





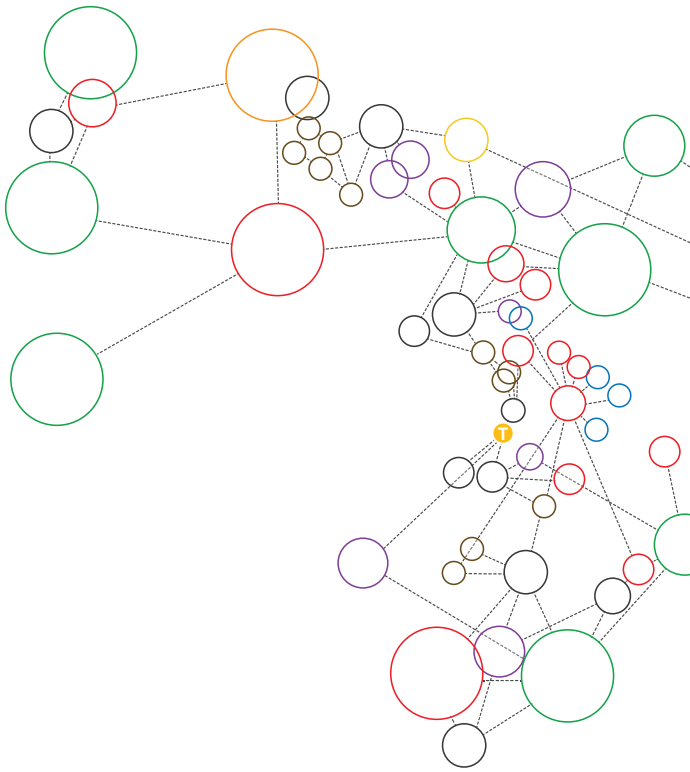
STRATEGIC DIRECTION

KIAMA TOWN CENTRE STUDY

Integrated Report - Part 1

April 2019

Prepared for Kiama Municipal Council



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Studio GL Pty Ltd
77 Buckland Street
Chippendale NSW 2008

Contact: Diana Griffiths
Email: dgriffiths@studiogl.com.au

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CHAPTER 1
INTRODUCTION

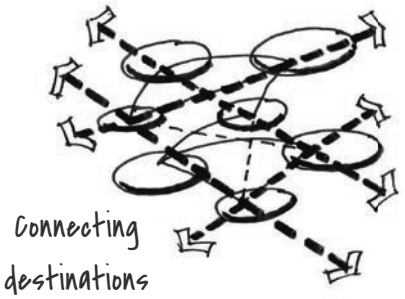
1-1 About this study

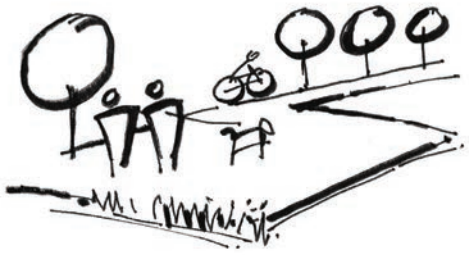
Known for its exceptional scenic landscape, beautiful beaches and dramatic coastline, the area around the Kiama Town Centre is popular with short-term visitors and people seeking a sea change, and is experiencing increasing demand for development as more populated areas continue to expand south. The Kiama Town Centre functions as the business and administrative 'capital' for the area.

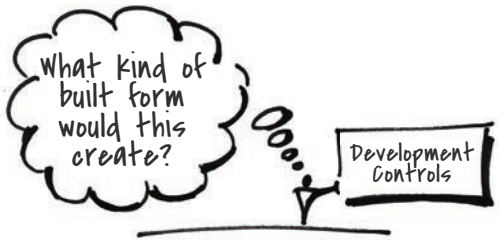
In 2018, the Kiama Municipal Council commissioned this town centre study with the aim of accommodating growth in the centre in a form that respects and supports the existing established character. The study has taken a multi-layered approach and outlines a strategic direction to help ensure that the centre continues to be an attractive, safe and thriving place well into the future.

The recommended framework builds on Kiama's unique qualities and strong identity. The desired future character is outlined in Chapter 2 and includes the vision, key drivers and a set of design principles which are a direct result of the community consultation and an in-depth understanding of the centre's context and existing character.

The spatial framework that will facilitate the delivery of the future character is outlined in Chapter 3. It is presented as a series of framework plans and associated initiatives, organised both thematically (Access and Movement, Public Spaces and Places, and Built Form and Catalysts) and spatially (Harbourside Precinct, Westend Precinct and Surf Beach Precinct). Recommendations for Council's planning policies are identified in Chapter 4, and the implementation plan in Chapter 5 contains more detailed steps towards realising the vision.







1-2 Process and findings

Community consultation

Community and stakeholder engagement was a key input during the development of the Kiama Town Centre Study. The study was developed in collaboration with the local community, Council's elected representatives and Council staff. The engagement and feedback process is expected to continue as the plan progresses into later stages of refinement and implementation.

The community were consulted early in the process to capture local expert knowledge and insights, how they wished to see Kiama develop and their ideas for the future direction of the town. The consultation process involved a series of events designed to engage the local community and the activities included workshops with business and local community members, a drop-in session at the local weekly market, surveys and an online consultation portal.

The community response was strong. The town centre is valued by both locals and visitors for its heritage charm and seaside location. Destinations such as Hindmarsh Park are well loved, and elements such as the striking topography, Norfolk Island pines, distinctive and colourful landscaping along with dry stone bluestone walls and heritage buildings combine to make Kiama a unique and attractive place.

Traffic congestion and parking, especially in summer, and the seasonal nature of the tourism industry were identified as one of the centre's biggest challenges. The pressure for development was identified as a concern due to potential impacts on views and the challenge that larger development can appear to be out of scale with the low scale character of the centre. Suggestions for future improvements were collated into the topics of access and movement, built environment, and public domain and open space.

More detail on the process, ideas and findings is outlined in *Chapter 6 Community Engagement*.

Place, Context and Analysis

Detailed background research and primary analysis studies were undertaken to support the consultation and engagement process. The process began with an Economic Study by HillPDA who attended workshops with Council to discuss and explore the findings.

As change will occur within the context of a wider planning system, the study included a review of the key documents that create the strategic context for current and future development of the centre. The review ranged from the regional (Illawarra Shoalhaven Regional Plan), the entire town (Kiama Urban Strategy) and studies with a focus on the town centre (Kiama Town Centre Charette 2002). It also considered the Kiama Local Environmental Plan (KLEP 2011) and the Kiama Development Control Plan (KDCP 2012) and provided recommended changes to these documents to encourage a future built form which is more compatible with the desired future character.

Building upon the user experience and the strategic context, a detailed analysis of physical characteristics developed an in-depth understanding of the spatial qualities of the town centre.

The analysis considered the following, with more detail outlined in *Chapter 7 Place Analysis*:

The landform, highlighted by the dramatic topography, emphasised the importance of views from the centre towards the beach, ocean and harbour. The Blowhole, a major tourist attraction next to the town centre, is the result of this unique location and geology.

The landscape qualities including the much loved colourful gardens, the prominent Norfolk Island Pines and the mature fig trees.

The urban structure with its network of wide streets laid out on a 200 x 200 metre grid providing the framework for walking, cycling, public transport and vehicular access across the centre. The network is fragmented by the steep topography, the impact of the coastline and the diagonal severance created by the partly elevated, partly sunken railway line.

The built form character which identified the fine grain retail development focused along Terralong and Manning Streets, and the attractive and prominent heritage buildings. Recent development is predominantly residential and concentrated in high amenity locations close to the water or where there are views. Generally buildings in the centre are 1-3 storeys, with some newer developments up to 4 storeys.

1-3 Kiama Town Centre

The local character of the Kiama Town Centre is a complex amalgam of its setting and natural landform, the urban structure of streets and blocks, and its buildings and landscape elements.

The land is undulating, sometimes gently, sometimes steeply, falling towards the stunning waterfront edge, the harbour and the beach. Large parks and open spaces with tall trees interlink and provide a 'green edge' to the town centre. While the street pattern is regular and grid like, the intervention of the elevated railway adds a layer of complexity with railway bridges marking gateways within the urban structure.

The two ‘main streets’, Terralong Street and Manning Street, are perpendicular to each other and have different characters due to topography, orientation (east/west and north/south), street width and the number of heritage buildings. The arrival sequence into the town is very different depending on the direction taken and the complexity of the urban structure means that the centre naturally fragments into separate elements and precincts.

The built elements of the town include striking monuments and memorable heritage buildings. Keys areas within the centre have consistent active frontages although some streetscape interfaces have fragmented front setbacks and/or one-sided retail. The centre has a strong and vibrant café culture with wide footpaths and outdoor dining, and a welcoming feel with a well-maintained public domain and few empty shops. The use of consistent paving and the bluestone landscape treatments help to link the different elements and precincts of the town together. On-street 45 degree parking delivers a significant number of car spaces and off-street parking areas are well signed.

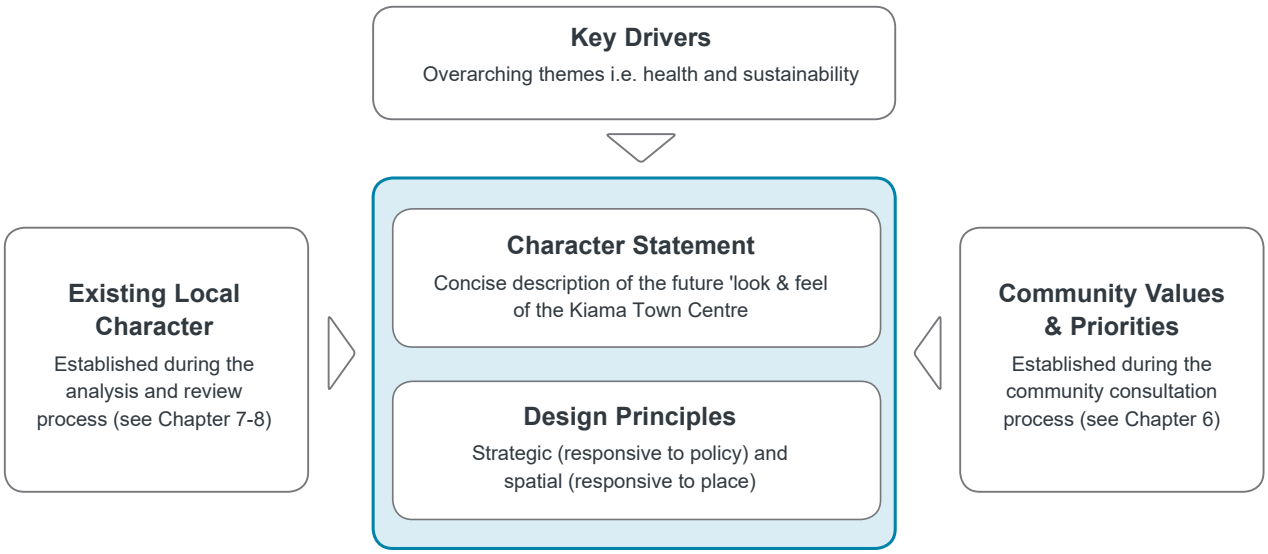
Figure 1 Kiama Town Centre map

CHAPTER 2
FUTURE CHARACTER

2-1 Framework

This chapter identifies the desired future character for the Kiama Town Centre, which has been informed by the identification of the town centre's existing local character and strengths, the overarching high-level drivers and aspirations and the values and priorities of the local community. The 'character statement' in Section 2-4 captures the desired future 'look and feel' of Kiama.

The character statement is deliberately short and concise. New ideas, future proposals and strategic planning decisions will be able to be tested against this statement. The guiding design principles in Section 2-5 complete the strategic framework for the town centre. The principles are both strategic (responsive to policy) and spatial (responsive to place).



2-2 Kiama's existing character

THE LAND

The Kiama Town Centre is nestled at the base of taller hills which are edged by Kiama Harbour and Kiama Surf Beach. The character of the town centre is influenced by dramatic topography which surrounds the town centre and shapes its visual boundaries. The landscape tends to dominate the built form of this coastal village with views to the beaches, harbour and ocean available from many buildings and streets. Access to the Kiama Blowhole, a key local tourist attraction, is via the town centre. The area is well landscaped with large trees on both private and public land. Some of the tall Norfolk Island Pines are over 100 years old and other trees native to the area are rainforest trees including large figs and cabbage tree palms.

URBAN FORM

The centre's urban structure predominantly consists of a 200m by 200m urban grid. Most streets are wide (20 -30m) creating flexibility for future uses. The railway line cuts across the centre creating diagonal lots north of Terralong Street and breaking the connected urban grid south of the station. The urban grid is not responsive to the underlying topography. The impact of this disconnection is that not all streets in the original grid were built, key streets can be steep and there are few mid-block links. The alignment of roads is also not generally responsive to views to the beach, harbour or ocean. A fine grain pattern of small narrow lots can be found on the south western side of Terralong Street. The lot patterns within the grid block structure are irregular and influenced by the topography. Cul-de-sacs have been located at high points to enable development and to minimise steep streets.

BUILT FORM

The focus of the town centre is located near the Kiama Railway Station and public library. The core of the town centre includes an area on Terralong Street opposite Hindmarsh Park between Collins Street and Shoalhaven Street. Buildings generally reflect a low rise coastal village town centre character, ranging between one and four storeys tall. Taller buildings have been located next to beaches and the harbour and in areas with views of these key features.

The main exception to the typical maximum height of buildings occurs at the Blue Haven Retirement Development on Terralong Street, which is located at the north edge of the study area, next to the Kiama Leisure Centre and is up to seven storeys high. The dramatic landscape dominates views of the built form and the steep topography means some one and two storey development is prominent and clearly visible from Terralong Street.

PEOPLE

The Kiama Town Centre Economic Study (2018) identified that the average age of the population has increased and this is expected to continue. The Local Government Area (LGA) is forecast to grow by 5,100 to around 27,100 residents, an increase of 23%. Increased employment opportunities and promotion of other lifestyle benefits of living in a coastal town may attract/ retain younger working residents to the LGA. The study noted higher than average household incomes suggesting a greater proportion could be directed towards discretionary spending, increasing demand for retail space in the centre. The study also noted Kiama has a ageing population, with residents aged 60+ years forecast to be 39% by 2036, which will increase the demand for aged care and health related services. The consultation and engagement process undertaken as part of the Kiama Town Centre Study helped to capture the community's observations of day to day life in the town centre. It identified key community values including the existing sense of community and the heritage character of the Kiama Town Centre.

ECONOMICS

The Kiama Town Centre Economic Study identified that Kiama has a highly educated local workforce, suggesting that it could attract a higher proportion of skilled workers thus increasing demand for commercial related floorspace in the centre. It also states that Kiama LGA's overall employment containment rate is considered low (58%) for a regional area. However, commercial related industries generally have a high containment rate (above 70%) implying that increases in working aged residents may increase demand for commercial space in the LGA and the centre.

The study notes tourists and visitors spent $163 million in Kiama LGA in 2017 with international and domestic overnight tourists contributing $110 million or 68% of the total spend, which highlights the importance of attractive accommodation in the centre. The study noted more than 50% of retail and accommodation/food service jobs and 44% of commercial related jobs generated in the LGA are located in the study area, with cafes and restaurants (241 jobs) and local government administration (220 jobs) the largest employers.

TIME

Kiama has a rich history which has provided the centre with attractive buildings in prominent locations and stands of striking Norfolk Island Pine trees. The population of Kiama is growing and this is expected to continue. Ageing of the population is also projected to continue resulting in an increase in demand for health and aged care services. Residents in the working aged cohort of 15-59 years may also grow. Global Mega Trends will also trickle down to smaller centres like Kiama. A CSIRO report "Our future world, Global megatrends that will change the way we live" (2012) identifies six interlinked trends. Trends relevant for Kiama include: More from less (using the earth's limited supply of resources more efficiently); Going going gone? (Climate change and impact on ecological habitats); Forever young (the challenges and benefits of an ageing population); Virtually here (the impact of increased connectivity on access to services, shopping and working and on labour markets, retail and transport) and Great expectations (the rising demand for experiences over products).

2-3 Key drivers

Overarching drivers help to ensure that key principles including health, accessibility, community interaction and sustainability are reflected in the strategic framework and future built form of the town centre. They lead to design principles that reflect the needs of all user groups and support community health and wellbeing. For the town centre the following five key drivers have been identified.

Health & Accessibility

An efficient road structure allows people and goods to easily access key areas within the centre and access sufficient parking that does not compromise the quality of the pedestrian environment. The environment encourages walking and cycling which contributes to the social and physical health of all residents.

Sustainability

Environmentally sustainable design is effective, energy efficient and high performing. It is adaptable and durable and mitigates adverse environmental conditions such as high winds and provides shade in summer and access to winter sun.

Social Equity & Inclusion

The needs of all user groups is reflected in the design of the public domain and civic spaces. Informal gathering spaces help to activate the centre and contribute to the life of the community. The design of buildings and spaces ensures passive surveillance occurs along pedestrian access routes.

Economic Vitality

The town centre provides the focus for employment opportunities. Retail, services and community facilities provide compelling reasons to work in and visit the centre and multiple reasons to return.

Governance

Effective governance processes are established to ensure clarity in decision-making and achieve specific aims in the centre over time.

2-4 Desired future character

Community values and priorities

The community places high value on the heritage charm, the character, the sense of place and the fact that the centre is surrounded by water. Hindmarsh Park is seen as the heart of the town and is activated by music, art and events. The Blowhole and the Rockpool are seen as positive elements that act as drivers of tourism activity.

The heritage buildings, the well-designed modern library, the Norfolk Island Pines, the use of colour in the flower beds, and the Kiama Markets are also prized. The future priorities identified by the community as most important were:

The heritage charm and relaxed, small town seaside character is valued by the local community and there is a desire to see this protected. The town centre and open spaces could be more connected.

New development must 'fit' within the existing character and consider views of Kiama and view corridors down to the water.

The history and heritage charm of the place is admired and there is some heritage interpretation but more could be done to showcase and explain the history and heritage (i.e indigenous, mining, timber).

There is a desire to make the centre, especially Terralong and Manning St, more pedestrian friendly, and less congested with more efficient parking.

There is a desire for a more diverse mix of retail uses in the centre. Some expressed concerns about the lack of commercial floor space for local businesses.

A more diverse vibrant night time economy with cultural and entertainment facilities and restaurants and bars is seen as desirable.

Character statement

The following statement has been developed based on the input from the local community and the findings of the literature review and place analysis.

"The Kiama Town Centre has an attractive relaxed seaside town character with connected open spaces that celebrates the scenic qualities of the location and promotes the history of the place and its people.

The centre is a comfortable and attractive place to access and walk around with reduced traffic congestion. It provides a mix of retail and services for locals and visitors, day to day, in the evenings and on weekends during every season of the year."

2-5 Guiding design principles

Existing Character and Community Values	Desired Future Character Vision Statement
The heritage charm and relaxed, small town seaside character is valued by the local community and there is a desire to see this protected. The town centre and open spaces could be more connected.	*An attractive relaxed seaside town character with connected open spaces...*
New development must 'fit' within the existing character and consider views of Kiama and view corridors down to the water.	*that celebrates the scenic qualities of the location ...*
The history and heritage charm is admired and while there is some heritage interpretation, more could be done to showcase and explain the history and heritage (i.e. indigenous, mining, timber).	*and promotes the history of the place and its people.*
There is a desire to make the centre, especially Terralong and Manning St, more pedestrian friendly, and less congested.	*The centre is a comfortable and attractive place to walk around with reduced traffic congestion.*
There is a desire for a more diverse mix of retail uses in the centre. Some expressed concerns about the lack of commercial floor space for local businesses.	*It provides a mix of retail and services for locals and visitors ...*
A more diverse vibrant night time economy with cultural and entertainment facilities and restaurants and bars is seen as desirable.	*day to day, in the evenings and on weekends during every season of the year.*

Retain the fine grain comfortable scaled built form.

Encourage sensitive new development and adaptive re-use.

Improve visual and physical connections with open spaces, beaches and harbour.

Support development that complements the scale of the town and character buildings.

Celebrate and optimise the scenic qualities of the location.

Identify and protect key vistas and view corridors.

Respond effectively to the challenges of the urban structure and landform.

Locate taller buildings to minimise impact on the low rise character, and views.

Maintain the scale, form and character of the historic core.

Recommend colour palette and facade improvements.

Encourage active use and refurbishment (i.e. restore verandas) of heritage buildings.

Increase promotion of history through increased heritage interpretation signage.

Use grid of roads to direct traffic around the centre core.

Explore shuttle bus and parking at the edge of the town centre.

Provide traffic calming and pedestrian priority measures on Manning and Terralong St.

Create a more pedestrian and bicycle friendly environment in the town centre.

Increase the diversity of commercial and retail facilities.

Provide more visitor related accommodation and facilities.

Support appropriate development of key catalyst sites to strengthen the centre.

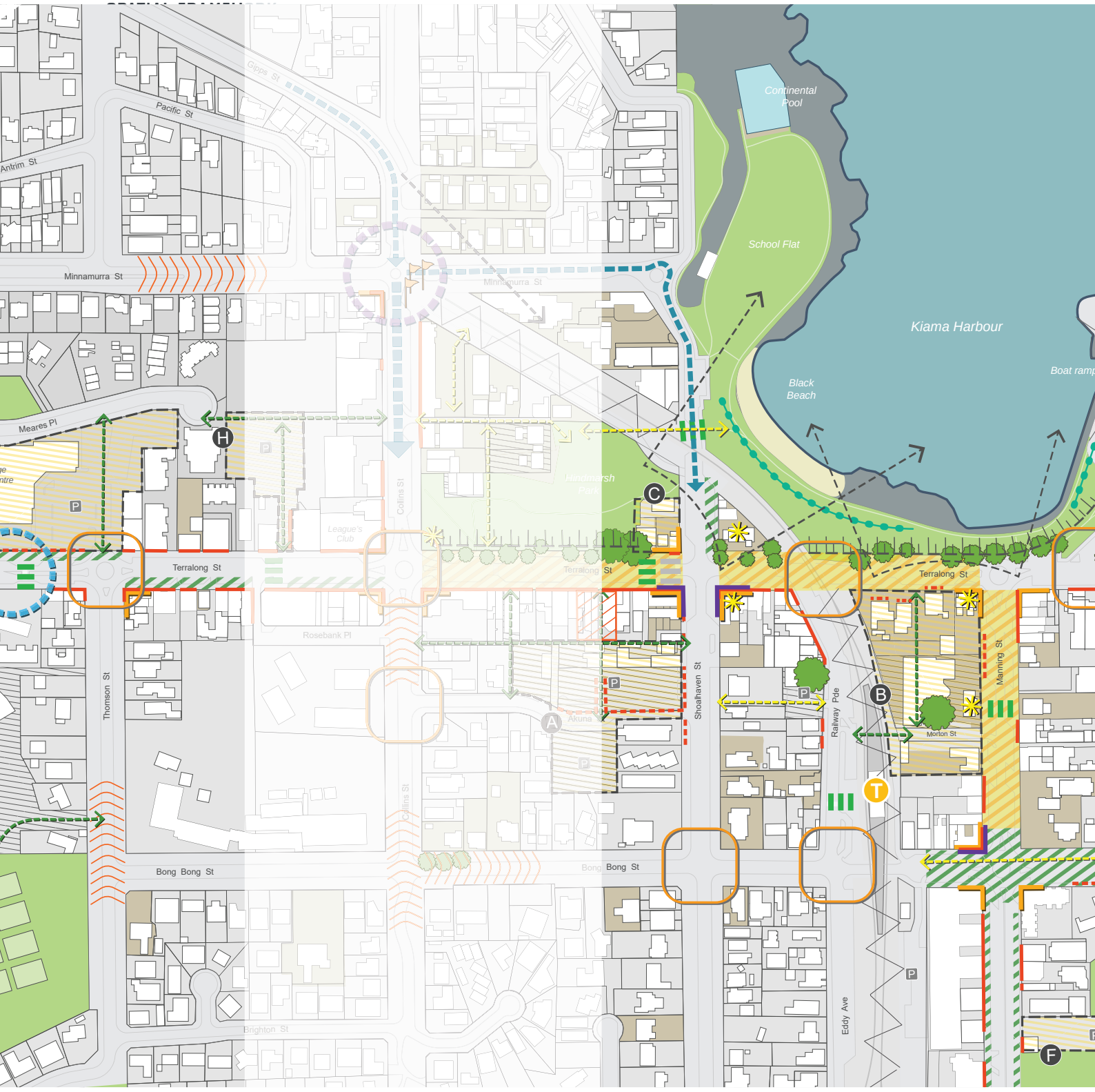
Support expansion around the harbour and development adjacent to the water's edge.

Provide facilities that capture harbour and water views (i.e. rooftop bars).

Encourage evening/ night-time venues i.e. shopping, library, galleries, theatre.

Retain employment in the centre and uses that generate year-round employment.

Provide facilities for night time uses such as restaurants, craft breweries and bars.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Pacific St
Antrim St
Minnamurra St
Meares Pl
Terralong St
Rosebank Pl
Thomson St
Bong Bong St
Brighton St
Collins St
League's Club
Lindmarsh Park
Akuna St
Shoalhaven St
Railway Pde
Eddy Ave
Manning St
Morton St
Continental Pool
School Flat
Kiama Harbour
Black Beach
Boat ramp
H
C
A
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CHAPTER 3
SPATIAL FRAMEWORK

Permeable urban structure

Pedestrian-friendliness & safety

Wayfinding and parking

3-1 Access and movement

How people access and move around a place is fundamental to its success. The network of streets, lanes and pedestrian links provide the 'glue' that locks an area together. The more connected and finer grain the network is, the more efficiently it can operate.

The 'Access and Movement' layer of the spatial framework has three focus areas for the Kiama Town Centre: improving the permeability of the urban structure over time, increasing overall pedestrian amenity and safety, and providing better wayfinding and more efficient parking.

Permeable urban structure

The urban structure of the Kiama Town Centre is based on a town plan approved in 1839. The regular 200 by 200 metre grid structure is typical for many towns across Australia (i.e. Bathurst, Nowra and central Melbourne). The grid is laid over the area's landform and topography, dissected by the train line, and bordered by the harbour and coastline to the east, and Princes Highway to the west.

While a grid network is robust and helps wayfinding, in Kiama finer grain connections within the 200m grid, such as minor streets, laneways and pedestrian connections, are relatively rare. Access is also compromised as some key connections of the main grid are 'missing', for example the link between Noorinan and Manning Streets, and between Thomson and Minnamurra Streets.

A focus for the long term development of Kiama is to improve the permeability of the access network by creating new connections. Redevelopment of the Village Shopping Centre site, for example, could allow for an extension of Thomson Street to Meares Place. Potential future development of the Akuna Street carpark and the Council Chambers at Manning Street would unlock opportunities to create new links connecting to Terralong Street and the train station.

Figure 2 Access and movement framework diagram

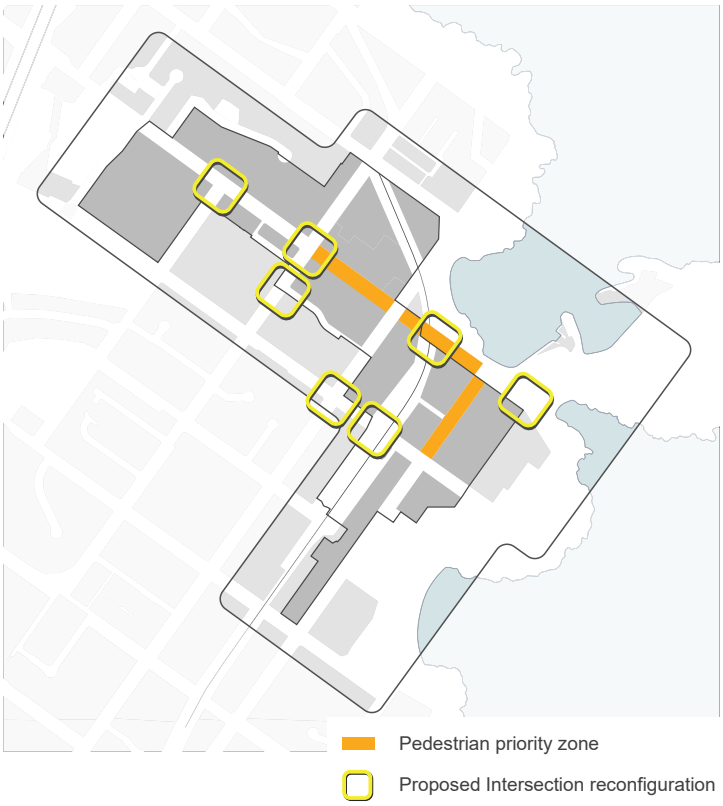
Pedestrian-friendliness & safety

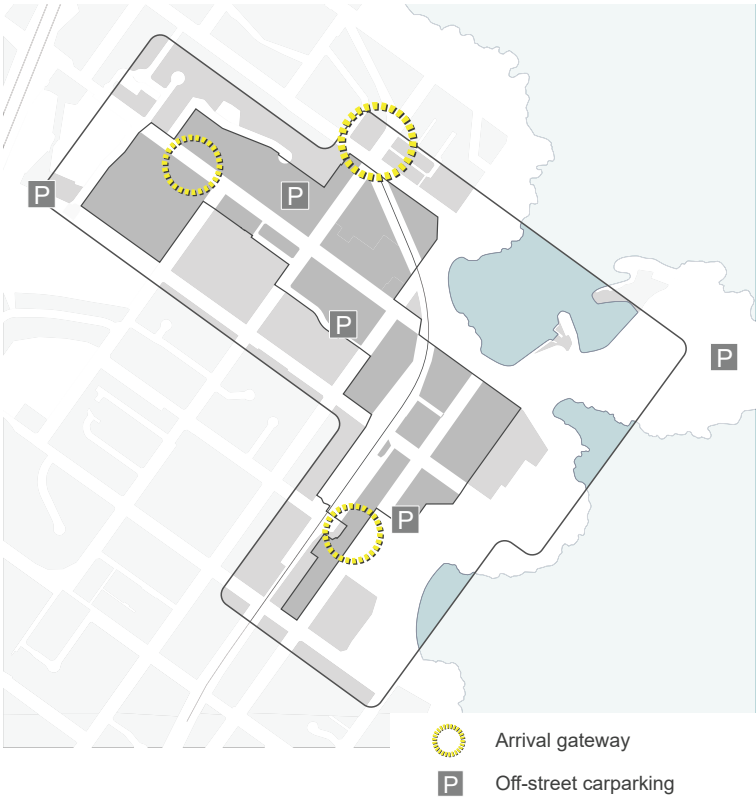
The success of a town centre relies on pedestrians. Improving Kiama's pedestrian friendliness and walkability is essential for its future, and needs to be a key planning focus. The main challenge of the centre is its topography, with steep gradients making walking in some areas difficult, and roads unsafe to cross due to traffic volumes, vehicular speeds ('downhill run') and the current design of various crossing points, roadways and intersections.

