

**REPORT RELATING TO GALES
HOLDINGS PTY LIMITED LAND AT
KINGSCLIFF INDICATING THE
CONSTRAINTS AND OPPORTUNITIES
RELATING TO THAT LAND WITHIN THE
KINGSCLIFF AREA**

**Prepared for
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TABLE OF CONTENTS

1.	INTRODUCTION	1
2.	CONSTRAINTS TO DEVELOPMENT	1
2.1	Flooding	1
2.2	Flora and Fauna	2
2.3	Access	2
2.4	Existing development pattern	2
2.5	The existing treatment works and treatment works relocation	2
3.	OPPORTUNITIES FOR DEVELOPMENT	3
3.1	District Centre	3
3.2	Consolidate Kingscliff local retail centre	3
3.3	Land may be filled to provide flood free residential development	3
3.4	Create a major grid road patten for road access	4
3.5	Provide extensive areas for housing – both medium density flats and low density dwelling houses	4
3.6	Create extensive areas for public open space and vegetation	4
3.7	Create extensive areas for major institutional uses required for the Tweed Shire	5
3.8	Create opportunities for major bulky goods retailing	5
4.	CONCLUSION	5

1. INTRODUCTION

The Kingscliff area is one which has historically languished by comparison to areas of the Gold Coast and Tweed Heads itself. With the coastal areas of the city of Gold Coast being virtually fully developed, the only coastal land available within the Shire of Tweed is generally within the Kingscliff area and areas to the south of Kingscliff. Some of these areas to the south have already been developed or are being developed, such as the Casuarina Beach area and the SALT development.

The Kings Forest site, previously identified for significant residential development, is now likely to be severely restricted in the area which can be utilised owing to environmental considerations.

The pressure therefore which applies to the Gales Holding Pty Ltd land at Kingscliff is significant and investigations have been undertaken to determine the areas of land capable of being utilised for urban use and the areas of land which need to be protected for environmental reasons.

The area of land owned by Gales Holdings Pty Ltd is over 200 hectares immediately to the west of Kingscliff.

2. CONSTRAINTS TO DEVELOPMENT

2.1 Flooding

Within West Kingscliff much of the undeveloped land floods from time to time. According to Dr Webb of Stephen N Webb & Associates, Hydrologist, the land in the West Kingscliff area to the east of Tweed Coast Road and north of the main EW drain can be filled without any unreasonable impact upon other properties.

Land to the south east around Turnock St experiences ponding and low level flooding generally caused by stormwater flowing in from the developed areas to the east and natural drainage flows being blocked by developments. The altered stormwater flow and ponding has changed the ecological characteristics of the area. This area can be filled if the stormwater is redirected to the west by reintroducing a westward channel, or by providing an open drain south across the property and across Turnock St/Elrond Drive.

Land in the north west in the area zoned Industrial and where a Retail Centre has been proposed has peak flood levels caused by overflows from the Tweed River entering the area from the west, but construction of the Pacific Highway, and other developments, have significantly isolated this area from the Tweed River flood plain. Thus this land can be filled. It can largely be treated in isolation from other areas when Council and DIPNR's Floodplain Management Study examines the likely impacts of future development on flood levels.

Further details are provided in Appendix B

2.2 Flora and Fauna

Investigations into flora and fauna on the whole of the Gales Holdings Pty Ltd land have indicated that there are some constraints to development south of Turnock Street and to development which occurs to the west or to the south-west of the Turnock Street roundabout. These lands have significant vegetation and, in part, endangered species on them which need to be protected. Accordingly, the Gales Holdings Pty Ltd land is constrained to a certain degree by the need to protect the lands which have endangered species on them. The vast majority of the Gales Holdings Pty Ltd land is not adversely affected by any flora and fauna considerations.

2.3 Access

At the present time there are two roads which run north-south which provide good access to people living in the Kingscliff area and people to the south of Kingscliff. These roads are Chinderah Road to the west of the majority of the Gales Holdings Pty Ltd land and Marine Parade adjacent to Kingscliff Beach to the east of the Gales Holdings Pty Ltd land. Roads which provide access from east to west are significantly fewer than those which run north-south and some additional means of access from the east to the west needs to be provided in the relatively short term. Development will be inhibited significantly if the east-west roads are not provided.

2.4 Existing development pattern

The pattern of development within the Kingscliff area has been along the coast with rather haphazard subdivision occurring in depth behind the coast. Accordingly, there is no real structure to the existing development within the Kingscliff area and this structure needs to be provided to allow people to move freely into and out of the Kingscliff area.

