

4.4 South Hastings Point

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4.4.1 EXISTING CHARACTER

South Hastings Point precinct comprises a number of areas including: Lots along the Coast Road backing onto Cudgera Creek, the petrol station at the southern entry to the settlement, the Point development, Cudgera Creek foreshore and the Tweed Coast Road. For locations refer to *Plan: Southern Precinct*.

The Tweed Coast Road is a busy main access route whilst also providing a frontage for residential lots and the service station. The eastern side of the road provides pedestrian access through the dunes to the beach.

Large setbacks and mature vegetation within front setbacks characterise much of the length of the road although some lots are relatively clear of vegetation. The existing street qualities provide a pleasant pedestrian experience.

All lots back onto Cudgera Creek either with an established buffer area between the lot and the creek or abutting the creek.

The setting is complemented by mature native coastal vegetation to the eastern side of the road.

The precinct defines the southern entry to the settlement where the transition from natural to urban occurs.

The bush setting is complemented by mature vegetation within many front gardens and along the street. Low and open coastal style fencing gives an informal character to the road and improves the pedestrian experience.

South Hastings Point has a petrol station and fire services building at the entry to the settlement.

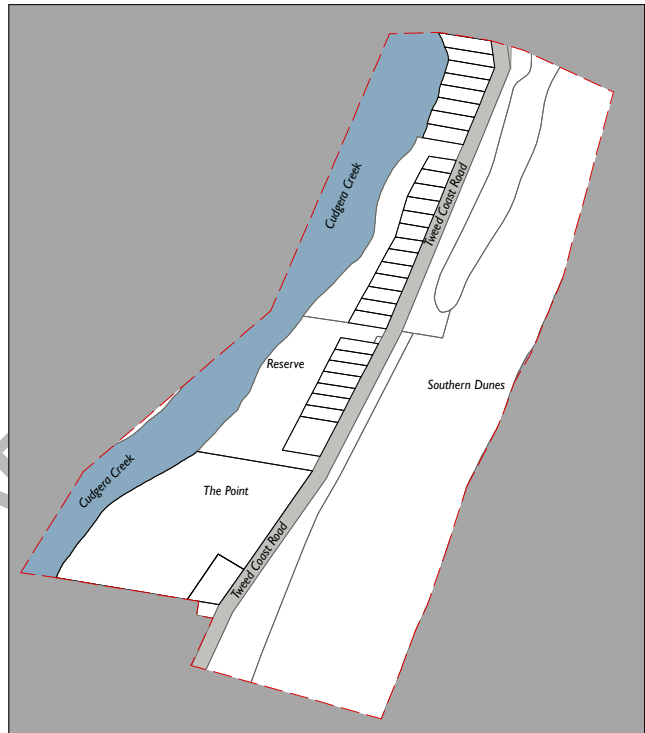
Within the southern part of the precinct there are large urban style buildings either under construction or recently approved but not yet constructed.

Cudgera Creek Foreshore

The Cudgera Creek foreshore is an important area for estuary and ecological health. The creek is one of the main natural features in the settlement and is valued for its natural and pristine qualities.

The characteristics of Cudgera Creek foreshores are:

- The western side of Cudgera Creek is zoned for Environmental Protection.
- The established buffer foreshore area is well vegetated and treed, providing screening between the properties and the creek. The vegetated foreshore edge is fairly deep and thick along much of this part of the creek.
- Species consist of a mix of native and exotic vegetation.
- Foreshore land to the rear of lots abut the creek in some locations.
- Informal public access along some of the foreshore is available but is not continuous.



Plan: South Hastings Point

Tweed Coast Road - southern entry

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

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

The key characteristics of the southern entry are:

- Conservation areas near the settlement boundary.
- A dominant view of large urban building on the front and the side of the Point from the Tweed Coast Road.
- A sense of arrival to the urban area of the settlement.
- Large open areas of bitumen on the petrol station site.
- Mature native vegetation on the eastern side of the road.



On the western side of the Tweed Coast Road the road on some lots reserve and front setbacks feature mature trees, dense vegetation, open fencing, gates and shade trees overhanging the footpath.



The petrol station has large commercial signage, bitumen areas and low clipped vegetation.



The eastern side of the Tweed Coast Road features coastal vegetation and is a protected environmental area.



The creek edge varies from open grassed areas such as in this photograph to more dense vegetation.

4.4.1.1 EXISTING BUILDING CHARACTER

Building types within this precinct include: one storey coastal cottages, two and three storey houses and three storey block edge residential flat buildings.

