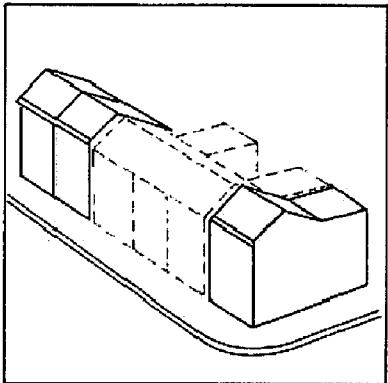
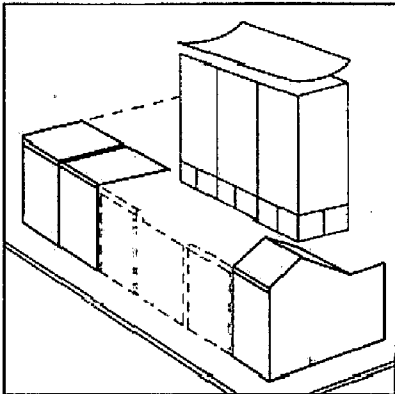
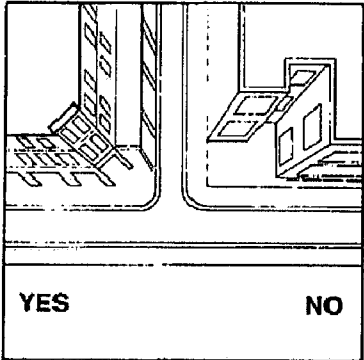

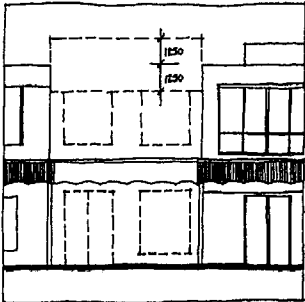


APPENDIX H – Commercial Design Façade Guidelines

B19.14
Commercial Façade Design Guidelines
Cabarita Beach / Bogangar Locality Plan

Design Guidelines	Compliance
<p>B19.14.1 Façade Alignment</p> <p>In general, the commercial component of buildings in the business zones should be built up to the street edge. This reinforces the streetscape image and provides a sense of continuity in the streetscape.</p>  <p>Figure 1 – Buildings Built up to Street Edge</p> <p>Commercial building components higher than 1 storey should be setback from the street approximately 3m from the property boundary. This setback however still allows for balconies and landscaping to be provided within this 3 meter setback.</p>  <p>Figure 2 – Storeys above ground level set back approximately 3 metres</p> <p>Buildings on street corners should address the corner. The frontage to the second street should not be a blank wall. Both street frontages should incorporate active pedestrian frontages. Design elements such as awnings, verandahs, balustrades and the line of windows should all continue around the corner. This can be facilitated by the provision of a chamfered corner on the building.</p>	<p>The DCP dictates that Tweed Coast Road is zoned General Business and “acts as the village’s main commercial centre. This zone is intended to also provide for tourist orientated development”.</p> <p>The DCP also dictates that Hastings Road whilst also zoned Commercial “does not have the same visual profile as commercial activity as Tweed Coast Road, generally accommodates second order commercial/retail activities servicing the needs of local and surrounding communities.</p> <p>The amalgamation of sites from two zones was not anticipated under the DCP therefore sites fronting Tweed Coast Road are of a higher order. Accordingly, the functionality of the center with Tweed Coast Road has been the primary focus.</p> <p>However, given that the proposed development sits adjacent to an established residential community great importance has been placed on the architectural features of this face of the centre.</p> <p>The proposed development is built to the boundary on Hastings Road, therefore is compliant.</p> <p>The second storey of the proposed development is built to the same alignment as the adjoining developments.</p> <p>Activation at street level is created by the pedestrian link which currently does not exist. The link will provide direct access for pedestrians from Hastings Road to Tweed Coast Road.</p>

 <p>Figure 3 – Corner Building Design</p> <p>Corner buildings can also have an increased height relative to surrounding buildings. This will accentuate the importance of the street corner in the overall streetscape.</p>	
<p>B19.14.2 Façade Modulation</p> <p>Buildings designed as smaller modules produce diversity in style and design. This is the traditional built pattern produced by narrow development lots. Where lots are amalgamated for new development, the diversity of design in façades should be maintained. Extensive repetition of individual building elements should be avoided. Each separate shop or office front should have its own identifiable design features.</p>  <p>Figure 4 – Modulation of Building Facades Produces Diversity in Design</p>	<p>N/A</p>
<p>B 19.14.3 Continuity of Facades</p> <p>Commercial façades should be designed to form part of continuous built edge to the street. Façade windows should generally be aligned with the line of windows on adjoining development. Façade height should be similar to adjoining buildings and be within 1.25m of the height of adjoining façade/parapets. A sense of continuity of scale, proportion and modulation should be preserved in the streetscape. However, architectural styles and elements can be diverse.</p>  <ul style="list-style-type: none"> - 2 storey street edge - Height within 1.25m of adjoining buildings - Continuous line of windows and awnings <p>Figure 5 – Continuity of Building Facades</p>	<p>The adjoining premises No's 84 & 86 Hastings Road was developed more than 10 years ago and would be available for redevelopment.</p> <p>The newest development on Hastings Road, No 88 is a three storey premises with the ground floor utilized for manufacturing. The height of this new development is approximately 9.6 mtrs.</p> <p>The proposed development is 10.4mtrs on Hastings Road.</p>