One proposed solution to improve pedestrian friendliness is to transform the central and relatively flat sections of Terralong Street and Manning Street into 'pedestrian priority zones'. Terralong Street in particular experiences significant congestion during peak holiday periods, with pedestrians and vehicles competing for space. The community were keen to see these areas redesigned to be a slow speed environment with temporary and / or permanent street closure, or potentially a shared zone with a 10km speed limit.

On-street parking should be reduced (increased capacity is proposed in new off-street carpark locations) and the space gained used to provide wider footpaths and more blister treatments, tree planting, landscaping and seating areas. The potential for closing Terralong Street for vehicles altogether could be explored during temporary 'Summer Streets' events (see Initiative H11).

Safer pedestrian crossings and intersections are another important step towards a centre that invites and supports walking. Steep streets such as Bong Bong Street are particularly dangerous. The introduction of roundabouts would be one way of reducing vehicular speeds and could be combined with safer pedestrian crossing points. A signalised intersection near the train station entry at Railway Parade and a redesign of the bus bay and station forecourt would assist to addressing access and safety issues in this area.





Wayfinding and parking

In broader terms, wayfinding is about intuitively reaching a destination without 'getting lost'. Wayfinding is typically more important for (first time) visitors to a place, rather than locals. Good wayfinding results in a better overall visitor experience, more time spent in the town centre (contributing to the local economy), and less vehicular congestion.

The regular street grid of Kiama helps orientation, however the centre lacks welcoming arrival points or 'gateways'. Three potential gateway sites are identified in this study, for improvement using tree planting, landscaping, signage and public art.

The turn-off to Blowhole Point from Terralong Street is an example of a 'non-intuitive' situation, which is not easily understood by first time road users. Visitors, including buses, tend to continue driving along Terralong Street towards the Showgrounds due to the street's visual dominance and roadway width, the tight turn into Blowhole Point Road and ill-placed signage. A redesign of this turn-off is suggested (see Initiative H07).

A reduction in the number of vehicles circulating around the centre looking for on-street parking could be achieved by providing more off-street parking areas. The redevelopment of the on-grade carpark at Akuna Street into a multi-level facility provides the opportunity for additional public parking in a centralised location, and the League's Club carpark could also be replaced by a multi-level structure to further increase parking capacity.

Fringe parking areas at Blowhole Point, Kiama Leisure Centre and Surf Beach could be better utilised. During the temporary 'Summer Streets' events, a shuttle bus system should be trialled that would pick up/ drop off visitors at key destinations. If deemed successful, this shuttle bus may become a more permanent service.

AM01 Pedestrian priority zones

Wide and level footpaths, safe crossing points, quality paving and surfaces, seating, landscaping, tree planting and slow vehicular speeds are the key elements of pedestrian priority zones. Priority zones are a good initiative to undertake when streets become so congested with vehicles and pedestrians that - in the end - nobody wins.

The busy sections of Terralong Street opposite Hindmarsh Park and between Shoalhaven Street and Manning Street, and the northern part of Manning Street are proposed to be transformed into more pedestrian friendly places that invite walking. A reduction in on-street parking can be absorbed in off-street carparks, and the option of a central, landscaped median should be explored.

AM02 Pedestrian crossings

Elevated crossings are recommended to replace any current flat pedestrian crossings. The advantage of an elevated crossing is that as it is on the same level as the footpaths it is safer and more accessible for the elderly, kids on bikes, people in wheelchairs and those with prams. At the same time they act as traffic-calming devices reducing vehicular speeds and making pedestrians more visible.

The 'rumble strips' along Terralong and Manning Streets have been identified as problematic as they can be mistaken for formal pedestrian crossings, and their uneven surface proves a challenge for cyclists and the elderly. It is recommended they are removed and/or replaced with elevated zebra crossings (where deemed appropriate).

AM03 Cycling infrastructure

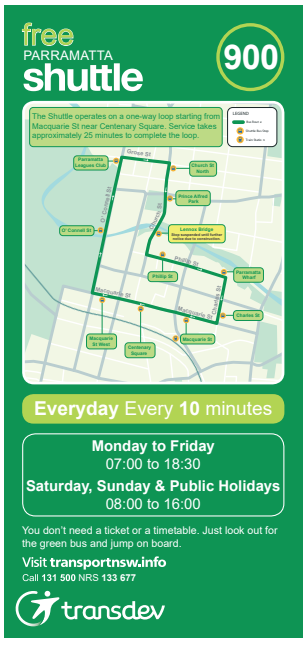
While the steep topography of Kiama makes cycling a less convenient option when compared to cycling in relatively flat towns, the lack of adequate infrastructure in the town centre and along the foreshore further discourages this mode of transport. (Note: the trend in electric powered bicycles may overcome the gradient issue to some degree).

Cycling needs to be encouraged for reasons of health, sustainability (emission-free) and social equity (reduction of car dependency, choice of transport for those who do not/ cannot drive). There is a need for more and/or improved on-road and off-road cycle infrastructure throughout the centre and along the coastline. Particularly clear areas for bicycle parking in the centre.

AM04 Shuttle bus

Many places in Australia offer a free shuttle bus service, often targeted towards visitors. Some capital cities have implemented bus loops that encourage people to 'park once and ride all day' such as the Canberra Culture Loop service. Increasingly, smaller centres are following this trend. Launceston, for example, has recently introduced the free 'Tiger Bus' service, an initiatives which is part of Council's strategy to create a more people-friendly city.

For Kiama, it is proposed to trial a free shuttle bus service during holiday peak seasons, connecting carparking areas on the edge of town, such as the large carpark at the Leisure Centre and parking adjacent ot the Catholic Primary School with key destinations in the town centre and foreshore.



Sense of connectedness

Streets = places

Open space network

3-2 Public spaces and places

The public domain is fundamental to public life, and has a significant impact on the character of a place. For Kiama, while it is blessed with many attractive areas of open space, continually improving on the appearance, quality and functionality of public spaces is crucial in future-proofing the town centre.

Three focus areas have been identified and are further outlined below: strengthening the sense of 'connectedness', regarding streets as 'places' rather than vehicular thoroughfares, and better connecting Kiama's numerous, stunning, open space areas.

Sense of 'connectedness'

Town centres are special places. They are much more than a handful of streets and buildings. They hold countless stories and memories, and are the keepers of a local shared history that connects people with 'their' place. Various placemaking initiatives can be applied to strengthen this sense of connectedness, the most powerful, inclusive and engaging being public art.

Relatively easy to implement, artworks in the public domain can be very varied - from large landmark pieces in special locations, to intricate sculptures, murals and paintings, paving inserts or mosaics, landscape arrangements, interactive play equipment, temporary installations and performances, or integrated into façades, signage and street furniture. The idea of an 'oceanic arts trail' along the foreshore would be an opportunity to express the town's connection to the ocean, and entice more people to walk along the coastline (see Initiative PS01).

The natural beauty and unique topography around Kiama creates a picturesque place with prominent views to the water. Landmark heritage buildings and indigenous sites further add to its character and their prominence would be further enhanced through interpretive heritage signage (some of which already exists) and additions to the Kiama Heritage Walk.

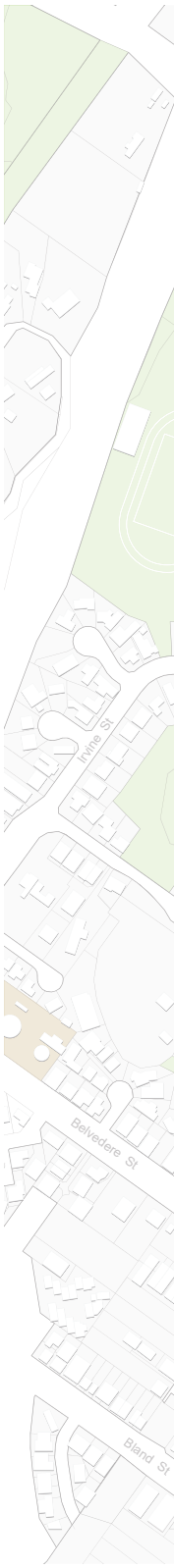
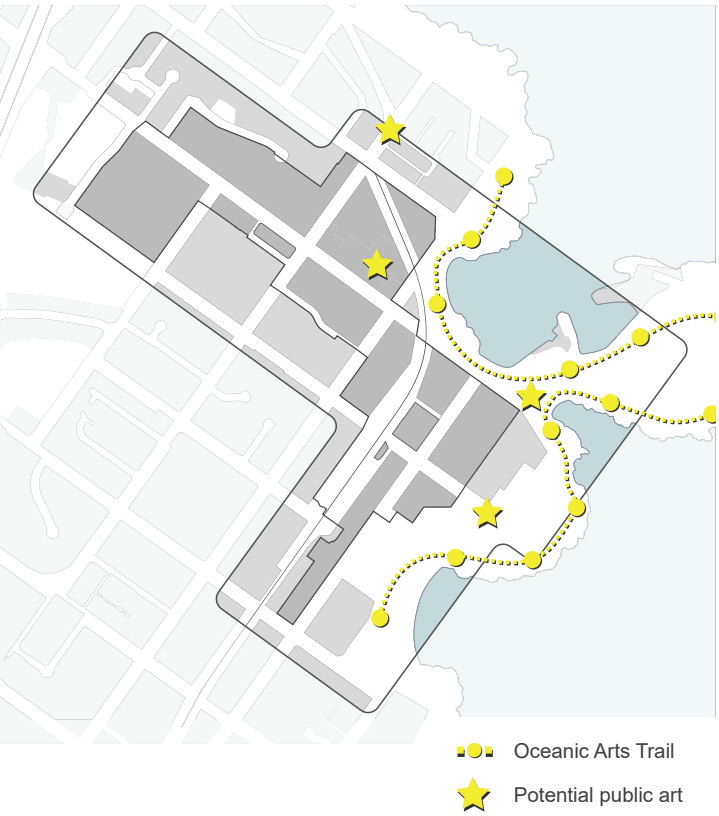


Figure 3 Public places and spaces framework diagram



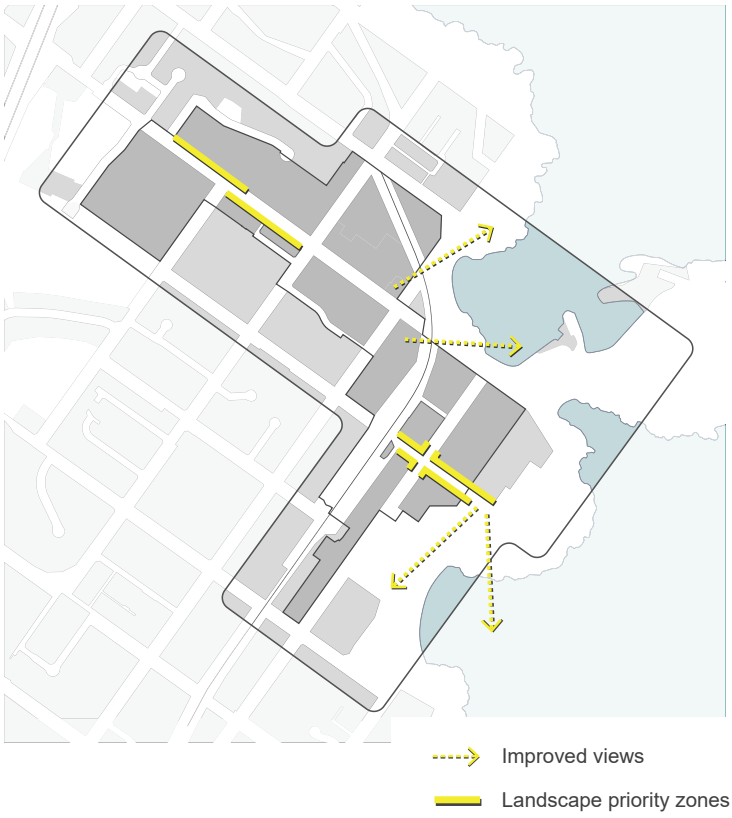
As the centre develops, it will be important to establish new and protect existing view corridors, such as the vistas down Minnamurra and Manning Streets to the water. Long term, there may be an opportunity to replace the solid earth railway embankment between Hindmarsh Park and Black Beach with a more lightweight option such as 'viaduct style' pylons. Changing this small section of the railway line would allow for a more direct pedestrian connection through to Black Beach and enhance the expanse of water views experienced from Terralong Street and Hindmarsh Park.

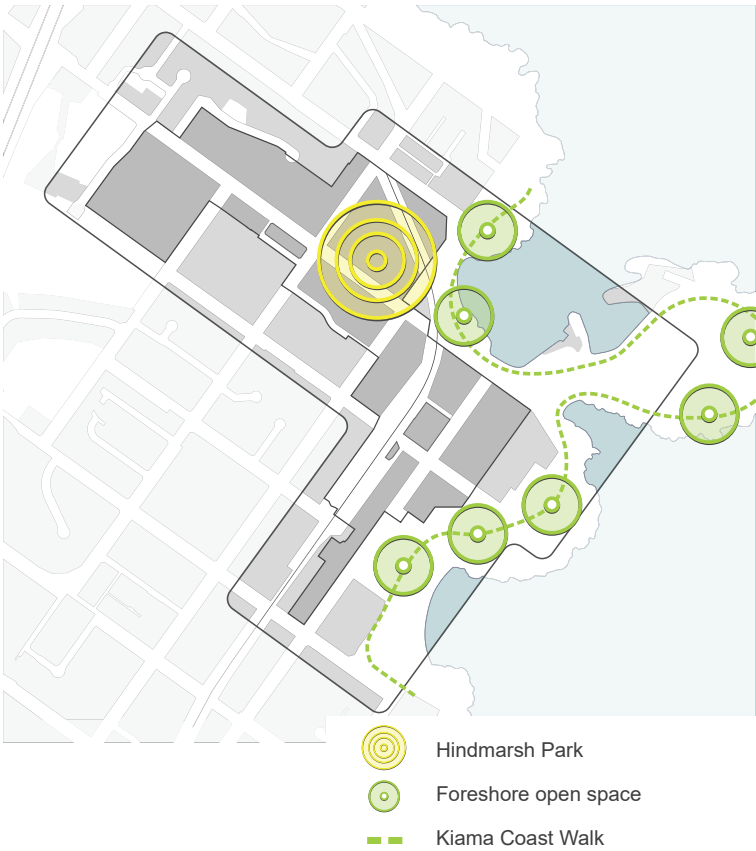
Landscape elements are another effective way to foster a place that people connect with. This includes protecting the Norfolk Island Pines along Kiama's foreshore and several mature fig trees, e.g. in Hindmarsh Park, at the library and Council Chambers, and opening up and/or maintaining access and views to these landmark trees from public places.

Streets = places

Streets in Kiama currently prioritise the car, with the majority allowing vehicles to travel in both directions, offering large amounts of angled parking and allocating some space for footpaths on one or both sides. The space allocation ratio between pedestrians and vehicles (travel lanes, parking, driveways) is approximately 1:6, sometimes less. Often elements such as street lights, traffic signs and street furniture are located within the limited area allocated for pedestrians.

If streets were seen as places rather than thoroughfares or convenient areas to store vehicles, the town centre could be greatly improved. The proposed increase in off-street parking capacity allows a reduction in on-street parking, outlined in Section 3-1 Access and movement framework. The gained space could be used for a variety of more important activities in a town centre, such as walking, cycling, sitting, relaxing and outdoor dining.





Open space network

A significant characteristic of Kiama is the exceptional amount of green open space. Hindmarsh Park lies in the heart of the town centre. Coronation Park borders Surf Beach, and an array of green open spaces, beaches and parks of varying sizes (Oval, Showgrounds, Black Beach, Surf Beach, Schools Flat, Blowhole Point etc.) are dotted along the coastline of Kiama creating a unique 'string of pearls' and offering scenic settings and striking views.

Many town centres provide a fraction of Kiama's open space, and efforts are often focused towards creating more. Kiama's challenge is to better connect its existing open spaces with each other and the town centre core, both physically, via links and pathways, and visually, utilising obstacle-free views and vistas. However, there is an opportunity to improve some open spaces, i.e. a review and upgrade of Hindmarsh Park which should focus on improved connections to Terralong Street (overcoming the level change), Collins Street (via Collins Lane) and across Shoalhaven Street to Black Beach. The path along the coastline (Kiama Coast Walk) could have more seating, shelter and water fountains. Coronation Park would benefit from additional infrastructure that supports the weekly markets such as grass reinforcement or other surface damage mitigation measures and should also provide for more shade trees and parking, which could be shared with Surf Beach and the SLSC facility.

Some areas are earmarked as 'landscape priority zones', such as the eastern end of Bong Bong Street leading towards the Pavilion, and sections of Terralong and Manning Streets. Proposed improvements include additional street tree planting, undergrounding of power lines (where possible), landscaping and footpath provision/ upgrades.

PS01 Oceanic arts trail

This initiative is inspired by Sydney's highly successful 'Sculptures by the Sea' event. An 'oceanic' arts trail along Kiama's foreshore, which could start and end in the town centre, would help to thematically connect the town with the coast. The sculptures could be linked to the Kiama name and themed around “a place where the sea makes a noise”.

Arts trails such as this have the potential to become a tourist magnet and provide an incentive to visit Kiama all year round. They also encourage walking and cycling. Art pieces could be temporary or permanent, and commissioned artists could be local, global, or both, and/or linked to the proposed 'artist in residence' program.

PS02 Public facilities & furniture

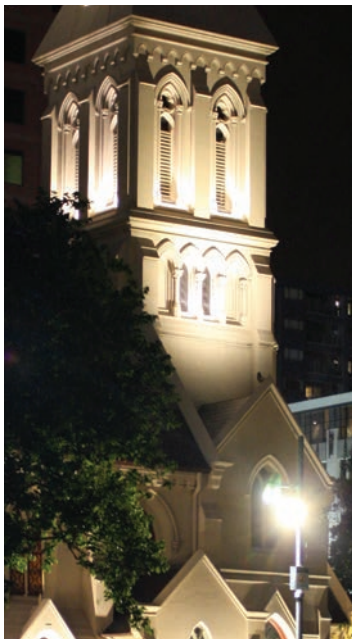
The provision of quality public facilities and street furniture that are easy to find and accessible are vital for successful town centres. Kiama already offers a considerable number of facilities but due to the amount of public open space, especially along the foreshore, these can feel widely dispersed. Most elements are in good condition while a few are in need of maintenance or replacement.

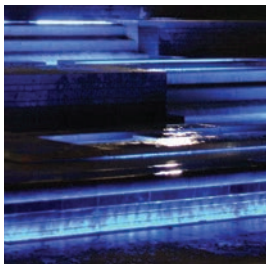
The list of elements is a long one, and a comprehensive audit and mapping of all facilities, such as public toilets, benches, bins, tourist information, bicycle racks, BBQs and picnic shelters, could help identify where gaps (e.g. a lack of drinking water fountains) were observed.

PS03 Night-time atmosphere

A pleasant night-time atmosphere in a town centre increases the actual (and perceived) feeling of safety and security. Providing a mix of lighting sources, particularly underneath awnings and along pedestrian footpaths, overhead street lights, pole mounted lights, bollard lighting, feature lights, facade lights and shop front illumination creates variety and character.

For Kiama the uplighting of trees, heritage buildings and public art would be a particularly effective way to create a pleasant atmosphere in the evening, highlight the town centre's assets after dark and support the night time economy.





PS04 Seating & landscaping

A town centre can rarely have enough public seating. Providing people an opportunity to sit down in a centre allows them to watch, rest and observe. Seeing people in a centre sends a signal that this is a desirable location to be, similar to the concept of an almost full restaurant which in turn attracts more patrons.

However any seating that feels 'unprotected' or exposed is usually empty. Benches should ideally be set in a low landscaped setting wherever possible, to provide some visual containment (without creating hiding spots) and protection from moving vehicles. It can be paired up with other facilities such as bins or water fountains, and the recommended seating material is timber (as is currently used in Kiama) which when compared to metal or concrete, does not get as hot, cold or wet.

PS05 Scenic stops

The Kiama Coast Walk is advertised on the NSW Tourism website (visitnsw.com) as "one of the best walking trails in Australia". Part of the route follows the coastline close to the town centre, and observations and community feedback during this study have indicated that there should be more sheltered 'scenic stops' along its alignment.

While there are a number of benches, much of the route is exposed to the elements, discouraging use on hot, windy or cold days. It is recommended that the number of sheltered seating facilities is increased, through both built structures and planting of more shade trees.

PS06 Urban street trees

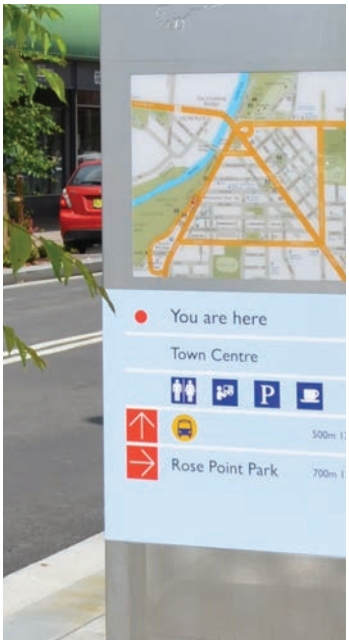
Norfolk Island Pine trees are one of Kiama's trademarks, closely followed by its much-loved mature fig trees. Many of these trees are well over 100 years old, with some of the pine trees dating back to the 1890's and the 'library fig' is estimated to be 150 years old. Continuous efforts are made by Council to protect these trees and add to them when and where possible.

However, these species are not always a suitable street tree in an urban setting, with the most common constraints being overhead power lines, awnings, tree canopies encroaching into travel lanes, limited deep soil and underground services and utilities. It would be desirable if a compact species could be identified which complemented the pine and fig trees but was a smaller evergreen or deciduous species.

PS07 Signage and maps

Signage has a tendency to become unruly over time and needs a rigorous 'rethink' periodically. Existing public signage in Kiama is due for a review and where possible it could be reduced, consolidated and updated to present as a coordinated, contemporary set. Off-street parking areas should be well signed.

While smart phones allow people to easily access information about a place, the 'old-fashioned' town map is still important. It should focus on the centre's key destinations, public facilities, heritage and art walking trails, and be located in prominent pedestrian locations. Regional maps can be included, such as the existing map located at the edge of Hindmarsh Park, however the focus should be on promoting the town centre.



PS08 Things to do for free

A town can measure its level of social equity on the quality and quantity of the things it provides to locals and visitors free of charge. This includes the use of inviting public spaces (squares, parks, open spaces, sports fields and playgrounds), supply of information (stories, history interpretation, maps), organisation of events (markets, concerts, movie screenings, performances) and other free activities such as walking trails, cycling routes, seating, lookouts and public art.

Kiama can be proud of its achievement in providing many of the above, however there is room for improvement in creating reasons to visit (things to do) all year round and in wet, windy or cold weather.

Activation and contribution

Heritage focus

Strategic opportunities

3-3 Built form and catalysts

This third and last layer of the spatial framework for Kiama identifies the role buildings play in the current and future character of the town centre, and the importance of 'catalysts'. Catalysts are uses, locations or redevelopment opportunities that have a strategic importance for the long-term prosperity of the centre, i.e. operate as key destinations, attract activity, stimulate further revitalisation and/or trigger a wide public benefit.

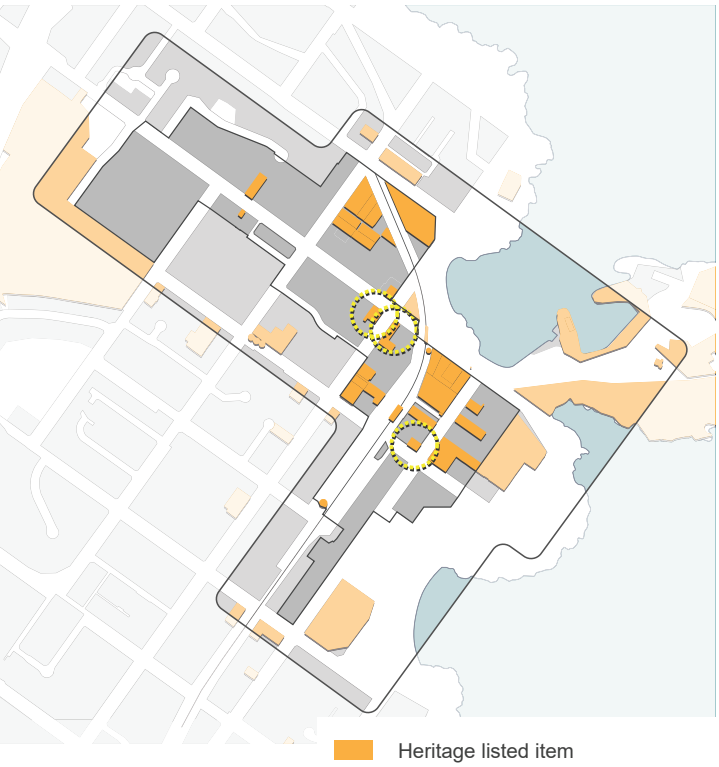
Activation and contribution

Recent development activity in Kiama has largely been 'shop-top' housing (retail/ commercial ground floors with apartments on upper levels). This is an Australia-wide trend as, during the last two decades, residential dwellings have been delivering a higher financial return when compared to commercial or retail spaces.

The benefit of shop-top housing is that more people live in the centre, adding to activity and surveillance levels. However, because the profit is in the upper levels (especially if dwellings offer water views), the design of ground floors of new development, required to be either retail or commercial under Council's zoning laws if located in the town centre, can be of 'secondary' importance to a developer. A centre with poorly designed ground floors, e.g. shallow, elevated or 'sunken' retail tenancies, non-activated blank façades and wide carpark entries, has a detrimental effect on the whole area.

Ensuring that buildings provide well-designed ground floors with 'active' frontages to the public domain will be critical for the future success of Kiama's town centre. Other important factors include ensuring 'human-scale' height and proportions of new built form, appropriate choice of materials and colours, protection of privacy to neighbouring sites, and the limitation of impacts on views, sun access and heritage values. The fundamental approach is that buildings need to 'give back' and maximise their contribution to the centre and its future character.

Figure 4 Built form and catalysts framework diagram



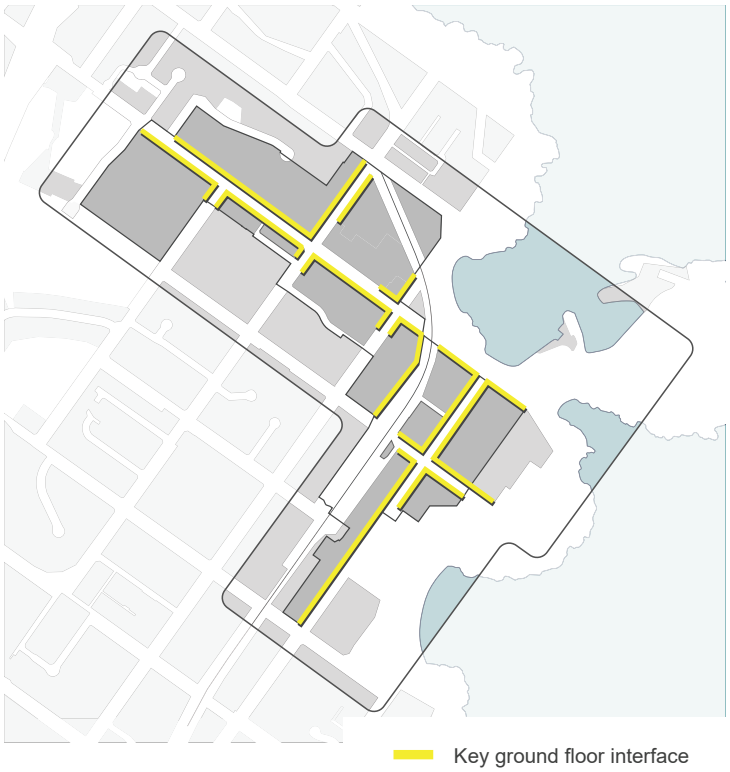
Heritage focus

A key strength of Kiama's town centre lies in its numerous historic buildings. Protecting them and ensuring their long-term survival will require considerable effort and needs to be championed by all, including state and local government, private landowners, tenants and building users as well as the wider community.

