

4.2 Peninsula Street and Northern Entry

Contents

- 4.2 PENINSULA STREET AND THE NORTHERN ENTRY
 - 4.2.1 Existing Character
 - 4.2.1.1 Building Character
 - 4.2.2 Strategy/Desired Future Character
 - 4.2.2.1 Strategy Principles
 - 4.2.2.2 Diagrammatic representation
 - 4.2.2.3 Public domain strategies and implementation
 - Northern dunes and northern edge of estuary
 - Estuary northern side
 - Tweed Coast Road
 - Peninsula Street
 - 4.2.3 Controls
 - 4.2.3.1 Guide to using the controls
 - 4.2.3.2 Objectives
 - 4.2.3.3 Controls - General
 - 4.2.3.4 Controls - Caravan parks
 - 4.2.3.5 Controls - Commercial lots
 - 4.2.3.6 Controls - Residential lots

DRAFT

4.2.1 EXISTING CHARACTER

Peninsula Street and the Northern Entry Precinct includes lots on both sides of the Tweed Coast Road between the northern boundary and the bridge and lots along Peninsula Street.

The precinct also includes the Tweed Coast Road from the northern boundary to the bridge and Peninsula Street as well as the foreshore public land along the estuary and the dunes. For locations refer *Plan: Peninsula Street and Northern Entry Precinct*.

This part of Hastings Point is a busy and activity intensive area as there are many multi-dwelling buildings and a large caravan park with permanent homes accessed off the Tweed Coast Road. In addition the petrol station and function centre generate pedestrian and vehicular activity.

The northern entry is an important place within Hastings Point as it is the first area seen when entering the settlement.

The dunes rise up high behind the beach and to the rear of lots along Peninsula Street and the Tweed Coast Road and are well vegetated with native species. The dunes provide pedestrian access to the beach.

The northern side of the estuary is a natural environment. Closer to the bridge the foreshore area has been made accessible by the additional of a boat shed and ramp. Although not located directly on the foreshore edge the boat shed and ramp have hardened part of the foreshore and removed vegetation, this area is therefore no longer natural.



Plan: Peninsula Street and Northern Entry Precinct



Water glimpses through foreshore vegetation nestles the settlement within the landscape.



The estuary as it exists in 2009

The low scale, pitched roof and weatherboard cladding to the boat shed are sympathetic to the coastal location.

The boat shed and ramp has hardened part of the estuary edge.

Caravan Park

The caravan park is an important site within Hastings Point. It provides a wide range of holiday accommodation choices in this popular destination. It provides for a range of affordable and more luxurious accommodation styles thereby retaining public access to and enjoyment of the coast.

It also offers a range of recreation, relaxation and family activities including a leisure centre, a day spa, a marine

environment museum and an indoor children’s play gym.

The caravan park also includes a conference centre. This is located in a large building; both in terms of height and footprint, located in proximity to the Tweed Coast Road. Any future additions need to be carefully designed to ensure they are low scale and low key to match Hastings Point.

Accommodation is housed in a wide variety of structures from two storey villas, to cabins, caravans and powered sites.



The northern entry to Hastings Point. The large building and large open areas of bitumen on the caravan park site don’t reflect Hastings Point as a small coastal settlement. The eastern side of the road is successful in representing the settlement as nestled within nature.



Views of the estuary occur through foreshore vegetation, access to the northern side of the foreshore is provided here.

Estuary Foreshore

The estuary foreshore is important for ecological health. The estuary is one of the main natural features in the settlement and is highly valued for its natural and pristine qualities.

The characteristics of the northern estuary foreshore are:

- The foreshore is zoned for environmental protection.
- The foreshore area is generally heavily vegetated with undergrowth and mature trees providing screening between dwellings and the estuary.
- Species consist mainly of native vegetation.
- Foreshore land in proximity to the boat shed is highly modified.
- Informal public access along the foreshore is available.
- An access point for launching small water crafts, canoes and jet ski's.
- Shifting sandbanks, coastal accretion and sand drifts that alter the estuary opening to the ocean.

The dunes

The dunes are a high and fairly exposed location within Hastings Point. Views out over the ocean are glimpsed through the vegetation.

The area is closely associated with adjacent dwellings some



Peninsula Street provides access to the northern side of the estuary.



Along the top of the dunes there is native dune vegetation with incursion by grass and garden planting.



The undefined boundary to private properties along the top of the dunes results in confusion as to whether the land is public or private.

of which about the dune reserve area.

There is a blending of public and private areas which in some cases has led to the removal of native vegetation and exotic species invasion into the reserve. Public access within the public reserve is an important characteristic.

The key characteristics of the dunes are:

- Mature coastal dunes and dune vegetation.
- Access to and along the foreshore.
- Walking access to the estuary.
- Large buildings located close to the top of the dunes.

Tweed Coast Road - northern entry

The Tweed Coast Road is the main road running through the settlement providing both pedestrian and vehicular access.

The northern entry provides the main visual impression of the settlement.

