade.

Council has adopted the Open Space Strategy 2019-2029 which provides a framework for the embellishment and provision of additional active and passive open space facilities and needs based on population projections. The Open Space Strategy should be read in conjunction with the following documents and related plans:

Tweed Sports Field Strategy (TSFS) – Adopted in 2015 this shire wide strategy identifies the existing sports field facilities (along with their age and quality) and details the likely demand for new sports facilities given the anticipated population growth for the area. The TSFS considers sport provision trends and issues, as well as presenting community based ideas and aspirations. The scope of the TSFS is limited to outdoor field, oval and court based sports located in Tweed Shire.

The TSFS is broken down into different precincts with Kingscliff falling under the Mid-Coast Precinct. The TSFS finds that based on the existing and projected population the existing Reg Dalton Oval and Merv Edwards Field, combined with new sports fields proposed at Depot Road (6 ha) and within the planned Kings Forest estate (8 ha) will generally meet sports field need for the Mid-Coast Precinct until 2031. After this time there will be a gap or deficit in the provision of sports fields requiring the allocation of additional active and passive open space areas. The large sand mining site to the west of Tweed Coast Road, as previously identified by Gales Holdings could potentially fulfil this need as could greenfield development land to the north of the settlement.

Kingscliff Sports and Recreation Complex Master Plan (KSRC Master Plan) – Dated February 2015, the KSRC Master plan focuses on the existing 11.7 ha sports field complex which includes the Walter Peate Sports Field, Merv Edwards Field and Reg Dalton Oval. The principle aim of the KSRC Master plan is to provide a realistic and achievable vision for the complex, where the needs of the user groups, community and Council are established and balanced. Stage 1 of the master plan has been funded and will be delivered in 2020. Figure 3.5 illustrates the proposed ‘ultimate’ embellishment for the complex, achieved through a staged development process, including:

Sporting opportunities

- New clubhouse for Walter Peate Oval.
- New change rooms for Walter Peate Ova Cricket – turf field, two 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 and upgrade to existing building.
- Rugby league – access to one full sized field lit to training purposes directly to the north of the Cudgen Leagues Club.
- Oztag – access to at least 4 fields outside the Cudgen Leagues Club.

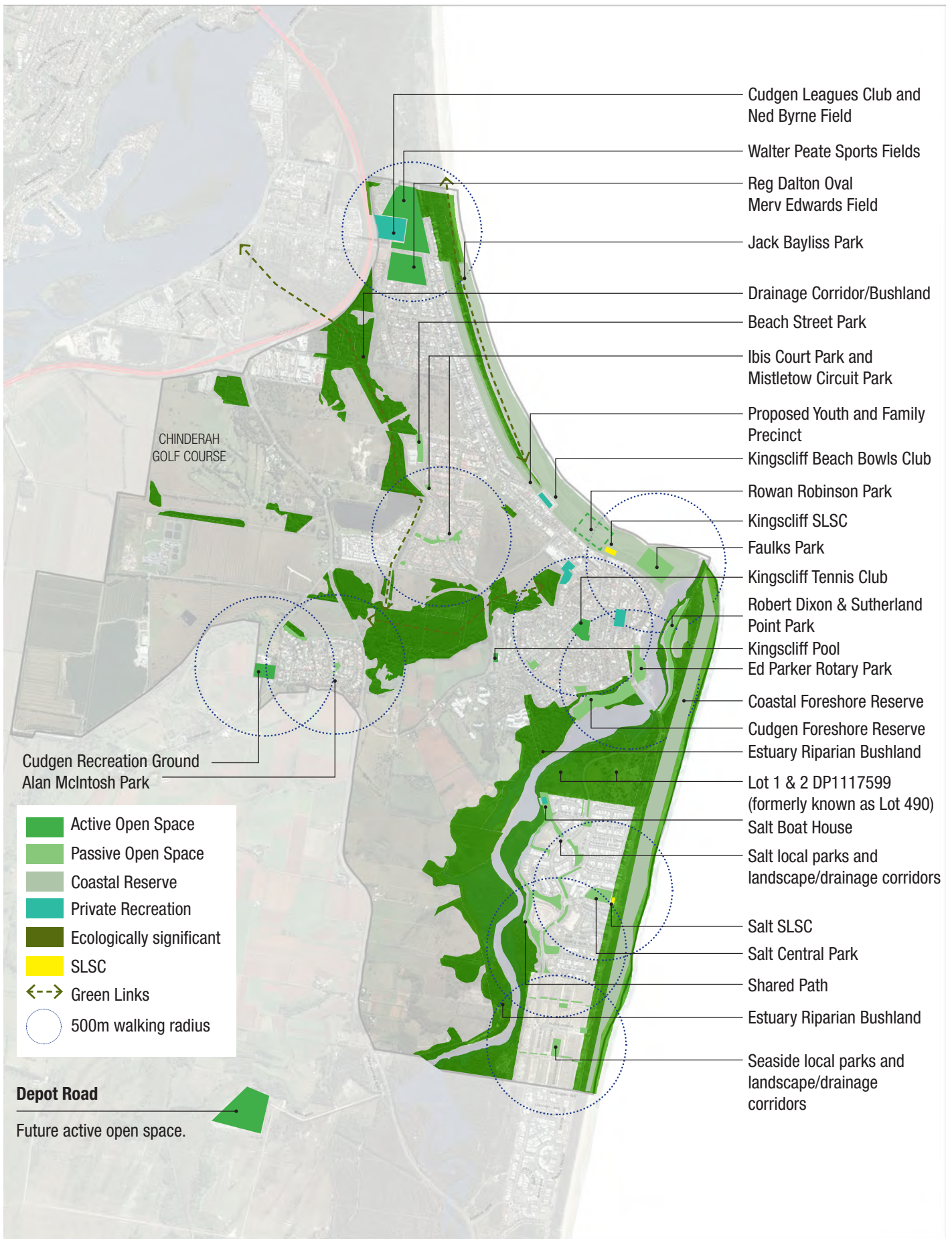


Figure 3.4 Distribution of Open Space and Recreation Areas within the Locality

Recreation opportunities

- Create a central recreation area at Walter Peate Sports Field 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.
- Significant planting of additional shade trees in key locations.

Kingscliff Foreshore Master plan 2007 (KFMP) – In July 2007, Council adopted the Kingscliff Foreshore Master plan for the town's coastal strip from Cudgen Creek to Wommin Bay Road. The planning document establishes a vision for future upgrade works to be realised over a period of up to 20 years, to protect Kingscliff's main commercial precinct, upgrade the parks and preserve the beach and foreshore. Council has been progressively constructing components of the KFMP with the following major recommendations recently completed (2018):

- Pathway - A pathway that runs the length of the beach protection area from south of the Kingscliff Beach Bowls Club to south of the Cudgen Headland Surf Life Saving Club.
- Rowan Robinson Park – An upgrade of the area between the Holiday Park and Kingscliff Community Hall took place in 2018. Changes included the reduction in the length of the Holiday Park to make room for public space, the RSL Centograph 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).
- Lions Park - Improvements to park facilities, pathways and path lighting.

The following recommendations are yet to be implement :

- Family and Youth Precinct (including skate park) - The location for the proposed skate park is subject to further consultation with the community. The southern end of Jack Bayliss Park (adjacent to the Kingscliff Beach Bowls Club) is a proposed location.
- Marine Parade & Moss Street Park - An upgrade of the picnic and shower facilities, path connectivity and a car parking improvements.

Ed Parker Rotary Park concept – In addition to the Kingscliff Foreshore Master plan a concept plan was developed in consultation with Rotary which resulted in access and car parking improvements and park embellishments on the east side of the Tweed Coast Road.

Complex Master Plan - Overall layout

- | | | | | | |
|---|--|--|--|--|--|
| 1. Linemark existing car park | 6. Rugby league and oztag 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 oztag 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 3.5 Kingscliff Sport and Recreation Complex Master plan Source: Ross Planning



Figure 3.6 Kingscliff Rowan Robinson Park – Completed 2018

3.4.2 Key open space issues

Themes and issues relating to open space and recreation featured consistently throughout the community feedback obtained within stages one and two of the KLP. Specifically, the community values the beach, creek and natural areas, with survey results identifying 70% frequent the beach and creek areas either daily or weekly, with almost 70% of respondents also stated that they utilise the walking/bike trails on a regular basis (38.9% daily, 29% weekly, 10% monthly). The existing cycleway network is well utilised however initial feedback suggests there is an opportunity to improve the amenity of the network through wider paths, additional shade, more seating, water fountains and lighting.

In light of this community's feedback, it is important that future open space strategies acknowledge the embedded value of retaining and enhancing these spaces within its future decision making. Kingscliff's open spaces provide an integral component of its character and should not be viewed as 'left-over' spaces which are sacrificial to emerging and short-term infrastructure needs. Implementing appropriate upgrades and design solutions will be increasingly critical as Kingscliff's population increases and ages to ensure the retention of character and usability.

The core of the open space related issues and ideas identified by the community can be summarised under the following themes:

Active open space

- Not enough sporting fields, often a conflict between the use of sports fields with some sporting clubs needing to travel further afield to play home games.
- The need for more youth focussed open spaces including a skate park and basketball court and shade structures. Jack Bayliss Park is a proposed location.
- Opportunity to build an ocean pool along the north break wall.

Passive open space and conservation

- More open space for community based activities including concerts, music, food and wine festivals (such as Miami Mini Marketta) and farmers markets in addition to the regular markets.
- More planting, shade and general improvement of amenities (including shade, seating, BBQs and lighting) required.
- More street trees throughout the locality and landscaping along the coastal reserve.
- Need to reserve Lot 490 for environmental protection.
- Improve amenity along Marine Parade (between Turnock Street and Fig Tree).

Beach and creek

- Improve the coastal foreshore area with a strong greening buffer extending north to south with more shade, trees and green spaces within the coastal reserve.
- Need to improve access to the beach and creek areas including disabled access and provide more showers.
- Resolve existing conflict between boat users (ramp) and other creek users including swimmers.
- Improve cycleways and walkways.
- Need to improve the overall amenity including shade, seating, water, bike stands, wider paths and lighting particularly between the estates of Seaside and Salt through to Kingscliff.
- Provide a boardwalk along the southern side of Cudgen Creek.

Kingscliff beach holiday park and proposed central 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 Land and Property Management Authority 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 were made that Kingscliff Beach Holiday Park should be relocated from the current site and the land be used as open coastal parkland. Relocation sites suggestions include an expanded Kingscliff North Holiday Park and a new site over the coastal foreshore south of Cudgen Creek as identified within the Tweed Coast Regional Crown Reserve Plan of Management. 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 'eyesore' 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 was to reduce the holiday park footprint from 176 sites down to 60 sites comprising a range of tourist accommodation styles with the balance of the site to be embellished as the proposed Central Park. The project was completed in 2018 and Central Park was named Rowan Robinson Park.

3.4.3 Key open space opportunities

Key opportunities which emerged from the community vision survey and community workshop include:

- Provide a district level park within one of Kingscliff's greenfield development sites.
- Expand the bike and walking trail network with supporting facilities including lighting, seating, water source and shade.
- Create a strong north-south and east-west green link connecting the northern and western precincts (future development sites) with the town centre.
- Investigate the creation of additional 'local parks' within the greenfield urban footprints within 500 m walking radius.
- Where possible allow the landscape to permeate the urban environment and provide a rest point for pedestrians between more substantial green corridors and spaces.
- Investigate the lands to the west of Tweed Coast Road for future active and passive open space and recreation facilities.
- Improve and rationalise pedestrian access to beach and estuary foreshore areas.
- Undertake a boat action plan to mitigate existing conflict between boat users (ramp) and other creek users including swimmers. Consider relocating boat ramp to the west (Rotary Park) or south of the Creek.
- Create a coastal foreshore botanical gardens and embellish with shade, shelters and informative narratives about Aboriginal cultural heritage and local ecology.
- Pursue a skate park in the southern portion of Jack Bayliss Park in accordance with the KFMP.
- Investigate provision of kiosks (permanent and seasonal) at key open space and recreation spaces.

3.4.4 Open space strategies

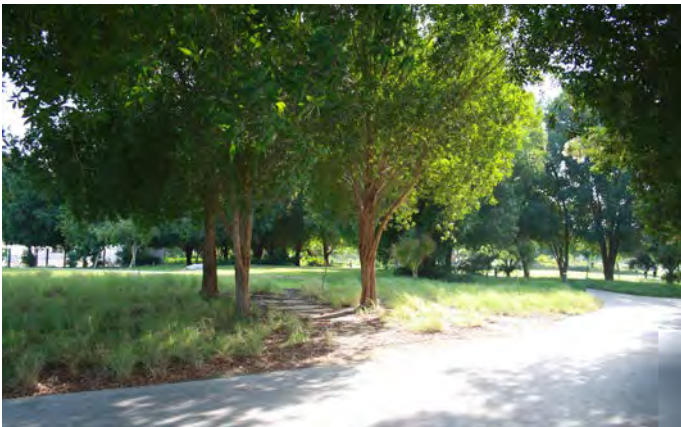
1. Continue to implement Kingscliff Sport and Recreation Complex Master plan as the premier key active open space areas.
2. Co-ordinate the outcomes of the Tweed Shire Open Space Strategy within precinct plans, master planning and subdivision proposals within the locality.
3. Investigate options to further expand active and passive open space in step with greenfield development areas within the locality with a preference for good accessibility to residential populations. Reserve the Depot Road land parcel (8 hectares) for active open space (outside of KLP area). Develop the site with consideration of the progress of Kings Forest Urban Release Area.
4. Continue to implement and promote actions within the KFMP including:
 - Promote Rowan Robinson Park as the premier passive community open space for Kingscliff town centre.
 - Lions Park and Marine Parade & Moss Park upgraded to improve path connectivity and lighting.
 - Review the location for a family and youth precinct including a skate park, associated amenities, natural shade, seating, drinking water, connecting pathways, bike parking and lighting in consultation with the community. Consider Jack Bayliss Park in accordance with the adopted KFMP.
5. Initiate a streetscape and public domain master plan for the town centre with a focus on improving connectivity, pedestrian and streetscape amenity integrating the town centre with the Rowan Robinson Park and other *Kingscliff Foreshore Master Plan* concepts.
6. Initiate a street tree planting program within existing residential and town centre areas to improve pedestrian and visual amenity as well as strengthening ecological links.
7. In coordination with the Roads and Maritime Service, NSW Rescue and the SLSC initiate a Cudgen Creek Boating Area Plan to devise a strategy for boating. This would include reviewing the best long term location of the boat ramp with a focus on safe navigation, improvements to the safety for all users and optimise best public domain design and coastal foreshore management outcomes.
8. Investigate the extension of the existing shared path cycle/walkway network into new residential and business areas particularly along the north-south (Elrond Drive) and east-west (Turnock Street) alignments.
9. Investigate opportunity for small kiosks (permanent and or seasonal) within strategic open space areas such as the coastal foreshore and Rotary Park adjoining Cudgen Creek framed within the progressive review of plans of management and expressed community/operator interest.



Integrate public domain elements with coastal hazard protection measures.



Opportunity for small kiosks within open space and recreation areas such as the coastal foreshore and Rotary Park adjoining Cudgen Creek.



Additional street and park tree planting significantly improves pedestrian and visual amenity as well as strengthening ecological links. Suggestion has been made to re-imagine the foreshore coastal reserve as a native botanical gardens including coastal bush foods.



Further embellish the Kingscliff Sport and Recreation Complex in accordance with the endorsed Master plan which aims to provide a better range of facilities to a broader range of participants.



Shade structures within the public domain improves pedestrian and visual amenity.



Innovative night lighting reinforcing the coastal context.

3.5 Kingscliff community events, markets and festivals

3.5.1 Existing community events

Kingscliff is increasingly becoming the destination for a number of community, cultural and sporting events. These events bring excitement and opportunities to both the local community and visitors. With these events come a number of significant economic benefits such as the creation of jobs, increased purchase of local goods and services, business opportunities and adding to the quality of life in Kingscliff and along this part of the Tweed coast.

Some of the events which are held either regularly or annually include:

Kingscliff community events		
Event	Location	Frequency
Lions Club Markets	Jack Bayliss Park	2 × month
Kingscliff Lantern Market	Lions Park	Monthly
Long Table Dinner	Salt	Annual
Salt Christmas Carols	Salt	Annual
Relay for Life	Merv Edwards Field	Annual

Kingscliff sporting events		
Event	Location	Frequency
Kingscliff Triathlon	Kingscliff Coastal Foreshore	Annual
Surf Life Saving IRB Championships	Kingscliff Coastal Foreshore	Awarded application basis
SLSC Events	Kingscliff Coastal Foreshore Salt	Seasonal/Weekend/Annual
Battle on the Border Cycling	Kingscliff	Annual
Australian Longboard Championships	Kingscliff Coastal Foreshore	Annual
Casuarina Cup Touch Football	Casuarina	Annual

In addition to these larger events, there are a number of community based activities which operate out the of the Kingscliff Community building on a weekly basis. Some of these activities include seniors events, children's sporting activities, private functions, club and group meetings, business functions, dramas and musicals, exhibitions, dances, and conferences, cultural and religious events.

Feedback received from the Community Vision Surveys and the first Community Workshop indicated that there is generally strong support for community based events within Kingscliff. Many respondents indicated that they would like to see more community based events with some of the respondent suggestions including:

- Farmers markets.
- Food, wine and jazz festival.
- Theatre and comedy shows.
- Concerts and live music in the coastal foreshore parklands especially during summer months.
- Arts festival similar to Bleach, Swell and Sculpture by the Sea.



Kingscliff Markets



Kingscliff triathlon



Cudgen Headland and SALT Surf Life Saving Events



Australian Longboard Open



Salt Village Carols



Kingscliff Long Table

Kingscliff events – Kingscliff is increasingly the destination of a number of community, cultural and sporting events. The community vision survey indicated a general support for the existing events with many wanting to further expand the range of community, music, cultural and sporting events held each year.

3.5.2 Community event issues

On Thursday 12 March 2015, Tweed Shire Council in collaboration with Kingscliff and District Chamber of Commerce and Kingscliff Ratepayers and Progress Association, hosted a breakfast forum at the Kingscliff Beach Bowls Club titled *Kingscliff Matters*.

The initial purpose of this forum was to engage with a range of local stakeholders, regarding the rise in requests to Council for festivals and events to be held at Kingscliff. In assessing these requests, Council sought feedback from the community and business representatives, giving consideration to striking the right balance of maintaining Kingscliff's sought after lifestyle and community ambience with opportunities to contribute to the ongoing economic and social development of the town.

At the Kingscliff Matters forum issues raised by participants include:

- Market stalls are competing and taking business away from the permanent retailers within the town centre.
- Impacts from increased car parking and higher volumes of traffic make it hard for locals, business owners and staff to access the town centre.
- Lack of communication between event managers and broader resident and business community.
- Lack of Council based co-ordination and communication to address the key traffic and car parking issues.

Other participants at the forum felt that the short term inconvenience of traffic and extra people in town was outweighed by the economic, social and cultural benefits of hosting such events.

3.5.3 Community event opportunities

At the Kingscliff matters forum a number of opportunities and ideas were raised by participants for consideration when hosting future events which included:

- Clearer and more transparent Event Planning protocols which includes advertised and notified approvals process, events based traffic and car parking management plans.
- Need to co-ordinate car parking and traffic movements with event organisers, Council, Chamber of Commerce and residents and clearly communicate traffic and car parking plans to all stakeholders including event participants prior to the event taking place. This may include utilising a car and ride system with parking on the periphery of the town such as the northern sports fields and event participants take a minibus into the town centre.
- Create business owner and staff priority car parking areas within the town centre allowing business and staff access to their business' during event periods.
- The need to consider the nature of market stalls to ensure a preference for local businesses and produce and ensure that there is not too much duplication with existing town centre businesses. This may also include the offer of market stalls to local business owners.

3.5.4 Community event strategies

1. Continue to promote and where necessary review the existing Events Strategy 2011–2016 and Festival and Events Policy to:
 - Ensure that proposed events and festivals are notified and widely communicated within the resident and business communities.
 - Include the provision to prepare traffic and car parking management plans in coordination with Council, business and residential stakeholder groups to ensure access to town centre is maintained, particularly for business owners and staff.
 - Review measures to ensure there is not too much duplication of market stall holders and existing businesses and ensure there is a preference for local business owners and local produce within the markets.
2. Encourage and promote a Kingscliff or Tweed brand which market holders can display indicating that they are local producers.
3. Explore the option of a universal events 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 would have the effect of:
 - Cutting red tape to event holders and festivals which encourages more diverse events and festivals contributing to the ongoing economic and social development of the town.
 - Setting a calendar of events which could then be widely notified amongst the resident and business communities who would then know when these events would be run.
 - Set up traffic and car parking management plans and protocols with the intent of reducing traffic and car parking impacts during event and festival periods and providing continued access for business owners and staff within the town centre.
 - Provide an opportunity for community and business feedback to improve the coordination of event and festivals within Kingscliff.



4.0 URBAN STRUCTURE



4.1 Regional context

The Tweed Coast extends from the NSW-Queensland State Border approximately 35 km south to Wooyung and comprises of a unique stretch of the NSW coast. The area exhibits significant environmental qualities that include highly valued beaches and coastal reserves, expansive wetlands, rivers and estuaries, native bushland and prime agricultural land. The natural areas provide important habitat for an array of flora and fauna. The range of available habitats and the subtropical climate make the district one of the most bio-diverse areas in Australia.

The coastal settlements of the Tweed Coast possess an overarching theme of confined urban footprints surrounded by areas of natural environment. The relationship between built form and the natural environment is one of the key reasons of why Tweed Coast continues to be a popular tourist destination, provides a particular point of difference to the adjoining Gold Coast and is one of the fastest growing regions of NSW.

The relationships and hierarchy between existing coastal settlements are diagrammed overleaf in Figure 4.1. Regionally, Kingscliff sits below the more highly urbanised centres of the Gold Coast and the regional centres of Tweed Heads and Murwillumbah. Byron Bay to the south has traditionally fulfilled an entertainment and recreation role rather than the provision of higher order services.

It is these larger regional centres which provide a higher density of employment opportunities, higher order retail and commercial services, leisure shopping and entertainment. In terms of this regional hierarchy, however, Kingscliff in terms of its footprint size and projected catchment population could potentially surpass Murwillumbah if additional development across the available greenfield development sites occurs.

As a part of the Tweed Coast, and outside of the regional centre of Tweed Heads is a smaller network of coastal villages which includes Fingal Head, Kingscliff, Cabarita and Pottsville combined with the inland settlements of Chinderah and Cudgen. Of these villages, Kingscliff was historically the first growth centre along the Tweed Coast and today is larger by both population and settlement area. As such Kingscliff now functions as a subregional catchment for surrounding smaller settlements to the south, west and north up to the Tweed River. Whilst Kingscliff has a resident population of approximately 11,000 people, it has the potential to be a sub-regional catchment to approximately 30,000 people which includes the development and future resident population of Kings Forest.

While recognising the significance of the natural habitat areas which in many ways underpin the regional character of the Tweed Coast, Kingscliff has the potential for extensive urban and employment generating development which would further assert the locality as a subregional centre.

A clear vision of how these precincts are to develop is necessary to ensure that the most significant natural qualities are retained while still allowing for development to occur in a sustainable, efficient and attractive manner. The future strategic planning direction must achieve the appropriate balance between community, development, provision of appropriately scaled goods, services and employment opportunities and conservation, nestled within a highly valued environmental context fringed with a working agricultural hinterland.

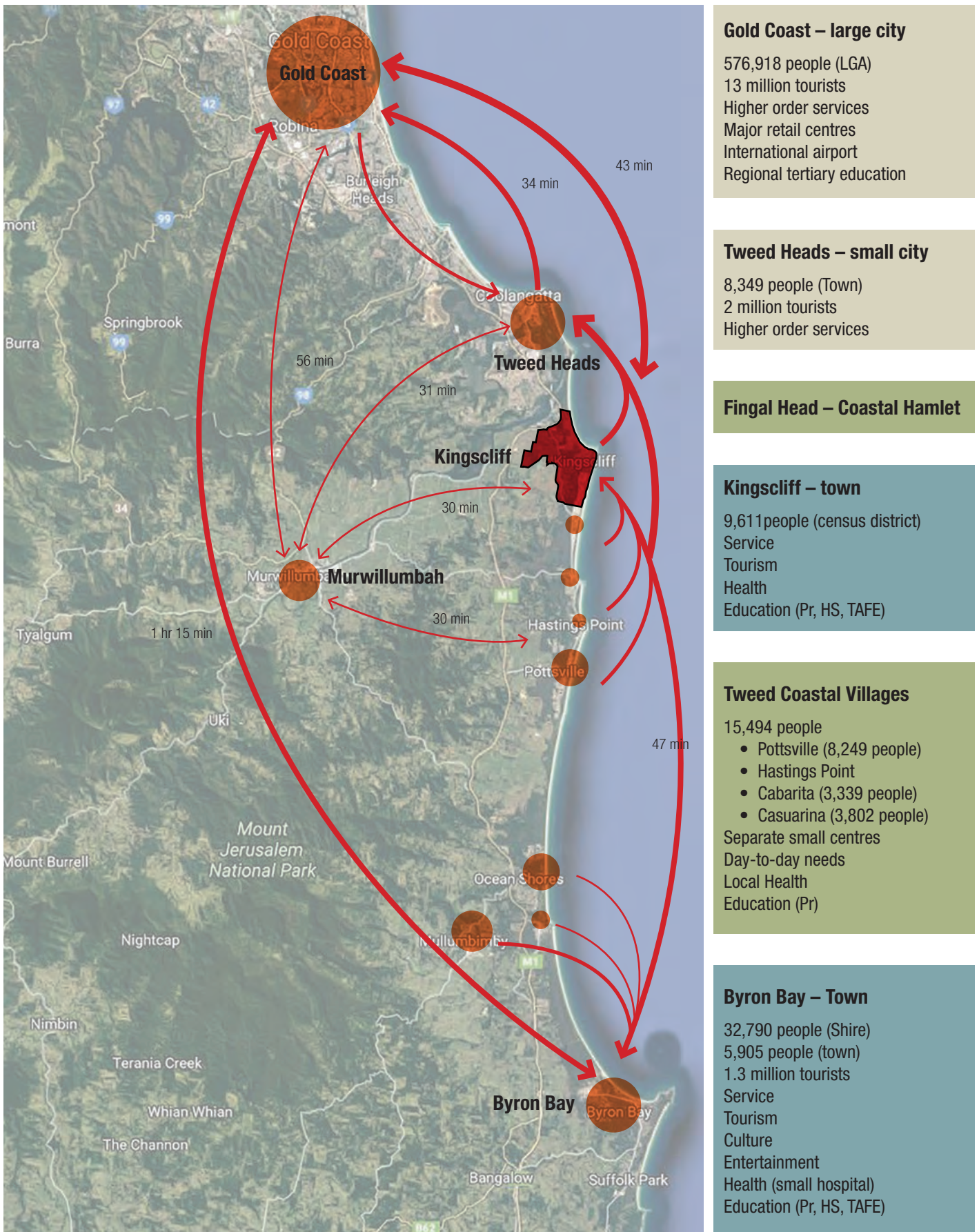


Figure 4.1 Diagrammatic relationship of regional settlements and centres – Whilst the smaller coastal villages to the south use Kingscliff as a subregional centre, the larger regional service centres of Tweed and Gold Coast including Robina Town Centre cater for higher order retail, commercial, health and recreational shopping demand for the broader region. Population numbers based on census 2016.

4.2 Urban structure and land use context

Urban Structure is the composition of streets, buildings, open spaces, land use zones, environmental areas, activities, transport and landscape. It underpins the integration of movement, public spaces and development opportunity within a locality. In doing so, urban structure influences land use efficiencies, economic performance and viability, movement and access, sustainability and the overall qualities of place.

4.2.1 Urban growth

The growth of the Kingscliff settlement and the resultant urban structure is largely a response to the local topography with the street pattern largely evolving from a series of the early walking and animal trails. These trails often tracked the top of ridgelines as this provided the easiest grade and best observation out and over the area. The main ridgeline trails then had a series of secondary trails running perpendicular or zigzag down the side of the ridgelines to the Kingscliff flats to the north, the river mouth and beach to the east and Cudgera Creek to the south. These trails, now roads, have shaped much of the development footprint and open space within Kingscliff (Figure 4.2).

Whilst Cudgen settled as the agricultural centre, Kingscliff settled as a popular day tripping destination. The desire to enjoy the natural attributes of the coast and creek through camping, fishing and surfing located the tourist based footprint, which remains the primary activity centre today. The establishment of the sand mining industry led to the rapid provision of essential electrical, road and water infrastructure, enabling the growth of Kingscliff north of Cudgen Creek and post sand mining, predominately provided access and shaped the development footprint for settlements south of Cudgen Creek.

Although the predominant overall settlement footprint and structure has stemmed from historical links, in contrast, many of the more recent subdivision designs and internal roads within the suburban residential areas have been derived from a vehicle dependant development form. Consequently, the Kingscliff coastal village character does not resonate as strongly within these areas.

For more than a decade Kingscliff's geographic position and availability of land suitable for development has seen it grow as the focal point to the broader Tweed Coast, and its population and provision of services has elevated its status from a coastal village to coastal town. The Coastal Design Guidelines for NSW identifies population thresholds to describe settlement size. Within those guidelines a coastal village typically has less than 3000 residents, a coastal town has between 3000-20,000 residents and a coastal city has over 20,000. Kingscliff's role had been further emphasised by strong population growth on its southern periphery including Casuarina and Miramar.

The future planned Kings Forest development, located to the southwest of Kingscliff, will provide its own non-residential development through a number of 'neighbourhood centres'; however will also continue to increase the population of the Tweed Coast and justify the overall provision of higher-order services. In light of Kingscliff's latent areas of greenfield land and its natural assertion as a sub-regional centre to the Tweed Coast, there is significant potential to bolster Kingscliff's place within Tweeds' network of coastal villages.

Greenfield opportunities, need to be tempered and balanced within a strategic planning framework to ensure that the population increases are in step with community expectation, appropriate infrastructure provision and protection of sensitive environmental areas whilst strengthening the character and identity of Kingscliff.

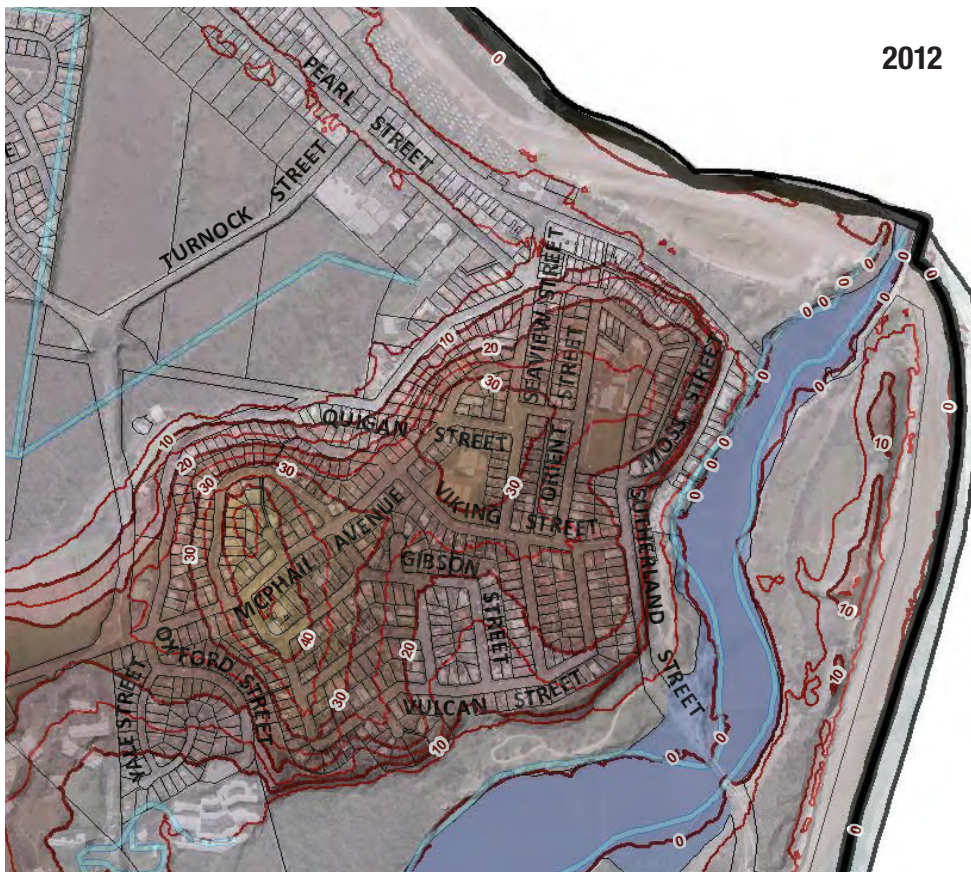
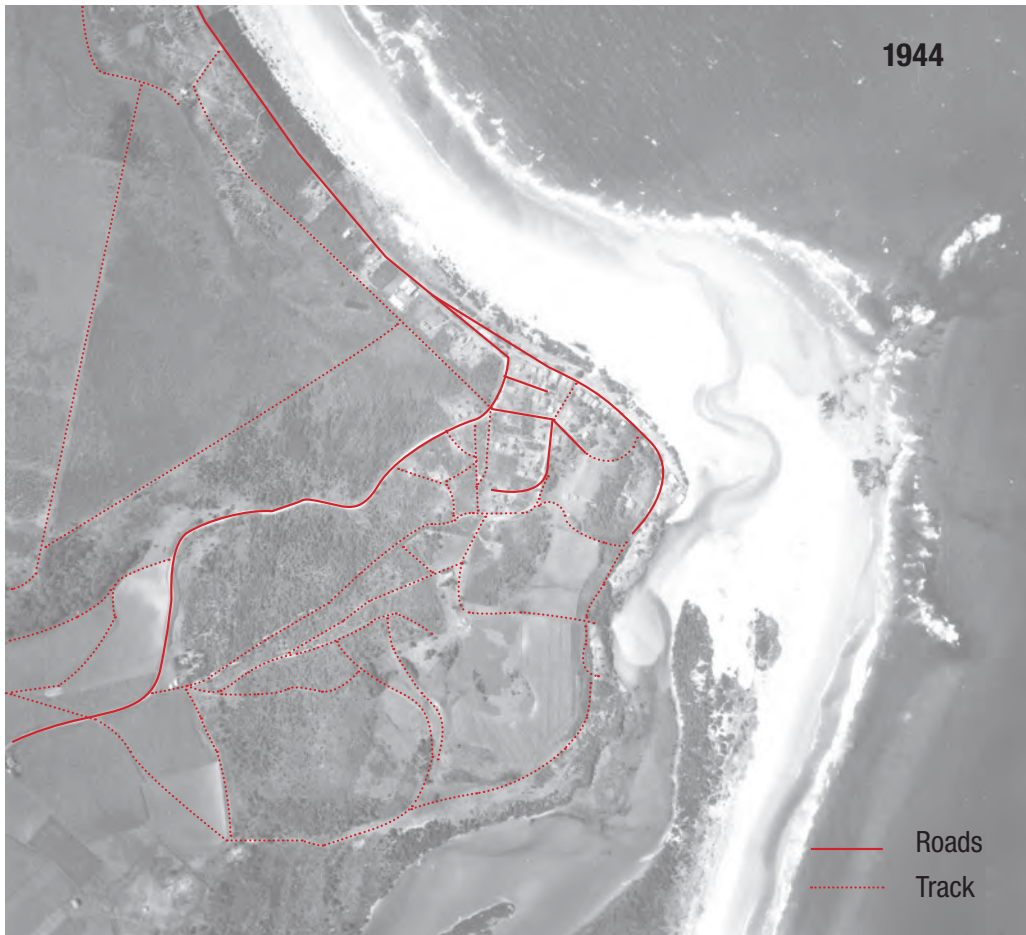


Figure 4.2 The underlying physical structure of Kingscliff evolved from ancient bush tracks and the first roads and pathways which followed key topographic features enabling ease of passage between Kingscliff, Cudgen and Chinderah.

4.2.2 Locality structure characteristics

The growth of Kingscliff has established a number of clear physical and urban structure characteristics which underpin the access and broader land uses of Kingscliff as illustrated in Figure 4.3 and include the following:

- The settlement is predominately bound by the natural environment and open spaces, namely the Pacific Ocean to the east, environmental protection to the north, and agricultural land to the west.
- The non-urban approaches to Cudgen and Kingscliff adding to the localities overall character and sense of contained urban areas surrounded by agricultural and environmental lands.
- A distinctive ridgeline running from the Cudgen Plateau to the edge of the Kingscliff town centre with floodplains to the west of Tweed Coast Road and north of the Cudgen Plateau.
- Cudgen, the localities oldest settlement within the locality located on Cudgen plateau on corner of Tweed Coast Road and Cudgen Road surrounded by state significant farmland.
- The existing Kingscliff town centre located at the centre of the settlement on the confluence of Cudgen Creek and the Ocean Beach.
- Undeveloped Sutherland Point (Cudgen Headland) to the south of the Cudgen Creek.
- A street pattern and hierarchy which evolved from topographic constraints and historic tracks and trails.
- The majority of movement is along a north-south alignment, whether that be Tweed Coast Road towards the west, or Marine Parade, Kingscliff, Pearl and Casuarina Way along the east.
- The pattern of residential development within Kingscliff represents different stages of the growth of the town and now represent distinct character precincts including the town centre, the flats heading north, Kingscliff hill and the new coastal areas of Salt and Seaside City which when combined define the character of the Kingscliff locality.
- A frontal ocean beach dune system which has a cycleway connecting surrounding northern and southern settlements with Kingscliff, the ocean beaches and Cudgen Creek.

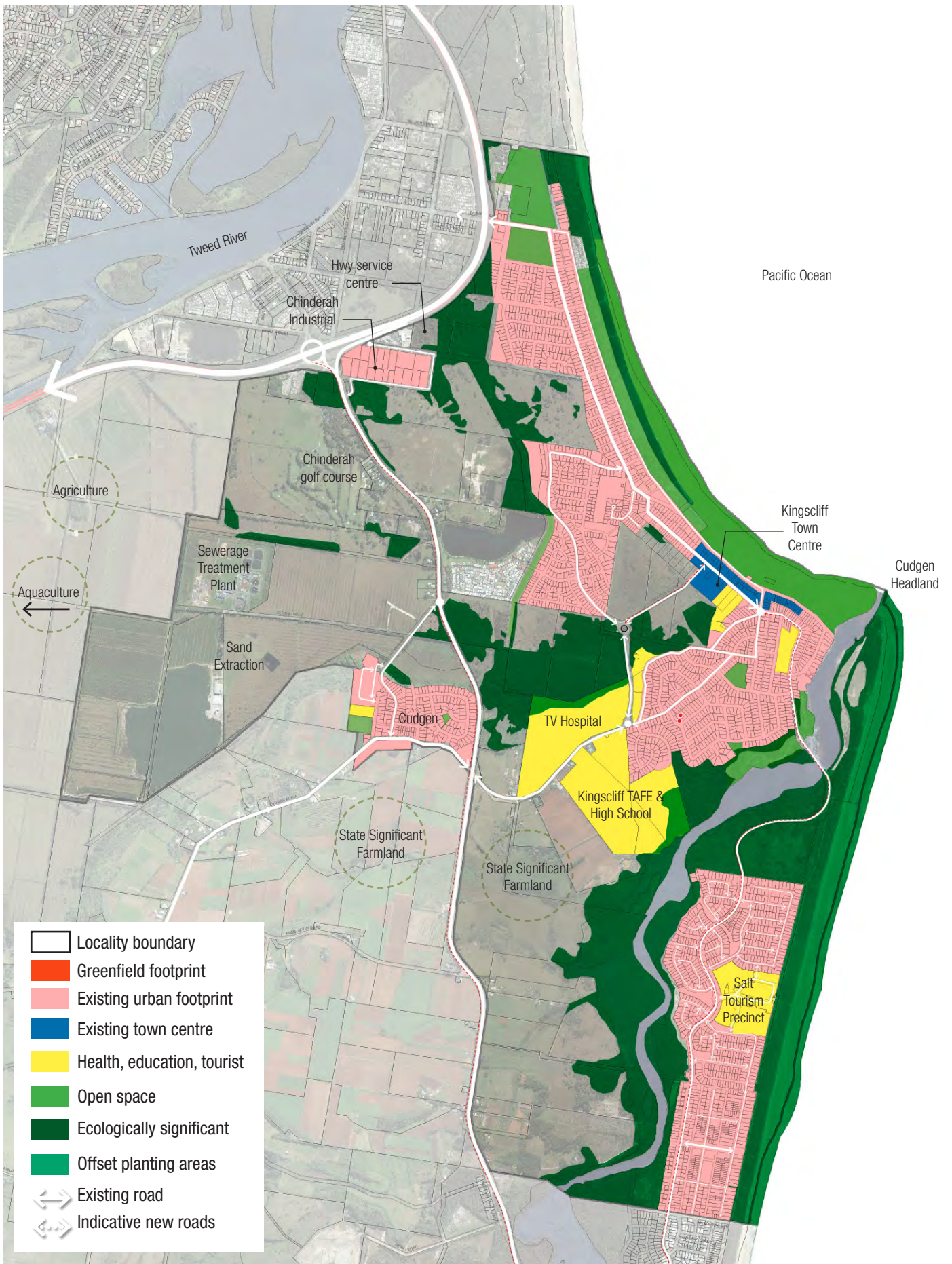


Figure 4.3 Kingscliff locality existing urban footprint

4.2.3 Kingscliff and Cudgen land use and settlement precincts

The KLP footprint is generally grouped into identifiable precincts based on land use and development release as illustrated in Figure 4.3. These different land use and settlement character precincts have been illustrated in Figure 4.4 and are discussed briefly below and in detail within Part B.

The Town Centre Precinct – 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 town centre comprises predominantly single and two storey buildings with newer three storey shop top development including the Paradiso, Azura and the Kingscliff Central commercial building.

The precinct provides two distinctly differing town experiences, Marine Parade being a more typical linear ‘High Street’, (albeit single sided), contrasting the Kingscliff Shopping Village located on the corner of Pearl and Turnock Streets, which is an internalised shopping mall anchored by the Woolworths supermarket.

Despite these differing retail/commercial elements and experiences within the town centre, there is no recognisable centre or memorable civic/public domain area at present. Despite the natural beauty of surrounding creek and ocean beach, the town centre lacks a sense of designed coastal character, cohesion, balance between pedestrian and vehicle and meaningful community space. This will be somewhat addressed as part of an overall coastal foreshore master plan which will establish parkland adjoining Marine Parade and the beach.

The current planning framework foreshadows a westerly extension of the town centre along Turnock Street. Whilst the extent and form of this extension is not overly prescribed, the presence of significant greenfield land immediately adjoining an existing centre presents a genuinely unique opportunity to meet the needs of a growing resident population. This retail and commercial land use growth needs to be undertaken concurrently with public domain and landscape improvements with a focus on improving connectivity and pedestrian amenity.

Coastal Foreshore Precinct – 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. This coastal and estuarine precinct represents perhaps the most highly valued areas by community in terms of environmental protection, recreation, lifestyle and locality character. This precinct includes the North Kingscliff and Kingscliff Beach Holiday Parks, the Cudgen Headland Surf Life Saving Club, Faulks Park, the Boat Ramp, Rotary Park. 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 Beach Holiday Park site.