One effective strategy to protect a heritage building is to ensure it has a purpose. If a building is well used, it is more likely to be looked after and maintained. The adaptive reuse of the historic 1870's Infant's School by the Sebel Harbourside on Shoalhaven Street, for example, is a successful case. Another is the old Kiama Fire Station at Hindmarsh Park which has been adapted into a community art gallery.

Other historic buildings appear to be underutilised. This is most prevalent in the 'Civic Quarter' where a concentration of heritage listed buildings includes the prominent Kiama Post Office on the corner of Terralong and Manning Streets, the Kiama Courthouse, Police Station and Lock-up Keepers Cottage which address Terralong Street and Black Beach, and the Council Chambers on Manning Street. The Civic/ Heritage Quarter has been identified as one of the centre's 'opportunity sites' and is further described in Initiative H12.

Any redevelopment of a heritage item will require detailed heritage advice to ensure that the original historic fabric is retained (or restored where required). While this can be seen as a 'constraint' (operational, financial), historic buildings are of wider cultural value and 'belong to all', and operators and landowners benefit from the fact that old authentic buildings attract people and increase the value of an area. Development adjacent to or in the proximity of a heritage item needs to sensitively integrate with and respond to the item, e.g. through appropriate choice of colours, materials and textures, floor heights, parapet and window alignments, vertical proportions and rhythm, and awning treatments.



Strategic opportunities

A number of strategic opportunities have been identified for Kiama, varying in complexity and scale. The largest and most complex sites are the Akuna Street council-owned carpark behind Terralong Street (Initiative H04) and the 'Civic Quarter' with its concentration of historic buildings (Initiative H12).

Both sites would have a significant positive impact on the town centre. Redevelopment of the Akuna Street carpark would enable a centrally located retail attractor (such as a supermarket) and increased public carparking, which would benefit activity along Terralong Street. Reuse of heritage buildings in the Civic Quarter, together with the redevelopment of the 1970's Council Chambers, and the creation of better links and connections and opportunities for expanded community uses would transform this area into an attractive destination in the heart of Kiama.

Other opportunity sites include the redevelopment of the Kiama Shopping Village, the League's Club carpark which could potentially incorporate a relocated Bowling Club, and the proposed Arts Precinct at Hindmarsh Park. Smaller catalysts focus on building upon Kiama's food and beverage trade. The Fish Markets could expand into a harbourside food destination, the Surf Life Saving Club could leverage off its position on Surf Beach via adding a restaurant/ bar/ function space, and several areas near the beach lend themselves to increased al-fresco dining.

Two public uses are of particular importance for town centres such as Kiama: the Council Adminisration and the Visitor Information Centre. Ideally, both are centrally located as they are key activity generators. Council is the largest employer in the centre, and its staff provide constant year-round trade for businesses within walking distance. Information centres attract visitors, and there are flow-on benefits if it is located close to shops, restaurants and accommodation providers.

BC01 Active ground floors

In a town centre, the most important interface between buildings and the public domain occurs at the ground floor level. This is where pedestrians travel along the footpath at a slow speed, taking in the detail, interacting with what is on display in shopfronts and looking into windows and doors of cafes and restaurants.

Careful design is critical, preferably incorporating a vertical proportion and rhythm in the facade, narrow and diverse tenancies, quality and textured materials, limited vehicular access points, entries at footpath level, protective and continuous awnings, good lighting after hours and generous floor to floor heights.

BC02 Night-time economy

A diverse, attractive night time economy contributes to the viability of a town centre and encourages residential uses and tourism. To attract people into the town centre and encourage people to linger, a safe environment and a range of evening activities and venues is needed, such as cinemas, performance spaces, cultural venues, small bars and restaurants.

Encouraging extended operating hours for the library, providing evening classes in public buildings and night time events such as live music performances on the main street can all increase activity and encourage local businesses and restaurants to open into the evenings and on weekends.

BC03 Council Administration

The current 1970's Council offices located off Manning Street, behind the historic Council Chambers building is the largest single employer in the Kiama town centre, creating year-round activity in this central location. It is recommended that Council administration is retained in this location.

Where Councils have relocated to 'out of town' locations, e.g. in the regional centres of Nowra (NSW) or Victor Harbor (SA), the consequences have been detrimental to local businesses and overall activity levels day to day in the town centre. It is recognised that substantial redevelopment of this site will be required to provide facilities that are suitable for the long term.

BC04 Quality built form

The architectural quality of buildings in the town centre has a significant impact on its overall appearance and character. Any part of a building, especially those that can be seen from the public domain, must apply the highest level of care to its design, durability and maintenance upkeep.

The detailed design of façades, the choice of colours and materials, awning treatments, doors and shopfronts, the use of a consistent colour palette, vertical rhythm and proportions, roof forms, parapets and the like need to respond to the streetscape context and neighbouring buildings, and support the desired future character of Kiama. It is recommended that the Development Control Plan is expanded to so that the design elements and suitable materials are more clearly defined.

The central Harbourside Precinct stretches from the Showgrounds to Black Beach to Hindmarsh Park

Westend Precinct incorporates the Village Shopping Centre, the League's Club and the Blue Haven Aged Care facility

The Surf Beach Precinct is centred around the southern part of Manning Street and incorporates Coronation Park

3-4 Town centre precincts

Harbourside Precinct

The Harbourside Precinct encompasses the Harbour, Black Beach, the proposed future Arts Precinct, Hindmarsh Park, the Train Station, two blocks of predominately retail premises along Terralong St, and the historic core at the intersection of Terralong and Manning Streets. This area is the main destination for visitors and tourists, and is the location of much of the congestion, especially during Summer. With immediate access to the key elements that attract visitors to Kiama, this precinct is a prime driver for the economic viability of the town.

Westend Precinct

The Westend Precinct encompasses the Kiama Village Shopping Centre, site of the only Supermarket currently in town, the Kiama Leagues Club, the large Blue Haven Aged Care facility with associated independent living units, the Kiama Primary School and the Kiama Leisure Centre. This precinct is primarily a destination for locals and provides services and facilities that support the local community. Located at the top of Terralong Street, this area has district views towards the harbour and the escarpment.

Surf Beach Precinct

The Surf Beach Precinct encompasses Surf Beach, Kiama Surf Life Saving Club, The Pavillon, the Oval, St Peter & Paul Catholic Church and Primary School, and the Medical Centre and pharmacy located on Manning Street. Coronation Park, located adjacent to Surf Beach, is the venue for the popular weekly Farmers Markets that sells local and regional produce. Primarily a destination for locals, this precinct is also the location of the most recent large development in the town, which provides retail at ground level and three storeys of residential apartments.

Figure 5 Town centre precincts map

Figure 6 Harbourside Precinct - Structure Plan


Robertson Basin
Kiama Harbour
Boat ramp
Scout Hall
Blowhole Point Rd
Storm Bay
Apex Park
Terralong St
Manning St
Morton St
Bong Bong St
Kiama Showground
Pavillion
Chittick Oval
Church Point
P
Primary gateway/ arrival point
Secondary gateway
Predominant entry/ exit route
Desired future public connection
Improved pedestrian connection
Pedestrian priority zone
Landscape priority zone
Priority zone for seating & shelter
Sloped level change to parklands
Opportunity to enhance/ open up views
View to Church spire
Strategic opportunity site
Proposed intersection reconfiguration
Existing landmark tree
Existing Landmark
Proposed signage/ flags/ banners
Proposed verandah reinstatement
Prominent built form corner
Existing active frontage
Desired future active frontage
Very steep slope
Barrier (rail)
Existing pedestrian crossing
Lot with heritage listed building/ item
Council owned land
Potential zone for through site link
Precinct boundary
NORTH

3-5 Harbourside precinct

Northern Gateway
Key arrival point, opportunity for town centre signage, landscaping and/or public art.

Hindmarsh Park Review
Preparation of a concept plan to improve overall accessibility, especially from Terralong St, and provide additional/ upgraded seating & shade

'Viaduct' Rail Bridge
Potential long term opportunity to remove embankment and replace with viaduct, enabling better access and views to harbour.

Collins Lane
Improved pedestrian link between Collins St, Little Collins St & Hindmarsh Park.

Kiama Arts Quarter
Review of current proposal, recommendations re improved integration and activation of park.

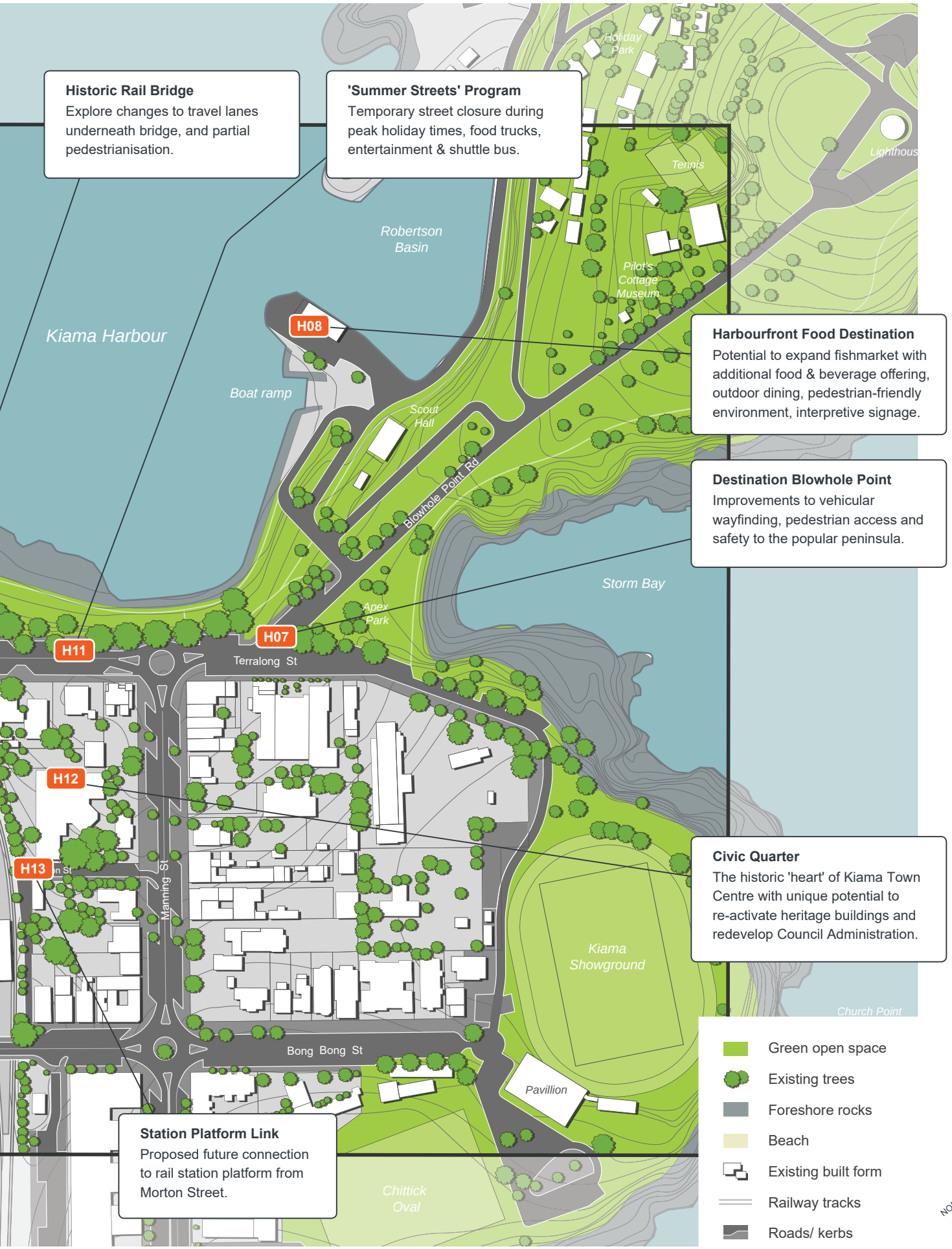
Verandah Reinstatement
Historic buildings are encouraged to reinstate original verandahs.

Central Retail Attractor
Catalyst site with potential for retail anchor (supermarket) and increased public off-street parking to strengthen Terralong Street.

Library Connection
Improved pedestrian connection from Railway Pde & Library to Shoalhaven St.

Shoalhaven Intersection
Possible roundabout to slow traffic speeds and improve safety for all road users.

Figure 7 Harbourside Precinct - Key Initiatives and Opportunities


Historic Rail Bridge
Explore changes to travel lanes underneath bridge, and partial pedestrianisation.
'Summer Streets' Program
Temporary street closure during peak holiday times, food trucks, entertainment & shuttle bus.
Harbourfront Food Destination
Potential to expand fishmarket with additional food & beverage offering, outdoor dining, pedestrian-friendly environment, interpretive signage.
Destination Blowhole Point
Improvements to vehicular wayfinding, pedestrian access and safety to the popular peninsula.
Civic Quarter
The historic 'heart' of Kiama Town Centre with unique potential to re-activate heritage buildings and redevelop Council Administration.
Station Platform Link
Proposed future connection to rail station platform from Morton Street.
Holiday Park
Tennis
Lighthouse
Robertson Basin
Pilot's Cottage Museum
Kiama Harbour
H08
Boat ramp
Scout Hall
Blowhole Point Rd
Storm Bay
Apex Park
H07
H11
Terralong St
H12
H13
Manning St
Kiama Showground
Church Point
Bong Bong St
Pavillion
Chittick Oval
Green open space
Existing trees
Foreshore rocks
Beach
Existing built form
Railway tracks
Roads/ kerbs
NORTH

H01 Northern Gateway

The majority of vehicles that access the town centre arrive via the Princes Highway exit to Gibbs Street to the north. The sense of 'arrival' starts with stunning views overlooking Bombo Beach, then the road curves to the right providing a glimpse of the spire of the Kiama Presbyterian Church and street level views terminating in green but otherwise bare verges towards the roundabout with Minnamurra Street.

The northern gateway is the most important of the identified gateways. This initiative proposes transforming this location into a memorable and welcoming portal to Kiama through quality landscaping, tree planting and other placemaking elements, e.g. flower beds, signage, lighting and/ or artwork. (Note: improvements should not have an impact on traffic flows).

H02 Collins Lane

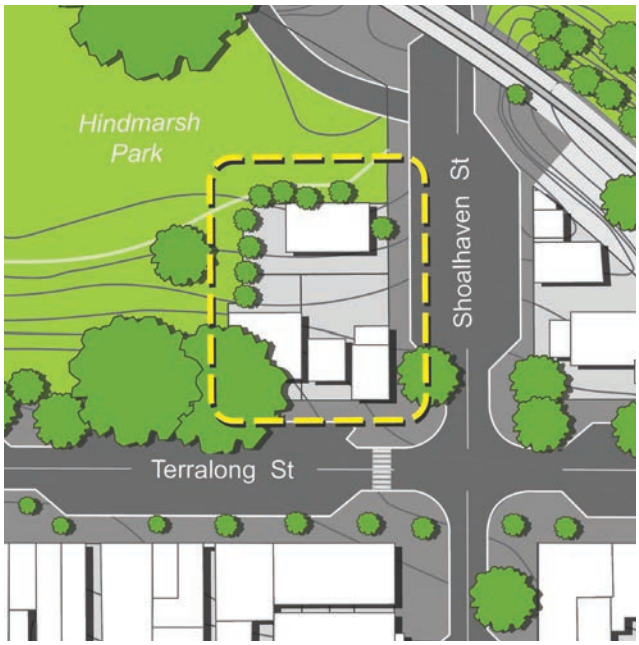
Collins Lane is located to the south of Kiama's historic terrace houses, that are known for their eclectic mix of crafts, collectables, clothing and cafes/ restaurants. It provides an important mid-block link through to Hindmarsh Park, however, the link narrows towards the east and its parkside entry is hard to find.

This initiative recommends upgrading this connection though quality paving, pedestrian-scale lighting and better signage, and new pathways through Hindmarsh Park that leads to and connects with the access point to Collins Lane.

H03 Kiama Arts Quarter

This is the proposed location of an expanded Arts Quarter development, which includes a performance space, gallery, restaurant, outdoor terraces and social meeting spaces. Additional development is proposed for the Community Centre fronting Collins St, which would house performance rehearsal space, studios and workshops.

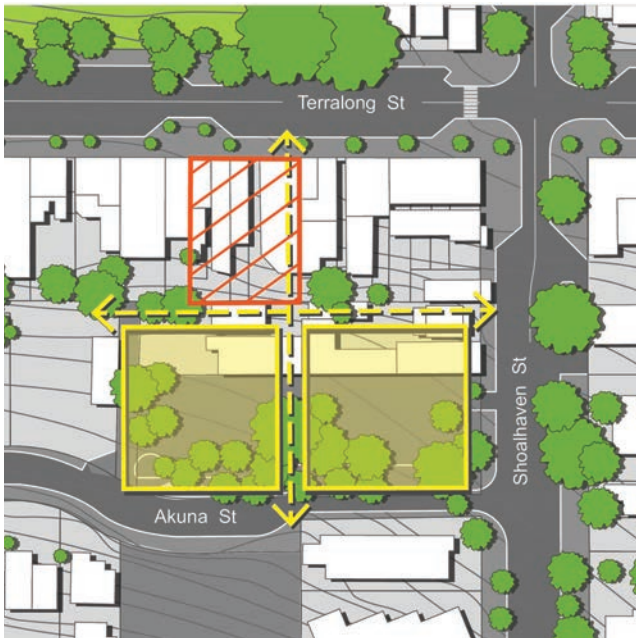
There are challenges posed by this location, due to the relatively small size of land available for the number of facilities, the potential impact on the park and the proximity to heritage items. The nature of a performance space, which is inward looking, is also challenging in a location that requires connection and interaction with the park. A possible alternate option would be to develop a larger Arts Quarter as part of the Civic/ Heritage Quarter proposal (see Initiative H12).



H04 Central Retail Attractor

Most of this council-owned land behind Terralong Street, accessible via Akuna Street, is currently used as an under-utilised on-grade carpark. The area presents an opportunity of significant strategic value to the town centre. The proposal is to locate a central retail attractor (e.g. a supermarket such as Aldi or Harris Farm) in this location, and increase public off-street parking in a multi-level carpark structure.

However, for this initiative to deliver on its potential of strengthening activity levels along Terralong Street, providing a link to Hindmarsh Park and being a convenient alternative to on-street parking, a minimum of one and preferably multiple centrally located mid-block connections to Terralong Street (through negotiation with private property owners) are essential. Level pedestrian access from Terralong Street (via escalators and/or lifts) to the new development is also critical.



H05 Hindmarsh Park review

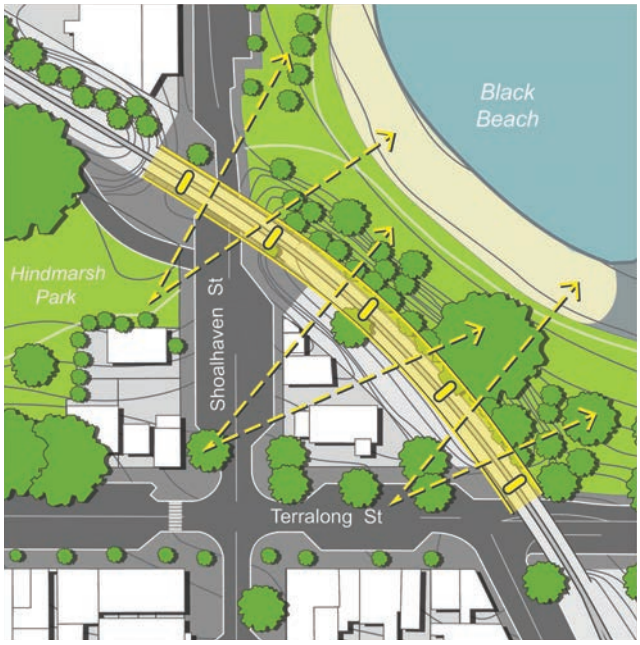
Hindmarsh Park is Kiama's centrally located town park and should function as the green heart and central meeting place. It features the ANZAC memorial, a permanent stage, a playground and large grassy areas. Mature fig trees and seating facilities are predominantly located along its Terralong Street frontage.

The level change from Terralong Street to the park currently hinders accessibility, and the only entrances with level pathways are located near the Terralong/ Collins Street intersection and at Shoalhaven Street. Providing terraced steps along Terralong Street would better connect the park to the rest of the centre core. Community feedback indicated that more shade, seating and shelter is needed, in particular near the stage.

H06 'Viaduct' Rail Bridge

The embankment of the rail overpass between Shoalhaven Street and Terralong Street has been identified as a major physical and visual barrier that separates the town centre from its valuable waterfront.

This initiative involves the removal of a small section of the embankment and replacement with a 'viaduct'-type bridge that would be permeable at town centre level. While this proposal is long-term and expensive, it would bring substantial benefits, transforming the area and enabling a stronger relationship between Terralong Street, Hindmarsh Park and the harbour and Black Beach foreshore.



H07 Destination Blowhole Point

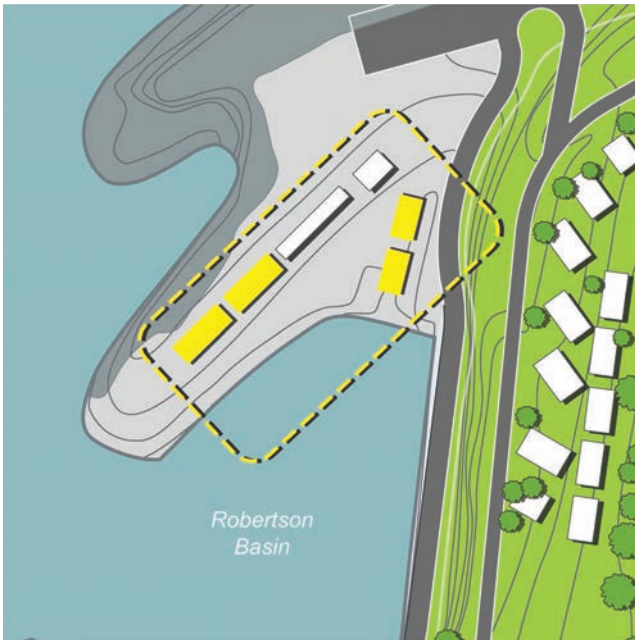
In order to improve wayfinding, the turn-off onto Blowhole Point Road from Terralong Street requires redesign. The width of Terralong Street beyond the turn-off currently signals to drivers to follow Terralong Street towards the Showgrounds instead of naturally turning them towards the popular blowhole and lighthouse.

Improved signage would further help to guide visitors. The pedestrian connections between the Blowhole and the Town Centre are convoluted and are not conducive to drawing people between the two destinations. Improved signage, more direct paths, more trees to improve shade and protection and public art or heritage information to make the journey interesting would significantly increase movement along this key desire line.

H08 Food Destination Fish Market

Expanding on the well located Kiama Fish Market facility at Robertson Basin has the potential to create a food destination and support a night time economy at Kiama's harbourfront, within easy walking distance of the town centre and Blowhole Point.

This initiative is to explore the opportunity for additional food & beverage offerings and indoor/ outdoor dining in a pedestrian-friendly, maritime-themed environment with views to the marina and local fishing fleet. The upgraded promenade along Black Beach and Robertson Basin (see Initiative H06) would lead visitors and locals to this new attraction.



Artist's impression

This artist's impression of the potential future character of Terralong Street explores a number of public domain and built form improvements proposed in this study, such as traffic calming measures, increased pedestrian spaces and landscaping, and a suggested reinstatement of the historic verandahs.

H09 Verandah Reinstatement

Many buildings along Terralong Street originally had timber and cast iron verandahs that sheltered pedestrians on the footpaths from the weather. Some structures were 2-storeys with an upstairs balcony, such as the verandah of the Kiama Inn Hotel. The reinstatement of these verandahs is recommended, in particular for historic buildings on highly prominent street corners.

Figure 8 Historic photo of Kiama ca.1930

Existing


Artist's impression

H10 Historic Rail Bridge

This initiative involves a proposal to change the alignment of vehicular travel lanes on Terralong Street underneath the historic railway bridge and at the intersection with Railway Parade.

The northern side of the bridge opening would be closed to traffic and become a pedestrian space, connecting to the Black Beach promenade. The southern side is wide enough for two cars to pass each other and maintain though-traffic along Terralong Street. The turn into Railway Parade would be re-aligned to make this route more ‘intuitive’, so that buses and trucks are unable to take the low clearance route under the railway bridge.

The aim is to increase the quality pedestrian environment, reduce traffic volumes along Terralong Street past this point and enable the reduction of 'visual clutter' i.e. the removal of the yellow steel protection frames, much of the signage and the warning lights on the historic bridge.


Fresh


Existing

Artist's impression

H11 'Summer Streets' Program

The idea of the Summer Streets initiative is to close sections of Kiama's central streets to traffic during the peak summer period when the centre is highly congested and pedestrians, cyclists and vehicles are competing for space. This temporary option could be tested over different lengths of time, i.e. for a weekend or the extent of the school holidays.

The adjacent illustration shows how part of Terralong Street could become a comfortable and safe space for pedestrians, with the opportunity for various activities such as food stalls, temporary play equipment, 'pop-up' fitness stations, entertainment, performances, open air cinema events and the like. A shuttle bus service would operate and pick up/ drop off people in key locations and connect to carparking areas at the edge of town.

H12 Civic/ Heritage Quarter

The Civic/ Heritage Quarter includes some of Kiama's most significant historic landmarks, including the Post Office, Council Chambers, Courthouse, Police Station and Lock-up Keepers Cottage. It is also currently the location of the Council Administration building.

This initiative transforms this area into a vibrant, activated pedestrianised area that focuses on civic spaces, either in the form of a town square or through the creation of a series of laneways. Council administration would remain, but additional commercial uses would be attracted by the construction of high-grade commercial floor space. Alternatively part of the commercial space could incorporate the theatre aspects of the Arts Quarter requirements (see Initiative H03).

H13 Station Platform Link

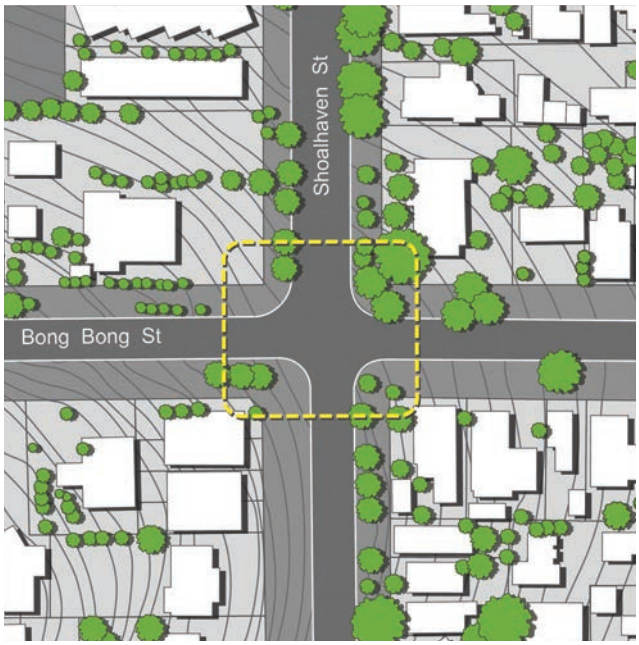
This initiative is about improving the accessibility of one of Kiama's key assets: its central train station. Currently, the station platform can only be accessed from an elevated entry to the south of the platform near the intersection of Railway Parade and Bong Bong Street.

The opportunity for a second pedestrian access point in this location (extension of Morton Street) should be investigated further as it would bring people arriving by train closer to the town centre core and its attractions (Manning Street, Terralong Street, the foreshore, beaches and Blowhole Point) and help activate the proposed Civic/ Heritage Quarter (Initiative H12).

H14 Shoalhaven Intersection

Community feedback has identified that the intersection of Shoalhaven Street and Bong Bong Street is dangerous for all road users, in particular pedestrians. This is mainly due to the steep downhill gradient of Bong Bong Street towards Manning Street which causes vehicles to pick up speed.

This initiative proposes improving the safety of this intersection possibly though the provision of a roundabout (subject to traffic investigation) to act as a traffic calming device, slowing traffic speeds and breaking the 'downhill run'. Central landscaping and/or tree planting would further narrow the perceived width of the road and enhance this effect.



H15 Library Connection

Kiama's contemporary library, built in 2009, is a popular destination in the town centre. This initiative is about improving the library's connectivity by formalising and upgrading the mid-block pedestrian link between Railway Parade and Shoalhaven Street. This link is currently only accessible at certain times and is not immediately obvious as a publicly accessible link.

With the potential for extended library opening hours into the evening and as it is a convenient connection to the station, an investigation is recommended into whether this mid-block link could be improved and be accessible 24/7. After hours lighting and clear sightlines will be essential safety considerations.