The key characteristics of the northern entry are:

- Dense vegetation near the settlement boundary.
- A contained view of lots on both sides of the Tweed Coast Road.
- A sense of arrival to the centre of the settlement giving access to the caravan park and petrol station.
- Large open areas of bitumen and large buildings on the western side of the road.
- Mature vegetation on the eastern side of the road.

Peninsula Street

Peninsula Street is a residential side street that is only accessible from the Tweed Coast Road.

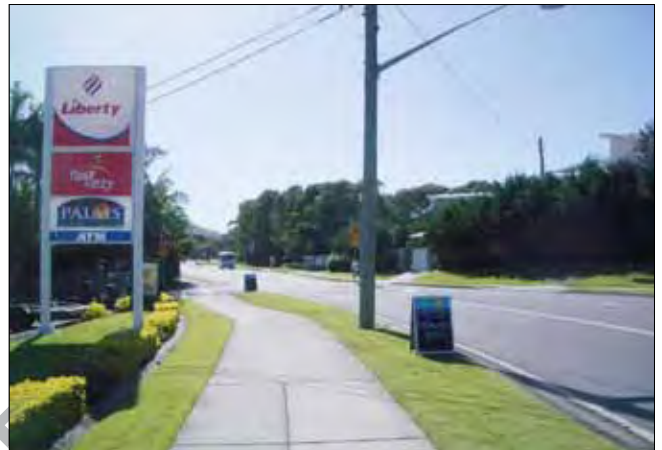
It provides access to many multi-dwelling buildings, the boat shed, the ocean and the northern side of the estuary.

Lots along Peninsula Street have deep setbacks which allows for significant areas of vegetation giving the street a very green and natural quality.

The generous public reserves are an important component of the street as they provide a safe and pleasant pedestrian experience.

The key characteristics of Young Street are:

- A quality pedestrian environment.
- Deep grassed verges.
- A mix of vegetation types and sizes, native and exotic.
- Access to the ocean and estuary.



Existing view looking north along the Tweed Coast Road



Existing views looking south along Peninsula Street

4.2.1.1 EXISTING BUILDING CHARACTER

Building types within this precinct include: two and three storey houses, two to four storey town houses and residential flat buildings, a three storey conference building, a one storey retail building and a boat shed.

Buildings types are distributed in response to the zoning of the land and the majority of sites are built to their capacity. Building character varies significantly with a wide variety of materials and styles ranging from simple brick slab buildings, to heavyweight concrete pillar and slab painted buildings, to lightweight weatherboard clad buildings.

The most prominent buildings are the painted concrete buildings particularly those without vegetation within the front setback.

Some buildings are located at the highest point to the top of the dunes resulting in significantly large and high undercroft areas. This results in these buildings appearing very large from the street being up to four storeys and not addressing the street well. The one sided nature of these buildings (which are orientation to the top of the dunes to capture views) exacerbates the back of house presentation along the road.

The Tweed Coast Road has a mix of all these building types and styles. Building on the eastern side are residential some with deep setbacks and mature landscaping and some without landscaping. Building on the western side are buildings with deep setbacks from the road to allow for car access. Large open areas of bitumen separate buildings from the road and landscaping is minimal.

Peninsula street also has a mix of all of the residential building types and styles. The street has the impression of a predominantly natural feel as a result of many lots being well setback and well landscaped. Some newer developments have been successful in retaining mature trees and existing vegetation.

The remaining undeveloped residential lots are likely to be redeveloped given the desirability of the location.

Key characteristics of buildings within this precinct include:

- The impression of a predominantly natural environment along Peninsula Street.
- Building stepping up or straddling the topography or buildings lying along the contours.
- Deep setbacks along Peninsula Street.
- Deep setbacks along the Tweed Coast Road.
- No vegetation on some of the lots along the Tweed Coast Road.
- Deep bitumen covered setbacks for commercial buildings along the Tweed Coast Road. No shopfront windows and awnings addressing the street.
- High and sold fences along the Tweed Coast Road on lots



Existing house



Existing multi-dwelling building



Existing multi-dwelling building

near to the bridge.

- A wide mix of building types with a predominance of multi-dwelling buildings.
- A wide mix of street elevations; some being successful; and other not, in representing a small coastal settlement, providing a residential presentation and addressing the street.
- A wide range of accommodation types within the caravan park from villas to cabins and caravans.



Existing multi-dwelling building



Existing petrol station



Existing function centre

4.2.2 STRATEGY/DESIRED FUTURE CHARACTER

The northern entry is important for the identity of Hastings Point as it is the first area seen when entering the settlement.

This part of the Tweed Coast Road is important in giving drivers and pedestrian the cue that the road has changed from a highway to a main street and as such drivers must slow down and expect more pedestrians about.

Peninsula street provides access to the ocean and estuary foreshore.

The area has opportunities for upgrading existing petrol station building to provide shopfronts along the road.

The Tweed Coast Road is also a residential street with a natural, green and pedestrian friendly feel. This is to be retained and reinforced.

The caravan park provides an important public function; that of providing accommodation choice, and is to be retained.