The Tweed Coast Road has mainly one and two storey single residential dwellings. These are of varied architectural character but generally have low pitched roofs, domestic scale windows and doors facing the street, low fencing and landscaped setbacks. The length of these building frontages along the street is of a single residential dwelling of around 10 to 13m resulting in small building forms when viewed from the road.

Lots 79 to 83 Tweed Coast Road has a block edge residential flat building approved but not yet built with a building height of 3 storeys and an unbroken building frontage of 40m or so. It is a significantly longer building than existing buildings along the road.

The Point is currently under construction. It too has a long building frontage both along the Tweed Coast road and along both the side boundaries. It has unbroken building frontages of around 67m along the Tweed Coast Road and to the side boundaries. Mobile home sites are located in the buffer to Cudgera Creek. Carparking abuts both side boundaries and the front boundary.

Both of these developments are urban in style with long frontages, concrete and glass construction, flat roofs, three storeys and roof decks. They have solid walls to the streets and less landscaping within the front setbacks. As such they mark a significant departure from the existing building types and styles within the precinct.

The remaining undeveloped lots along the Tweed Coast Road may be redeveloped in the future given the desirability of the location.

Key characteristics of buildings within the southern precinct is the difference between new buildings to the southern end of the precinct and existing buildings along the rest of the Tweed Coast Road.

Most of the precinct gives the impression of a predominantly natural and green environment with single residential dwellings disbursed between vegetation. Buildings have low pitched roof and a residential address to the street.

The southern part of the precinct is set to be a highly urban environment with block edge buildings, solid fences and large and long buildings.



Existing house



Existing house



Existing house



The Point - under construction



Approved DA

4.4.2 STRATEGY/DESIRED FUTURE CHARACTER

South Hastings Point is a residential area fronting the Tweed Coast Road and backing onto Cudgera Creek.

The riparian buffer along Cudgera Creek is important in protecting the creek ecology and is to be continuous along the Creek.

It is likely that lots may develop at some time in the future to provide accommodation choice in the form of multi-dwelling building including mainly dual occupancies and town houses building types.

New buildings will feature small scale building frontages and a residential address to the Tweed Coast Road, lightweight materials, broken down forms, low and open fencing and densely landscaped front gardens using indigenous local species.

Small residential flat buildings may be possible where the above design features are achieved and where buildings have the appearance of coastal houses when viewed from the Tweed Coast Road and the top level building footprint occupies no more than 30% of the level below.

The bush setting is to be complemented by mature vegetation within the reserve and within front gardens. Low and open coastal style fencing will give an informal character to the street and improve the pedestrian experience.

The eastern side of the Tweed Coast Road is to continue to be protected as an environmental conservation area with pedestrian bush tracks leading to the beach.

When entering the settlement from the south the visual identity of Hastings Point as a small coastal settlement is to be improved by landscaping side setbacks along commercial and residential property to screen buildings so that the bush abuts the settlement edges.

Streetscape improvements will provide additional shade for pedestrians and give drivers the cue that the street has changed from a highway to a main street and as such drivers must slow down and expect more pedestrians about.

The design of front setbacks for vegetation and low and open fencing is important in reinforcing the coastal qualities of the settlement.

Importantly natural areas that surround the precinct are to be protected and enhanced by the use of local indigenous species within front, side and rear setbacks.

The ecological integrity of the creek foreshore is to be further protected by ensuring private uses do not creep into public land. In addition replanting native vegetation and monitoring access through foreshore areas to control trampling of vegetation and erosion.



From the Tweed Coast Road buildings are designed to appear as single residential dwellings although a lot may contain more than one dwelling. Building length along the road is similar to a large house, landscaped setbacks and front doors and windows to the road provide a residential and coastal quality.

Tweed Coast Road



Characteristics to be retained and enhanced include mature trees, dense vegetation, open fencing, gates and shade trees overhanging the footpath.



Local species within the reserve on the eastern side of the Tweed Coast Road can be introduced into front setbacks to result in a continuation of the local bush setting.