B 19.14.4 Design Elements

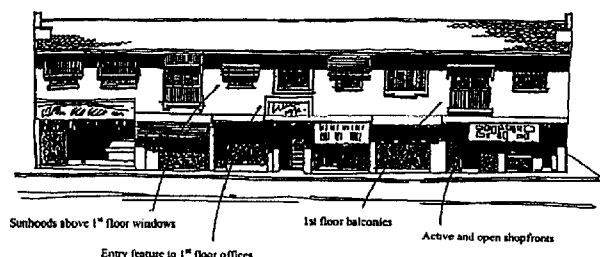
The street level of buildings should comprise of active and open shop fronts, comprising of display windows and entrances. Expansive blank walls will not be permitted as these do not encourage an active streetscape.

A continuous awning for the full extent of a building's street frontage should be provided for pedestrian shelter and to protect shop displays.

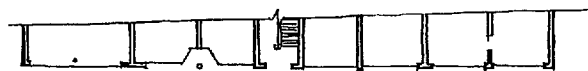
Sun protection devices should be provided above those windows which are located above awning level, to provide natural shade effect.

First level balconies openings to the street can add vitality and interest to the street scene and provide for casual surveillance of the street, which enhances public safety.

Entranceways to first floor level offices and residences should address the street and be easily identifiable through the use of distinctive entry features.



STREET ELEVATION



FLOOR PLAN

Figure 6 – Commercial Façade Design Elements

Whilst the first stage of development does not commercial at grade, activation of Hastings Road has been created by the inclusion of the dedicated pedestrian link.

The entrance will be visually inviting and not only provide a direct link to Tweed Coast Road, but generate passing traffic for the business on Hastings Road.

A formed pedestrian link between Hasting Road and Tweed Coast Road currently does not exist therefore foot traffic passing the businesses not Hastings Road would be minimal.

B19.14.5 Offices and Shop Front Design

Diversity of frontages provides visual interest and identifies individual premises.

Continuous level access to ground floor entranceways should be easily accessible for all people including those with disabilities. Ramps and handrails should be including where necessary. Steps should be avoided.

Open and angled shop fronts promote streetscape diversity and character.

Consideration should be given to a proposed developments contribution to the overall streetscape.

The dedicated pedestrian link will accessible for those with disabilities, the elderly and those with prams and small children.

The entrance will be clearly signed and inviting.

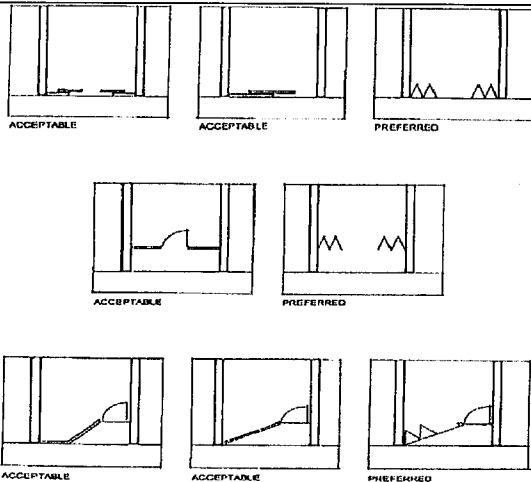


Figure 7 – Acceptable and Preferred Office and Shop Front Designs

B19.14.6 Advertising Signs

All advertising signs must comply with the provisions of Section A4. Advertising Signs Code of the DCP. Notwithstanding the provisions of Section A4 – Advertising Signs Code, signage in Bogangar/Cabarita Beach is limited to the sign types:

- Under awning signs
- Fascia signs
- Flush wall signs above awning level
- Top hamper signs
-

Additional directional signs may be used at key locations. Pole signs are not favoured, but where such signs are necessary, they may be permitted, provided that they do not dominate the streetscape.

All signs should add life and identity to the streetscape. Signage is to be integrated with the overall design of the building on which it is to be placed – refer to Figure 8 below.

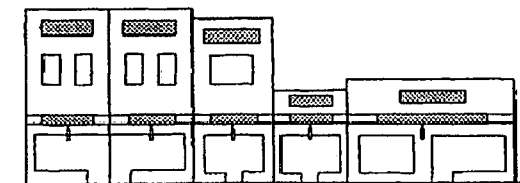


Figure 8 – Integrated Signage Arrangement

Development Applications for new commercial/retail development must indicate proposals for integrated signage on the building i.e., the proposed positioning and dimensions of all future signs must be indicated with the building design plans.

Conditions of approval will require future signage of individual premises to conform to the approved integrated signage layout.

A separate application will be made for all signage both on Hastings Road and Tweed Coast Road.

Directional signage will be provided for pedestrian, vehicle and load dock entrances.

All crossovers between pedestrians and vehicles will be clearly marked.