The ecological integrity of foreshore areas surrounding this part of the settlement and adjoining lots are to be protected through ensuring private uses do not creep into public land, replanting of and buffering with native vegetation and monitoring access through foreshore areas to control trampling of vegetation and potential erosion.



Although this image is of a surf club building the buildings form and design could be used for a two storey commercial building. It has used coastal materials, pitched roofs, it has shopfronts along the road and addresses the street. All of these components could be used on the service station site where bowzers are relocated behind a new road front commercial building. The new shops could add to and complement the current retail offering of the service station whilst providing a more pedestrian friendly frontage to the Tweed Coast Road.

Tweed Coast Road, service station



Multi-dwelling buildings are possible on sites where coastal style architecture and a predominance of lightweight materials can be successfully achieved.

Tweed Coast Road, residential lots

It is likely that lots not currently developed will do so in the future where they can deal with the step topography and provide setbacks to foreshore areas and streets.

These lots can provide accommodation choice in the form of multi-dwelling building where new buildings feature lightweight materials, broken down forms, dense landscaping and buildings that address the Tweed Coast Road and Peninsula Street with a residential frontage and front gardens.



The massing of buildings needs to be broken down to step with the topography.

Peninsula Street



The dunes and foreshore reserve are to be further protected by setting buildings back behind a deep landscaped area.

The dune reserve, lots backing the dune reserve

4.2.2.1 STRATEGY PRINCIPLES

The strategic principles for Peninsula Street and the Northern Entry are to:

1. Ensure that the estuary foreshore retains its current uses and current public amenity whilst ensuring that the natural environment retains its integrity.
2. Ensure that uses on the estuary foreshore particularly pedestrian access are managed to protecting the integrity of the estuary ecology.
3. Retain and enhance the natural bush setting along the estuary and within the dunes.
4. Improve pedestrian amenity along the Tweed Coast Road by slowing traffic, providing parking and additional crossing points.
5. Enhance and rejuvenate planted areas along the sides of the Tweed Coast Road.
6. Improve the pedestrian experience along the Coast Road through streetscape improvements.
7. Replan and renovate large unsightly areas of bitumen to include deep setbacks for vegetation and mature trees along the Tweed Coast Road.
8. Retain and support current uses on the caravan park.
9. Preclude large buildings whilst supporting the existing caravan park commercial and tourist uses.
10. Screen the conference centre building from view along the Tweed Coast Road by providing deep setbacks for vegetation and mature trees.
11. Improve the street frontage along the Tweed Coast Road by providing retail space on the petrol station site in the form of shop fronts.
12. Ensure Peninsula Street continues to provide a pleasant and safe pedestrian experience.
13. Ensure lots along Peninsula Street retain and replant vegetation along the street reserve and within front setbacks to result in the street having a green and natural appearance.
14. Ensure well landscaped front setbacks along the Tweed Coast Road.
15. Preclude large commercial buildings whilst providing some additional retail space along the Tweed Coast Road.
16. Ensure that the design and landscaping of private lots abutting natural areas contributes to the integrity of the estuary and dune ecologies.
17. Ensuring all new buildings either commercial or residential provide quality elevations to and address streets, corner locations and public places such as reserves or parks.
18. Encourage the use of coastal materials and building massing that results in broken down forms that provides quality residential amenity and improves environmental conditions inside and outside the building.
19. Ensure appropriate designs for food affected land.
20. Ensure building types support a range of housing choices and affordable housing options throughout the settlement.
21. Ensuring buildings complement the identified views and vistas.
22. Ensure buildings successfully address the topography by stepping and where possible breaking up long forms into a series of smaller buildings.
23. Ensure buildings are setback from the top of the dunes to allow for landscaping to provide a transition between urban and natural areas.

DRAFT



Plan. Diagrammatic representation of a possible outcome of the strategy for Peninsula Street and the Northern Entry precinct
1:2500

4.2.2.2 DIAGRAMMATIC REPRESENTATION

1. One or two additional small shops can be added if the petrol station redevelops to create shop fronts along the Tweed Coast Road. Petrol bowsers are to the rear of the shops. The shops include the petrol station shop.
2. New shops create an active frontage along the Tweed Coast Road.
3. A landscape setback is created to screen the conference centre building, bitumen areas around the petrol station and other areas in the caravan park.
4. The carpark is remodelled and some of the bitumen areas are replaced with vegetation and mature trees.
5. The current uses and utilities throughout the caravan park are retained and reinforced.
6. Front fences along the Tweed Coast Road, Peninsula Street and public areas including foreshores are low and open.
7. Back fences along the Tweed Coast Road are to be well screened with native indigenous vegetation.
8. Mature trees are retained within the front and rear setback of lots. New street trees and verge landscaping complement existing vegetation.
9. All of the existing natural areas; parks, reserves, conservation areas and foreshores are retained, protected and enhanced.
10. Estuary foreshore riparian areas are protected to ensure the natural integrity waterways is retained and to provide a buffer between urban uses and ecological areas.
11. Pedestrian paths are rationalised to ensure only those essential ones are used and no new ones form.
12. Streetscape improvements and slowed traffic improves the Tweed Coast Road as a pedestrian place.
13. Setbacks allow for dense landscaping and mature vegetation along the street and where lots abut reserves.
14. Medium density accommodation provides accommodation choice and affordable housing.
15. New buildings step with the topography and are designed to break down building bulk into a series of smaller forms.
16. Long and step sites have a number of smaller buildings not one long one.
17. Large buildings at the caravan park site are avoided whilst supporting the existing caravan park commercial and tourist uses.