Community consultation undertaken as part of the locality plan process revealed a split opinion regarding the continuation of the Kingscliff Beach Holiday Park in its present location. Out of the 297 community vision surveys received, 52 comments were made that Kingscliff Beach Holiday Park should be relocated from the current site and the land used as open coastal parkland. Relocation site suggestions include an expanded Kingscliff North Holiday Park, and a new site over the coastal foreshore south of Cudgen Creek as identified within the Tweed Coast Regional Crown Reserve Plan of Management. 10 responses within 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 creation of the central park is generally supported across the board.

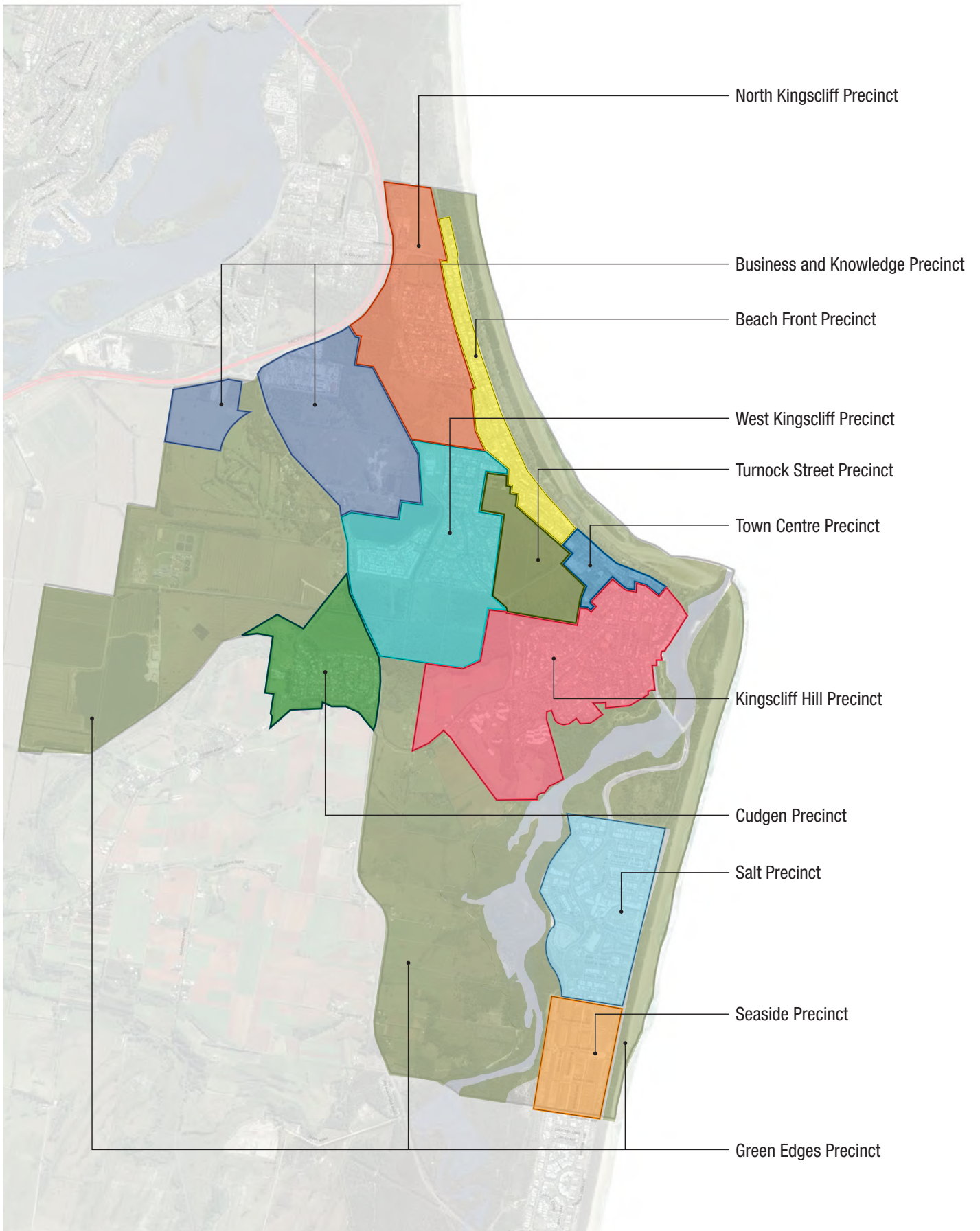


Figure 4.4 Kingscliff and Cudgen Precincts

Beach Front Precinct – This residential precinct extends north from the Town Centre along Marine Parade and the parallel Pearl and Kingscliff Streets to the localities northern boundary. The precinct has developed a medium density character the ubiquitous coastal beach shacks of the past have been redeveloped as residential flat buildings, capitalising on the availability of ocean views and proximity to the town centre. Whilst the redevelopment of this precinct has largely occurred within the past 15 years, a coherent architecture is not present. Along the eastern boundary of the precinct is the linear foreshore reserve, which provides a community and recreation space to balance the higher density residential development.

North Kingscliff Precinct – Adjoining the Beach Front and Sports precincts, the North Kingscliff precinct predominately has a low density residential character. Whilst the housing of the precinct was primarily developed through the 1980s, many of the homes have been renovated and expanded with contemporary features. This ongoing gentrification, combined with the proximity to the beach and coastal reserve has increased the appeal of residing within the precinct despite not having ocean views.

Whilst outside of the North Kingscliff precinct, there is a large undeveloped parcel of land located to the south of Ozone Street. This key site has the capacity within the existing planning framework to develop a diversity and range of residential accommodation types and provide a built form transition along the interface of medium and low density residential. The development of this key site will provide critical north-south and east-west connections, linking the North Kingscliff and Elrond Drive Residential Precincts. In addition to the residential component of this precinct is the North Kingscliff Sports fields focussed on improving the amenity and progressively updating sporting facilities.

West Kingscliff Residential Precinct – Located to the west of the Kingscliff township, the Elrond Drive residential precinct was developed in the late 1990's with fill from the Noble Lake site used to elevate the precinct above flood levels. Development within the precinct is predominantly single and two storey detached dwellings on 600–700 sqm 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 22 ha over 55s Noble Lakeside Park. This manufactured home estate contains 254 lots configured around a large artificial lake and provides an alternate, more affordable form of seniors housing within a leasehold arrangement. The site is accessed via Monarch Drive, however the site also has a 370 m frontage to Tweed Coast Road which in part is has a tall acoustic fence.

Kingscliff Hill – 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 expansive views across the township of Kingscliff, Cudgen Creek, the Pacific Ocean and north to Cook Island. In light of the above, Kingscliff Hill possesses an eclectic character of traditional coastal cottages, large modern homes and small residential flat buildings.

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. The retention of views and level of 'view sharing' has regularly been debated within the precinct and continued design guidance will be required as smaller, older stock dwellings are replaced with larger contemporary development.

The Kingscliff Hill Precinct also includes the Tweed Valley Hospital site, Kingscliff TAFE, Kingscliff Pool, Kingscliff Library and community health services which are discussed in more detail overleaf.



Town Centre Precinct offers two divergent characters including the open pedestrian friendly scale of Marine Parade and the enclosed shopping centre of Kingscliff Village. Effective structure planning, land use and urban design need to play a stronger role in guiding new development to strengthen the coastal character and improve pedestrian connectivity and amenity within the town centre.



Coastal Foreshore Precinct includes the coastal foreshore areas and land both sides of Cudgen Creek are the areas most highly valued by the community and underpins Kingscliff's character. The careful future management including coastal foreshore hazards and ongoing protection of key environmental areas are a high priority.



Beach Front Precinct includes a concentration of large three storey medium density residential flat buildings.



Kingscliff North Precinct includes predominantly low density residential dwellings, with larger residential homes replacing the small beach side shack which previously characterised the precinct.

Tweed Valley Hospital – The Kingscliff Hill Precinct also includes the site selected by NSW Health Infrastructure for the new Tweed Valley Hospital which was announced in April 2019 following a two staged site selection process. Notwithstanding the State Significant Farmland status, the site was ultimately selected having regard to its elevation above the Probable Maximum Flood (PMF), proximity to the road network including the M1 highway, central location in the context of the broader region and site amenity including site orientation and opportunity for views. The new Tweed Valley Hospital will be a referral hospital serving the surrounding region. As of July 2019 the site has been acquired and State Significant Development (SSD) approval granted for site early works (Stage 01) with Stage 02 SSD application for building works lodged.

Kingscliff Education Precinct – NSW North Coast TAFE Kingscliff Campus and Kingscliff High School are located off the southern side of Cudgen Road and gains access off Cudgen Road with the high school gaining access off Oxford Street. The 16.697 ha TAFE presents as a series buildings in a ‘campus configuration’ across the downward sloping site. The adjoining 8.515 ha Kingscliff High School site presents as a series of connected linear building forms with a series of small courtyards between them which gives way to open grassed playground, hard courts and a sports field adjoining the creek. The school site is flanked with a significant tract of bushland along its eastern and southern boundaries.

Both the high school and TAFE occupy large sites and are considered to hold the opportunity to expand 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 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.

Pool, library and community health precinct – This collection of community based buildings and services are located over a sloping allotment bounded by Turnock Street to the west and Cudgen Road to the east. Whilst the immediate needs of these facilities are predominately met, environmental constraints restrict the expansion of these buildings in an economically feasible manner. In light of the limited size of these facilities, Council may need to relocate one or more of the uses into a larger facility and either reuse the buildings with other community uses, or commercially sell or lease parts of the site. The timeline and assessment of appropriate options will be analysed in detail within Council’s Community and Cultural Facilities Network Plan.

Cudgen village – Located to the west of Tweed Coast Road, Cudgen Village is the oldest settlement within the locality, traditionally serving the agricultural pursuits of the Cudgen Plateau. Unfortunately, there is very little built form retained reflecting its historic context. The existing urban structure of Cudgen Village is curvilinear in form, with several cul-de-sacs anchored from the cyclic 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. Located to the immediate north of Cudgen is a tract of undeveloped land zoned for general residential development. Accessed from Crescent Street, approval for 96 allotments was granted in 1994 has since lapsed. However, a consent to fill the site is still current and the subject of an undetermined modification application. In addition, there is also an undeveloped subdivision approval for 40 residential lots at the northern end of Collier Street. In terms of further residential development opportunity there is also a small ribbon of undeveloped residential zoned land on the southern side of Cudgen Road. However this directly adjoins state significant agricultural land where a buffer between the residential and agricultural land uses would be required potentially limiting or restricting future development.

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 Village 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 is currently no retail or commercial uses within the settlement. Given the proximity to existing agricultural land uses and market gardens, a fresh produce retail opportunity exists



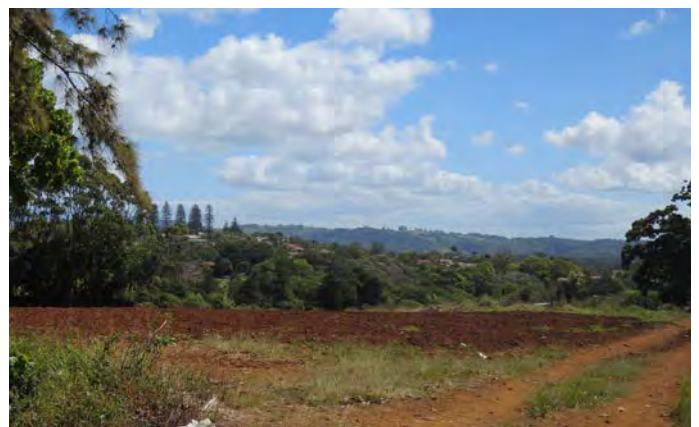
Elrond Drive Precinct consists of predominantly low density single storey brick and tile dwellings.



Noble Lakeside Park Precinct is an over 55s manufactured home park centred around an artificial lake.



Kingscliff Hill Precinct includes predominantly low density brick and tile residential dwellings to medium density residential flat buildings closer to the town centre. The elevated topography affords some of the best views within the locality.



Cudgen Village Precinct is a contained low scale residential settlement surrounded by agricultural land uses. Being elevated there are a number of long views experienced around the village. 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 and a single multi-unit development.

within Cudgen which could fulfil day-to-day convenience needs of the local population and day-tripping tourists alike. Road side stalls are permitted with consent in RU1 zoned under the Tweed LEP 2014.

Salt Village – Located to the south of the Kingscliff bridge across Cudgen creek is the Salt precinct which 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 village green/open space area. The built form maximises its location advantages and is predominately 3 storeys throughout and a consistent use of white and grey hues on rendered finishes, complimented by lightweight material throughout the buildings detailing.

The tourism core is supported by large single and two storey homes with a predominately suburban context. 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.

Seaside City – One of the most recent of the residential estates releases along the Tweed Coast is also one of the oldest in terms of the original subdivision design, with the 32 hectare precinct first subdivided into 205 titled lots in the 1920s. As identified with Section B11 – Seaside City of the Tweed Development Control Plan 2008, the vision for Seaside City is to create a community that has a clear individual identity of its own while contributing and connecting to the Tweed Coast as a whole. Seaside City provides a range of housing types and density options, centred on a mixed-use activity centre at the eastern end of Ocean Avenue. The subdivision design also possesses an integrated network of open spaces and pathways orientated back towards the centre and coastal reserve where cycle and pedestrian access can be gained north to Kingscliff or south to Casuarina and Cabarita. Seaside City represents one of the predominant growth areas in Kingscliff at this time with a number of allotments currently under construction.

Chinderah industrial area – Located to the north of the settlement and directly adjoining the Chinderah Service Centre is the Chinderah Industrial precinct which gains access off Tweed Coast Road via Ozone Street. This industrial area has an overall site area of approximately 8.6 ha and currently accommodates a range of light industrial uses including but not limited to building and landscape supplies, automotive and mechanical repairs workshops, recycling depot, concrete batching, kitchen and joinery workshops and showrooms and adult services.

There is the opportunity to improve the overall access and connectivity of this industrial area by extending Ozone street east towards Kingscliff Street. This could 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.



Education Precinct to the south of Cudgen Road includes the Kingscliff TAFE and Kingscliff High School which are configured as a series of connected buildings in a landscaped campus configuration.



Pool, Library and Health Precinct is a collection of community uses located to the west of the town centre.



Salt Village Precinct accommodates two large tourism developments and small neighbourhood centre surrounded by predominantly low density residential characterised by large contemporary coastal homes.

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.

4.2.5 Urban structure and land use issues

Like many expanding coastal settlements which have experienced significant growth, there are associated pressures of that growth. Some of those perceived or real pressures currently being experienced in Kingscliff, some of which were reinforced from the community vision survey include:

- The risk to settlement character from the impact of increasing traffic and car parking on streetscape, public domain and pedestrian amenity.
- Loss of identity and character created by expanding and new surrounding subdivisions and inappropriate buildings.
- Inappropriately tall new buildings and loss of street and pedestrian amenity.
- Potential degradation of the economic viability of the town centre by new competing commercial and retail uses developed remotely from the existing town centre such as across the north Kingscliff site.
- Lack of long term employment opportunities due to the imbalance of residential over employment generating land uses and under development of available retail and commercial land.
- Impact on the environment and character caused by new settlements, subdivision areas and expanding major commercial, retail and tourist developments.
- Reduction in the green space and natural areas between settlements.
- Degradation of water quality in waterways from increasing populations and development activity.
- Degradation of historic built form and landscape elements.
- Pressure to protect existing buildings in areas subject to natural hazards including coastal hazard.

Other more specific issues which were identified in feedback from the community vision survey and community workshop include:

- The need for greater connectivity within the Town centre.
- The need to create greater employment opportunity.
- New buildings to contribute to the coastal character with no high rises.
- Mixed opinion on the long term future of the town centre caravan park with some respondents supporting its recent reduced footprint whereas other felt it would be better located elsewhere.

4.2.6 Urban structure and land use opportunities

In identifying future broader settlement, urban structure and land use opportunities, it is imperative to contextualise those opportunities against the aspirations, concerns and values of the community to inform strategic decisions. Key community consultation feedback relating to the future growth and development of the Kingscliff locality centred on maintaining the 'village character' and unique village feel. In addition to this overriding statement were a number of other observations which provided a deeper understanding of what that village character actually is, including:

- Maintaining generally low scale coastal character buildings (3 stories) within the town centre.
- Improving pedestrian amenity and walkability within the town centre shifting from the existing dominance of traffic and car parking.
- Making adequate provision for car parking and traffic to enable convenience without compromising public domain with more pedestrian orientated streets.
- Improving public domain and open space areas including building upon the existing cycle and path network to connect up all the surrounding precinct areas with the town centre.
- Visually improve the town centre, both in terms of streetscape and buildings.
- Improve access to the beach and creek, the two most valued natural assets.



Potential Business and Knowledge Precinct – The existing Chinderah Industrial Precinct, located directly adjoining the Pacific Highway is a relatively small light industrial area accommodating a range of building, landscape supply, mechanical repair, recycling uses. Given its strategic location and land availability, there is significant opportunity to position this broader precinct as a future business and knowledge activity centre by facilitating employment generating land uses over lands to the south and west, and form new east west road connections.

Other urban structure opportunities include:

- Maintaining the primacy of the existing town centre by enabling opportunity for expansion to the west whilst retaining the low rise character to Marine Parade.
- Enabling another business/retail centre within the locality which could reduce some of the future growth pressure on the existing town centre particularly in terms of traffic management and car parking.
- The establishment of a health and education precinct with the development of the Tweed Valley Hospital opposite Kingscliff TAFE. With the hospital being such a substantial landuse and employment generator, there will be need to facilitate additional education, commercial, retail and accommodation land uses. This will include the need for additional tourist accommodation as well as additional seniors living housing development. There will also be a good opportunity for the productive Cudgen farmlands to provide fresh food and produce to the health and education precinct and locality in general.
- Preserving key natural environments and open space areas by clearly defining the extents of urban development and enhancing ecological links through regeneration and street tree planting.
- Fostering and nurturing the individual characteristics of the precincts established within the locality.
- Utilising future infill development sites to provide for additional housing diversity, local open space as well as connectivity between each of the precincts.
- Undertaking detailed site and context analysis for each of the greenfield development sites to minimise land use and design conflict upon sensitive precinct characteristics and optimising development opportunity.
- Improving settlement connectivity with addition north-south and east west vehicle, pedestrian and cycling links.
- Improving traffic management and car parking within the town centre to absorb increased growth pressures.

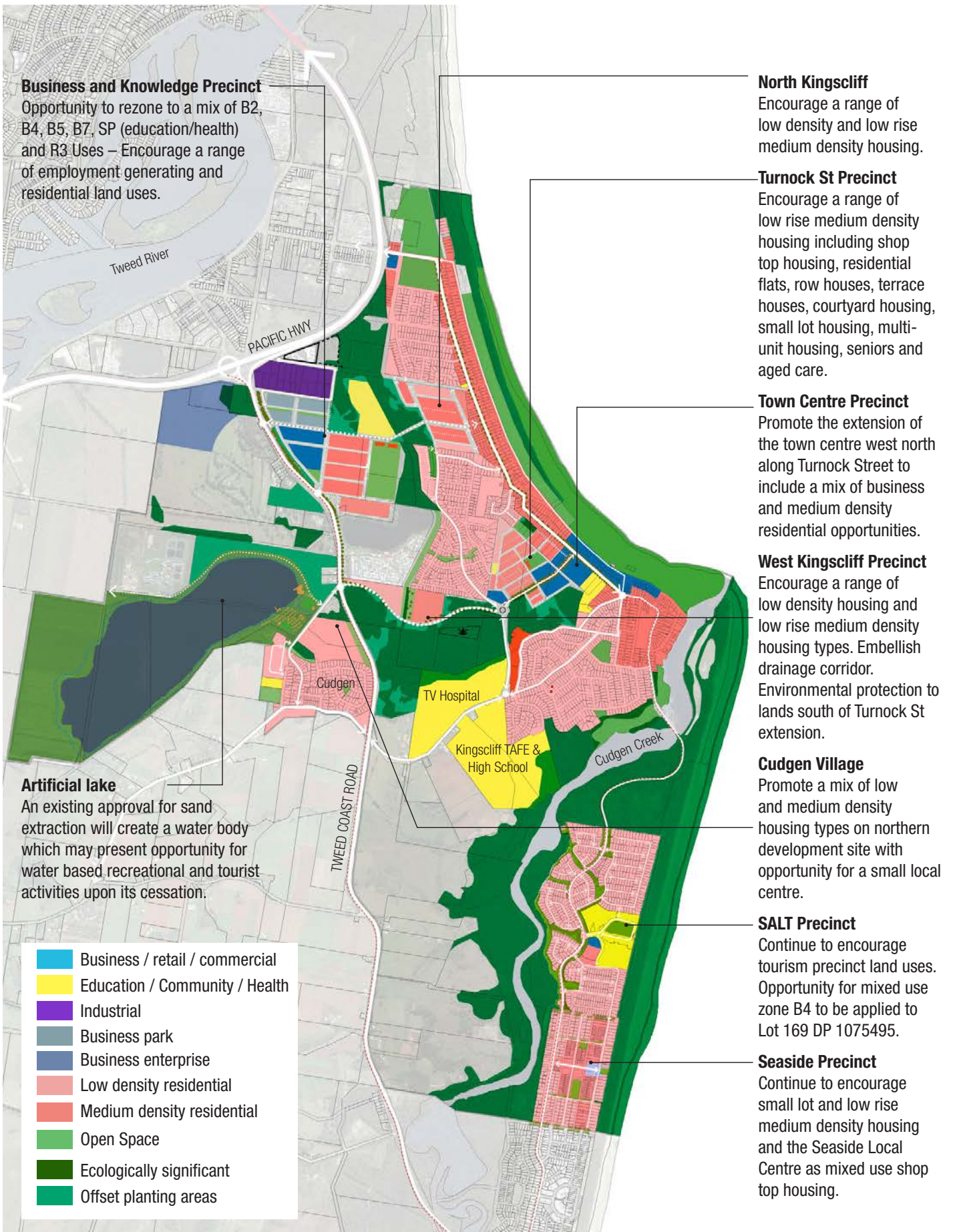


Figure 4.5 Future locality structure plan opportunities

4.2.7 Urban structure and land use strategies

Urban structure

1. The broad settlement pattern is to respond to environmental constraints and development opportunities to maintain and enhance the existing 'connected village' structure framed by natural areas. New development areas should be designed and defined to contribute to this pattern.
2. Through appropriate land use zoning and structure planning over greenfield development sites clearly defining settlement growth boundaries and including designated environmental protection, natural bushland and open space areas between these settlement areas allowing the integration of natural with built environment as well as forming 'green breaks' between settlement areas.
3. Landowners to undertake detailed context and site analysis over each of the greenfield development sites to determine the constraints and development opportunities as part of the rezoning and/or subdivision process. Use the outcomes of the context and site analysis to inform design and planning opportunities in terms of vision and desired future character, housing typology and density opportunity, environmental protection, open space and community infrastructure opportunity.
4. Commence design investigations in the short term to best align new roadway connections between Turnock Street and the Tweed Coast Road and between Ozone Street and the Tweed Coast Road.
5. Investigate the future traffic movement need for an additional connector road between the northern end of Seaside City across Cudgen Creek to Tweed Coast Road.
6. Prepare clear character statements and specific strategies as required for each defined precinct area to guide future development within KDCP.

Town centre

1. Maintain the primacy of the existing town centre.
2. Reinforce the existing role and function of the Marine Parade/ Pearl St town centre block as the town centre core where the existing recreation retail, cafe and restaurant niche is further encouraged along with shop top and holiday accommodation above. This would include:
 - Strengthening the 'fine grain' retail experience along Marine Parade and Pearl Street promoting active ground floor uses and building on the existing cafe and restaurant and recreational retail niche.
 - Explore upper level / rooftop food and beverage uses to Marine Parade to take advantage of the ocean views.
 - Maintain the low rise scale and fine grain shop frontages of Marine Parade by reducing building height from 13.6 m to 11 m.
 - Retain 13.6 m height limit along Pearl st to encourage shop top housing redevelopment.
 - Identify optimum locations to form pedestrian links over redevelopment sites between Pearl Street and Marine Parade.
3. Provide opportunities for town centre staged growth and expansion along the western side of Pearl Street and along Turnock Street to include broader and expanded range of retail, commercial, community, open space, tourist and residential uses. The development of the sites fronting Turnock Street require traffic and car parking integration to reduce the pressure of future impacts along Marine Parade and Pearl Street.
4. Given the low set nature of the land (and high water table) along the greenfield development sites fronting Turnock street, increase building height to 16.6 m to enable low level car parking (below Turnock Street level), ground level retail and three stories of residential development to upper levels.

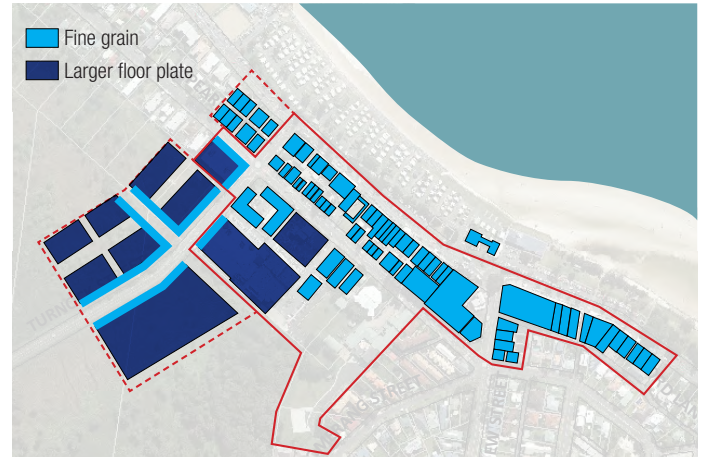
5. Encourage the staged redevelopment of the Kingscliff Shopping Village site by rationalising and consolidating car park into basement and multi- storey configuration, encouraging additional retail expansion, providing a strong active and pedestrian orientated footpath edge to Pearl and Turnock Street and integrating community public domain space/landscaped public square demarking the Town Centre retail and civic heart.
6. Investigate options to relocate an expanded library (approximate 1500 sqm) with community meeting rooms within the town centre.
7. Promote opportunity for additional shop top residential and tourist accommodation within the town centre to further contribute to the range and diversity of housing and take advantage of access to retail goods and services as well as the coastal foreshore.
8. Co-ordinate and implement actions within the Kingscliff Foreshore Master plan including promoting the Central Park as the premier passive community open space for the Kingscliff town centre and integrating any future foreshore protection works with public domain and good urban design outcomes.
9. Initiate a Public Domain and Streetscape Master Plan to promote a higher level of designed pedestrian orientated public domain and streetscape works. This would include:
 - Identification of the high pedestrian areas of Marine Parade, Pearl Street and Turnock Street as a pedestrian priority area to include wider foot paths, seating and break out spaces, rationalised and improved alfresco spaces, street trees, street furniture including seating, bike packing and water.
 - Initiate preferred pedestrian connection points between Pearl Street and Marine Parade which can be integrated through future redevelopment/site consolidation.
 - Investigate design opportunity for a defining water feature and public art re-interpreting locality history within proximity of Marine Parade and the proposed Central Park.
 - Strengthen key site lines to the ocean at the termination of Turnock and Seaview Streets.
 - 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 and taking advantage of long featureless elevations as green walls or as a 'canvas for urban art' especially where they front a public street or pedestrian connection route.

Tweed Valley Hospital

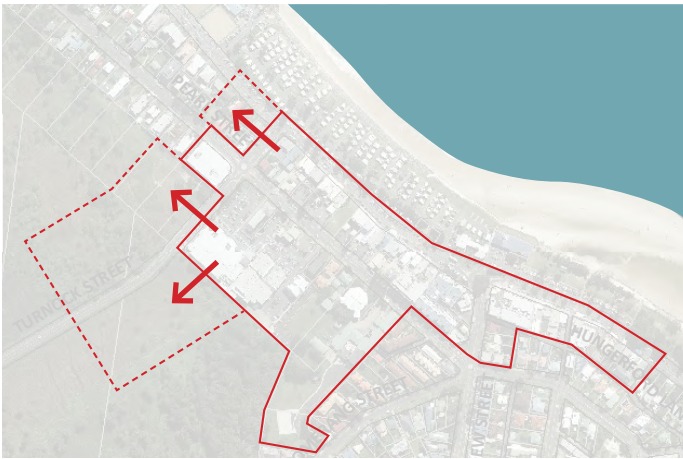
1. The establishment of a health and education precinct with the development of the Tweed Valley Hospital opposite Kingscliff TAFE. Leveraging off the development of the new Tweed Valley Hospital in terms of facilitating additional specialist and ancillary health industries and also including education, commercial, retail and accommodation (residential and tourist accommodation) land uses.
2. Promote opportunities with the productive Cudgen farmlands to provide fresh food to the hospital precinct and locality in general.



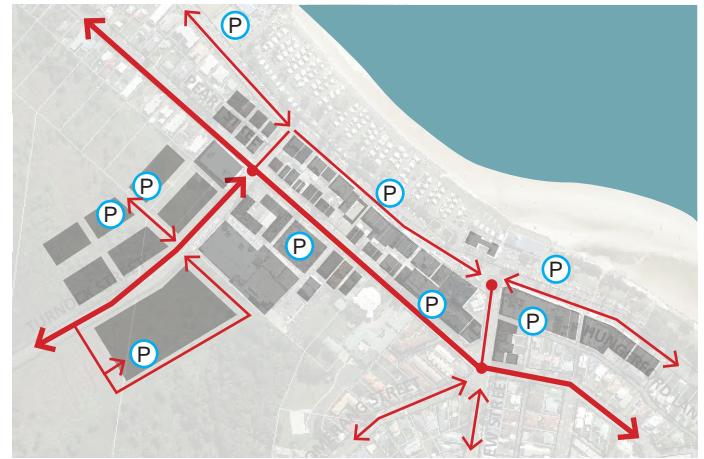
Embrace the coastal edge. Improve universal pedestrian access to the coastal edge, connect open space and where possible open up new view lines.



Reinforce the town centre scale and structure. Retain 'fine grain' shop fronts to Marine Parade and locate larger retail and commercial uses to the expansion areas west of Pearl Street.



Expand the town centre. Extend the town centre along Turnock St to include mixed use development and shop top housing and encourage redevelopment over Kingscliff Shopping Village site to activate Turnock and Pearl Street.



Manage and integrate traffic and car parking. Encourage multi-deck and part basement car park to Kingscliff Shopping Village site and integrated parking within all new development along Turnock St. Reduce car primacy along Marine Parade.



Strengthen town centre public domain. Create a town square over part of the Kingscliff Shopping Village site to create a civic heart, increase through block connections and increase green spaces through landscape bays and street trees.



Community uses within the town centre. Locate community uses within town centre including the renovated Kingscliff hall, new expanded library, community meeting rooms and opportunity for additional child care.

Figure 4.6 Key Kingscliff Town Centre planning and design principles

Business and knowledge precinct

1. Promote the North Kingscliff development site as a key activity centre and employment generating land use site in accordance with the TUELRS as a predominately mixed use area combining a variety of employment functions and suitable accommodation types. There is an opportunity due to the overall size of the site to explore larger, integrated developments, such as a combination of business park, hospital, university campuses and other commercial, retail and wide range of housing, tourism and accommodation opportunities.

Other retail centres

1. Encourage an additional business/retail centre within the locality (business and knowledge precinct) which could reduce some of the future growth pressure on the existing town centre particularly in terms of traffic management and car parking.
2. Where new retail and commercial development is accommodated outside of the existing town centre boundaries, the size, scale and offer of service should be complementary to the existing town centre hierarchy, role and function. The size and scale of a new centre should be underpinned by a retail and commercial strategy/needs analysis to ensure that the primacy of the existing town centre is retained.
3. Continue to promote the provision of neighbourhood shops providing convenience goods and services within a walkable catchment of all residential areas including Cudgen which currently does not have a neighbourhood centre.

Residential precincts

1. Take advantage of the relatively flat and vacant land within close proximity to the town centre to provide a broader range and diversity of housing typologies including shop top housing, residential flat buildings, small lot housing, coastal courtyard housing. The intent is to provide additional housing types appealing to a wide demographic and socio-economic profile within a walkable catchment of the town centre. The range of sizes and scales of housing will provide more housing affordability choice.
2. Prepare clear character statements and specific strategies as required for each defined residential precinct area to guide future development and where appropriate controls within the Kingscliff Development Control Plan.

Coastal foreshore precinct

1. Continue to reinforce the roles and functions of the coastal foreshore reserve areas as areas of environmental significance, areas of premier open space and public domain whilst co-ordinating the findings of the Coastal Hazards Management Plan.
2. Investigate long term options of the town centre holiday park in terms of future coastal hazards, redevelopment and design considerations in terms of urban structure, public domain and urban design considerations, access and view fields.
3. Improve and rationalise access to beach and estuary areas through detailed design projects within the Kingscliff Foreshore Master plan and Town centre public domain improvement plans.



5.0 ECONOMIC AND RETAIL CONTEXT



5.1 Economic context

In 2014 Tweed Shire Council in a joint venture with Destination Tweed undertook the Tweed Shire Economic Development Strategy. The aim of the Tweed Shire Economic Development Strategy is to identify practical actions for the enhancement of the Tweed Shire economy, responding to the opportunities and constraints to economic and business growth in Tweed Shire and the values of the Tweed Shire community. The key outcomes of that strategy include the following seven pillars:

1. Continue to develop Tweed Heads as the regional centre.
2. Promote the Tweed as the Creative Cauldron.
3. Promote resilient and innovative agriculture.
4. Promote location and lifestyle benefits for business and investment.
5. Promote Tweed tourism especially nature based tourism.
6. Leverage opportunity from strategic location to airport and south east QLD.
7. Diversify business and industry base for a sustainable economic future.

Whilst the Tweed Shire Economic Development Strategy focussed largely on the continued growth and development of Tweed Heads and Murwillumbah as the regional centres, there is a need to explore these key economic drivers and pillars within the Kingscliff context.

5.1.1 Kingscliff economic and industry context

An analysis of the jobs held by the resident population in Kingscliff in 2011 shows the three most dominant industry sectors were:

Healthcare – Healthcare, aged care and social assistance account for 467 people or 14.7% of the localities employment. This employment is focused on the Tweed Heads, Murwillumbah and the under construction Tweed Valley Hospital and supporting health consultancy, clinics and support services. In effect, this industry has a major flow on effect to other sectors of the economy including retail, offices and housing.

Given the new Tweed Valley Hospitals proximity to Tweed and the highway with relatively constrained free land within the Kingscliff locality, there is good opportunity to further grow and diversify the health care industry and ancillary health care businesses. This includes providing adequate zoned land to accommodate other ancillary health care uses and specialist services, education as well as providing for the broader service industry other indirect health care industry associations in relation to retail, commercial, residential and tourist accommodation.

Accommodation and Food Services – Those employed in tourism, food and beverage industries account for 400 people or 12.6% of the local population workforce. Employment in these sectors is largely centred on tourist developments within the SALT precinct as well as the strengthening food and beverage niche within the Kingscliff town centre. There are direct links between the tourism industry supporting local retailers and other service based industries. There is the opportunity to expand tourism accommodation both within the Salt precinct and within the town centre in the format of shop-top housing increasing seasonal population densities within the core of the existing town centre. This needs to be supplemented with improvements to the town centre public domain and surrounding open space and recreation opportunities.

Construction – Driven by the release of residential subdivisions, construction provides employment for 378 people or 11.9% of the local workforce. Despite many of the larger development consortium who are managing and carrying out the primarily residential subdivisions and housing development are based outside of the Tweed (Gold Coast, Brisbane, Sydney), many of the employees, particularly trades are locally based. This industry will continue to enjoy sporadic spikes in demand in step with the future release of additional residential release areas, particularly the larger future release areas of Kings Forest to the south west of the locality and Cobaki Lakes to the north.

In combination, these three industries employed 1,245 people in total or 39.1% of the total employed resident population. In comparison, Tweed Shire employed 14.8% in Health Care and Social Assistance; 10.4% in Accommodation and Food Services; and 11.3% in Construction.

5.1.2 Emerging economic issues

Whilst the Kingscliff locality has seen recent growth of residential development and the construction industry sector, there has not been similar parallel growth in employment generating land uses with many residents seeking employment opportunities within the Gold Coast and beyond. In addition, anecdotal evidence collected during Public Workshop 01 suggests there is concern that Kingscliff's economy is too narrow and reliant on the seasonal tourist trade.

A present issue which is predominately in the economic sphere includes the frequency, scale and nature of events, such as the Kingscliff Triathlon and Night Markets. Whilst many of the events within the Kingscliff events calendar provide an opportunity for a diverse range of businesses, start-ups and residents pursuing a secondary income stream, their impact on existing commercial premises and overall value to the local community has raised mixed responses. Establishing an appropriate balance between temporary and permanent uses that will bolster economic development and enrich a sense of community overall will undoubtedly be an ongoing challenge within the Town Centre Precinct.

Aside from the above mentioned issues, there are limitations in analysing the 'health' of existing business within Kingscliff aside from comparing trade from year-to-year and monitoring population growth. This information void is somewhat compounded by land use zones applying broadly throughout the locality and Shire, enabling a variety of uses which may not be complimentary or deliver the synergies desired within their immediate application context. In this regard, an ongoing stewardship of employment land within the locality will be required and championed by stakeholders other than Council.

5.1.3 Economic opportunities

Kingscliff has the opportunity to play a stronger transformative role to expand its functions beyond providing local services and leverage economic and employment generating land uses from its existing tourism industry appealing to the broader sub-regional catchment. Employment and economic growth in this regard has the opportunity to 'play to existing strengths' and focus on diversifying opportunity within these existing industries including:

- Tourism
- Agriculture
- Education
- Health
- Construction

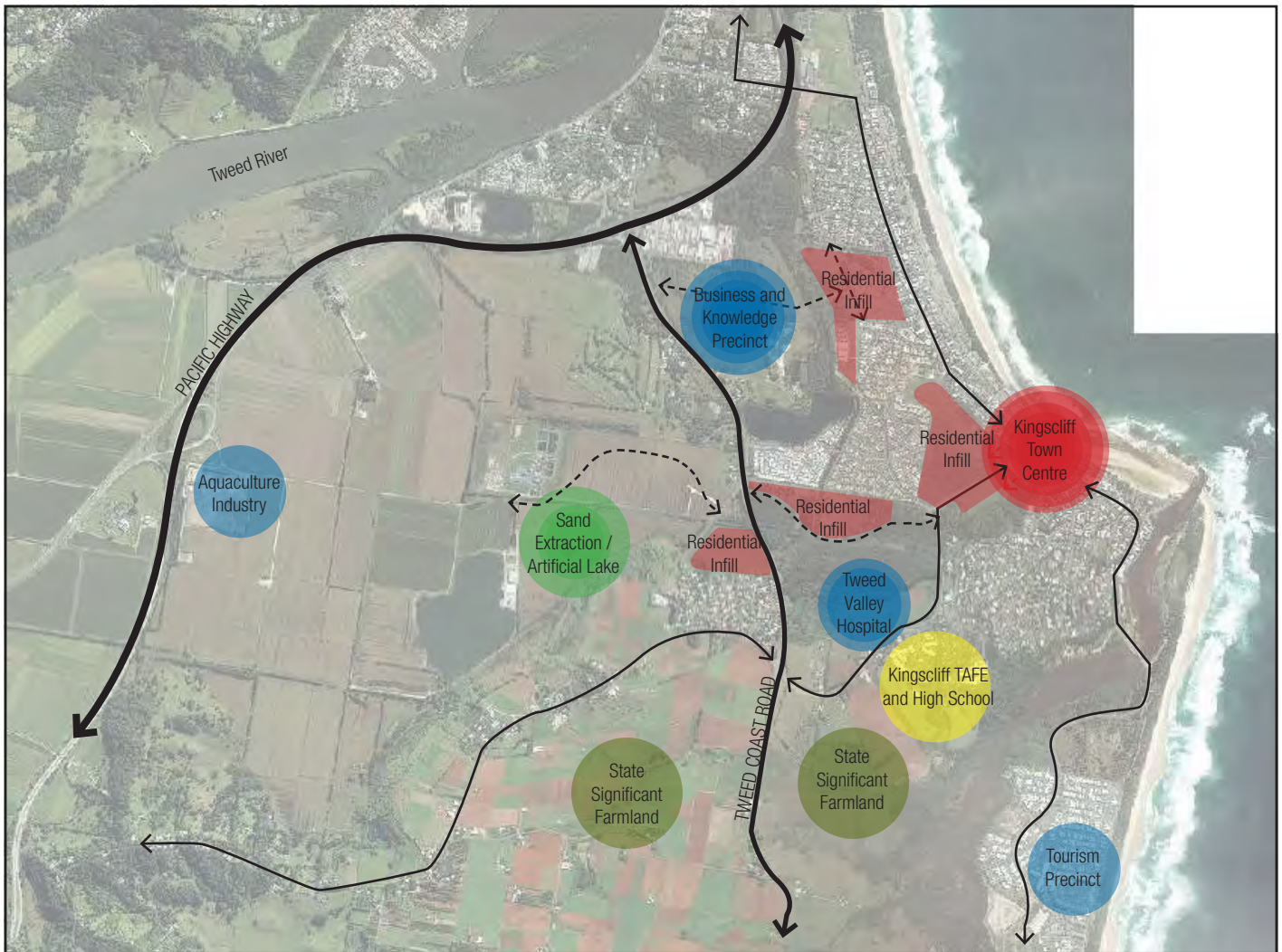


Figure 5.0 Opportunity to further promote employment generating land uses within the locality



Innovation Campus is part of Wollongong University focus's on establishing collaborative relationships between research and business communities by co-locating commercial and research organisations within an open campus typology.

Creating symbiotic relationships between tertiary education and business provides opportunity for diversity, future job creation outside of more traditional light industrial estates.

There is opportunity within the Kingscliff to establish or create a specific business niche especially in areas that are well connected to existing settlements and infrastructure.

There is an ability to further consolidate the economic footprint within the existing settlement including town centre and urban footprint functions. However, the large tracts of land within the existing Kingscliff settlement hold the potential to expand the localities employment opportunities in terms of both types of occupation and industry. These parcels of land are located close to major roads, relatively well serviced, not negatively impacted by land fragmentation and are of sufficient size to enable coordinated approaches to future development.

Within this precinct there is opportunity to create a specific business park area to enable the development of additional commercial floor area supplemented and supported by a broader range of education, retail and residential accommodation land uses. Diversity of land use typically leads to a more diverse demographic structure. For example a larger education campus would lead to the need for more student based accommodation and flow on demand for goods and services to meet that demographic need.

The combination of industry with education uses could thereby provide a strong economic driver for the future. Creating symbiotic relationships between tertiary education and business provides the opportunity for diversity, future job creation outside of more traditional light industrial estates.

One example could be coupling a tertiary education facility to leverage off existing agriculture, health, tourism, environmental management and the construction sectors. There is future opportunity for tertiary based courses supplemented by on job training and research. In turn the coupling of industry with education could then generate a number of broader economic opportunities typically associated with larger scale tertiary institutions including accommodation and service and retail based land uses.

