

PART 03 KINGSCLIFF TOWN CENTRE

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3.1 Town Centre Precinct Character Statement:

The town centre will continue to be the primary activity centre for the locality by providing a range of retail, commercial, community, health, education, tourism, recreation and accommodation uses which meets the service needs of locals and tourists as well as other surrounding settlements. The existing urban structure of the narrow fronted retail uses along Marine Parade facing the beach with larger floor plate uses to Pearl and Turnock Street will be retained. The low scale building character along Marine Parade will be reinforced through building form and building height controls.

Future town centre growth will be achieved by planned expansion into the greenfield development area along Turnock Street. These new development areas will increase the overall retail and commercial land uses and provide a range of floor space sizes to suit different business needs as well as provide additional areas of car parking. All new buildings will be required to be designed to take advantage of the sub tropical context to strengthen and enhance the Kingscliff coastal character.

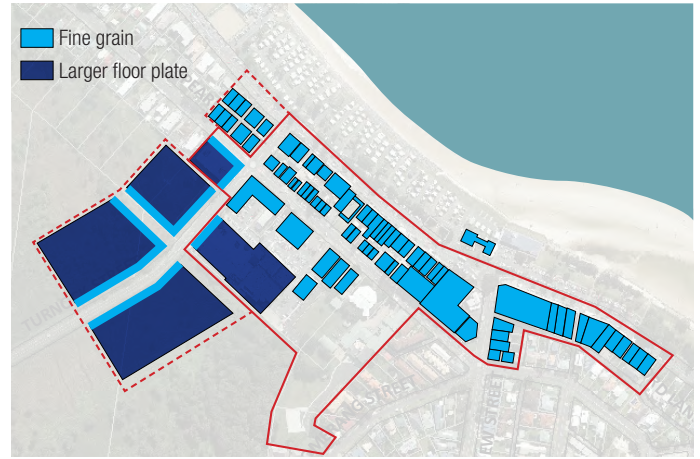
Additional and improved public domain areas throughout the town centre will achieve greater pedestrian priority, connectivity, landscape and shade whilst effectively managing traffic and car parking. This will include an improved public transportation interchange.

3.2 Town Centre Precinct Objectives:

1. Reinforce the urban structure of the town centre including maintaining the low rise building scale and 'fine grain' retail frontages and outdoor dining areas along Marine Parade whilst encouraging the development of larger retail uses such as supermarkets and mixed use development to the west of Pearl Street and along Turnock Street.
2. Expand the town centre west along Turnock St and north along Pearl Street and Marine Parade through a B4 Mixed Use zoning and encourage additional retail, community and mid-rise residential development over the Kingscliff Shopping Town site.
3. Integrate multi-purpose community facilities within or within proximity of the town centre which will total approximately 3000sqm of floor area.
4. Achieve a high standard of public domain and architectural design reflective of Kingscliff's subtropical coastal context.
5. Improve public domain and pedestrian connections between Pearl Street and Marine Parade and provide comfortable and equitable grades and universal design access throughout the town centre.
6. Create a new town square and area(s) of public domain on the Kingscliff Shopping Village site and over new town centre greenfield expansion sites.
7. Provide opportunity for additional tourist and shop top housing to increase accommodation supply within the town centre where access and onsite car parking can be provided.
8. Provide extensive, integrated and usable green spaces and landscaping throughout the town centre with additional landscape bays and street trees.
9. Embrace and celebrate the coastal edge by improving pedestrian access, embellishing adjoining open space and opening view line opportunities, whilst recognising the need to implement coastal erosion measures.
10. Encourage walking, cycling and use of buses through improved pedestrian and cycle pathways and provision of a new bus interchange(s) along Turnock Street.



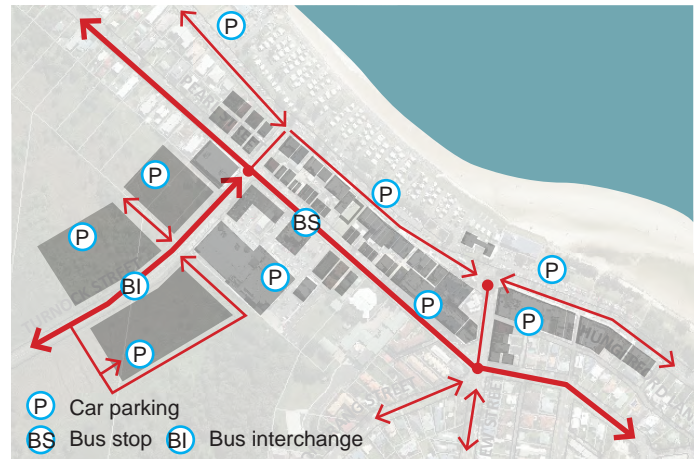
Embrace the coastal edge. Improve universal pedestrian access to the coastal edge, connect open space and where possible open up new view lines.



Reinforce the town centre scale and structure. Retain 'fine grain' shop fronts to Marine Pde whilst providing opportunity for larger retail and commercial uses to the expansion areas west of Pearl St.



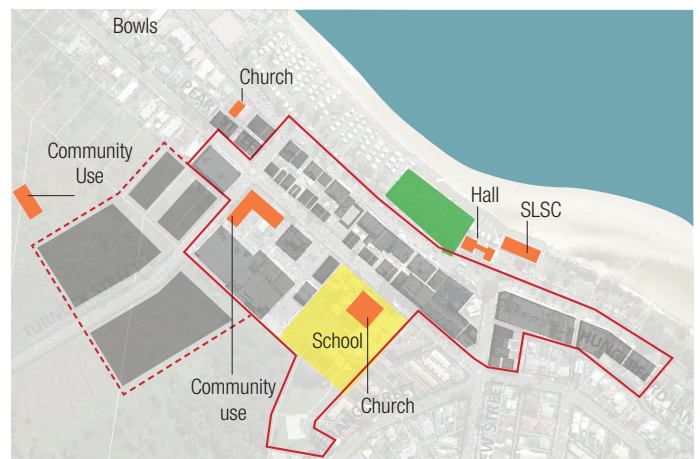
Expand the town centre. Extend the town centre along Turnock St to include mixed use development and shop top housing and encourage redevelopment over Kingscliff Shopping Village site to activate Turnock and Pearl St.



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 Pde. Include a new bus interchange.



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 multi-purpose community facilities within or within proximity to the town centre.

Figure 3.0 Kingscliff Town Centre Planning and Design Principles

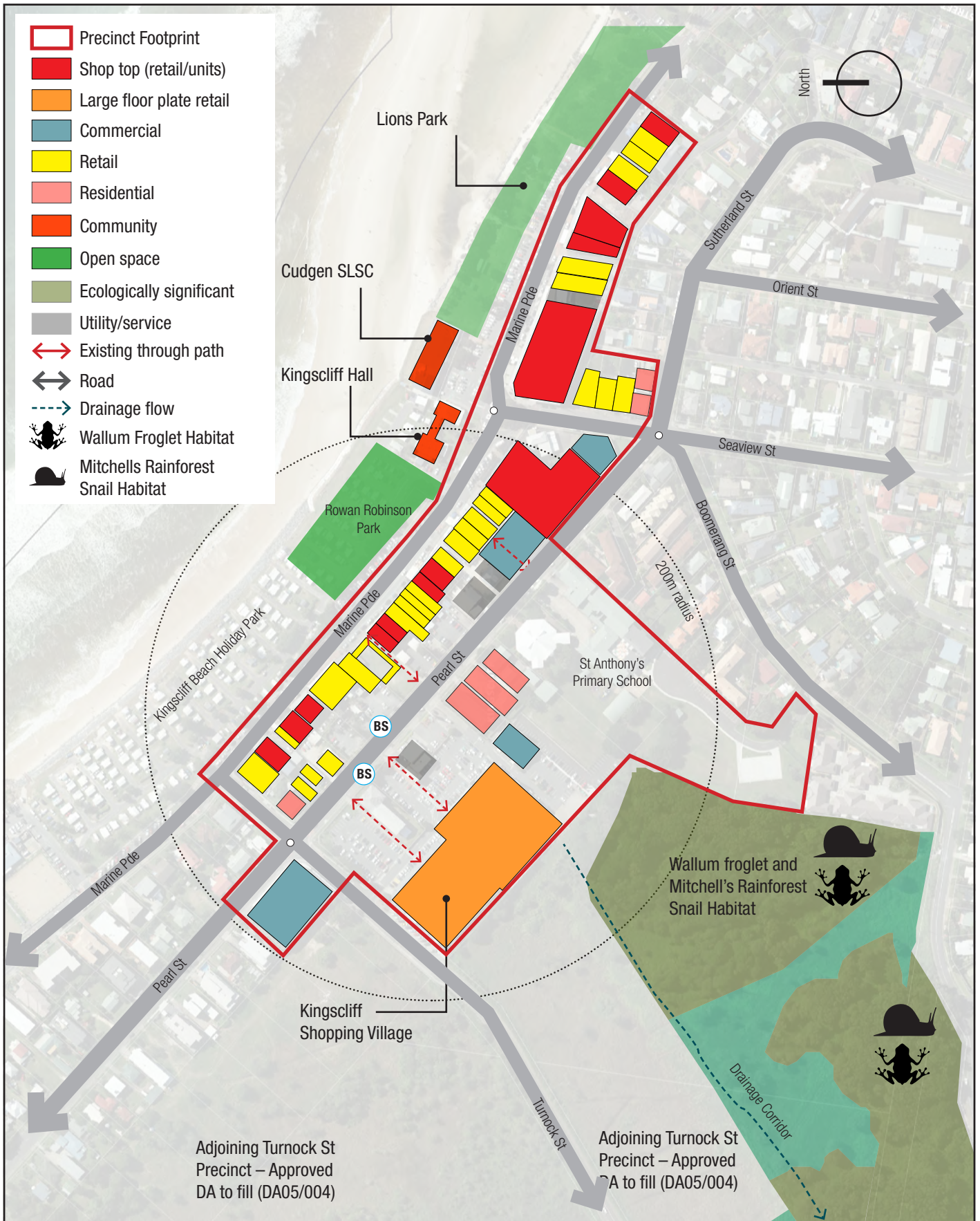


Figure 3.1 Existing Land use – Kingscliff Town Centre Precinct



Figure 3.2 Indicative Structure Plan – Kingscliff Town Centre Precinct



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 Turnock Street.



Legend

- | | |
|---|---|
| <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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 |
|---|---|

Development Controls

3.3 Site Analysis

3.3.1 Preamble

The first step to achieving well designed outcomes is to understand the context and attributes of a development site and an appreciation of the character of the surrounding area. A site analysis should document important site information including but not limited to allotment configuration, required setbacks and buffers, street interface and access and circulation, services, site levels and topography considerations, adjoining land uses including buildings and window locations as well as the location of any significant vegetation and environmental areas. In order to incorporate passive design principles, site analysis should also understand climatic information such as solar path and prevailing breeze directions throughout the year. This information should then be used as the basis to undertake a preliminary design. As such a site analysis comprises two parts:

1. Assessment of the existing condition, opportunities and constraints of a particular site, and
2. Design the development to respond to the characteristics, opportunities, constraints, unique features and potential hazards of the particular site.

3.3.2 Objectives:

1. Ensure that the specific opportunities and constraints of the site and its surroundings are considered in the design development of town centre sites.
2. Ensure that key town and streetscape features, open space, proposed and adjoining development, existing and new pedestrian connections are considered during the early concept stage of development.
3. Ensure traffic movements, car parking, local and regional road networks (including the capacity of those networks) are considered during concept development.
4. Ensure that positioning of a building or structure on the site takes into account the intended use and seeks to minimise potential adverse impacts on the amenity of neighbours and the public.
5. Ensure that development occurs in an ecologically sustainable manner, and is energy and water efficient in terms of design and layout, resource consumption, materials, and the provision of additional features such as water sensitive design and renewable energy.
6. Ensure that sites are appropriately and effectively serviced by utility services to support the intended development.

3.3.3 Controls:

- C1. All proposals for development within the town centre shall prepare and provide a site analysis in two parts including:
- i. 'Existing site condition plan' which identifies the key characteristics, opportunities and constraints of the site and demonstrating a contextual understanding of the site and adjoining site features.
 - ii. 'Design response plan' demonstrating how the proposed design specifically responds to these site analysis opportunities and constraints.

3.3.4 Additional advice:

Proponents for new development within the town centre precinct are encouraged to undertake a pre-development application meeting. Site analysis plans along with concept plans should be developed and submitted for discussion and review as part of the pre-DA meeting.

Understand the site context and climatic influences, adjoining land uses, existing services, access and parking, street interface, setbacks, buffers and other constraints.

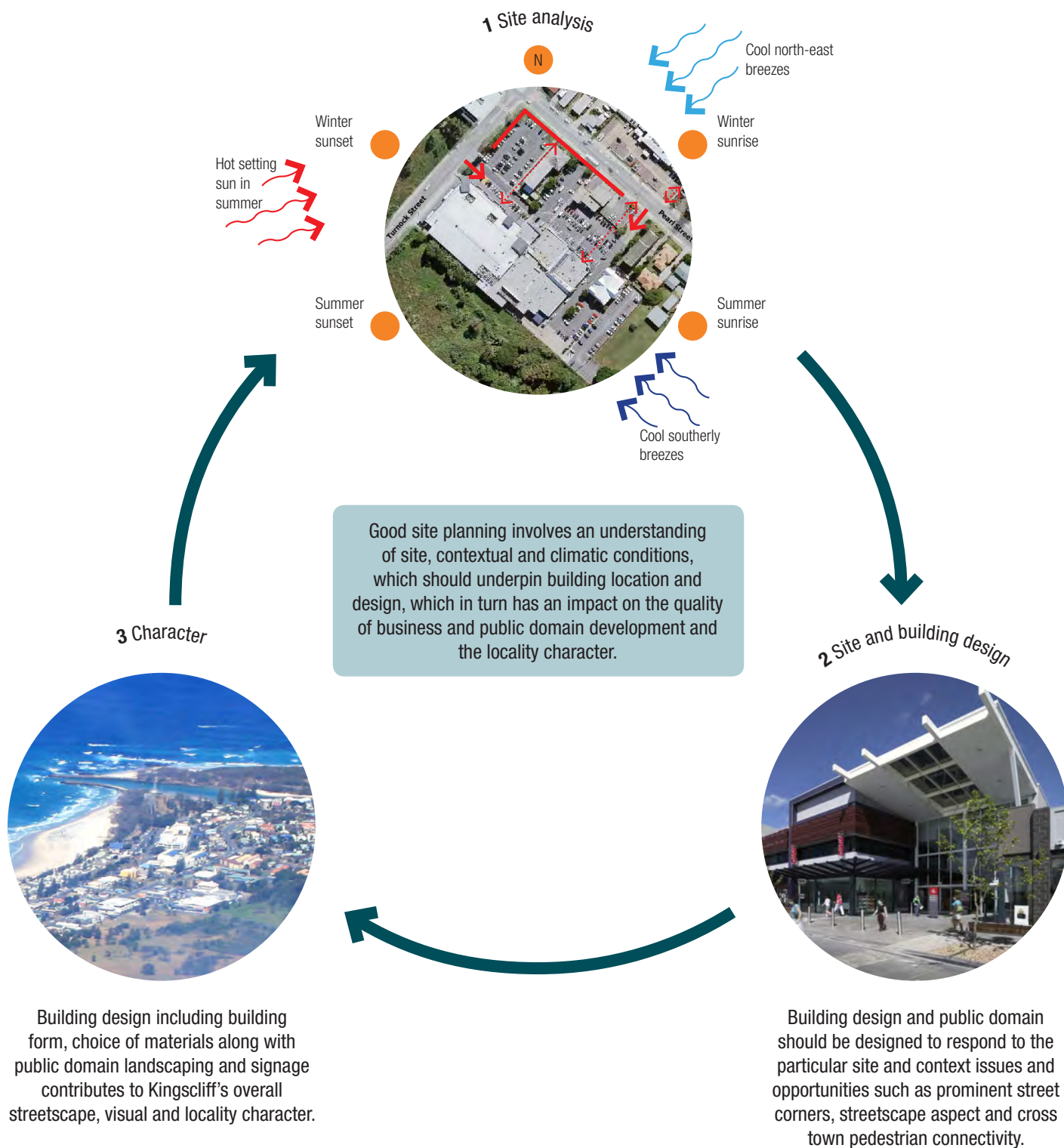


Figure 3.3 Town Centre Site Analysis – An integrated site analysis represents the relationship of a particular site within a given context. It looks at opportunities and constraints to ensure this information is used to inform a design outcome. Buildings are to be designed to specifically address contextual, topographic, climatic as well as economic, social and infrastructure considerations.