4.2.2.3 PUBLIC DOMAIN STRATEGIES AND IMPLEMENTATION

NORTHERN DUNES AND NORTHERN EDGE OF ESTUARY

The dune system behind the northern beach is primarily an important ecological and environmental area and a wildlife corridor. Consistent with the significance of this area, it is zoned environmental Protection and Open Space. Visually it is an important natural area that surrounds and abuts lots reinforcing Hastings Point as a settlement encased in a natural environment.

The dunes also provide distance between lots and the beach which provides some protection from storm events.

Only pedestrian access is available to the beach through the dunes generally for people in the adjoining residences. It is provided through a series of informal pad tracks which dissect the dunes in a number of places. These tracks may impact on the integrity of vegetation in this sensitive coastal environment where multiple pathways and trampling has occurred.

Pedestrian access for the general public is more readily available at the end Peninsula Street which also provides access to the northern side of the estuary.

The northern side of the estuary is predominantly a natural environment and is important for protecting the estuary ecology. There is a hardened edge area which provides a boat storage facility.

Foreshore vegetation between the bridge and the boat shed has been compromised by the proximity of lots and access along the foreshore.



Strategy Diagram: Northern Dunes and northern edge of Estuary

The key strategies for the northern dunes are to:

- a. Enhance the covering and quality of native vegetation where required to enhance habitat and ecological values.
- b. Ensure that setbacks on private lots are planted with species that complement the dune and estuary ecologies.
- c. Further define the rear and side boundaries of lots to ensure that private uses do not creep into public land and to avoid the extension of garden planting into public land.
- d. Rationalise the location and number of pedestrian tracks through the dunes.
- e. Continue to provide a boat shed facility.
- f. Continue to provide public access to the northern side of the estuary.
- g. Replant native indigenous vegetation along the northern foreshore of the estuary between the bridge and the boat shed.

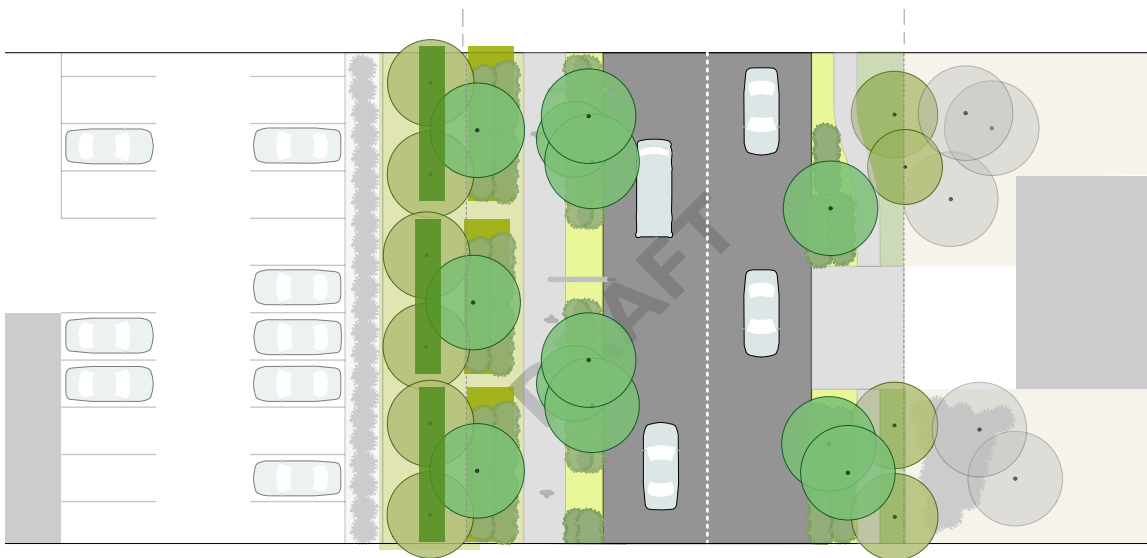
Implementation

1. Protection of the dune and foreshore ecologies are to be achieved in accordance with the *Tweed Coast Estuary Management Plan 2004-2008, Cudgera, Cudgen and Mooball Creeks*.
2. Native vegetation is to be retained and restored to protect the Creek edge and ecology in accordance with the *Tweed Coast Estuary Management Plan 2004-2008, Cudgera, Cudgen and Mooball Creeks*.
3. Detailed landscape plans are to be undertaken in consultation with the community and stakeholders using this strategy as a guide.