4.3.2.1 STRATEGY PRINCIPLES

Strategic principles for South Hastings Point are to:

1. Ensure Cudgera Creek foreshores protect the integrity of the estuary ecology.
2. Implement a continuous creek buffer.
3. Retain and recreate the natural setting along the creek.
4. Enhance and rejuvenate planted areas along the creek.
5. Improve pedestrian amenity along the Tweed Coast Road and slow traffic.
6. Retain and complement views and vistas.
7. Ensure new developments along the Tweed Coast Road retain and replant vegetation along the road and within front and side setbacks to result in the road having a green and natural appearance.
8. Enhance the identity of the settlement as a small coastal settlement nestled with nature by screening buildings visible within the southern entry with vegetation.
9. Ensure well landscaped front setbacks along the Tweed Coast Road.
10. Retain and enhance dense vegetation within front setbacks.
11. Protect and reinforce the bush quality by retaining indigenous landscaping and replanting similar species.
12. Ensure new buildings address streets and corner locations facing public places.
13. Encourage the use of coastal materials and buildings that are broken down in form to respond to internal amenity and environmental conditions.
14. Avoid buildings that predominantly use unclad concrete and glass elevations.
15. Avoid long blank facades.
16. Ensure buildings present quality elevations facing streets, roads and laneways and public areas such as reserves, parks and the caravan park.
17. Ensure building types allow for housing choice and affordable housing.
 - i. Provide for multi dwelling buildings whilst reducing building massing along the Tweed Coast Road.
 - ii. Provide buildings fronting the Tweed Coast Road that have the appearance of coastal houses.
 - iii. Work with site topography to reduce building bulk and to ensure the ground level is employed for private garden spaces that are usable and accessible.



Built form along the Tweed Coast Road is to have the appearance of large coastal houses, although they may actually be multi dwelling buildings. Materials, roof forms and domestically scaled windows, doors and detailing are important to buildings suiting a small coastal settlement whether buildings are single or multi dwelling buildings.



A continuous buffer zone along the creek is to be created.

Cudgera Creek reserve



Plan. Diagrammatic representation of a possible outcome of the strategy for South Hastings Point precinct
1:2500





4.4.2.2 DIAGRAMMATIC REPRESENTATION

1. Conservation areas and foreshores are retained, protected and enhanced.
2. Creek foreshore riparian areas are protected to ensure the natural integrity of the waterway is retained and to provide a buffer between urban uses and ecological areas.
3. Pedestrian paths through foreshore areas are rationalised to ensure only those essential ones are used and no new ones form.
4. Streetscape improvements and slowed traffic improves the Tweed Coast Road as a pedestrian place.
5. A landscape setback is created to screen from view from the southern entry of the settlement.
6. Setbacks allow for dense landscaping and mature vegetation along the street, along side boundaries and in rear yards.
7. Mature trees are retained within the front and rear setback of lots.
8. New street trees and verge landscaping along the Tweed Coast Road complement existing vegetation.
9. Building frontages are commensurate in length with houses along the Tweed Coast Road.
10. Fencing along the Tweed Coast Road is low and open.
11. Fencing along public areas and reserves is low and open.
12. Houses, duplexes and town houses predominate throughout the precinct.
13. Medium density accommodation to provide accommodation choice and affordable housing.
14. New buildings complement the character of a small coastal settlement by responding to the environment, being rich in a mixture of coastal materials and detailing and designed to break down building bulk into a series of smaller forms.
15. New buildings step with the topography and are designed to break down building bulk into a series of smaller forms.
16. The petrol station is remodelled to provide a building frontage along the Tweed Coast Road. Some of the bitumen area is replaced with vegetation and mature trees.



Concept Diagram: Cudgera Creek

Key

-  Precinct boundary
-  Indicative location existing vegetation to be retained
-  Indicative location proposed vegetation
-  Indicative location for buffer zone

CUDGERA CREEK FORESHORE

The creek foreshore is an important environmental area as it provides a buffer between private properties and the waterway; between urban uses and ecological systems.

It is to be created with appropriate revegetation, through weed control, by limited built structures and limiting foreshore retention.

The key concern for the riparian areas are to provide habitat and natural embankment stabilisation and to protect the integrity of the aquatic and estuarine environment.

Unformed and informal pedestrian tracks linking the Tweed Coast Road with the foreshore will ensure pedestrian access is controlled.

The key strategies for Cudgera Creek foreshore are to:

- a. Establish a riparian buffer.
- b. Re-establish native indigenous species.
- c. Provide at least one pedestrian access track to the water.
- d. Provide a natural area that separates urban uses from environmental systems.

Implementation






1. A riparian buffer along Cudgera Creek is to be achieved in accordance with the *Tweed Coast Estuary Management Plan 2004-2008, Cudgera, Cudgen and Mooball Creeks* and subject to merit-based assessment on a case by case basis.
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 management plans are to be undertaken in consultation with the community and stakeholders using this strategy as a guide.

SOUTHERN DUNES



Concept Diagram: Southern Dunes

Key

-  Precinct boundary
-  Indicative location existing vegetation to be retained
-  Indicative location proposed vegetation
-  Existing track to be retained
-  Existing track to be revegetated

The dune system behind the southern 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.