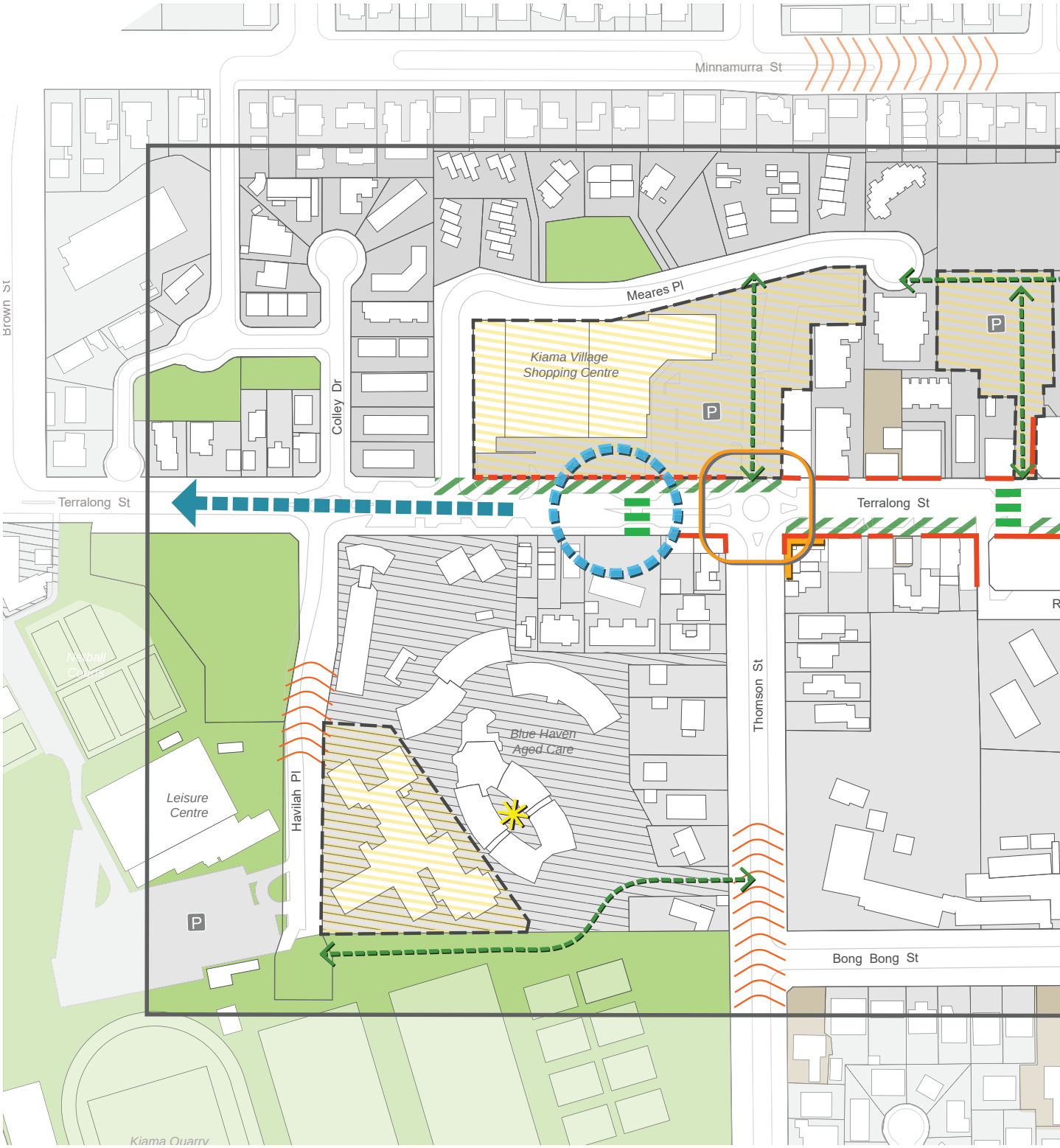
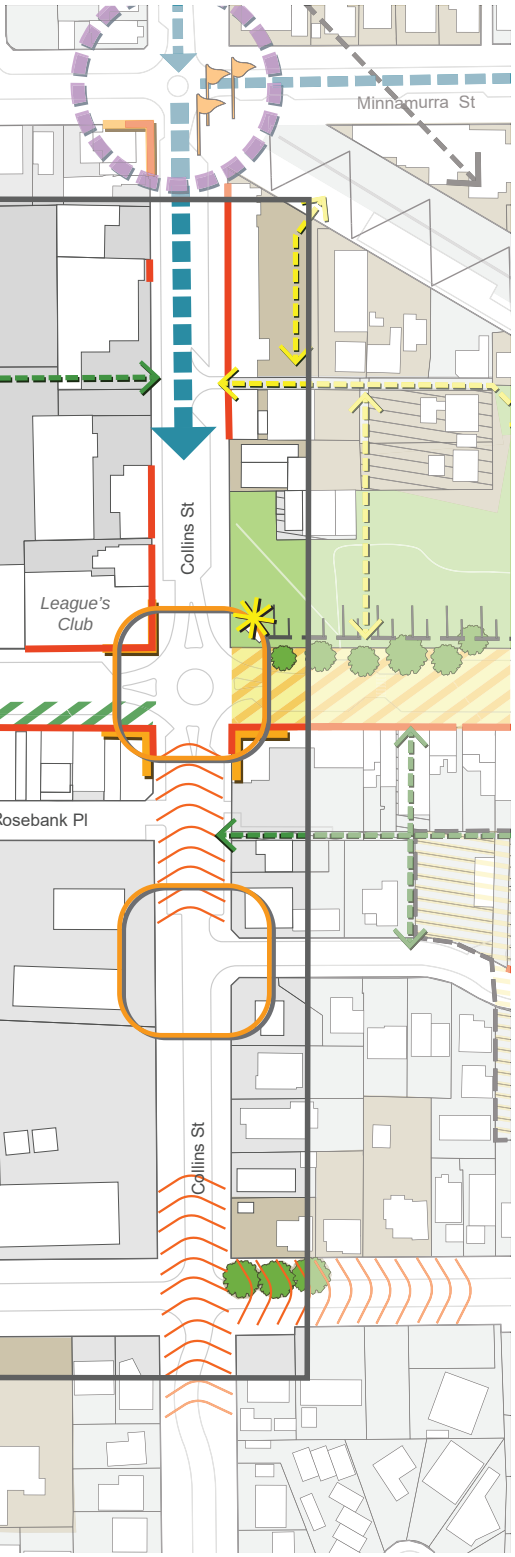


Figure 9 Westend Precinct - Structure Plan

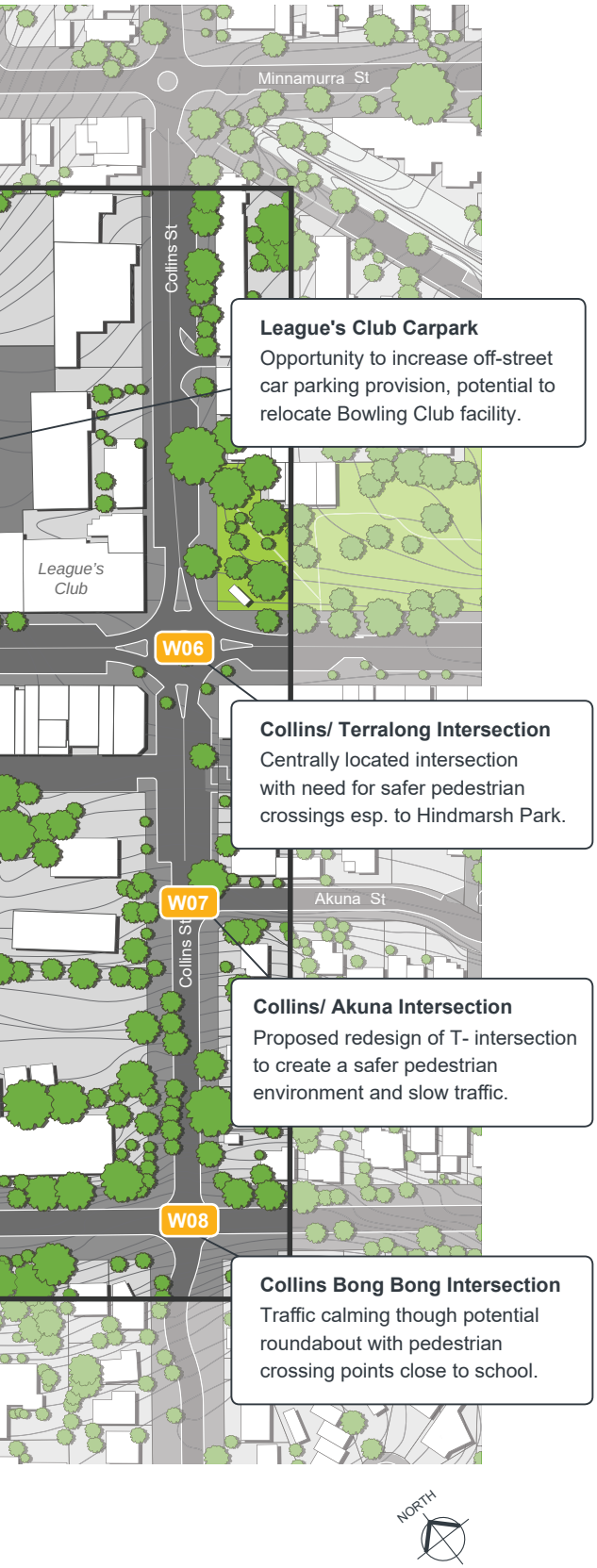
SPATIAL FRAMEWORK



- Primary gateway/ arrival point
- Secondary gateway
- Predominant entry/ exit route
- Desired future public connection
- Improved pedestrian connection
- Pedestrian priority zone
- Landscape priority zone
- Priority zone for seating & shelter
- Sloped level change to parklands
- Opportunity to enhance/ open up views
- Strategic opportunity site
- Proposed intersection reconfiguration
- Existing landmark tree
- Existing Landmark
- Proposed signage/ flags/ banners
- Proposed verandah reinstatement
- Prominent built form corner
- Existing active frontage
- Desired future active frontage
- Very steep slope
- Barrier (rail)
- Existing pedestrian crossing
- Lot with heritage listed building/ item
- Council owned land
- Precinct boundary

3-6 Westend precinct

Figure 10 Westend Precinct - Key Initiatives and Opportunities



League's Club Carpark
Opportunity to increase off-street car parking provision, potential to relocate Bowling Club facility.

Collins/ Terralong Intersection
Centrally located intersection with need for safer pedestrian crossings esp. to Hindmarsh Park.

Collins/ Akuna Intersection
Proposed redesign of T- intersection to create a safer pedestrian environment and slow traffic.

Collins Bong Bong Intersection
Traffic calming though potential roundabout with pedestrian crossing points close to school.

W01 Shopping Centre Redevelopment

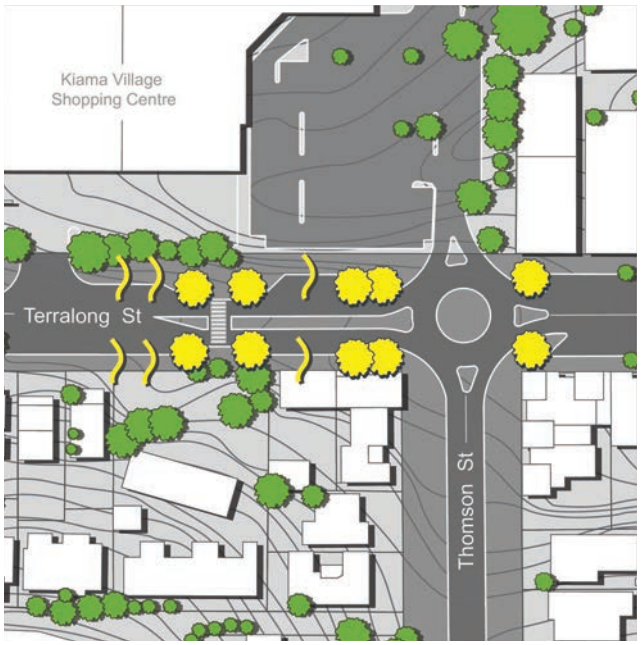
It is anticipated that the Kiama Village Shopping Centre will redevelop in the short to medium term, and that it could potentially include a second supermarket. The redevelopment will be a crucial opportunity to secure a number of public benefits. Future development must support the desired character of the centre, i.e. maximise activation along Terralong Street, through well designed, fine grain retail shopfronts.

A fundamental philosophy is that new development of such scale must 'give back' to the town centre and the community. Thoughtful site planning and quality architectural design is needed to deliver on the responsibility to be a 'good neighbour', i.e. through sensitive interfaces and durable built quality. It is recommended that site-specific development controls are prepared to guide the redevelopment and clearly identify non-negotiable urban design outcomes.

W02 Eastern Gateway

The section of Terralong Street, from the pedestrian zebra crossing to the roundabout with Thomson Street, acts as the western gateway to the Kiama Town Centre.

This initiative proposes strengthening the 'arrival experience' through additional tree planting and landscaping on both sides of the street, and banners/ flags announcing the centre and/or special events. The future redevelopment of the Kiama Shopping Village provides the opportunity to relocate (or sleeve) the loading access and carparking away from Terralong Street and address this gateway through quality built form (see Initiative W01).



W03 Havilah Place Redevelopment

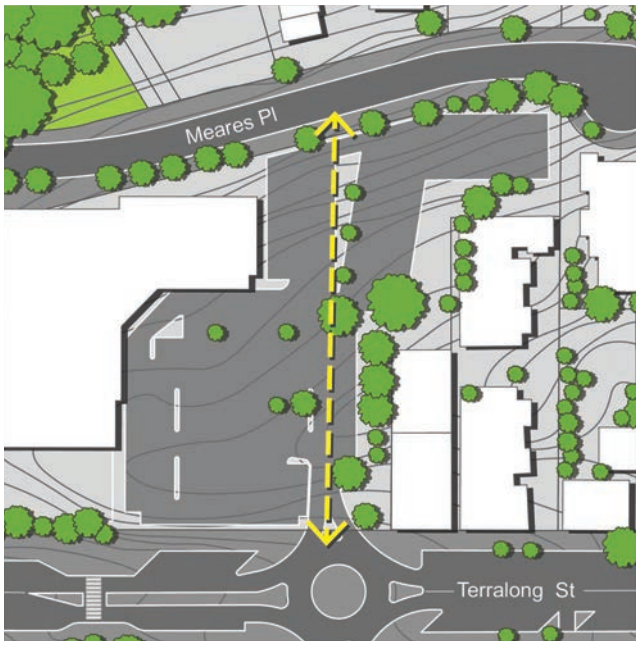
This site is in Council ownership and provides a redevelopment opportunity for either residential and/or commercial uses. Initial investigations have led to a recommended residential scheme comprising multi-level apartments to the north of the site, and 2-storey terraces addressing Havilah Place. Massing of future development on this site would need to consider impact on views from the adjoining facility.

It also recommends a new connection along the southern site boundary. This new road would connect Havilah Place with Thomson Street to the east and present another step in 'repairing' Kiama's street grid and improving overall connectivity of the access network.

W04 Terralong St/ Meares Pl Link

As part of the shopping centre redevelopment (Initiative W01), it is recommended that a direct pedestrian access is provided through future development from Thomson Street to connect to Meares Place, a step in the overall aspiration to 'repair' Kiama's street grid and missing links.

The substantial level change between these two sites could be addressed through escalators within the shopping centre. Given the residential nature of Meares Place a road link is unlikely to be achievable, however, it may be possible to provide a pedestrian link to roof top parking off Meares Place.



W05 League's Club Carpark

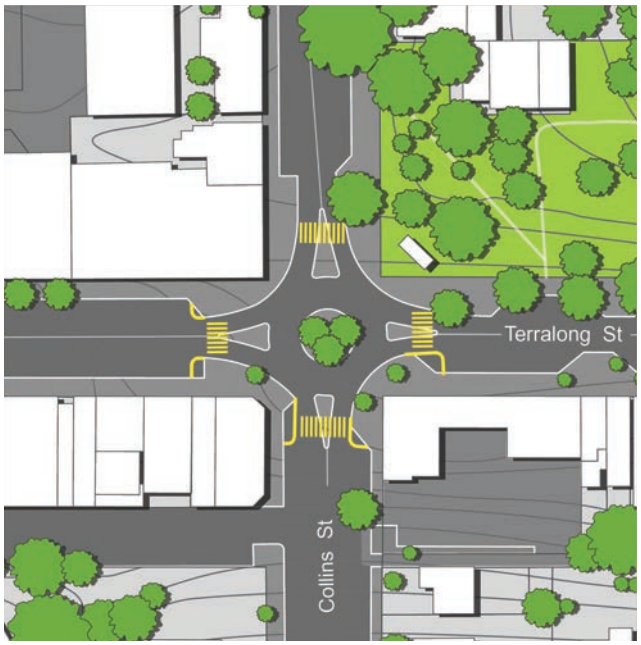
The on-grade carpark behind the League's Club has been identified as an opportunity site. Many in the community proposed building a multi-level carpark structure in this slightly depressed location, to increase parking capacity and take pressure off the need for on-street parking provision.

The opportunity also exists to relocate the existing bowling club facility from its current site on Shoalhaven Street to a location on the top of this carpark, to benefit from the synergies created though co-location with the League's Club.

W06 Collins/ Terralong Intersection

This intersection is located in the heart of the town centre and links key destinations including the Leagues Club and Hindmarsh Park. Community feedback has identified that there can be considerable pedestrian and vehicular conflicts at this intersection, particularly at busy times of year.

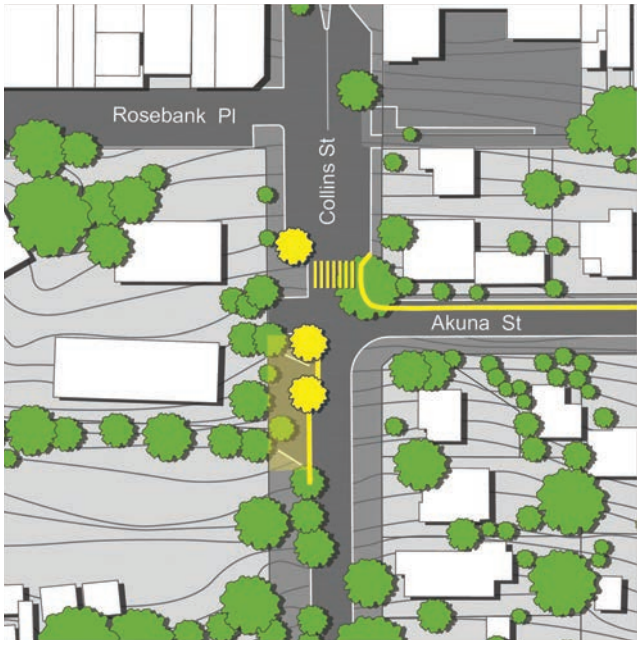
To encourage pedestrian access and signal to drivers that they are entering a high pedestrian zone the provision of pedestrian crossings across Collins Street and preferable Terralong Street should be explored (subject to traffic advice).



W07 Collins/ Akuna Intersection

Community feedback has indicated that this T-intersection can be dangerous for pedestrians. Collins Street slopes down towards Terralong Street causing vehicles to pick-up speed. Current on-street parking on the western side of Collins Street opposite the intersection further adds to complex vehicle movements.

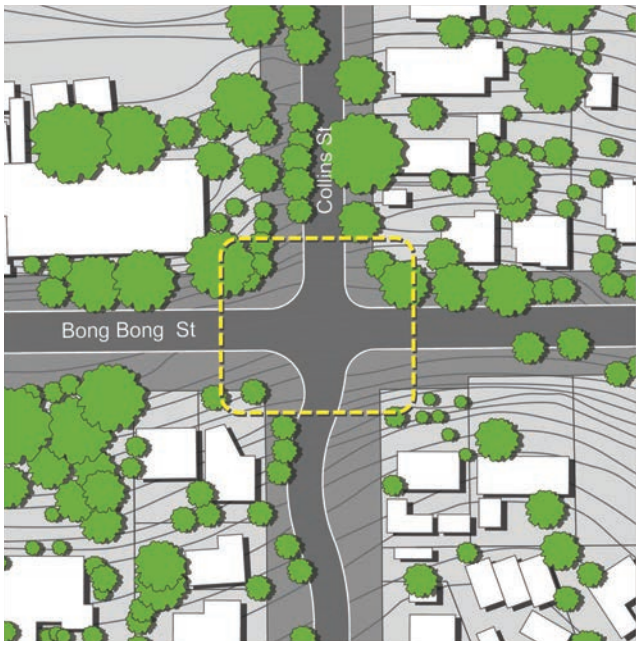
This initative proposes removing parking spaces on the western side and increasing landscaping and blister treatments to visually narrow Collins Street. A redesign of this intersection will be particularly important once the redevelopment of the Council-owned carpark further east (see Initiative H04) is realised, as pedestrian and vehicular traffic in this area will increase.



W08 Collins/ Bong Bong Intersection

Vehicles on Bong Bong Street currently need to give way to traffic on Collins Street. In part due to the significant slope, cars on Collins Street tend to speed when travelling northbound.

One of the options may be to create a roundabout in this location (subject to traffic advice) which could operate as an effective traffic calming device and enable crossing points for pedestrians (traffic island 'stepping stones' or zebra crossing). This may also assist in creating a safer environment for school children walking to/ from Kiama Public School to the west.



3-7 Surf Beach precinct

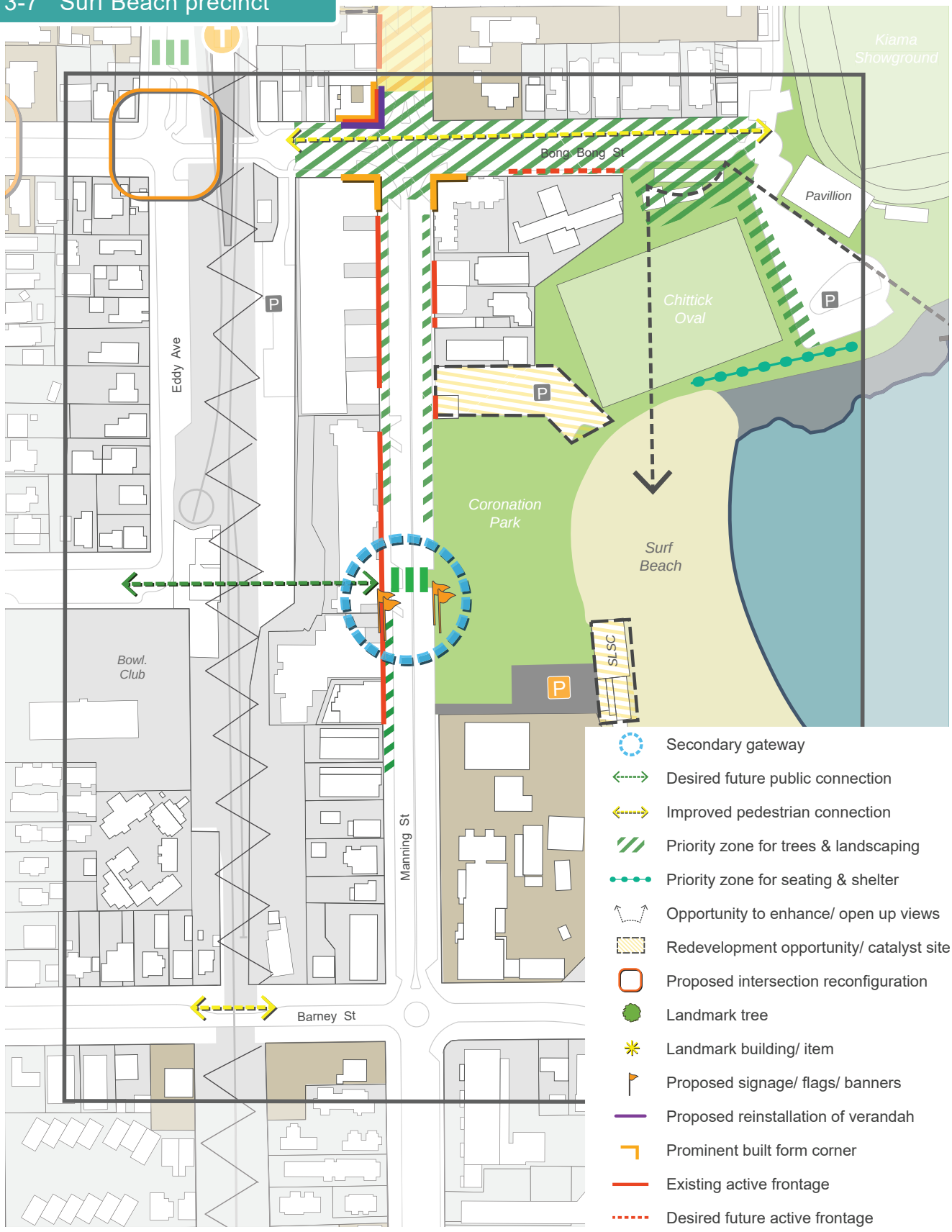


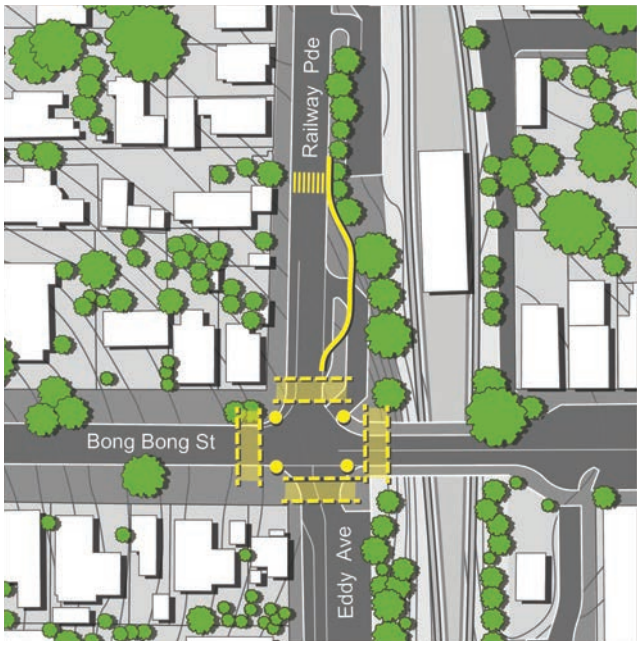
Figure 11 Surf Beach Precinct - Structure Plan

Figure 12 Surf Beach Precinct - Key Initiatives and Opportunities

S01 Railway Parade Intersection

Strong community feedback has identified that the intersection of Railway Parade and Bong Bong Street is dangerous for all road users, in particular pedestrians. This is mainly due to the steep downhill gradient of Bong Bong Street towards Manning Street, which causes vehicles to pick up speed, combined with the close proximity of the bus bay exit to the intersection.

This initiative suggests a signalised intersection (subject to traffic advice), allowing pedestrians to cross safely and access the station. A redesign of the bus bay is also suggested, so that buses and taxis exit further away from the intersection, and the creation of a station forecourt would provide landscaping, shelter and seating.



S02 Noorinan Street Extension

This proposition is a strategic long term initiative which is likely to not be possible in the next 30+ years. It proposes 'repairing' the urban street grid of Kiama by extending Noorinan Street across the rail-line through to Manning Street.

The link would cut through the southern part of an existing mixed use complex addressing Manning Street, which is in private ownership. This outcome would only be possible should this property be redeveloped in the future when Council could investigate the possibility of this link, to increase the area's overall permeability and improve connections to Coronation Park and Surf Beach.

S03 Southern Gateway

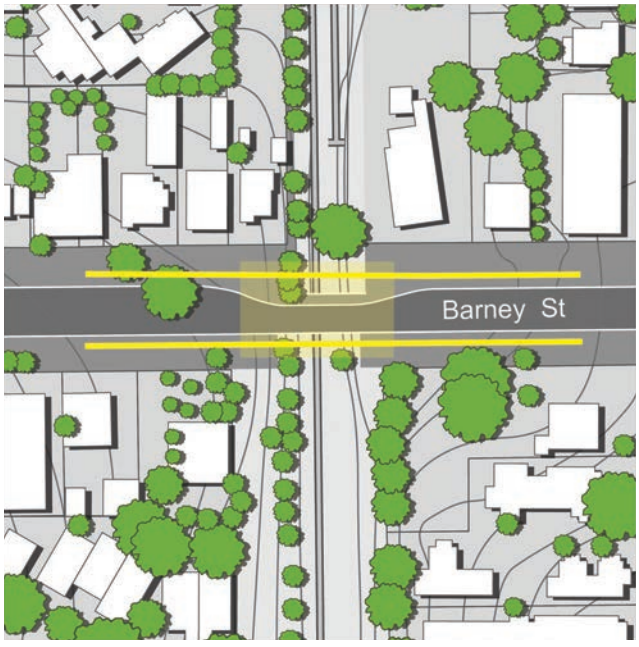
The central section of Manning Street adjacent to Coronation Park acts as an important southern gateway to the Kiama Town Centre. Existing public domain features in this area include substantial tree planting (Norfolk Island Pines) along the eastern park frontage which allows filtered views to Surf Beach and the ocean, an existing pedestrian zebra crossing and the partial undergrounding of power lines.

This initiative proposes strengthening the 'arrival experience', through additional tree planting and landscaping on the eastern side of the street, banners/ flags announcing the centre (or special events) and extension of the undergrounding of the overhead power lines to the Barney Street intersection to the south.

S04 Barney Street Bridge Widening

The Barney Street bridge over the rail-line only provides a pedestrian footpath along its northern side. The footpath is too narrow for people to pass (e.g. with prams, in a wheelchair or kids on bikes),

This longer term proposition is to widen the bridge to include a southern footpath which would be continued along Barney Street in both directions. It is also recommended that the northern footpath is widened to increase pedestrian safety and amenity, and its alignment straightened to be in line with the footpaths to the east and west. The vehicular travel lanes could be slightly diverted to form a 'mini-chicane' to slow traffic speeds and further enhance pedestrian safety.