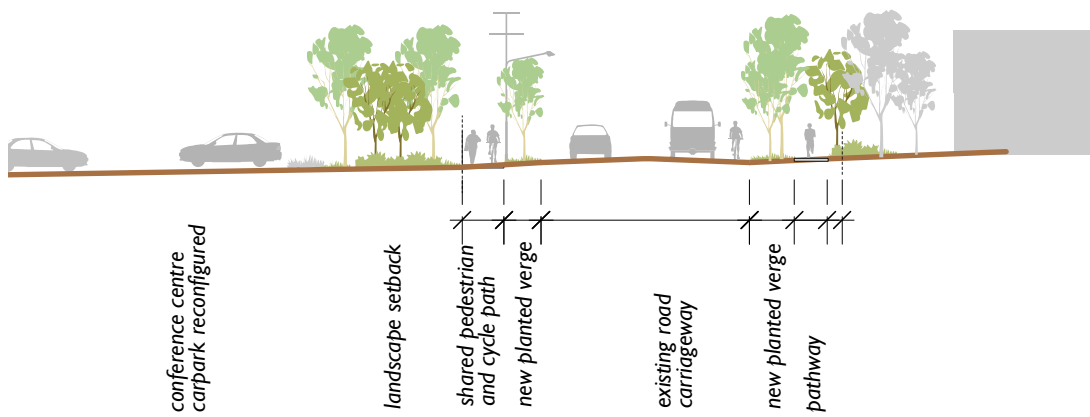
TWEED COAST ROAD - NORTHERN ENTRY

Refer to 4.2.1 *Existing Character, Plan; Peninsula Street and Northern Entry Precinct* for extent and location of the Tweed Coast Road, northern entry.

This section of the Tweed Coast Road is the main pedestrian and vehicular connection within Hastings Point and forms the entry to the settlement.



Indicative Plan



Indicative Section looking north

It is to be recognized for its importance as;

- the main pedestrian route through the settlement,
- the main pedestrian route providing access to residential streets,
- the main pedestrian route providing access to the estuary, the ocean foreshores, foreshores and the caravan park.
- the main vehicular route providing access to neighbouring settlements,
- the main bus route along the coast.
- the main cycle route along the coast,
- the location where the settlements urban area begins,
- the first visual impression of Hastings Point when entering from the north.

The road has a wide reserve with grassed verges parts of which are complemented with trees and other vegetation.

The key strategies for this part of the Tweed Coast Road are to:

1. Reinforce the settlement as a small coastal settlement nestled within the landscape by ensuring that vegetation dominates the visual experience of the road on entering the settlement.
2. Simplify the visual qualities of the road by redesigning large and unsightly signage, undergrounding power lines and repositioning urban facilities such as garbage bins to be less visually obtrusive.
3. Improve the pedestrian experience by providing additional street trees and vegetation long the sides of the street reserve.
4. Ensure the natural qualities of the place are enhanced by choosing native indigenous species.
5. Improve pedestrian safety by providing pathways of appropriate widths of 2.0-2.5m for shared pedestrian and cycle ways.
6. Improve pedestrian safety by providing additional pedestrian crossings.
7. Slow traffic by reduce visual width of the road corridor through street tree planting.

8. Provide additional line marking to define parking bays.

Implementation

Detailed streetscape plans are to be undertaken in consultation with the community and stakeholders using this strategy as a guide.



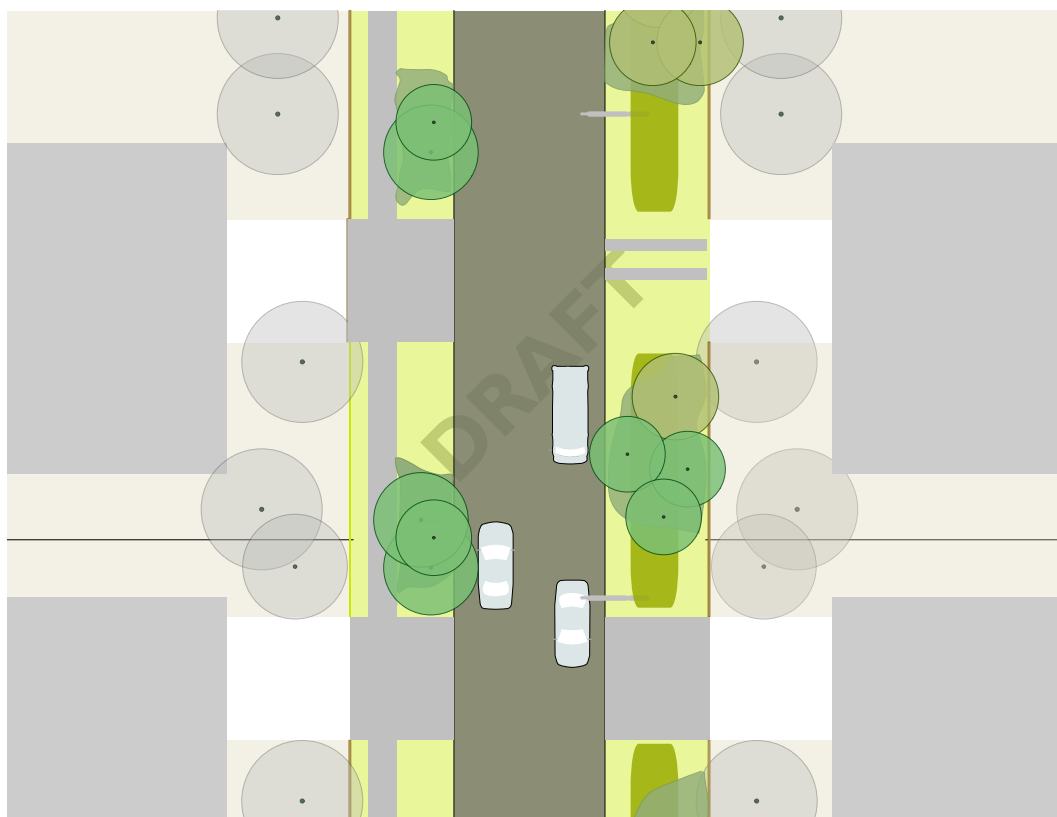
Artists impression of the Tweed Coast Road with street tree planting and shrub planting