3.4 Town centre structure and urban design

3.4.1 Preamble

The town centre precinct consists of two character areas; the low rise 'fine grain' retail shop frontages and outdoor dining areas along Marine Parade and the internal shopping mall anchored by a supermarket within the Kingscliff Shopping Village site. The townscape and urban design strategy is to retain the low scale beach front retail area and continue to encourage smaller scale retail and food and beverage uses including outdoor dining. Land to the west of the Kingscliff shopping village site and along Turnock Street provides an opportunity for additional smaller retail uses with larger floor plate retail uses sleeved behind. Improvement of pedestrian connections and public domain areas will further assist in movement around the town centre and general improvement of the overall visual amenity.

3.4.2 Objectives:

1. Strengthen and enhance the design quality of town centre precinct as the retail and commercial heart of the Kingscliff locality.
2. Retain the fine grain retail shop fronts and low rise built form character along Marine Parade and the eastern side of Pearl Street.
3. Facilitate larger floor plate development including supermarkets, mixed use development, basement and multi-storey car parking and a new multi-purpose community facility either within the town centre or adjoining Turnock St precinct.

3.4.3 Controls:

- C1. Retain the existing allotment configuration along Marine Parade and the eastern side of Pearl Street. Allotment consolidation along Marine Parade to create larger development lots will generally not be accepted as it disrupts the fine grain/narrow shopfront character at the street level street and generally results in larger and bulkier buildings.
- C2. All development applications for new buildings on identified key development sites (Figure 3.4) are to submit a Statement of Design Intent and relevant documentation and diagrams to supplement the development application. The Statement of Design Intent should address the urban design principles (Figure 3.5) as they relate to the site and town centre including:
 - Design Principle 1 – Architectural Excellence
 - Design Principle 2 – Building legibility and entry
 - Design Principle 3 – Activate street edges
 - Design Principle 4 – Pedestrian circulation
 - Design Principle 5 – Corners and prominent sites
 - Design Principle 6 – Facade and elevation treatment
 - Design Principle 7 – Materials and detail
 - Design Principle 8 – Building Form
 - Design Principle 9 – Expressed roof form
 - Design Principle 10 – Sustainable design

3.4.4 Additional advice:

Applicants are encouraged to engage the services of a qualified architect in the preparation of design concepts, documentation and administration of construction in order to achieve high quality design and detail in construction and best practice in sustainability. On identified key development sites, a qualified architect is expected to be engaged.

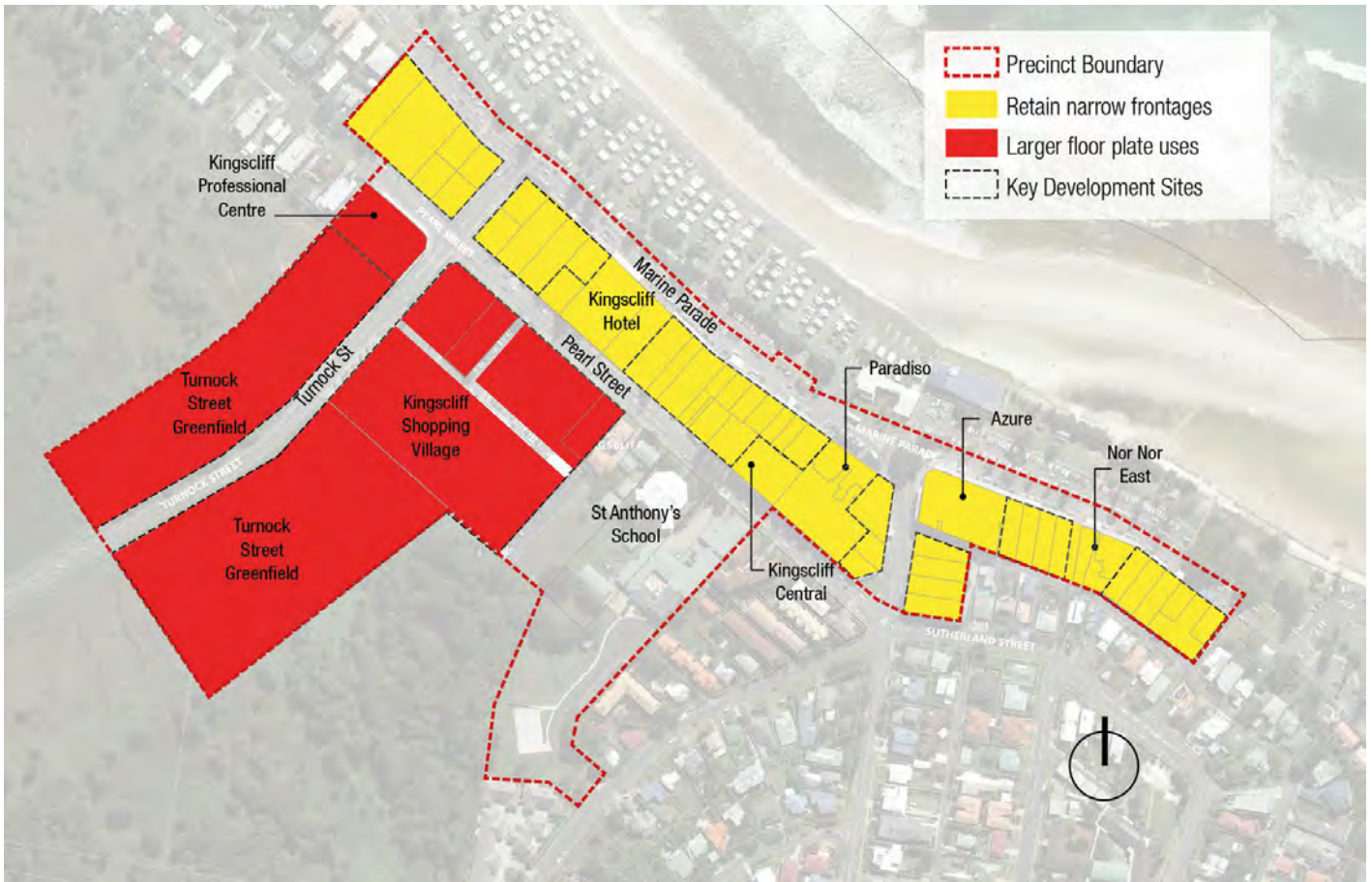


Figure 3.4 Key Development Sites – Map of Extents



Marine Parade is a popular cafe and restaurant strip with outdoor dining areas defining and activating street edges.



Narrow fronted (fine grain) shops and lower building forms combined with wider footpaths and outdoor dining areas underpin the Marine Parade streetscape.



Design Principle 1 – Architectural Excellence

Achieve a high quality architectural and urban design outcome which strengthens the Kingscliff coastal character by way of building form, roof design, materials, street interface, public domain, landscape and application of sustainable design principles.



Design Principle 2 – Building legibility and entry

Pedestrian entrances to all retail and commercial development, whether large or small should have clearly defined and legible entrances. The front elevation of this retail building is articulated with a double volume building entry filling the interior spaces with natural light. Despite the buildings overall length, a mix of materials reduce the visual scale and bulk. Well scaled shop windows create a visual connection between inside and outside.



Design Principle 3 – Activate street edges

Active street frontages are characterised by lively pedestrian friendly spaces with shade, outdoor dining areas and well scaled shop fronts which are visually engaging. In Kingscliff, and particularly along Marine Parade narrow shop fronts and smaller retail units are an important part of the town centre scale and character.



Design Principle 4 – Pedestrian circulation

Throughout the town centre and across larger retail developments it is important to design safe and legible circulation for people separated from cars and car parks. Walkways should be shaded, landscaped with opportunity for seating at regular intervals. Car parks should be landscaped and/or shaded to reduce heat island effects.



Design Principle 5 – Corners and prominent sites

Buildings on prominent sites such as corners and sites at the terminus of views and vistas can define the visual and built form character of precincts. These sites should be designed to reinforce the structure (frontage, height, setback) of the street block and enhance corners with architectural features and public domain. Corners can be addressed with architectural features, building entrances, awnings, splays or even recessed areas of enabling public domain.



Design Principle 6 – Facade and Elevation Treatment

Design buildings with a distinctive ground middle and top. This building’s facade expresses the well scaled shop frontages and upper level residential units through its primary and secondary structural systems and a mix of natural (timber, stone, glass) materials which breaks down the buildings overall scale and mass. The awning structure and upper level screens and planter beds to balcony edges contribute to its visual interest.



Design Principle 7 – Materials and detail

Use a mix of materials, colours, textures together with architectural detail to improve the design quality of internal as well as external spaces. Avoid large featureless elevations or single material which result in visually bulky buildings. Large expanses of glass, typically used on commercial buildings, visually flattens a buildings elevation and increases reflectivity and glare which is not a preferred outcome.



Design Principle 8 – Building Form

Buildings should be designed to reduce bulk and mass. This can be achieved by breaking the building form and elevations down into a series of volumes and forms and articulating those forms with different materials. Achieving a fine grain or pedestrian scale is particularly important for ground level town centre buildings. All upper level uses should include balconies, verandahs, semi indoor/outdoor spaces, light wells and the like to achieve adequate access to natural light and ventilation as well as adding architectural interest.



Design Principle 9 – Expressed roof form

Upper levels and roofs of buildings are to contribute to the articulation of the overall building form and roof line. The roof form of this mixed use building creates defining architectural expression which responds to its Beach Front and subtropical context.



Design Principle 10 – Sustainable design

Consideration of the climatic context and orientation of the site combined with an application of best practice passive and sustainable design principles and measures including the integration of built form and landscape to create comfortable pedestrian spaces.

Figure 3.5 Urban design principles – By designing active edges, attractive pedestrian spaces, a mix of materials, upper level decks, screens, shutters, expressive roof forms and landscape all combines to create more architecturally interesting buildings improving the visual amenity and design characteristics of the Kingscliff town centre.

3.5 Building Height

3.5.1 Preamble

'Building Height' is defined and mapped within the Tweed Local Environmental Plan 2014. Building heights in Kingscliff have been determined by a range of factors including:

- A strategy to preserve a low set building scale along Marine Parade.
- To encourage positive public benefit outcomes through increased development potential on key town centre sites where car parking, public domain and community facilities can be integrated.
- To enable an increased density of people, housing and tourist accommodation within and surrounding the town centre to capitalise on walkability.

3.5.2 Objectives:

1. Ensure that the height of buildings does not negatively impact on town centre character and the amenity of the public domain.
2. Step building heights back from the coastal reserve to reduce visual impacts and overshadowing of public spaces.
3. Ensure appropriate solar access to adjacent public and private space.
4. Provide opportunities for additional housing supply and tourist accommodation within the town centre.

3.5.3 Controls:

- C1. The maximum allowable height within the Kingscliff Town Centre is illustrated in Figure 3.6
- C2. Ground floors of all new buildings within the town centre precinct are to have a minimum floor to floor height of 3.6m in order to provide for flexibility of future use. Newer retail units within Marine Parade can provide lower heights where it can be demonstrated lower heights are required where integrated with existing adjoining retail units.
- C3. Above ground level, residential uses are to have a minimum floor to ceiling height of 2.7m.
- C4. Above ground level, commercial and retail uses are to have a minimum floor to floor height of 3.3m.

3.5.4 Additional advice:

For shop top housing and residential flat buildings refer to SEPP 65 and the Apartment Design Guide and Tweed Development Control Plan DCP Part A1 Part C.