5.1.4 Draft economic strategies

- **Kingscliff town centre expansion** into lands to the west of the existing centre would provide an opportunity for the development of additional retail, commercial, community and residential floor space. There is also opportunity to cater for additional tourist accommodation within the town centre precinct which typically works with shop top housing configurations. This town centre expansion requires the provision of effective traffic, parking and movement strategies with built form controls focussed on strengthening the coastal character and public domain opportunities.
- **Tweed Valley Hospital** will provide opportunity to leveraging additional specialist and ancillary health industries as well as driving demand for additional tertiary education opportunities, commercial and retail floor space and accommodation (residential and tourist accommodation) land uses.
- **Business and Knowledge Precinct which may include a business park, education campus, and retail centre** to the north of the settlement adjoining the existing Chinderah Light Industrial estate. There is opportunity to establish a university or expanded TAFE campus with combined health services in support of the Tweed Valley Regional Hospital. The education precinct focus could be developed around the predominant adjoining land uses and existing industry base such as health, tourism, construction, business and sustainable agriculture. This precinct could also include a range of accommodation types including student housing and other live work opportunities similar to what has been pursued at Varsity Lakes on the Gold Coast.
- **Residential development areas** in and around Kingscliff provide opportunities for meeting the housing needs of a diverse demographic. This includes shop top and multi-unit development within a walkable catchment of the town centre as well as more diverse housing opportunities including small lot housing, secondary dwellings in addition to more typical suburban patterns of development in peripheral residential growth areas.
- **Tourism development** continued to be encouraged centred around the Salt precinct and within the Town Centre to provide a range of accommodation types, retail and dining, open space and recreation opportunities with strong links to the existing town centre.
- **Passive and active open space** opportunity over flood prone lands to the west of the Tweed Coast Road. The area of land available within this location would significantly contribute to active and passive recreational sub-regional needs.
- **Aquaculture and sustainable agricultural industry** over agricultural lands to the west of the Kingscliff settlement provides opportunities to expand and build upon a burgeoning aquaculture industry initiated by the recently established Morton Bay Bug Farm. Given this area is flood prone, further flood modelling analysis needs to be undertaken to determine the impacts of site filling to establish required infrastructure and aquaculture ponds.
- **Promotion and coordination of events** – Council will continue to work collaboratively with relevant stakeholders to ensure a co-ordinated events calendar. Amongst the objectives of the events calendar will be:
 - Supporting platforms for youth-based and start-up businesses.
 - Supporting appropriate methods to strengthen the Kingscliff economic base.
 - Providing avenues for market stall holders to transition into permanent or semi-permanent spaces, predominately within the Town Centre Precinct.
 - Ensuring that temporary events do not saturate the use of public land and ancillary services including car parking for such purposes.
 - Pursuing geographic coordination so to limit direct competition between temporary and permanent uses and offer different experiences for customers.

5.2 Retail and commercial centres context

Kingscliff has emerged from being a day tripping and holiday destination, a growing coastal village to now a coastal town as defined by the NSW Coastal Urban Design Guidelines (3,000 – 20,000 residents). The expansion of the Kingscliff settlement has seen the locality continue to assert itself as the sub-regional centre for the network of coastal villages. The locality offers a range of higher level services and facilities for both the residential population, as well as residents of the other Tweed Coastal Villages.

The core of Kingscliff's retail and commercial activities area are centred around Marine Parade, Pearl Street and parts of Turnock Street. This town centre is then supported by a number of other existing and planned neighbourhood centres which when combined constitute the network and hierarchy of retail and commercial centres. These existing and planned centres have been represented in Figure 5.1 and Table 5.1.

In the context of discussing retail and commercial centres; the following definitions are provided for the purposes of this section. The definitions seek to rationalise the intents and definitions of the Tweed LEP 2014 and Section B9 of the Tweed DCP 2008 (Tweed Coast Strategy):

Local Centre – To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area. Local Centres typically involve 1,500– 6,000 sqm of retail floor space to serve a population catchment of 10,000 people.

Neighbourhood Centre – To provide a range of small-scale retail, business and community uses which serve the needs of people who live and work in the surrounding neighbourhood. Neighbourhood Centres provide approximately 1000 sqm of retail floor space to serve a population catchment of 500 – 1,000 people.

5.2.1 Existing and planned retail and commercial centres

Kingscliff Centre initially commenced with a small string of shops along Marine Parade and by the 1880's had a post office, police station, general store, two hotels, a butcher, baker, school and church. Today, the overriding structure and distribution of existing and planned retail centres within the Kingscliff locality represent implementation of strategic planning and master planning frameworks, including the Council adopted retail principles and provisions of Section B9 of the Tweed DCP, being the Tweed Coast Strategy. Key components of those strategies applying to the Kingscliff locality include:

- The character of existing towns and villages and the retail facilities they already have be protected.
- Where appropriate, Council will support the incremental expansion of existing retail centres in such a way as not to threaten or fracture those existing centres, rather than building new ones.
- Limit the scale of new large scale retail centres in the coastal region to a level which caters for the majority of chore type shopping needs. This concept to reflect the need to reduce fuel consumption and to support sustainability within each centre through discouraging vehicle use and encouraging walking and cycling.
- Encouraging 'active neighbourhoods' by placing commercial nodes at 800 m intervals (allowing residential development to be contained within 400 m walking distance of a commercial node).



Figure 5.1 Kingscliff Town Centre Core is centred around Marine Parade, Pearl and Turnock Street.



Marine Parade has a distinct high street retail experience with a restaurant and cafe niche.



Kingscliff Shopping Centre is an internalised task focussed shopping experience based around the supermarket.

Local centres		
L1	Kingscliff Town Centre	The core of the localities retail and commercial activities, Kingscliff Town centre currently includes 57,690 sqm of land zoned B4 mixed use (though an additional permitted use is available to Lot 13 DP 871753 which would enable further 'Shop' development). Current services include (but not limited to) Woolworths supermarket, pubs, restaurants, speciality stores, office space, banks and medical facilities.
Outside of Kingscliff locality plan footprint		
L2	Kingsforest	2(c) Urban Expansion zoning (Tweed LEP 2000), Kings Forest master plan identifies a 'Town Centre' 89,000 sqm in size, which would facilitate a Local Centre role.
L3	Casuarina	Approval has been granted on a 16,380 sqm site for a local centre comprising 4,881 sqm of retail space, 200 sqm of ancillary office and 148 sqm of restaurant. At the time of writing, the centre is anchored by 3,300 sqm of supermarket supported by 1,581 sqm of speciality shops and construction has commenced on additional retail and commerce buildings on the northern side of Grand Parade. A further 43,174 sqm of land on the periphery of the approved site is zoned B2 Local Centre and is yet to be developed.
Neighbourhood centres		
N1	Wommin Bay	Two lots comprising 5,097 sqm of land, all of which is zoned B2 Local Centre. The site is currently vacant.
N2	Marine Pde Wommin Bay Rd	No specific site identified or zoned for nonresidential activity. No current nonresidential land uses located in the vicinity.
N3	Pearl St	No specific site identified/zoned for nonresidential activity. No current nonresidential land uses located in the vicinity.
N4	Pearl St – Small retail frontage	A small retail unit at 140 Marine Parade. The lot is not zoned for nonresidential purposes, limiting the ability of the site to perform a neighbourhood centre function.
N5	Cudgen Rd	No specific site identified or zoned for nonresidential activity. No current nonresidential land uses located in the vicinity other than community-based activities (Kingscliff Pool, NCAHS, Library etc)
N6	Salt Village	Current approvals in place for the Salt village include a total of 1,905 sqm of retail floor space, 2,047 sqm of Office floor space, 3,380 sqm of Food and Drink (including Tavern) floor space, 2,041 sqm of recreation-based floor space (gymnasium, health spa, surf lifesaving clubhouse etc.) and 757 sqm of Function Centre floor space. Despite approvals being in place, a significant amount of retail (1,390 sqm) and office (1,686 sqm) floor space has not yet been constructed.
N7	Seaside City	Four lots comprising 4032 sqm of land zoned B4 Mixed Use (excluding the area of environmental protection land). The site is currently vacant though an application for a portion of this site is currently before Council.
Outside of Kingscliff locality plan footprint		
N8	Kingsforest	2(c) Urban Expansion zoning (Tweed LEP 2000), Kings Forest master plan identifies a neighbourhood centre of 10,000 sqm within this vicinity
N9	Kingsforest	2(c) Urban Expansion zoning (Tweed LEP 2000), Kings Forest master plan identifies a 3,000 sqm Neighbourhood Centre within this vicinity.
N10	Casuarina	The Casuarina Rec Club, which includes gym, pool, tennis courts, wholesale bakery, restaurant/function centre and office facilities. The Rec Club previously included a small general store, however the majority of these functions now operate ancillary to the restaurant. The Rec Club is zoned R1 General Residential so it's ability to evolve over time as an ongoing 'Neighbourhood Centre' may be limited to its current facilities.

Table 5.1 Kingscliff and surrounds existing and planned retail and commercial lands

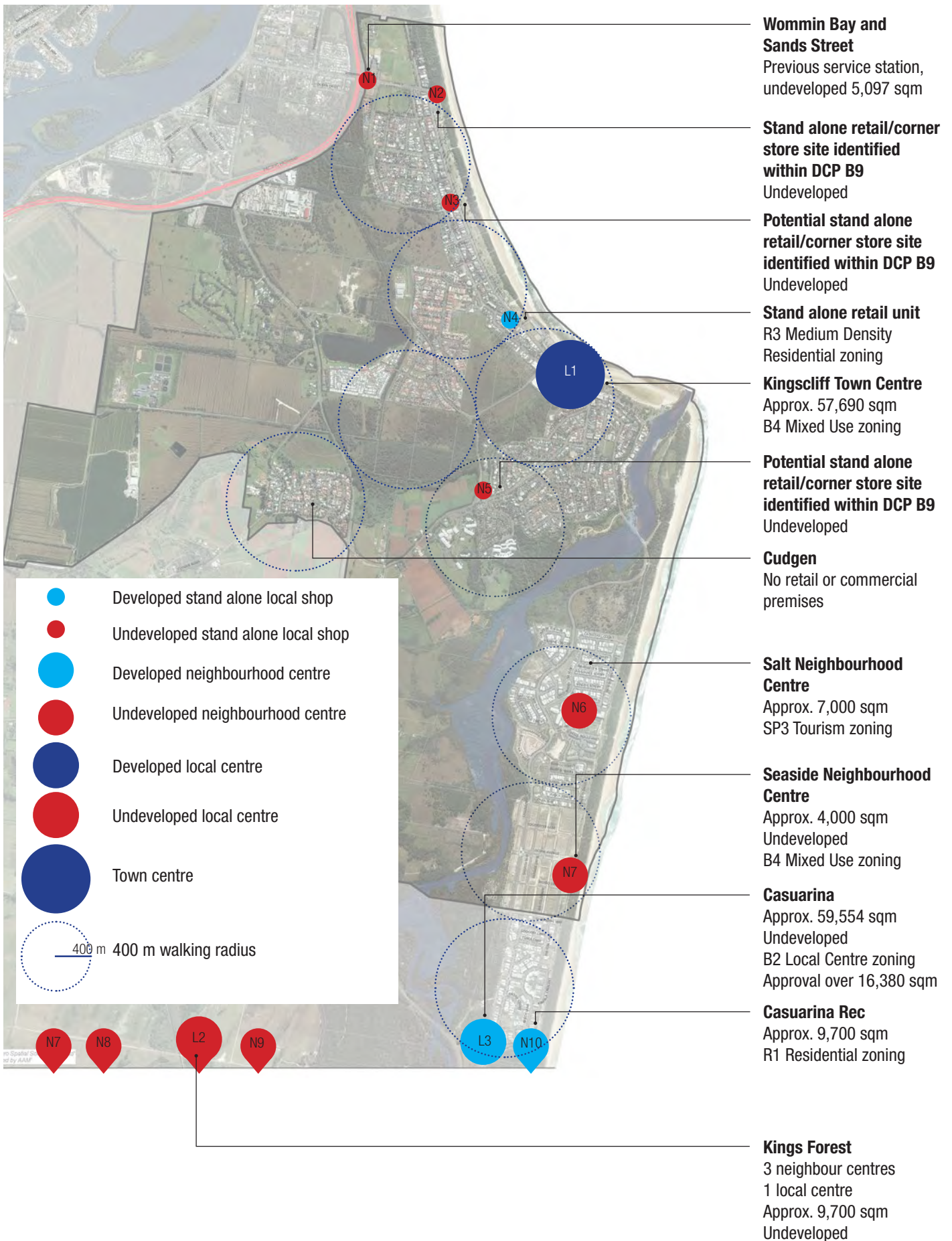


Figure 5.2 Distribution of Local and Neighbourhood Centres within the Kingscliff Locality

5.2.2 Retail and commercial floor area benchmarks

Future land use decisions based on the provision of future need requires an understanding of the current supply of floor space and the likely future demand for floor space for different retail and commercial sectors. The NSW Department of Planning Draft Centres Policy 2009 identified that in the absence of an area specific floor space demand analysis, a base rate of 2 sqm of retail floor area per capita with annual increases can be used as a guide for the planning of future retail and commercial floor areas. The purpose of applying this rate is to understand if there is a current under supply or oversupply of retail and commercial floor areas; also known as a floor space supply and demand assessment (FSDA).

In the context of population projections, the FSDA provides a general indication of the likely retail and commercial floor area needs. Rather than being used to determine particular retail and commercial development floor space requirement, the assessment provides a base benchmark to assist in making strategic decisions and pro actively forecast likely future floor space demand. The intent is to understand demand and provide retail and commercial development opportunity for future growth.

To ensure place and centre vitality it is important to provide variety and retail affordability by ensuring adequate land availability and a range of retail and commerce floor space areas, as opposed to limiting the supply of retail and commercial floor space, and therefore opportunity.

For the purposes of this analysis, the Kingscliff locality population census and population projections utilises Forecast Id which is based on an average locality growth rate. The following commercial and retail/commercial floor area benchmarks and projections have been identified:

Table 3.2 Kingscliff Locality Population projections

Year	Population (projection)	Base commercial retail floor area benchmark* (sqm)
2016	9,611	19,222
2026	10,305	20,610
2036	10,998	21,996

* Based off a rate of 2 sqm per capita as identified within the NSW Draft Centres Policy

5.2.3 Existing retail and commercial floor areas

At present, the Kingscliff locality includes two operating centres within the Town Centre and Salt Precincts. The Town Centre precinct includes approximately 57,690 sqm of land (excluding roads) which is zoned B4 Mixed Use, which comprises the predominate footprint for retail and commercial development. Based on a desktop analysis, approximately 27,800 sqm of commercial and retail floor area is provided within this footprint. Previous master planning work for the Salt Precinct identified appropriately 17,077 sqm of land for retail and commercial purposes. To-date much of the approved commercial and retail floor area has not been constructed, though approximately 2,280 sqm of floor area is provided for retail, commercial, food and drink and function centre purposes.

Accordingly, these two existing centres currently provide approximately 30,000 sqm of floor space. Based on existing supply of retail and commercial land against existing population numbers, Kingscliff locality has a rate of approximately 2.94 sqm per capita which would represent equilibrium of supply and demand, when considering Kingscliff's wider catchment and sub regional role.

As described in Section 3.2.7 Population Projections the population of Kingscliff locality based on the density yields of residential release areas has the potential to reach 10998 by 2036. This would generate the need for up to an additional 7,500 sqm retail and commercial floor area if locality specific population increase alone was the only measure.

In terms of town centre expansion opportunity, there is a significant tract of available land to the west of the existing town centre along Turnock Street which would enable the continued retail, commercial and residential growth as required. This town centre expansion requires the provision of effective traffic, parking and movement strategies with built form controls focussed on strengthening the coastal character and public domain opportunities. Expansion areas require rezoning to facilitate the full range of town centre uses and services.

The amount of available 'zoned' land does not often translate directly to the availability of retail and commercial development opportunity. Nor does it provide an accurate understanding of whether future demand will be sufficiently catered for. These areas are often significantly discounted due to constraints, road, car parking, public domain, the economics of multiple storeys, service infrastructure and back of house uses. A more detailed design investigation of key development sites is therefore required to gauge how much of a development site can be translated into usable net retail and commercial uses.

5.2.3 Emerging retail and commercial trends

The benchmark FSDA rates need to be contextualised in terms of Kingscliff's wider catchment as well as calibrated to a smaller coastal settlement, as opposed to a metropolitan context, which is subject to significant seasonal spikes in patronage and expenditure. There also needs to be an understanding and consideration of general shifts in retail, commercial and shopping trends and the potential influence they have on the built environment and land use planning.

Generally, people undertake a variety of shopping trips at different frequencies ranging from regular fresh food trips through to occasional furniture or white good trips, alongside sporadic trips to access services such as banks or post offices. There is also an increasing trend towards recreational shopping trips where people meet friends or go window shopping.

Of significant consideration and one difficult to quantify in terms of future floor space needs in a built environment sense is the influence of online shopping. Online shopping has the ability to contract the traditional high street footprint. Many high street retailers with significant overheads and operational costs find it difficult to remain cost competitive with online counterparts. This trend is likely to also lead to an increased demand for well-located warehouse and distribution centres.

Another emerging trend originating from the evolution and rollout of improved information technologies is an increase in people choosing to work from home. While there have always been home workers in the Australian labour market, advances in information technology, as well as the introduction of family-friendly policies and flexible working arrangements have made working from home an increasingly attractive option.

In parallel, an increasing trend is co-work spaces. Co-work spaces are shared office arrangements where freelancers, self employed professionals, work from home businesses and small businesses can rent a desk space for flexible periods of time; from a few hours, months or more permanently. One of the benefits is the reduced risk and financial burden of taking on a lease over a larger commercial floor area and ability to work collaboratively with other small businesses. Within Kingscliff, there is a good opportunity, especially for smaller and start up businesses to have a town centre address with co-work spaces.

5.2.4 Major retail district centre for Kingscliff

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. This District Centre was envisaged to:

- Cater for a population catchment of 40,000 people.
- Provide 10,000–20,000 sqm of retail floor space inclusive of one major supermarket and a discount department store.
- Provide district level government and private services.
- Ideally, include a central bus interchange, hospital, library, community centre, medical centre, police station, employment agencies, banks and places of worship.

Whilst a specific site to accommodate a major retail centre was not directly identified within the Tweed Coast Strategy, a design concept prepared by a private landowner over the large site adjoining the Chinderah Industrial area included over 70,000 sqm of district, retail and industrial uses (refer Figure 5.11). Whilst the landowner sought community feedback over the scheme, the concept was never formally endorsed by Council given the availability of land directly adjoining the existing town centre which could meet floor space retail and commercial growth without the need for a new additional retail centre. Further, whilst this scheme was being considered Council's adopted strategic retail policy at the time focussed on pursuing South Tweed as the major retail centre. Post adoption of the Tweed Coast Strategy, Council resolved in 2005 the following as one of the seven principles as the retail strategy for the Tweed Shire:



Figure 5.3 In 2007 and 2016 Gales Holding produced a master plan for discussion and consultation over key development sites in Kingscliff. This north Kingscliff site explored a mix of district centre functions, (30 000 sqm) light industrial and bulky goods uses (40,000 sqm) with open space and residential land uses.

Principle 3: Reinforce Tweed Heads south as the major district retail centre by encouraging the expansion and when Tweed's population demands that increased range and level of shopping.

Since this resolution, the creation of a new district centre at Kingscliff has been considered in contradiction to this principle and not pursued further by Council. Despite the superseding resolution of 2005, the Tweed Coast Strategy has not been reviewed or amended since. Accordingly, the KLP process will seek to clarify this position and provide commentary on the implementation of the retail principle as it applies to Kingscliff and provide recommendations in order to reconcile the applicable planning framework. It is envisaged that these strategies will not only address the location, scale and nature of future retail development but also identify any site specific thresholds for when a detailed economic analysis is to be undertaken. Whilst the threshold or requirements to prepare an economic analysis will require further industry based consultation, it is expected that the analysis would determine:

- The established need for the retail and commercial development with Kingscliff.
- Identification of the broader likely catchment.
- Identify the potential impacts on other retail and commercial centres including South Tweed as the identified major district retail centre.

As part of these investigations, it is important to review the constraints of the existing South Tweed retail centre. Specifically, an understanding of available space to expand in the context of population and expenditure projections, land use implications of potentially reallocating existing land uses, or transitioning to more intensive land uses. It is also important to understand the economic implications of the flood constraint which place significant restrictions on the provision of residential accommodation, a key centre component in promoting active, vibrant, walkable and sustainable centres.

With the existing and future planned growth for the Tweed Coast more broadly, there is now an opportunity to explore a range of employment generating land uses across this north Kingscliff/Chinderah site in coordination with the incremental expansion of existing Kingscliff town centre. Where the existing Kingscliff town centre could continue to evolve towards a more pedestrian centric, fine grain retail character with a strong food and restaurant niche, this north Kingscliff/Chinderah site could include a mix of business park, education campus in addition to a retail centre capable of accommodating higher traffic generating business whose floor area requirements may be preclusive within the existing town centre precinct.

5.2.5 Kingscliff locality retail and commercial centres land use

The introduction of the Standard Instrument (Local Environmental Plans) Order 2006 required Council's to prepare LEPs that included state-wide standardised zones. Tweed has since adopted the Tweed LEP 2014 in accordance with these provisions, which saw the removal of the 2(c) Urban Expansion zone, which was a commonly used in greenfield areas, particularly the vacant land on the periphery of the existing town centre. The advantage of the urban expansion zone was the breadth of permitted land uses, which enabled detailed site investigations and structure planning to occur in a fluid manner. The Standard Instrument Order 2006 does not include a zone which enables this degree of flexibility within the statutory framework, rather, specifically provides for more clearly delineated residential or business zones.

In light of the above, the size and placement of business zoning is increasingly critical to ensure their development and ongoing sustainability.

When considering the land use composition of the existing and proposed centres, it is considered critical to couple retail space with complementary uses. An audit of the Kingscliff village indicates that approximately 30% of the stores (note: number of stores, not the size of floor space) are 'retail premises' by definition. Approximately 25% comprised Food and Drink and the remainder predominately medical or health-based premises (15%) and professional services (30%).

Likewise, approvals at Salt village indicate a relationship between uses where office and retail floor space possess a 1:1 ratio, with food and drink premises being the predominant land use (ratio of approximately 1.5:1 with retail or office).

Accordingly, for strategic planning purposes, should 1,000 sqm of retail floor space be required, a total zone or site area of 4,000–8,000 sqm may need to be 'zoned' to support the sustainability of the site.

5.2.6 Kingscliff Locality Retail and Commercial Centres Issues

Feedback from the community vision survey and the community workshop identified a number of issues which relate directly to the retail and town centre experience. These include:

- The experiential qualities of the town centre are now car dominated.
- There is currently no recognisable town centre or town heart which defines the retail centre. It is currently dispersed between the lineal Marine Parade shopping strip and the internalised Kingscliff Village Shopping centre.
- The town centre is generally looking tired and run down with many buildings in need of maintenance and improvements.
- There is a general lack of legibility and connectivity especially for pedestrians and a lack of unifying public domain elements.
- In terms of land uses, survey respondents identified additional preferred uses included a new supermarket offering competition, a hardware facility, delicatessen and additional health services and doctors as the priorities.

5.2.7 Retail and commercial centre opportunities

Town centre development

- Reinforce the existing town centre core and provide growth opportunity along the 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.
- Strengthen the pedestrian amenity and streetscape character of Marine Parade and Pearl Street as predominantly 'pedestrian priority' areas including widened pedestrian spaces, more landscaping and street furniture implemented through a public domain and streetscape master plan which can be progressively developed.
- Continue to promote the Marine Parade ocean front town centre block as the town centre core where the existing cafe and restaurant niche is further encouraged along with shop top and holiday accommodation housing above.
- Promote additional accommodation within the town centre which will provide more opportunity for tourism and low cost accommodation.
- Opportunity to investigate building design provisions to enable retail and commercial uses above the ground floor level and, where appropriate, potentially in a roof-top format (e.g roof top restaurants).
- Provide a more complimentary relationship between uses in a mixed use buildings and ensure appropriate building heights are permitted to provide for retail, commercial and residential targets.
- Encourage the Kingscliff Shopping Village site to be redesigned to include a strong built form edge to Pearl and Turnock Street and provide a public square/public domain area defining the Town Centre.
- 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 basement and/or multi- storey car parking configurations within the Kingscliff Shopping Village Centre site to meet increasing car parking needs.
- Investigate opportunities to co-locate community services within or directly adjoining the town centre to foster greater accessibility, town centre presence and community relevance to these services.
- Provision of appropriate coastal hazard protection measures will facilitate the future development of the proposed central park, coastal foreshore public domain elements and the Kingscliff Beach Holiday Park as well as providing more certainty to businesses and development opportunities which fall within the coastal risk area.

Out of centre uses

- Explore North Kingscliff site adjoining the Chinderah Industrial area as a new 'activity centre' to provide a range of industrial, business, education, retail, residential and open spaces uses to complement the existing town centre. There is an ability to locate larger traffic generating uses over this site whilst forming strong movement links (vehicle, pedestrian and cycling) with the existing town centre.

Other small retail centres

- Investigate opportunity to provide locally based retail uses in existing suburban settlements such as Cudgen and Seaside City to encourage greater accessibility to day to day convenience goods and services. This may also include opportunities with the Kingscliff Bowls club and Cudgen Leagues club to amend their zoning to enable a wider range of retail uses as permissible, as opposed to new sites within similar locations, particularly when land fragmentation has occurred.
- Investigate land use opportunities to explore a fuller range of local centre uses within the Salt precinct whilst supporting and continuing to encourage tourism based land uses and support service. This could include the option of zoning the remaining development site within Salt village a 'B' zone, enabling the provision of office space and permanent accommodation options.

5.2.8 Draft retail and commercial centres strategies

1. Retain and strengthen the primacy of the existing Town Centre.
2. Promote the expansion of the existing Town Centre land uses (B4 Mixed Use) west along Turnock Street to accommodate a range of retail, commercial, service and residential uses. This town centre expansion requires the provision of effective traffic, parking and movement strategies with built form controls focussed on the strengthening the coastal character and public domain opportunities.
3. Develop design guidelines which will identify and reinforce the desired coastal town character to guide future development.
4. Strengthen the pedestrian amenity and streetscape character of the Town centre including the Marine Parade and Pearl Street town centre block as a 'pedestrian priority' area which would include widened pedestrian spaces, more landscaping, shade and street furniture implemented through a broader Town centre public domain master plan which can be levied through s.7.11 funding and progressively developed.
5. Provide opportunity through land-use zoning to create an additional future business, retail and commercial centre over part of the Business and Knowledge precinct. The size and scale of business land uses should be underpinned by a retail and economic feasibility study as part of a master planning process. The key heads of consideration for preparing economic feasibility study is to address but not be limited to:
 - Establish strategic justification and need for the additional retail and commercial development with Kingscliff.
 - Identify an appropriate size and land use breakdown of proposed retail, commercial, business and light industrial uses.
 - Identify potential impact on other retail and commercial centres including South Tweed as the identified major district retail centre.
6. Continue to promote infill development within the existing town centre envelope with a focus on active ground floor uses, street engagement and range and scale of floor space opportunities. Promote additional accommodation within the town centre which will provide more opportunity for tourism and low cost accommodation.
7. Continue to promote the provision of neighbourhood shops providing convenience goods and services within a walkable catchment of all residential areas including Cudgen which currently does not have a neighbourhood centre.



6.0 TRAFFIC ACCESS AND MOVEMENT



6.1 Regional and local road network

The Tweed Coast Road is the connector and key movement corridor which services the Kingscliff locality. The Tweed Coast Road provides direct access onto the Pacific Highway allowing ease of movement north to Tweed Heads and beyond to the Gold Coast where many of the local residents commute each day to work. The stretch of Tweed Coast Road between the intersection with the Pacific Highway to Cabarita is planned to be widened to four lanes in the future as part of the Tweed Road Development Strategy. The other key connector roads include existing Wommin Bay Road connection to Chinderah Bay Drive providing access onto the Pacific Highway. The general road network has been illustrated in Figure 6.1.

Despite the relatively good proximity to the highway, there is only one point of access between Tweed Coast Road and Kingscliff township via the Cudgen intersection. 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 the resolution of the environmental and flooding constraints.

To the south, Casuarina Way connects to the Tweed Coast Road at Casuarina Town Centre. It connects south Kingscliff across Cudgen Creek to Sutherland Street. 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.

6.1.1 Tweed Road Development Strategy – 2007

The Tweed Road Development Strategy – 2007 (Veitch Lister Consulting (VLC), 2007) examines:

- The traffic studies which have defined the Tweed Shire's long term road improvement strategy.
- The principles, mechanisms and assumptions underlying the schedules of contributions contained in the Tweed Shire Council contributions plan.

The document suggests an ultimate development scenario based on zoned land and likely development options including detailed additions and improvements to the road network for West Tweed Heads, Banora Point, the Tweed Coast and Murwillumbah. It uses a consumption based model and generic road costs to generate the cost of accommodating anticipated development and how this might be shared among development in different localities.

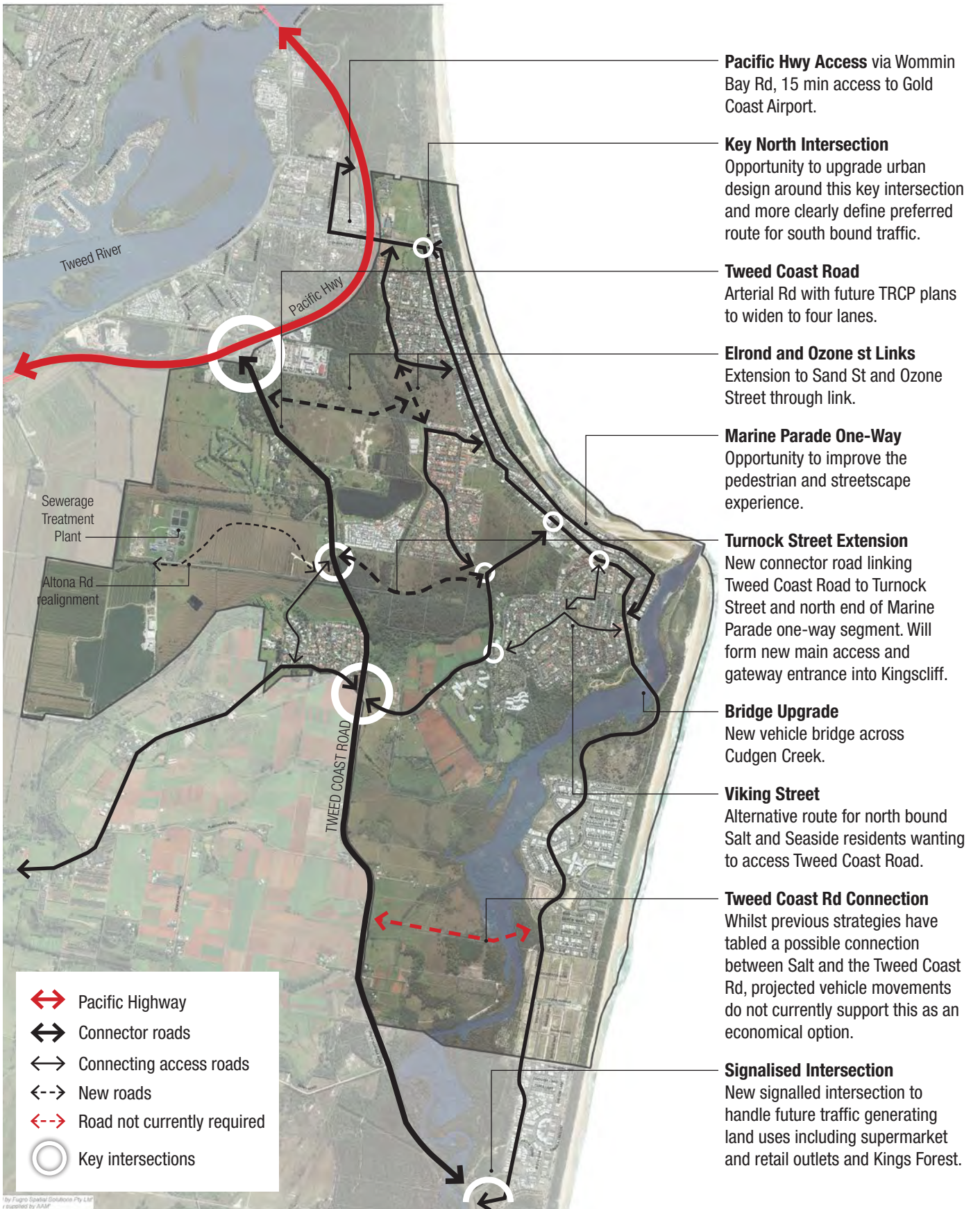


Figure 6.1 Kingscliff locality road network

6.1.2 Regional and local road network issues

Traffic and car parking issues were the most frequent comments made during the initial stages of the community consultation including the community vision survey and the community workshop.

Developed in 2007 and not reviewed since, there is opportunity for the Tweed Road Development Strategy to be reviewed and updated. This review should be based in part on future density and population projections to determine likely demand for additional upgrade road infrastructure and appropriate timing and funding of those works.

In the context of testing the growth potential of Kingscliff Town centre and immediate surrounding areas, there is a need to understand the implications of a low, medium and high growth scenarios against a traffic and car parking needs analysis. This will identify options and constraints which need to be considered to ensure compatibility of appropriate movement with growth. There is an opportunity to engage a Traffic and Car parking Consultant to undertake these studies.

Other issues to be resolved include the alignment of Turnock Street extension west to a new intersection with Tweed Coast Road. This alignment will largely be determined by the review of the existing vegetation community in terms of its ecological value along with the optimum urban structure configuration for the residential release areas of West Kingscliff. There is also a portion of the Tweed Coast Road (Connector) is below the Q100 flood level and will need to be raised by over 2 m to be above flood level (RL3.2). This would need to be raised as part of any future staged residential development within the Altona Road and West Kingscliff areas.

Other issues relating to the existing local network of roads which was raised during consultation 01 and the community vision survey includes:

- Increased traffic movements by Salt and Seaside residents along Viking Street to access Tweed Coast Road and avoid moving through Pearl Street during school drop off and pick up hours.
- Perceived dangerous five ways intersection.
- Perceived traffic congestion issues, particularly around St Anthony's Primary School.
- Mixed feelings regarding Marine Parade one-way system between support of the new configuration to very strong views to either reverse the direction, revert to the two way configuration and finally to pedestrianise the Marine Parade stretch between Turnock Street and the Figtree Roundabout.

6.1.3 Regional and local road network opportunities

The key opportunity for the KLP is to undertake desk top urban structure planning of key Greenfield sites and make recommendations for new road alignments and intersections. Preliminary density studies of these greenfield development sites will provide a more detailed analysis of the traffic and road hierarchy implications which could provide some base for future road infrastructure planning in and around Kingscliff and if required revisit the hierarchy of identified additions and improvements for the Tweed Coast Area.

There is opportunity to plan for Turnock Street extension in terms of the desired future character as a key gateway connector to Kingscliff Town Centre. This includes the desired carriage width, the inclusion of a dedicated cycleway, the type of desired road side car parking (especially between Turnock Street roundabout and Pearl Street), the inclusion of landscaping and street tree planting and other visual amenity elements.

This will include investigating the need to upgrade Tweed Coast Road between Chinderah and Casuarina, and a new connection between Tweed Coast Road and Turnock Street in accordance with the Tweed Road Contribution Plan.

6.1.4 Road and local road network draft strategies

1. Co-ordinate findings of a recent Kingscliff Town Centre car parking study into Kingscliff Town Centre Traffic and Car Parking Strategy to determine optimum future traffic movement and car parking needs both locality wide and more specifically within the town centre. Part of that Traffic Study should include:
 - Collection of traffic movement and car parking data to understand traffic flows during the course of a year encapsulating on and off season data to be compared with empirical data collected to date.
 - Review the TRCP in accordance with revised population projections and densities within new release areas including the need for four lane Tweed Coast Road between the Pacific Highway and Cabarita.
 - Investigate the need based on population thresholds within the Salt and Seaside precincts, for a long-term option of constructing a new east-west road across Cudgen Creek connecting Casuarina Way with the Tweed Coast Road.
 - Investigate measures to improving traffic design and amenity of the five ways intersection including improved intersection grade, sight lines and improved round about design.
 - Investigate congestion issues and traffic/pedestrian safety around Pearl Street during school pick up and drop off times which will require co-ordination with St Anthony's Primary School.
2. Land developer to instigate design for the Turnock Street extension in terms of preferred alignment and finished levels, desired future character as a key gateway connector to Kingscliff Town Centre in co-ordination with Council. This includes the desired carriage width, the inclusion of a dedicated cycleway, the type of desired road side car parking (especially between Turnock St roundabout and Pearl Street), the inclusion of landscaping and street tree planting and other visual amenity elements.
3. Land developer to instigate the alignment and design for the north-south road link between Elrond and Ozone Street as part of any future rezoning/subdivision design process in coordination with Council.
4. Land developer to instigate alignment and design for the flood evacuation east-west road link across the Business and Knowledge Precinct as part of any future rezoning/subdivision design process in coordination with Council.

6.1.5 One-way Marine Parade

Significant interest was raised during the initial stages of the community consultation (2016) which provided a varied response to the relatively new Marine Parade one-way system ranging from those who support the one-way proposal, those that would rather see Marine Parade reverted to a two-way system, as well as a sample who would rather the Marine Parade between Turnock Street and the Figtree be pedestrianised.

Whilst the works to create the one way system are relatively new, the proposal for the one-way system was first instigated in 1995 when Council's traffic committee received a submission from the NSW Police recommending the road to be made one way southbound on traffic and pedestrian safety grounds. In 2001 the Kingscliff Ratepayers association in 2001 submitted a request to Council for Marine Parade to be made one-way to increase car parking opportunity within the town centre. This idea was then resurrected in 2012 when the Kingscliff Chamber of Commerce requested the same.

In response to these requests and the need to provide additional car parking within the town centre, in 2012 Council embarked on a preliminary design and consultation stages which sought to:

- Make Marine Parade one-way for south-bound traffic.
- Provide additional 41 car parking spaces by utilising the reduced carriageway width.
- Realign the road to discourage speeding.
- Beautify the street with tree planting in the pedestrian walkways and islands.

The direction of the Marine Parade one-way system was chosen due to the longer-term strategy for traffic flows which incorporates within a new arterial road linking the Tweed Coast Road with Turnock Street when the proposed development in West Kingscliff goes ahead. This would provide more direct access into Kingscliff and is expected to be the town's main gateway.

The one way scheme was exhibited and consulted upon between April 2012 and June 2012 including a community meeting, fact sheets circulated and direct consultations with business owners and town centre users. The scheme generally received support, and Council resolved to adopt the scheme and commenced construction in January 2013 completing works by April 2013.

6.1.6 One-way Marine Parade issues

Since the commencement of the one-way system Council has continued to monitor traffic usage in and around the town centre recording a 10% increase in the usage of Pearl Street rather than Marine Parade, reducing traffic flows, reducing speed and improving safety.

Since its inception, Council has received mixed feedback on the successes and impacts of the scheme. Some feedback suggests an improvement in the availability of convenient car parking along Marine Parade and general improvement in traffic/pedestrian safety. Other feedback suggests the direction of the system needs to be reversed allowing north travelling residents (from southern residential estates) to more easily park in the street.

6.1.7 One-way Marine Parade opportunities

Results of the community vision survey suggest that whilst there is a perceived traffic and car parking issue in Kingscliff, the need to improve the overall pedestrian amenity, particularly along Marine Parade and Pearl Street featured strongly.

This suggests one of the key opportunities within this precinct is to revisit the streetscape and urban design elements within these locations to supplement traffic and car parking works. One opportunity is to significantly increase the width of the pedestrian footpath along the western side of Marine Parade allowing more substantial opportunity for landscaping and public domain. Although this would result in the loss of approximately six reverse parking car spaces, additional landscape works would improve the visual and pedestrian amenity, whilst promoting this particular stretch of the Kingscliff town centre for cafe, restaurant and recreation retail. The improved pedestrian amenity of this area will further assert the role of Pearl Street and Turnock Street in handling through and serviced related traffic.

6.1.7 One-way Marine Parade strategy

1. Continue to monitor the traffic movements more broadly within the Kingscliff Town Centre (particularly Marine Parade and Pearl Street) to understand traffic flows during the course of a year encapsulating on and off season data to be compared with quantitative and qualitative data collected to date.
2. Instigate a streetscaping and public domain concept plan along Marine Parade and Pearl Street which seeks to improve the overall pedestrian and visual amenity.
3. Instigate a business owners and staff car parking management strategy to identify and utilise on-site parking opportunities where they exist and investigate allocating all day parking for staff outside of the immediate Marine Parade and Pearl Street area freeing up availability of car parking for customers.



Marine Parade (existing) – Although Marine Parade has resulted in an additional 41 car spaces and reduced traffic speed, community consultation has identified the need to improve public domain amenity as part of future streetscape improvement works.



Marine Parade (concept) – There is opportunity for an additional future stage to improve the pedestrian amenity by increasing the width of the western footpath and providing for additional street tree planting and landscaped areas. This would also include additional street furniture, lighting and dine out opportunities.

6.2 Car parking

6.2.1 Existing need and supply

Car parking within Kingscliff Town centre is represented in Figure 5.2 and Table 5.3 and takes a number of different forms including:

- Off street parking at Kingscliff Shopping Village.
- Off street public car parking along Marine Parade.
- On street parking throughout the town centre.
- Basement car parking (public and private spaces).
- Back of house private business and resident parking.

One of the key ongoing community and business complaints is the perceived lack of car parking available within the town centre. To understand the availability of existing car parking spaces within the town centre, an informal car park survey was conducted on a work day during summer (10 December 2015 between 10am–12pm). The results have been tabulated below, with car parking areas corresponding to Figure 6.2. Given these tabulations are based on only a single day survey, the results can only be used as broad observations as a prelude to a more detailed traffic and car parking study being undertaken.