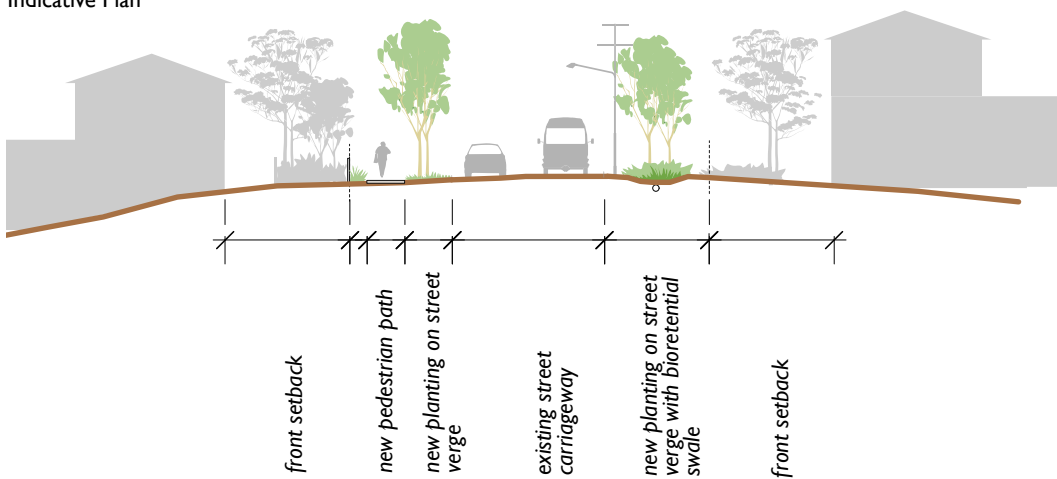
Existing view along the Tweed Coast Road looking north

PENINSULA STREET

Refer to 4.2.1 Existing Character, Plan; Peninsula Street and Northern Entry Precinct for extent and location of Peninsula Street.



Indicative Plan



Indicative Section looking south

Peninsula Street is to be retained and reinforced as a quiet residential street accessible only via the Tweed Coast Road.

It will also continue to provide access to the northern side of the estuary, the boat shed, the northern ocean beach and the dunes.

Peninsula Streets is to retain its informal landscape character with private garden landscaping appearing to blending with streetscape vegetation.

The generous grassed public reserves are continue to provide pedestrian amenity and are to be enhanced with additional planting for shade and ecological improvements.

The key strategies for Peninslua Street are to:

1. Improve the pedestrian experience by providing additional street trees whilst not disrupting existing views and vistas.
2. Ensuring the natural qualities of the place are enhanced by choosing native indigenous species.
3. Reinforce the street reserve as pleasant pedestrian place.
4. Retain grassed verges and unformed kerb and gutter where possible.
5. Provide soft engineering techniques such as bioretention swales within the street reserve for stormwater and road runoff treatment.
6. Simplify the visual qualities of the street by undergrounding power lines.

Implementation

Detailed streetscape plans are to be undertaken in consultation with the community and stakeholders using this strategy as a guide.