2.5 The existing treatment works and treatment works relocation

The existing sewerage treatment works are located to the north-west of the Gales Holdings Pty Ltd land ownership. The Council proposes that these treatment works be relocated to an area to the west of Chinderah Road and onto land owned by Gales Holdings Pty Ltd. This relocation will free up a very important area of land for urban development adjacent to the intersection of the Pacific Highway and Chinderah Road, and adjacent to an existing small industrial estate. The relocation of the treatment works is an important matter having regard to the future of the West Kingscliff area as treatment works create an inhibitor to development and also, from time to time, create a nuisance in terms of odours which may occur within residential properties. The relocation of these works should occur at an early date to ensure that the building of the new works and the decommissioning of the old works do not inhibit reasonable and appropriate development staging.

3. OPPORTUNITIES FOR DEVELOPMENT

3.1 District Centre

The Tweed City and Tweed Mall developments to the north of the Tweed River provide retail outlets for the population generally of the southern Gold Coast area, the Tweed Heads and South Tweed area as well as the locality of Terranora, Kingscliff and areas to the south of Kingscliff. The future population growth of the Tweed Shire will be predominantly within the Kingscliff area and areas to the south of Kingscliff. Accordingly, it is appropriate for a district retail centre to be provided to service this area of South Tweed. The most appropriate location for such a centre within the whole of the South Tweed area is at or adjacent to the intersection of the Pacific Highway and Chinderah Road. This location is accessible to people both living along the coast as well as people living in Murwillumbah and adjacent areas. The population of the Tweed Shire indicates that this district centre will be required in the near future. Access from such a centre should not be directly from the Pacific Highway but rather from a side road which has very good access from the Pacific Highway. Such a road is Chinderah Road which has the attributes of providing good access from all areas south of the Tweed River. Ideally such a district centre should be located to the east of Chinderah Road to ensure that people travelling along the coast and accessing the district centre do not have to cross Chinderah Road to avail themselves of facilities at the centre.

Retail studies show that there is clearly an economic need for a Sub-regional (District) Discount Department Store based centre to cater for the expanding population, as early as 2008. This in turn is crucial from a planning perspective to prevent a magnification of the traffic congestion that is already the result of consumers forced to access Tweed Heads to satisfy their shopping needs.

Accordingly, there is a significant opportunity provided within the West Kingscliff area to satisfy the future retailing and commercial needs of people living south of the Tweed River. If this opportunity is lost it will not occur again within the foreseeable future and the residents of the Tweed Shire area will have their amenity diminished by not having such a facility available and in an appropriate and accessible location.

3.2 Consolidate Kingscliff local retail centre

The Kingscliff local centre which occurs along Marine Parade and Pearl Street and is primarily adjacent to Turnock Street is a centre providing for local services and facilities as well as for tourists. It should not become a major centre as its location is inappropriate for access by many people. Council's decision to ensure that it does not emerge as a district centre is appropriate. It should however be allowed to consolidate activities in and around the Turnock Street location to provide all of the needs required locally by Kingscliff residents. As the current provision of local "convenience" shopping needs are underprovided for, the majority of this type of spending escapes the trade area, placing unnecessary load on the Tweed Heads regional facilities and an infrastructure largely incapable of supporting the resultant increase in traffic – viz roads and parking.

3.3 Land may be filled to provide flood free residential development

A significant part of the Gales Holdings land is subject to inundation from time to time. As pointed out in 2.1 above the land in the West Kingscliff area to the east of Tweed Coast Road and north of the main EW drain can be filled without any unreasonable impact upon other properties. The filling should ensure that development pads are provided above the 100 year flood level, which is appropriate for this area, and this would then allow residential and other development to proceed.

3.4 Create a major grid road pattern for road access

Within the Kingscliff area there needs to be at least two or three roads which extend from the coast to Chinderah Road thus providing a ladder of movement between various components of the future urban area of Kingscliff and Cudgen. A road to the north of Kingscliff from approximately where Ozone Street meets Kingscliff Street and extending through to Chinderah Road is one such rung of the road structure. A further element is the extension of Turnock Street to the west to again meet Chinderah Road somewhere near the Crescent Street intersection. Other east-west roads will be difficult to provide because of the existing development. However, Elrond Drive, while a narrow road, can provide an additional north-south structural element as it is generally accessed controlled. These roads able to be provided within or adjacent to the Gales Holdings Pty Ltd land and with Cudgen Road already providing an east-west access to the south, the structural elements for movement within and around the Kingscliff area will be provided and will allow development of residential, retail, commercial and industrial developments within the locality.