Figure 3.6 Building Height- Map of Extents

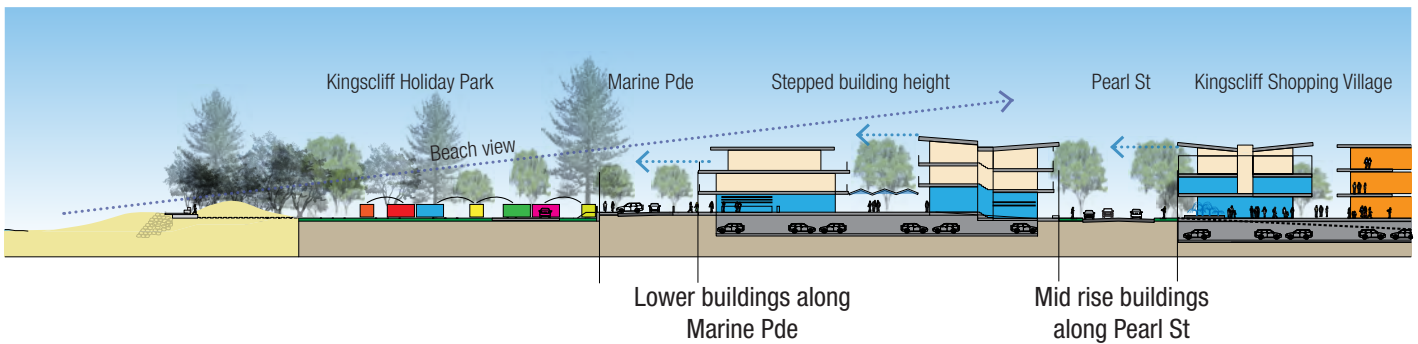
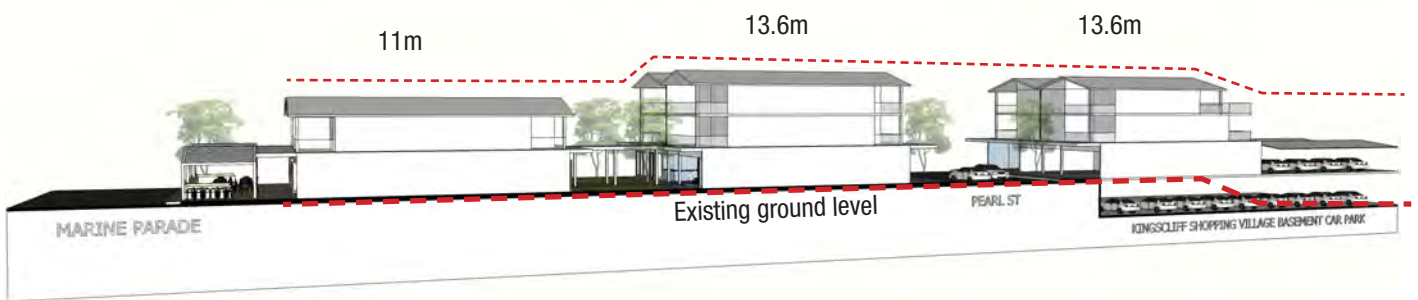


Figure 3.7 Stepping Town Centre Building Height Diagram – Buildings step up in heights back from the beach and coastal reserve to retain the low set character along Marine Parade but facilitate redevelopment of the Kingscliff Shopping Village site and greenfield development sites along Turnmook St.

3.6 Floor Space Ratio

3.6.1 Preamble

'Floor Space Ratio' or FSR is defined and mapped within the Tweed Local Environmental Plan 2014. Floor space ratios can be used as a measure of the density of development on a site, and as a mechanism for defining the total development potential of a site, providing the market with a clear indication of potential viability and a means of assessing the potential external impacts of development. Together with height, setback, site coverage and building design considerations, FSR also forms part of the suite of building envelope controls which determine the bulk, scale and mass of a building within a given context.

3.6.2 Objectives:

1. Limit the potential for over development and underdevelopment of sites.
2. Provide incentives for positive redevelopment and revitalisation through flexibility and uplift of development potential for key sites.
3. Ensure the potential density of development for a site is coordinated with other built form controls and provision of parking.

3.6.3 Controls:

- C1. Development on any site within the Kingscliff Town Centre Precinct is not to exceed an FSR of 2:1 and is to have a minimum FSR of 1:1.
- C2. In order to encourage the positive redevelopment of the Kingscliff Shopping Town site and town centre expansion on greenfield development sites along Turnock Street, Council may permit a floor space bonus of up to 2.5:1 where the applicant prepares a Voluntary Planning Agreement with Council that would provide, at a minimum, the following community benefits:
 - i. High quality architectural design.
 - ii. Incorporation of a town square or public domain area with a minimum site area of 1000sqm.
 - iii. Upgrade of the streetscape immediately adjacent to the development site.
 - iv. Provision of publicly available car spaces within a basement and/or multi-storey car park configuration (10% of total car parking spaces).

3.6.4 Additional advice:

Approval of the FSR bonus referred to in 3.6.3 C2 will be at Council's discretion administered through a Clause 4.6 Variation to the TLEP 2014 based on satisfaction of the above criteria and endorsement of an agreed voluntary planning agreement. It is acknowledged that in order to achieve this FSR bonus across certain sites development standards may require variation which will also be determined at Council's discretion.

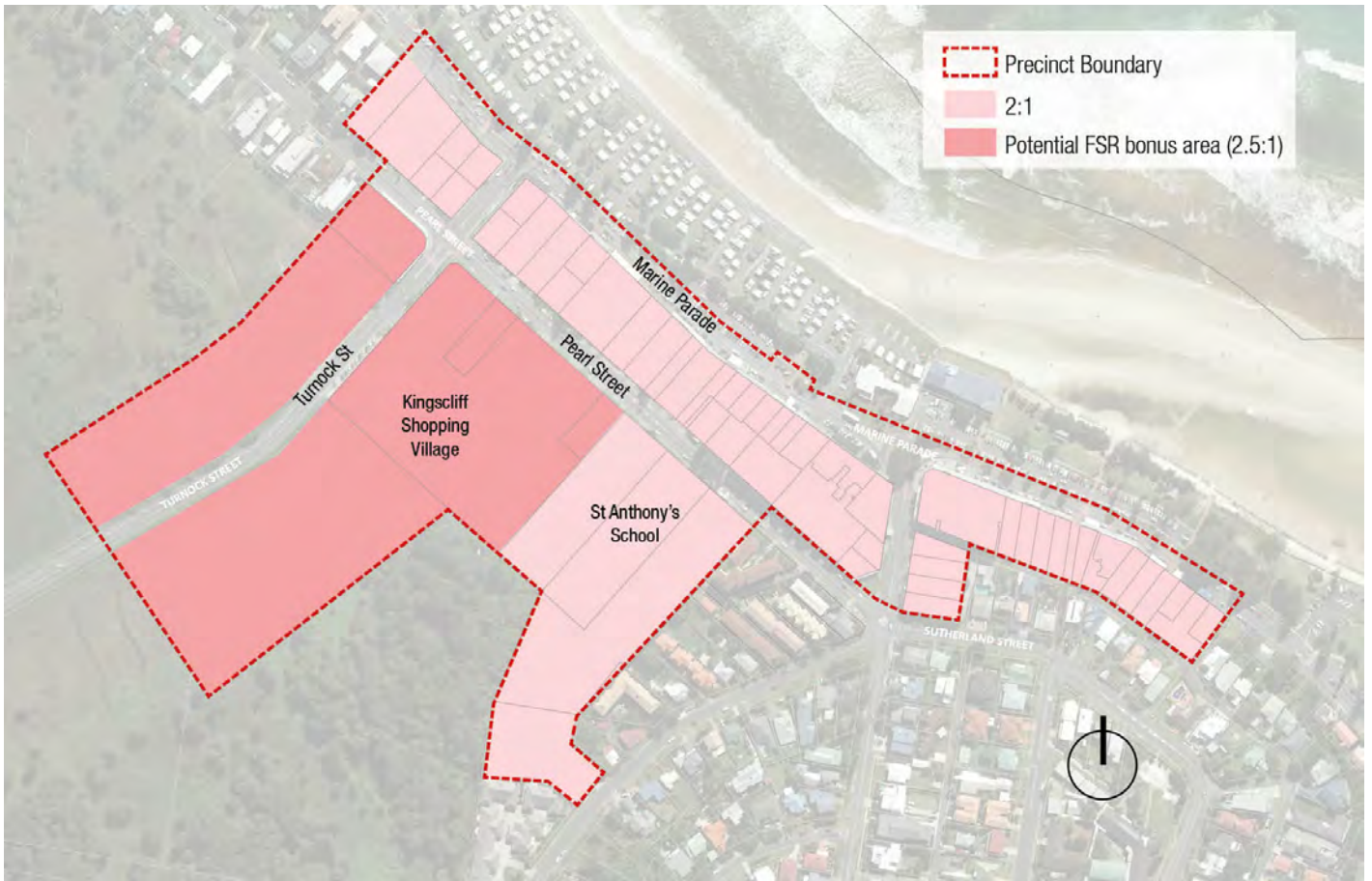


Figure 3.8 Floor Space Ratio – Map of Extents

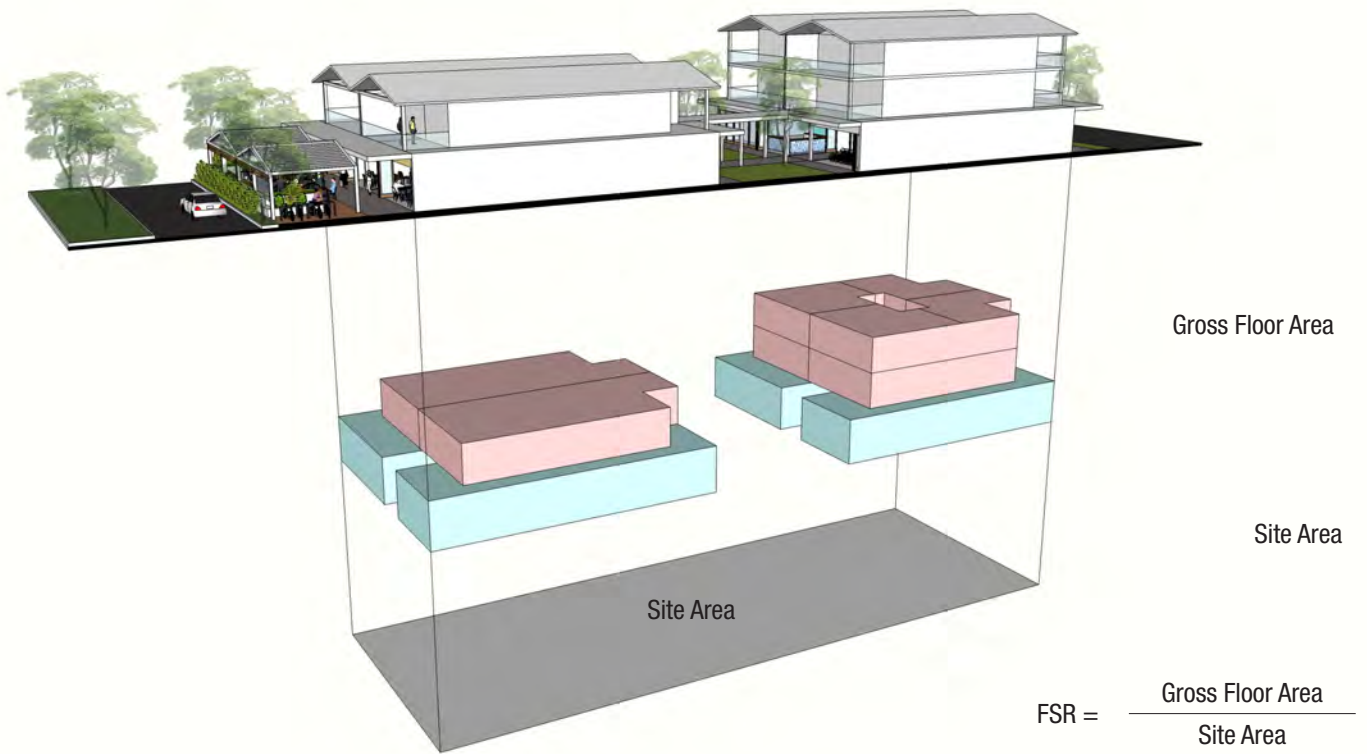


Figure 3.9 Floor Space Ratio Diagram – Promote an appropriate scale of development and avoid under-development within the Town Centre.

3.7 Site Coverage

3.7.1 Preamble

Site coverage is defined in the Tweed Local Environmental Plan as the proportion of a site that is covered by buildings and is impermeable. It includes all enclosed buildings and at-grade hardstand parking. Limiting site coverage can achieve improved natural ventilation between buildings, improved amenity, improved solar access and greater opportunities for landscape planting and storm water infiltration.

The Kingscliff Town centre has an established character of less than 100% site coverage across most sites. Whilst many buildings fronting Marine Parade typically have a zero lot setback, some buildings have rear setbacks containing areas of landscape and some have side setbacks providing vehicular access. It is expected that infill development and redevelopment of allotments with dual frontage to Marine Parade and Pearl Street will incorporate an area of landscaped open space.

3.7.2 Objectives:

1. Provide an area over town centre sites that enables soft landscaping and deep soil planting, permitting the retention and/or planting of trees that will grow to a large or medium size.
2. Encouraging mid block green areas to enable appropriate building separation, act as light wells and enable natural ventilation and movement of air as well as opening up the potential for views and outlook from upper level units.
3. Limit building bulk on town centre sites and improve the amenity of developments, allowing for good daylight access, ventilation and provision of high quality private and semi-public landscaped spaces.

3.7.3 Controls:

- C1. The maximum site coverage of any development within the Kingscliff town centre is not to exceed 80%.

3.7.4 Additional advice:

For the purposes of this Plan, site coverage is defined in accordance with the Tweed Local Environmental Plan 2014.

Where developments include through block connections in the form of arcades or pedestrian pathways (covered or uncovered) this area is excluded from site coverage calculations.