S05 Bong Bong Street East

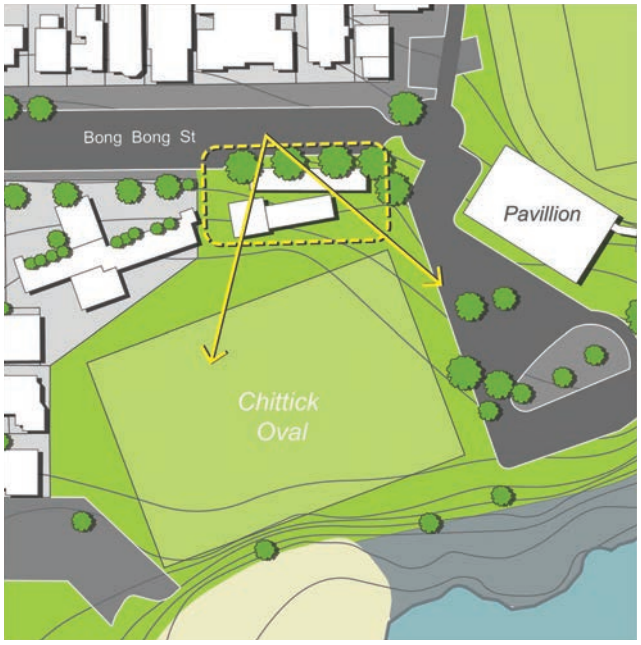
The eastern end of Bong Bong Street, east of Manning Street, leads to Chittick Oval, The Pavilion and the Showgrounds. It is currently characterised by an oversized asphalted roadway with angle car parking on both sides. Most of the southern side lacks a footpath and line marking for more organised parking.

This initiative proposes extending the recently build footpath in front of No.62 Manning Street (corner development) past the stables/ Chittick Oval frontage and towards the Pavilion and Showgrounds. More formalised on-street parking and additional landscaping would transform this area into a pedestrian friendly space connecting Kiama's foreshore with Manning Street.

S06 Relocation of Stables

Relocating (or removing) the stables and the fence that block views and access to Chittick Oval and Surf Beach is recommended. As identified in the Kiama Showground Plan of Management (2006), the stables are in urgent need of repair and "extremely unsightly". The plan suggests that the horse yards "be replaced with demountable structures which would enable the area to be utilised as open space for the remainder of the year".

A shelter structure may be considered in this area, however it should be lightweight and visually unobtrusive. This initiative would work well in conjunction with the Bong Bong Street East upgrade (see initiative S05) and greatly improve direct access and views to the oval, the beach and the approach to the pavillion.



S07 Beachfront Dining

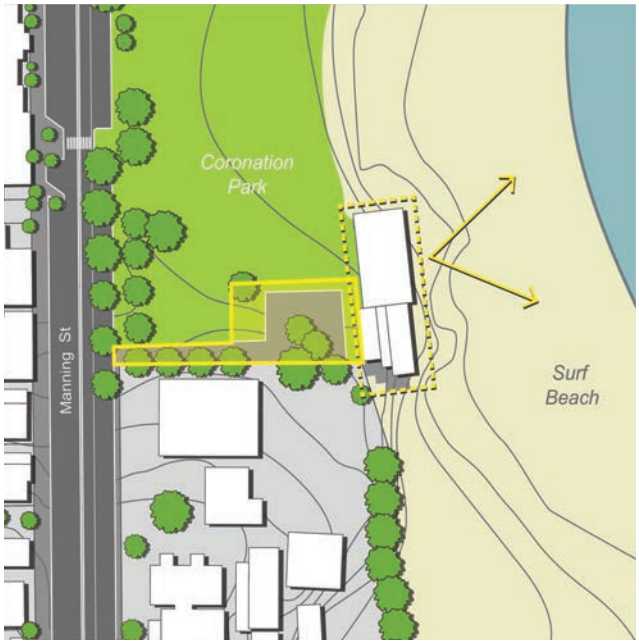
The area between Manning Street and Surf Beach is currently a convenient off-street carpark with approximately 45 spaces. It is recommended that additional shade trees are provided that can reach mature heights of 15-20m, particularly towards the beachfront.

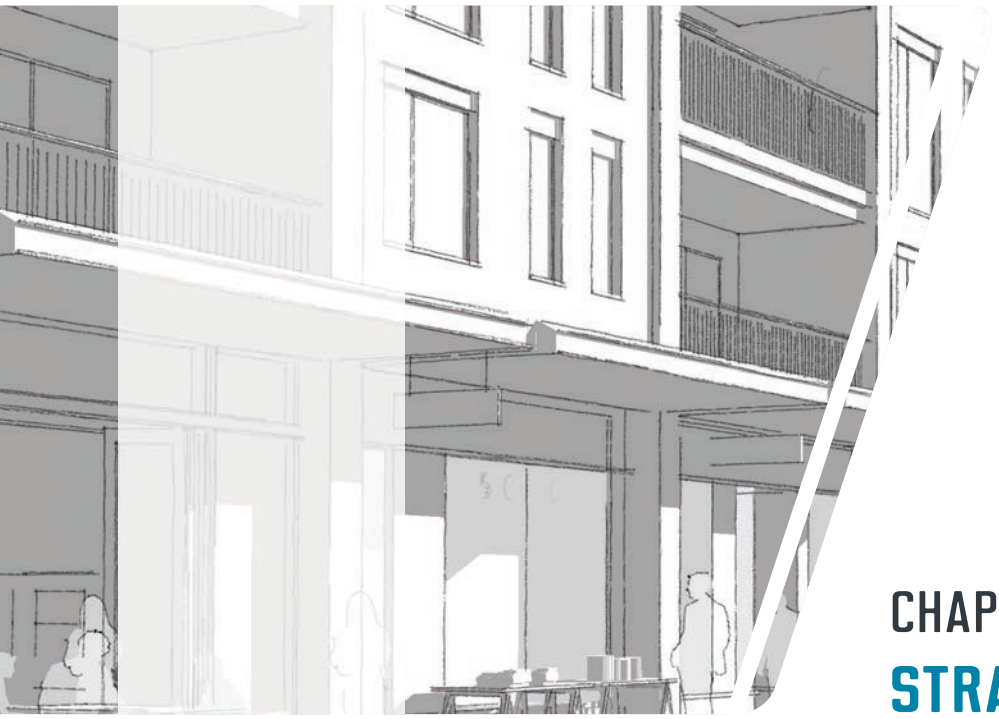
The current driveway should be reduced in width which would create an opportunity for better pedestrian access and the potential for additional outdoor al-fresco dining associated with the existing restaurant which would benefit from the locality (park, beach, water views). This would help increase activity and surveillance in this area of the town centre and possible activation in the evenings.

S08 Surf Club Activation

The Surf Life Saving Club at Surf Beach offers opportunities for food, dining, entertainment and other services (e.g. equipment hire).
It could become a new restaurant venue with event and function capability, combined with an extension of the carpark to assist with servicing and to provide additional parking for events and the markets at Coronation Park.

Restaurants and bars as part of Surf Clubs have been a successful trend in Australia, with many clubs able to benefit from their often stunning location overlooking the beach and ocean, and able to tap into considerable club membership and wider community support and loyalty.





CHAPTER 4
STRATEGIC PLANNING

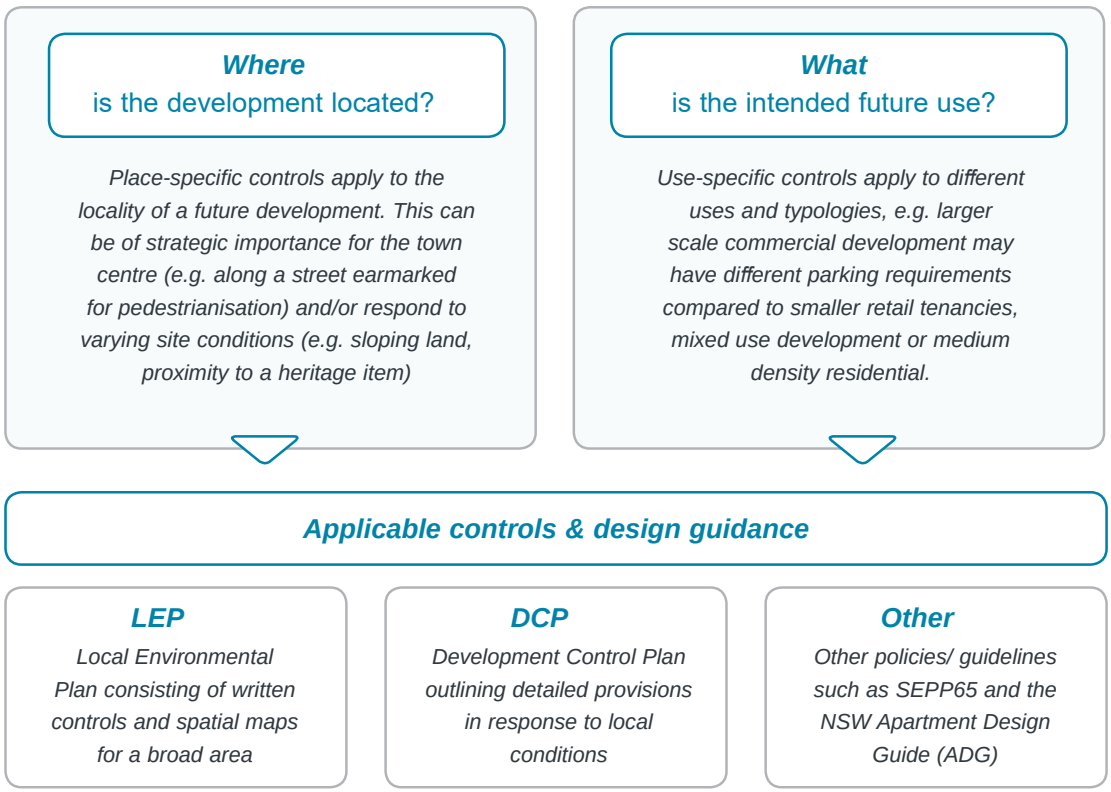
4-1 Planning policies

This chapter outlines recommendations on potential amendments to two key policies: the Kiama Local Environmental Plan 2011 (LEP) and the Development Control Plan 2012 (DCP). The suggestions focus on ways to help deliver the desired character of the Town Centre by setting clear expectations for how future private development will be designed, and how it will perform in the context of the town centre.

For any new development there are two fundamental questions: *Where* is the proposed development located? And *What* is its intended future use? The controls that are relevant are a combination of place-specific and use-specific provisions contained in State Government policies such as SEPP 65 and the Apartment Design Guide (ADG) and legislation and Council policies, primarily the LEP and DCP.

Typically, controls in the LEP cover a broader area and are predominantly spatial. They guide the land uses appropriate for an area, seek to protect natural resources and heritage places, and set upper limits to building height and permissible density of development. Across NSW, LEPs follow a 'standard template' set by the State Government.

DCPs are primarily concerned with controlling the development and activities on private land. DCPs are more flexible than LEPs and do not need to follow a template (although a standard template is being prepared). This allows Councils to identify detailed provisions that are tailored to local issues, opportunities and aspirations. Many Councils, including Kiama, have DCPs that are specific for important places, such as the Kiama Town Centre (see Kiama DCP Chapter 26).



4-2 Suggested LEP amendments

Land Use Zoning

Figure 13 Potential changes to land use zoning for consideration

In the current LEP, the zones that occur within the Kiama study area are B2 Local Centre, R2 Low Density Residential, R3 Medium Density Residential as well as RE1 Public Recreation and SP2 Infrastructure. Generally the permitted uses within the Local Centre zoning are appropriate for a town centre. The suggested amendments are:

1. The permissible uses within an SP2 zone are very restrictive. It is recommended that the Court House, Post Office, Police Station and cottage are rezoned to SP3 Tourist to encourage more tourist related facilities within the centre. This would be a new zone for Kiama Council but is used in other areas.
2. There has been some concern about the lack of commercial floor space in the centre. There is an opportunity in a few locations within and adjoining the centre for existing zoning to be changed to B2 Local Centre to expand the opportunities for employment areas within the centre.
4. Consider rezoning the existing Bowling Club (RE2 Private Recreation) to R3 Medium Density Residential to encourage redevelopment of this site and relocation of the Bowling Club to the proposed Leagues Club carpark site.

Maximum building heights

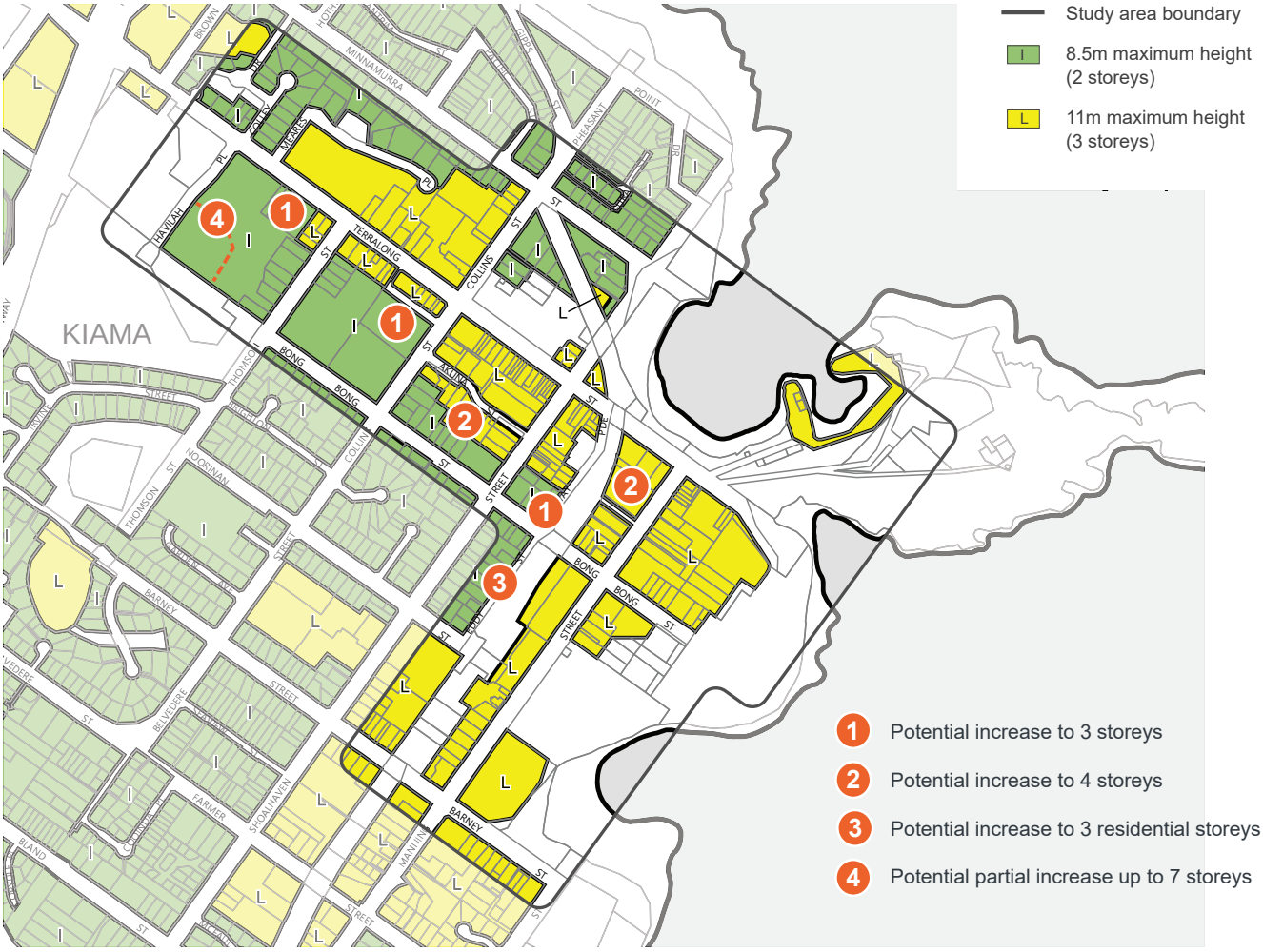


Figure 14 Potential changes to building height limits for consideration

Building heights in the centre currently range from 8.5m to 11m. Assuming a 3.1m floor to floor this allows for buildings from 2 to 3 storeys high. However, retail and commercial uses require a higher floor to floor height than residential uses. In areas where the 8.5m (or 11m) height limit is retained the DCP controls need to reinforce this supports a 2 (or 3) storey development.

Where a 4 storey development is possible without overly impacting on views, the maximum height should be increased to 13.5m to ensure a flexible commercial ground floor is delivered. A concession for additional height may also be required if upper levels are also commercial and not residential.

1. A change in zoning to B2 Local Centre should be linked to an increase in building height to 11m.
2. Some areas may be able to accommodate a maximum building height of between 13.5m and 19m (subject to assessment of impact on heritage and views).
3. Parts of this block may be able to accommodate increased height to 11m (3 storeys) without impacting on views.
4. Some development on this site could be up to a maximum building height of 23.5m which may result in water views.

Floor Space Ratio

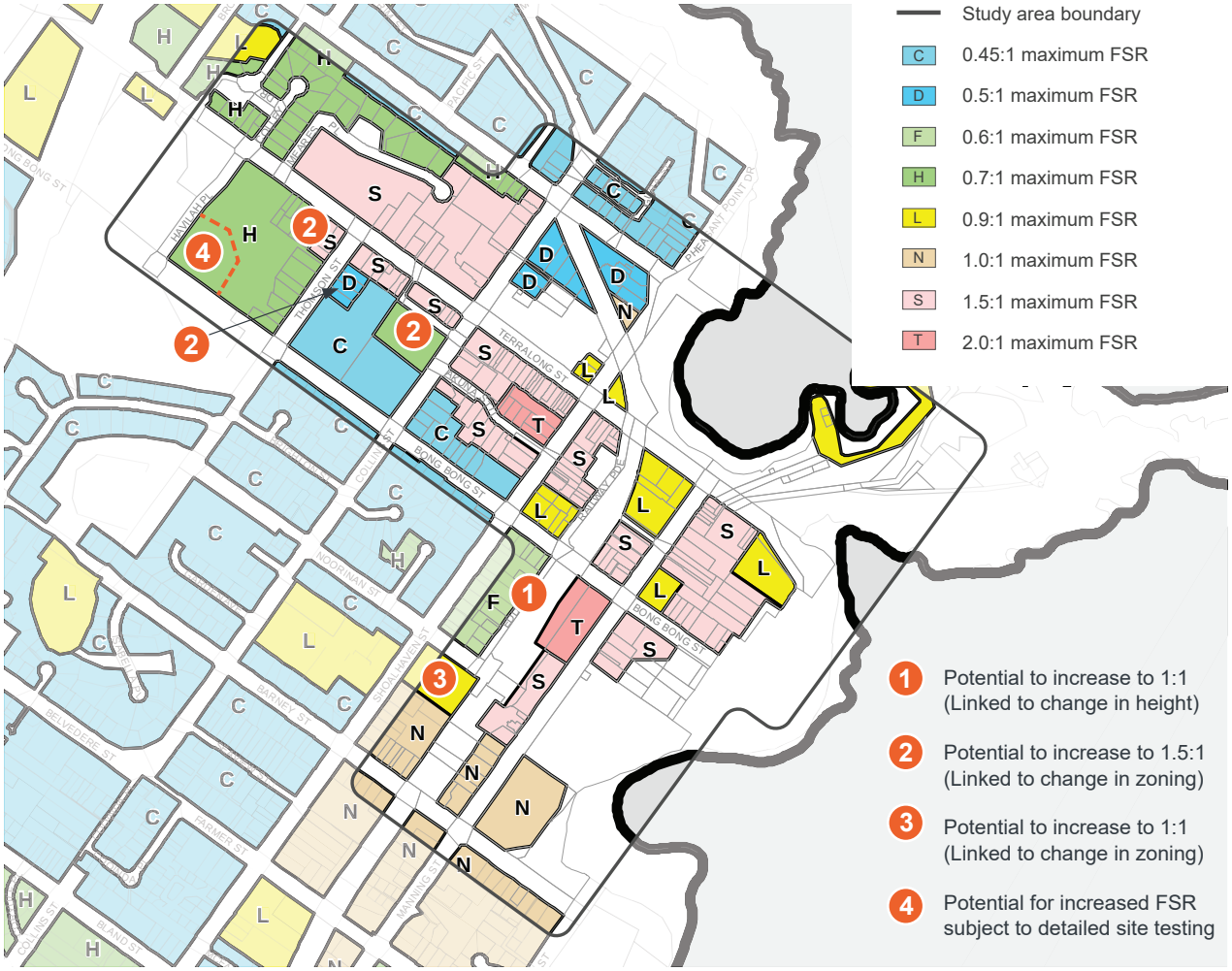


Figure 15 Potential changes to floor space ratio limits for consideration

Floor Space Ratio (FSR) is commonly used to estimate the potential development capacity of a site and its "land value". There is an expectation that an FSR can be achieved although other issues such as heritage constraints and land size can have an impact. There is a wide range of permissible FSR's in the Kiama Town Centre.

1. A change in height in this location should be linked to an increase in FSR to 1:1
2. A change in zoning to B2 Local Centre should be linked to an increase in FSR to 1.5:1
3. A change in zoning to R3 Medium Density should be linked to an increase in FSR to 1:1
4. A change in height should be linked to an increase in FSR subject to detailed site testing

Heritage Items and Conservation Areas

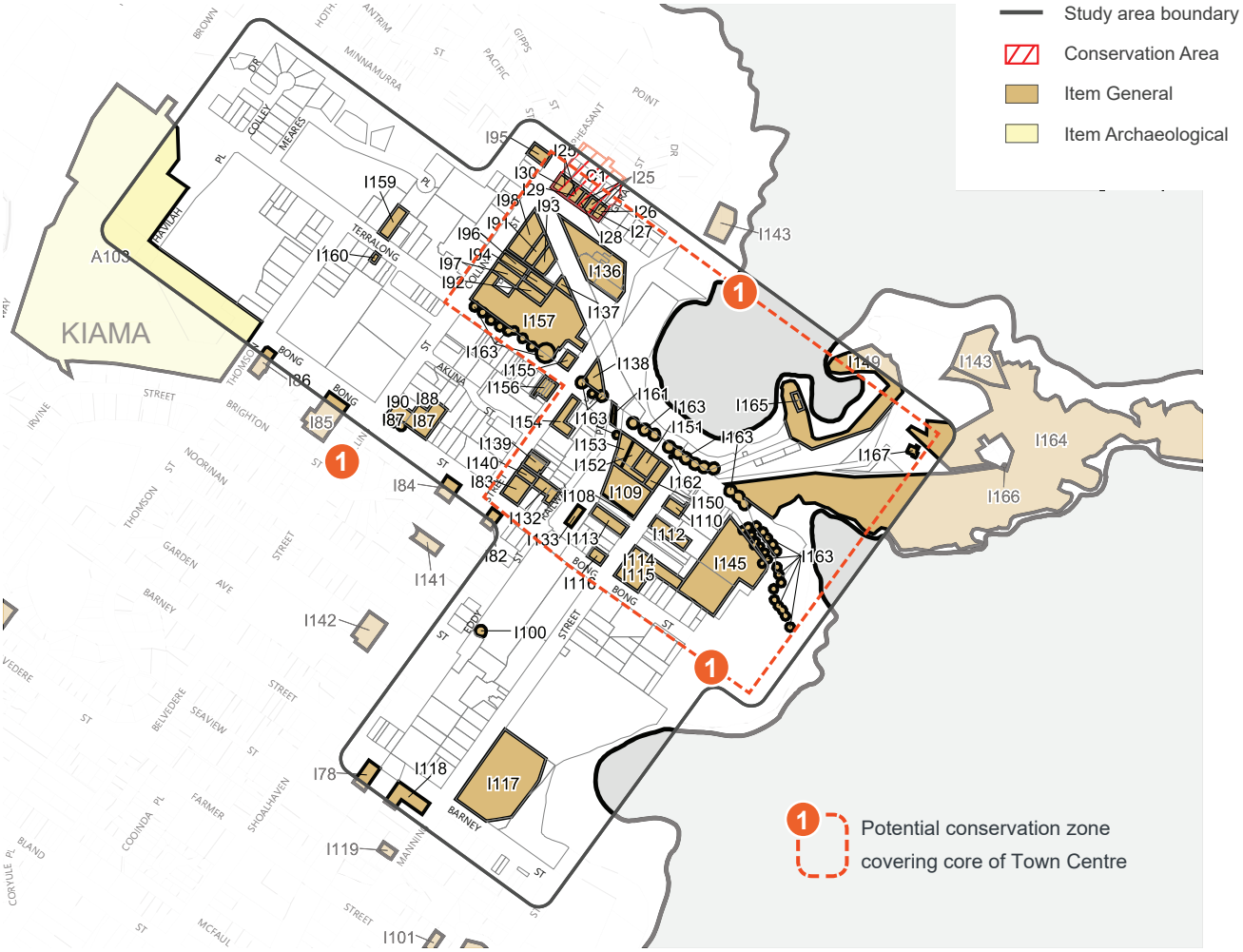


Figure 16 Potential changes to conservation area(s) for consideration

The study area contains a large number of heritage buildings and landscape features, and community feedback has indicated that the attractive heritage character and streetscapes are highly valued.

The protection of heritage character in the LEP currently relies on the listing of individual trees and buildings but some of the valued local character is a result of the combination of these elements along with other buildings which play a role in contributing to the local character, but may not meet the requirements for an individual heritage listing.

It is suggested that a conservation area be created covering the land within the town centre that has the greatest concentration of listed properties. This would require new development in this area to consider and reinforce the local (heritage) character. The boundaries and definition of a potential heritage conservation area would be subject to detailed heritage advice.

4-3 DCP recommendations

Types of DCP controls

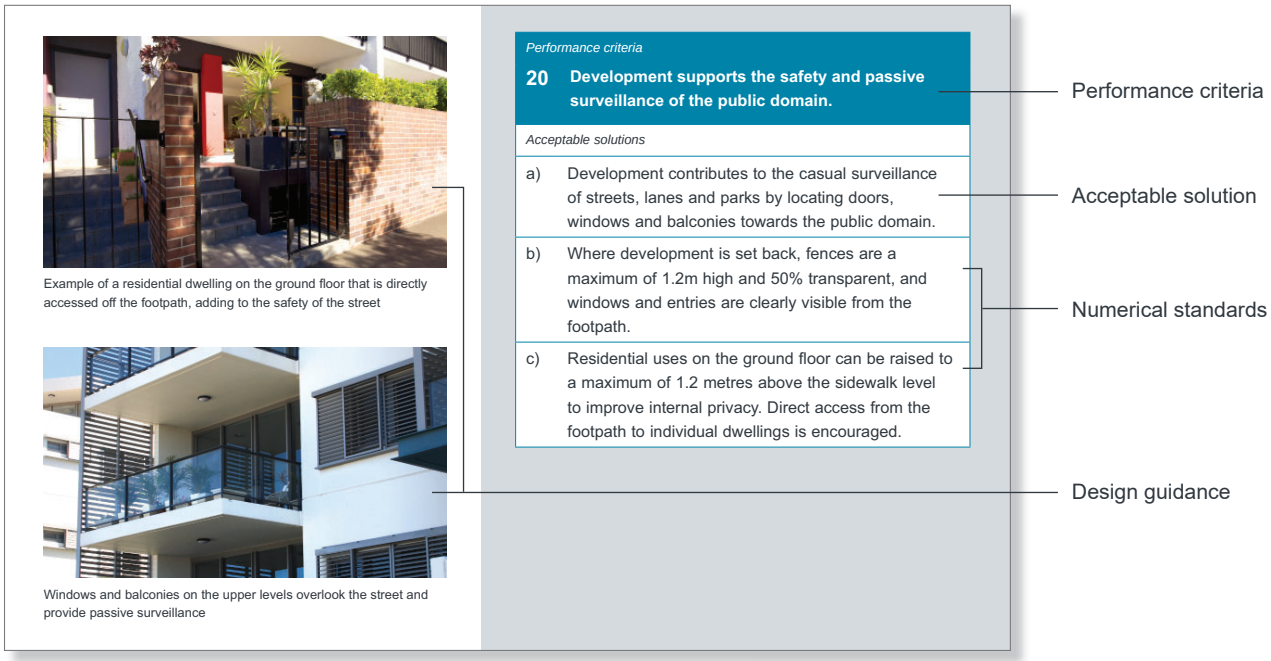
DCP controls can rely on numerical standards to achieve desired outcomes, or be based on 'performance criteria' and 'acceptable solutions' that describe how the desired outcomes can be achieved. There are advantages and disadvantages to both types of controls.

Performance criteria are more flexible and focus on the desired future character, however, they rely on discretionary assessment/ interpretation and can be harder to 'defend'. Numerical standards are black and white making it easier to assess, however, they are more rigid and can hinder innovative solutions which may result in a better overall outcome or 'win-win' for everyone.

Best practice DCPs

Successful DCPs adopt a balanced approach and provide a combination of numerical controls and performance-based provisions. They aim to go beyond simply avoiding the 'worst development mistakes' and seek to provide a policy environment where development is encouraged that maximises the public benefit and generates a positive contribution to the surrounding area.

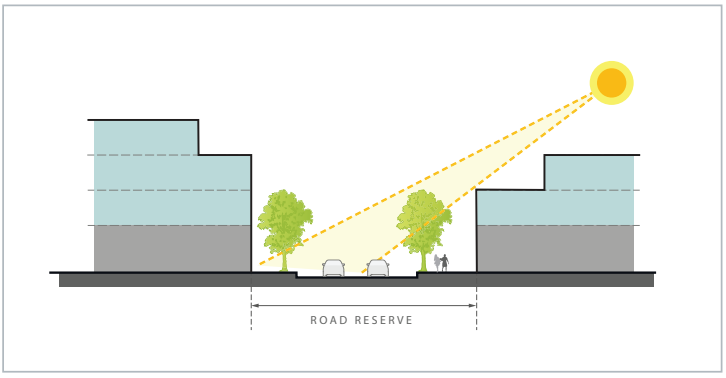
Best practice DCPs also incorporate design guidance on how new buildings can foster activity and safety, improve the visual appearance of an area, encourage passive environmental design, facilitate fine grain pedestrian connectivity and be sympathetic to surrounding heritage values.