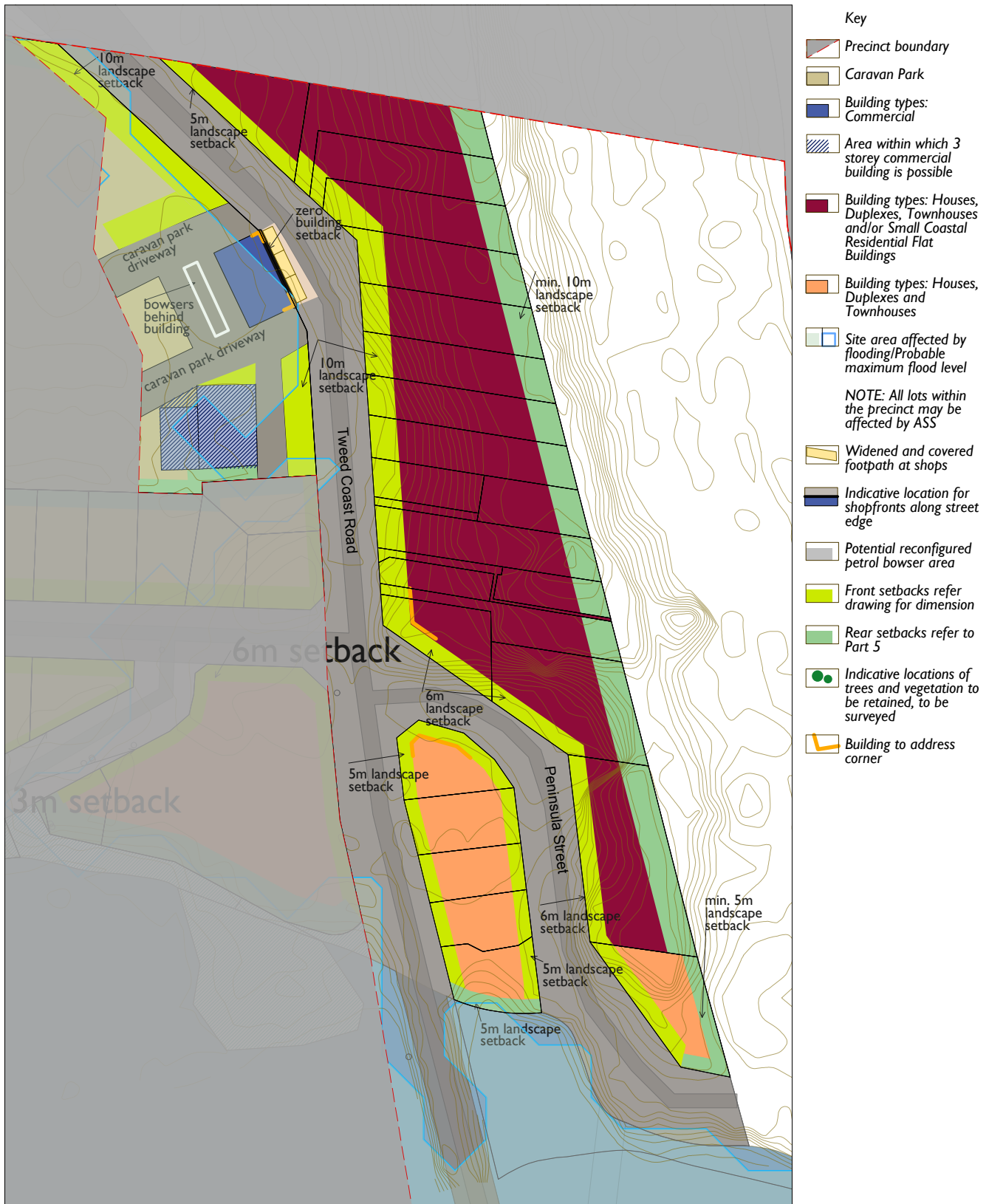


Existing view along Peninsula Street, looking south



Artists Impression of Peninsula Street, looking south

4.2.3 CONTROLS - PENINSULA STREET AND NORTHERN ENTRY



Control Diagram - Peninsula Street and the northern entry.
1:2000 at A4

4.2.3.1 GUIDE TO USING THE CONTROLS

For development controls for land within the Centre refer to:

- i. This section: *Section 4.2.3 Controls - Peninsula Street and the Northern Entry.*
- ii. *Section 5 - Building Type Controls.*
- iii. *Section 4.5 - Visual Settings.*
- iv. *Tweed Development Control Plan.*

4.2.3.2 OBJECTIVES

The purpose of this section is to provide controls for the development of urban land.

The intention of the controls is to ensure:

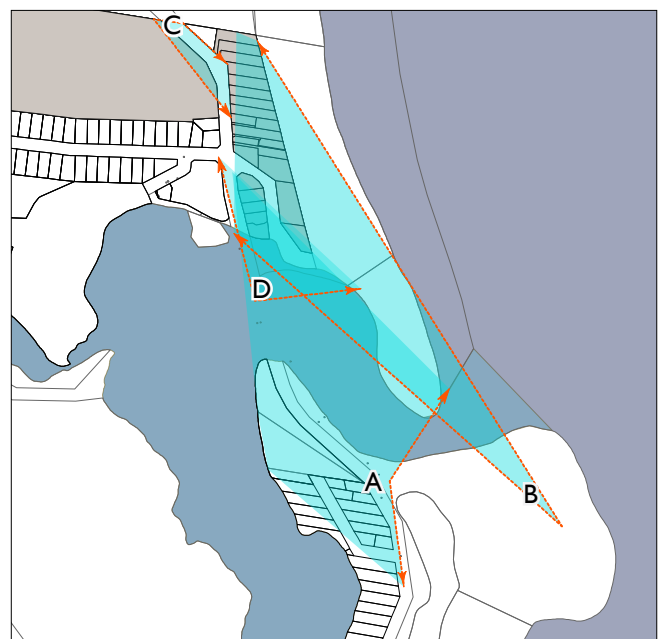
- a. Cohesive high quality development that creates the character of a small coastal settlement specific to Hastings Point.
- b. Buildings respond to the natural environment, environmental conditions and provide quality places to live, work and visit.
- c. Where ever possible local indigenous and mature vegetation is retained and that local indigenous species are planted.
- d. The management of flooding and acid sulphate soil conditions.
- e. The creek and other natural systems are protected.
- f. Streets and roads are pleasant and safe pedestrian environments as well as providing access for vehicles.
- g. Public domain areas retain the qualities, characteristics and accessibility currently enjoyed.
- h. Residential land is efficiently used within the constraints of the land.
- i. Commercial land is retained to service the community.
- j. Views and vistas are retained.