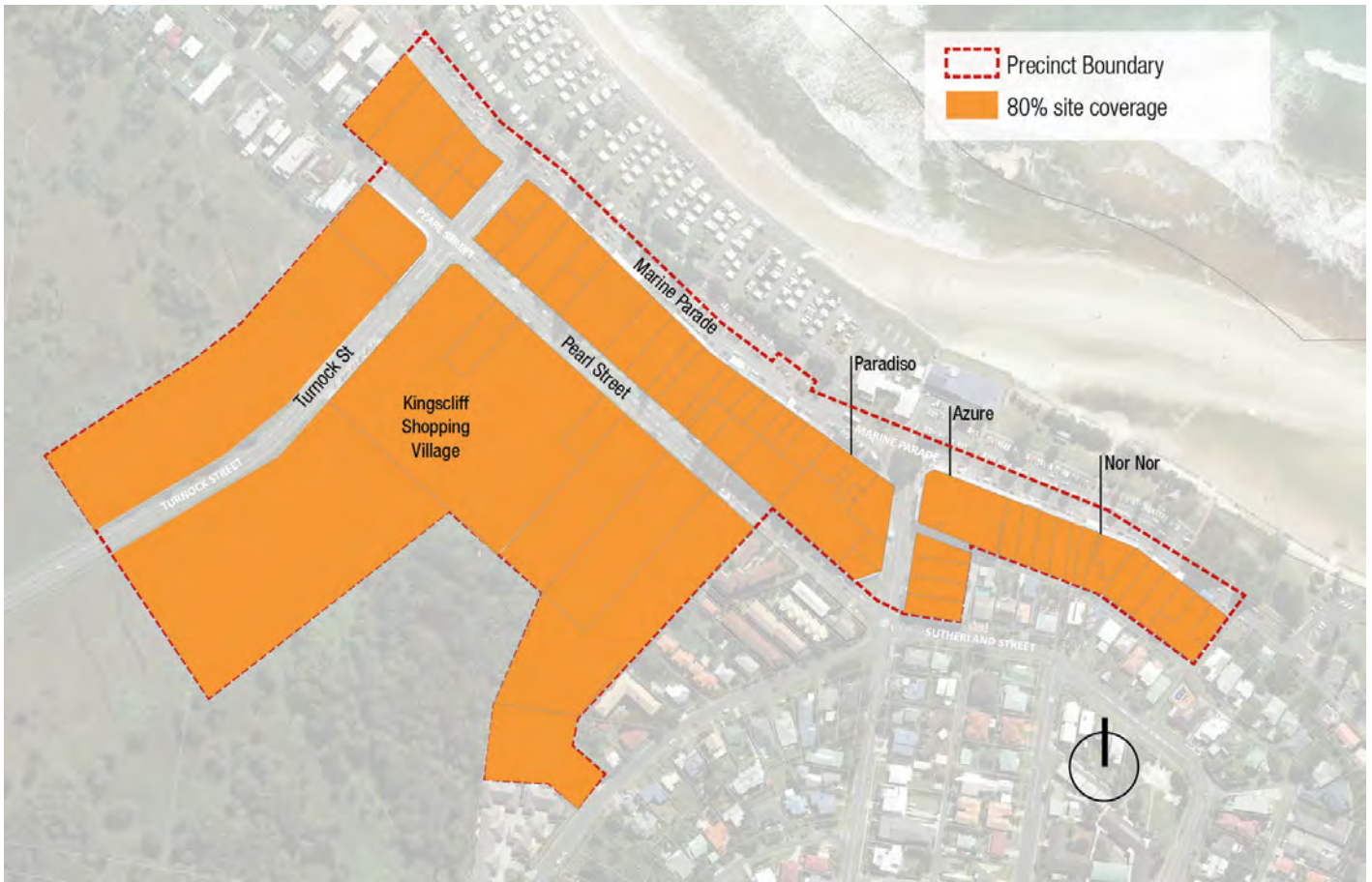


Figure 3.10 Site Coverage – Map of Extents

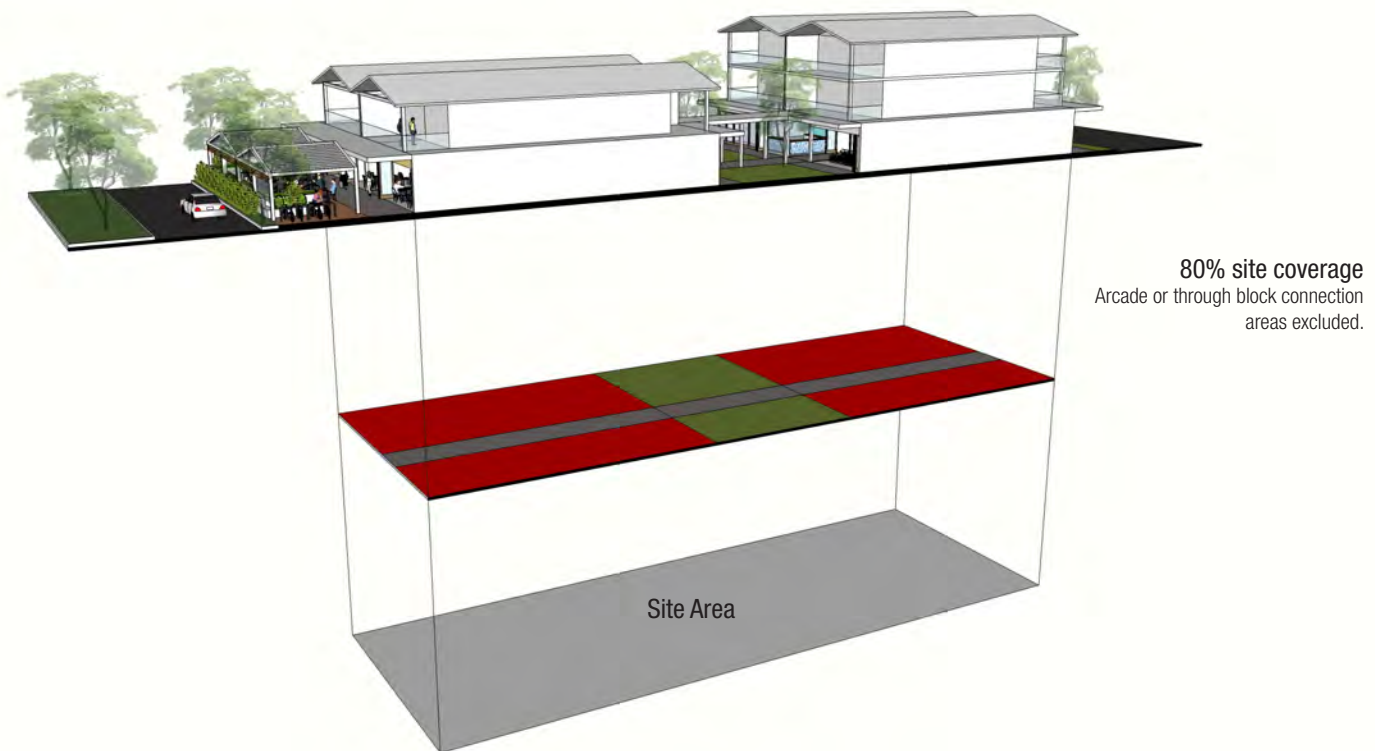


Figure 3.11 Site Coverage Diagram – Promote development which is of a scale, bulk and mass amenable to the Marine Parade character.

3.8 Setback and Building Separation

3.8.1 Preamble

The character of Marine Parade is defined by the narrow shop fronts, zero front setback, relatively low building height and outdoor dining areas which creates a pleasant and engaging pedestrian environment. New development and infill development within the town centre should contribute to and strengthen this defining character. Achieving setbacks to upper levels will ensure building articulation and reduce bulk. Upper level side setbacks will ensure building separation and enable side windows to access light, air and view. Achieving building setback and integrating noise attenuating insulation is particularly important between residential and tourist uses and lower level food and beverage uses where there may be a greater incidence of noise and odour based amenity issues.

3.8.2 Objectives:

1. Ensure that new buildings and development maintain a compatible relationship with existing buildings in their presentation to the street and minimise their visual impact on the streetscape.
2. Prevent bulky and continuous upper level development along Marine Parade and Pearl Street, which would undermine the existing built form character, and to provide additional visual interest and diversity to the streetscape.
3. Achieve occupant amenity by way of natural light access, natural ventilation, and views achieved through building separation.

3.8.3 Controls:

- C1. Ground floor front building setbacks are identified in Figure 3.12. New development along Marine Parade and Pearl Street are to have minimum 85% of the ground floor building frontage aligned with the street property boundary (zero setback).
- C2. Additional front setback space is allowable on the Kingscliff Village Shopping site and for developments on greenfield sites fronting Turnock Street, provided that the setback area is designed and used as public domain and comprises outdoor dining and/or usable landscaping and embellishment that contributes to the activity, vitality and pedestrian priority of the street edge.
- C3. Upper levels are to be setback 3.0m from the predominant front building line of the ground floor. This setback area may be roofed and utilised as balcony or external living. However, should retain an open outdoor appearance (see Figure 3.13).
- C4. Minimum separation distances between buildings within the town centre shall be in accordance with SEPP 65 Apartment Design Guide (12m between habitable rooms and balconies; 9m between habitable and non-habitable rooms; 6m between non-habitable rooms).
- C5. The building separation provisions of C4 above do not apply to side setbacks for properties fronting Marine Parade or the beach side of Pearl Street within the town centre precinct. Over these sites a zero ground floor side setback is acceptable, and upper floor levels are required to have a minimum 2m setback from side boundaries to create a 4.0m building separation between allotments. Windows along these side elevations project 600mm into the setback to gain access to natural light, ventilation and views if designed to achieve privacy between buildings.

3.8.4 Additional advice:

In recognition of the narrow (less than 15 metres wide) allotments fronting Marine Parade and the allotments that adjoin more recent developments with zero side setbacks to upper levels, there may be opportunity to vary the above side setback controls through alternative solutions. Such a proposal must still meet the objectives of this section and must be presented in concept stage where the merits of the alternative solution can be discussed prior to lodging any development application.



Figure 3.12 Setbacks – Map of Extents

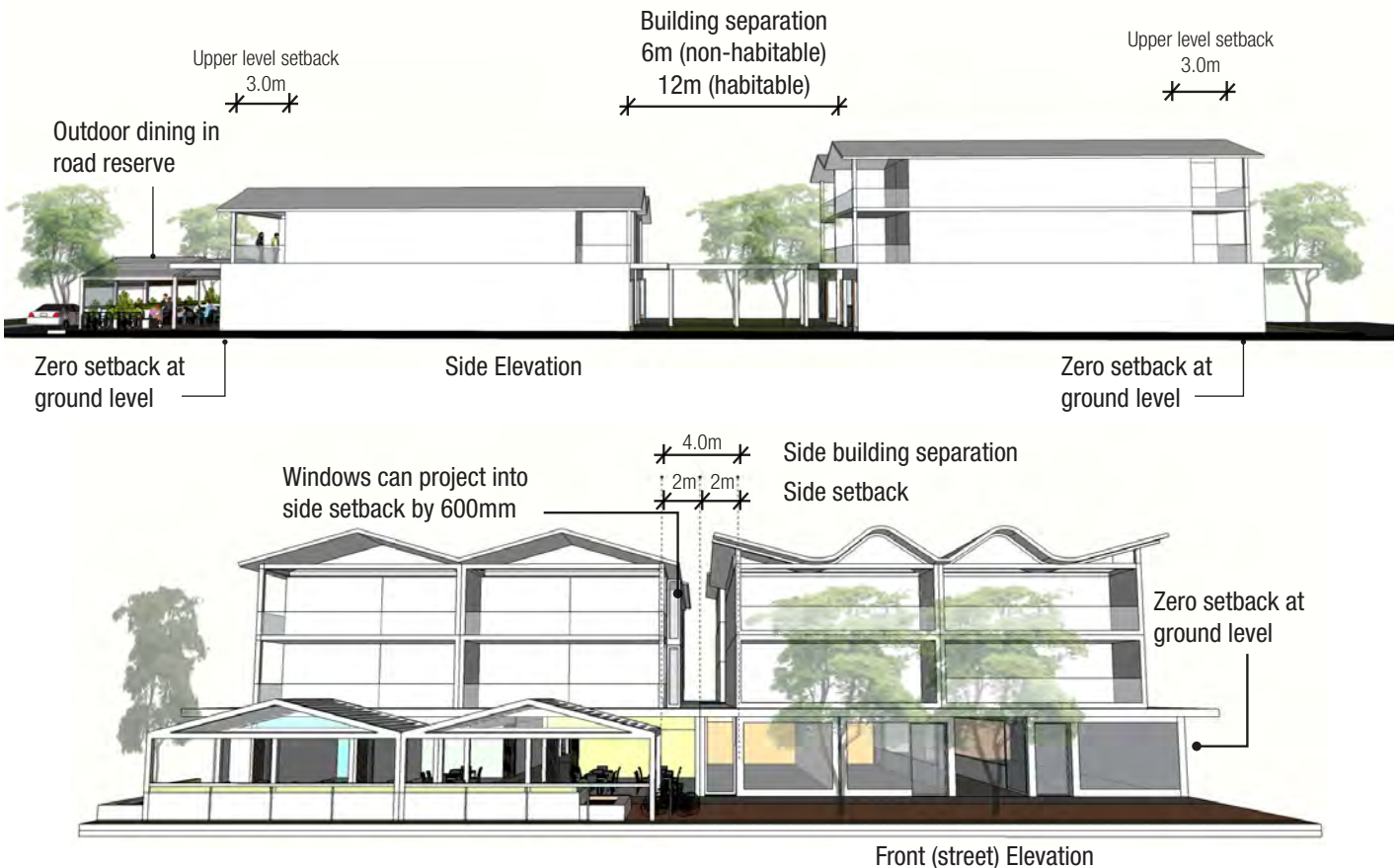


Figure 3.13 Setbacks and Building Separation Diagram

3.9 Active frontages and building legibility

3.9.1 Preamble

It is important that new buildings and uses within the Kingscliff Town Centre contribute towards creating an active and engaging street edge. The vitality of the town centre relates directly to how a retail unit engages with the pedestrian at the ground level. Narrow shop frontages with large windows and door openings offers visual and retail diversity which defines the existing character along Marine Parade. The average shop front width is 6 metres wide. There is opportunity to extend this 'fine grain' retail character to street edges along Pearl Street and along Turnock Street. Larger floor plate development such as markets should be shrouded in smaller retail units, particularly to the street and public domain edges.

3.9.2 Objectives:

1. Achieve a strong definition and create lively and interesting frontages to urban spaces and primary street frontages.
2. Achieve a mix of retail and commercial unit sizes and land use diversity to encourage place vitality and business prosperity.
3. Achieve public surveillance over public spaces and the street.
4. Reinforce a visual connection between the street, pedestrian realm, building entrance and upper level uses.
5. Encourage active uses including food and beverage to upper levels fronting Marine Parade to take advantage of view and aspect whilst achieving privacy and amenity for any upper level residential uses.

3.9.3 Controls:

- C1. The ground storey of premises within a defined primary frontage (Figure 3.14) are to incorporate an active front by way of shopfront, windows and doors across 85% of the primary frontage elevation.
- C2. Active uses including food and beverage at first floor level for properties fronting Marine Parade to take advantage of elevated views are encouraged subject to compliance with other relevant legislation including the National Construction Code and the relevant Australian Standards requirements.
- C3. Shop fronts along Marine Parade are to have a maximum width of 6 metres. Smaller shop frontages will generally be supported. Larger businesses which may extend across multiple retail units should be articulated as narrow shop fronts (average 6.0 metres).
- C4. Shop fronts are to provide a high degree of visual transparency with no dominant graphics obscuring the view between the footpath and retail units and where required grille or translucent security screens rather than solid shutters, screens or roller-doors. Use of bifold doors and/or generously sized shopfront windows is encouraged to promote active and visually engaging retail unit elevations.
- C5. The external facades of buildings are to be aligned with the streets that they front and all building entries are to be clearly identifiable from the street.
- C6. Where a building is located on an allotment that has more than one primary frontage design entries and or shopfront windows to addressing both frontages.