Example: extract of the Nowra CBD DCP report (2017)

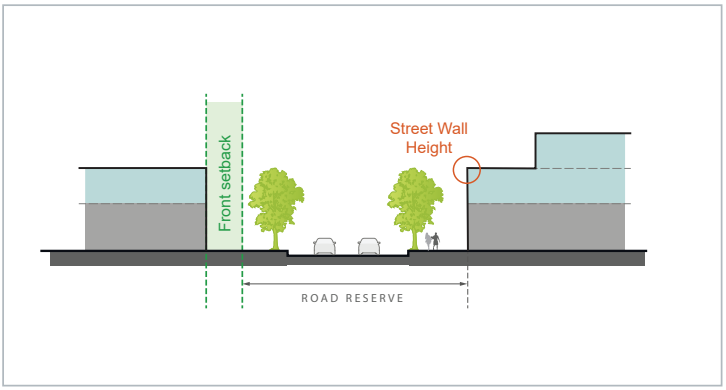
Important considerations

The expanded DCP controls for Kiama will need to create a clear understanding of the scale of future built form and support high quality development that contributes to the desired character of the town centre and considers the impact of new development on its immediate surrounds.



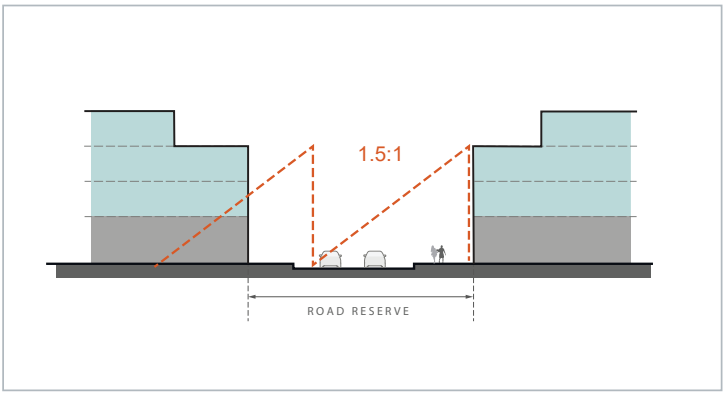
Solar access

One of the most important factors is the impact of any new development on the solar access to streets and public spaces. Development to the north in particular needs to facilitate adequate sun access to areas to the south.



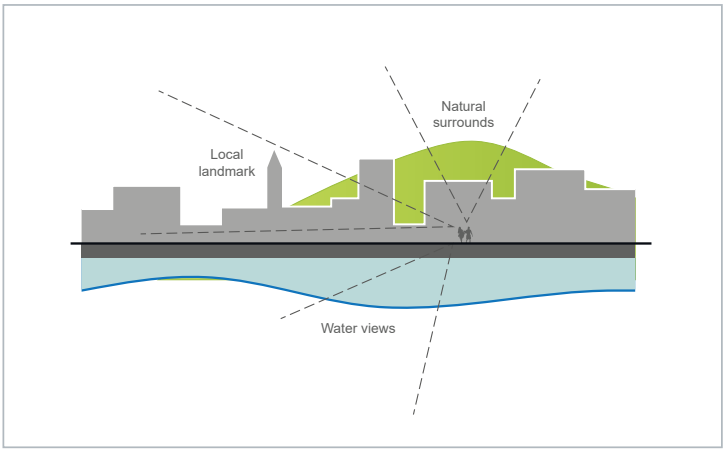
Streetscape character

Front setbacks and street wall heights help establish the character of a street. Front setbacks can facilitate more street trees or landscaping. Street wall heights are important in order to define the spatial enclosure of streets.



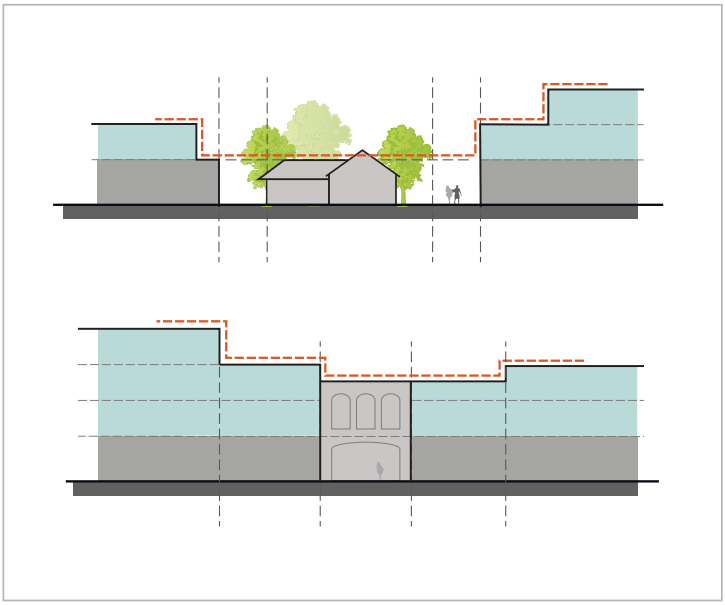
Street proportion

As a general guidance for centres such as Kiama, a street proportion of between 2:1 or 1.5:1 is an appropriate spatial enclosure as it creates a contained streetscape character for the setting.



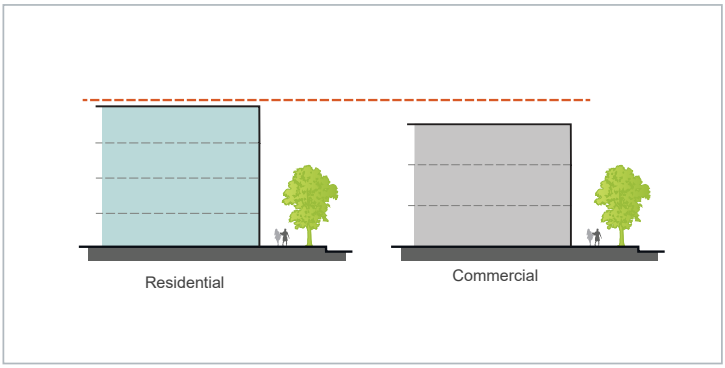
Views and vistas

Preserving views is critical to placemaking and for retaining the unique character of centres such as Kiama. The most significant views are those from public places to landmarks, heritage items or areas of natural beauty i.e. the ocean, coastline, ranges and beaches.



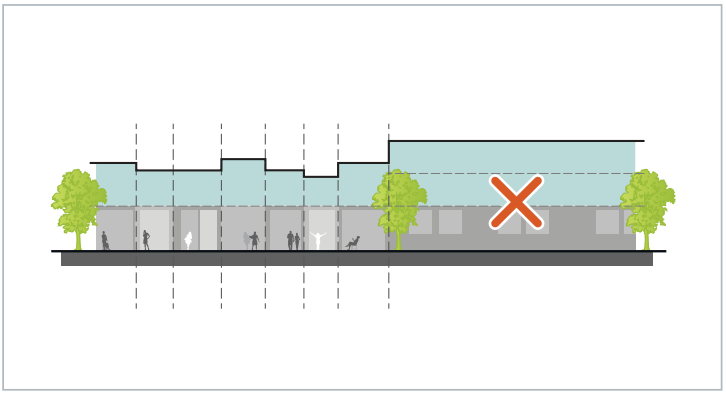
Heritage Integration

Heritage items make a substantial contribution to the local character of a place. Development controls need to protect these buildings and their visual 'curtilage', and facilitate new development that is sympathetic and integrates sensitively.



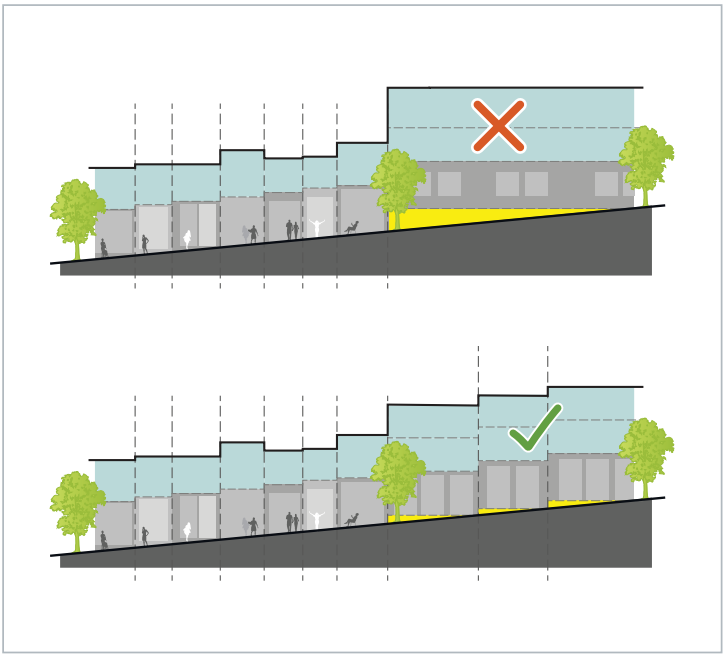
Building use

The intended use of new development has an impact on how many storeys are permissible within a certain height limit because commercial or retail uses require higher floor to ceiling heights compared with residential uses.



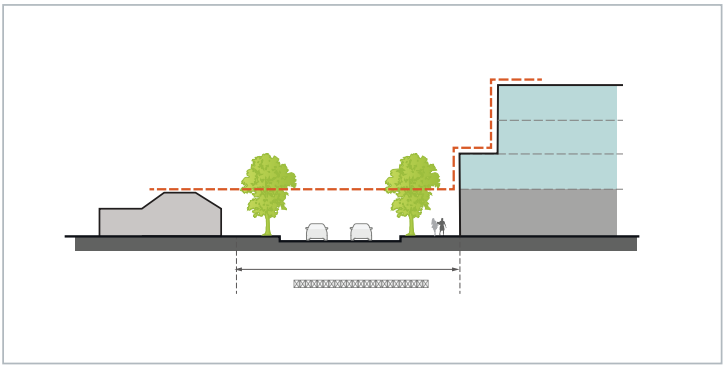
Activity & interest

There is a relationship between the width of a lot, the level of activity along a street and the proportions (vertical, horizontal) of buildings. Traditional shopping streets, such as Terralong Street, have a 'fine grain' of narrow frontage lots that create a high level of variety and interest.



Sloping land

How a development addresses slope significantly affects the street interface. Activity is supported by a development that steps down the slope rather than one that retains a flat floor level irrespective of the topography along the street.



Interfaces

Development in a centre is often of a greater scale than that of the surrounding area. Development controls need to consider the interface between these areas and how taller buildings can step down to create well proportioned streets and sensitive transitions.

A. Active frontages

A key attraction of any town centre is the activity generated along the street. Detailed pedestrian-scale visual environments, viewed at walking speed, and combined with 'active' uses such as shops, cafés and restaurants, are key success factors in creating (and sustaining) pedestrian activity.

In the Kiama Town Centre, 'active frontages' should at a minimum be a requirement along key pedestrian routes, i.e. Collins, Manning and Terrralong Streets. Ground floors need to invite interaction through entries and windows, create diversity, limit vehicle access points and shelter pedestrians from the weather through the use of continuous awnings.

Current DCP

The current DCP identifies the following:

- Active uses should relate to the footpaths and open spaces. This is particularly important along Terralong, Collins and Manning Streets and existing open air areas such as Hindmarsh Park. Restaurants, cafes and markets should be encouraged to extend those uses onto the footpath wherever possible and practicable. (Ch26,p3)
- Ground level building detail: façades should be interesting to passersby. Plain blank walls are not appropriate. Windows and doors which open onto activities, displays or art can be used to create interest. Appropriate architectural detailing can be used to further enhance ground level façades. (Ch26, p7)
- Entry points to buildings should identify themselves and be at the same level as the street where possible. Major entry points should include access for people with limited mobility. (Ch26, p7)
- Provide the greatest possible extent of 'active frontages' (i.e. building frontages that encourage visual and pedestrian activity to all streets, lanes and open spaces abutting the development). (Ch26, p15)

Recommendations

The following maps, performance criteria, design guidance and controls are recommended for inclusion in a revised Town Centre DCP:

- Preparation of an 'active frontages' map* that identifies along which streets and public links active frontages are mandatory.
- Objectives/ performance criteria that require development to promote activity and interest along the footpath at a pedestrian level.
- Numerical standards i.e. a requirement that entries are level with the footpath (where not possible/ highly impractical, entries are a maximum of 0.3m above the footpath level, and cannot be below).
- Ramps (and associated balustrades) parallel to the facade should be strictly prohibited, however, where entries are slightly above footpath level, entries are recessed to allow for a step - or preferably a small ramp at 90 degrees to the facade, to improve accessibility.
- Tenancies should be no more than 8m wide to create a vertical rhythm, variety and interest along the street.
- Ground floors display vertical articulation with identifiably separate doors and windows.
- A continuous awning is required along all active frontages, with a minimum height of 3.0m and a maximum height of 4.5m. Low profile awnings with slim fascias and/or eaves (not to exceed 300 mm) are encouraged. Steps for design articulation or to accommodate sloping streets are to be integrated with the building design and should not exceed 700mm. Vertical canvas drop blinds are permissible along the street edge, but they are not to carry advertising or signage.
- Selected materials, textures, colours and detailing provide a great degree of interest at a pedestrian speed (also see Section J Façades and exteriors).
- Shopfronts display a high standard of finish and add to the variation and interest by balancing solid elements and glazing. The maximum amount of glazing is 70%.

**This could be identified in a 'consolidated controls' map for the town centre*

Successful ‘active’ streetscapes are designed to interact with pedestrians and have a high number individual narrow tenancies, reinforcing a vertical rhythm along the street

Ramps, setbacks and balustrades separate and create a barrier between pedestrians and the ground floor of buildings, limiting interaction

Figure 17 Recommended design guidance for active commercial/ retail frontages

B. Addressing the street

The way all building levels address the public domain has a direct influence on the character, safety and amenity of the Kiama Town Centre.

Every development needs to be designed to 'give back' and contribute to the streetscape and wider context. For example, buildings that are vertically articulated add visual richness and support pedestrian activity, while doors, windows and balconies that clearly address and overlook the public domain enhance surveillance and safety.

Current DCP

In regard to addressing the street, the current DCP includes the following guidance:

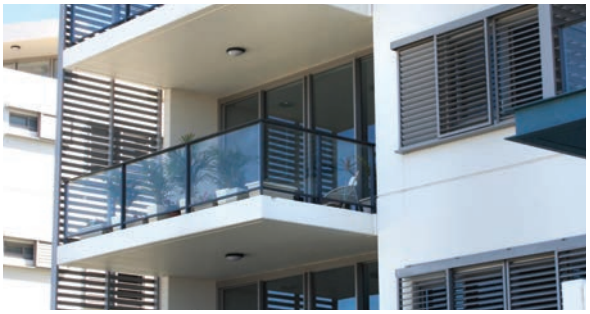
- Establish a building form which reinforces the existing streetscape pattern and rhythm, whilst acknowledging its particular siting requirements and function. (Ch26, p7)
- Ground level building detail: Façades should be interesting to passersby. Plain blank walls are not appropriate. Windows and doors which open onto activities, displays or art can be used to create interest. Appropriate architectural detailing can be used to further enhance ground level façades. (Ch26, p7)
- Promote high-quality buildings which provide variety, interest, safety and convenience and which are sensitive to their surrounding and the image of Kiama. (Ch26, p15)

Recommendations

The new DCP could include:

- Objectives that require buildings to contribute to the streetscape character, add visual richness, complexity, interest and a vertical rhythm; address the street frontage, corners and public open spaces through entrances, lobbies, windows and balconies; support the safety and passive surveillance of the public domain.
- Numerical standards i.e. façades that address the street have no more than 5.0 metres of ground floor wall length without a door or window.
- Where development is set back, fences are a maximum of 1.2m high and 50% transparent, and entries are clearly visible from the footpath.
- Residential uses on the ground floor can be raised to a maximum of 1.2 metres above the footpath to improve internal privacy. Direct access from the footpath to individual dwellings and a front setback of 3-4.5m is encouraged/ required.

Example of an elevated residential dwelling on the ground floor that is directly accessed off the footpath



Windows and balconies on the upper levels need to overlook the street, providing passive surveillance

C. Permeable urban structure

A permeable urban structure is key to successful places. New links and open spaces in the Kiama Town Centre are encouraged in order to build upon the existing access network and focus on supporting the uptake of walking, cycling and the use of public transport, and link key destinations within and beyond the centre.

Successful centres prioritise ‘active transport’ so it becomes a viable and attractive alternative to car trips. This relies on creating comfortable environments: clear and direct pedestrian routes, signalised intersections and pedestrian crossings, wide footpaths, continuous awnings, street trees, attractive bus waiting areas, safe bike lanes and shared paths, and convenient bicycle parking.

Current DCP

The current Town Centre DCP chapter identifies the opportunity to revitalise Kiama's existing laneways.

Rather than just being used as service/ access to commercial premises with little 'civic quality', the DCP states that "these laneways could become a more integral part of town life in the Kiama Town Centre by encouraging pedestrian movement through the town, and greater density by increasing residential uses above shop fronts" as well as tourist uses and activities.

Recommendations

In addition, the revised DCP could include further provisions to help develop a finer grain and more permeable urban structure over time:

- Preparation of a 'future urban structure' map that identifies the location of improved existing and desirable new linkages.
- Objectives that require development to build upon and improve the fine grain access network to more effectively link to Kiama's foreshore, open spaces and beaches, the train station, shopping precincts and main street environments, and carparking areas; encourage walking, cycling and the use of public transport and to reduce car use and adverse traffic generation impacts.
- Ensure the existing access network is retained and new streets, laneways, formal and informal through-site links and pedestrian connections are provided (when redevelopment occurs).
- New laneways are to be a minimum of 8m wide and all pedestrian links a minimum of 4.5m wide.
- New laneways and links are to be consistent with Crime Prevention through Environmental Design (CPTED) principles (e.g. clear sight lines), activated by retail, civic and/or commercial use at ground level for at least 20% of their length, naturally ventilated, well-lit after hours and publicly accessible 24/7.

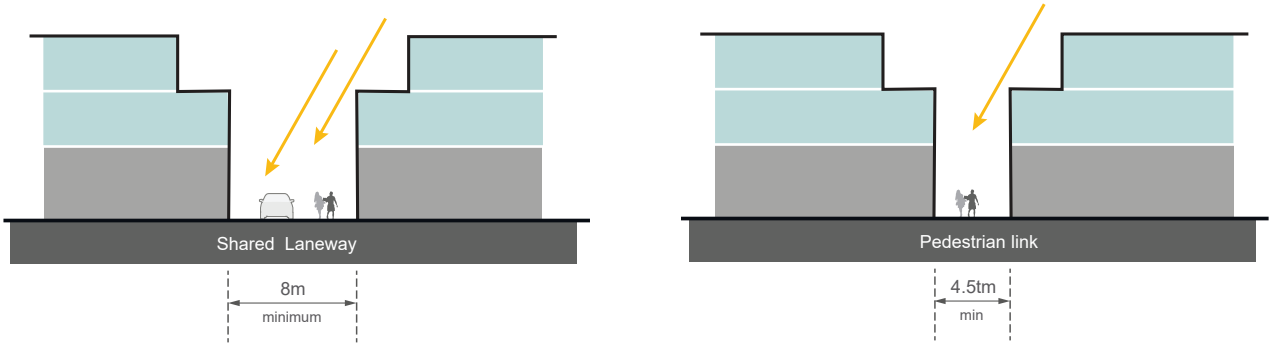


Figure 18 New laneways and links need to be a minimum width, have clear sightlines and be naturally lit and ventilated

D. Street setbacks

Street setback zones are an integral part of the streetscape and their treatment is fundamental to the amenity and character of a place. Combined with building height and road reserve width, they define the proportion, scale and visual enclosure of the street. Street setbacks not only establish the alignment of buildings along the street, they also provide for landscaping and deep soil areas, building entries and a transition between public and private space.

In the core of the Kiama Town Centre, the street setback would predominantly be set at the property boundary (built-to-alignment), defining the street corridor with a continuous built edge and creating direct connections between grade-related retail/ commercial/ community uses and the public domain. Surrounding the core, the context changes and street setbacks may increase to accommodate landscaped areas and front gardens, contributing to the landscape setting of buildings and streetscapes.

Current DCP

The current DCP includes some provisions and guidance in regard to street setbacks:

- A strong street frontage along Terralong and Manning Streets should be maintained to all new commercial development (i.e. minimum front boundary setbacks). (Ch26, p2)
- Buildings should extend to the property boundaries where appropriate to reinforce the street patterns and the continuity of existing street façades. (Ch26, p6)
- Continuous building frontages are required along key activity routes and preferred on all other routes. (Ch26, p6)

Recommendations

The revised DCP could include the following objectives and provisions:

- Objectives e.g. development is to establish the desired spatial proportions of the street, define the street edge, reinforce the desired character, and create a threshold by providing a clear transition between public and private spaces.
- Preparation of a detailed street setbacks map* specific to the Town Centre core and fringe areas.
- Numerical standards, e.g. where built-to alignments apply, buildings should have a minimum of 75% of their frontage built to the nil setback. The remaining 25% may set back up to 2.0 metres to provide areas for entrances, bike parking, outdoor seating and the like.
- Balconies, ground floor terraces or entrance structures can protrude up to 0.6m into the front setback. No protrusion is allowed for development along built-to-alignments.
- Where front setbacks are required, they are landscaped, facilitate casual surveillance of the street and add to the desired streetscape character (also see Section H Landscape quality for the treatment of front setback areas).

**This could be identified in a 'consolidated controls' map for the town centre*

Example of buildings along a built-to alignment, which helps define the street edge and create direct connections between ground floors and the footpath

E. Side and rear setbacks

Side and rear setbacks separate a development from neighbouring sites. Requirements for setbacks vary depending on the context of the development. In the core of the Kiama Town Centre, a continuous street wall is desired with side and often rear setbacks set to zero resulting in attached built form. In the fringe, minimum setbacks should apply that relate to existing development patterns.

Setbacks are particularly important when developing next to existing residential uses or lower scale areas, or if the neighbouring properties have windows that face the side boundary. Rear setbacks can help establish (and/ or protect) landscaped corridors with adjoining properties. These connected areas of deep soil support mature trees and habitat corridors that improve biodiversity and the local micro-climate.

Current DCP

The current Town Centre DCP Chapter contains the following provisions:

- To ensure that all buildings are developed and located so that they do not unduly prejudice the daylight or privacy available to any adjoining land which is used or could be used for residential purposes. (Ch26, p1)
- The development should not unreasonably reduce the privacy enjoyed by residents of any adjoining or adjacent residential development. (Ch26, p14)

For medium density residential, side setbacks for 2-storey development range from 0.9 (non-habitable rooms) to 6m (habitable), and for 3-storeys 3m (non-habitable) to 6m (habitable). The typical rear setback that applies is 6m. (Ch5, p4-5)

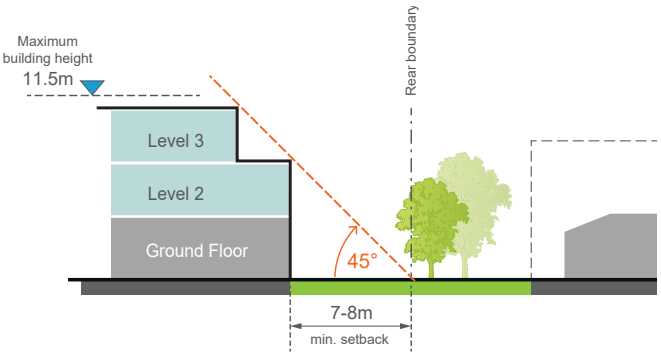


Figure 19 In some areas, minimum rear setbacks for 3+ storey development could be controlled by a 45 degree plane e.g. where adjacent to lower scale areas

Recommendations

The revised DCP could include the following objectives and provisions:

- Objectives that require new development to create continuous street walls in the core of the centre; provide adequate privacy and access to daylight, ventilation and outlook for neighbouring properties; create consolidated deep soil landscaped corridors in conjunction with adjoining properties; assist in transition between areas with different development intensity and use, e.g. lower scale residential.
- Development in the town centre core along key streets has nil side setbacks. (Note: this requirement should be varied/ reviewed where adjacent to heritage items).
- Walls built to the side boundary have no windows overlooking adjoining properties.
- Separation for residential flat buildings (apartments) and residential components of multi-storey development satisfies the requirements of SEPP 65 and the Apartment Design Guide.
- In areas with a designated maximum building height of 11.5m or more, rear setbacks may be defined by a 45 degree angular plane from the rear boundary instead of a metric requirement (see diagram above).
- Deep soil zones are located next to deep soil areas of adjoining properties (where existing) to create consolidated landscaped/ biodiversity corridors over time.

F. Street wall heights

The street wall height is the height of the building from the street ground level up to the first upper level building setback. Setting street wall heights in a town centre environment is an important element to ensure a consistent building scale, in particular along streets that contain a diverse mix of uses, building typologies and heritage items.

Street wall heights, in conjunction with upper level setbacks, also impact on the amount of sunlight that reaches streets, public places and neighbouring properties. New development needs to minimise overshadowing so street wall heights and upper level setbacks vary depending on the location of future built form. Buildings to the north of a street or public place, for example, should step back more than development located to the south, east or west.

Current DCP

The current Town Centre DCP chapter states that:

- The façades of new buildings should be designed to maintain the dominant parapet line of adjacent buildings. Buildings adjacent to heritage buildings should enhance and be compatible with the scale and character of those buildings. (Ch26, p7)

Particular emphasis is placed on corner buildings:

- On corner sites the built form and design detail should reinforce the corners of major road intersections. This can be achieved by additional height to the corner of the building. (Ch26, p4)
- On major public corners and prominent entrance sites, a three (3) storey height limit should be imposed. (Ch26, p7)
- Buildings located on corners of major street intersections should have higher corner elements which can be used to emphasise the street corner. Architectural elements and not commercial signage would best serve the purpose. The corner element should not be lower than the lowest adjoining facade. (Ch26, p7)

Recommendations

The revised DCP could include:

- Objectives i.e. new development is to help facilitate a gradual manifestation of consistent building scales and coherence along streetscapes; define and spatially enclose the street; respond to adjacent development; articulate building massing and help mitigate the pedestrian's perception of building height and bulk; and manage shadow impacts on streets, public places and nearby sites.
- Any development above the street wall height applies a minimum upper level setback of 3m (depending on the site's orientation, greater setbacks may be required for development to the north of streets and public places to ensure sufficient sun access).
- Preparation of a built form section showing the street wall height, upper level setbacks, minimum floor level heights and if applicable articulation/ projection zones (see example below).

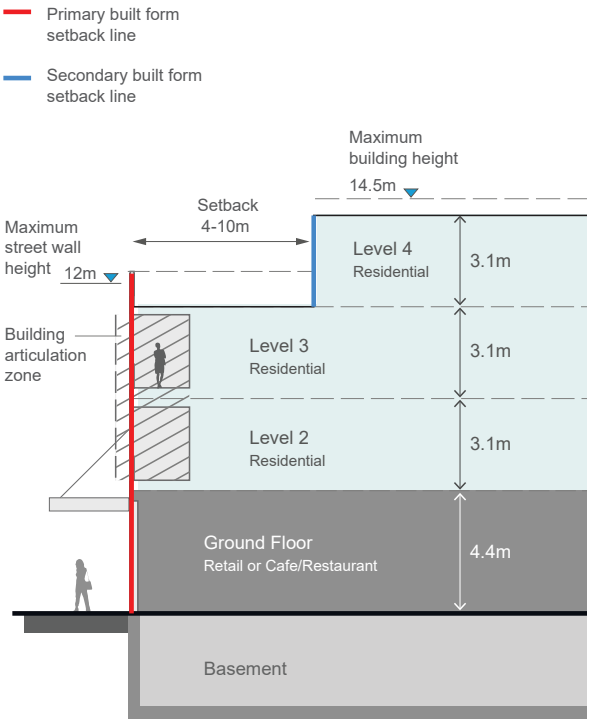


Figure 20 Example built form section showing street wall and floor heights, setbacks and articulation zone

G. Bulk, scale and floor heights

Except for prominent corner locations which benefit from stronger and higher built form, most development in the Kiama Town Centre should seek to reduce its perceived bulk and scale when viewed from streets, public places and neighbouring properties. Ways to achieve this include careful composition of building mass, height and facade treatment, including horizontal and vertical articulation, projections, recesses, eave overhangs and deep window reveals.

At the same time, buildings need to be able to adapt to a variety of uses over time. This is particularly important for ground floor uses in a town centre, so providing generous ceiling heights is essential as this not only allows for greater flexibility and adaptability but enables a better relationship of the building with the street.