Kingscliff Town Centre car parking				
Town Centre	No.	Parking	Number	Vacant at count
North Town Centre	1	Bowls Club	159	109 (68%)
	2	On-street	34	18 (53%)
	3	On-street	82	30 (36.5%)
Town Centre core	4	Kingscliff Shopping Centre	361	106 (29%)
	5	Pearl Street (on-street)	50	42 (84%)
	6	Kingscliff Pub	52	18 (35%)
	7	Back-of-house	48	20 (42%)
	8	Marine Parade (on-street)	42	7 (17%)
	9	Marine Parade car park	54	31 (57%)
	10	Basement	95	35 (37%)
South Town Centre	11	SLSC	45	1 (2%)
	12	South Car park	93	5 (5%)
	13	South Marine Parade (on-street)	14	0 (0%)
	14	South Back of House	14	8 (57%)
	15	Cinema basement	55	30(55%)
Faulks Park	16	Faulks Park	33	14 (42%)
	17	VMR	34	25 (74%)
	18	Boat Ramp (trailer spaces)	11	9 (82%)
	19	On-street	52	42 (80.7%)
Total			1328	550 (41%)

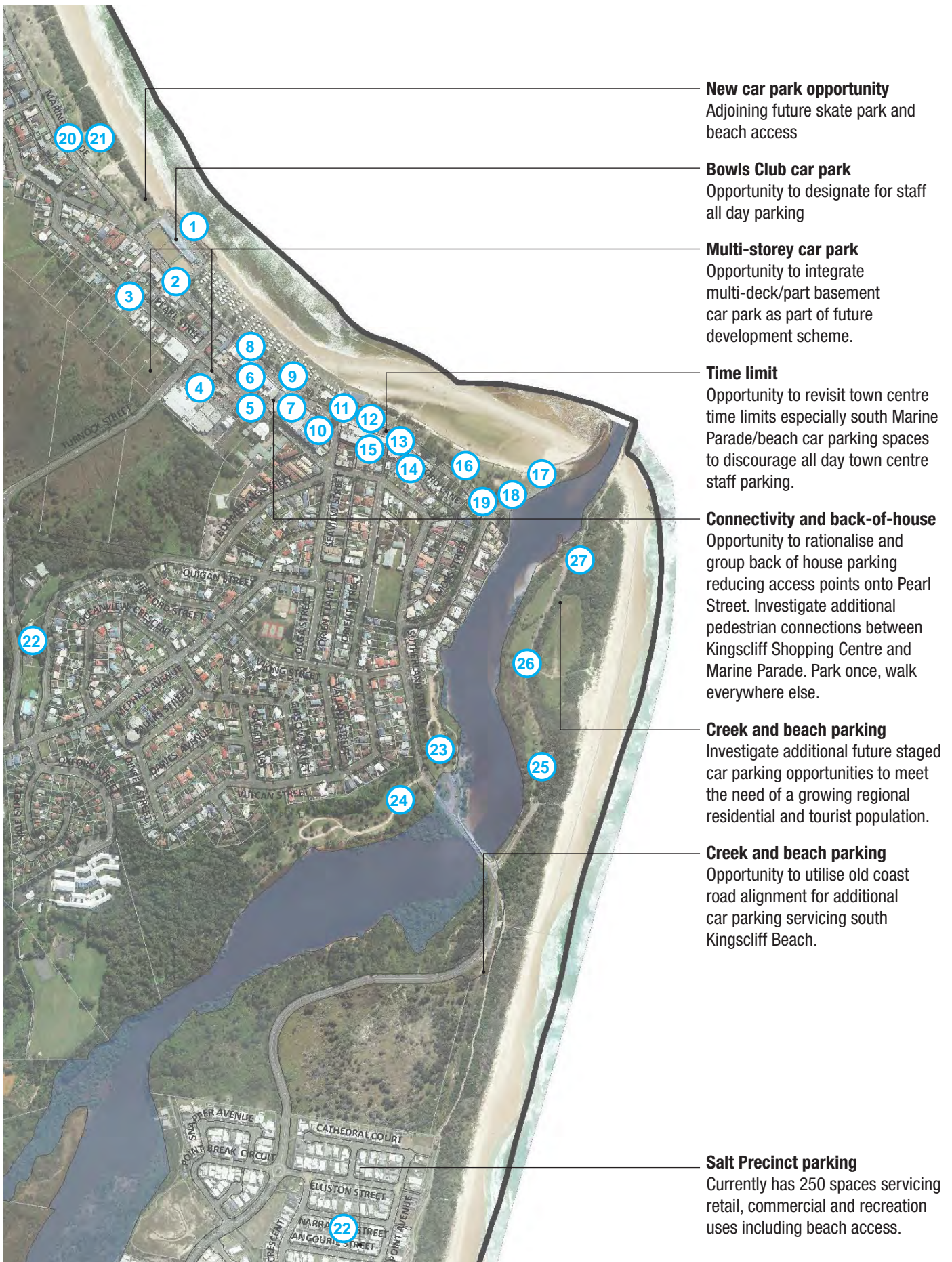


Figure 6.2 Kingscliff car parking opportunity

Out of town centre parking				
North Kingscliff Precinct	No.	Parking	Number	Vacant at count
Coastal Reserve – Marine Parade/Beach Street	20	Off street	47	35 (74%)
Coastal Reserve – Marine Parade/Terrace Steet	21	Off Street	43	39 (91%)
Total			90	74 (82%)

Out of town centre parking				
Precinct	No.	Parking	Number	Vacant at count
Library/Area Health/MOW	22	Off street	38	12 (32%)
Salt Precinct	23	On street	200 tbc	–
Rotary Park	23	Informal	200 tbc	–
Rotary Park South	24	Informal	100 tbc	–
Cudgen Creek	25	Informal	50 tbc	–
Cudgen Creek	26	Informal	50 tbc	–
Cudgen Creek	27	Informal	30 tbc	–
Total			718	

The above tabulations indicated that during the time of the survey, of the **total availability of 1,456 spaces** within the surveyed area indicated there was an overall occupancy rate of 63% or 37% of car spaces vacant. Within the immediate town centre core defined within Marine Parade, Pearl Street and Turnock Street (Kingscliff Shopping Village) of the total 702 car spaces there were 259 spaces available with 443 cars parked.

The south town centre precinct highest car parking occupancy rates largely attributed to proximity to the roundabout, central location to the town centre, SLSC and beach. There is also anecdotal evidence that due to the lack of a time limit, this car park is predominantly used for staff car parking.

Also of note during the survey was the availability of 109 vacant spaces out of a total of 159 available spaces at the Kingscliff Beach Bowls Club which is less than 200 m from Marine Parade. The beachside car park directly adjoining the bowls club is a Council owned car park utilised mainly by Bowls Club visitors and surfers. Given the high vacancy rate and close proximity to the town centre, this car park could be promoted for all day free staff car parking which would free up the availability of car parking within the town centre core.

6.2.2 Car parking need

The provision of car parking and site access is currently controlled under DCP A2 – Site Access and Parking Code. DCP A2 provides car parking rate requirements for various development types with some land uses, such as food and beverage use generating the need for more car parking spaces as others including office space.

Applying the car parking rates within DCP A2 is useful in undertaking a car parking needs analysis based on current retail and commercial gross floor areas. Despite not having a specific breakdown of actual business types (which generate different car parking rates) an averaged car parking rate can be applied to give a base threshold or range of the likely car parking required to service that retail and commercial land use need. The following table uses the higher base car parking rate applied to the existing amount of floor area within the town centre being 27 800 sqm as derived from section 02 of this report.

Kingscliff Town Centre car parking need				
Town retail and commercial use sqm	Average car parking rate	Car spaces required	Staff car parking	Total
	3.5/100 sqm ²		1/100 sqm ³	
27,800 sqm¹	3.5	973	278	1,251 spaces

¹ Using the base existing retail floor area of 28 800 sqm as described in section 2 of this report.

² Using the average car parking rate for retail and commercial uses.

³ Assuming a higher rate of the shop as average.

Based on a desktop needs analysis by applying policy requirements to existing floor areas, there is a need for approximately 1,251 car spaces within the Kingscliff town centre. Within the same study area there is currently 702 car spaces available within either an off street, on-street or basement format. This would indicate a shortfall of 549 car spaces available within the town centre of what would typically be required by the car parking DCP. It is interesting to note the comparison between the amount of cars parked on the day of the survey (443) against the likely averaged number of car parks required by policy (1,251) may indicate the current policy provisions prescribe a high rate of car parking than what is actually needed.

This general observation would however need to be confirmed by a more detailed robust traffic and car parking study which investigates the pattern of car parking and town centre movement at different times of the day and potentially at different times of the year (holiday season – out side of holiday season) against likely locality based population increases. This could also identify the parking behaviours of various town centre users (customers/staff) to understand how far users are prepared to walk to their desired destination after parking. The more detail study could also recommend strategies to firstly reduce the number of car movements to and within the town centre but also improve the future traffic movement and car parking regimes.

6.2.3 Car parking issues

Car parking combined with traffic management issues were the most frequent comments made during the initial stages of the community consultation including the community vision survey and the community workshop. Many respondents cited recent additional car parking within Marine Parade as being insufficient and that the Kingscliff Shopping Village required a redesign to improve access, car parking and traffic management issues. No parking issues were raised relating to areas outside of the Kingscliff Town Centre.

In support of the perceived lack of parking in and around the town centre, the car parking and desktop survey revealed that there is an under supply of approximately 549 spaces. Despite this, of the 702 spaces available within the town centre, there was still 259 spaces remained vacant on the day of the survey in the middle of a typical summers day. As such, there maybe a discrepancy between policy driven under supply and actual under supply which warrants further investigation.

Contributing to the perceived lack of car parking is most likely a combination of available car parking not being conveniently located and/or the perception of lack of car parking is based on parking behaviour. Community comments collected during consultation revealed that if a car park wasn't available right out front or within immediate proximity of a particular business the respondent would rather not stop or seek out an alternative. As such, there is an inherent reluctance to park a bit further away and walk to the desired destination.

Community feedback indicated that many staff occupy the more centrally and conveniently located car parking spaces due to the lack of restrictions and convenient location to the workplace. Even in restricted car parking areas staff members would tend to hop from one space to another to avoid receiving a parking infringement.

Challenging parking behaviour including the desire to park right out the front is difficult to control or manage within the scope of a locality plan and Development control plan. Strategies can be put in place which identifies more clearly the availability of centrally located car parking spaces, such as within existing basements. Measures could also be put in place to encourage staff to park in peripheral locations rather than occupy more centrally located spaces which should be reserved for customers.

Recent streetscape works along Marine Parade has increased the amount of on street parking by approximately 41 spaces. Given the significant opportunity of the town centre to grow particularly along Turnock Street, car parking, pedestrian access and landscaping will need to be carefully considered to balance practical movement and access function with town centre amenity. There is opportunity to identify small peripheral pocket car parking areas which take up less site area but provide different accessibility opportunities based around key town centre destinations.

External development pressures are also likely to place additional car parking and traffic pressure. For example, it is likely that the future development of Kings Forest combined with the infill developments within Casuarina are likely to place additional pressure on parking within both the town centre as well as the natural recreation areas of the Creek and various beach access points which currently requires 300 spaces per kilometre under the Tweed Coast Strategy B9. Whilst the nature of this pressure is difficult to quantify, there is a need to anticipate this future growing requirement and make adequate provision for additional car parks within strategic locations for staged increases. Parking, particular adjoining water based recreation areas needs to be co-ordinated with SLSCs to encourage users where there will be SLSC patrols.

In consideration of the above, one of the key issues for the future management of traffic and car parking is the lack of a car parking and traffic strategy relating to the Kingscliff Town Centre. A car parking strategy which models different development densities (low, medium, high) is required to generate projected car parking requirements to understand potential under supply thresholds and preferred future car parking locations.



Marine Parade has a combination of nose-in and 'off street' parking totalling 96 spaces.



Users have expressed frustration in reverse parking into western side spaces and need to 'drive all the way around the block' until a space becomes available in the car park.



Kingscliff Village Shopping Centre has the opportunity to accommodate a multi-deck and basement car park as part of a future staged redevelopment strategy.



Pearl Street, a primary connector road through Kingscliff Town Centre has the opportunity to rationalise back of house parking and access points onto Pearl Street. Existing basement car parking is largely under utilised.

6.2.4 Car parking opportunities

One of the key opportunities is to undertake a Kingscliff Town Centre Traffic and Car Parking Strategy. The objectives of the strategy would:

- To determine the existing car parking availability and usage to determine if there is an under or over supply of car spaces within the town centre.
- To maximise the shared use of parking spaces within the Town Centre, and so minimise the public and private cost of parking provision.
- To review the rates applicable under DCP A2 based on an assessment of supply and demand for parking so as to give certainty to landowners seeking to develop their land.
- To ensure that car parking for development of land in the Town Centre is provided in an equitable manner for both current and future premises, with the direction given to the way in which parking is to be provided in different precincts.
- To ensure that parking on private and public land within the Town Centre is located and designed in a coordinated manner, and is consistent with strategies for preferred development patterns.
- To cater for a supply of new parking that balances the need for parking to meet demand from new commercial development in peak holiday periods and the quieter off-peak seasons, maintaining existing spare parking capacity to cater for the peak periods.
- To ensure that management strategies are devised to maximise the availability of short term parking close to retail facilities, and caters for long term parking for staff.
- To consider appropriate locations for loading bays, taxi parking and coach parking.

In addition to the development of a car parking strategy, there are a number of key short term and longer term car parking opportunities which can be explored in the context of improving car parking and traffic management particularly in and around the town centre.

Some of those **short term** opportunities include:

- The need to encourage public and active transportation options to reduce traffic movements within the town centre. This includes the improved opportunity for bicycle parking and amenity within the town centre to encourage more cycling rather than driving.
- Option for 3 hour time limit in SLSC/south town car park to free up car park and restrict all day parking currently largely utilised by town centre workers/staff.
- Instigate a business owners and staff car parking ticket allocating all day parking outside of the immediate Marine Parade and Pearl Street area freeing up availability of car parking for customers. The ocean front car park adjoining the bowls club might be one suitable location.
- Implement an Events Car Parking Management Policy during festival and event times to provide information on parking locations including all day car parking at more peripheral locations serviced by shuttle buses freeing up town centre spaces for customers.
- Improve signposting and information identifying existing car parking opportunities including the existing basements which are currently under utilised.
- Opportunity for small shuttle bus services (bowls club, leagues club, SLSC club buses during the day) doing a 'hail and ride' town centre to residential estate loops reducing the need for private vehicle movements to the town centre.

Some of the **longer term** opportunities include:

- Pursue the development of a multi- storey car park and part basement over the Kingscliff Shopping Village site as part of the sites future redevelopment.
- Increased pedestrian connections between Kingscliff Shopping Centre and Marine Parade. Park once, then walk everywhere thereafter.
- Identify strategic locations suitable for staged car park expansion to meet future needs. This may include a new car park on the northern side of Turnock Street and another pocket car park north of the bowls club adjoining a planned skate park and beach access. The site for a new public car park must be capable of being connected to the town centre by pedestrian pathways.

6.2.5 Draft car parking strategies

1. Undertake a Kingscliff Town Centre Traffic and Car Parking Strategy to determine future car parking needs both within the town centre and adjoining natural recreation areas.
2. Pursue the inclusion of a multi- storey car park and part basement over the Kingscliff Shopping Village site as part of the sites future redevelopment.
3. Make provision for newly identified car parking requirements through a reviewed s.7.11 contribution car parking schemes which providing alternatives for developers to make contributions towards more centrally located and accessible car parking spaces.



Ferry Road markets provides centralised car spaces around the perimeter of retail frontages and combines generous shaded pedestrian circulation paths and landscaping to break up the hardstand.



Concept of a multi-deck car park with retail uses on ground floor with landscaped and architectural treatment to upper level car parking areas could be explored over the Kingscliff Village Shopping Centre site.

6.3 Public transportation

Public transport provides cost effective transport while also reducing traffic congestion and the associated impacts on air quality and environmental amenity. Perhaps most importantly within the Kingscliff demographic context with a higher proportion of elderly and younger persons, it is an invaluable mode of transport for those people who have no other alternative means of travel.

6.3.4 Bus services

Bus service routes and bus stops are illustrated in Figure 6.3. Bus services are provided by Surfside bus lines of the Gold Coast. There are also local school bus routes servicing Kingscliff Public School, St Anthony's Primary School, Kingscliff High School and other schools outside of the locality.

Presently, there are three bus routes that service the locality: Kingscliff – Robina, Southport – Kingscliff and Tweed Heads – Pottsville. The Kingscliff – Robina route provides the 'Trainlink' service to Robina train station on the Gold Coast and therefore provides a direct link to the Brisbane/Gold Coast heavy rail system (Queensland Rail). Kingscliff is the terminus of the bus route from Southport at the northern end of the Gold Coast.

The Tweed Heads – Pottsville bus route passes through Kingscliff and is the main service for the Tweed Coast. It is envisaged that this bus route will eventually be modified or supplemented by an additional bus route to service the rapidly developing South Kingscliff locality. Kings Forest, when developed, will likely require the provision of a new bus service linked to Kingscliff.

It is essential that public transport services are expanded and in place as residential areas are developed. It is preferable that route development keeps pace with land release. Therefore it is important that the provision of new services be planned through early consultation with the service provider(s) which includes ensuring adequate road carriage widths and well located bus stops within the structure planning phases.

6.3.4 Public transport strategies

Public transport in the Kingscliff district is limited to buses and taxis only. There are no current proposals to provide heavy or light rail connections to the district.

The future provision of public transportation has been previously addressed within the Tweed Public Transport Strategy. However given the proximity to the Queensland Border, and the daily movement of respective residents across the border for employment, education, retail and recreational purposes it is also important to consider the findings of the Gold Coast Transport Strategy 2031. Both strategies and their findings are considered below.

Tweed Public Transport Strategy

The Tweed Public Transport Strategy undertaken and adopted in 2011 aimed to establish a preferred strategic transport direction for Tweed Shire that is achievable in terms of sustainability, cost and population, and to support integration with public transport modes proposed or existing within the Gold Coast City Council and South East Queensland areas.

Public transport mode options considered within the Public Transport Strategy included heavy rail, light rail, bus ways, bus lanes and combinations of these modes.

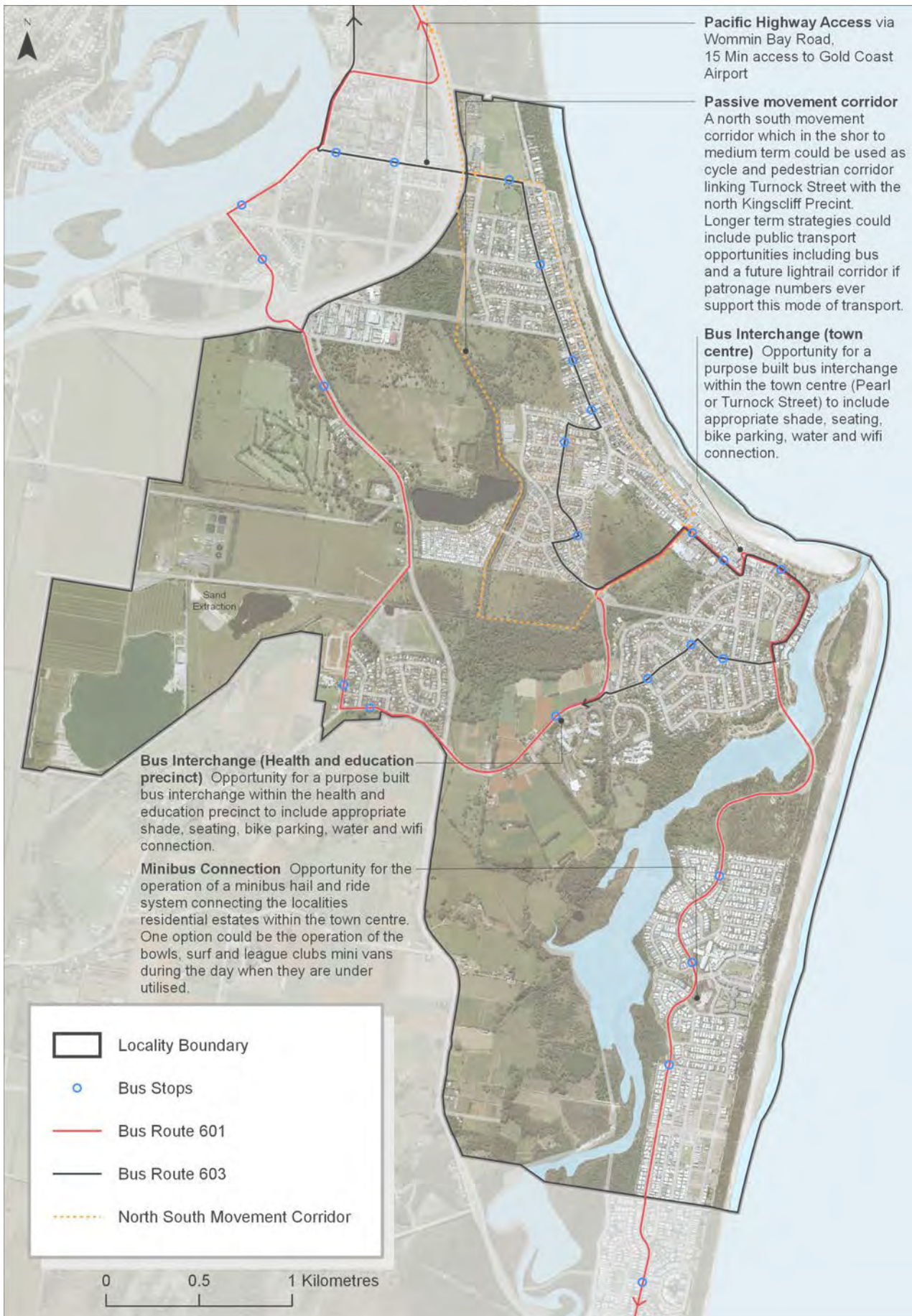


Figure 6.3 Kingscliff bus routes and stops

The Strategy found that an analysis of the available public transport modes indicates that a rapid transit corridor bus system is the optimal rapid transport mode for Tweed Shire because of the Shire's relatively low current and future population and its dispersed patterns of development. In doing so the adopted strategies include:

1. Request the NSW Government to integrate the bus services in Tweed Shire into the Queensland 'Trans Link' transportation system.
2. Develop a Rapid Bus Transit Corridor Plan from Gold Coast Airport Transport Hub to Pottsville through the coastal villages with links to Murwillumbah.
3. Request the NSW Government Ministry of Transport to advise on progress on The Cross Border Transport Taskforce Report 2009 recommendations.
4. Due to uncertainty that it will ever be constructed, Council will not rely on a heavy rail link from Coolangatta to Yelgun in a medium to long term Tweed Shire Public Transport Strategy.
5. Council will not include the southerly extension of light rail south of the Coolangatta Airport Hub in any medium/long term Tweed Shire Public Transport Strategy.

Gold Coast Public Transport Strategy 2031

The Gold Coast City Transport Strategy 2031 is Gold Coast City Council's blueprint for the city's transport network over the next 20 years. The intent of the whole of city strategy is to provide a balanced transport system which aims to better manage road space, eliminate bottlenecks, invest in cycling and walking, extend the light rail network, improve bus services and extend the capacity of the heavy railway.

Of particular cross-border relevance are the following strategies:

- Recognition that Cross-border issues include the need for better integrated road networks and land use, more extensive cycle paths and the need to extend the coverage of the go card system to the Tweed.
- Extend the light rail network across the city with support from the private sector including the extension of Line A in stages to the south by 2031. Extension stages include Broadbeach to Nobby Beach; Nobby Beach to Burleigh Heads; Burleigh Heads to the Gold Coast Airport via Elanora.
- A corridor will be protected for a future extension of light rail from the airport to Coolangatta.
- Undertaking a corridor planning study between Broadbeach to Coolangatta.
- Preserving the heavy rail corridor to the airport.
- Developing a rapid bus network between Broadbeach and Coolangatta and Coolangatta to Robina.

6.3.5 Public transport issues

The core issues raised by the community during the initial community workshop and community vision survey related to the limited nature of the existing bus services, both in terms of routes, but more so in relation to frequency. This issue is circular however within a regional context where travel distances are great and patronage level low leaving service providers to rely heavily on subsidised reduced services. Because of the reduced services, more people are likely to utilise private transportation as a matter of time and convenience.

This situation is likely to change in the future considering population projections based around available release areas adding up to 30 000 more residents along the Tweed Coast resulting in a Tweed Coast population in the order of 60 000 people.

The continued growth of the district is likely to require the establishment of an improved bus station with a high level of design amenity to encourage patronage. Such a facility should be located centrally in the district town centre. The design and location of the central bus interchange must be considered at the detailed planning stage for the establishment of a district centre and must involve consultation between Surfside Buses, the relevant landholders and developers, Council and the community.

6.3.6 Public transport opportunities

A high level of accessibility between destinations allows for a more efficient and viable public transport system. This can be provided by the alignment of urban centres within identified transport corridors and the location of key commercial and community facilities in the identified centres. In this regard Council and developers collectively need to identify what can be done to improve the network for public transport as an integrated component of the continued development of our centres. This relates not only to the existing Kingscliff Town centre but also the opportunity for employment generating land uses adjoining the existing Chinderah Industrial Estate.

Bus priority lanes (other than at key intersections) are unlikely to be provided in the District, as the level of service necessary to make the provision of priority lanes viable is unlikely to be achieved, due to the relatively low population densities and small catchment area of the District.

Tweed Light Rail network is not currently a strategy as identified with Councils adopted Public Transport Strategy due to projected population numbers and distance between settlements. This situation could only change if over the long term future population growth along the Tweed Coast surpassed existing projections establishing a resident population which could meet patronage requirements of operating such a service. There could however be opportunity for the future development of the north Kingscliff site to operate a localised light rail system similar to that currently being pursued in Byron Bay as a way of connecting the existing town centre to out of centre uses.

Some opportunities to improve the patronage of public transport (and reduce car dependence) within regional centres such as Kingscliff include:

- The establishment of urban environments designed specifically to encourage walking and cycling and to discourage the unnecessary use of private cars.
- The provision of a safe and attractive pedestrian/cyclist environment that provides easy and direct access to public transport stops.
- Improving the design of bus stops including the provision of seating, lighting, timetables, accessibility and route maps in bus shelters.
- The provision of bus shelters in highly accessible, visible, safe and well-lit locations that are central to the potential population catchment.
- Access for all users, including the provision of appropriate facilities for people with disabilities, people with strollers and cyclists.

6.3.7 Transport draft strategies

1. Reinforce the Tweed Public Transport Strategy to develop a rapid bus transport corridor/service linking the Tweed Coastal Villages with Gold Coast Airport and beyond. Public transport services should reinforce identified transport corridors to ensure that a high level of public transport service is available between destinations.
2. Upgrade the existing bus stop(s) within the town centre with co-ordination between the bus service provider, the landholders/ developers, Council and the community to consider the best location and design of a bus station.
3. Bus stop areas must be designed with appropriate facilities such that they are accessible to all users, including people with disabilities, people with strollers, the aged and infirm and cyclists. As a long-term goal, bus stops should be provided with a higher level of amenity including shelters that contain lights, timetables and route maps, wifi, water source and ability to generate, store and reuse their own power supply.
4. Promote and encourage a private operated hail and ride minibus service which connects existing residential estates with the town centre. This could potentially be offered by Kingscliff Shopping centre supported by the Kingscliff Chamber of Commerce.
5. The provision of public transport services must be planned in consultation with the service provider at the initial stage of any master planning for new release areas. Consideration is to include street layout, bus stop and bus lay back area locations.
6. Investigate a north south movement corridor linking Turnock Street with North Kingscliff which could be used in the short term for passive transportation (cycling, mobility carts etc). Corridor would also provide future opportunity for future public transport options including rapid bus transit and/or light rail if future patronage would support this as a viable public transport option.



The adopted Tweed Public Transport Strategy is to develop a Rapid Bus Transit Corridor Plan from Gold Coast Airport Transport Hub to Pottsville through the coastal villages with links to Murwillumbah.



The continued growth of the district is likely to require the establishment of an improved bus station with a high level of design amenity to encourage patronage given the adopted Tweed Transport Strategy is for Rapid Bus Transport corridors.



New bus shelters should be designed to universal access design standards given the ageing demographic. All bus shelters should be progressively upgraded to include a higher level of traveller amenity to include shade, seating, lighting, timetables and maps.



There is opportunity for a minibus service to operate between various residential estates and the town centre on a hail and ride basis. There are precedent examples where shopping centre managers have offered this free service to local residents.



Current population projections do not currently support a viable light rail patronage along the Tweed Coast (typically require more than 200000 people), there could be opportunity for the future development of the north Kingscliff site as an activity centre could operate a localised light rail system similar to that currently being pursued in Byron Bay.

6.4 Cycling and walking

Cycle ways and footpaths are an integral part of the transport network, as well as an important recreational asset. When cycle ways and footpaths are designed to be functional, attractive and safe, they encourage people to walk and cycle. They therefore provide significant benefits to residents and tourists alike.

The existing cycle and walking network, illustrated on Figure 6.4 extends along the Tweed Coast from Kingscliff to Pottsville. The Tweed Coast route passes along coast side of the Kingscliff settlement and provides users with ready access to the beach and adjoining coastal reserve and maintains grade separation from vehicular traffic. This pathway connects to the Cudgen Creek bridge across the Rotary Park connecting with the Cudgen foreshore pathway linking through to Faulks Park and north to the Kingscliff Township. This coastal foreshore pathway is well utilised for passive movement, recreation and exercise.

Heading north, the pathway/cycleway is located within the coastal foreshore reserve connecting the northern residential estates and open space areas with the Kingscliff township. Heading east, provision has been made along Turnock Street for cycle/walking access which links into the Elrond Drive and Noble Park estates which has a smaller series of paths.

Many areas of Kingscliff are subject to heavy pedestrian activity with the main commercial strip on Marine Parade between Turnock Street and Seaview Street being one way traffic and subject to a 40 km/h speed limit has a high density of pedestrian movement. Another area of high pedestrian activity is within the Kingscliff Shopping Village. There are also significant pedestrian movements within proximity to the Kingscliff High School at Oxford Street (also Cambridge Crescent and Yale Street), Kingscliff Public School (Orient St), St Anthony's Primary School (Pearl and Boomerang St), and TAFE Campus on Cudgen Road.

6.4.1 Cycling and walking issues

Pedestrian Access and Mobility Plan 2014

In 2014 Council undertook a Pedestrian Access and Mobility Plan (PAMP) to improve the safety, convenience and connectivity of the Tweed's highest pedestrian activity areas. The purpose of the PAMP was to review the current and future pedestrian needs in the Tweed LGA to provide a consistent standard of facilities for all pedestrians, including older persons, people with mobility or vision impairments, school children, tourists, cyclists and recreational pedestrians. The overriding intent is to ensure a high level of pedestrian access amenity that will encourage people to walk rather than use their cars.

In order to provide a strategy framework the PAMP study area focuses on five town centres in the Tweed identified as high priority and high pedestrian activity areas including Kingscliff. The PAMP identifies pedestrian networks within each of these priority areas as well as linkages between town centres. In doing so the PAMP identifies pedestrian concentration, centres of activity, identifiable accident clusters, walking patterns and links between land use, pedestrian facilities (existing and proposed), pedestrian accessibility and mobility issues within a radius of 1.5 km to 2 km.

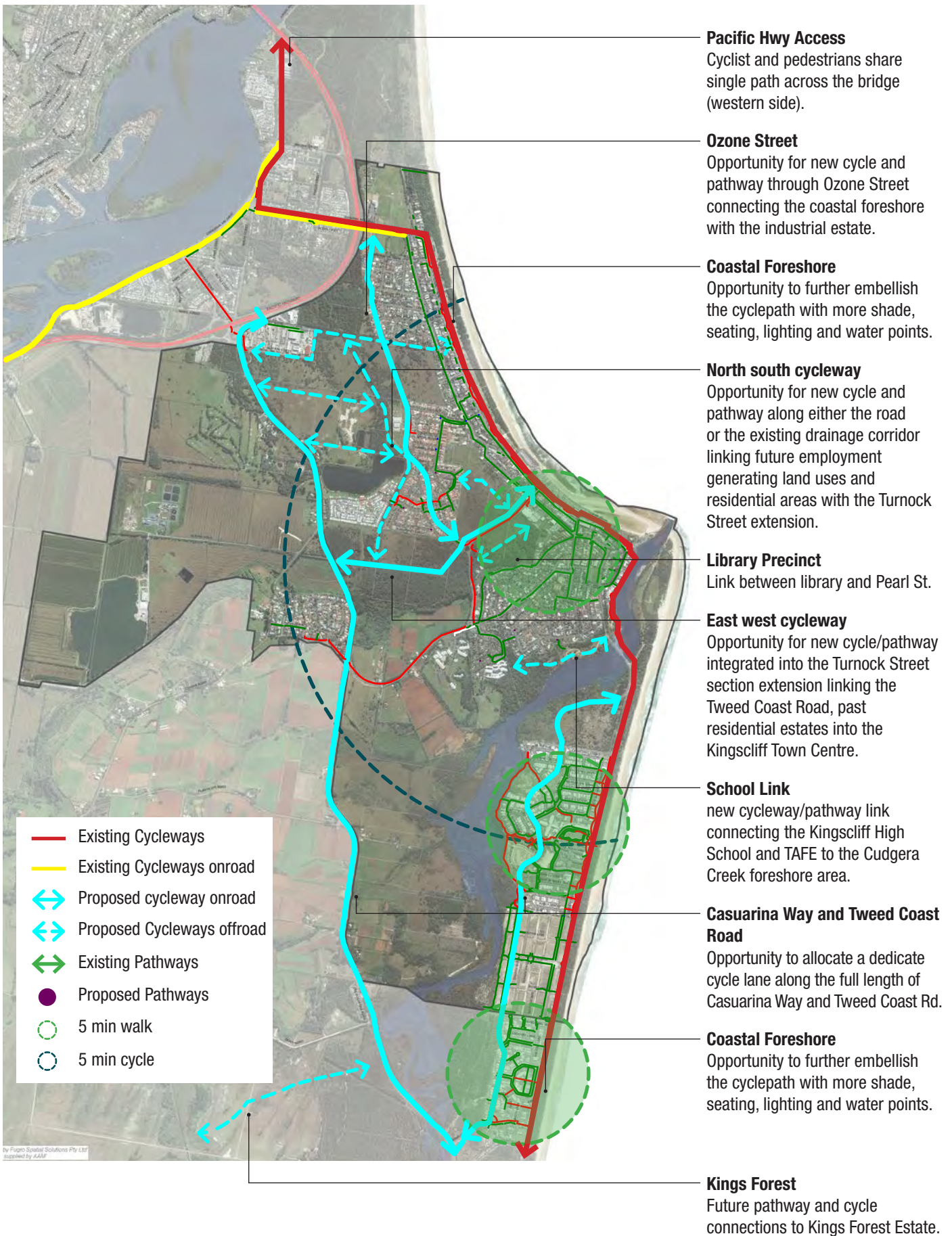


Figure 6.4 Kingscliff pedestrian and cycle network

Some of the key PAMP issues identified during the consultation which specifically relate to Kingscliff include (Figure 6.5):

- Poor pedestrian access to the shopping centre.
- Lack of footpath along Sutherland Street.
- Lack of crossing along Turnock Street
- Lack of trees shade and lighting along Turnock Street
- Lack of crossings along Cudgen Road.
- No safe access to Cudgen Creek from Sutherland and Viking Streets.
- Lack of trees/shade and lighting along Turnock Street.
- Poor pedestrian and cycle movement along Marine Parade including missing links, narrow footpaths.
- Generally poor pathway lighting.

Community vision survey

The thematic of cycling and walking featured strongly within the community vision survey where it emerged that the existing network of paths and cycleways very high valued and well used by local residents and tourists. A high number of community vision survey respondents (60%) indicated that they walk or cycle once or twice a week.

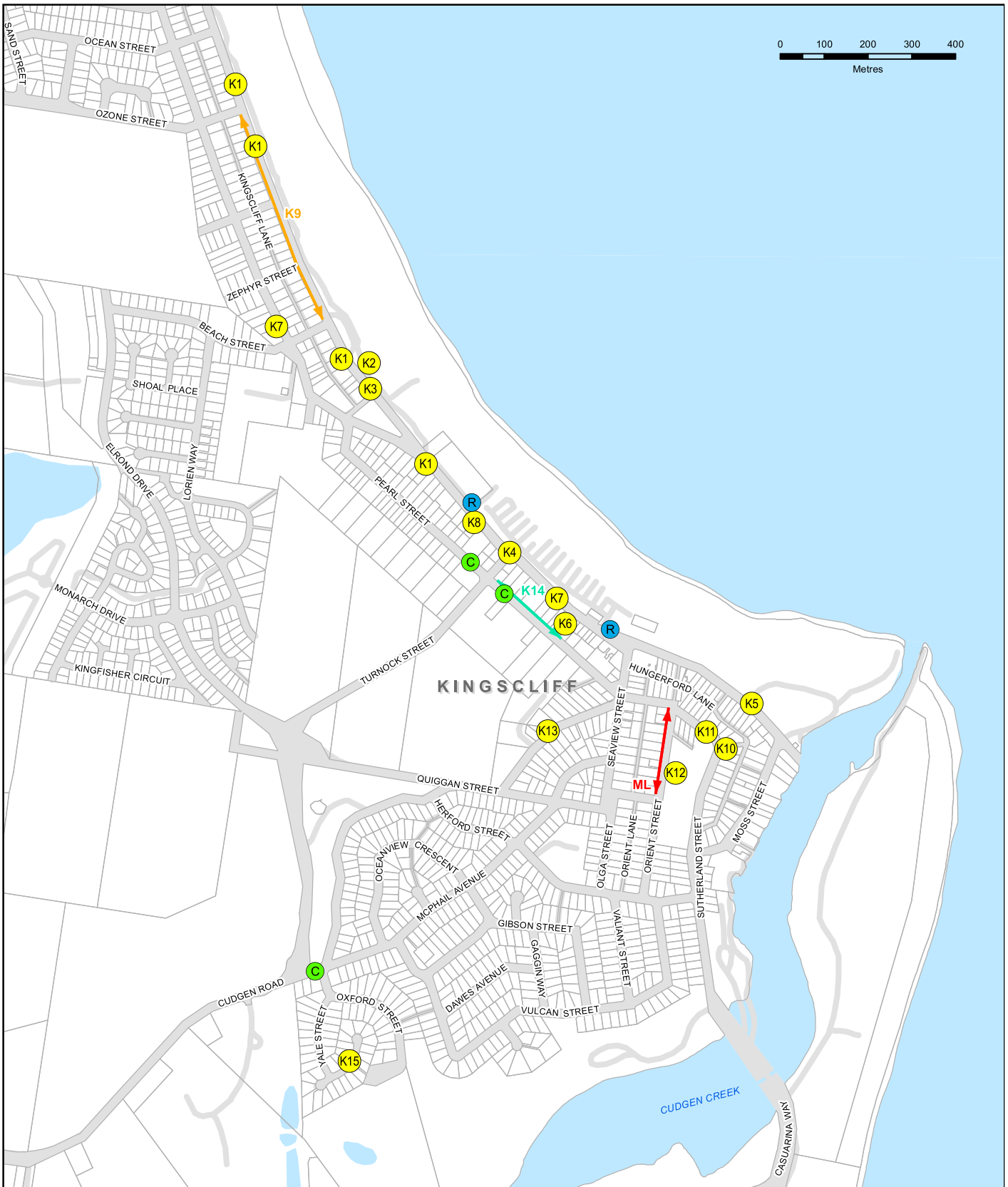
Some of the key pedestrian and cycling issues which emerged from the community vision survey and community workshop include:

- need to improve and expand the network, this includes the widening of some of the more heavily used path/cycleways including the southern cycleway connecting Casuarina, Seaside and Salt with Kingscliff town centre where there were some reported conflicts between walkers and cyclists.
- future need for cycleway to connect to Kings Forest.
- the need to improve the overall amenity along the cycleways including the addition of lighting, and way points at strategic locations providing shade, seating, bike parking and water source.
- the need to consider commuter cycle travel in addition to recreational cycling which have different needs. Commuter cycling prefer a designated lane within road ways rather than utilise smaller, more windy and less direct paths.

6.4.2 Cycling and walking opportunities

Given that a significant proportion of the Kingscliff locality (with the exception of Kingscliff Hill precinct) is relatively flat, good opportunity exist to expand the existing network of pedestrian and cycle paths to even further improve usage passive modes of movement including walking and cycling thereby reducing the usage of the vehicle. A walkable catchment is generally referred to an area within a five- to ten-minute walk from a pedestrian destination. Most people are comfortable walking 400 m (about 5 minutes) regularly and, depending on the circumstance or the walking route, amenity, slope and climate.

This is particularly relevant for parts of the locality that are within easy walking and cycling distance of key destinations including the shopping centre, sports clubs, open space areas, health services and community facilities including the library.



LEGEND

- | | | | |
|---------------|----------------------------|---|-------------------|
| Cadastre | Site Specific Issues | Poor or Missing Crossing Opportunity | ML - Missing Link |
| Waterbody | Poor or Missing Kerb Ramps | K14 - Footpath Width Past Construction Site | |
| Road corridor | | K9 - Disjointed Footpath | |

Figure 6.5 PAMP audit extract (Kingscliff existing footpath audit results)

The proposed pedestrian improvements identified within the PAMP relating to Kingscliff have been tabled below and illustrated on Figure 6.5.

Ref No	Issue ID	Road	Location	Initiative	Cost
King 1	N/A	Marine Parade	Off Road shared use path	Lighting upgrade	High
King 2	K9	Marine Parade	West side between Beach St and Wommin Bay Rd	Connect footpaths	Medium
King 3	K2	Marine Parade	Off Road shared use path south of Beach St	Provide formal connection to south end of car park	Low
King 4	K3	Marine Parade	North of Pearl St	New connection from pedestrian crossing to shared path	Low
King 5	K8	Marine Parade	North of Turnock St	Replace pavement treatment with zebra crossing	Low
King 6	K4	Marine Parade	Off Road shared use path near Turnock St	Repair footpath	Low
King 7	–	Turnock Street	East side between Marine Parade and Supermarket entrance	Widen footpath to 2 m	Low
King 8	–	Turnock Street	North side between Pearl St and Elrond Dr	Improve pedestrian environment, upgrade lighting	High
King 9	–	Turnock Street	South of Pearl St	Provide shaded seating	Low
King 10	–	Marine Parade	South side through commercial strip	Locate seating, signage etc to ensure clear width minimum 2 m	Negligible
King 11	K5	Marine Parade	Eastern end near Faulks Park	Remove conflicting pavement markings	Low
King 12	K6	Off-road	Footpath connecting between Marine Parade and Pearl St	Widen footpath to 2 m	Low
King 13	K14	Pearl Street	Full length between Seaview St and Turnock St	Widen footpaths to 2 m both sides and resurface some parts	Medium
King 14	–	Pearl Street	Turnock St roundabout	Provide refuge islands on all approaches	Low
King 15	–	Hungerford Lane	Full length of section parallel to Marine Parade	Convert to shared zone 10 km speed limit	Low
King 16	-	Kingscliff Street	West side between Beach St & Zephyr St	New footpath 1.2 m wide	Low
King 17	K10 K11	Sutherland Street	East side between Moss St and Seaview St	New footpath 1.2 m wide	Medium
King 18	K12	Orient Street	Pedestrian Crossing	Connect footpaths to crossing with kerb ramps and provide footpath connection to Sutherland St west side.	Low
King 19	K15	Yale Street	Cambridge Cres and Yale St	New footpath 1.2 m wide connecting off-road path to Oxford St and McPhail Ave.	Medium
King 20	–	Monarch Drive	South side between Osprey Place and Bellbird Dr	New footpath 1.2 m	Low
King 21	–	McPhail Avenue	South side between Gibson St and Oxford St	New footpath 1.2 m	Medium
King 22	–	Cudgen Road	Between Turnock St and Oxford St	Replace painted island with refuge island	Low
King 23	–	Beach Street	South side between Marine Pde and Kingscliff St	New footpath 1.2 m	Medium
King 24	–	Zephyr Street	South side between Marine Pde and Kingscliff St	Connect footpath to Marine Parade	Low
King 25	–	Kingscliff Street	Beach St roundabout	Provide refuge islands on all approaches	Low

Ref No	Issue ID	Road	Location	Initiative	Cost
King 26	–	Sutherland Street	East side south of Moss St	New Footpath 1.2 m wide	Medium

Of the above actions, the following table represents a ranking priority of the Kingscliff actions within the Shire wide context:

Rank	Ref No.	Location	Treatment
3	K14	Pearl St Turnock St Roundabout	Provide refuge islands on all approaches
6	K5 K8	Marine Parade North Turnock St	Replace pavement treatment with zebra crossing
9	K17 K10/K11	Sutherland St, east side between Moss St and Seaview St	New footpath 1.2 m wide
10	K18 K12	Orient St, Pedestrian crossing	Connect footpaths to crossing with kerb ramps and provide footpath connection to Sutherland Street west side
12	K19 K15	Yale St, Cambridge Cres and Yale St	New footpath 1.2 m wide connecting from off-road path to Oxford St and McPhail Ave

In addition to the actions identified with the PAMP are the following cycling and walking opportunities:

- Improve the amenity of the pedestrian and cycle pathways between the new Tweed Valley Hospital site, Kingscliff TAFE and the existing Town Centre.
- Designation of a pedestrian upgrade area within the Kingscliff town centre by way of better connections between Pearl and Marine Parade, wider footpaths with improved surface, shade and amenity.
- Improve the pedestrian and cycle amenity with more shade, regular seats and water source and night lighting where required.
- Make provision for the commuter cyclist along key connector roads including the Tweed Coast Road and Turnock Street (including the provision within the extensions) to supplement the network of shared pathways.
- Connect cycle ways with the areas of open space.
- The footpath and cycleway network will be designed and expanded to connect coastal foreshore and riparian areas with residential and commercial areas.
- The footpath and cycleway network is to be further embellished by establishing way points along its length at various strategic intervals. These way points are to include seating, shade, bike parking and water source.
- The footpath and cycleway be further embellished with lighting along key stretches of the network providing greater nighttime accessibility and safety.
- A footpath and cycleway is to be allocated along Turnock Street through the Tweed Coast Road (east west) as well as north from Turnock Street to Ozone Street (north south). The alignment and section of these new connection routes are to be designed in the form of a cycle and pedestrian highway to cater for high levels of movement along these corridors.
- A similar pedestrian/cycle highway is to be established within the coastal foreshore north of the town centre and south of the Cudgen bridge to cater for the high levels of movement and increasing need for additional safety along these corridors.
- Footpaths and adequate pedestrian crossing points are to be provided along all main roads to encourage and provide for safe and pleasant walking between destinations, as per Council's Development Design Specification D1 Road Design Manual.
- Cycle ways should be provided as integral components of any future developments in the district, providing links between residential areas and key facilities such as schools and shops.
- The provision of a pedestrian path between Kings Forest and Seaside City should be planned including provision for an appropriate corridor width and alignment to provide safe and convenient pedestrian access from Kings Forest to the beach.
- Investigate an onroad cycleway along the length of Casuarina Way.
- If a new holiday park is pursued in the future on the south side of Cudgen Creek, investigate a future pedestrian bridge across Cudgen Creek at the end of Marine Parade/Moss St which would provide more direct access into Kingscliff town centre.