Figure 3.14 Active Frontages – Map of Extents

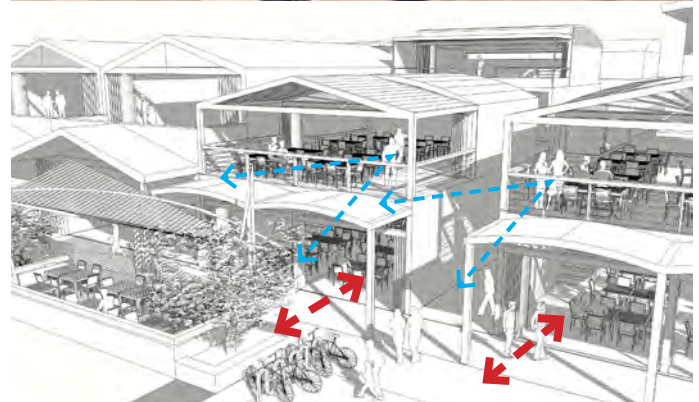
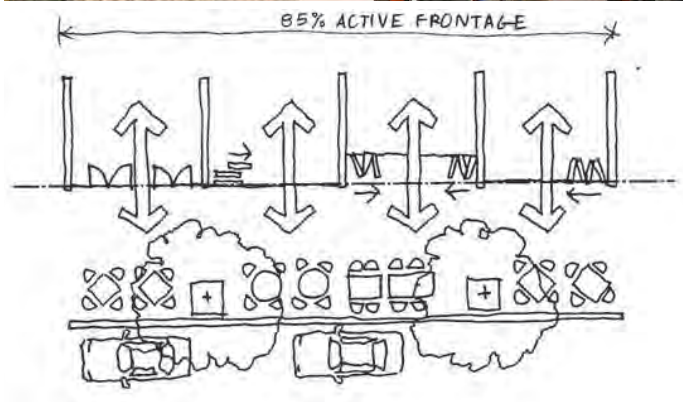


Figure 3.15 Active frontages and Building Orientation Diagrams – Buildings should respond to the street in terms of entrance, overlooking and facade treatment.

3.10 Building Form, Materials and Passive Design

3.10.1 Preamble

Building form combined with material and fenestration composition (windows, doors, openings and skylights) influences the bulk, scale, mass and visual appearance of a building. This in turn influences streetscape and the visual amenity of the town centre precinct. Particularly important within the town centre to have attractive and well designed buildings which will strengthen the coastal character and enhance the pedestrian experience. Consideration should also be given to the life cycle of materials, the longevity and maintenance requirements particularly given the marine environment.

3.10.2 Objectives:

1. Ensure building form, architectural features, materials and colours are utilised to achieve attractive streetscapes, address other important interface elevations and improve building design.
2. Ensure finishes and building materials appropriate to the local climatic conditions, solar orientation and site specific features.
3. Ensure a mix of materials which serve to break down the overall scale, bulk and mass of large buildings.
4. Ensure building design presents harmoniously with the streetscape throughout the town centre.
5. Encourage the use of non-toxic and low embodied energy materials that minimise the impact on the environment.
6. Encourage materials and finishes that are durable, high quality and low maintenance which assist in the thermal comfort and amenity of the building.

3.10.3 Controls:

- C1. In addition to town centre structure and urban design controls nominated at Section 3.4, the design of new buildings and substantial alterations and additions in the town centre precinct are to address the following:
 - i. All new buildings should be designed to have a distinctive street level base, middle and top. Articulate the different three dimensional elements of the building by expressing structure, volume, form and material mix.
 - ii. Upper levels and roofs of buildings are to contribute to the articulation of the overall building form and roof line.
 - iii. Buildings are to be articulated with at least 3 different building materials to create material variation. Large expanses of single use material is not acceptable.
 - iv. All upper level uses should include balconies, verandahs, semi indoor/outdoor spaces, light wells and the like to achieve adequate access to natural light and ventilation and architectural interest.
 - v. Incorporate the use of screening, sun shading, window hoods and elevation recesses for solar control and privacy to create architectural interest.
 - vi. Provide screens to conceal loading, storage, rubbish disposal, plant, equipment and other similar uses in side and rear areas.
- C2. Coloured elevations and 3D visualisations of new development including adjoining buildings/streetscape context and a schedule of colours and materials and coloured elevations shall be submitted with development applications.

- C3. Development applications for new buildings and substantial alterations and additions are to demonstrate the integration of the following passive design principles:
- i. Design to control solar access into the building during different times of the day and year to reduce reliance on artificial lighting and to maximise sun entry during winter months and maximise sun shading (especially north, western and south western elevations) during summer months.
 - ii. Design to promote natural cross ventilation and stack ventilation.
 - iii. Materials are chosen for their climatic appropriateness, low toxicity and having low embodied energies in their production.
 - iv. A high level of energy efficiency through building design, passive solar design, insulation, minimised reliance on mechanical HVAC (Heating, Ventilation and Air Conditioning), and lighting systems and smart metering.
 - v. Collection and reuse of rainwater throughout the building and surrounding landscaping areas.
 - vi. A high standard for an energy efficient hot water supply system.
 - vii. Reduced non-renewable energy use through efficient heating/cooling systems, water supply systems and use of renewable energies.

3.10.4 Additional advice:

Applicants are encouraged to engage the services of a registered architect in the preparation of design concepts, documentation and administration of construction in order to achieve high quality design and detail in construction and best practice in sustainability.

Refer to Urban Design Principles Section 3.4.

For shop top housing and residential flat buildings refer to SEPP 65 and the Apartment Design Guide and Tweed Development Control Plan DCP Part A1 Part C.



Building form and materials - Buildings within the town centre should achieve high quality architectural design outcomes. Building form should be designed to have a distinctive ground, middle and top. The ground floor should have an active open elevation. Building materials should build on the subtropical coastal theme and consider longevity and maintenance requirements given the marine environment.

3.11 Mixed Use Development

3.11.1 Preamble

Mixed use buildings can include combinations of retail, commercial, residential and tourist accommodation uses and would thereby potentially fall under different building classifications under the National Construction Code (NCC). It is important to note that differing building classes require specific design elements to be considered including access requirements and fire ratings. As such the engagement of a specialist design consultants early in the process is encouraged.

Within the town centre, mixed use development including residential or tourist accommodation including associated car parking is only appropriate where adequate vehicular access and car parking can be achieved. Due to physical site limitations there are parts of Marine Parade and Pearl Street where mixed use development would be difficult to achieve due to the inability to provide access and onsite car parking. Over these constrained sites the integration of upper level commercial floor space or food and beverage uses, where monetary car parking contributions can be made in lieu of on-site car parking, may be more achievable. New vehicle access off Marine Parade for new development will generally not be supported.

3.11.2 Objectives:

1. Encourage a mix of land uses contributing to the vibrancy of the town centre.
2. Provide opportunities for additional residential and tourist accommodation within the town centre.
3. Promote mixed use development and shop top housing over development sites within the town centre where there is adequate access and provision of on site parking preferable in a basement configuration.
4. Ensure appropriate residential amenity is considered in the design of mixed use development in Kingscliff Town Centre.
5. Provide enhanced passive surveillance and activity within the town centre with an increased resident population.

3.11.3 Controls:

- C1. Mixed use development which includes residential and tourist accommodation can only be provided within the town centre where onsite car parking can be provided for the residential and tourist accommodation land use component.
- C2. On constrained allotments where car access and onsite car parking can not be achieved, the development of non-residential uses, including upper level commercial floor space or food and beverage uses, where 100% monetary car parking contributions can be made in lieu of on site car parking will be considered.
- C3. The upper floors of mixed use buildings must have clearly defined and separate entrances from the street frontage.
- C4. The entrances for upper floor activities is not to occupy more than 10% of the street frontage.
- C5. All parking is to be located at the rear or in a basement car park, accessed via a rear lane wherever possible. Vehicle access off Marine Parade will not be supported unless it can be demonstrated this is an allotments only street access.

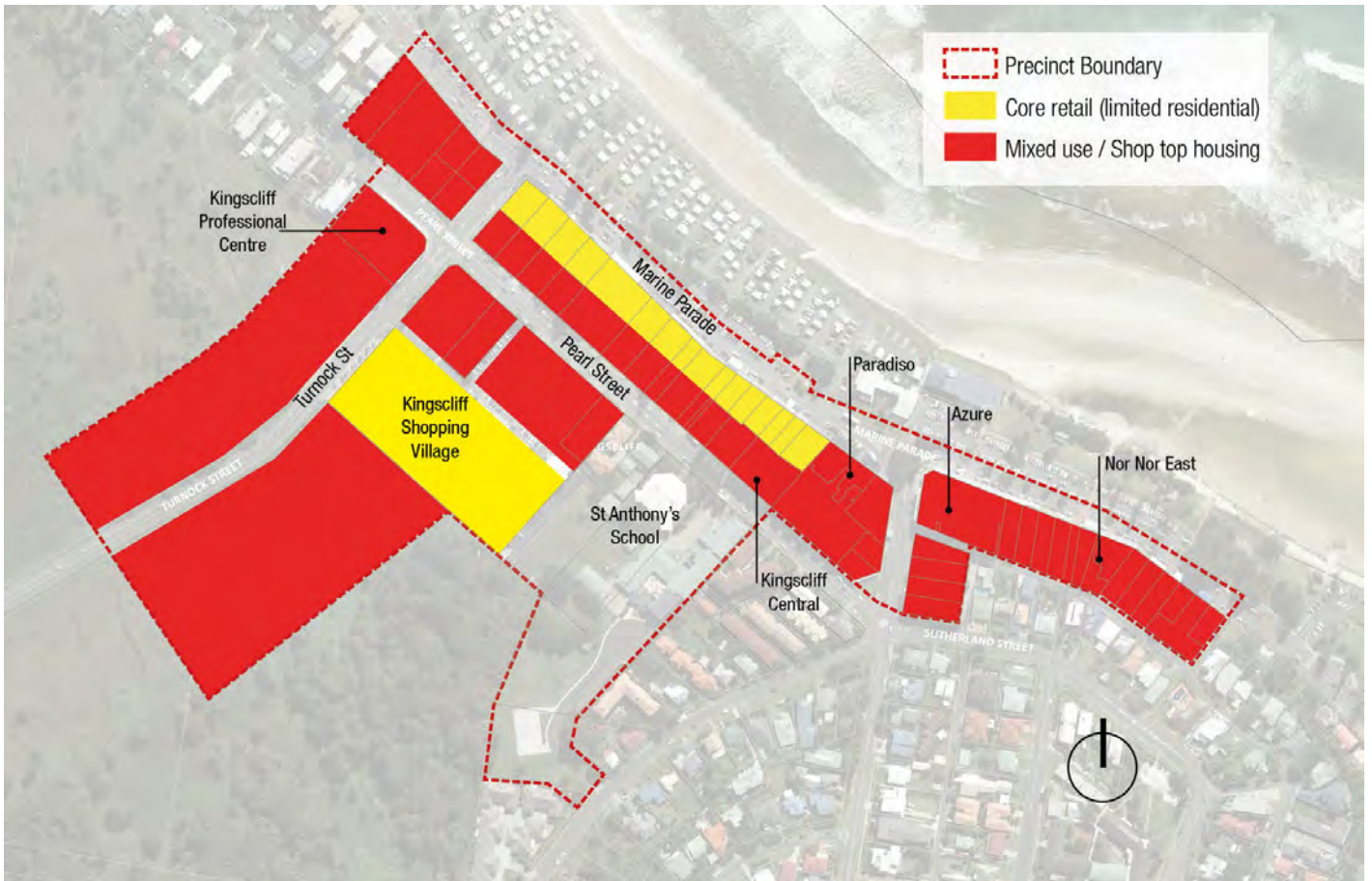


Figure 3.16 Mixed Use Development – Map of Extents

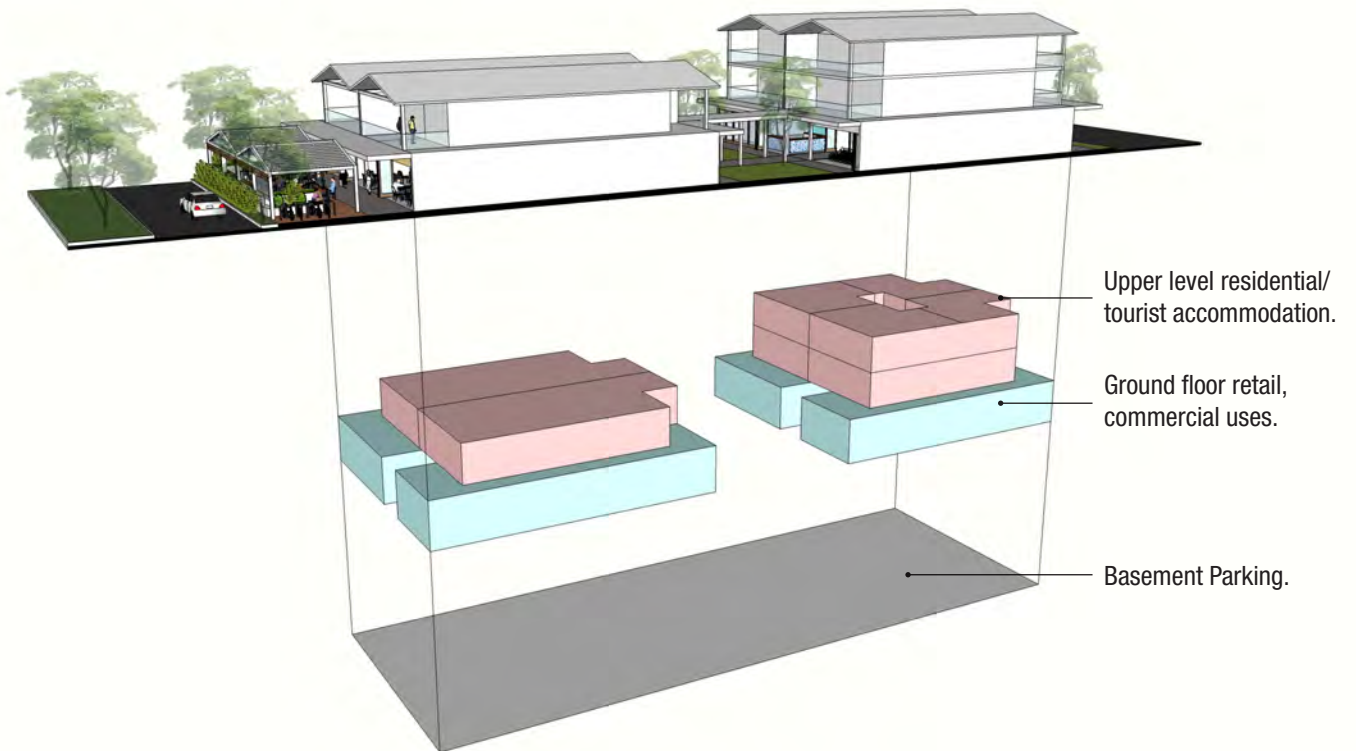


Figure 3.17 Mixed Use Development Diagram – Promote Infill Development with a mix of uses such as shop top housing where onsite car parking can be provided.

3.12 Large Floor Plate Development

3.12.1 Preamble

Large floor plate development comprises development over 1000sqm GFA. Large floor plate development typically includes uses such as supermarkets, small department stores and mini majors, fresh fruit and produce markets, health centres, larger commercial office uses and larger civic buildings such as community centres and libraries.