Current DCP

The current Town Centre DCP chapter outlines that:

- In general, new buildings should align with the street frontage with specific corner emphasis at gateway and civic areas. (Ch26, p5)
- A general building height of no more than three (3) storeys currently applies within the Kiama Town Centre. (Ch26, p5)
- On major public corners and prominent entrance sites, a three (3) storey height limit should be imposed. This would reflect the vertical scale of the Town Centre which is emphasised by the Norfolk Island Pines, the tower of the Post Office and the steeple of St. Stephens Presbyterian Church and give a sense of scale to the shops in the retail precincts of Terralong and Manning Streets. (Ch26, p7)

Recommendations

The revised DCP could include:

- Objectives i.e. new development is to ensure the bulk and scale is consistent and in keeping with the desired future character and streetscape; reduce perceived bulk when viewed from public places and neighbouring properties (where appropriate); and be adaptable to changes in use in the future.
- Where frontages are more than 20 metres wide, building massing must be vertically articulated.
- The upper-most level is set back and is visually unobtrusive. Ways to achieve this include the use of lightweight construction techniques, dark colours and/or roof elements that create deep shadows.
- The recommended minimum floor heights are:

Use	Minimum floor to floor height	Minimum floor to ceiling height
Retail	4.4m	4m
Commercial	3.7m	3.3m
Adaptable	3.7m	3.3m
Residential	3.1m	2.7m
Community	3.7m	3.3m

Generous floor to ceiling heights are particularly important for ground floors to be able to accommodate change of uses over time and maintain a positive relationship with the street

H. Site consolidation

Development proposals may seek the consolidation of two or more properties for example where a single site is too small to fit a desired development type and/or where access and parking requirements are not able to be accommodated.

The typical benefits of consolidating land into a larger site include increased flexibility (e.g. for access, built form arrangement, ability to minimise negative impacts such as overshadowing) and efficiency (e.g. shared facilities, better environmental performance/ orientation, maximisation of development potential). There is also a risk is that consolidation creates larger developments that are 'out-of-scale' and detrimental to the desired character of an area.

In the Kiama Town Centre, it is recommended that Council adopt a balanced approach, so that consolidation is encouraged where it will lead to quality built outcomes and 'public benefit' such as the delivery of a new through-site link but development of smaller sites is also encouraged. Important characteristics of the centre such as a fine grain lot and built form pattern, visual interest and variety, and the ability for smaller investors (e.g. individual landowners) to redevelop relies on incremental development of smaller sites.

Current DCP

The Town Centre DCP includes the following objectives that relate to site consolidation:

- To encourage and increase opportunities for mixed use development (ie integrated residential/ commercial) within the Kiama Town Centre;
- To promote consolidation of the Kiama Town Centre.

The Medium Density Development DCP identifies the following:

- To encourage lot amalgamation and discourage leaving isolated lots surrounded by larger developments.
- To encourage a mix of housing forms to assist in achieving urban consolidation initiatives particularly in localities close to business.

The Subdivision DCP chapter includes objectives that, at a high level, are also applicable to amalgamation and site consolidation:

- To ensure the subdivision of land is responsive to inherent site conditions and constraints.
- To ensure that all subdivisions are designed to take into account the principles of ecologically sustainable development and solar energy efficiency, to assist in ensuring that subsequent development is significantly more energy efficient.
- To ensure that lot sizes, dimensions and layout are consistent with best practice in terms of urban design, solar access orientation and energy efficiency.

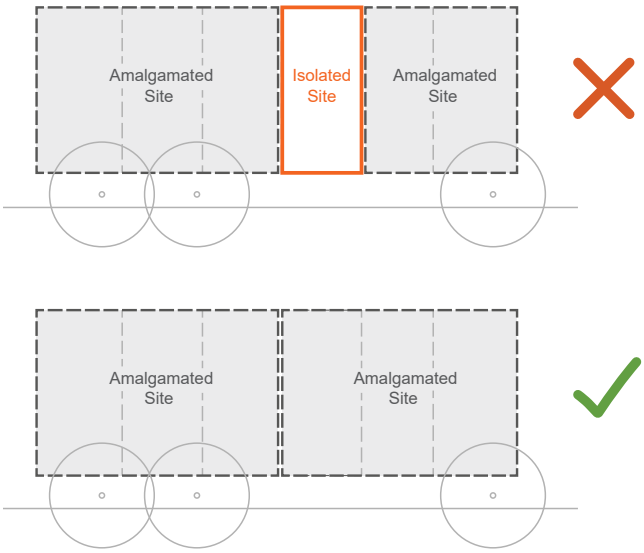
Recommendations

The revised DCP could include:

- Objectives i.e. site consolidation (and resultant future built form) is to respond to the desired future character of the town centre, sensitively integrate with heritage items within the site and within proximity to the site (e.g. across the street), maintain future development potential of adjoining sites, not compromise existing features on adjoining land (e.g. trees), and minimise driveway crossings.
- Objectives in regard to development of smaller lots i.e. ensure development of existing small and/or narrow lots can still occur, and encourage narrow frontage, fine grain retail and built form in the centre.
- As a general guide for the Kiama Town Centre, sites that are between 800-1,500m^2 enable the creation of mixed use development with basement parking, built form interest and variety and quality design outcomes.
- Site consolidation into sites larger than 2,500m^2 should not be permitted in the town centre (except for identified 'strategic opportunity sites').
- Consolidation of sites should not result in isolation of individual lots less than 500m^2 in area and/or less than 12m street frontage. Where a proposal would result in an isolated site, the applicant must provide evidence that a fair financial offer has been made to that land owner for incorporation into the site consolidation.
- A maximum of one (1) vehicular access point is permitted per consolidated site (except for identified 'strategic opportunity sites'). On sites with more than one street frontage, vehicular access is to be provided from the secondary street frontage.
- On narrow sites with a street frontage of less than 12m and a site area of less than 500m^2, alternative methods to address parking should be permitted, including car share, off-site parking provision (de-coupling/ lease agreements) and/or exemption from parking requirements.

The recent 'Bathers' development on Manning Street occupies a large site (approximately 5,500m^2) and while not tall appears 'out-of-scale' to the prevalent lot and built form pattern of the Kiama Town Centre.

The ability for small, narrow lots to redevelop will support the town centre's fine grain character and can be made more viable by development controls that allow flexibility in regard to required car parking provisions.



I. Prominent (corner) sites

Visually prominent sites are typically those that are located on a corner or at the end of terminating views. While the impact of an 'ugly' development mid block can be hidden (e.g. through street tree planting), such development on a corner site has long lasting negative impacts on the visual character and perception of a place.

Achieving quality development on these sites is particularly important for town centres that have a regular grid block pattern such as Kiama. Many of the centre's landmarks are located on street corners such as the iconic Post Office.

Current DCP

The Town Centre DCP has a number of objectives and controls in regard to corner sites, including:

- Major corner sites should be redeveloped with stronger "edge" buildings. (Ch26, p2)
- On corner sites the built form and design detail should reinforce the corners of major road intersections. This can be achieved by additional height to the corner of the building. (Ch26, p4)
- Built form and design detail should reinforce the corners of major road intersections. This can be achieved by additional height to the corner of the building, and use of architectural features such as tower elements, stepped corners etc. (Ch26, p4)
- On major public corners and prominent entrance sites, a three (3) storey height limit should be imposed. (Ch26, p7)
- Buildings located on corners of major street intersections should have higher corner elements which can be used to emphasise the street corner. Architectural elements and not commercial signage would best serve the purpose. The corner element should not be lower than the lowest adjoining facade. (Ch26, p7)

Recommendations

The revised DCP could include:

- More detailed guidance in regard to the architectural expression and quality of corner elements i.e. breaking up built form massing through the use of vertical articulation.
- Quantification of the size of the taller built form element allowed on corners e.g. limitation to a 10mx10m footprint.
- Identification of key corners* i.e. gateway locations and sites opposite landmarks such as the Post Office or historic hotels, where particular attention to high quality design (composition, proportion, material selection) is required.

**This could be identified in a 'consolidated controls' map for the town centre*

Example of corner elements - historic (left photo, Goulburn NSW) and contemporary (right photo, Mawson Lakes SA)

New development on this key site (currently occupied by the Commonwealth Bank) opposite the iconic Post Office will require particular attention to quality architectural expression and appropriate massing of the corner.

J. Strategic sites

Some locations have an important catalyst function for the town centre as a whole (see Section 3-3 Built form and catalysts). For the Kiama Town Centre, a number of 'Strategic Opportunity Sites' have been identified, including the area designated to become the Heritage/ Civic Quarter around the Council Chambers and the Retail Attractor site centred around the Akuna Street carpark.

Location specific controls provide a link between an agreed strategic direction, like the Charette or Town Centre Study, and individual proposals. They create an opportunity for Council to consider and resolve a preferred direction and ensure developments 'fit' together prior to discussion with individual landowners about a specific proposal.

It is recommended Council prepare site specific controls for each strategic site. In addition, important locations such as the corner of Terralong and Manning Streets opposite the Post Office would benefit from detailed controls to guide a positive future built form outcome. The diagram below shows a map with potential basic controls for this location.

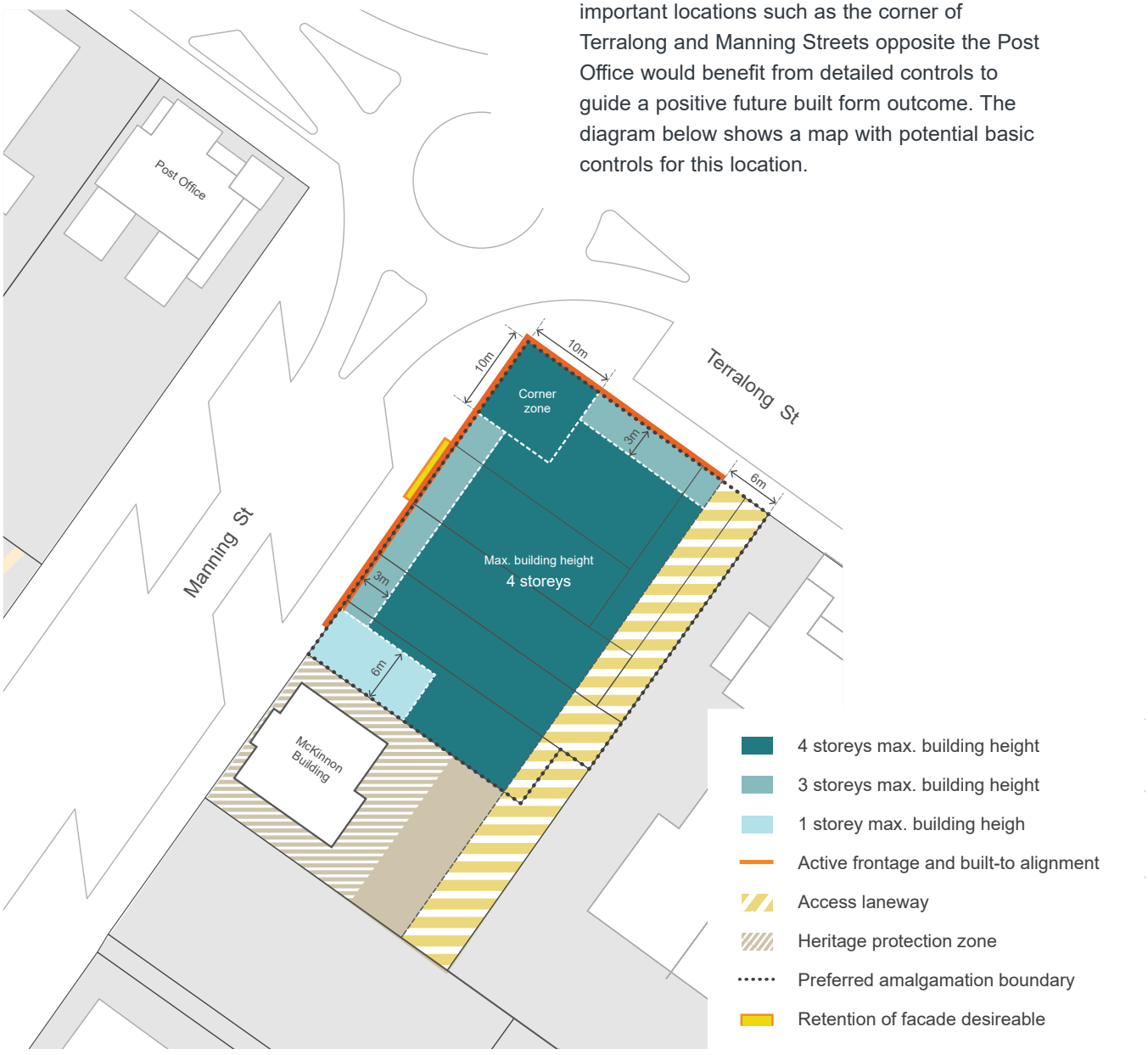


Figure 21 Potential typical controls map

K. Landscape quality

The landscape treatment of the Kiama Town Centre is one of the most admired characteristics of the centre. Landscape design plays an important role in the successful integration of new development into the surrounding streetscape and context. It enhances the appearance and amenity of the area, provides for recreation, preserves biodiversity and improves micro-climatic conditions.

Landscape and built form need to be designed together and landscaped areas should not be generated by 'left-over spaces' resulting from building siting. A portion of the landscaped area is required to be deep soil suitable for the growth of mature trees and vegetation.

Site coverage describes the area of a site that is covered by buildings, structures such as sheds or garages and any other non permeable hard surfaces, for example driveways or car parking areas. It is expressed as a maximum percentage of the site area that can be built upon and varies depending on the location of development.

Deep soil zones are areas of natural ground which have a natural soil profile. They are free of structures (including underground structures) and are suitable for the growth of mature trees and vegetation.

Current DCP

Chapter 8 of the DCP outlines detailed landscape guidelines and requirements for industrial, commercial, rural and residential development. It also provides guidance on street tree planting, the protection of existing vegetation, recommended plant species, maintenance requirements and the treatment and protection of trees of 'special significance' i.e. endangered species or trees of heritage and/or cultural value.

WSUD (water sensitive urban design) measures should be mandatory in landscape design of new development

Recommendations

In addition to Chapter 8, the revised DCP could include provisions specific to the centre such as:

- Preparation of a 'landscape priority streetscapes and areas' map (*Note: this could be incorporated into a consolidated controls map - see Section 2.4 for examples) .*
- Objectives i.e. new development is to promote high quality landscape design as an integral component of the overall design; improve the local micro-climate, native fauna and flora habitats and control climatic impacts on buildings and outdoor spaces; and allow adequate provision on site for infiltration of stormwater, deep soil tree planting, landscaping and areas of communal outdoor recreation.
- Maximum site coverage provision, e.g. ranging from 100% permissible site coverage in parts of the core, to 40% in fringe areas.
- The minimum landscaped area would be the site area minus the calculated maximum site coverage applicable.
- At least 50% of the landscaped area is deep soil, or 15m², whichever is greater.
- Landscaped areas in front of north-east, north and north-west facing façades use deciduous vegetation to provide shade in summer and allow sun penetration during winter.

L. Views and vistas

One of the key characteristics of the Kiama Town Centre is its significant topography which reveals views of landmarks, heritage items and the surrounding natural assets, including the harbour, ocean, coastline and beaches. Protecting these views is critical because they help shape the experience people have and make Kiama a unique and memorable place.

The regular grid structure means that while views that terminate in built form are rare, corner buildings are highly prominent and attention to the building character and detailed design of their bulk, scale and façades is important.

Current DCP

The current Town Centre DCP chapter identifies that significant views and vistas within the centre are presently impacted by visual barriers, e.g. views across Hindmarsh Park are blocked by the Shoalhaven Street Railway Bridge, and the vista to Black Beach from Manning Street is blocked by low planting and signage.

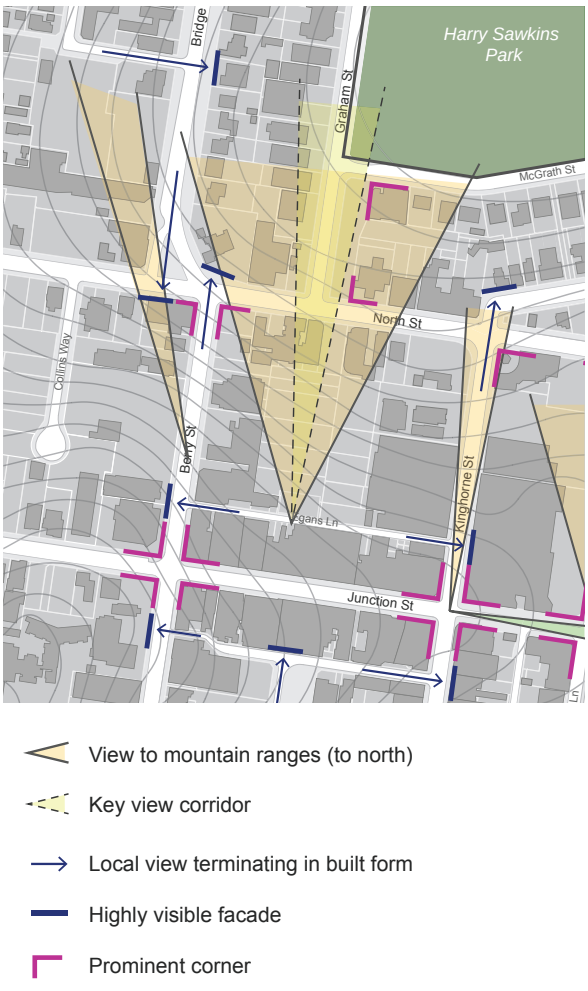
In regard to private development, the DCP places considerable importance on the treatment of corner buildings:

- Major corner sites should be redeveloped with stronger "edge" buildings. (Ch26, p2)
- Built form and design detail should reinforce the corners of major road intersections. This can be achieved by additional height to the corner of the building, and use of architectural features such as tower elements, stepped corners etc. (Ch26, p4)
- Buildings located on corners of major street intersections should have higher corner elements which can be used to emphasise the street corner. (Ch26, p7)
- On major public corners and prominent entrance sites, a three (3) storey height limit should be imposed. (Ch26, p7)

Recommendations

The revised DCP could include:

- Further objectives, e.g. new development is designed to protect and celebrate key views and vistas in the centre, i.e. views from streets, lanes and open spaces towards the harbour, ocean, coastline and beaches; highly visible buildings (particularly where located on corners) respond to their prominent location and play a positive role in defining the character of the centre.
- Preparation of a 'views and vistas' map (see example below) which would identify vistas, terminating views and prominent corners.



Example of a Views and Vista map (Nowra CBD DCP)

M. Facades and exteriors

Each building in Kiama makes a contribution to the streetscape character of the town centre. The quality of these contributions vary widely and depend not only on the scale of the development, but also on the detailed design of façades and exteriors.

The form, scale, proportion, and pattern of building façades and elements, including doors, windows, balconies, roofs and decorative elements is important. So is the choice of materials, finishes and colours, which need to be carefully selected for their robustness, durability, energy performance and compatibility with the surrounds.

Current DCP

The current Town Centre DCP chapter includes the following provisions:

- Facade Detail: particular attention should be paid to parapets, mouldings and windows. Windows with a reasonable depth of reveal and modulation (min. 150 to 200 mm) are preferred in order to enhance the solid wall facade appearance of buildings in the Kiama streetscape and maintain an interest and scale at pedestrian level. This is particularly important in streets with a number of historic buildings. (Ch26, p7)
- Building materials should include walls of masonry construction, rendered to a flat surface for painting, roof slate, corrugated sheet metal or concrete tiles; and architectural detail and trim in timber and moulded cement. Materials should maintain the scale, texture and proportion of the existing Terralong, Manning and Collins Streetscapes. (Ch26, p8)
- Colours should be appropriate to the overall streetscape context and include white, light grey, light brown and deep brown ochre; Roof colours such as deep grey, charcoal, deep green-grey, and olive are appropriate; As an alternative to a painted finish the use of natural stone (i.e. sandstone or basalt blocks) and other textured surfaces onto brickwork, such as a bagged finish using coloured cement, provide an interesting and appropriate surface. (Ch26, p8)

Recommendations

In addition, the revised DCP could include:

- The composition of façades balances solid and void elements and does not display large areas of a single material, including reflective glass.
- External walls are constructed of high quality and durable materials and finishes with low maintenance attributes.
- Sidewalls are designed as an architecturally finished surface that complements the main building facade.
- Visually prominent elements such as balconies, overhangs, awnings, and roof tops are to be of high quality and low maintenance design.
- Roof plant, lift overruns, utilities, vents and other service related elements are to be integrated into the built form design and complementary to the architecture of the building.
- Along designated active frontages, permanent opaque coverings on windows and doors at ground level that prevent views into buildings are restricted to less than 15% of glazed area.

It is recommended to modify the current DCP provisions for colours and materials:

- Colours should be selected from a designated palette, with an emphasis on light/ neutral colours that harmonise with the seaside context. (It is recommended to prepare a tailored Town Centre colour palette as part of the revised DCP).
- Colours should be selected to create contrast between base colour and highlight colour. Very dark colours and large expanses of white are to be avoided.
- Materials must be harmonious with and complement the coastal character of the area. Materials used are to be suitable for the local climatic conditions and are to be able to withstand natural weathering. Materials should be textured such as timber, bagged brickwork and natural stonework.
- Large expanses of any single material should be avoided. Highly reflective finishes and curtain wall glazing are prohibited.

N. Heritage and conservation

Kiama's heritage buildings make a significant contribution to its character, cultural value and identity, and protecting heritage buildings and their visual setting or 'curtilage' is critical. Sensitive redevelopment of heritage buildings, also referred to as 'adaptive reuse', is encouraged. New development in the vicinity of heritage items or within a heritage conservation area, needs to respect and complement the heritage streetscape character.

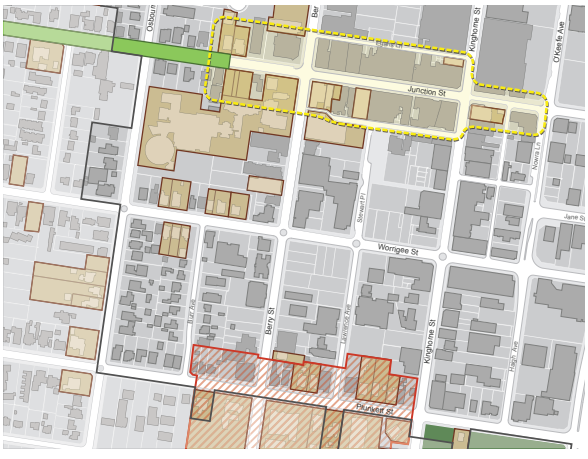
Current DCP

Chapter 30 Heritage of the current DCP contains detailed provisions for new development in the vicinity of a heritage item which must be appropriate in its scale, form, siting, materials and colour and detailing. (Ch30, p10-13)

Recommendations

In addition to Chapter 30, the following provisions could be added to the revised Town Centre DCP:

- Preparation of a heritage map that identifies not only the listed heritage items and conservation areas in the LEP, but includes contributory buildings and potentially 'contributory character zones', e.g. where a group of character buildings, not formally listed, make a collective contribution to the streetscape character. New development in these areas would be required to respond and integrate sensitively to this character (see adjacent example map).
- Development in the vicinity of a heritage item, within a heritage conservation zone or a contributory zone, is to protect and enhance the cultural significance of nearby heritage items and streetscape character.
- Where development is adjacent to a heritage item, contributory building or within a conservation area, street wall heights of new development may be required to vary.
- Alterations and additions respond appropriately to the heritage fabric but do not mimic or overwhelm the original building. Designs are contemporary and identifiable from the existing building. Ways to separate the new work from the existing include providing generous setbacks between new and old, using a glazed section to link the new addition to the existing building and/or using shadow lines and gaps between old and new.
- Building and facade design responds to the scale, materials and massing of heritage items through aligning elements such as eaves lines, cornices and parapets, facade articulation, proportion and/or rhythm of existing elements and complementary colours, materials and finishes.
- Signs on heritage buildings, including painted lettering, should be carefully located and should be sympathetic to the historic nature of the building. Adjacent signs should be designed and applied sympathetically.
- Where new development directly adjoins a listed heritage building, the appropriate building setback and height will be determined on a case-by-case basis having regard to the views, vistas and context of the heritage item.



Example of a Heritage map (Nowra CBD DCP)

O. Amenity

New development needs to provide a high level of amenity for future residents and building users. At the same time, development is required to protect and where possible enhance the quality of the public domain and minimise the impact on the existing amenity of adjoining development, i.e. visual/ acoustic privacy and sun access.

Current DCP

The current Town Centre DCP chapter includes the following provisions:

- To ensure that all buildings are developed and located so that they do not unduly prejudice the daylight or privacy available to any adjoining land which is used or could be used for residential purposes. (Ch26, p1)
- To encourage site planning and building design which maximises solar access to the building and private open space areas. (Ch26, p1)
- Mixed use residential/ commercial development: it is important to design the residential component to ensure that optimum solar access is available to internal living areas and external private open space areas. (Ch26, p10)
- The development should not unreasonably reduce the privacy enjoyed by residents of any adjoining or adjacent residential development. (Ch26, p14)

Building users should have the opportunity to open windows and operate privacy screens and sun shading devices from within buildings

Good sun access is a key contributor to public spaces that are inviting and well used

Recommendations

In addition, the revised DCP could include:

- Objectives, e.g. new development is required to minimise the impact on the outlook, privacy and sun access of adjoining properties; minimise overshadowing of streets, links and public open spaces; and protect building users from negative impacts (noise, air quality, vibration).
- Numerical standards e.g. sunlight access is provided to 50% of the area of all significant public spaces (e.g. Hindmarsh Park and designated pedestrian priority zones such as the intersection of Terralong/ Manning Streets) for at least 3 hours mid-winter between 9am and 3pm.
- At least 50% of the principal area of private open space of existing adjoining residential properties receives sunlight for a minimum of 2 hours between 9am and 3pm mid-winter (21 June) - or where the adjoining private open space does not currently receive 2 hours of sunlight, the development does not reduce sunlight to that space by more than 30%.

P. Parking and access

The design of vehicular access and carparking has a significant impact on pedestrian safety and the quality of the public domain. Vehicle access points need to be integrated carefully to avoid potential conflicts with pedestrian movement and the desired streetscape character.

The current DCP identifies that existing carparking areas in Kiama generally detract from the streetscape and landscape, and that there is an over-emphasis generally on vehicular passage through the centre, which detracts from what could be a much more pleasant pedestrian environment. Many existing parking access points are in conflict with pedestrian movement along footpaths.

Current DCP

The current Town Centre DCP chapter includes the following provisions:

- Within new larger commercial developments parking should be provided below ground where possible. Where parking structures are above ground they should avoid main activity frontages.
- Access to parking and loading areas should avoid main pedestrian activity frontages, particularly where access from alternative streets is possible.
- Access should be provided in areas of low pedestrian activity, and should have regard to traffic conflict and streetscape significance.
- Ingress and egress points to parking facilities should be legible, including well-lit signage, and the surrounding area appropriately landscaped.
- Pedestrian access should be physically separated from vehicular access. Similarly, short term and long term parking areas should be physically separated.
- Open lot carparks should be located behind buildings, especially along main activity frontages. Where this is not possible on local streets the perimeter of the car park should be screened with a solid fence having a minimum height of 2.0m, or planted with dense foliage having a minimum mature height of 4.0m.

Recommendations

Given the significant impact that vehicular infrastructure and parking has on the local character, it is recommended to strengthen/ add to the town centre specific DCP controls and incorporate additional numerical standards where possible.

- Objectives, e.g. new development is to minimise the visual impact of car parking areas and vehicle access points; minimise conflicts between pedestrians and vehicles on footpaths, particularly along pedestrian priority routes/ active frontages; and promote alternative modes of transport (walking, cycling, public transport).
- All parking is provided within the building footprint either within a basement or well integrated into the design of the building. Where parking cannot be provided within the building footprint it is located to the side or rear of the building(s) and is not visible from the street.
- Access to car parking is provided from side streets or the rear of the property wherever possible.
- New vehicle access points should not be permitted along streets with designated active frontages. Where access from a secondary street or lane is not possible, acceptable alternatives include off-site parking provision and/or a reduction of car parking requirements.
- Vehicle access points are limited to a single crossing point and are to be perpendicular to the kerb alignment.
- Double height access points (e.g. into a basement carpark or loading area) are not permissible along a primary street frontage.
- Below-grade parking structures may not protrude into the public domain, but can extend as far as the front property line (however cannot impact on the required provision of deep soil/ landscaping).
- Safe, convenient and secure bicycle parking is provided for larger developments (this can be linked to construction value and/or number of future occupants/ building users/ dwellings). Where provided within the building, bicycle parking/ storage is easily accessible from ground level/ lift lobby.

Q. Sustainable design/ ESD

Sustainable design in this section refers to development that is environmentally responsible and resource efficient, reducing the overall impact on the environment. Development in the Kiama Town Centre is encouraged to apply environmentally sustainable design measures in the areas of energy and water efficiency, passive solar design, natural ventilation, stormwater reduction and management, solar access, orientation and layout of development, building materials and waste minimisation.

Current DCP

The current Town Centre DCP chapter includes the following provisions:

- A number of environmental factors should be considered in the preparation of designs for development projects, including energy efficiency, wind effects, noise and air pollution. (Ch26, p10)
- Provide facilities on site for the storage of domestic and commercial waste including facilities for the collection of recyclable materials. (Ch26, p15)

Chapter 2 General Controls (pp3-4) states that new development:

- Must be designed and constructed to ensure environmentally sustainable buildings that can more easily cope with climate change over time.
- Should consider environmental and flexible design measures, energy efficient/solar design, and avoid over-reliance on road transport and materials that have high oil based (e.g. plastic) content.

Chapter 11 Waste Requirements outlines detail in regard to waste minimisation, management and recycling for all development within the Kiama LGA.

Recommendations

The revised DCP could include:

- Objectives, e.g. new development is required to incorporate environmentally sustainable development (ESD) principles wherever possible; facilitate on-site stormwater filtration; utilise sustainable construction materials and techniques including the use of renewable energy sources and materials; be designed for durability and long life; and encourage passive environmental design through site layout and orientation of buildings.