6.4.3 Cycling and walking strategies

1. Investigate a pedestrian upgrade area within the Kingscliff Town Centre bounded by Marine Parade, Pearl Street and Turnock Street as part of the locality plan process with a focus on improving pedestrian amenity and connectivity. This would include the identification of key pedestrian corridors between Pearl St and Marine Parade and a widened footpath fronting Marine Parade and Pearl Street.
2. To instigate a public domain improvement plan within the Kingscliff Town centre which would include master planning and design of all public domain elements. This would also include wider footpaths, improved pavement surface, shade, street trees, landscaping and water features.
3. To progressively implement the strategies and actions identified within the PAMP 2014.
4. Cycle ways are to be constructed by the individual developers of release areas as part of their development conditions in coordination with Council in terms of location, width, material and level of embellishment along its length.
5. Footpaths are to be provided by the developers of respective release areas in accordance with the standards of Council's development design Specification D1 Road Design Manual.
6. Update Council's Bike Plan to include existing and proposed expanded cycle network which acknowledges recreational cycling as well as road/sport/commute cycling. Bike Plan to document appropriate level of embellishment and standard cycle path(s) design details for the development.



Designation of a pedestrian priority area within the Kingscliff town centre by way of better connections between Pearl and Marine Parade, wider footpaths with improved surface, shade and amenity.



Opportunity to define a town centre pedestrian priority area which includes wider footpaths, more shade and more pedestrian friendly spaces within Marine Parade, Pearl Street and Turnock Street.



Improve amenity of pathways to include regular seating, shade and water supply along the length. A network of pathways should connect all residential areas with key nodal points within the locality.



Marine Parade, Pearl and Turnock St has opportunity for improved pedestrian amenity to include wider footpaths, improved pavement, shade, street trees, landscaping and water features.



The future redesign of Kingscliff Shopping Village has the opportunity to improve town centre pedestrian connectivity and amenity.



Pedestrian spaces within the town centre have the opportunity to engage with the coastal edge. Consideration needs to be given to night time use by designing appropriate lighting and safety by design.



7.0 SERVICE INFRASTRUCTURE



7.1 Service infrastructure planning

Future development potential of the identified urban release and employment generating lands combined with substantial infill development opportunities within Kingscliff and Cudgen will place an increased capacity on existing water sewer, telecommunication and electrical infrastructure. A range of different development scenario's and expected population yields need to be considered in relation to the future planning of these infrastructure services.

The efficient delivery, roll out and considered the integrated design of additional required infrastructure needs to be a key consideration within the early design phases of the greenfield development sites. In this regard, Council must consider how to most effectively service the area and provide for future development needs within Council's budget and works program, integrated with appropriate developer participation and contribution.

7.1.1 Existing water infrastructure

The indicative water reticulation system is illustrated in Figure 7.1. The Kingscliff and Cudgen localities fall within five water zones including Duranbah, Cudgen, Cudgen Booster (Cudgen Village), Kingscliff and Kingscliff Booster (Kingscliff Hill).

The water supply to the Kingscliff District is sourced Bray Park Water Treatment Plant (WTP) and pumped to Hospital Hill Reservoirs in Murwillumbah, but is then transported by different trunk main systems. The area north of Cudgen Creek receives its water from the trunk main located along Tweed Valley Way to a pumping station in Chinderah where it is pumped into the Kingscliff Hill Reservoirs, which is then gravity fed to the urban area. The area south of Cudgen Creek receives its water from the trunk main located along Environ Road to the Duranbah Reservoirs, where it is gravity fed north to Salt, Seaside City and Casuarina and south to other regions.

Future extra storage capacity will be required at the Duranbah Reservoir site and additional transfer capacity (ie: trunk mains) to cater for additional populations forecast to the south of Cudgen Creek. Additional storage capacity is not planned for future populations in Kingscliff to the north of Cudgen Creek, however additional transfer capacity is planned.

Opportunities for water infrastructure expansion include:

- The construction of a trunk main to connect the areas north and south of Cudgen Creek, which will provide an additional source of water during main breaks.

7.1.2 Existing wastewater infrastructure

The indicative sewerage system is illustrated in Figure 7.1. The new Waste Water Treatment Plant (WWTP) was established to the west of the township off Altona Road which has a capacity to treat 6 megalitres per day, equivalent to 25,000 people. The WWTP which services Kingscliff, Fingal, Chinderah, Cudgen, South Kingscliff (Salt), and Casuarina utilises a chemically enhanced biological nutrient removal (CEBNR) process results in a high quality of the discharged effluent. A small percentage of the A Class treated effluent is reused for irrigation purposes at the nearby Golf Course. The remaining treated effluent is discharged into the Tweed River.

7.1.3 Existing electrical infrastructure

Essential Energy is a NSW Government-owned corporation, with Delivery Partners for building, operating and maintaining the electricity network with numerous service providers facilitating individual connections. There are currently no planned service upgrades programmed for the Kingscliff locality in the immediate future. The further extension of electrical infrastructure as part of a staged release of future development sites will be designed and planned as part of the development approvals process

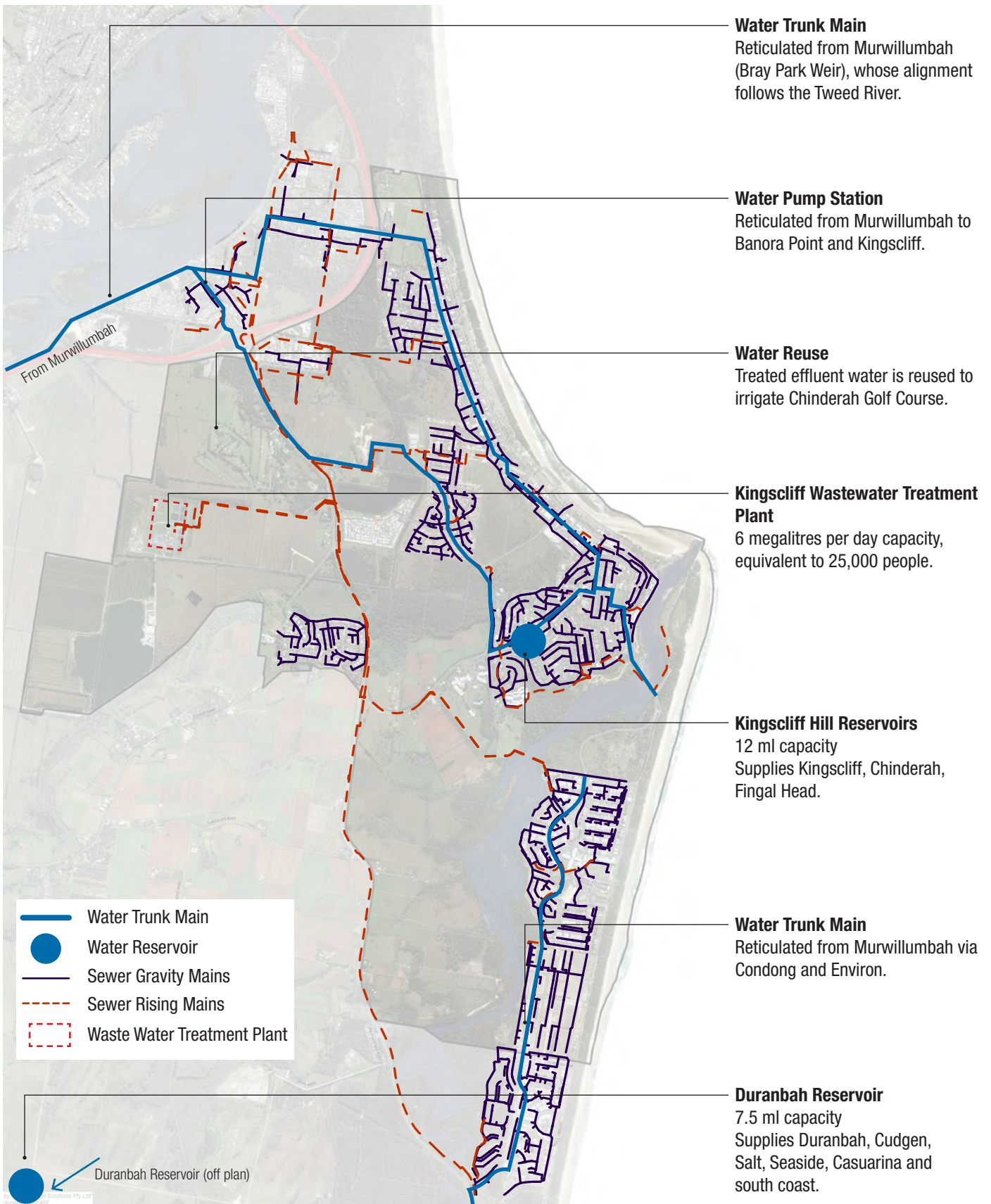


Figure 7.1 Kingscliff water and sewer infrastructure

7.1.4 Existing telecommunication and NBN infrastructure

Once a Government-owned corporation, Telstra which owns, builds, maintains and operates telecommunications networks is now a public company. This network includes Kingscliff's predominantly above ground pole infrastructure. Since the privatisation of Telstra and the deregulation of telecommunications service there are then numerous telecommunication and internet service providers facilitating individual connections.

The National Broadband Network (NBN) is a national open-access data network which is under development and roll out across Australia. It is based on the premise that fixed line and wireless broadband connections are sold to retail service providers (RSP), who then sell Internet access and other services to consumers. Currently, the NBN Co is planning to acquire and build up to 20 fixed wireless facilities across the Tweed Shire including Kingscliff. The fixed wireless system use cellular technology to transmit radio signals to and from a small antenna fixed on the outside of a home or business, which is pointed directly towards the fixed wireless facility (antenna).

7.2 Service infrastructure issues

The ultimate capacity will be to provide for a district population catchment of 50,000 people which will include the Kings Forest release area. The existing water and sewer systems will require increased capacities and staged future planning and upgrades to meet this projected population. In addition to new infrastructure servicing new release areas, the existing water and sewer infrastructure, particularly within older residential estates will also require staged upgrading and improvement to ensure efficient services capable of meeting increased demand.

7.3 Service infrastructure opportunities

- The construction of a trunk main to connect the areas north and south of Cudgen Creek, which will provide an additional source of water during main breaks. Opportunity to increase water supply capacity at Durambah Reservoir and to meet future population needs.
- Opportunity to for developers to incorporate demand management into their developments, such as third pipe and other reuse strategies, to reduce water demand.
- Opportunity to expand existing Kingscliff Wastewater Treatment Plant to meet future population needs.
- Opportunity for appropriate sites to reuse the Kingscliff Wastewater Treatment Plant A Class water and biosolids.
- Greenfield development sites to incorporate NBN ready infrastructure.

7.4 Infrastructure strategies

1. Progressively implement the design and construction of essential services, including the replacement of ageing infrastructure for Kingscliff and Cudgen and ensure coordinated and efficient delivery.
2. Design and planning of service infrastructure to be a key consideration to be integrated within the early design phases of the greenfield development sites.
3. Co-ordinate and integrate water reuse and water sensitive urban design solutions within greenfield development sites and where possible existing urban areas.
4. Maintain a 500 m buffer surrounding the wastewater treatment plant restricting any residential development within that buffer. Plant a 10 m wide landscape buffer to interface edges.



PART B - PRECINCT PLANS



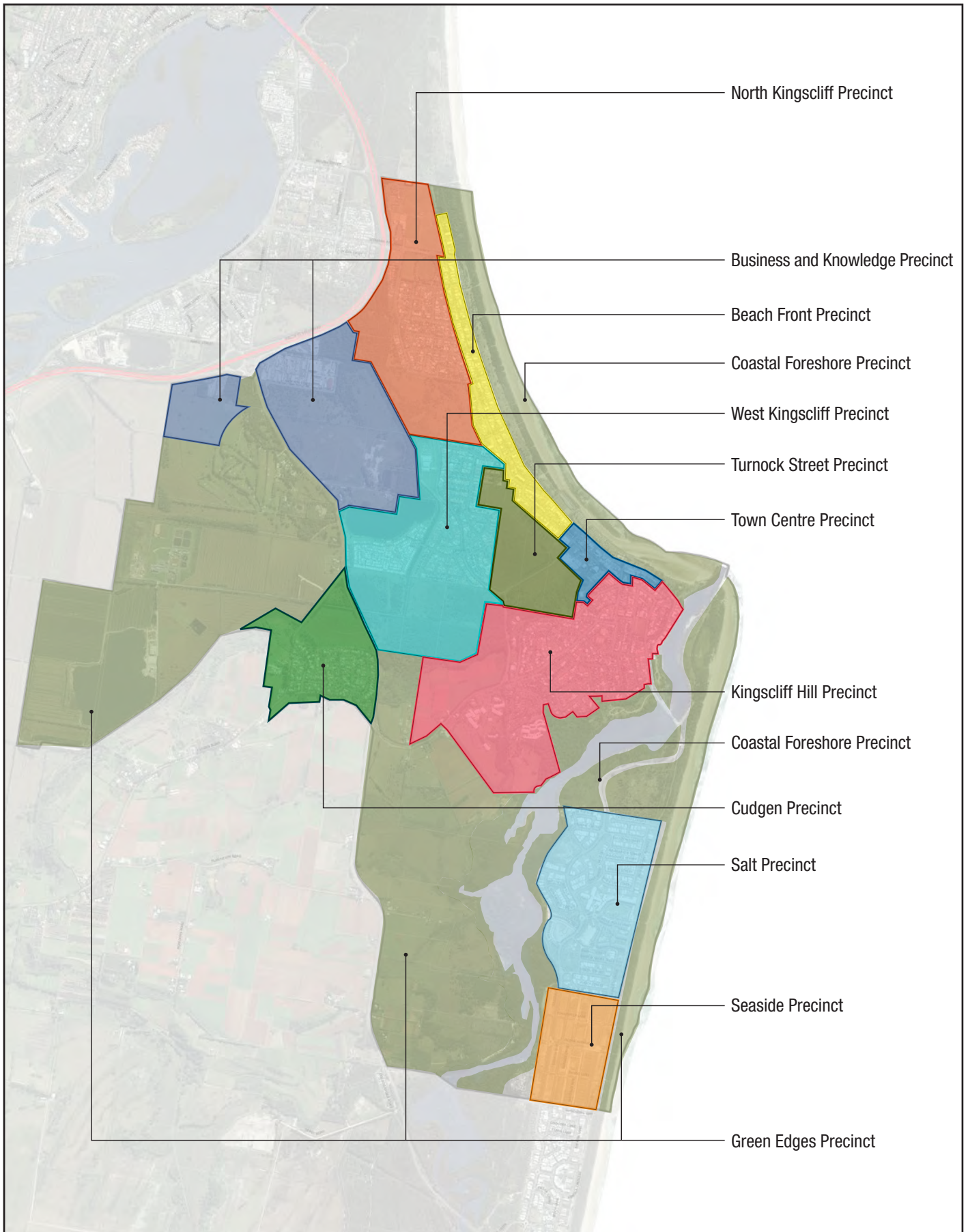


Figure 8.0 Kingscliff locality precincts

8.0 Introduction

Building upon Part A, the intent of this *Kingscliff Locality Plan Part B* is to provide more focussed contextual information and strategies as they relate to specific precincts as illustrated in Figure 8.0.

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.

As such the Precinct Plans forms an important part of the strategic planning process for guiding the future development of the KLP and should be read in conjunction with Part A and *Development Control Plan*.

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.

8.1 Kingscliff Town Centre Precinct

8.1.1 Existing condition and character

The natural beauty of the 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 5–13 m). The age and physical condition of 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 13.6 m (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 on 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 a 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 an 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 has somewhat been addressed as part of an overall Kingscliff Foreshore Revitalisation works (2018) over part of the existing Holiday Park which has now establish a large public park adjoining Marine Parade and the beach.

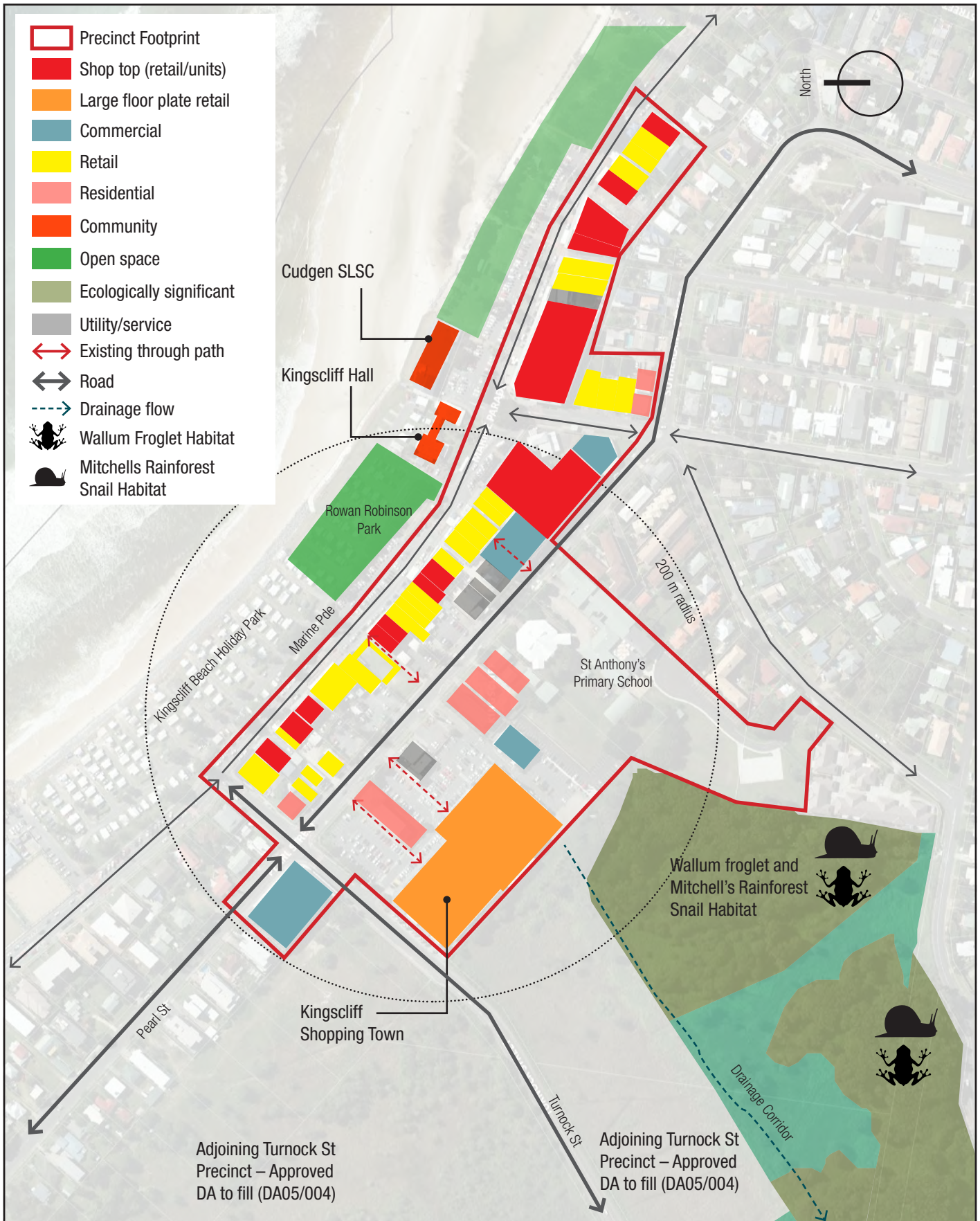


Figure 8.1 Existing land use – Kingscliff Town Centre Precinct

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 1970s 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.

8.1.2 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 subtropical 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 broader 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 the 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.

Marine Parade

- Retain the low scale building height by reducing the existing building height from 13.6 m down to 11 m 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 opportunities 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 a 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 (e.g. roof top and balcony restaurants).



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.



Narrow fronted (fine grain) and lower building forms underpin favourable pedestrian scale.



Commercial uses fronting Pearl Street.



Kingscliff Shopping Village has opportunity to expand its retail offer and integrate public domain, community uses, additional car parking 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.

Pearl Street

- Promote development along the eastern side of Pearl Street to create more of an active edge whilst retaining the existing 13.6 m height limit.
- On the western side of Pearl Street provides more height to encourage mixed use development with a maximum building height of 13.6 m – 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.

Kingscliff Shopping Village

- As part of future redevelopment opportunities encourage the Kingscliff Shopping Village site to include a strongly 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 13.6 m 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.

Turnock Street

- Promote opportunities 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).

8.1.3 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.

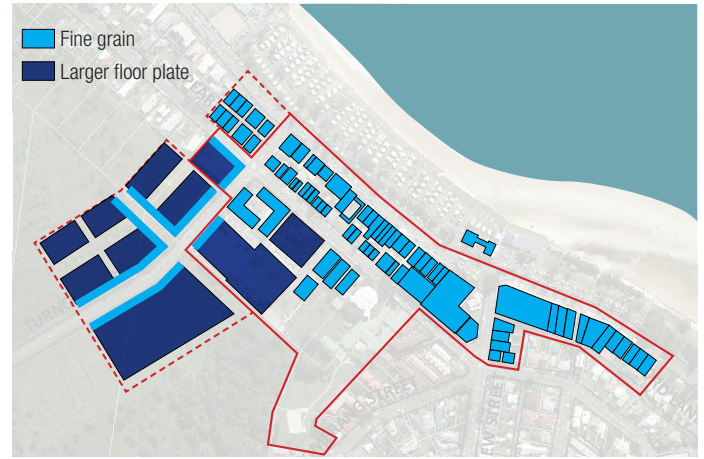
The key public domain and open space area is the coastal foreshore reserve extending south of the community hall and SLSC. This coastal reserve hosts a range of passive recreation uses including informal bbq areas, exercise and play equipment and shade structures. The coastal foreshore also hosts the 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 are opportunities 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.

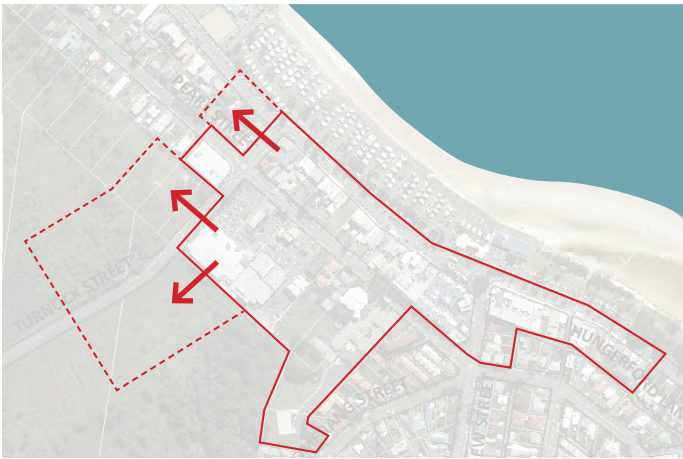
As part of a more long term vision, there are opportunities to create a town square providing a civic and public domain heart to the Kingscliff town centre. Additional public domain and streetscape improvement works will further connect surrounding landscape and large tracts of adjoining native vegetation into the town centre including additional street trees forming a continuous canopy.



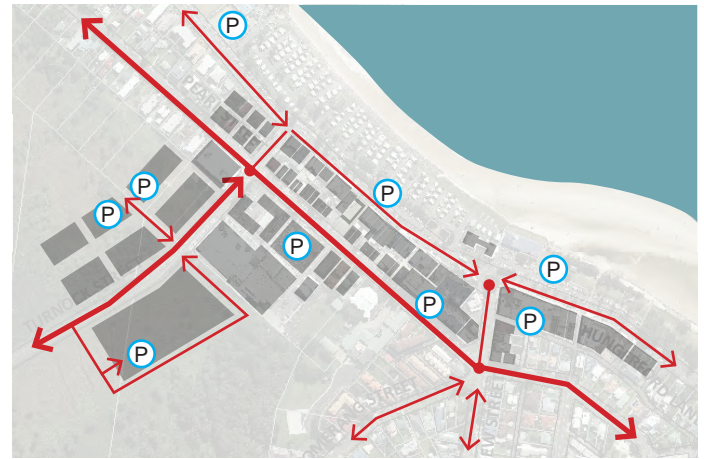
Embrace the coastal edge. Improve universal pedestrian access to the coastal edge, connect open space and where possible open up new view lines.



Reinforce the town centre scale and structure. Retain 'fine grain' shop fronts to Marine Parade and locate larger retail and commercial uses to the expansion areas west of Pearl Street.



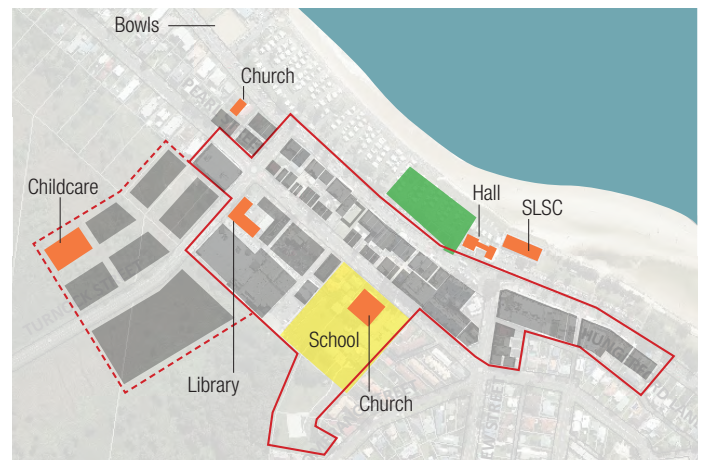
Expand the town centre. Extend the town centre along Turnock St to include mixed use development and shop top housing and encourage redevelopment over Kingscliff Shopping Village site to activate Turnock and Pearl Street.



Manage and integrate traffic and car parking. Encourage multi-deck and part basement car park to Kingscliff Shopping Village site and integrated parking within all new development along Turnock St. Reduce car primacy along Marine Parade.



Strengthen town centre public domain. Create a town square over part of the Kingscliff Shopping Village site to create a civic heart, increase through block connections and increase green spaces through landscape bays and street trees.



Community uses within the town centre. Locate community uses within town centre including the renovated Kingscliff hall, new expanded library, community meeting rooms and opportunity for additional child care.

Figure 8.2 Key Kingscliff Town Centre planning and design principles

8.1.4 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 an 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 13.6 m down to 11 m. Provide design controls for upper level development for sunlight and cross ventilation access, views and privacy. Retain 13.6 m height limit to the north side of Pearl Street with co-ordinated basement car parking facilitating shop top housing.
 - Provide pedestrian links over redevelopment sites between Pearl Street and Marine Parade between No 15 Pearl and No. 88 Marine Parade and encourage the creation of a back of house pedestrian laneway 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 use.
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 13.6 m 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 13.6 m height limit. Rationalise and consolidating car park into basement and multi- storey car parking areas.
6. Continue to implement actions within the Kingscliff Foreshore Master plan including the staged development of 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 a 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 a community centre, library, community meeting rooms, incubator workspace, preschool and early childhood facilities.
10. Review s.7.11 Contributions Plans to ensure future identified public domain and community infrastructure projects are funded by developer contributions.



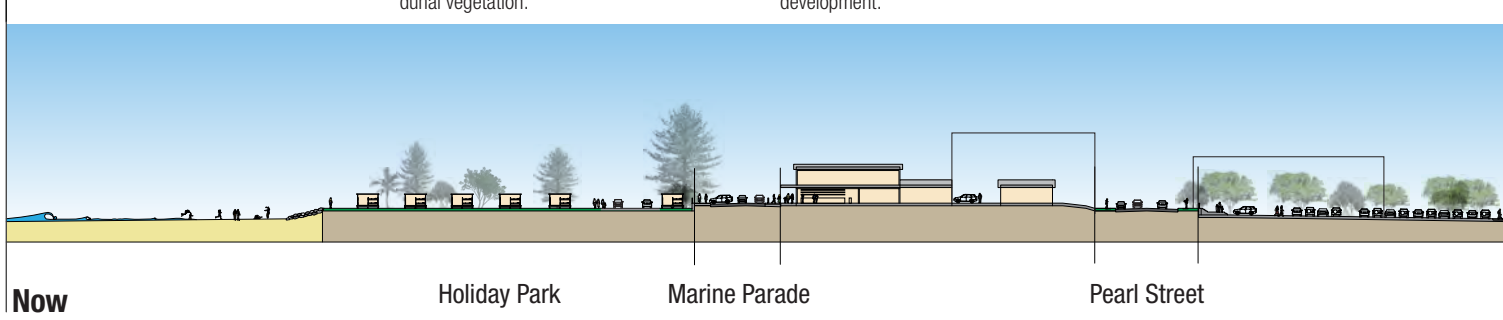
Figure 8.3 Kingscliff Town Centre Precinct strategies

Limited coastal erosion defence threatening Holiday Park and Marine Parade.

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

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

Pearl St lacks building frontage definition, activation and landscape.

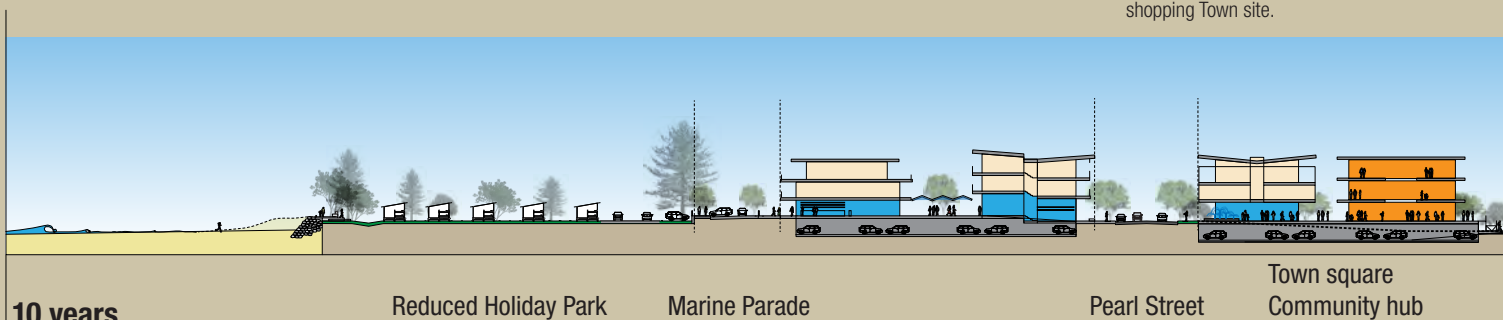


Seawall with public foreshore access constructed. Additional foreshore dunal planting.

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

Low scale development to 11 m along Marine Parade 13.6 m along north side of Pearl St with coordinated basement car parking enabling shop top housing.

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

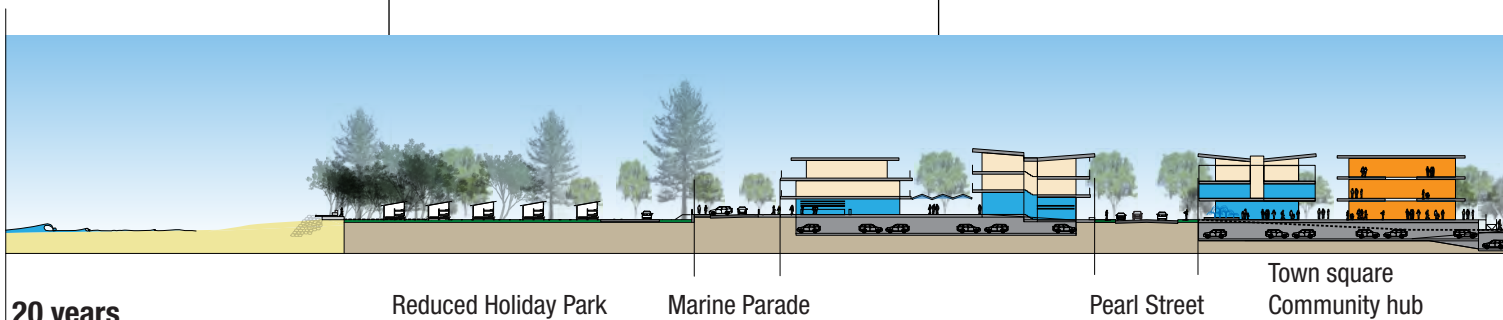


Sand dune reinstated with stabilising dunal vegetation. Seawall buried below with beach access retained.

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.



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 m along Marine Parade.

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

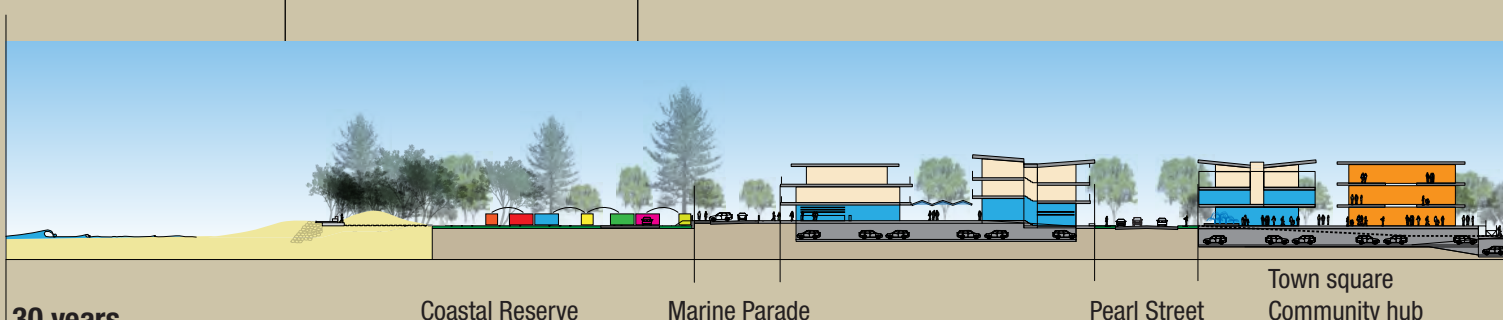


Figure 8.4 Conceptual 30 year section of Kingscliff's Town Centre

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

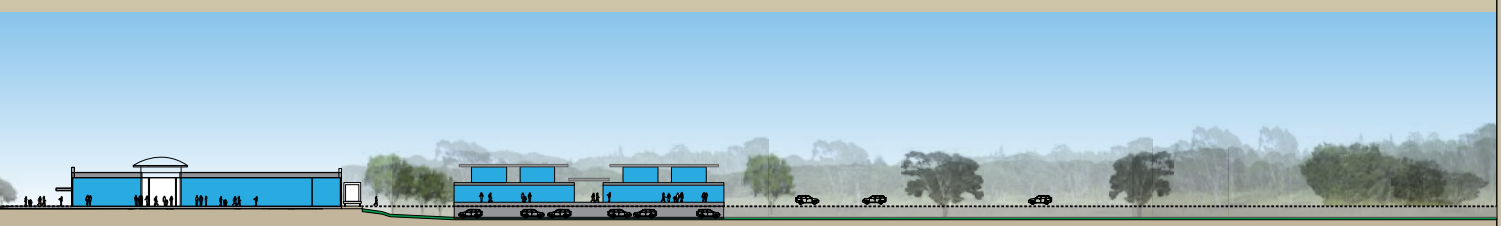
Turnock Street

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

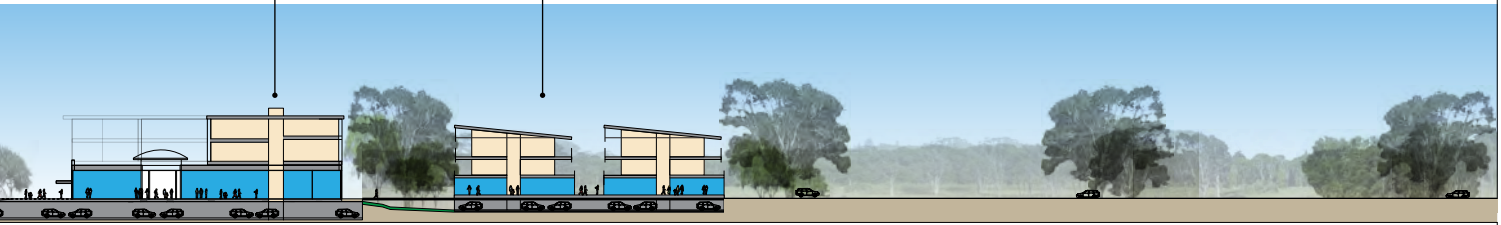
Turnock Street

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

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

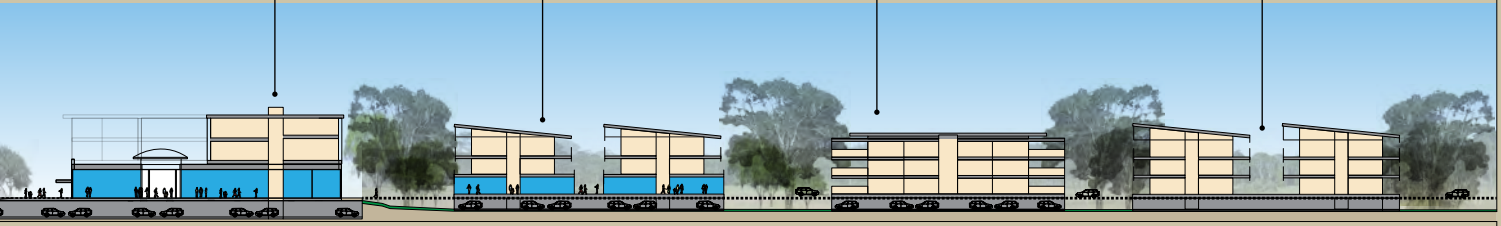
Turnock Street

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

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

New residential flat building development with basement car parking.

Retain view corridors between buildings.



Kingscliff Shopping Village

Expanded town centre uses

Residential flats

Turnock Street



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



Marine Parade built form – Retain low building height (11 m). Opportunities to include food and beverage and residential and tourist accommodation uses to upper levels.



Laneway activation – Opportunities for a small laneway network between Marine Parade and Pearl Street.



Pearl Street – Opportunities for mixed use development along Pearl Street with retail and commercial uses activating the street edge and defining a new town square.



Town Centre Precinct – Retain smaller scale developments along Marine Parade and Pearl Street with a vibrant mix of retail and commercial uses activating a landscaped street edge with opportunity for expanded town centre uses including larger floor plate retail and commercial development west along Turnnock Street.



Legend

- ① Rowan Robinson Park with new beach access and upgraded community hall
- ② Upgraded holiday park with reduced footprint
- ③ New Foreshore Seawall
- ④ Footpath widening and additional landscaping along Marine Pde
- ⑤ New through block connections
- ⑥ New infill development along Marine Parade to 11.0m building height
- ⑦ Expanded retail/commercial uses over Kingscliff Shopping Village Site including public domain areas
- ⑧ Multi-storey car park over Kingscliff Shopping Village Site
- ⑨ New multi-purpose community facility
- ⑩ Expanded town centre west along Turnock Street
- ⑪ New public domain areas fronting Turnock St including new bus interchange
- ⑫ Medium density residential precinct to 12.2m building height
- ⑬ New east-west road connection
- ⑭ New Turnock Street extension to Tweed Coast Road
- ⑮ New passive open space area

8.2 Coastal Foreshore Precinct

8.2.1 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.

8.2.2 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 stories) 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 and recently restored (2018) reinforcing its strong community focus and public use. As part of the restoration works, 'non-contributory' extensions were removed with the restoration of the original building envelope. Renovations included the reinstatement of a small tourist office and refurbishment of the amenities facilities.

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 the completion of the Kingscliff foreshore revitalisation works and Rowan Robinson Park in 2018.