The extension of the town centre to the west along Turnock Street presents opportunity to develop a variety of retail and commercial land uses including of small, medium as well as larger floor plate uses. As a greenfield development site it is important to concurrently master plan these town centre development allotments with an optimised traffic movement, car parking access and public transportation network.

Large floor plate retail and commercial development typically require significant amounts of car parking based on car movements that these landuses generate. It is important that in the context of the future expansion of the Kingscliff town centre that car parking areas are well designed and located towards the rear of the development sites so that they do not visually and physically dominate primary street frontages. Similarly large floor plate development typically results in larger and longer building elevations. It is important that each elevation is appropriately designed and articulated to avoid large featureless building expanses, particularly where those elevations have a public interface.

3.12.2 Objectives:

1. Facilitate the future development of larger floor plate development within the Town Centre precinct to the west of Pearl Street in order to expand the retail and economic base of the town centre.
2. To avoid large featureless elevations which front prominent street edges, corners or public domain.
3. To ensure traffic management and provision of car parking is appropriately designed to accommodate associated car movements and that service access is rationalised.
4. To ensure an appropriate level of pedestrian amenity and connectivity is achieved in association with large floor plate development.

3.12.3 Controls:

- C1. All new large floor plate development applications are to be accompanied by a:
 - Statement of design intent considering urban design principles (Figure 3.5).
 - Coloured streetscape elevations and 3d images with material palette.
 - Traffic and car parking management plan demonstrating the adequate provision of car parking, coordinated access, service, loading and unloading arrangements.
- C2. Public domain and landscape plan including pedestrian circulation arrangements in the town centre and site specific context, landscape treatment of car parking areas with adequate areas for water sensitive urban design treatment, infiltration and shade trees. Ensure active building edges and public domain define prominent street frontage rather than car parking areas. Car parking should be designed and located to the rear of the site wherever possible.
- C3. Activate at least 80% of the building frontage with a generous and identifiable building entrance, smaller scale retail units sleeving the larger floor plate development, display windows and human scale built form elements including pedestrian paths, shade structures, awnings, outdoor amenity spaces and landscaping. Large expanses of blank or unarticulated elevations to primary frontages are not permitted.
- C4. Large format signage, corporate branding and colouration across elevations or large format images across display windows is not permitted.

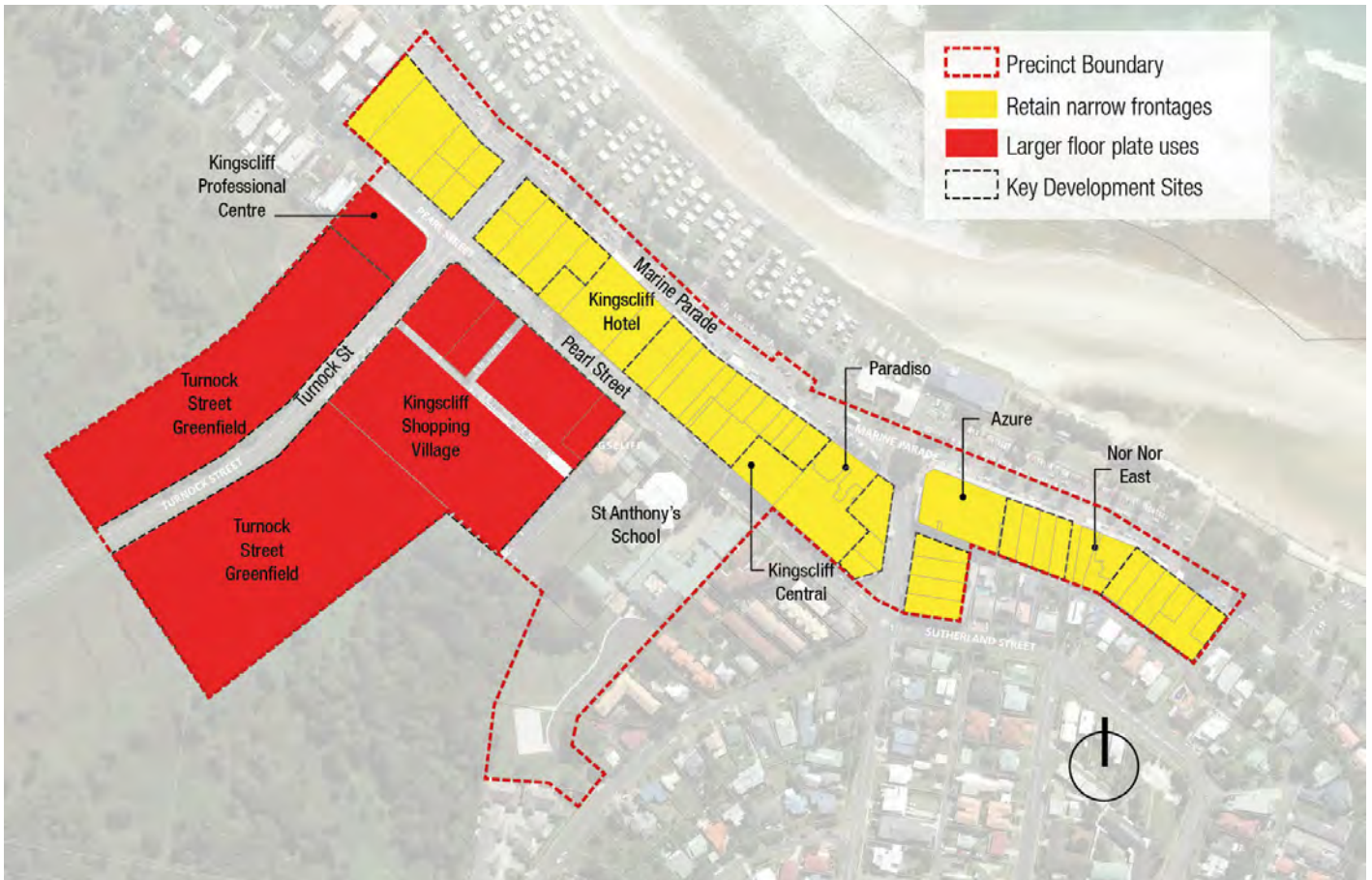


Figure 3.18 Large Floor Plate Development – Map of Extents



Large floor plate Development – Large retail and commercial uses should be well articulated and provide well designed legible pedestrian friendly spaces.

3.13 Corner Sites

3.13.1 Preamble

Corner buildings are highly visible and provide the opportunity for character defining architectural outcomes. Well designed corner buildings which address and respond to the public interface can significantly influence the visual character and experiential qualities of the town centre precinct. In this respect, they are important elements in terms of framing and providing definition to both a street and town centre block. There are a number of design options that can be pursued on corner buildings including a zero setback which defines the street edge, zero setback but visually and physically open with large openings or semi enclosed spaces or be recessed to allow public domain.

3.13.2 Objectives:

1. Enhance street edge definition, legibility and presentation of key corners within the Town Centre.
2. Achieve a high level of design resolution and building articulation on town centre block corners to add architectural interest and thereby strengthen to the town centre built form character.
3. Achieve an area of public domain addressing the Turnock Street and Pearl Street intersection over the Kingscliff Shopping Village site rather than a large expanse of at grade car parking.

3.13.3 Controls:

- C1. All development applications for new buildings or substantial alterations or additions on corner site within the town identified in Figure 3.21 are to:
- Provide an activated edge by way of building opening or shopfront to each street frontage.
 - Provide a strong design contribution to the definition and shaping of the street edge through buildings elevations, awnings and roof form.
 - Provide landscape and public domain treatment to reinforce the significance of the corners.
 - Provide illustration of proposed building form, architectural and material elements which articulate and address the corner context which should include coloured elevations and 3d images/montages of proposals set within the development sites surrounding context.
- C2. Incorporate an area of public domain on the corner of Pearl and Turnock Street over the Kingscliff Shopping Village site as part of any major development application over the site. This prominent corner may be expressed through a combination of building edge, public domain and landscape areas.



Figure 3.19 Montage of Pearl and Turnock Street Corner Treatment – There is opportunity for buildings on the corner of Pearl and Turnock St to frame the street with an active edge and frame a pedestrian entrance into a new town square over the Kingscliff Shopping Village site.

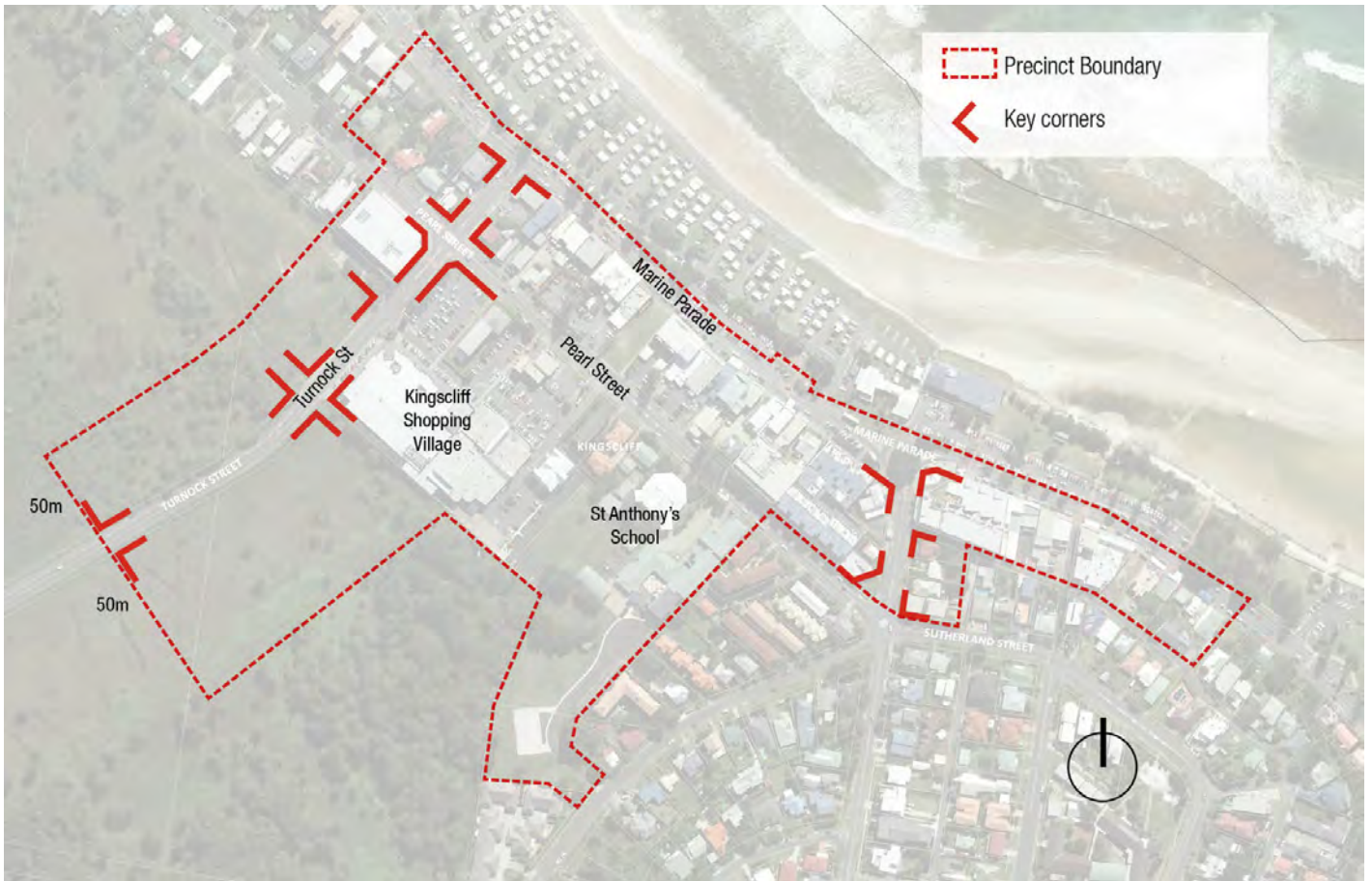


Figure 3.20 Key Corner Sites – Map of Extents



Corner Treatment Images – Corners can be delineated either with an active and/or open edge (left) which blurs the boundary between public and retail unit or articulated with expressive built form (right).

3.14 Awnings and Weather Protection

3.14.1 Preamble

Awnings provide weather protection and contribute to a pleasant and comfortable pedestrian environment. With relatively long hot summers and higher than state average rainfall, ideally pedestrians should be able to traverse different parts of the town centre under an awning. Whilst Marine Parade currently has a relatively good awning coverage, other parts of the town centre have limited or no weather protection. New development fronting Marine Parade, Pearl St and the future town centre expansion area along Turnock Street are required to continue providing continuous awnings to all primary and active edge street frontages. Within these areas, consideration will be given to the design of double storey awnings to create outdoor rooms and benefit ground floor as well as first floor uses.

3.14.2 Objectives:

1. Provide weather protection in areas of high pedestrian traffic and in semi-public space.
2. Encourage the use of consistent and continuous awnings where retail shop fronts and active edges are provided.
3. Provide opportunity for double height awnings to create well shaded and landscaped outdoor rooms.

3.14.3 Controls:

- C1. Provide continuous awnings for all retail and food and beverage shop fronts and active edges that are located within the town centre in accordance with Fig 3.22 cantilevered from the facade where possible to minimise obstructions to pedestrians.
- C2. Where buildings are set back from the street frontage boundary, alternate weather protection to the created semi-public space is encouraged. This could be incorporated into outdoor dining areas and include awning and pergola structures, umbrellas and shade trees incorporated into outdoor dining areas.
- C3. Awnings and shade structures should be designed to:
 - Exclude hot summer sun but allow for natural ventilation.
 - Articulate significant building entries.
 - Provide shelter to the street, but, where deep awnings occur, bring natural light to the shop front.
- C4. Awnings should have a minimum soffit height of 3.3 metres and be coordinated such that there are no more than minor variations in height between awning structures on adjacent buildings. Double volume awning design will be considered where compatible design, pedestrian amenity and streetscape character can be demonstrated and justified through 3d modelling and contextual street elevations.
- C5. Awnings should have a minimum depth of 3 metres and provide under awning lighting. Where a depth of 3 metres cannot be achieved due to the proximity of the carriageway to the property boundary, the outside edge of the awning is to be aligned to within 600mm of the kerb line.
- C6. Any under awning sign, treatment and lighting is to maintain a minimum clearance of 2.8 metres from the level of the pavement.