3.5 Provide extensive areas for housing – both medium density flats and low density dwelling houses

Within the West Kingscliff area and on the Gales Holdings Pty Ltd land are opportunities to provide extensive areas for housing. This housing will provide a significant proportion of accommodation for the future residence of the Kingscliff area. The housing may be provided in dwelling houses and alternatively may be provided in medium density housing at least up to three storeys in height. Some of the accommodation will be tourist accommodation because of the proximity to the beach and some will be permanent, providing a mix of housing types for people wishing to live within the Kingscliff area. This is an opportunity which should not be missed as there are not significant areas of land still available for permanent accommodation within the Kingscliff area.

3.6 Create extensive areas for public open space and vegetation

It is necessary in consideration of the Gales Holdings Pty Ltd land to provide significant areas for the preservation of native flora and fauna as well as for public open space within the area. This can be done with significant areas of native vegetation being protected primarily on the southern parts of the Gales Holdings Pty Ltd land. Significant areas for playing fields and public recreation can also be provided, particularly to the west of Chinderah Road where very large areas are available for this purpose.

In addition, it is possible to provide bike trails and walking paths throughout the area which will allow the movement of people on foot or on bicycles to move within the whole area unencumbered by the dangers associated with motor vehicles. This is an opportunity which should not be missed.

3.7 Create extensive areas for major institutional uses required for the Tweed Shire

Within the area west of Chinderah Road and near the intersection of Crescent Street are opportunities for extensive land to be provided for institutional uses such as a district hospital, district educational facilities, district recreational facilities, etc. Large and extensive areas of land can be provided for these purposes which will not inhibit the appropriate residential development within the locality. Investigations need to be undertaken to determine the actual land needs of major public and private institutional developments to ensure that sufficient areas of land are available for these purposes.

3.8 Create opportunities for major bulky goods retailing

The area around Morton Street, which has already been developed for light industrial uses, is an appropriate location for major bulky goods retailing. This bulky goods retailing can be associated and designed with the district centre at that location, to ensure that there is no unnecessary travel created by having the bulky goods retailing separated from the district shopping and commercial centre. Bulky goods retailing is an important component of urban living in 2004 and a significant area of land needs to be provided for this purpose to ensure that it is not located where people have to make unnecessary trips or unnecessarily lengthy trips to avail themselves of the showroom type retailing which occurs within bulky goods centres. Being adjacent to the Pacific Highway is again an important locational element for appropriate access for people throughout the South Tweed Shire area.

4. CONCLUSION

Having regard to the opportunities which exist within the West Kingscliff area it is important for Council to support the opportunities for providing a structured, manageable and accessible urban form for the locality. Gales Holdings Pty Ltd are prepared to work in consultation and harmoniously with Council to achieve the best possible result for the future residents of the Kingscliff area. This can be done with the goodwill of both parties.

APPENDIX A

APPENDIX B

Addendum to Section 2.1

South East Area – around Turnock St

Since subdivision and developments in the central part of the West Kingscliff area (around Elrond Drive), stormwater drainage has been prevented from flowing in its natural path in a north-westerly direction. The open man-made drain to the west, known as “lateral Drain B”, which drained the area and was recommended as part of the future drainage infrastructure for the area, was filled in during the subdivision development phase. Later Turnock St and the southern part of Elrond drive were constructed with inadequate culverts, thus blocking the stormwater which had been forced to flow in a southerly direction.

Because of these blockages to flow paths, the stormwater which flows from the developed areas to the east and previously flowed west now ponds on the Gales Holdings land north of Turnock Street. When the water level is sufficiently high it drains by a long and circuitous path, via culverts under Turnock Street and Elrond Drive into a drain to the south of Turnock Street then moves westerly until it reaches a main trunk drain which allows stormwater to flow to the north eventually entering the Tweed River.

The blockages to flow described above have caused ponding of water to the north of Turnock Street and have altered the ecology of the area. The drainage problems can be resolved by re-establishing a path to the west in the area where lateral Drain B used to be, or by construction of a drainage channel southwards across Turnock St/Elrond Drive.

North West Area – towards Pacific Highway

Peak flood levels that occur within the West Kingscliff area in a 100 year flood are not created by flows resulting from local rainfall, but rather are created by the overbank flow of floodwaters originating from the Tweed River.

Dr Webb, of Stephen N Webb & Associates, advises that land in the northern part of the West Kingscliff area, and in particular the industrial land and the STP site, can be filled with little likelihood of impacting upon other properties. This is because the existing flow paths to and from the Tweed River are restricted by development and the Highway, and providing local road levels are maintained at or below the Highway level, these should provide sufficient floodpaths for floodwaters to exit the area safely in major floods.