4.2.3.3 CONTROLS - GENERAL

1. The estuary and associated foreshore public land is to be protected in accordance with the *Tweed Coast Estuary Management Plan 2004-2008, Cudgera, Cudgen and Mooball Creeks.*
2. Native vegetation is to be retained and restored to protect the estuary and foreshore areas in accordance with the *Tweed Coast Estuary Management Plan 2004-2008, Cudgera, Cudgen and Mooball Creeks.*
3. Developments may be required to implement public domain improvements as part of Section 94 contributions.
4. Developments are to comply with *Tweed DCP Section A2 - Site Access and Parking Code* and the *Carparking and Access controls* in Part 5 of this document.
5. Development applications related to developments that are likely to disturb Acid Sulfate Soils will be required to be supported by an *Acid Sulfate Soils Investigation and Management Plan* in accordance with the *Acid Sulfate Soil*

Manual (ASSMAC, 1998).

6. Development applications for developments that are likely to disturb groundwater, or require dewatering of the site must be supported by a Groundwater Investigation and Dewatering Management Plan prepared in accordance with Council's *Draft Guidelines for Dewatering of Soils at Construction Sites, Tweed Shire Council* (undated), and obtain all other relevant statutory approvals.
7. Basement carparking is only permissible on sites where protection from the ingress of flood water to a level of 500m above the design flood level is feasible. Development proposals must address flood issues including emergency response provisions, flood compatibility of structures, and protection of property from flood damage. Developments are to comply with *Tweed DCP Section A3 - Development of Flood Liable Land.*
8. The filling of land to avoid flooding must be carefully considered to avoid impacts on adjoining land and water resources and in particular:
 - changing the existing quality of the landscape and visual setting to the settlement,
 - removal of vegetation generally and within key visual settings,
 - loss of visual privacy,
 - unsightly retaining walls or unsightly embankments at boundaries,
 - destruction of ecological systems and species,
 - destruction of the delicate composition of soil and water gradations from land to water.
8. Lots likely to be affected by views are to comply with *Part 4.5 - Visual Settings.* Lots affected by Visual Settings are:
 - i. From the Beach Park looking North (A) affects: lots along Peninsula Street.



- ii. From the headland (B) affects; lots along Peninsula Street, lots along the Tweed Coast Road.
 - iii. Northern Entry (C) affects; lots along Tweed Coast Road.
 - iv. From the Bridge looking North (D); affects lots along Peninsula Street and lots adjacent to the Bridge.
- 3. Controls for Houses, Dual Occupancies, Hastings Point Town Houses and Residential Flat Buildings also apply. Refer to *Part 5 - Building Type Controls*.
 - 4. Setbacks are to be in accordance with the *Control Diagram; Peninsula Street and the northern entry*. Refer also to *Part 5 - Building Type Controls*.

4.2.2.4 CONTROLS - CARAVAN PARK

- 1. The caravan park is to be retained for holiday accommodation and associated facilities.
- 2. Fencing along public boundaries, streets and roads must be low and open maximum of 1.2m high.

4.2.2.5 CONTROLS - COMMERCIAL LOTS

- 1. Any redevelopment of land along the Tweed Coast Road where the current petrol station is located must consider providing shopfronts that address the street.
- 2. Where shopfronts are provided buildings are to have zero setbacks along the road boundary in the location indicated on the *Control Diagram; Peninsula Street and the Northern Entry*.
- 3. Any redevelopments of land along the Tweed Coast Road where the caravan park is and where current conference centre and parking area is located must provide a 10m landscaped area long the road.
- 4. Setbacks are to be in accordance with the *Control Diagram; Peninsula Street and the Northern Entry*. Refer also to *Part 5 - Building Type Controls*.

4.2.2.6 CONTROLS - RESIDENTIAL LOTS

- 1. Suitable building types on some 2b zoned land indicated on the *Control Diagram; Peninsula Street and the Northern Entry* include; Dwelling Houses, Dual Occupancy Housing, Granny Flats, Town Houses and Small Coastal Residential Flat Buildings. Refer also to *Part 5 - Building Type Controls*.
- 2. Some lots 2b zoned land indicated on the *Control Diagram; Peninsula Street and the northern entry* are only suitable for small building types including; Dwelling Houses, Dual Occupancy Housing, Granny Flats and Town Houses. Refer also to *Part 5 - Building Type Controls*.

DRAFT