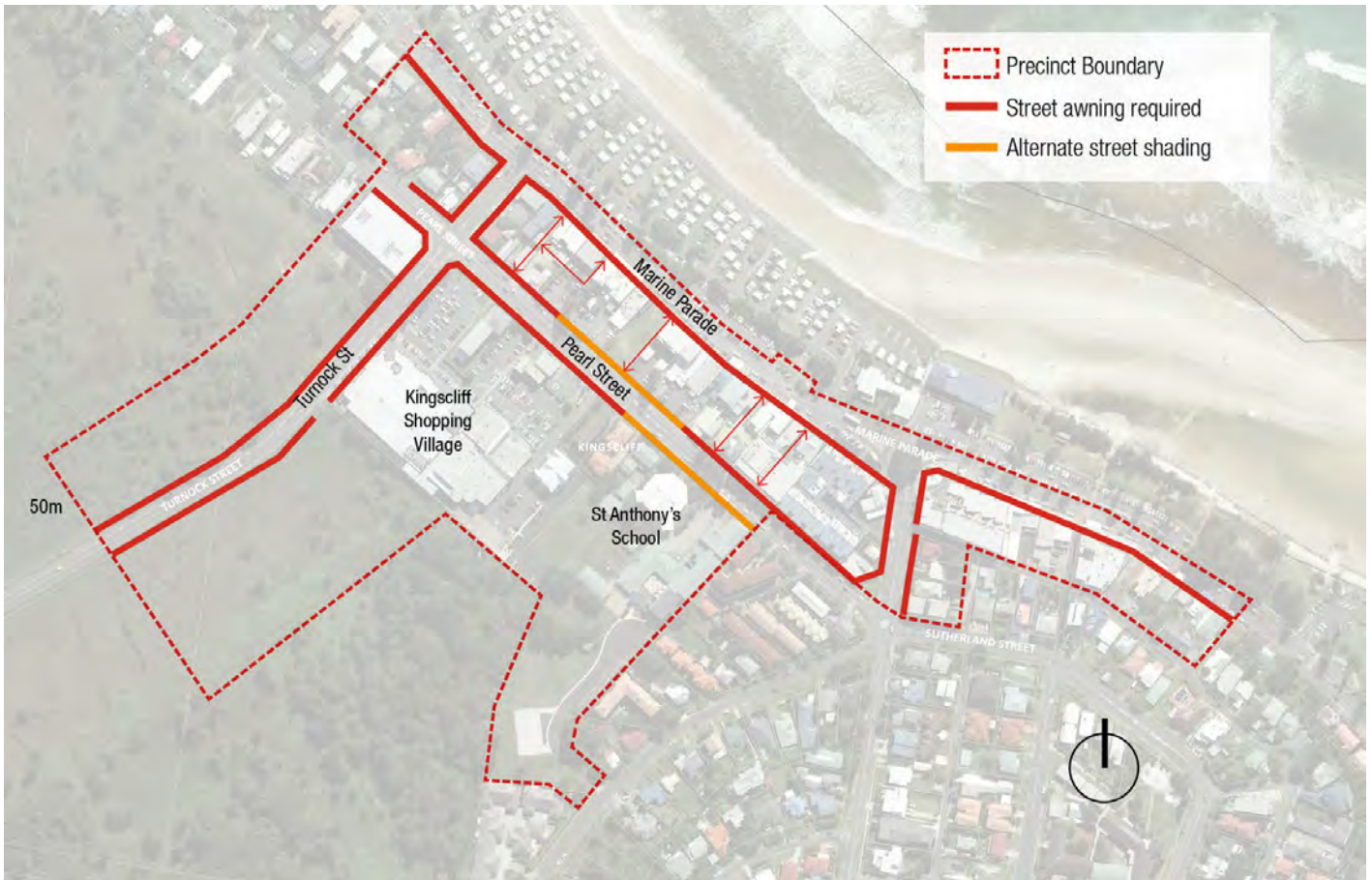
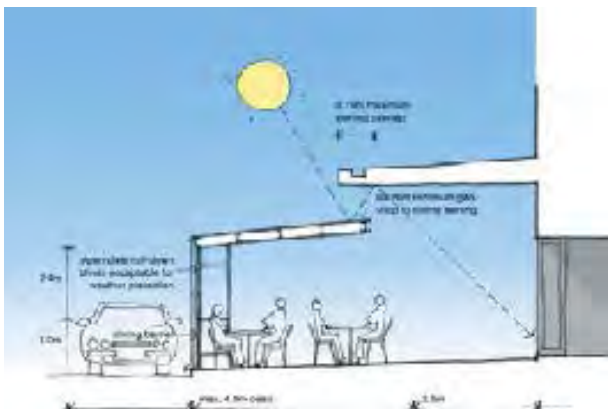
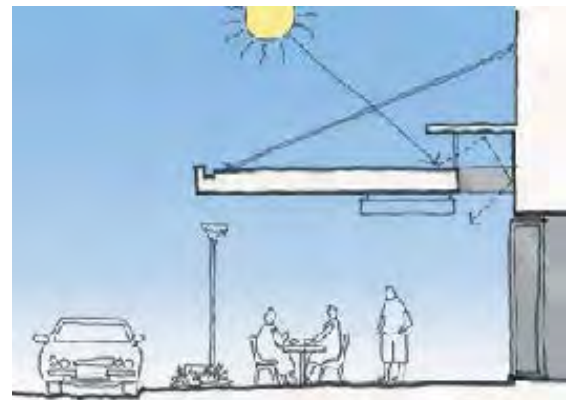


Figure 3.21 Awning and Weather Protection – Map of Extents



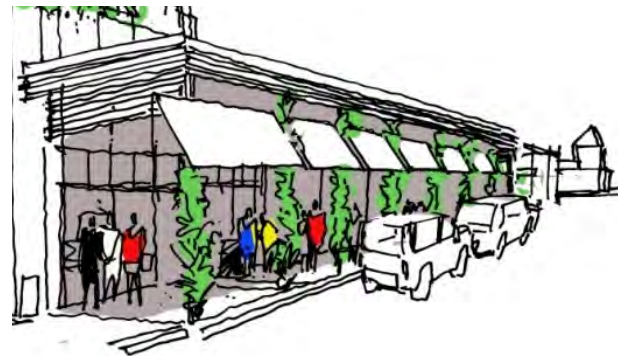
Integrated lower set awning over outdoor dining area.



Design opportunity for shade as well as diffuse light.



Higher awnings creates shaded volume to street edge.



Integrate shade features and landscape for pedestrian comfort and visual amenity.

Figure 3.22 Design Consideration for Awnings. Images: Architectus & Cairns tropical urbanism

3.15 Outdoor Dining Areas

3.15.1 Preamble

Outdoor dining areas are a key built form and streetscape character element of Marine Parade which facilitate a growing food and beverage niche contributing to the town centre vitality. There is potential for several additional outdoor dining areas with permanent shade structures to be provided within the town centre particularly along Marine Parade and Turnock Street. It is recommended that whilst each shade structure need not be identical, they should draw from the same architectural language of material and form; each contributing to a cohesive whole.

Conceptually an 'outdoor room' has an inherent lightness of structure and form and visual transparency which should be incorporated to maintain an 'openness' to the streetscape and provide practical shade and weather protection over the outdoor dining areas.

3.15.2 Objectives:

1. Facilitate outdoor dining areas along the street edge to encourage the food and beverage niche and contribute to the streetscape and activation and vitality of the town centre.
2. Ensure that outdoor dining areas are accessible, cool, and attractive spaces that positively contribute to the ambience of the street and the Kingscliff coastal character.
3. Ensure degree design cohesion between each individual outdoor dining area.
4. Ensure safe accessible pedestrian movement is maintained.

3.15.3 Controls:

- C1. All outdoor dining shall be in accordance with Council's Footpath Trading Policy and approval procedures (requires separate approval under s.138 of the Roads Act 1993) which may require endorsement of a voluntary planning agreement to set out management and maintenance responsibilities.
- C2. The dining areas built into the road reserve should be at footpath level. Level changes must be made with Australian Standard 1428 compliant ramps.
- C3. Where outdoor dining areas would require development over onstreet car parking, replacement car parking contribution is to be made in accordance with relevant s.7.11 contributions plans (CP23).
- C4. Outdoor dining should be located on the street side of the footpath and maintain at least 2.0 metres of footpath between the outdoor dining edge and shop front to ensure a clear pedestrian passage. Outdoor dining areas should be offset by at least 600mm from the kerb edge to account for vehicle 'over swing'. Where separate outdoor dining areas adjoin, a 1.0 metre width between is to be maintained to allow pedestrian movement from the kerb to footpath.
- C5. Outdoor dining areas should be accompanied by a landscape plan and ideally have raised planters at each end (to delineate the space) and a 1.0m deep landscape area (can be planters) to the street edge as a means of physical separation and contribution to the 'greening' of the streetscape.
- C6. Shade structures and outdoor dining areas are to use materials, colours and architectural detailing that contribute to the coastal identity of Kingscliff and complement the desired streetscape character of the town centre precinct. Consideration should be given to the long term maintenance and corrosive influence of the marine environment.



Figure 3.23 Outdoor dining areas – Map of Extents



Figure 3.24 Outdoor dining areas – Design outdoor dining areas to achieve universal access and a balance between rain, wind and UV protection, shade and filtered light. Use a mix of marine tolerant materials and integrate landscaping, street furniture and bike parking.

3.16 Signage

3.16.1 Preamble

Signage is essential to business premises and if designed and integrated well can contribute rather than detract from the streetscape and town centre character. Within the existing Marine Parade retail strip, business signage is generally subservient to the large shopfront windows and doorways. Businesses should seek to design new signage as an extension of the business use, business name and architecture of the building in terms of styling, materials and colour. Corporate branding or large format imaging deployed across shopfronts and building elevations are typically not supported.

3.16.2 Objectives:

1. Confine advertising and signage to appropriate, consistent and visually acceptable locations and ensure the scale proportion and form of advertising devices and entry features are appropriate to the streetscape or other settings in which they are located.
2. Promote a high standard of signage quality and prevent excessive advertising and visual clutter within the Kingscliff town centre by encouraging the rationalisation of existing and proposed signs.
3. Ensure that advertising and advertising structures complement and do not detract from the coastal character of Kingscliff.
4. Promote adequate and effective advertising and recognise the legitimate need for signs to provide for directions, business identification and promotion.

3.16.3 Controls:

- C1. All signage is to comply with SEPP 64 and Tweed DCP Part A4 – Advertising Signs Code.
- C2. Signs are to be designed and treated as an extension of the architecture of the building reflecting the building in terms of styling, materials and colour and to minimise visual clutter. Within the primary signage control area under awning signage with a clearance of 2.8m to the footpath is acceptable. Large elevation and fascia signage (to parapets, awning fascias, drop down awnings etc) will not be supported.
- C3. Signage devices are to be constructed of robust materials so as to minimise ongoing maintenance.
- C4. All applications for new buildings or the substantial refurbishment of an existing building shall detail the design provisions made to accommodate future signage within submitted elevations and schedules.
- C5. Signs or large format images and lifestyle pictures are not to cover windows or detract from the architectural qualities of a building.
- C6. Signage devices shall not obstruct the passage of pedestrians or vehicles or impact on traffic safety and do not obstruct sight lines. Signage devices placed on footpaths and street edges (e.g. “a-frame” display boards) are not permitted.
- C7. Pole or Pylon signs are not permitted on key corners. Pole or pylon signs associated with the Kingscliff Shopping Village site are to be located generally in accordance with Figure 3.27 to a maximum height of 5m.



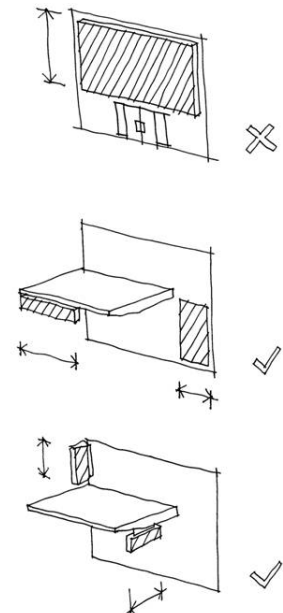
Figure 3.25 Signage – Map of Extents



Signs are to be designed and treated as an extension of the architecture of the building and land use in terms of styling, materials and colour so as to minimise visual clutter.

Photo: Bangalow.

Figure 3.26 Design Consideration for Signage



3.17 Access and car parking

3.17.1 Preamble

Providing a range of car parking opportunities within the town centre precinct will assist with dispersing traffic movements and car parking pressures throughout the precinct. Whilst there is limited available land area to increase car parking within Marine Parade and Pearl Street, there is opportunity to integrate required on-site car parking and additional public car parking within new town centre greenfield development areas along Turnock Street.

The existing urban structure and narrow lot configuration fronting Marine Parade and the eastern side of Pearl Street makes vehicular access and provision of on-site and basement car parking difficult without allotment amalgamation. In order to encourage future redevelopment within this area, there is opportunity through the existing s.7.11 Plan No.23 Off Site Parking Spaces to make monetary contributions towards a centralised multi-storey car park in lieu of off street parking where suitably justified for non-residential development.

New development sites along Turnock Street are less site constrained and are expected to develop sufficient off street car parking including basement car parking to meet land use requirements. It is important that in the context of the future expansion of the Kingscliff town centre that car parking areas are well designed and located towards the rear of the development sites so that they do not visually and physically dominate primary street frontages.

3.17.2 Objectives:

1. Facilitate flexibility in the provision and procurement of car parking within the town centre precinct to achieve land use objectives and greater pedestrian priority along Marine Parade.
2. Promote the development of centralised car parking area(s) through basement and or multi-storey car parks over key development sites to service the town centre precinct.

3.17.3 Controls:

- C1. The Tweed DCP Part A2 Site Access and Parking Code applies to the Kingscliff Town centre precinct.
- C2. Development applications proposing over 1000sqm of GFA within the town centre is to be accompanied by a traffic and car parking study.
- C3. A single service lane for co-ordinated access across adjoining sites is to be provided off Turnock Street servicing the existing Kingscliff Shopping Village site and future town centre expansion area west along Turnock Street.
- C4. Over the Kingscliff Shopping Village site any future redevelopment proposal which contains a multi-storey car park should include a 'green' or dynamic facade to contribute to the streetscape. If a proposed multi-storey car park is proposed to be adjoining Pearl Street, it should be located behind retail unit frontages to Pearl Street and have a pedestrian awning running the length of the multi-storey car park street frontage.
- C5. Car parking over town centre greenfield expansion areas is to be designed and located either in basements and/or the rear of development sites. At grade car parking areas are to integrate landscape design with adequate areas for water sensitive urban design treatment, infiltration and shade trees. Large car parking areas interfacing with primary street frontages is to be avoided.

Additional Information:

Car parking within the town centre precinct can be provided off-site via a monetary contribution (in accordance with Section 7.11 Plan No. 23 – Off Site Parking Spaces) for the land use categories identified in Table 2(c) and 2(g) within Tweed DCP Part A2 Site Access and Parking Code. Off site monetary contribution provisions do not relate to residential or tourist accommodation land uses where on-site provisions as per DCP Part A2 apply.