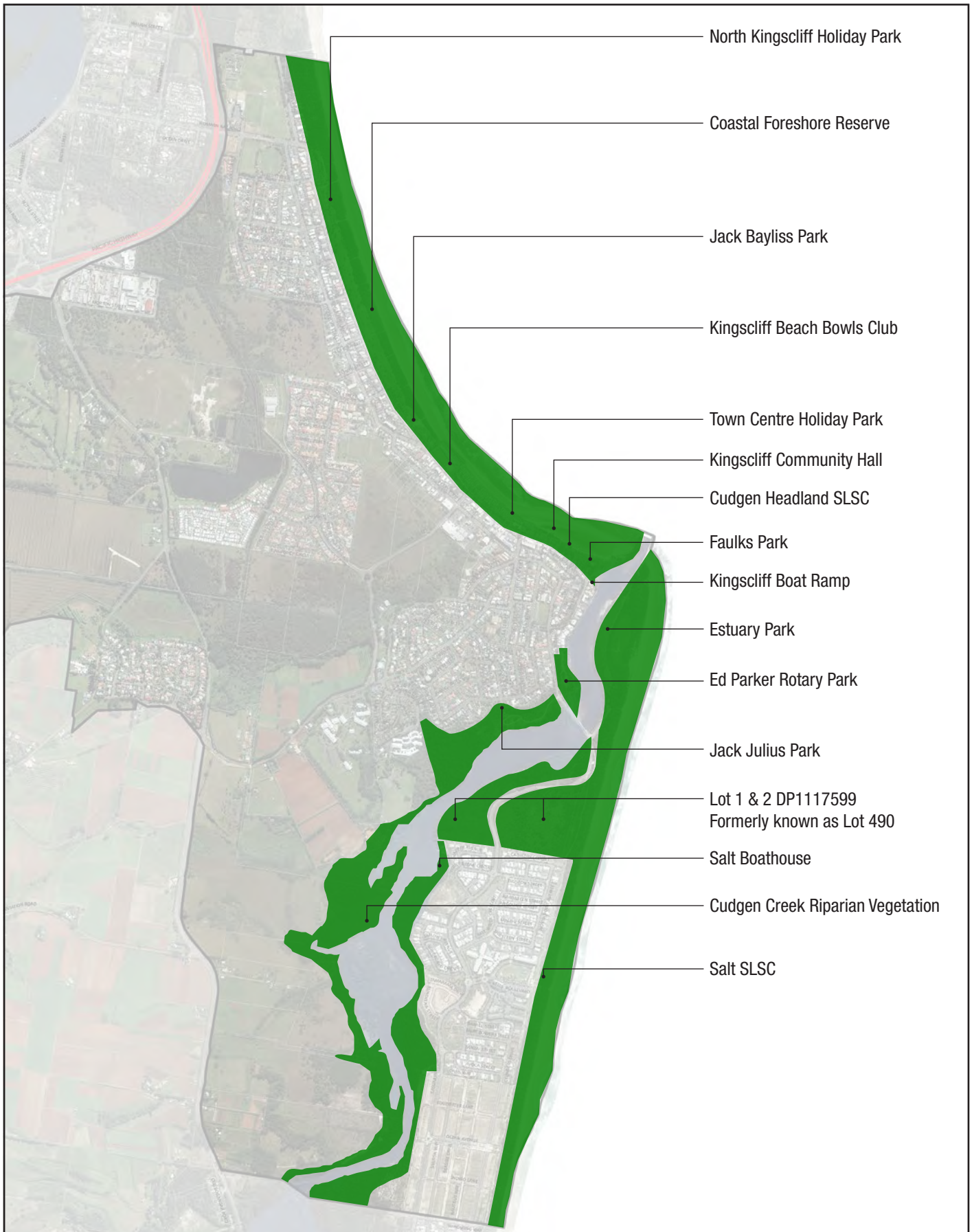


Figure 8.5 Coastal Foreshore Precinct

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 ‘eyesore’ 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 3.5 m 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 10 April 2014, 4 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 coordination 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.

8.2.3 Open space and public domain

The coastal and estuarine precinct represents the most highly valued areas by the community in terms of environmental and recreation value contributing to 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, Faulks Park in the south. Council has been progressively constructing components of the KFMP including:

- Boardwalk – A 3.5 m boardwalk to run the length of the beach protection area from north of the Kingscliff Beach Bowls Club to the south of the Cudgen Headland Surf Life Saving Club.
- Rowan Robinson Park – An upgrade of the area between the Holiday Park and Kingscliff Hall. Upgrades include a reduction in the length of the Holiday Park to make room for the new park, the RSL Cenotaph retained as a central focus of the area with an enlarged ANZAC memorial space surrounding it, new access to the beach, a large circular grassed area which can facilitate community events, a promenade and series of paths that connects Marine Parade directly to the beach and the restoration of the Kingscliff Community Hall.
- The proposed youth and family precinct (including skate park) which the KFMP identifies Jack Bayliss Park (adjacent to the Kingscliff Beach Bowls Club) as a potential site has yet to be planned or designed.

8.2.4 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 opportunities 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.



Rowan Robinson Park

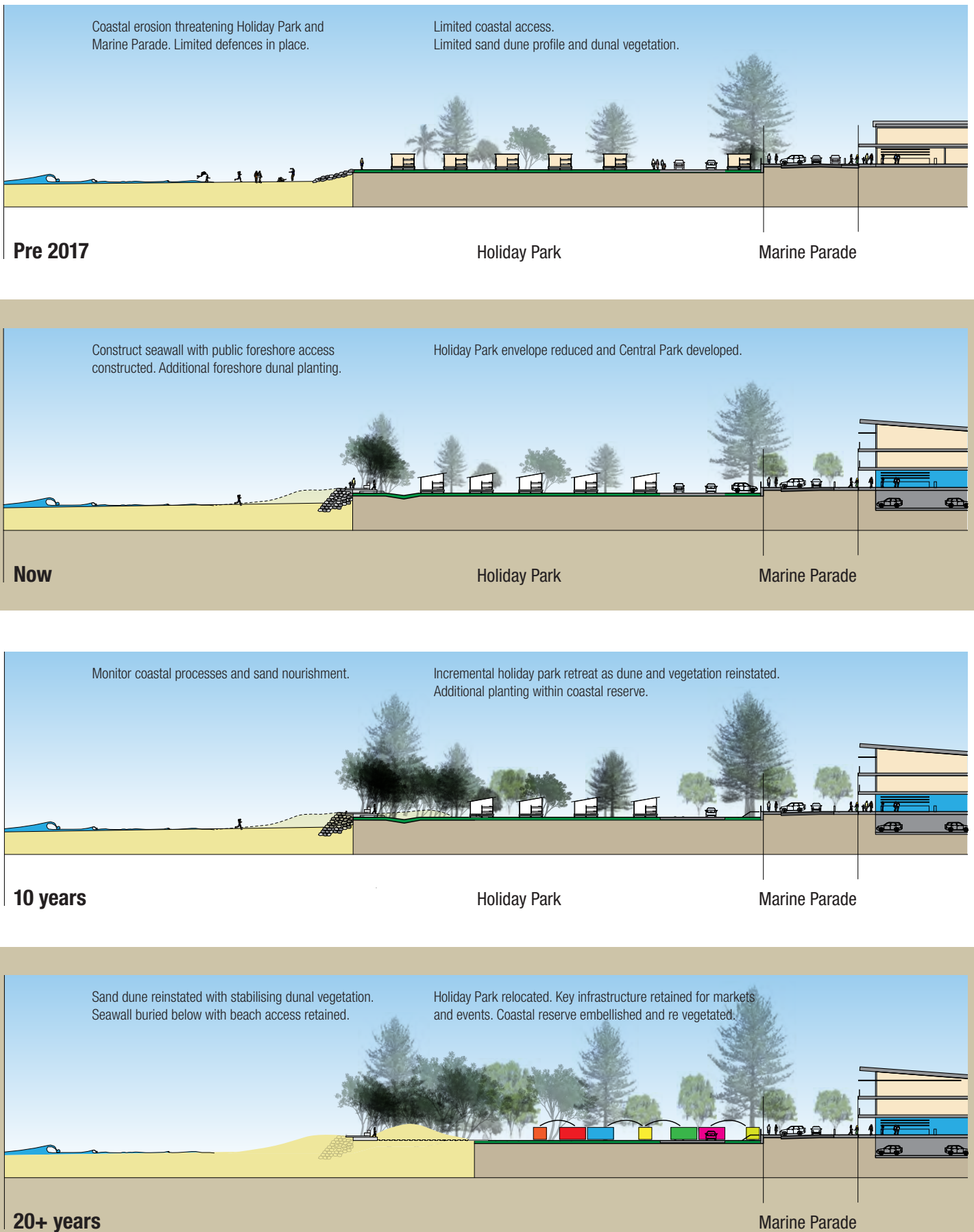


Figure 8.6 Kingscliff Beach Town Centre Coastal Zone Section

8.2.5 Coastal Foreshore Precinct Strategies

1. Strengthening and enhance the coastal edge through additional coastal foreshore planting/vegetation and improving universal access in key locations.
2. Investigate long term plan (+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.
3. Investigate site adjoining Cudgen Headland on the south side of Cudgen Creek as a primitive camping ground to be made available during holiday periods.
4. Continue to implement actions within the Kingscliff Foreshore Master Plan 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 site selection, design and construction of a youth and family precinct area including a skate park, half court basketball and associated amenities.
 - ensure community consultation processes are pursued in finalising the design for the Kingscliff Foreshore Master plan projects particularly in relation Family and Youth Precinct and Ed Parker Park.
5. Provide opportunities 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/transportable to enable ease of seasonal relocation.
6. Prepare and implement conservation management plan (CMP) for the Kingscliff Community Hall for its refurbishment and future maintenance and management.
7. Integrate findings of the current Kingscliff Coastal Zone Management Plan within the design of any future coastal hazard protection infrastructure or public domain improvements.
8. In coordination 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.
9. 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.
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.
11. 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.

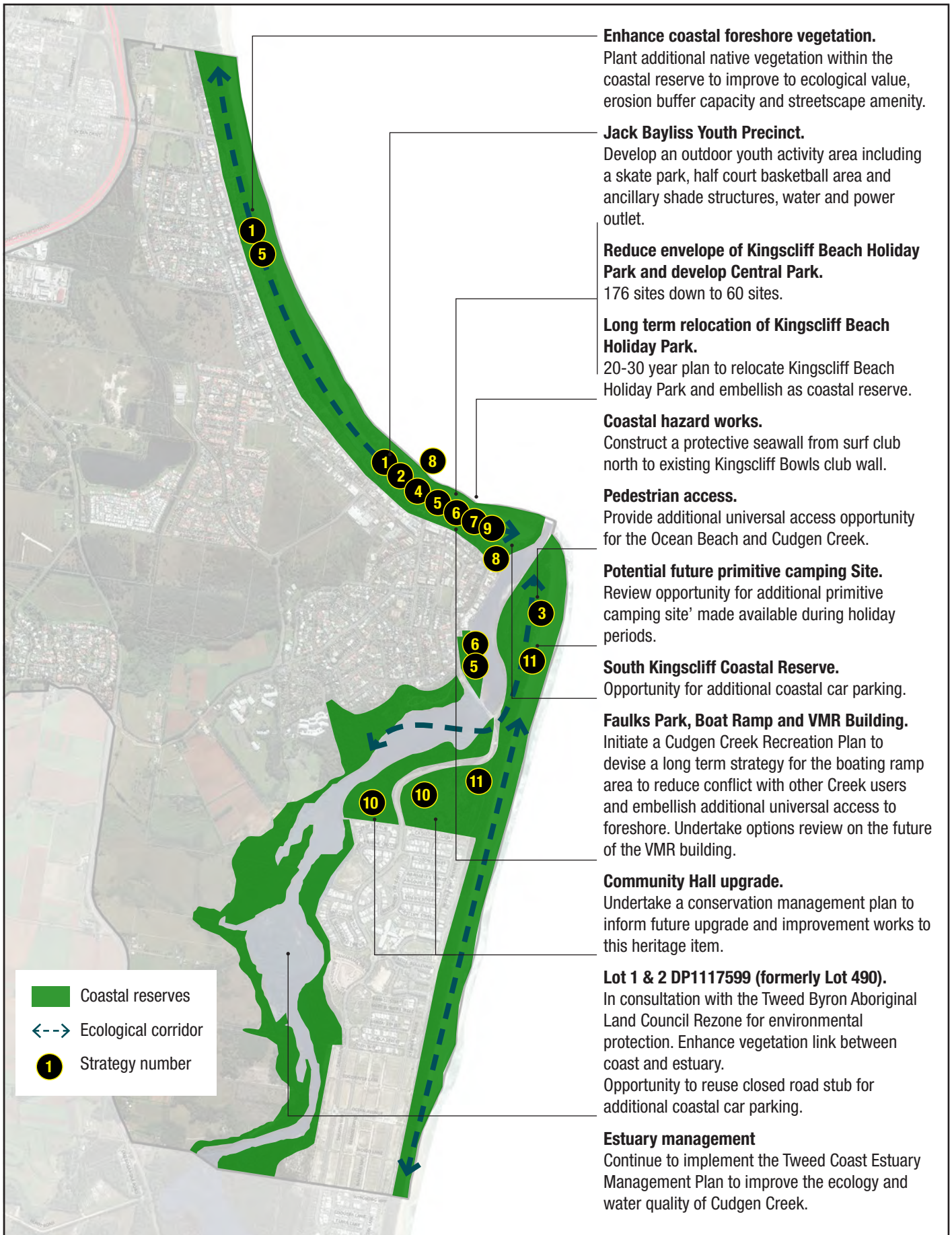


Figure 8.7 Coastal foreshore key strategies

8.3 Turnock Street Precinct

8.3.1 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 8.8). Given its proximity to the town centre, this precinct represents a significant greenfield 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 cycleway is currently provided along the northern edge of the Turnock Street carriageway, 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 stormwater 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.

8.3.2 Built Form Character

Apart from the Turnock Street carriageway and shared pathway, there is no other existing built form within the Turnock Street 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 450 sqm up to 814 sqm which is likely to facilitate the development of predominantly single detached dwellings. The southern cul-de-sac head does provide the opportunity for a future connection into the remaining of the developable area.

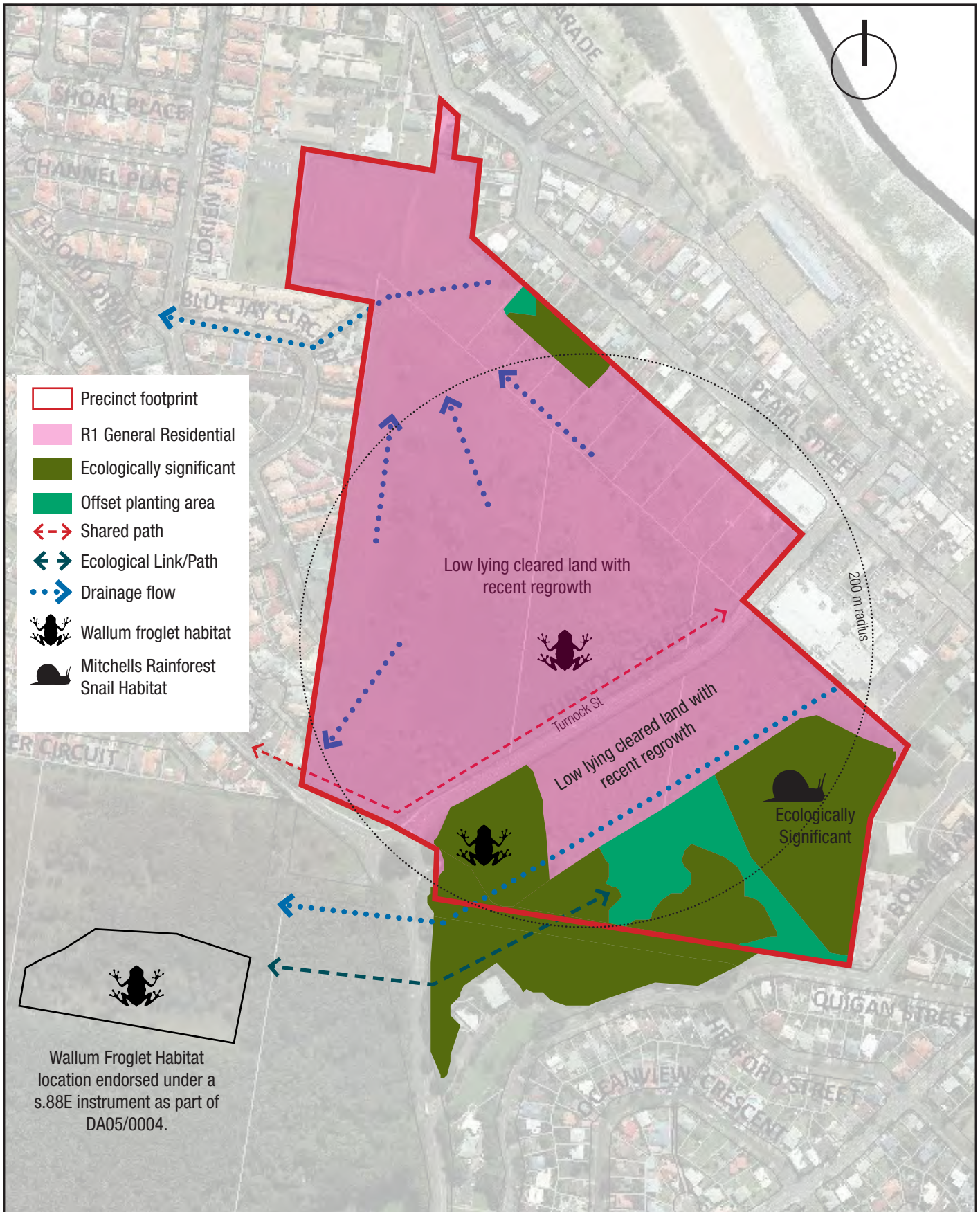


Figure 8.8 Turnock Street Precinct

8.3.3 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 cycleway 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** – an opportunity for Turnock Street to be a tree lined character defining principle connector road which includes dedicated pedestrian and cycle pathways 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. 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.
- **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 workspace, 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 250 m 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.

8.3.4 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 opportunities to expand town centre uses along Turnock Street through the 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 (13.6 m) 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 Street 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 Street.
 - 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 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.

Now



Kingscliff Shopping Village

Turnock Street

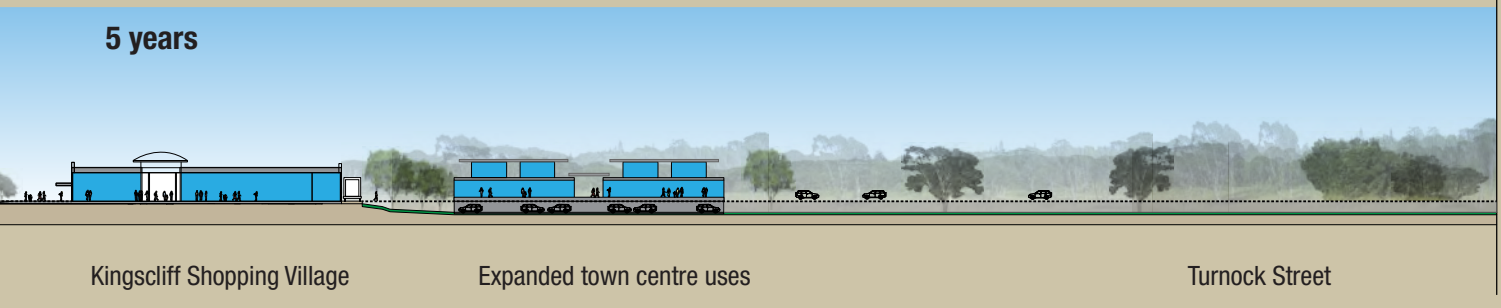
Expanded retail functions including improved car parking areas.

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.

5 years



Kingscliff Shopping Village

Expanded town centre uses

Turnock Street

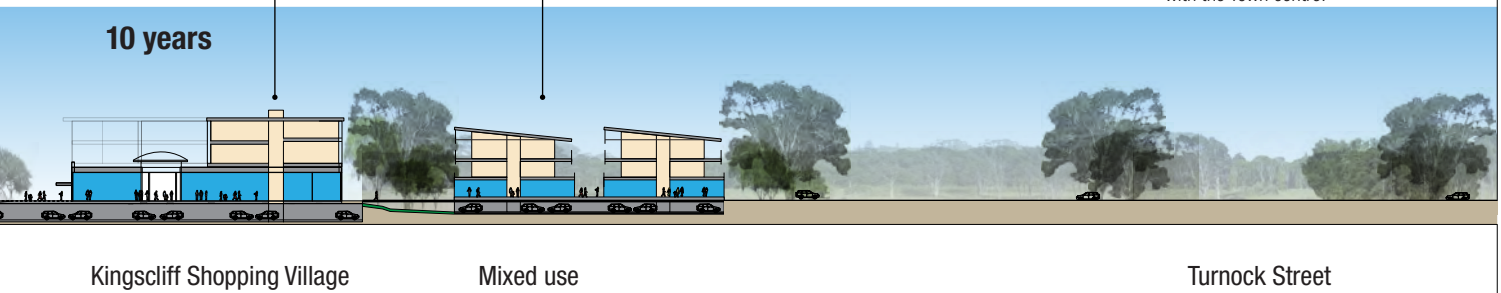
Expanded commercial uses over shopping centre to 13.6 m with basement car parking below.

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

Street tree embellishment along Turnock St.

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

10 years



Kingscliff Shopping Village

Mixed use

Turnock Street

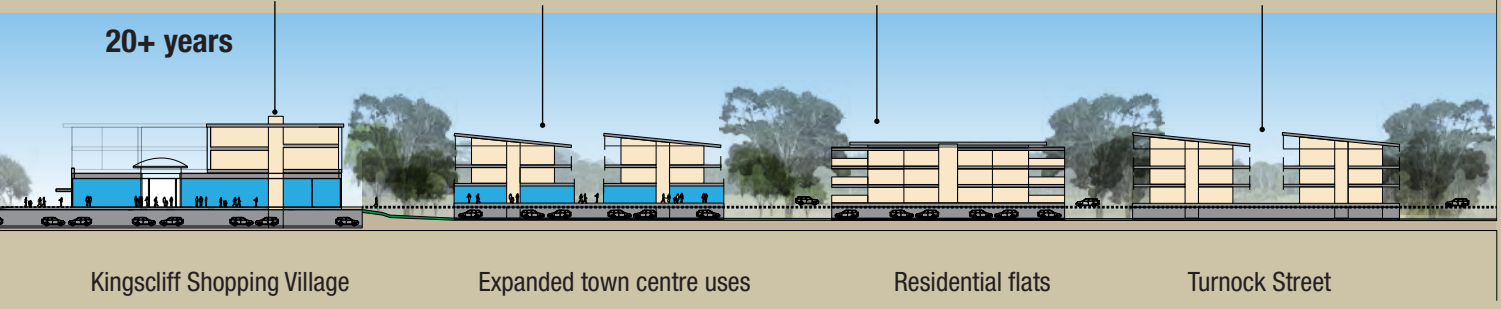
Expanded commercial uses over shopping centre to 13.6 m with basement car parking below.

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

New residential flat building development with basement car parking.

Retain view corridors between buildings.

20+ years



Kingscliff Shopping Village

Expanded town centre uses

Residential flats

Turnock Street

Figure 8.9 Turnock Street Precinct sections

8.4.5 Turnock Street Precinct Strategies

1. Facilitate the future development of the Turnock Street precinct through concept development application or master plan and planning proposal process to achieve a balance of character defining built form and urban development with a mix of business land uses and diversity of housing types, community facilities 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.
 - the 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 through a B4 Mixed use zone to include an expanded range of retail, commercial, community, open space, tourist and residential uses through appropriate land use zoning with building height to 13.6 m.
4. Facilitate residential flat building development along the western portion of Turnock Street adjoining the town centre expansion area through an R3 or R1 zoning with a building height to 12.2 m.
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 coordinated negotiations between Council, the developer and affordable housing providers to meet the master plan and the 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. Pathways should connect activity areas with residential areas through a network of open space and key movement corridors that have a high level of amenity in terms of street trees for shade and regular waypoints 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 Street roundabout which could be co-located with other retail tenancies or small scale commercial workspace.
10. Investigate opportunities within either the Turnock Street or Town Precinct for a new library (1500 sqm) and new multi-purpose community building (3500 sqm) to include a 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 ecologically significant important through appropriate landuse zoning and provisions for ongoing habitat management including areas nominated offset planting.

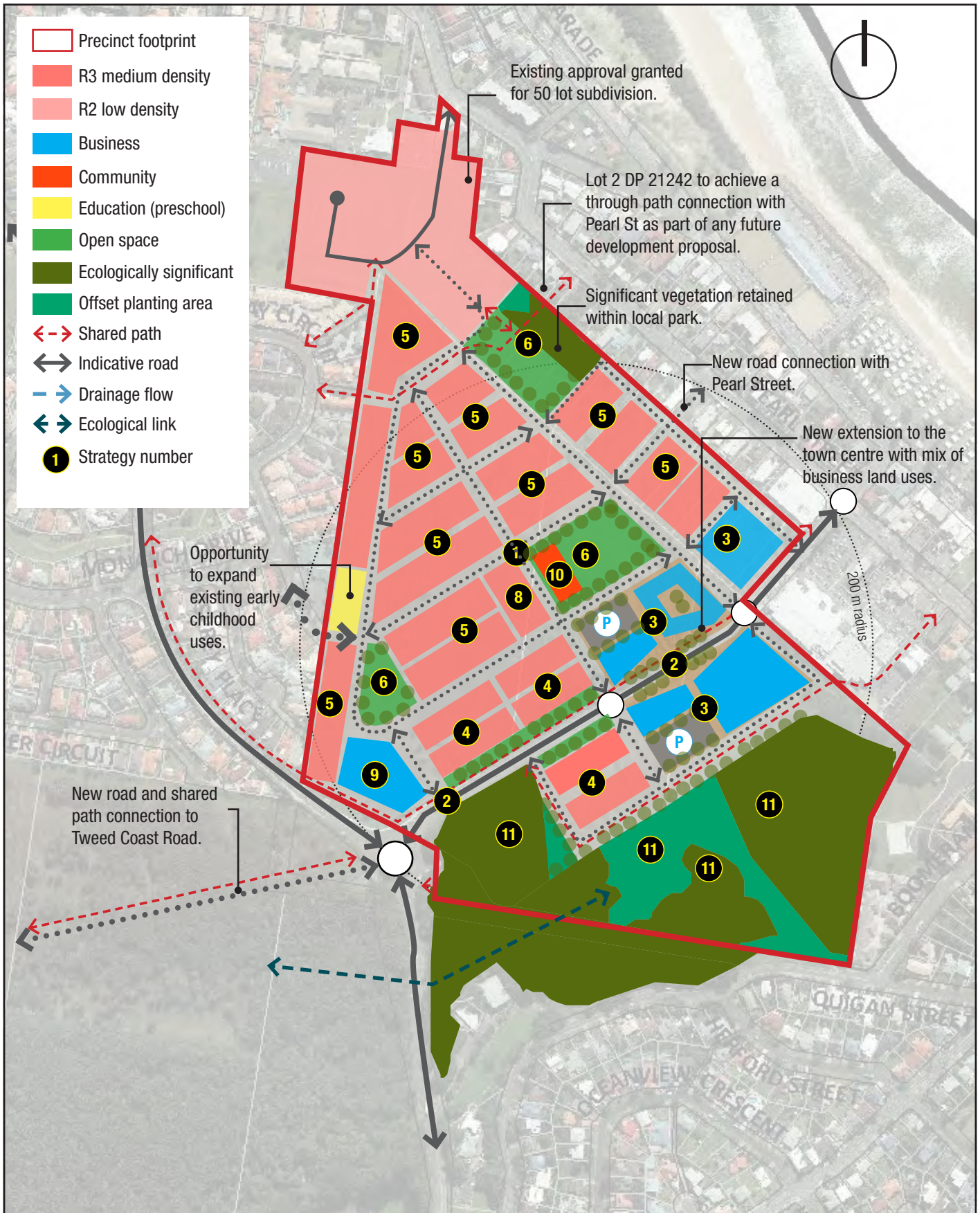


Figure 8.10 Indicative Turnock Street Precinct structure plan



Figure 8.11 Indicative Turnock Street Section – Mixed Use Interface

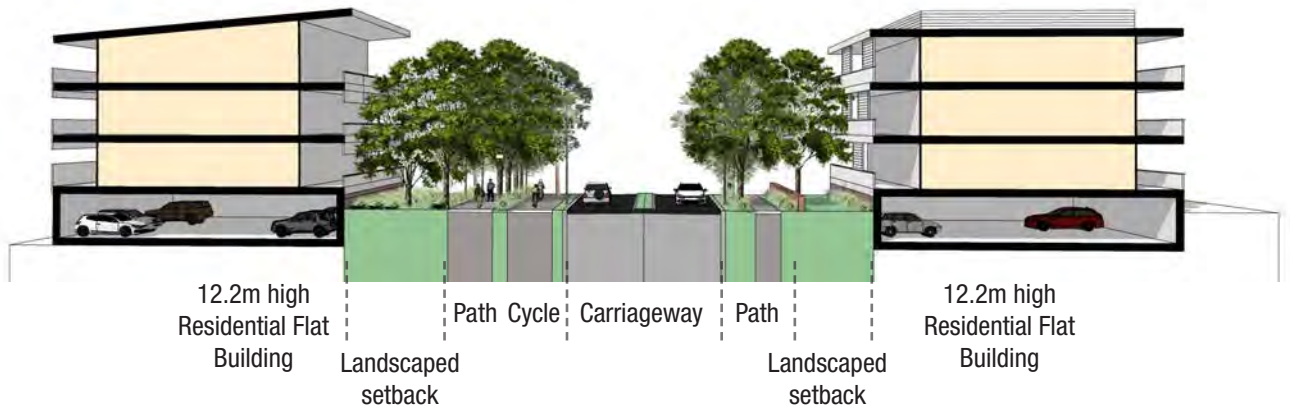


Figure 8.12 Indicative Turnock Street Section – Residential Interface



Existing condition



Indicative montage

Turnock Street – Given Turnock Street will ultimately form the gateway entrance into the Kingscliff township from the Tweed Coast Road, the precinct presents a significant opportunity for a defining tree lined and landscape swale boulevard with dedicated shared (but separated) pedestrian and cycle path. A similar opportunity exists 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.



Turnock Street Precinct – Retain smaller scale development along Marine Parade and Pearl Street with a vibrant mix of retail and commercial uses activating a landscaped street edge with opportunity for expanded town centre uses including larger floor plate retail and commercial development west along Turnock Street.



Legend

- ① Central Park with new beach access and upgraded community hall
- ② Upgraded holiday park with reduced footprint
- ③ New Foreshore Seawall
- ④ Footpath widening and additional landscaping along Marine Pde
- ⑤ New through block connections
- ⑥ New infill development along Marine Parade to 11 m building height
- ⑦ Expanded retail/commercial uses over Kingscliff Shopping Village Site including public domain areas
- ⑧ Multi-storey car park over Kingscliff Shopping Village Site
- ⑨ New community uses including library and community centre
- ⑩ Expanded town centre west along Turnock Street
- ⑪ New public domain areas fronting Turnock St
- ⑫ Medium density residential precinct to 12.2 m building height
- ⑬ New east-west road connection
- ⑭ New road extension to Pearl Street
- ⑮ New casual open space area

8.4 Beachfront Precinct

8.4.1 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 demarcates 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 a 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 laneways. 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.

8.4.2 Beachfront Precinct Character

The Beachfront 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 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 13.6 m height limit although most buildings would be below 12.2 m in height.

The smaller coastal cottages constructed of relatively lightweight materials including timber frames, weatherboard and FC sheeting cladding, timber detailing and 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 the 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 an 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.

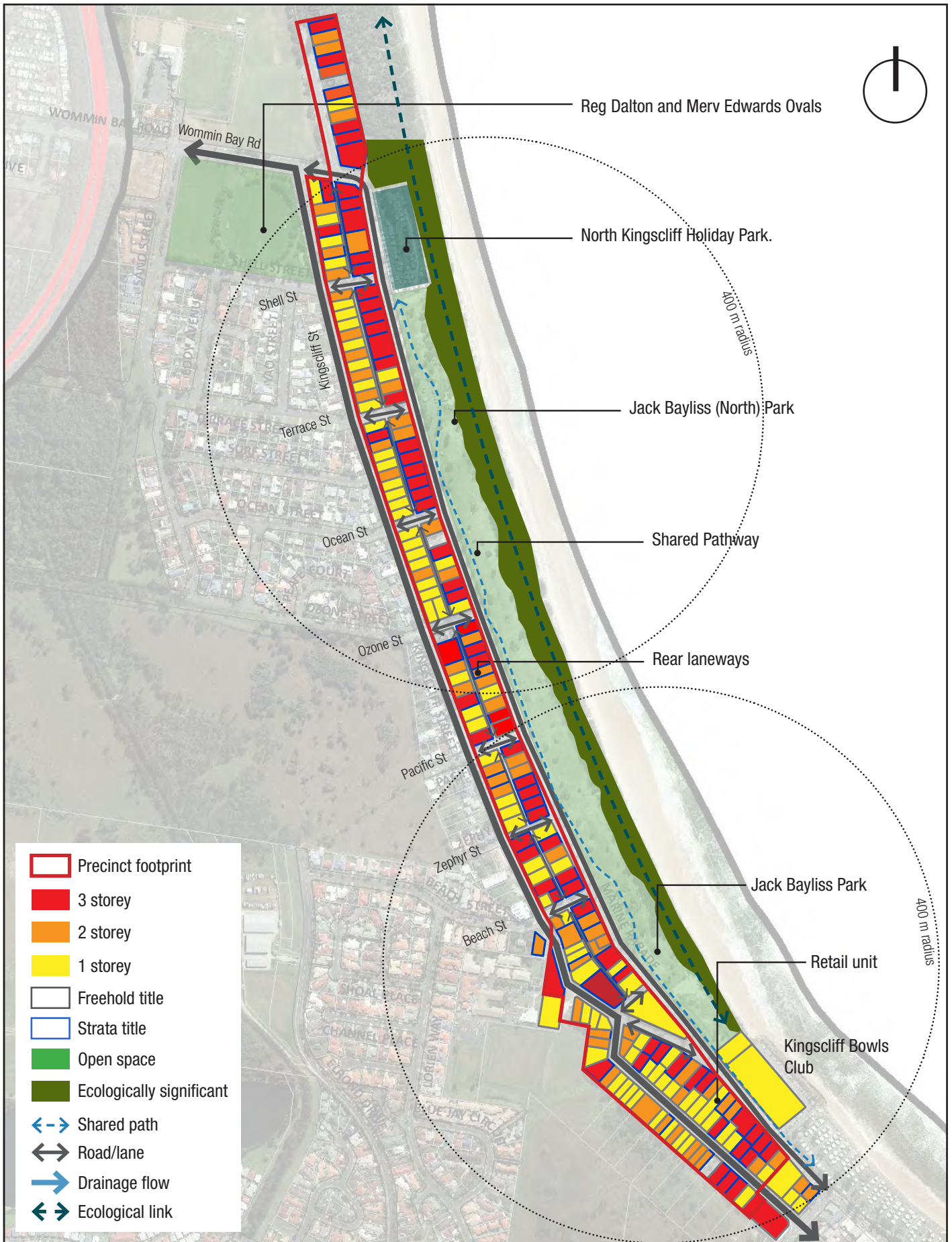


Figure 8.13 Beach Front Precinct

8.4.3 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.

8.4.4 Coastal Foreshore Precinct opportunities

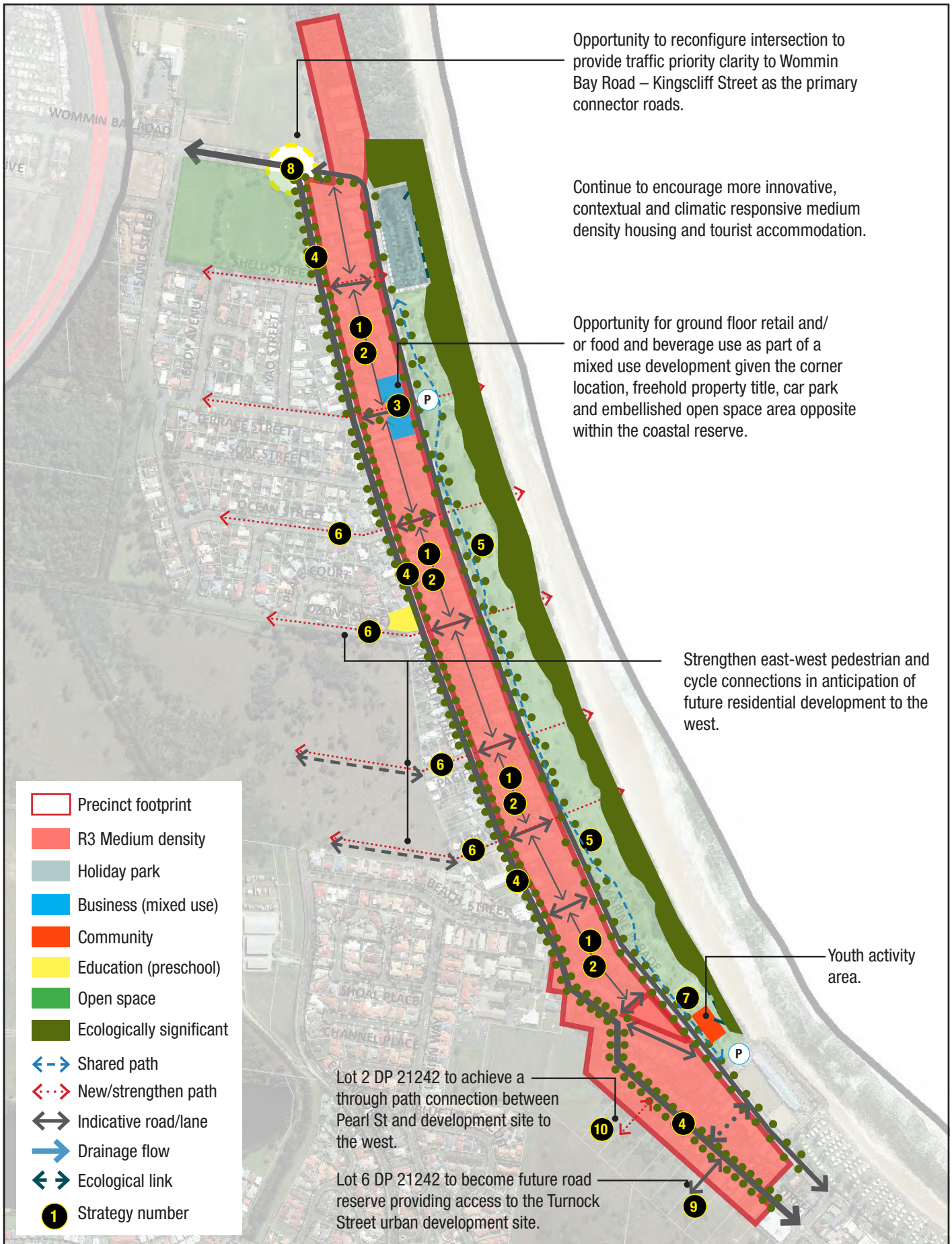
- Encourage more innovative, contextual and climatic responsive medium density housing and tourist accommodation through additional design guidelines.
- Investigate the opportunity for a small local retail store to provide day-to-day convenience and opportunity for food and beverage.
- Provide additional 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 pathway 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 Street, 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 an 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.

8.4.5 Beach Front Precinct Strategies

1. Encourage medium density housing and tourist accommodation buildings which respond to the Kingscliff coastal character by considering:
 - Site analysis planning.
 - Embedding passive design principles.
 - Built form and building massing considerations.
 - Using a mix of appropriate building materials.
 - Landscaping and communal open space.
 - Preferred for rear lane vehicular access and basement car parking where possible.
2. Continue to encourage rear laneway 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. Formal street tree planting to the 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.
5. Additional street tree planting along Marine Parade (more random configuration) to increase the amount of shade to pedestrian pathways, improve visual amenity as well as to strengthen the ecological link with coastal reserve. Encourage and support the undergrounding of electrical and telecommunication infrastructure to enable a more considered street tree planting pattern.
6. 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.
7. In accordance with the Kingscliff Foreshore Master plan, 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.
8. 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 artwork as a gateway location.
9. Lot 6 DP 21242 to become future road reserve providing access to the Turnock Street urban development site.
10. Lot 2 DP 21242 to achieve a 3.0 m path connection between Pearl St and future development site to the west as part of any future development proposal.



Opportunity to reconfigure intersection to provide traffic priority clarity to Wommin Bay Road – Kingscliff Street as the primary connector roads.

Continue to encourage more innovative, contextual and climatic responsive medium density housing and tourist accommodation.

Opportunity for ground floor retail and/or food and beverage use as part of a mixed use development given the corner location, freehold property title, car park and embellished open space area opposite within the coastal reserve.

Strengthen east-west pedestrian and cycle connections in anticipation of future residential development to the west.

Youth activity area.

Lot 2 DP 21242 to achieve a through path connection between Pearl St and development site to the west.

Lot 6 DP 21242 to become future road reserve providing access to the Turnock Street urban development site.

Figure 8.14 Indicative Beach Front Precinct structure plan

8.5 North Kingscliff Precinct

8.5.1 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 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 the/an opportunity for the development of a small scaled retail centre offering a range of day-to-day convenience needs and food and beverage use.

8.5.2 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 1970s, old aerial photographs indicate ribbon development fronting Kingscliff Street dating back to the 1940s.

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 1980s and 1990s. Most of the dwellings are on relatively large allotments (over 600 sqm) 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 the 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 5128 sqm 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 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.

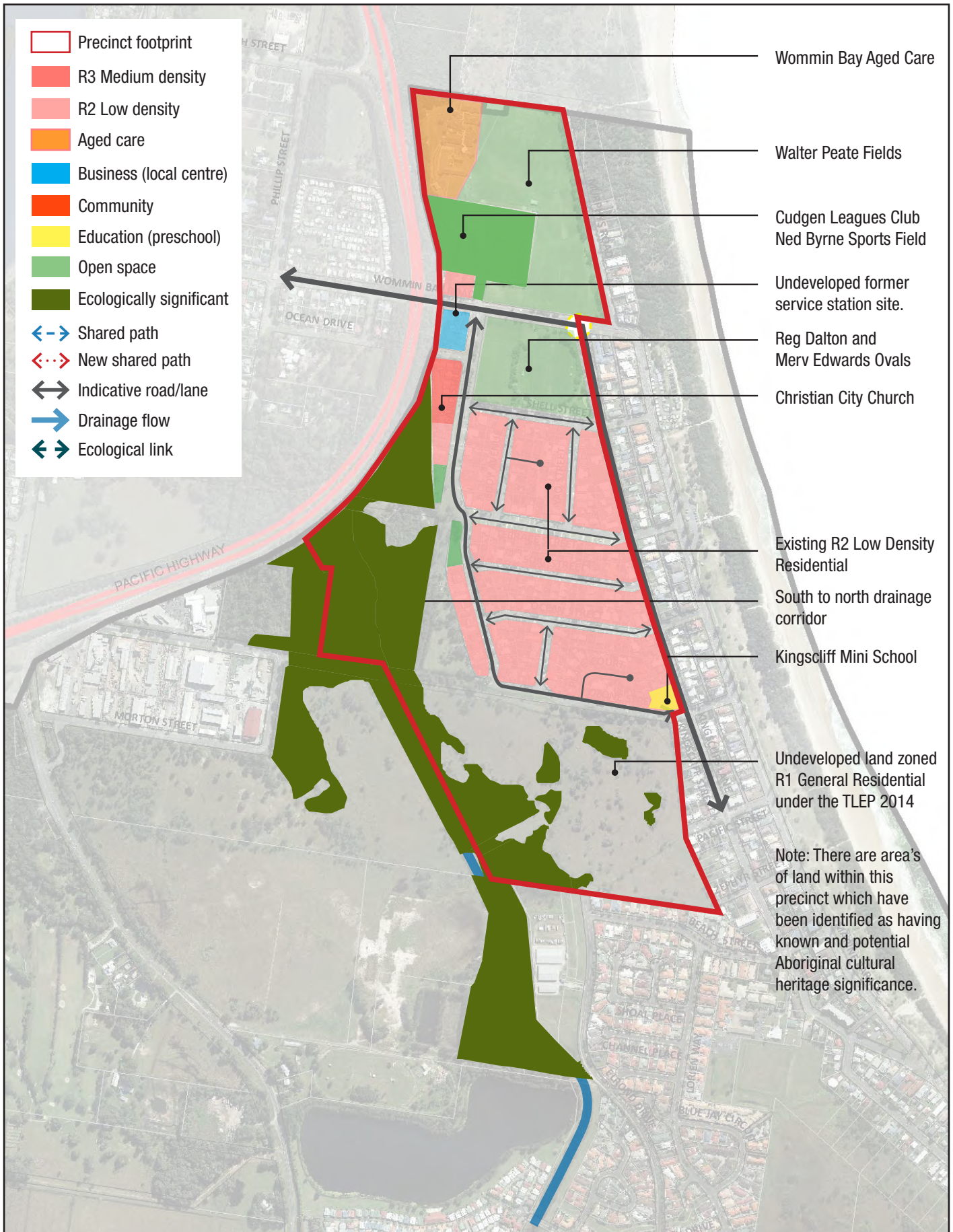


Figure 8.15 North Kingscliff Precinct

8.5.3 Open space and public domain

The North Kingscliff sporting fields including the Walter Peate Sports Field, 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 an important landscape and visual feature highly valued by surrounding residents.