Retention of rainwater on site:

- Landscape and building design maximises soft landscaping and limits the extent of impervious paved areas.
- Drought tolerant, low water use plants are used within landscaped areas.

Reuse of rainwater on site:

- Runoff is collected from roofs and balconies in water tanks and used for on site irrigation.

Passive solar design:

- Buildings are located so that they benefit from passive solar heat gain during winter months.
- Insulation is to be used in external walls and roofs to reduce heat escaping from a building in winter and to maintain a lower internal temperature in summer.
- All windows and door openings are sealed.
- Overhangs and shading devices such as awnings, blinds and screens protect from sunlight during summer months.

Energy conservation/ efficiency:

- Materials are selected considering their thermal performance.
- Solar hot water systems are encouraged.

Natural ventilation:

- Natural cross ventilation is optimised.
- At least 30% of all windows in a building are operable from the inside (by building users).

R. Lighting

Lighting in town centres enhances safety and discourages anti-social behaviour. Good light levels from a variety of sources, such as under awnings or shopfronts, increase the amenity of the footpath and enhances the overall sense of safety after hours. Uplighting, illuminated signage and facade feature lighting is an effective way to highlight architectural landmarks and heritage buildings in the centre.

The DCP states that night lighting of buildings and public open areas in the Kiama Town Centre could provide an additional dimension to its built form. The creative lighting of buildings can also assist in promoting a strong civic image. (Ch26, p10)

Current DCP

The current Town Centre DCP chapter includes the following provisions:

- Full facade flood-lighting should be restricted to the main activity routes and gateway buildings;
- Illuminated features are encouraged at gateway, local nodal and key corner locations;
- The lighting of buildings at pedestrian level is encouraged in all locations;
- The sensitively designed lighting of heritage buildings is encouraged; and
- The colours and design of lighting should complement the design and detail of the building. Ch26, p10)

Recommendations

It is recommended that good practice design guidance (examples and photographs) is provided in the revised DCP to help visualise the benefit of various lighting sources and treatments.

Various lighting including facade and indirect lights create a pleasant atmosphere in the evening

Bunker lights are a simple, cost effective and vandal resistant option for under awning lighting

A combination of illuminated signage, uplighting of upper level facade, wall-mounted above awning spot lights and interior lighting on a heritage building

S. Advertising and signage

The current DCP states that well-designed signs add visual interest to an area and contribute to a lively atmosphere. Signs are also necessary to identify buildings and to communicate messages and should be integrated with the streetscape. (Ch26, p9)

Signage needs to be sensitively incorporated into the context, as the cumulative visual impact of many signs of varying sizes, shapes and colours is damaging to how the centre is perceived and detrimental to its character.

Current DCP

In summary, the current Town Centre DCP chapter identifies that advertising signs should:

- Protect significant characteristics of buildings, streetscapes, vistas and views of the harbour;
- Preferably be located on building surfaces with little or no projection from the building;
- Be located on wall spaces designed for this purpose;
- Not obscure architectural features such as windows, parapets, string course decoration, balconies, or the articulation of different storeys;
- Complement the scale and character of the street;
- Be incorporated into the design of new building façades at design stage;
- Be in keeping with the scale and character of the building to which they are attached and integrate with the overall building design;
- Respect the bulk and style of the building, and any adjoining buildings; and
- Relate to existing signs on the building i.e. be consistent in shape, colours, scale and placement.

Illumination of signs should be concealed or integral with the sign through the use of an internally illuminated panel or sensitively designed external spot lighting. Illumination should not be hazardous or a nuisance to pedestrians, distract motorists or any residents in the area. (Ch26, p9)

Recommendations

Building upon the current DCP controls, it is recommended that two categories of signage types be introduced: 'desireable' signage and 'undesirable' signage as illustrated in the adjacent diagrams.

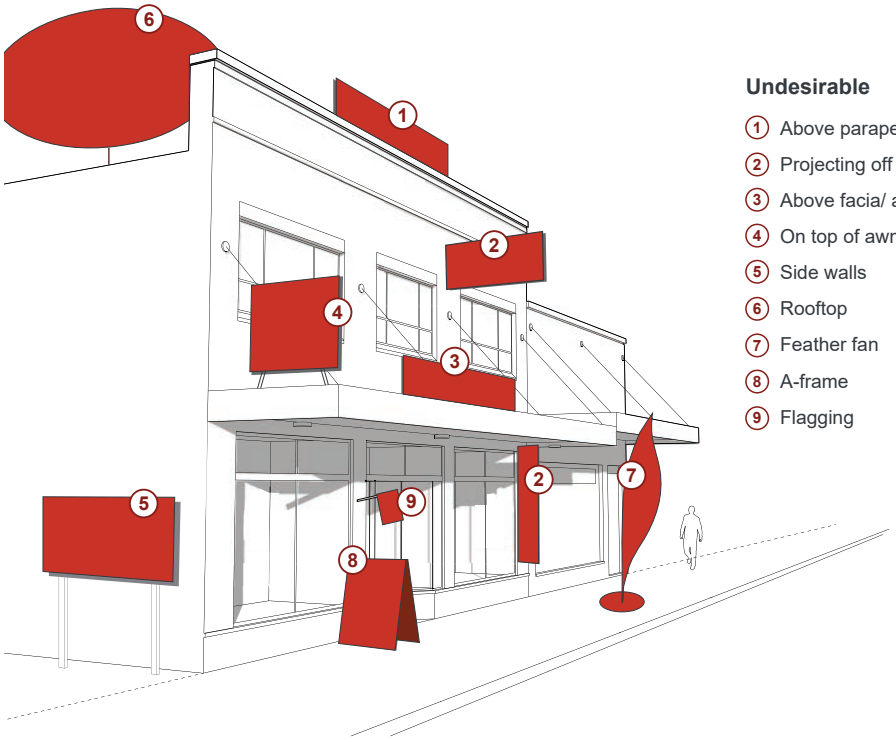
Intrusive signage such as the above example in Terralong St is recommended to be prohibited under the revised DCP

Examples of desirable advertising: transparent window signage (left) and an illuminated under awning sign (right)

Desirable

1. Parapet
2. Wall
3. Fascia
4. Top hamper
5. Window
6. Under awning

Diagram illustrating appropriate and limited advertising/ signage options for local businesses



Undesirable

1. Above parapet
2. Projecting off wall
3. Above facia/ awning
4. On top of awning
5. Side walls
6. Rooftop
7. Feather fan
8. A-frame
9. Flagging

Undesirable/ prohibited signage and advertising design detrimental to the desired future character

CHAPTER 5
IMPLEMENTATION

5-1 Delivering the vision

This chapter provides an implementation 'action matrix' which lists the 47 proposed placemaking initiatives identified in the *Spatial Framework* (Chapter 3) and outlines suggested steps towards their delivery. The matrix identifies each initiative's priority level, estimated cost, timeframe and responsibility. The focus lies on how Council can support the implementation of each initiative.

Coding of initiatives:

- AM = Access and movement framework
- PS = Public spaces and places framework
- BC = Built form and catalyst framework
- H = Harbourside precinct initiative
- W = Westend precinct initiative
- S = Surf Beach precinct initiative

Quick win: immediate visible changes in the town centre, less complex than other initiatives and achievable in the short term

Priority/ impact (benefit): medium, high, priority

Cost (high-level estimate):

- Low ($) = <100K
- Medium ($$) = 100K- 500K
- High ($$$) = >500K

Timeframe:

- Short term (1-2 years)
- Medium (2-5 years)
- Long term (5-20+ years)

Priority projects

Several initiatives are of significant strategic importance and will have a major impact on the future character of the Kiama Town Centre. They also tend to be more complex (with the exception of Initiative BC01 Active Ground Floors) and will require consultation with the community, state government agencies, landowners and other parties.

Code	Initiative
AM01	Pedestrian Priority Zones
BC01	Active Ground Floors
BC03	Council Administration
H03	Kiama Arts Quarter
H04	Central Retail Attractor
H10	Historic Rail Bridge Protection
H12	Civic/ Heritage Quarter
S01	Railway Parade Intersection

'Quick wins'

Some initiatives are highlighted as 'quick wins'. These are projects that are physical, of high impact to achieving the future desired character, comparably inexpensive and achievable in the short term.

Code	Initiative
AM02	Pedestrian Crossings
PS01	Oceanic Arts Trail
PS03	Night-time Atmosphere
H01	Northern Gateway
H07	Destination Blowhole Point
H11	'Summer Streets' Program
W07	Collins/ Terralong Intersection

5-2 Action matrix

Code	Initiative	Type of action(s)	Recommended action(s)	
AM01	**Pedestrian Priority Zones**	☒ Placemaking infrastructure ☐ Council policy/ program ☒ Further studies	Consultation with business owners along proposed priority zones; Exploration of options; Preparation of detailed streetscape design of agreed option incl. raised pedestrian crossings, requirement for footpaths to be made level, i.e. not with a camber to the road, and conversion of on-street parking spaces into landscaped blisters/ pedestrian areas/ seating/ tree planting and	
AM02	**Pedestrian Crossings**	☒ Placemaking infrastructure ☐ Council policy/ program ☒ Further studies	Audit of all current pedestrian crossings; Development of preferred standard designs for various locations (i.e. near roundabout, 4-way intersection or mid-block, raised, not raised); Replacement of 'rumble-strips' with new standard design(s).	
AM03	**Cycling Infrastructure**	☒ Placemaking infrastructure ☒ Council policy/ program ☒ Further studies	Focus on town centre area; Development of preferred suite of bicycle parking racks/ facilities coordinated with street furniture palette; Installation of more parking facilities throughout centre in addition to those proposed in the Kiama Cycleway Plan; Investigation of possibility for more on-street cycle routes along central streets in town centre; Amendment/ update of Cycleway Plan Strategy where relevant.	
AM04	**Shuttle Bus**	☒ Placemaking infrastructure ☒ Council policy/ program ☐ Further studies		
PS01	**Oceanic Arts Trail**	☒ Placemaking infrastructure ☒ Council policy/ program ☐ Further studies	Consultation with Kiama Arts and wider community whether an arts trail (event or permanent) would be supported; Development of concept/ theme; Identification of potential co-funding sources i.e. NSW Arts Grant, NSW Tourism.	
PS02	**Public Facilities & Furniture**	☒ Placemaking infrastructure ☒ Council policy/ program ☐ Further studies	Audit of all public facilities and furniture in the centre incl. mapping of their location; Assessment of condition; Prioritisation of necessary upgrades/ replacement and areas that require new/ additional facilities; Installation of identified priority facilities and furniture.	
PS03	**Night-time Atmosphere**	☒ Placemaking infrastructure ☒ Council policy/ program ☐ Further studies	Audit of current lighting and CPTED/ Safer By Design assessment; Identification of additional areas (i.e. pedestrian links, laneways), built form landmarks and landmark trees for priority (up-) lighting; Consultation with private building owners where applicable (i.e. heritage buildings).	
PS04	**Seating & Landscaping**	☒ Placemaking infrastructure ☒ Council policy/ program ☐ Further studies	Part of the PS02 Public facilities & furniture audit and design palette/ suite; Preparation of detailed designs for identified priority seating areas (existing and new); Installation/ upgrades.	
PS05	**Scenic Stops**	☒ Placemaking infrastructure ☒ Council policy/ program ☐ Further studies	Part of the PS02 Public facilities & furniture audit and design palette/ suite; Installation of priority shelters, seating and tree planting.	

	Quick Win	Priority/ impact	Cost (est.)	Timeframe	Responsibility	Notes
		Priority	$$$	Medium term 2-5 years	Council in consultation with business owners/ tenants	Advice by council traffic engineers & landscape architect and/or consultant(s); design options may include asymmetric designs (e.g. parking on one side only or a central landscaped median); traffic study re current traffic volumes, parking provision and potential for alternative vehicular travel routes.
	✓	High	$-$$	Short term 1-2 years	Council	Advice by council traffic engineers & landscape architect and/or consultant(s); example of raised pedestrian crossing see Terralong Street near Kiama Village Shopping Centre.
		Medium	$	Short term	Council, Walking Tracks and Cycleways Committee	Advice by Council's traffic engineers and/or consultant(s).
		Medium	$	Short term		Would reduce traffic congestion in the centre esp. during peak season... more effective In conjunction with other initiatives.
	✓	High	$	Short term 1-2 years	Council, Kiama Arts Community	Consider forming a focus committee to drive this initiative, and develop guidelines for the art work to be incorporated.
		Medium	$$	Short term 1-2 years (ongoing)	Council	Advice by Council's landscape architect and/or consultant(s).
	✓	High	$	Short term 1-2 years	Council	Suggested priority items for up-lighting/ facade lighting include the mature fig trees at Hindmarsh Park, Norfolk Island Pine trees at the end of key vistas and terminating views and corner heritage buildings.
		Medium	$	Short term 1-2 years	Council	Advice by Council's landscape architect and/or consultant(s).
		Medium	$	Short term 1-2 years	Council	Advice by Council's landscape architect and/or consultant(s).

Code	Initiative	Type of action(s)	Recommended action(s)
PS06	**Urban Street Trees**	☒ Placemaking infrastructure ☒ Council policy/ program ☒ Further studies	Update/ prepare identification of Council's preferred street tree species in various locations; Planting of new trees.
PS07	**Signage and Maps**	☐ Placemaking infrastructure ☒ Council policy/ program ☒ Further studies	Audit of all public signage in the centre; Development of strategy to reduce/ de-clutter/ consolidate signage where possible and identification of new signage locations where required; Development of coordinated and contemporary design, fonts and colours coordinated with street furniture palette; Preparation of detailed town map showing public and civic facilities; Identification of suitable locations to install/ replace town map display.
PS08	**Things to do for free**	☒ Placemaking infrastructure ☐ Council policy/ program ☐ Further studies	Audit, prioritisation and targeted upgrade, removal and/or new installations of facilities and associated required infrastructure.
BC01	**Active Ground Floors**	☐ Placemaking infrastructure ☒ Council policy/ program ☐ Further studies	Preparation of detailed development controls as part of an updated and extended DCP; Consider including an 'Active Street Frontages' map into the LEP.
BC02	**Night-time Economy**	☐ Placemaking infrastructure ☒ Council policy/ program ☐ Further studies	Audit of current night-time venues in the centre incl. operating hours of facilities and businesses and occurrence of temporary events in public and private places such as outdoor cinema, evening/ night markets, live music performances and the like; Investigation into potential to extend opening hours of library.
BC03	**Council Administration**	☐ Placemaking infrastructure ☐ Council policy/ program ☒ Further studies	Preparation of a redevelopment concept/ requirements/ brief for council's administration building as part of overall concept for Civic/ Heritage Quarter (Initiative H12).
BC04	**Quality Built Form**	☐ Placemaking infrastructure ☒ Council policy/ program ☐ Further studies	Preparation of development controls (updated DCP) to include 'best practice' design guidance and performance indicators; Establishment of process to incentivise design excellence, i.e. concessions if assessed by Design Review Panel; Consideration of undertaking design competitions for key strategic redevelopment sites, i.e. Civic/ Heritage Quarter (Initiative H12) and Central Retail Attractor (H04).
H01	**Northern Gateway**	☒ Placemaking infrastructure ☒ Council policy/ program ☐ Further studies	Development of a gateway designs including preferred landscaping treatment and locations for future incorporation of public art, design of flags/ banners/ desired 'Kiama Brand'.
H02	**Collins Lane**	☒ Placemaking infrastructure ☐ Council policy/ program ☐ Further studies	Installation of better lighting, signage and path upgrade from Hindmarsh Park to Collins Lane.
H03	**Kiama Arts Quarter**	☐ Placemaking infrastructure ☒ Council policy/ program ☒ Further studies	Review and potential revision of current design to emphasise connection/ permeability to Hindmarsh Park; Review decision on best location for this facility in particular performance art centre.

	Quick Win	Priority/ impact	Cost (est.)	Timeframe	Responsibility	Notes
		Medium	$$	Short term 1-2 years	Council	Advice by Council's landscape architect and/ or consultant(s); potential funding through NSW Climate Change Fund.
		Medium	$	Short term 1-2 years	Council	Advertising of private (tourism) businesses on town map displays should be avoided.
		Medium	$-$$	Short term 1-2 years	Council	Potentially in cooperation/ collaboration with Tourism NSW; advice by Council's events/ placemaking coordinator
		Priority	$	Short term 1-2 years	Council	Advice by Council's strategic & statutory planners, architects and/or consultant(s).
		Medium	$	Short term 1-2 years	Council	Supported by Initiative PS03 Night-time Atmosphere; Month-by-month calendar could capture current evening/ night-time activity to identify patterns and gaps; advice by Council's events/placemaking coordinator
		Priority	$$	Short term 1-2 years	Council	Current administration facilities are inadequate in the medium term; it is critical to retain Council offices in a central location in the town centre.
		High	$	Short term 1-2 years	Council	Advice by Council's strategic & statutory planners, architects and/or consultant(s); potential to implement regular awards e.g. a plague for built form/ design quality excellence (potentially by public/ community vote); urban design/ built form training for Council staff and/or preparation of design guides supporting DCP.
	✓	High	$	Short term 1-2 years	Council	Also see initiative W02 Eastern Gateway and S03 Southern Gateway.
		Medium	$	Short term 1-2 years	Council	Recommended to be part of a wider investigation into the opportunities for Hindmarsh Park as a whole (see Initiative H05).
		Priority	$$	Short term 1-2 years	Council, potential special committee involving (arts) community	If decision made to remain in proposed location at Hindmarsh Park, consideration will need to be given to scaling down amount of development and increasing activation/ interface with park; it is recommended investigating if some facilities could be incorporated as part of an integrated concept for the Civic/ Heritage Quarter.

Code	Initiative	Type of action(s)	Recommended action(s)
H04	**Central Retail Attractor**	☐ Placemaking infrastructure ☐ Council policy/ program ☒ Further studies	Further investigation and preparation of concept design options and feasibility study incl. wider economic benefits; Consultation with adjacent private landowners; Community consultation.
H05	**Hindmarsh Park Review**	☐ Placemaking infrastructure ☐ Council policy/ program ☒ Further studies	Preparation of a review/ analysis & detailed design/ landscape masterplan for future upgrades and improvements with a focus on providing better pedestrian access to/ from Terralong Street and Collins Lane, better shade (potentially in an artistic way) and a desire for the park to operate as a high quality performance/ event space.
H06	**'Viaduct' Rail Bridge**	☐ Placemaking infrastructure ☐ Council policy/ program ☒ Further studies	Collaboration/ consultation with State Government and TfNSW to explore this option further; redesign could be realistic option at time of replacement and/or major maintenance of rail bridge.
H07	**Destination Blowhole Point**	☒ Placemaking infrastructure ☐ Council policy/ program ☒ Further studies	Preparation of detailed design including streetscape improvements, removal of some on-street car parking on Terralong St, signage/ artwork and tree planting.
H08	**Food Destination Fish Markets**	☐ Placemaking infrastructure ☐ Council policy/ program ☒ Further studies	Investigation into opportunities to develop this area as a food destination; development of concept with maritime connection (e.g. wharf/ deck/ history interpretation); leasing options (land, facilities).
H09	**Verandah Reinstatement**	☐ Placemaking infrastructure ☒ Council policy/ program ☐ Further studies	Establishment of a funding program for reinstatements/ reconstruction (e.g. 50% Council, 50% private landowner); Investigation into available heritage grants/ funding (NSW Environment & Heritage, National Historic Sites Program etc.).
H10	**Historic Rail Bridge Protection**	☐ Placemaking infrastructure ☐ Council policy/ program ☒ Further studies	Preparation of targeted traffic study/ investigation; Consultation with TfNSW and Transport Heritage NSW.
H11	**'Summer Streets' Program**	☐ Placemaking infrastructure ☒ Council policy/ program ☐ Further studies	Targeted traffic study/ investigation into potential to close off part of Terralong Street incl. likely impacts; Preparation/ organisation of activation, marketing and events program.
H12	**Civic/ Heritage Quarter**	☐ Placemaking infrastructure ☐ Council policy/ program ☒ Further studies	Further investigation and preparation of concept design options and feasibility study incl. wider economic benefits; Consultation with NSW Stage Government (landowner) regarding reuse development of heritage items; Community consultation; Opportunity for a town square next to historic Council Chambers
H13	**Station Platform Link**	☒ Placemaking infrastructure ☐ Council policy/ program ☒ Further studies	Consultation with TfNSW to investigate options for pedestrian link over rail to platform.
H14	**Shoalhaven Bong Bong St Intersection**	☒ Placemaking infrastructure ☐ Council policy/ program ☒ Further studies	Targeted traffic study/ investigation and design for intersection upgrade to improve pedestrian safety/ crossing opportunities.
H15	**Library Connection**	☒ Placemaking infrastructure ☐ Council policy/ program ☐ Further studies	Upgrade of pedestrian link incl. lighting, widening (where possible), paving and clear sightlines; landscape design concept and CPTED/ Safer By Design assessment.

	Quick Win	Priority/ impact	Cost (est.)	Timeframe	Responsibility	Notes
		Priority	$$-$$$	Medium term 2-5 years	Council	Potential for PPP/ EoI; land acquisition will be required to create mid-block pedestrian link/ arcade to Terralong St.
		High	$$	Short term 1-2 years	Council	Advice by Council's landscape architect, events/ placemaking coordinator and/or consultant(s); potentially in conjunction with review of Arts Quarter proposal.
		Medium	$$	Long term 5-20+ years	Council in collaboration with TfNSW	
	✓	High	$	Short term 1-2 years	Council	Advice by Council's traffic engineers and landscape architect and/or consultant(s).
		Medium	$	Medium term 2-5 years	Council in collaboration with NSW Government/ NSW Tourism	Current IN4 Working Waterfront zoning permits food and drink premises; example of successful maritime/ heritage/ food precinct: Fremantle Fishing Boat Harbour.
		Medium	$	Medium term 2-5 years	Council	Similar funding programs: Broken Hill City Council (ongoing program since 1999), Bathurst Regional Council, City of Ballarat, Tamworth Regional Council; possibility of redevelopment incentives instead of co-funding e.g. reduction in parking provision requirements.
		Priority	$$	Medium term 2-5 years	Council in collaboration with TfNSW	Potential funding available through Transport Heritage NSW.
	✓	High	$	Short term 1-2 years	Council	Advice by Council's traffic engineers, events/ placemaking coordinator and landscape architect and/or consultant(s); potential for street closures during off-peak season for events/ markets
		Priority	$$-$$$	Medium term 2-5 years	Council and NSW State Government	
		Medium	$	Medium term 2-5 years	Council in collaboration with TfNSW	Pedestrian stair & lift access recommended over ramp option; CPTED/ Safer By Design assessment.
		Medium	$	Medium term 2-5 years	Council	Advice by Council's traffic engineers and landscape architect.
		Medium	$	Short term 1-2 years	Council/ Private landowners	Advice by Council's landscape architect and legal advice regarding right of way.

Code	Initiative	Type of action(s)	Recommended action(s)
W01	**Shopping Centre Redevelopment**	☐ Placemaking infrastructure ☒ Council policy/ program ☐ Further studies	Preparation of site-specific DCP; detailed controls and design guidance with particular focus on frontage/ interface along Terralong St (active ground floors, human scale, vertical articulation/ rhythm, detailed façades, materials and textures); DCP to incorporate requirement for publicly accessible mid-block link from Terralong St to Meares Pl (see Initiative W04).
W02	**Eastern Gateway**	☒ Placemaking infrastructure ☒ Council policy/ program ☐ Further studies	Development of a gateway designs including preferred landscaping treatment and locations for future incorporation of public art, design of flags/ banners/ desired 'Kiama Brand'.
W03	**Havilah Place Redevelopment**	☐ Placemaking infrastructure ☐ Council policy/ program ☒ Further studies	Preparation of concept design options and feasibility study; preparation of road design for new connection between Havilah Pl and Thomson St.
W04	**Thomson Street Extension**	☐ Placemaking infrastructure ☒ Council policy/ program ☐ Further studies	Recommended to be part of site-specific DCP (see Initiative W01).
W05	**League's Club Carpark**	☐ Placemaking infrastructure ☐ Council policy/ program ☒ Further studies	Consultation with League's Club (and Bowling Club); Consideration of incentives/ partnership agreement to provide publicly accessible off-street parking.
W06	**Collins/ Terralong Intersection**	☒ Placemaking infrastructure ☐ Council policy/ program ☒ Further studies	Targeted traffic study/ investigation and design for intersection upgrade to improve pedestrian safety/ crossing opportunities.
W07	**Collins/ Akuna Intersection**	☒ Placemaking infrastructure ☐ Council policy/ program ☒ Further studies	Targeted traffic study/ investigation and concept design of future T- intersection treatment and pedestrian crossing opportunities; removal of some on-street parking spaces on western side of Collins St.
W08	**Collins/ Bong Bong Intersection**	☒ Placemaking infrastructure ☐ Council policy/ program ☒ Further studies	Targeted traffic study/ investigation and design for intersection upgrade to improve pedestrian safety/ crossing opportunities.
S01	**Railway Parade Intersection**	☒ Placemaking infrastructure ☐ Council policy/ program ☒ Further studies	Targeted traffic study/ investigation; Preparation of detailed design of (signalised) intersection, station forecourt design, pedestrian crossing and bus/ taxi bay/ K+R.
S02	**Noorinan Street Extension**	☐ Placemaking infrastructure ☒ Council policy/ program ☐ Further studies	Inclusion into long-term Council strategic planning; Consultation with landowner/ developer at time of potential redevelopment.
S03	**Southern Gateway**	☒ Placemaking infrastructure ☒ Council policy/ program ☐ Further studies	Development of a gateway designs including preferred landscaping treatment and locations for future incorporation of public art, design of flags/ banners/ desired 'Kiama Brand'.

	Quick Win	Priority/ impact	Cost (est.)	Timeframe	Responsibility	Notes
		High	$	Short term 1-2 years	Council	Entry/ exit driveway to carparking should not be permitted off Terralong St; loading dock(s) should be prohibited along Terralong St frontage; visual impact of any visible parking/ loading to be minimised by substantial landscaping and/or built elements (sleeving).
	✓	Medium	$	Short term 1-2 years	Council	Also see initiative H01 Northern Gateway and S03 Southern Gateway.
		Medium	$$	Medium term 2-5 years	Council	Land has less strategic value (economic and social benefit) for public/ civic facility compared with more central town centre locations.
		Medium	$	Short term 1-2 years	Council	Link to be publicly accessible 24/7, well-lit after hours, clear sightlines from end to end.
		High	$$	Medium term 2-5 years	League's Club, Bowling Club, Council	Increased off-street parking capacity of the town centre is required in order to reduce on-street parking and transform freed-up space along streetscapes into improved pedestrian environment.
	✓	High	$-$$	Short term 1-2 years	Council	Advice by Council's traffic engineers and landscape architect and/or consultant(s).
		Medium	$	Medium term 2-5 years	Council	Advice by Council's traffic engineers and landscape architect and/or consultant(s).
		Medium	$	Medium term 2-5 years	Council	Advice by Council's traffic engineers and landscape architect and/or consultant(s).
		Priority	$$	Medium term 2-5 years	TfNSW, Council	Advice by Council's traffic engineers and landscape architect and/or consultant(s).
		Medium	$	Long term 5-20+ years	Council in consultation with landowners	very long term 20+ years, opportunity to cross rail line would need to be discussed with TfNSW.
		Medium	$	Short term 1-2 years	Council	Also see initiative H01 Northern Gateway and W02 Eastern Gateway.

Code	Initiative	Type of action(s)	Recommended action(s)	
S04	**Barney Street Bridge Widening**	☐ Placemaking infrastructure ☒ Council policy/ program ☐ Further studies	Inclusion into Council strategic planning; Consultation with TfNSW re long-term plan for Barney St Bridge and potential for future widening and footpath realignment.	
S05	**Bong Bong Street East**	☒ Placemaking infrastructure ☐ Council policy/ program ☐ Further studies	Preparation of detailed streetscape design incl. provision of southern footpath, substantial tree planting with mature heights of 15-20m, formalised parking spaces (linework/ landscaping).	
S06	**Relocation of Stables**	☒ Placemaking infrastructure ☐ Council policy/ program ☐ Further studies	Investigation if removal, relocation and/or temporary structures are the most appropriate solution; Preparation of concept design with increased tree planting and potential shade structure for spectators/ visitors to Oval.	
S07	**Beachfront Dining**	☒ Placemaking infrastructure ☐ Council policy/ program ☐ Further studies	Reallocation of 4-6 parking spaces for leased commercial outdoor seating/ dining area offered to adjacent cafe/ restaurant operator; Planting of new shade trees with mature heights of 15-20m.	
S08	**Surf Club Activation**	☒ Placemaking infrastructure ☐ Council policy/ program ☐ Further studies	Consultation with SLSC; Preparation of design for carpark extension.	

	Quick Win	Priority/ impact	Cost (est.)	Timeframe	Responsibility	Notes
		Medium	$	Medium term 2-5 years	TfNSW, Council	
		High	$$	Medium term 2-5 years	Council	Recommended to be in conjunction with Initiative S05; Advice by Council's landscape architect and/or consultant(s).
		Medium	$	Medium term 2-5 years	Council	Recommended to be in conjunction with Initiative S04; Advice by Council's landscape architect and/or consultant(s).
		Medium	$	Short term 1-2 years	Council in consultation with potential lessee	
		Medium	$	Short term 1-2 years	SLSC, Council	Identified as a priority in Council's Tourism Opportunities Plan (July 2018); advice by Council's events/placemaking coordinator