Land owners are encouraged to engage with Council early in the design process to ascertain opportunities for joint venture development partnership to provide additional public accessible car parking.

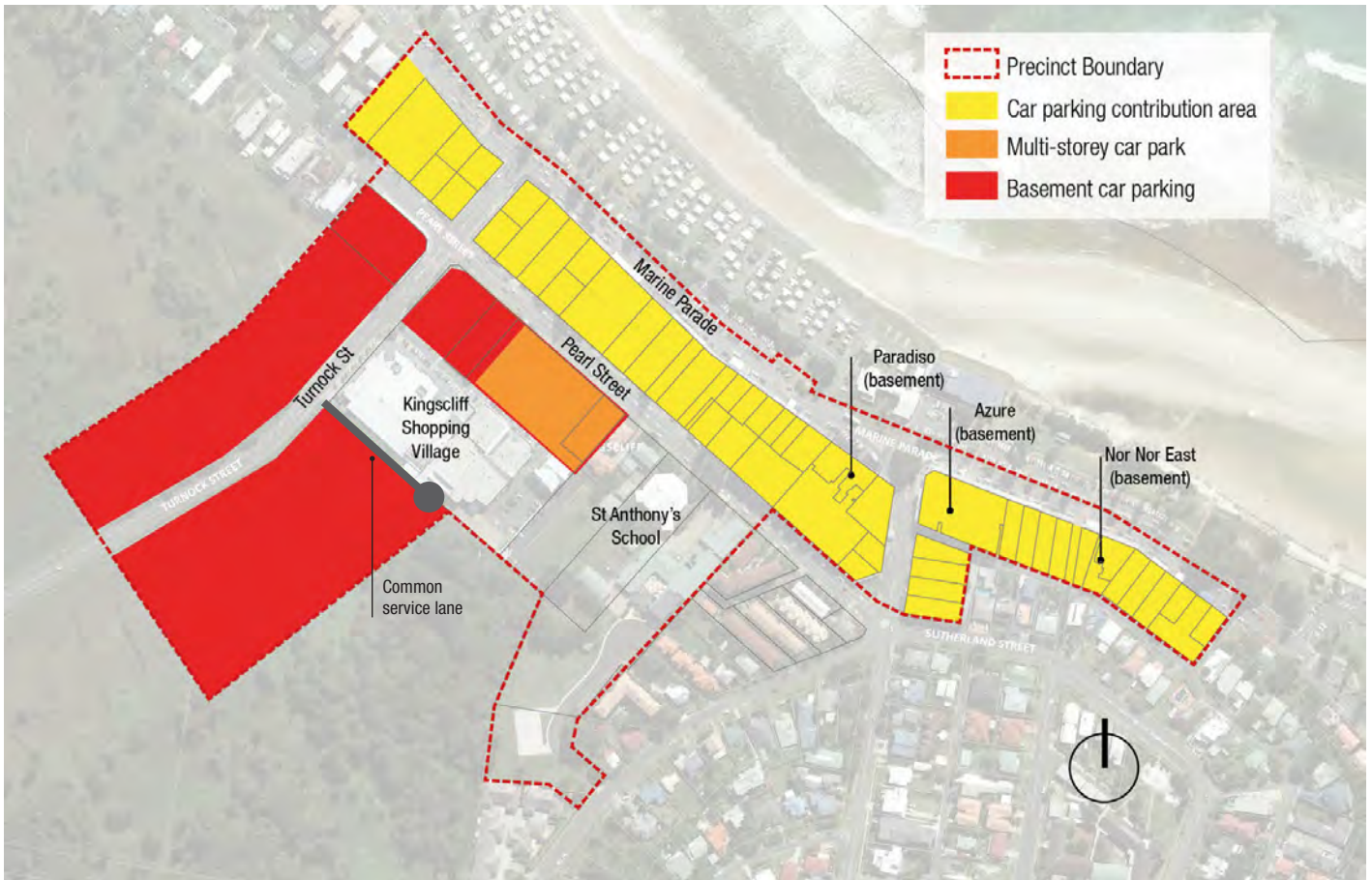


Figure 3.27 Access and Car Parking – Map of Extents



Multistorey car park design images – Within the town centre a multi-storey car park will be pursued as part of the Kingscliff's shopping Village site redevelopment. Given it is likely the elevation of the car park will front Pearl St, there is design opportunity to introduce a dynamic or green facade that will soften the car park elevation and contribute to the streetscape.

3.18 Public Domain and Civic Improvements

3.18.1 Preamble

Public domain and civic improvements within the town centre will include provision for universal access, through block pedestrian linkages between Pearl Street and Marine Parade, wider footpaths, increased landscaped areas and additional street trees. There is also opportunity to create a town square as part of any future staged redevelopment of the Kingscliff Shopping Village site and new public domain areas to town centre greenfield development sites fronting Turnock Street. The Turnock Street greenfield development site will significantly expand retail, commercial and community uses with opportunity to also integrate a new bus interchange. Over time this expansion along Turnock Street will shift the core retail and commercial disperse focus from Marine Parade which will continue to expand its boutique retail, food and beverage offer.

With a growing resident population there is also a need for a multi-purpose community facility within or within proximity of the town centre. As part of additional public domain and streetscape improvement works, there is also an opportunity to further connect the surrounding adjoining native vegetation into the town centre through a continuous canopy of street trees which will line road and pedestrian networks.

3.18.2 Objectives:

1. Improve pedestrian amenity, connectivity, safety and universal accessibility within the town centre precinct.
2. Create vibrant and safe areas of public open space which are of high quality design and include embellishment befitting of a town centre.
3. Provide a focus for social and recreational activity and public life.
4. Meet the public domain and open space needs of residents in an equitable manner.

3.18.3 Controls:

- C1. Public domain, civic improvements and community facilities are to be provided in accordance with Figure 3.29 and Table 8. Where identified community benefit is indicated over private land, landowners are encouraged to engage with Council early in the design development process in regards to public domain and civic improvement scope and brief, site design, procurement and timing as part of future (re)development.
- C2. All development applications for new buildings over greenfield development sites and substantial new building works over the Kingscliff Shopping Village site are to prepare an open space and landscape master plan in consultation with Council. This plan shall detail the treatment of the public domain and open space within the land subject to the 'schedule of identified public domain improvement works' (Figure 3.28 and Table 8). The following considerations and design detail should be included where relevant:
 - general layout
 - plant species and sizes
 - vehicular, cyclist and pedestrian safety
 - public art
 - street furniture
 - drinking fountains
 - signage
 - feature fencing
 - water feature
 - earthworks
 - cycleways and pedestrian paths
 - utilities and services
 - hard and soft landscaping treatments
 - shade structures/outdoor dining areas
 - play equipment
 - planter boxes
 - safety features & lighting
 - public artwork
- C3. Integrate universal design principles and address 'Safer-by-Design' principles (including the NSW Police 'Safer by Design' crime prevention through environmental design (CPTED) principles) in all public and private domain development.

- C4. The universal design of public domain areas and facilities (including car parking requirements) for people with disabilities must comply with the relevant Australian Standard (AS 1428 Pt 1 and 2, AS 2890-1 Off Street Car parking or as amended) and the Disability Discrimination Act 1992 (as amended) including but not limited to:
- Provide continuous and universally accessible paths of travel from all public roads and spaces, as well as unimpeded internal access.
 - Provide durable materials commensurate with the standard of the adjoining public domain (street), with appropriate slip resistant materials, tactile surfaces and contrasting colours for all pedestrian access ways, public domain areas, entry paths and lobbies.
 - The design of pedestrian pathways, access routes, areas of public domain and building entrances shall make provision for improving electric wheel chairs, mobility scooters and walking aid access and movement. This includes the provision of appropriate areas for the parking and recharging of mobility devices.
- C5. Provide lighting (LED smart lighting) to the relevant Australian standards to all pedestrian access ways, parking areas and building entries.
- C6. All landscape areas and planter beds including any public water features design are to integrate with WSUD systems where appropriate and use re-circulate, treat rainwater.
- C7. All pedestrian and cycleway routes and facilities are to be consistent with the Austroads guides for cycleways; Guide to Road Design Part 3 Geometric Design AGRD03-09 and Guide to Road Design Part 6A Pedestrian and Cyclist Paths AGRD06A-09.
- C8. Pedestrian and cycleways are to be constructed as part of the infrastructure works for each stage of development. The infrastructure staging needs to cover the primary routes as part of the essential street network.

3.18.4 Additional Information:

Town centre developers are encouraged to engage with Council early in the design process to determine public domain and civic improvement requirements and procurement options.



Opportunity for a small town square on the Kingscliff Shopping Village Site.



Opportunity for additional footpath widening and landscape along Marine Parade and Turnock Street.



Well designed through block connections and arcades.
Image: DFJ Architects



Multi-purpose community facilities within the town centre or Turnock St Precinct. Image: Greenway Architects

No.	Public Domain Element	Objective	Location	Area/Dimension/Quality	Indicative cost*	Timing /Delivery	Responsibility
1	Town Square	Provide a defining civic space to the Kingscliff town centre	Kingscliff Shopping Village Site Cnr Pearl and Turnock St	Minimum 30mx30m >900sqm	900sqm @ \$2000psm Total – \$1.8m	Redevelopment of KSV site.	Owners of KSV. Design in consultation with TSC.
2	Basement and multi-storey car parking	Provide 100 public car spaces to serve the town centre.	Kingscliff Shopping Village Site off Pearl St	Min.100 public car spaces	100 spaces @ \$25000 per space Total – \$2.5m	Redevelopment of KSV site.	Owners of KSV / TSC Design in consultation with TSC
3	Basement and multi-storey car parking	Provide 100 public car spaces to serve the town centre	Turnock St development sites	Min.100 public car spaces	100 spaces @ \$25000 per space Total – \$2.5m	Development of Turnock Street development sites.	Owners of Turnock St development sites. Design in consultation with TSC.
4	Multi-purpose community facility	Provide a new multi-purpose facility to meet the needs of the existing and future resident population.	Turnock St Greenfield Development site.	3000sqm	3000sqm @ \$3453psm Total – \$10.3m	Development of Turnock St Greenfield development site.	TSC and Turnock St greenfield development site land owner. Land dedication and s.7.11 plan.
5	Pearl St Footpath Improvements (west)	Upgrade pedestrian footpath	Western side of Pearl Street fronting the KSV site.	Approx. 140m x 3m wide	420sqm @ \$400psm Total – \$168 000	Redevelopment of KSV site.	Owners of KSV / TSC Design in consultation with TSC.
6	Pearl St Footpath Improvements (east)	Upgrade pedestrian footpath	Eastern side of Pearl Street.	Approx. 240m x 3m wide	720sqm @ \$400psm Total – \$288 000	Redevelopment of KSV site.	TSC.
7	Pearl St bus and taxi stop upgrade	Upgrade bus stop to accommodate future rapid bus transportation system. WIFI and IT integrated.	Western side of Pearl Street fronting the KSV site.	40m length x 3m wide	120sqm @ \$2000psm + IT and wifi upgrades Total – \$0.30m	Short term	TSC funded through s.7.11 plan / grant.
8	Turnock St Footpath Improvements (south)	Upgrade pedestrian footpath	Southern side of Turnock Street fronting the KSV site.	Approx. 130m x 3m wide	390sqm @ \$400psm Total – \$156 000	Redevelopment of KSV site.	Owners of KSV/TSC Design in consultation with TSC.
9	Turnock St Footpath Improvements (south)	New pedestrian footpath	Southern side of Turnock Street fronting the Turnock St development site.	Approx. 370m x 3m wide	1110sqm @ \$400psm Total – \$444 000	Redevelopment of Turnock St development site.	Owners of Turnock St development sites. Design in consultation with TSC.
10	Turnock St Footpath Improvements (north)	New pedestrian footpath	Northern side of Turnock Street fronting the Turnock St development site.	Approx. 370m x 3m wide	1110sqm @ \$400psm Total – \$444 000	Redevelopment of Turnock St development site.	Owners of Turnock St development sites. Design in consultation with TSC.
11	Turnock Street cycle path upgrade	Upgrade cycle path within Turnock St road reserve including safety bollards, surface painting, lighting and landscaping.	Northern side of Turnock Street fronting the Turnock St development site.	Approx. 370m x 3m wide	1110sqm @ \$400psm Total – \$444 000	Redevelopment of Turnock St development site.	TSC funded through s.7.11 plan.
12	Through block connections between Pearl Street and Marine Parade	Improve pedestrian connectivity throughout the town centre precinct.	Lot 1 DP 740505 Lot 2/3 DP 11315 Lot 1 DP 573057 Lot 2 DP 400977 Lot 3 DP 418672 Lot 1 DP 781719	Approximately 60m long (varies) minimum width of 3.0m	Varies. Through block connections can be open air or enclosed arcades.	Redevelopment of subject allotments.	Owners of subject allotments. Concessions on site coverage and FSR requirements to offset connection area.
13	Marine Parade Footpath widening	Improve the pedestrian amenity along Marine Parade and delete parallel parking spaces on western side of Marine Parade.	Western side of Marine Parade.	720sqm	720sqm @ \$400psm Total – \$288 000	Short – medium term. Dependent on providing replacement car spaces within a multi-storey car park.	TSC.

No.	Public Domain Element	Objective	Location	Area/Dimension/Quality	Indicative cost*	Timing /Delivery	Responsibility
14	Marine Parade Landscape Improvements	Increase the amount of soft landscaping along Marine Parade and include additional street furniture concurrently with footpath widening.	Marine Parade (east and western sides)	6 landscape beds Street Furniture Upgraded lighting	\$0.8m	Short – medium term. Dependent on providing replacement car spaces within a multi-storey car park.	TSC.
15	Marine Parade Cycle Path	Include a cycle path within the road reserve along Marine Parade.	Marine Parade road reserve	Paint road surface. 1.2m wide	\$0.08m	Short	TSC funded through s.7.11 plan.
16	Street tree planting	Increase street tree planting, areas of infiltration and improve visual amenity of the town centre.	Marine Parade Pearl St Turnock St	200 trees	200 @ \$1000 per tree (including planting) Total – \$0.2m	Short	TSC.
17	Footpath and lighting	Upgrade and form a continuous footpath with smart LED lighting.	Western side of Marine Parade north of town centre. (Intersection with Turnock St to intersection with Wommin Bay Rd).	Footpath approx. 250m x 3m wide Street lights	\$0.5m	Short - medium term.	TSC / grant.

*All noted costs are indicative only and subject to cost estimations based off detailed design.

Table 8 Kingscliff Town Centre Public Domain and Civic Improvements



Figure 3.28 Public Domain and Civic Improvements – Map of Extents