The future management and planning of these sports fields have been addressed within the **Kingscliff Sports and Recreation Complex Master plan (KSRC Master plan)** dated February 2015. The principle aim of the KSRC Master plan 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 8.16 illustrates the proposed 'ultimate' embellishment for the complex, achieved through a staged development process, including:

Sporting opportunities

- New clubhouse for Walter Peate Oval.
- New change rooms for Walter Peate Ova Cricket – turf field, two 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 and upgrade to existing building.
- Rugby league – access to one full sized field lit to training purposes directly to the north of the Cudgen Leagues Club.
- Oztag – access to at least 4 fields outside the Cudgen Leagues Club.

Recreation opportunities

- Create a central recreation area at Walter Peate Sports Field 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.
- 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 were incrementally released for development through the 1980s and 1990s, 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 an R1 General Residential Zoning and presents opportunities for a mix of residential housing types and local open space opportunities.

8.5.4 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 greenfield 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 Street 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 12.2 m.
- 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.

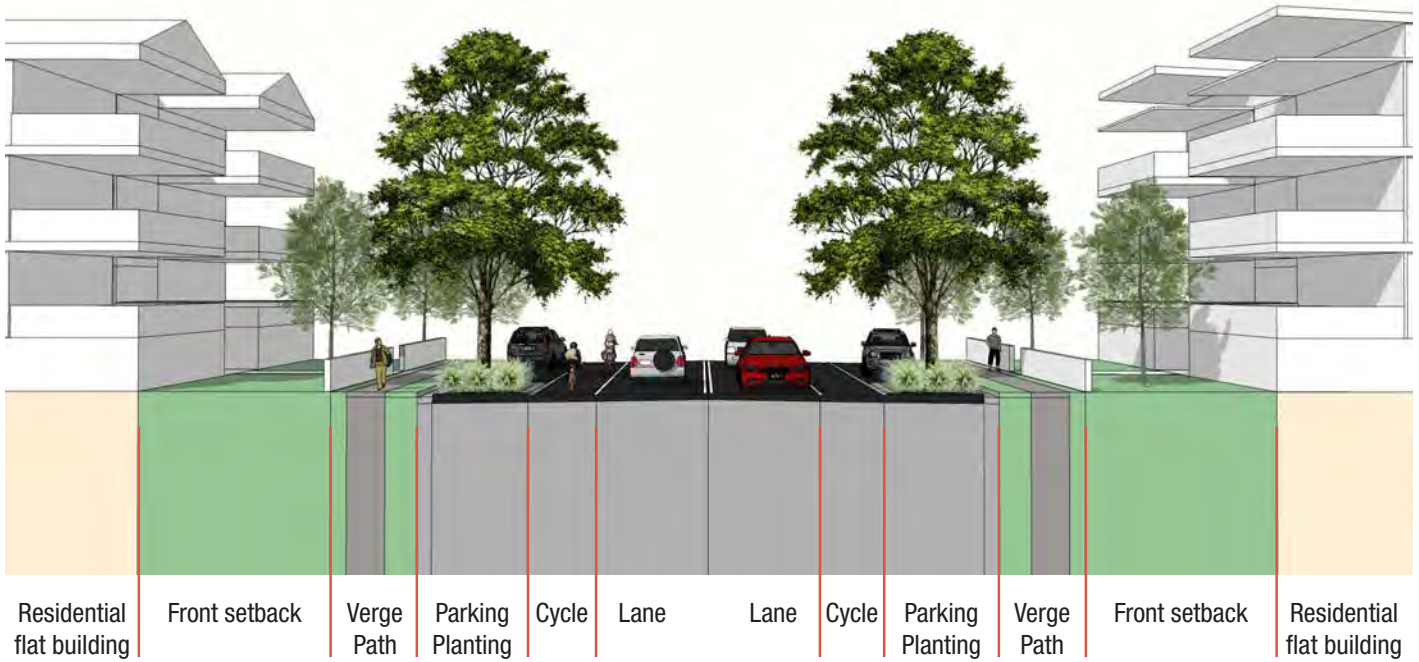


Figure 8.16 Indicative Kingscliff Street section

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 8.17 Kingscliff Sport and Recreation Complex Master plan Source: Ross Planning

8.8.5 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 including areas nominated for offset planting.
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 a concept development application or master plan and planning proposal process as required to achieve balance as a mix of housing types including low density residential, low rise medium density residential and small lot housing. The master plan should also include:
 - Nomination of low density development where green field development adjoins or interfaces with existing low density development.
 - 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 greenfield development site (business and knowledge precinct) to the west.
4. Investigate rezoning from R2 General Residential to R3 medium density with a building height of 9 m to:
 - Allotments fronting Kingscliff Street (western side) which is the key north south connector road and public transportation route to allow additional medium density housing types.
 - Allotments on the western side of Sands Street north of Terrace St.
 - 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 Master plan. 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).

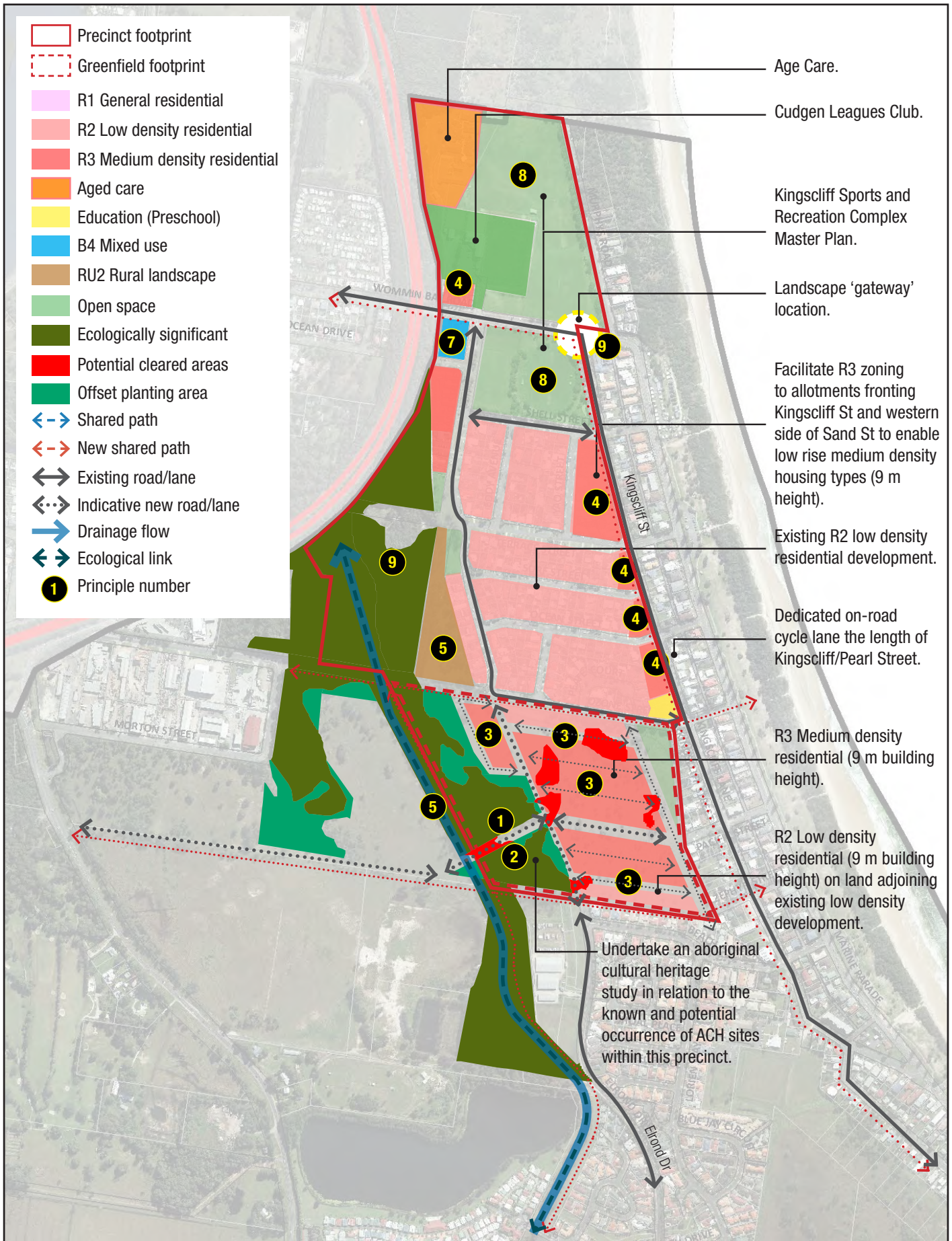


Figure 8.18 Indicative North Kingscliff Precinct structure plan

8.6 Business and Knowledge Precinct

8.6.1 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 47.5 ha) 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 8.6 ha 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 (47.5 ha) 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 wastewater 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 3.2 m AHD, or approximately 1 m 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 take into account predicted climate change effects, namely sea level rise and increased rainfall intensities.

This increases the design flood level to 3.6 m AHD in this precinct. Floor levels for residential development require a further 0.5 m freeboard (to 4.1 m AHD – approximately 2 m 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 8.19 Business and Knowledge Precinct constraints

8.6.2 Business and Knowledge Precinct character

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 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.

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 stormwater 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, retail, residential and open space land uses.
- Provide opportunities for a business park development to encourage more intensive employment generating land uses, commercial and business opportunities.
- Facilitate opportunities for the development of a health and/or education precinct which may include a regional hospital and health related services, tertiary education campus with ancillary uses including retail, open space and student housing.
- 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 opportunities 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 47.5 ha 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.

8.6.3 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** – opportunities for a tree lined frontage along Tweed Coast Road (20 m 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 pathways, shade, lighting, seating.
- **Network of public domain spaces** – Whilst dependent on the final master plan and land use configuration, there is an 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. 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. 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 workspace, 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 allocated 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 an 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.

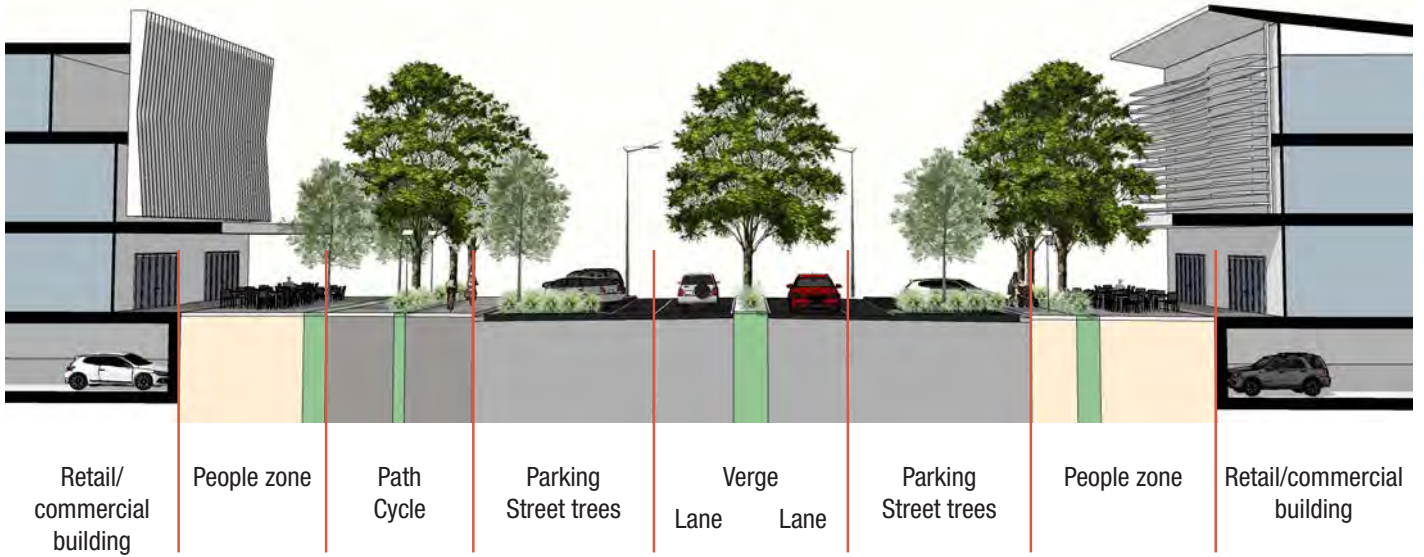


Figure 8.20 Indicative Business and Knowledge Precinct Boulevard

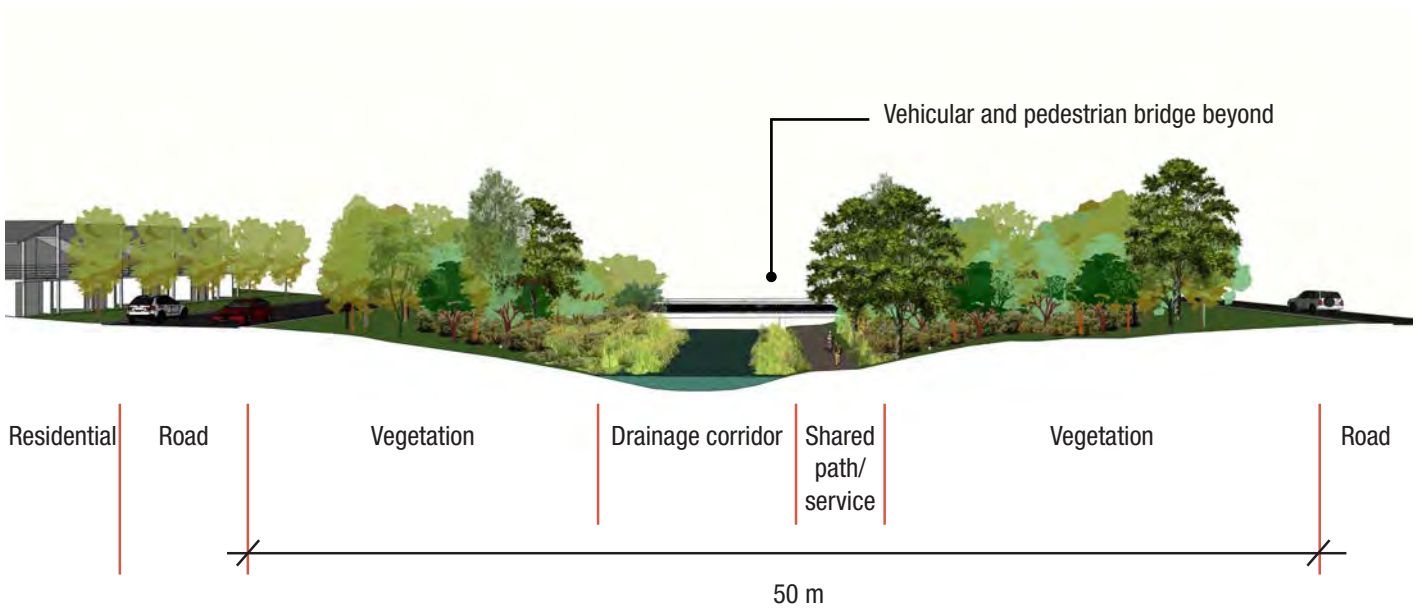


Figure 8.21 North-South landscape drainage corridor

8.6.4 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 (47.5 ha) 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 8.21), a centre with a larger sub-regional business park and retail centre component (Figure 8.22) and also an sub-regional centre with a large education campus focus (Figure 8.23).

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 20 m) 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 10000-20000 sqm 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 for an additional retail precinct over this site include:

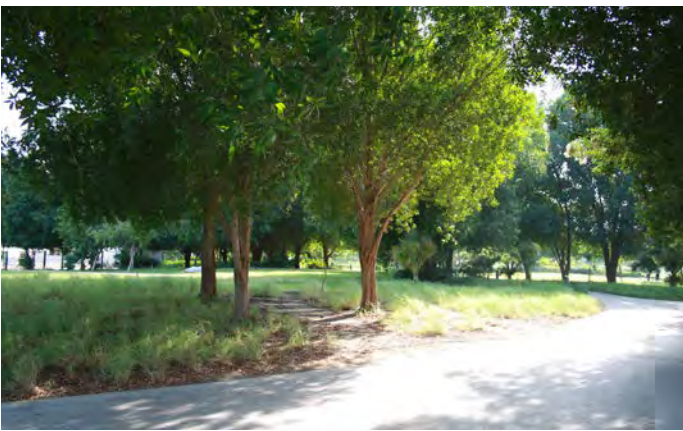
- Expanding the existing retail and supermarket offering within the service catchment.
- Providing opportunities for 'higher order' and larger floor plate retail uses to complement rather than compete against the existing Kingscliff town centre.
- Greenfield site providing opportunities for greater level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



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 an 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.

In consideration of any new retail centre on 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 a 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.

These retail principles were at the time supported by recommendations within the Tweed Shire Retail Strategy (prepared by Core Economics 2005). Now 10 years 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 – 20,000 sqm) 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 the Council will be in a position to appropriately resolve upon the size and scale of the 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 opportunities, 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.

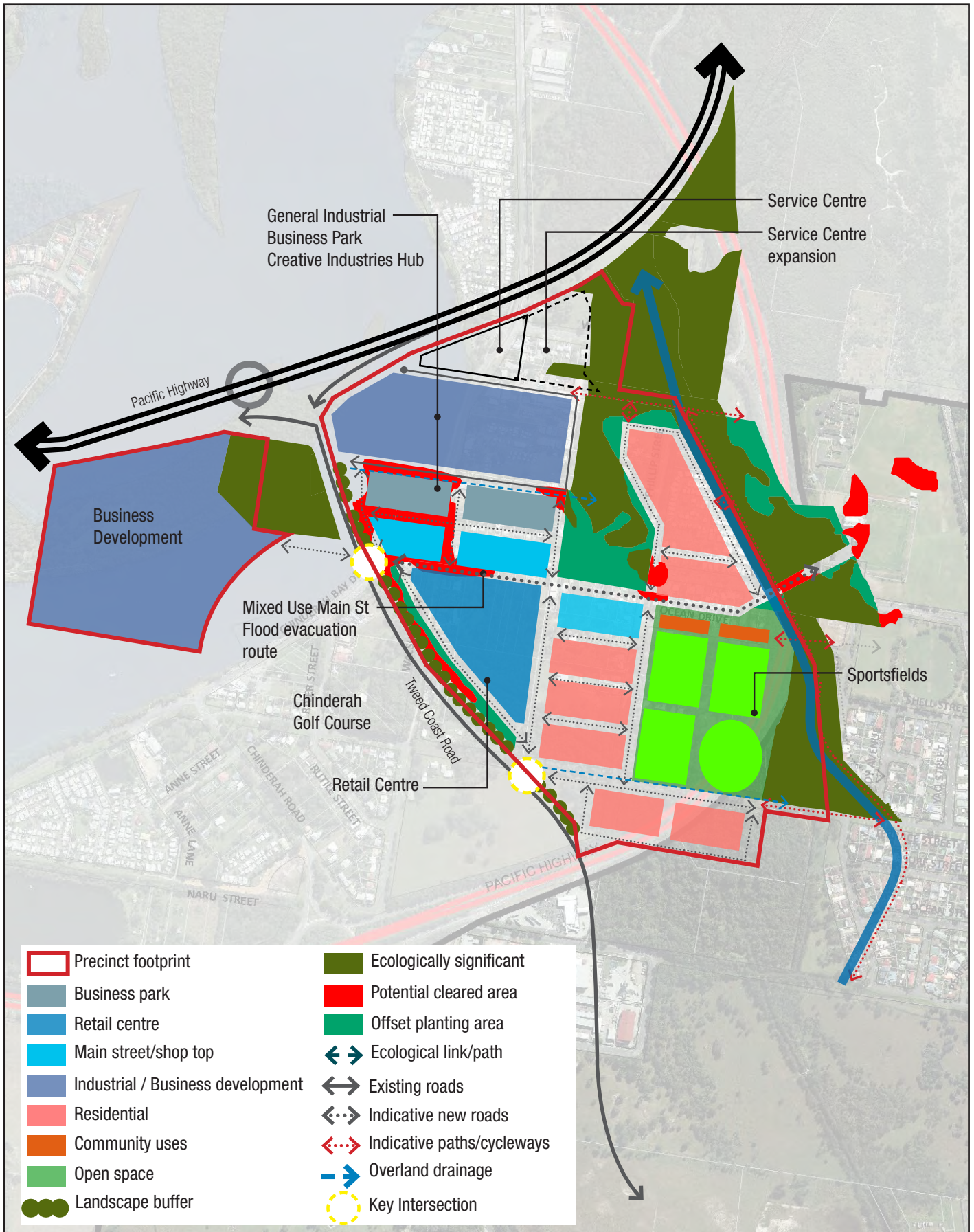


Figure 8.22 Indicative structure plan – mixed use option

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 industrial 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

An 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 green space 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 the development of a stormwater management plan as part of any future master plan or development applications.

In addition to flooding considerations, 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.

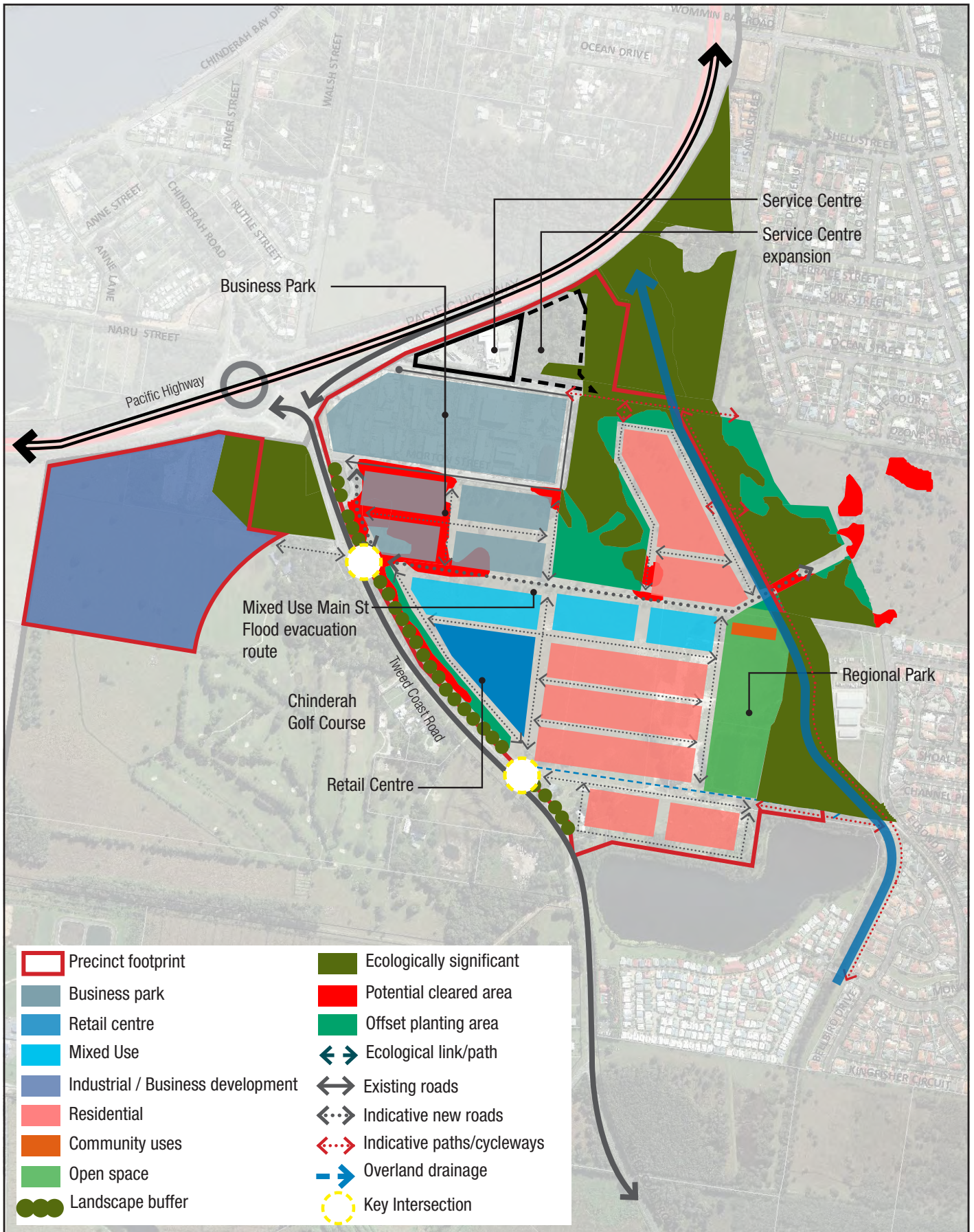


Figure 8.23 Indicative structure plan – business park, retail and residential option

8.6.5 Business and 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 including areas nominated for offset planting.
2. Facilitate the future development of the Business and Knowledge Precinct as a regionally significant employment generating precinct through a master plan and planning proposal process and site specific development control plan (DCP). 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, floor area and 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 opportunities for the development of a commercial/business park within the precinct to encourage more intensive employment generating land uses, commercial and business opportunities.
4. Investigate 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 can be satisfactorily demonstrated through a planning proposal process.
5. Create an east-west connector road linking Tweed Coast Road with the precinct including investigating the need for a 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 13.6 m, 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 20 m wide vegetative buffer to Tweed Coast Road frontage providing a 'green screen' to the site with opportunity plant out with large street trees and understorey vegetation.

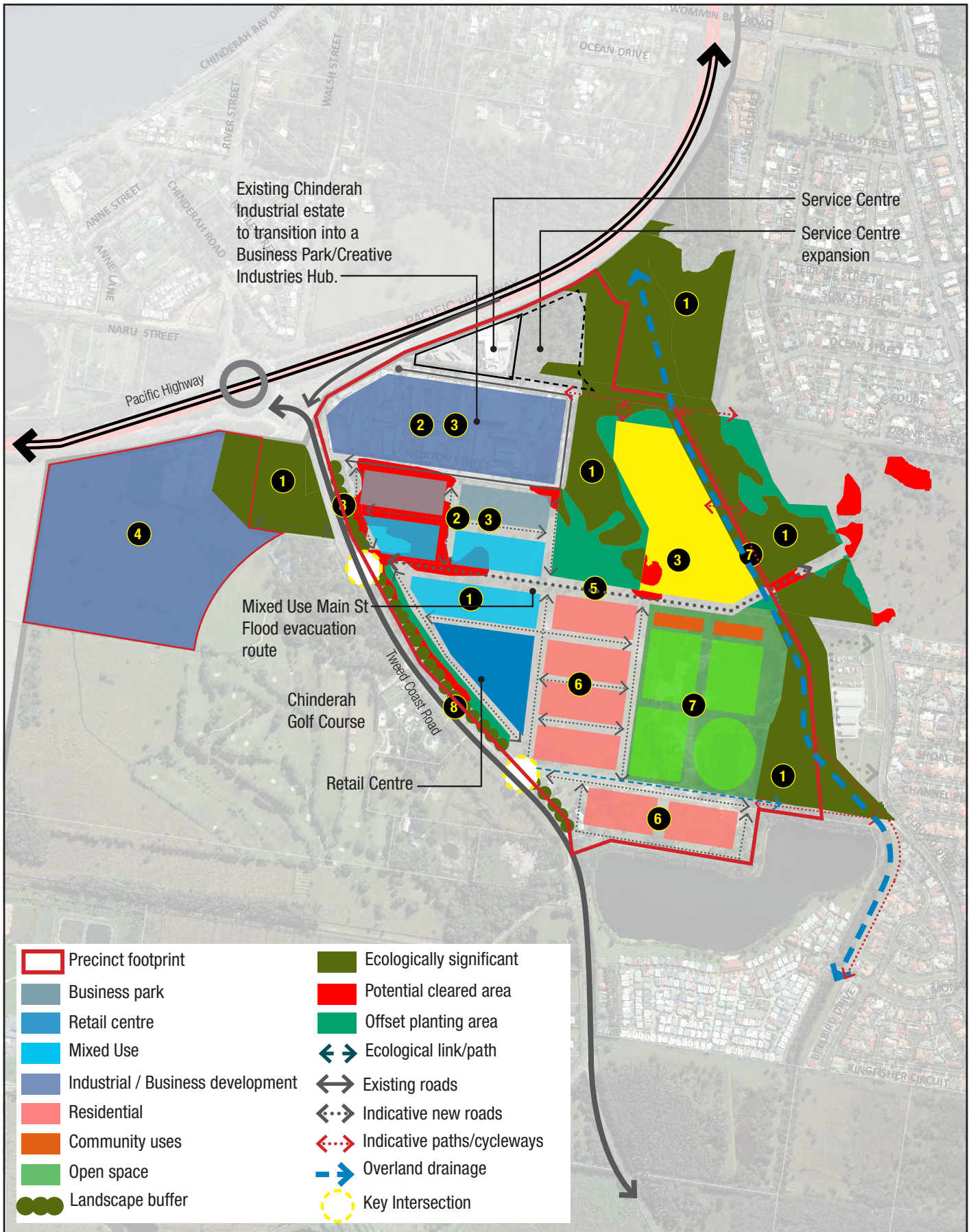


Figure 8.24 Indicative structure plan – business park, retail and education campus option



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 diversify opportunity within existing industry pillars including tourism, agriculture, education, health and construction.



Legend

- ① Transition light industrial to business park
- ② Business park
- ③ Smaller scale and incubator and live/workspace
- ④ Larger floor plate business park uses
- ⑤ Shop top main street development
- ⑥ Residential flat buildings
- ⑦ Education/health campus
- ⑧ Retail and commercial centre
- ⑨ Community/entertainment/cultural uses
- ⑩ Medium density residential precinct to 12.2 m building height
- ⑪ Tree line boulevard with wide footpath and active uses fronting
- ⑫ New road link to north kingscliff (intersect with elrond dr extension)
- ⑬ New active open space (sportsfields) with clubhouse
- ⑭ Environmental protection
- ⑮ Casual open space area
- ⑯ East west drainage corridors
- ⑰ Green edge buffer planting to tweed coast road

8.7 West Kingscliff Precinct

8.7.1 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 the resolution of the environmental and flooding constraints.

Three alignment options have been illustrated at Figure 8.27. 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 a significant opportunity as an ecological and passive movement (walking and cycling) corridor linking with the future business and education precinct to the north.

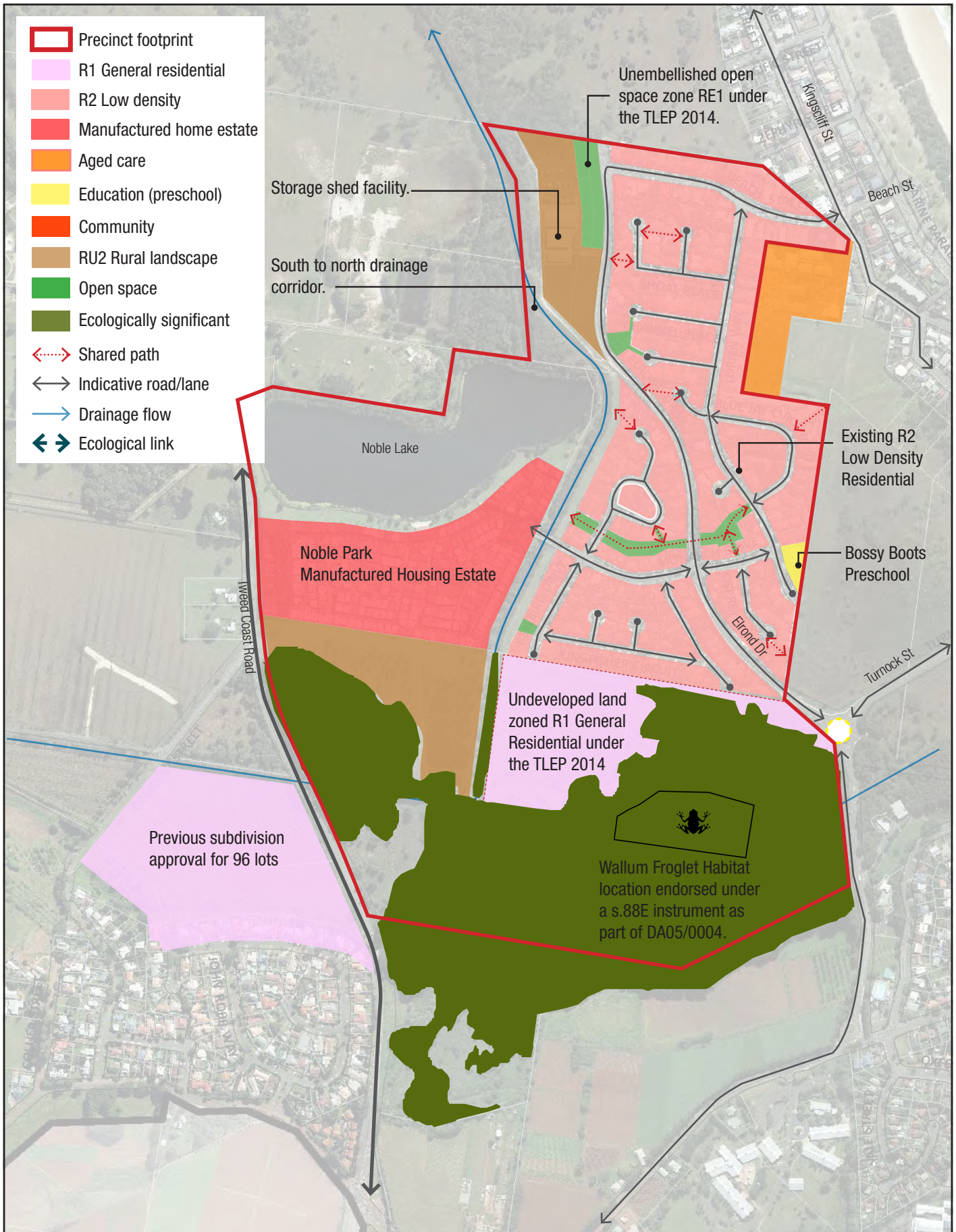


Figure 8.25 West Kingscliff Precinct

8.7.2 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 600-700 sqm 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 22 ha 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, it also has a 370 m 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 greenfield development areas has the potential to provide additional housing types and future density increases to take advantage of these contextual opportunities.

8.7.3 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** – an 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 pathways connecting West Kingscliff including the residential areas off Elrond Drive with the town centre.
- **Turnock Street landscape swale interface** – opportunities for new buildings fronting Turnock Street to be set back from Turnock Street to accommodate a wide landscape swale providing an 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 an R1 General Residential Zoning and presents opportunities 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.

8.7.4 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 an 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 opportunities for a mix of medium density residential development including higher residential flat buildings (13.6 m) 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 a mix of density over the greenfield 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.
- Opportunities to embellish the north south drainage corridor for combined drainage, vegetation, open space and passive movement (shared path) use.
- Encourage strengthened pedestrian and cycle links throughout the precinct including a dedicated on-road cycle lane along Elrond Drive and Beach Street.

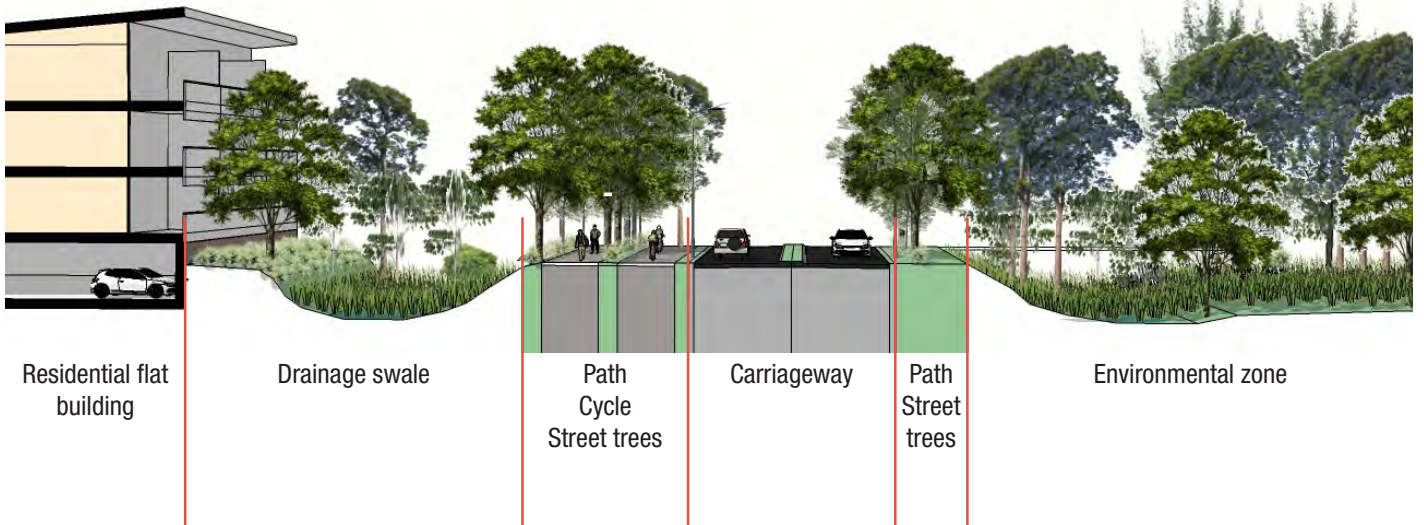


Figure 8.26 Indicative Turnock Street extension section



Figure 8.27 Indicative Turnock Street extension alignment options

8.7.5 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 including areas for offset planting.
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 m and medium density residential including residential flat buildings with building height to 12.2 m. 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 RU2 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 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;
 - 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;
 - The 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; and
 - 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. 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. This includes opportunities 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.

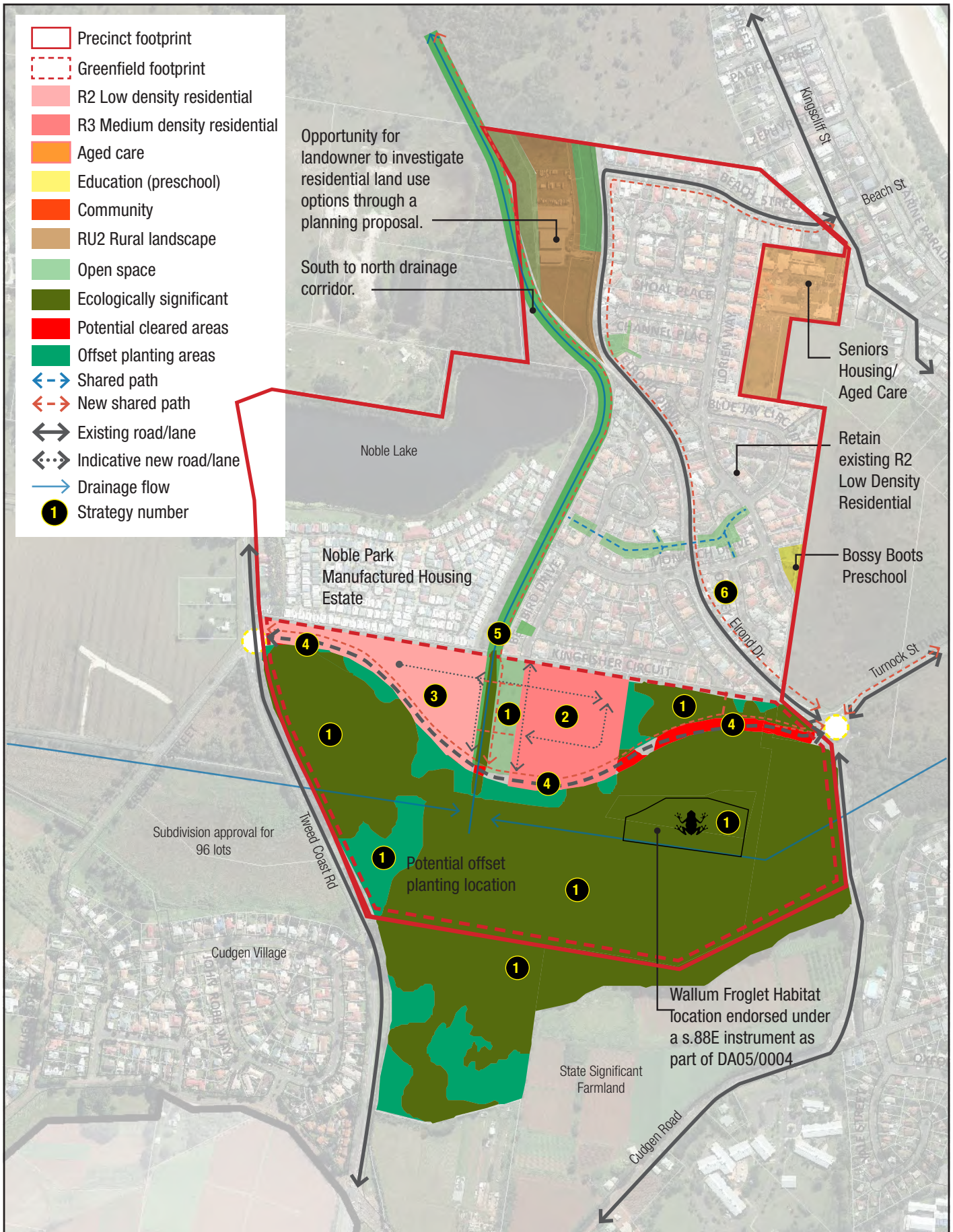


Figure 8.28 West Kingscliff Precinct indicative structure plan

8.8 Kingscliff Hill Precinct

8.8.1 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 in terms of the road pattern reflective of ancient walking pathways following the ridgeline and subdivision layout relating to the sloping topography and view opportunities. 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 50 m. 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 TAFE and Kingscliff High School, Kingscliff Public School, Kingscliff Pool and Library, Kingscliff tennis club at Hansen Park, as well as smaller pocket parks and the more substantial linear open space areas fronting the northern bank of Cudgen Creek.

The Kingscliff Hill Precinct also includes the site selected by NSW Health Infrastructure for the new Tweed Valley Hospital which was announced in April 2019 following a two staged site selection process. Notwithstanding the State Significant Farmland status, the site was ultimately selected having regard to its elevation above the Probable Maximum Flood (PMF), proximity to the road network including the M1 highway, central location in the context of the broader region and site amenity including site orientation and opportunity for views. The new Tweed Valley Hospital will be a referral hospital serving the surrounding region.

8.8.2 Built Form Character

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.

Library, Community Health and 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 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.

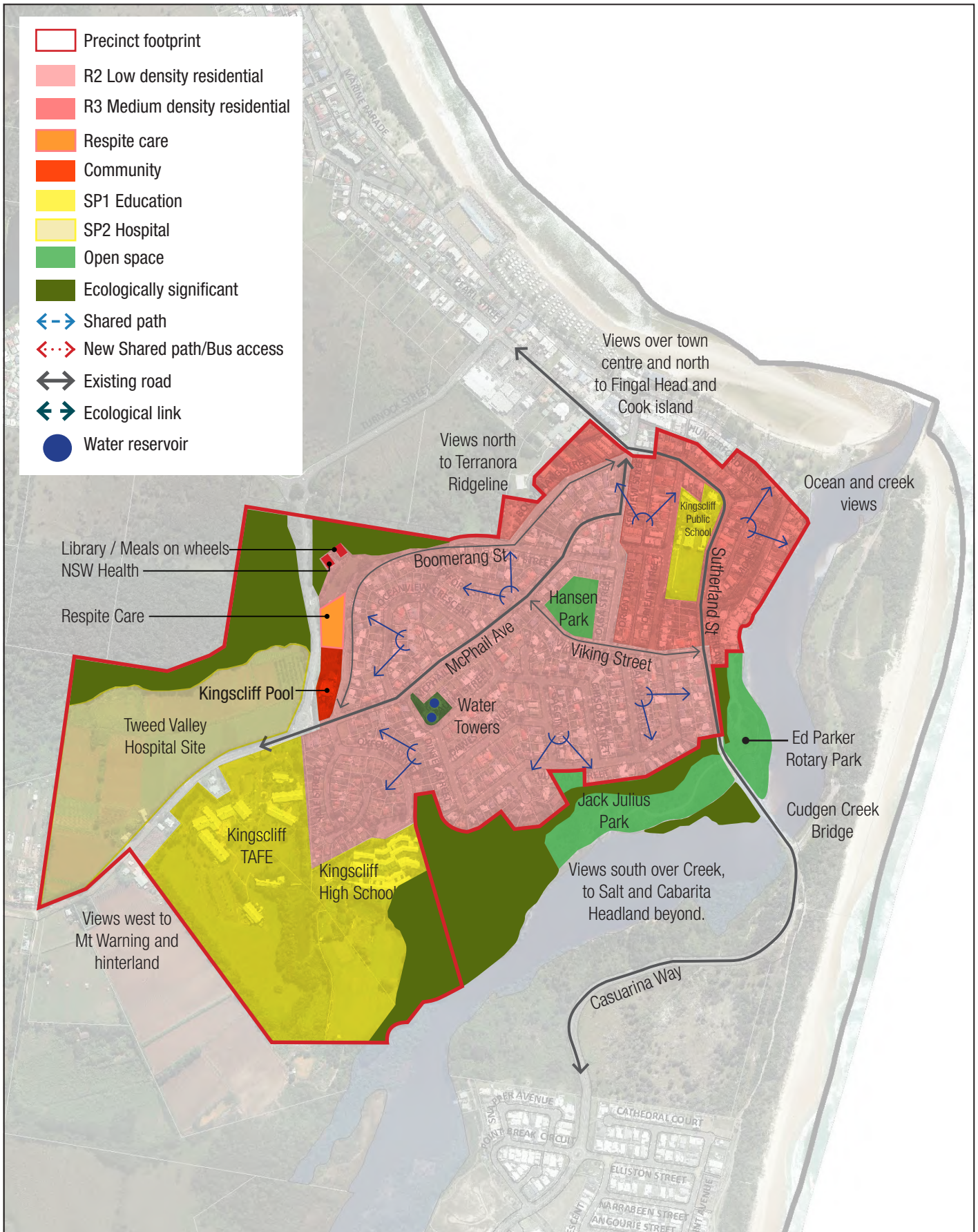


Figure 8.29 Kingscliff Hill Precinct

The library, which currently has a total GFA of approximately 600 sqm is significantly undersized 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 25 m 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 50 m pool on the coast, as the Murwillumbah Pool currently fulfils that regional function.

Tweed Valley Hospital

The new Tweed Valley Hospital will be a major referral hospital serving the surrounding region as far south as Byron Bay and north to the southern end of the Gold Coast. Given the size and scale of this hospital it will be the largest singular land use and building within the Kingscliff locality. Given the sites substantial frontage along Cudgen Road, site elevation and 'edge of settlement' location, it will have significant influence on the future built form and visual character along this part of the Kingscliff Hill precinct and Kingscliff locality.

At the time of writing, the site had been rezoned to SP2 Health Services Facility and development consent had been issued by the Minister of the Department of Planning and Environment for Stage 01 Early Works. A State Significant Development application Stage 02 for the development of the hospital is anticipated to be submitted for the Ministers approval in late 2019. In recognition of the existing scale and character of the Kingscliff Hill and the Kingscliff locality more broadly, Council has made representations to the DP&E and NSW Health Infrastructure that in terms of built form the hospital building should seek to:

- Acknowledge the surrounding land use interfaces and nominate appropriate building form and envelopes which will be of an amenable scale which would include reducing height at edges.
- Identify opportunities for street edge and interface land uses which will have mutual benefits for the hospital and surrounding residential and education precinct catchment.

- Design the urban structure of the site as an extension of the existing urban fabric to consider road and pedestrian networks, activity nodes, connections, areas of public domain, landscape corridors, legible access and egress points that will inform current and future stages of development across the site.
- Include impact assessment of affected views from those significant viewing sites of more distant, elevated and panoramic.

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 16.697 ha 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 8.515 ha 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 bushland 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.



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.

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. The 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.

8.8.3 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 1.198 ha. 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 an 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.

8.8.4 Kingscliff Hill Precinct opportunities

Residential

Whilst essentially a largely 'developed' residential precinct with no new residential 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 an opportunity provide additional design guidance to promote the coastal character of Kingscliff and the subtropical climatic context as key design considerations. These guiding principles and development controls should cover site planning, building form and mass, internal planning, building materials and landscape.

Health and Education Precinct

The close proximity between the existing Kingscliff TAFE and the site of the new Tweed Valley Hospital creates the opportunity to establish a health and education precinct. With the hospital being a major landuse and health sector employment there is opportunity for the TAFE to incorporate a broader range of health related courses and training taking advantage of the physical proximity to both the hospital and other allied health opportunities.

Similarly, as a major regional referral hospital, there will be substantial ancillary land use opportunities for the locality more broadly including expanded public transport routes, expanded commercial, retail and tourist accommodation land uses. There is also opportunity for the Cudgen farmlands to provide fresh food to the hospital precinct and locality in general.

In terms of urban structure and land use opportunities, TSC have indicated a preference that the design of the site be an extension of the existing urban structure with a network of streets, pathways and public domain areas. As an 'open' rather than 'closed' site will result in an urban structure more amenable to the existing local residents who may also benefit through walkable proximity to retail, commercial and recreation opportunities which maybe available over the hospital site.



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.

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 opportunities 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 Pool

Vacant land to the immediate north of the Kingscliff pool is currently zoned R2 low density residential with an area of approximately 2200 sqm. Although unsuitable for further pool expansion due to the excessive slope, there is an 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 2200 sqm), 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.

Access and movement

In relation to vehicular and pedestrian access, there is an 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.

View sharing

In recognition of ongoing view sharing issues within the Kingscliff Hill precinct, there is opportunity to require the submission of a view sharing analysis as part of all future development applications which expand development footprints.

The view sharing analysis could 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 as part of submitted statements of environmental effects (SEE).



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 on 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.

8.8.5 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 which 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 (1.2 m) along Sutherland Street (PAMP Ref King 17, 26).
 - Continuing the pedestrian pathway the length of Viking Street.
 - 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 greater connectivity for buses with bikes and pedestrians between Kingscliff TAFE and Kingscliff High School as part of any future expansion plans over the two sites to achieve a greater level of connectivity and encourage future land use synergies and shared facilities between them.
7. As part of Council 's review of the Open Space Strategy, investigate the further embellishment 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.
10. The establishment of a health and education precinct with the development of the Tweed Valley Hospital opposite Kingscliff TAFE. Investigate land use opportunities to leveraging off the new Tweed Valley Hospital as a future health and education precinct in terms of facilitating additional education, commercial, retail and accommodation land uses within the locality more broadly as well as creating opportunities with the productive Cudgen farmlands to provide fresh food to the health and education precinct and Kingscliff locality in general.

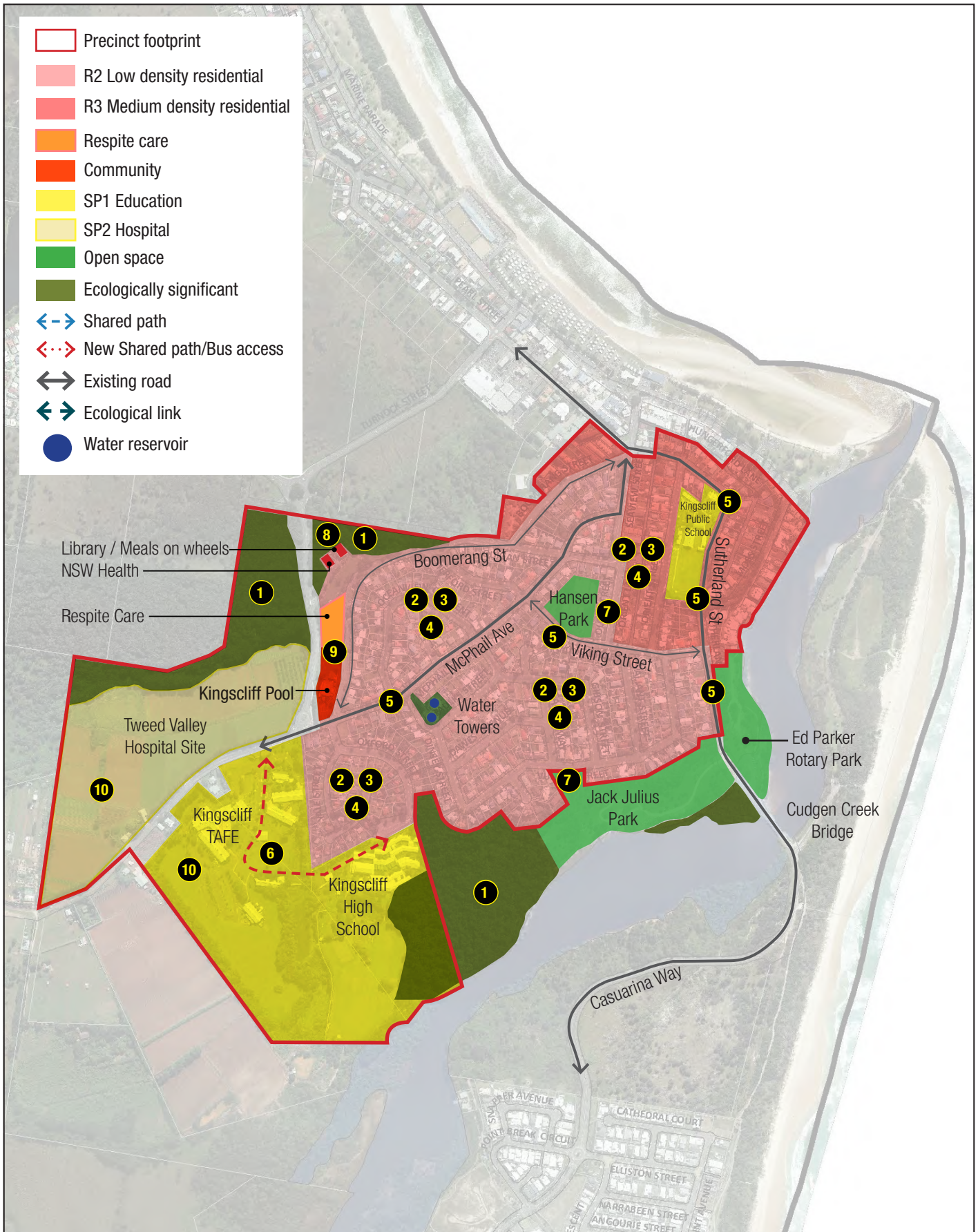


Figure 8.30 Kingscliff Hill Precinct indicative structure plan

8.9 Salt Precinct

8.9.1 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 Street. 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.

8.9.2 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, complemented 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 2000s 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 master plan 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 complemented with further nonresidential uses.

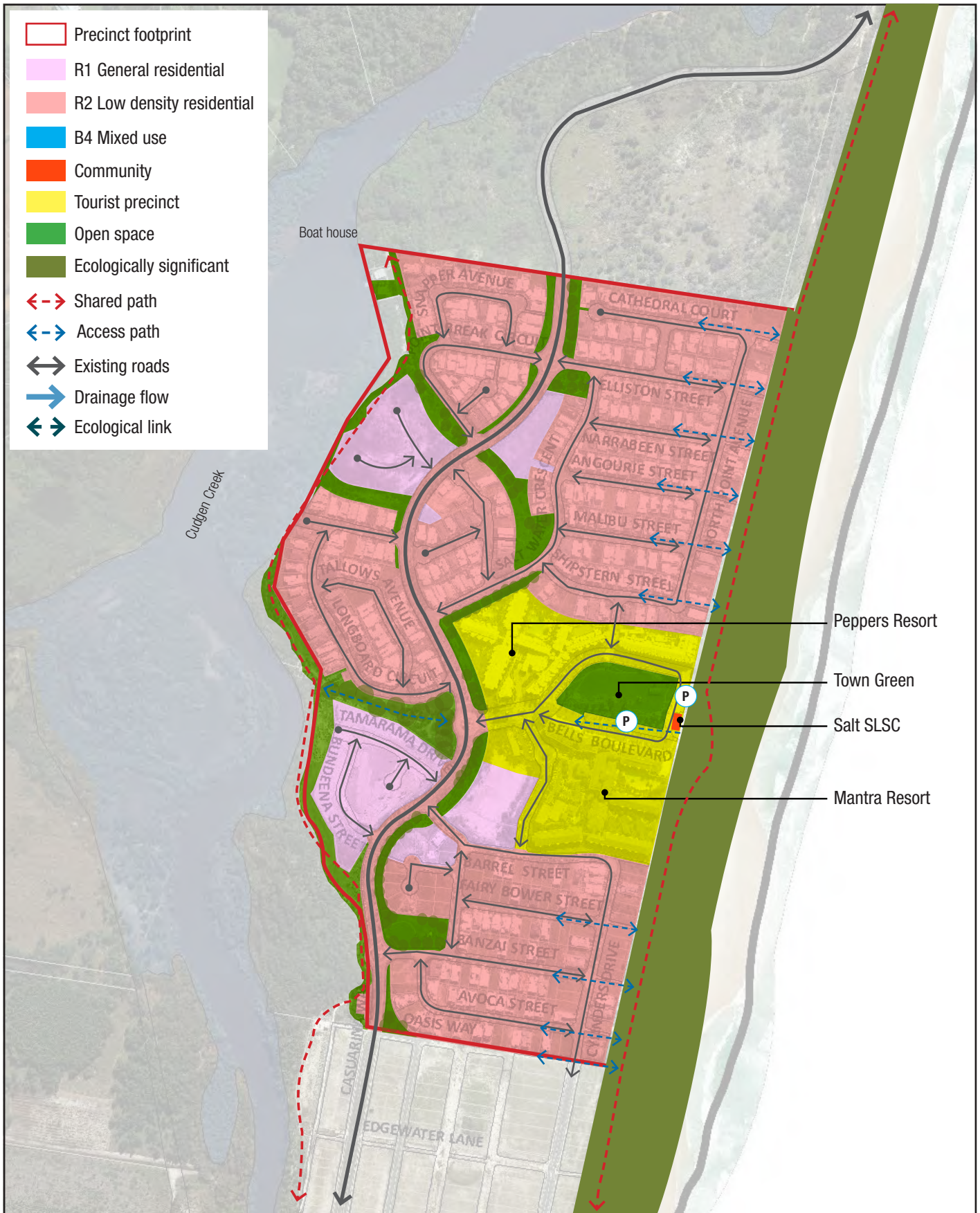


Figure 8.31 Salt Precinct

8.9.3 Open space and public domain

The 12,490 sqm 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 stormwater.

8.9.4 Planning and design opportunities

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 an 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 an additional offer of retail and commercial-based uses more directly targeting the permanent residential population and providing additional local employment opportunity.

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 900 m) as well as reserves and the Kingscliff Town Centre (>2 km) 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.

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.

8.9.5 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 by building on the existing retail and commercial offerings and medium density housing opportunity.
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. Rezone areas of R1 General Residential to R2 Low Density Residential to reflect the existing pattern of development.
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.

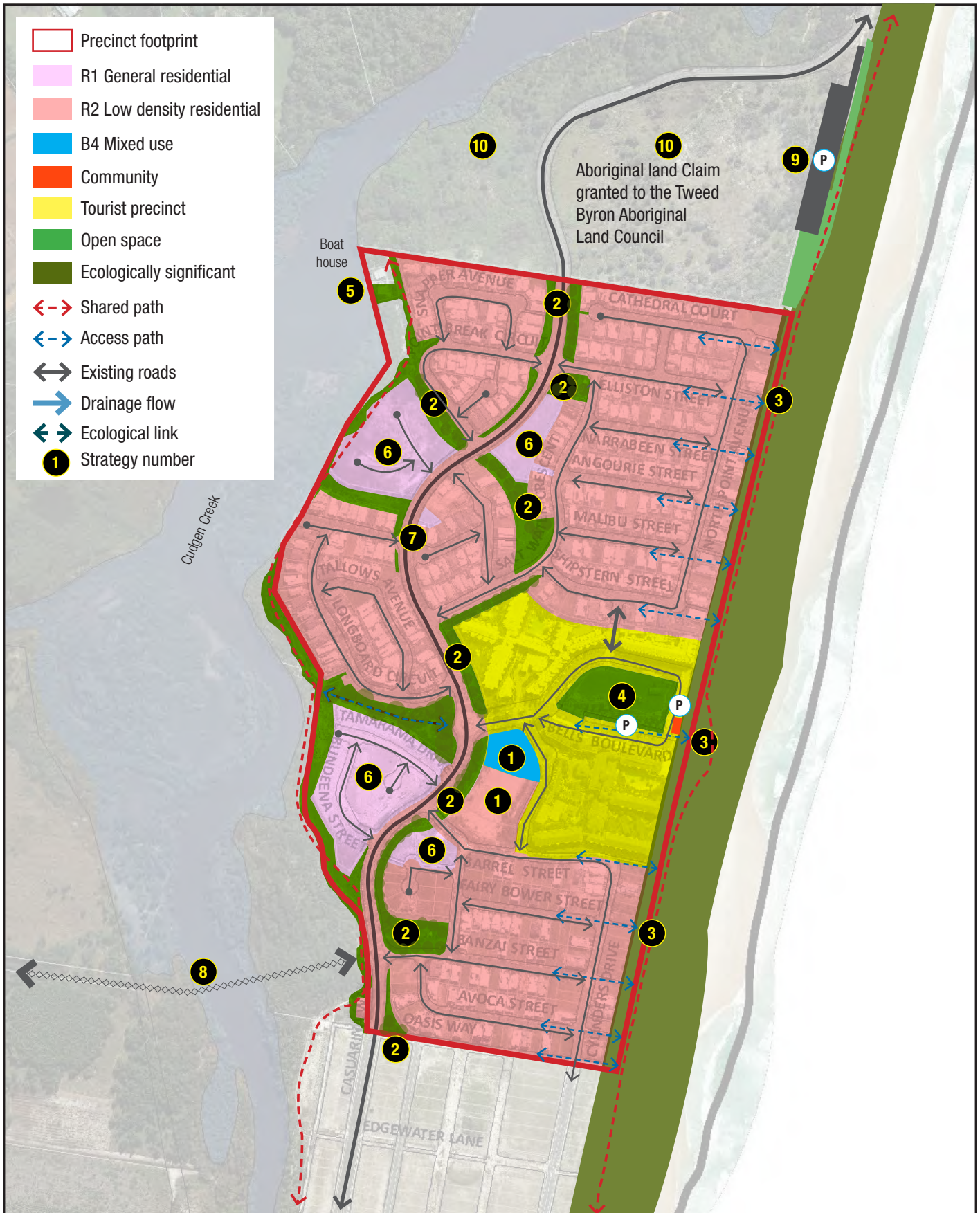


Figure 8.32 Salt Precinct indicative structure plan

8.10 Seaside Precinct

8.10.1 Existing condition

Seaside City is located at the southern extremity of the Kingscliff locality, approximately 3 km 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.

8.10.2 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.

8.10.3 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.

8.10.4 Planning and design opportunities

There is an 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 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 area 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.

8.10.5 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 1000–1500 sqm of nonresidential 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.

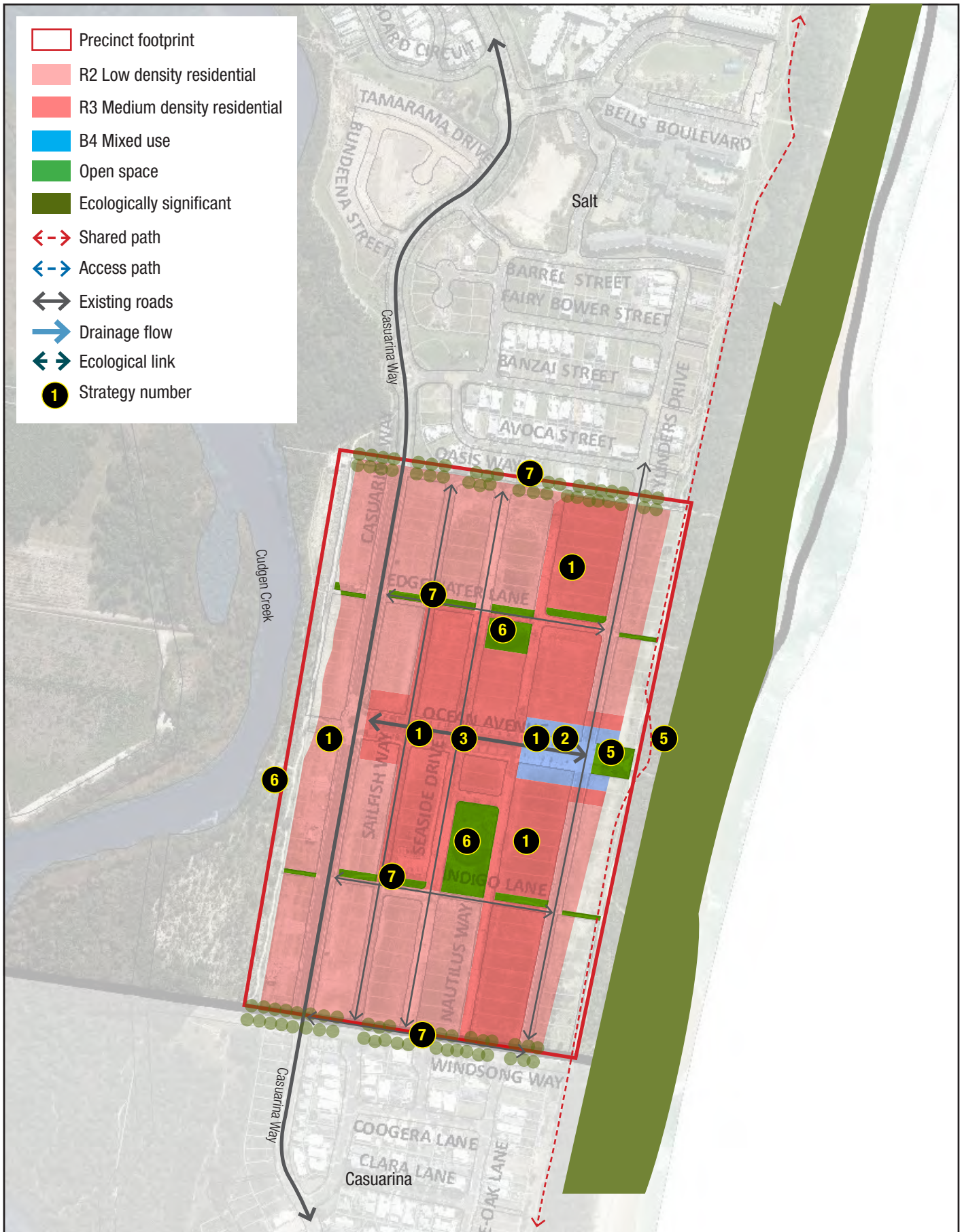


Figure 8.33 Seaside Precinct indicative structure plan

8.11 Cudgen Precinct

8.11.1 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 the existing agricultural land uses and market gardens, there is an 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.

8.11.2 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 include 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.

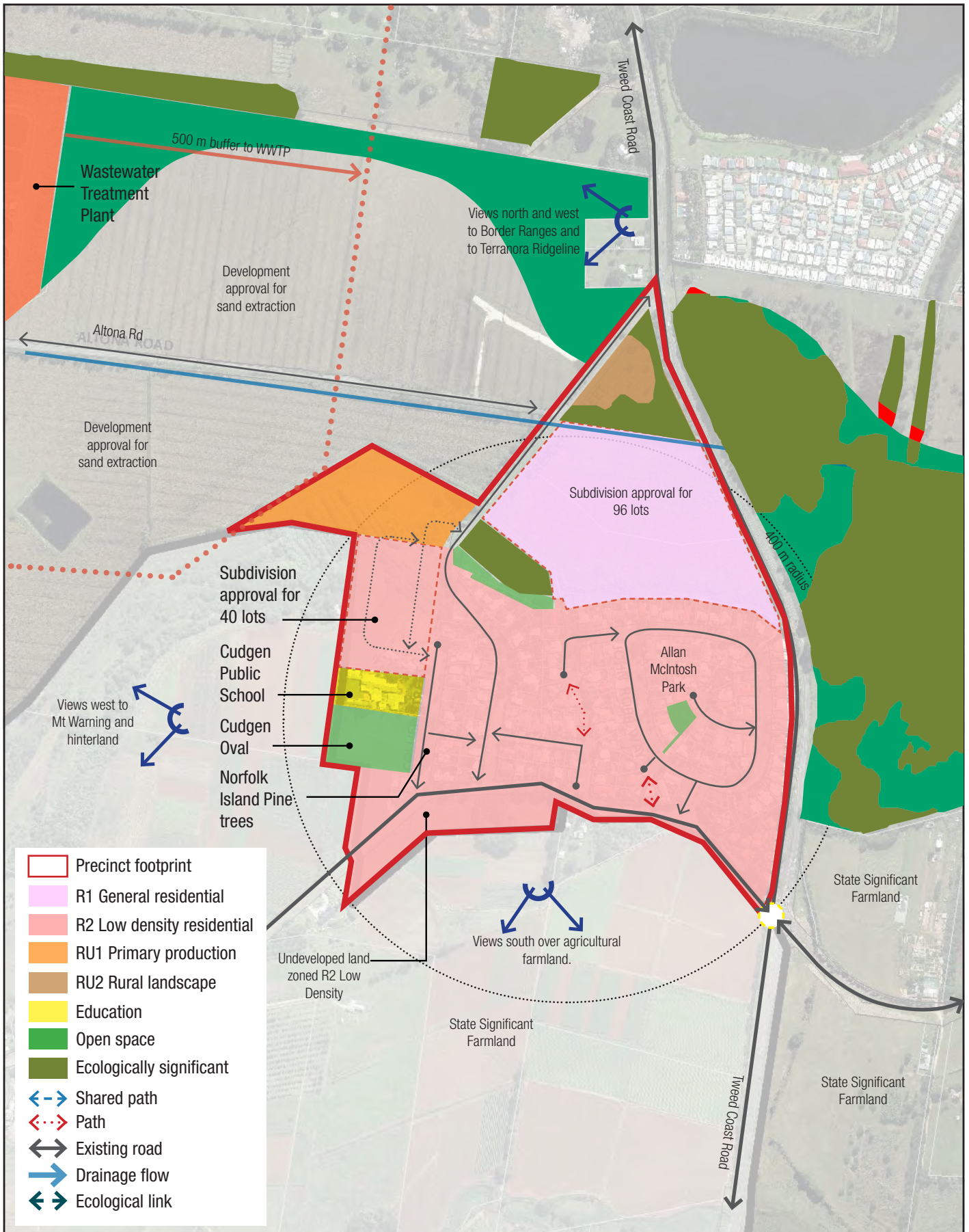


Figure 8.34 Cudgen Village

8.11.3 Open space and public domain

Provision of open space within Cudgen consists of the 1.2 ha 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 landowner 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 wastewater 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.

8.11.4 Planning and design opportunities

Whilst the edges of the Cudgen Settlement are predominately defined by constraints, opportunities exist 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 a direct conflict with the adjoining state significant farmland. 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.

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 400 m 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 on 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 includes 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.



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.

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 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 Wastewater Treatment Plant. Development closer to the wastewater treatment plant is subject to Buffer Zone requirements.

Lot 101 DP 1056576

Lot 101 is approximately 1.8 ha 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 development, there are a variety of land uses that are likely to be suitable that take advantage of the site's location. Particularly considering the backdrop of active agriculture areas, proximity to Kingscliff town centre and Salt 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.

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).



State Significant Farmland surround Cudgen.



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.

8.11.5 Cudgen Precinct Strategies

1. Facilitate the protection and management of land identified as ecologically significant through appropriate land use zoning and provision for ongoing habitat management including areas nominated for offset planting.
2. Maintain a 500 m buffer surrounding the wastewater treatment plant restricting residential development within that buffer.
3. Continue to maintain the low density character of the existing Cudgen residential areas. Promote climate and slope responsive housing design within the existing precinct and new future development sites through the implementation of site analysis and building design requirements of DCP A1.
4. Undertake a master planning process to underpin future planning proposal, concept development application or subdivision development application(s) as required to facilitate:
 - Future residential development across the developable portion Lot 1 DP 828298, zoned R1 General Residential, to achieve a mix of housing types, stormwater works, environmental protection and a 10 m landscaped buffer along the Tweed Coast Road frontage.
 - 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.
 - Investigate future opportunity to establish a holiday park / tourist accommodation over part of Lot 21 DP 1082482 at the cessation of sand extraction operations.
 - Provision of any active and passive open space integrated with a future artificial lake resultant from and future sand extraction works.
- 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 200 m buffer.
5. 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.
6. 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 to agricultural uses that typically would be required. This includes commercial premises uses which may be associated with adjoining agricultural land uses including a fresh produce market, food and beverage uses, rural tourist uses and accommodation and or small scale retail uses servicing the existing Cudgen Village.
7. 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.
8. Further investigate appropriate waterbased activities over the future artificial lake could include a range of active and passive uses at the cessation of sand extraction activities.
9. Investigate options to protect the stand of Norfolk Island Pine Trees along Collier Street by adding to Council's register of significant trees.

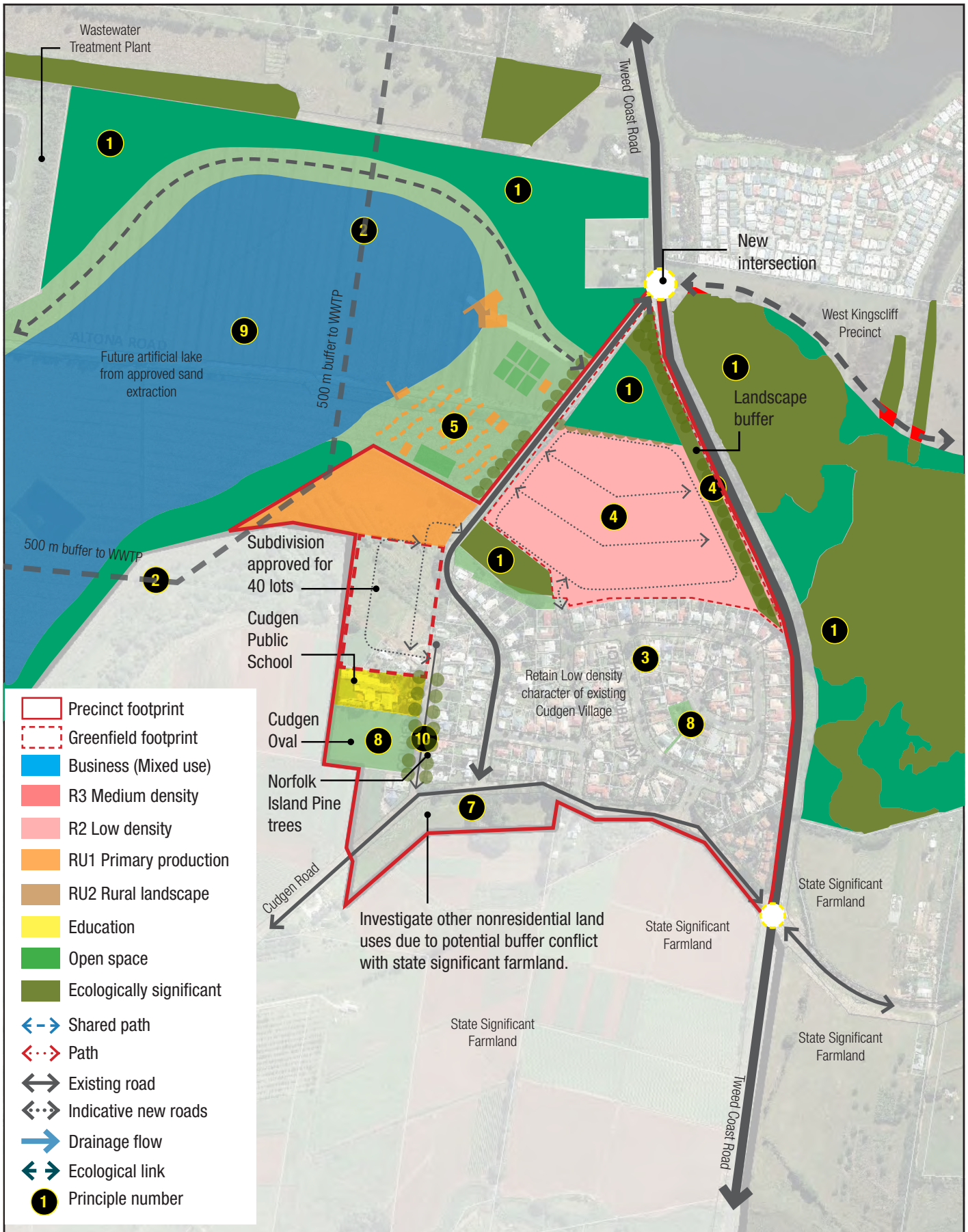


Figure 8.35 Cudgen Village indicative structure plan

8.12 Green Edge Precinct

8.12.1 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 linear 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.

8.12.2 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 36 ha. 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 15–20 m 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.

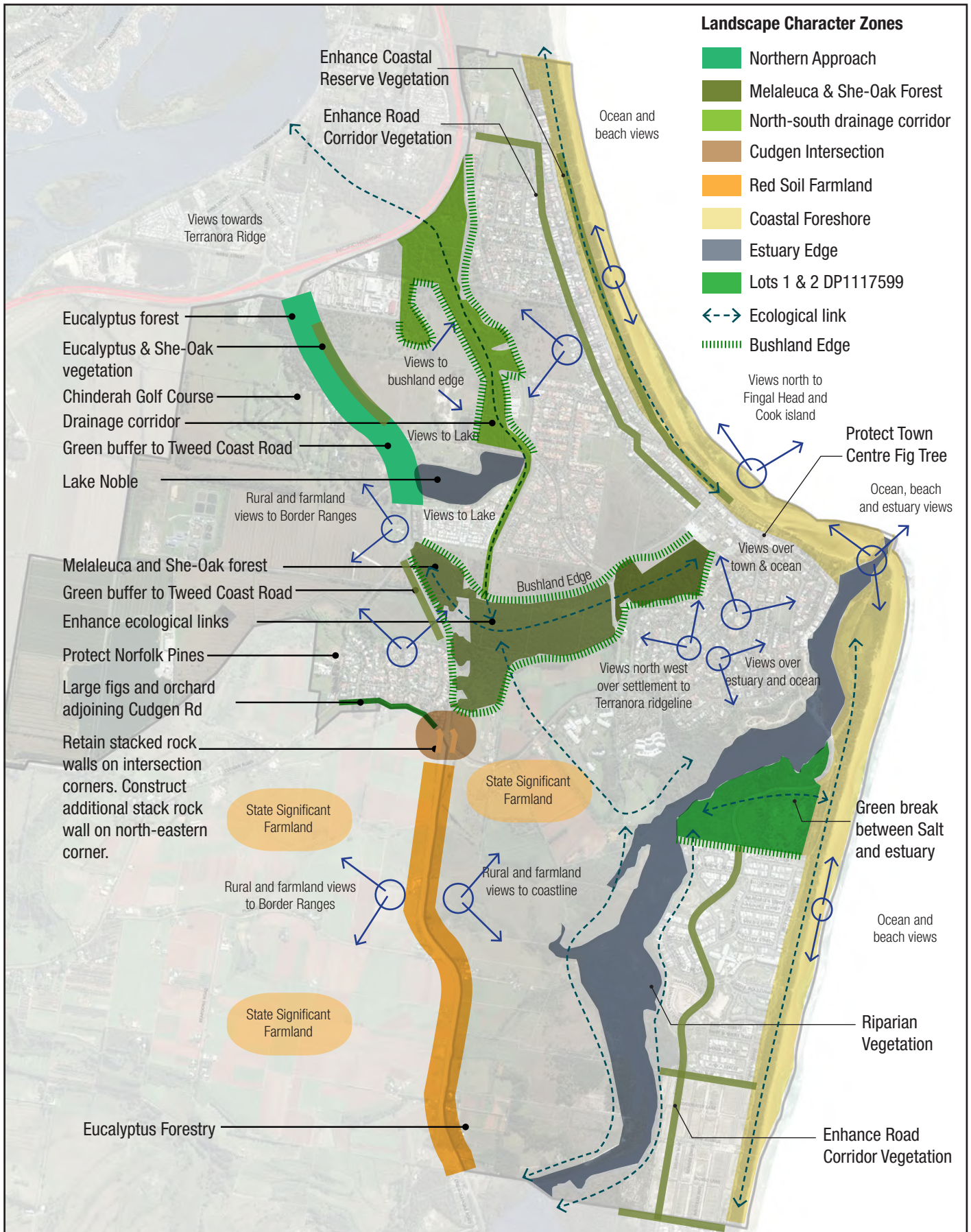


Figure 8.36 Green Edge Precinct character zones

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 to the north west and a large open parcel of land currently not farmed to the east which adjoins the Tweed Valley Hospital site. This parcel is designated state significant farmland where a range of farming and ancillary agricultural uses could be pursued. As such this parcel is currently not identified for future urban development.

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 pathway 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 m) 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.



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 15–20 m and forms part of a larger 36 ha 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.

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 provides 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 DP 1117599, 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 10 April 2014, 4 September 2015) under TLEP 2014. 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 the 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 a 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.

8.12.3 Green Edge Precinct opportunities

It is the coastal and estuarine edges combined with the agricultural hinterland backdrop 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, bushland 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 an 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.



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.

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 an 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 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 an 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 an 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.

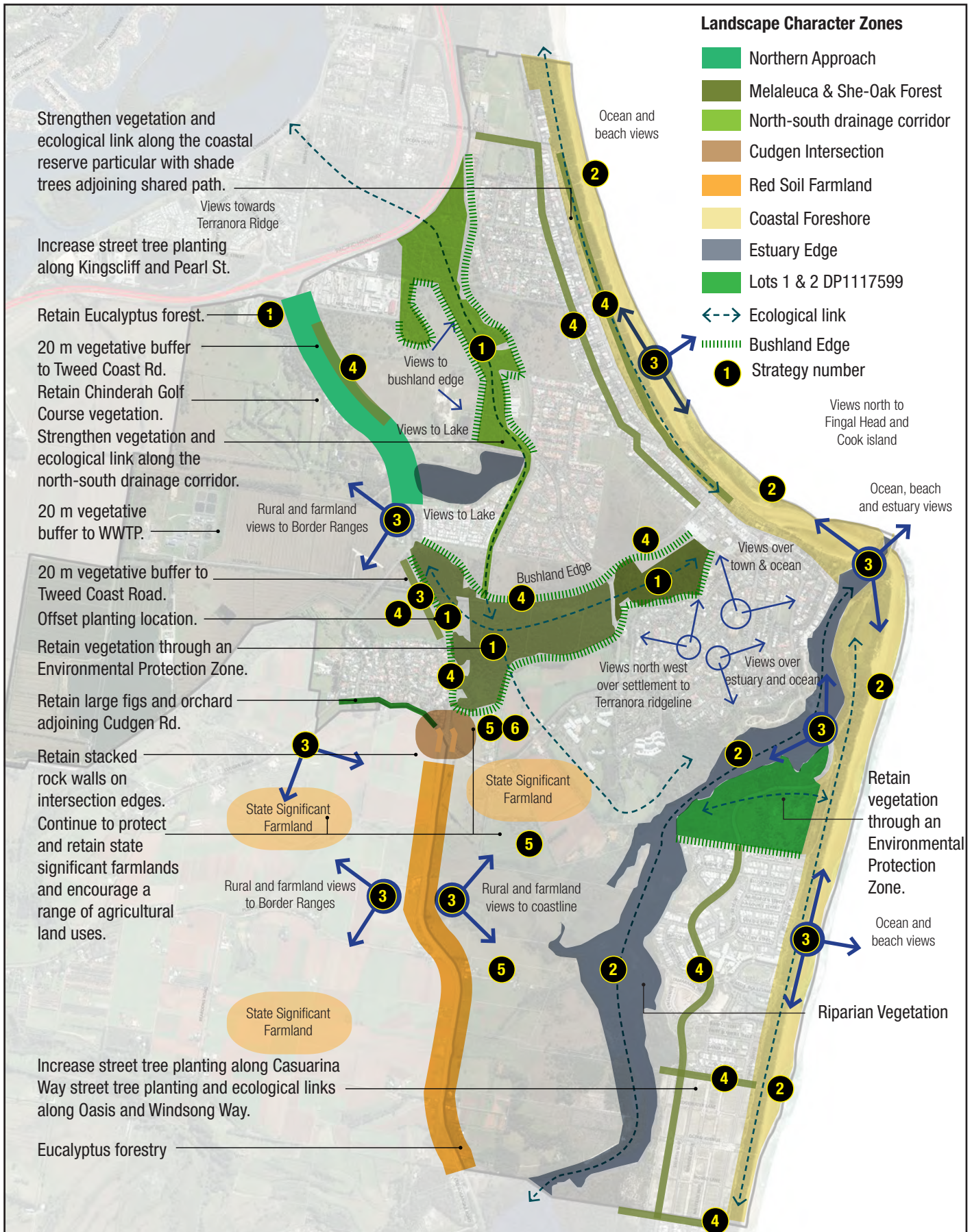


Figure 8.37 Green Edge Precinct character draft strategies

8.15.4 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 50 m buffer to High Water Mark (HWM) is generally required. This buffer distance may increase depending on the specifics of the proposed development and adjoining environments and land use.
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 impacts 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 20 m 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 20 m 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 cycleway 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. At typical buffer of 80 m to agricultural land is required to residential development. These buffers may increase depending on the specifics of the proposed development and nature of the adjoining agricultural land uses.
6. Encourage landowners 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.