Pedestrian access is available to the beach through the dunes. 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.

The key strategies for the southern dunes are to:

- a. Enhance the covering and quality of native vegetation where required to enhance habitat and ecological values.
- b. Rationalise the location and number of pedestrian tracks through the dunes.
- c. Replant native indigenous vegetation along the Tweed Coast Road.

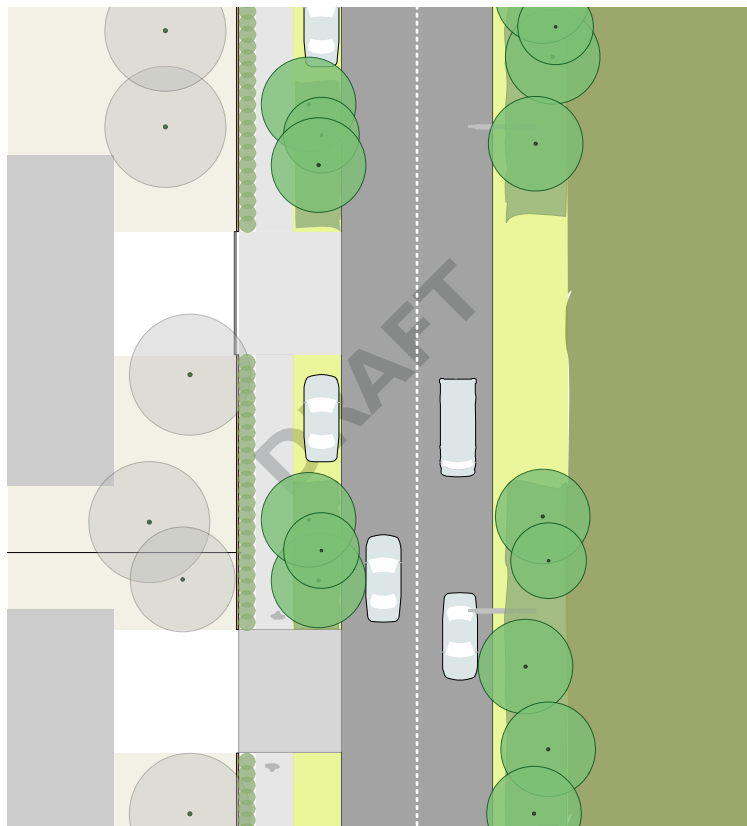
Implementation

1. Protection of the dune is to be in accordance with Councils policies and guidelines.
2. Native vegetation is to be retained and restored.
3. Detailed management plans are to be undertaken in consultation with the community and stakeholders using this strategy as a guide.

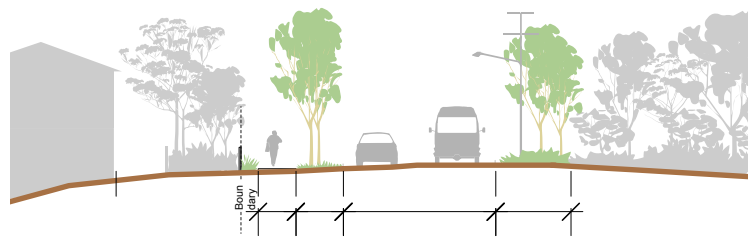
TWEED COAST ROAD - SOUTH HASTINGS POINT

Refer to 4.4.1 Existing Character, Plan; South Hastings Point 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 southern entry to the settlement.



Indicative Plan



Indicative Section

- lots
- landscape setback
- shared pedestrian and cycle path
- new planted verge
- existing road carriageway
- new planted verge
- dunes

It also provides access to residential lots on the western side.

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 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 settlement's urban area begins,
- the first visual impression of Hastings Point when entering from the south.

The road has a wide reserve with grassed verges on the western side, parts of which are complemented with trees and other vegetation. The frontage along the eastern side is a nature conservation area.

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. Plan for deep setbacks that are well landscaped with native indigenous vegetation to the side boundaries of lots visible from the entry to ensure buildings are not visible and the bush setting dominates.
3. 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.
4. Improve the pedestrian experience by providing additional street trees and vegetation long the sides of the street reserve.
5. Ensuring the natural qualities of the place are enhanced by choosing native indigenous species.
6. Improve pedestrian safety by providing pathways of appropriate widths of 2.0- 2.5m for shared pedestrian and cycle ways.
7. Improve pedestrian safety by providing additional pedestrian crossings.
8. Slow traffic by reducing the visual width of the road corridor through street tree planting.

9. Provide additional line marking to define parking bays.

Implementation

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

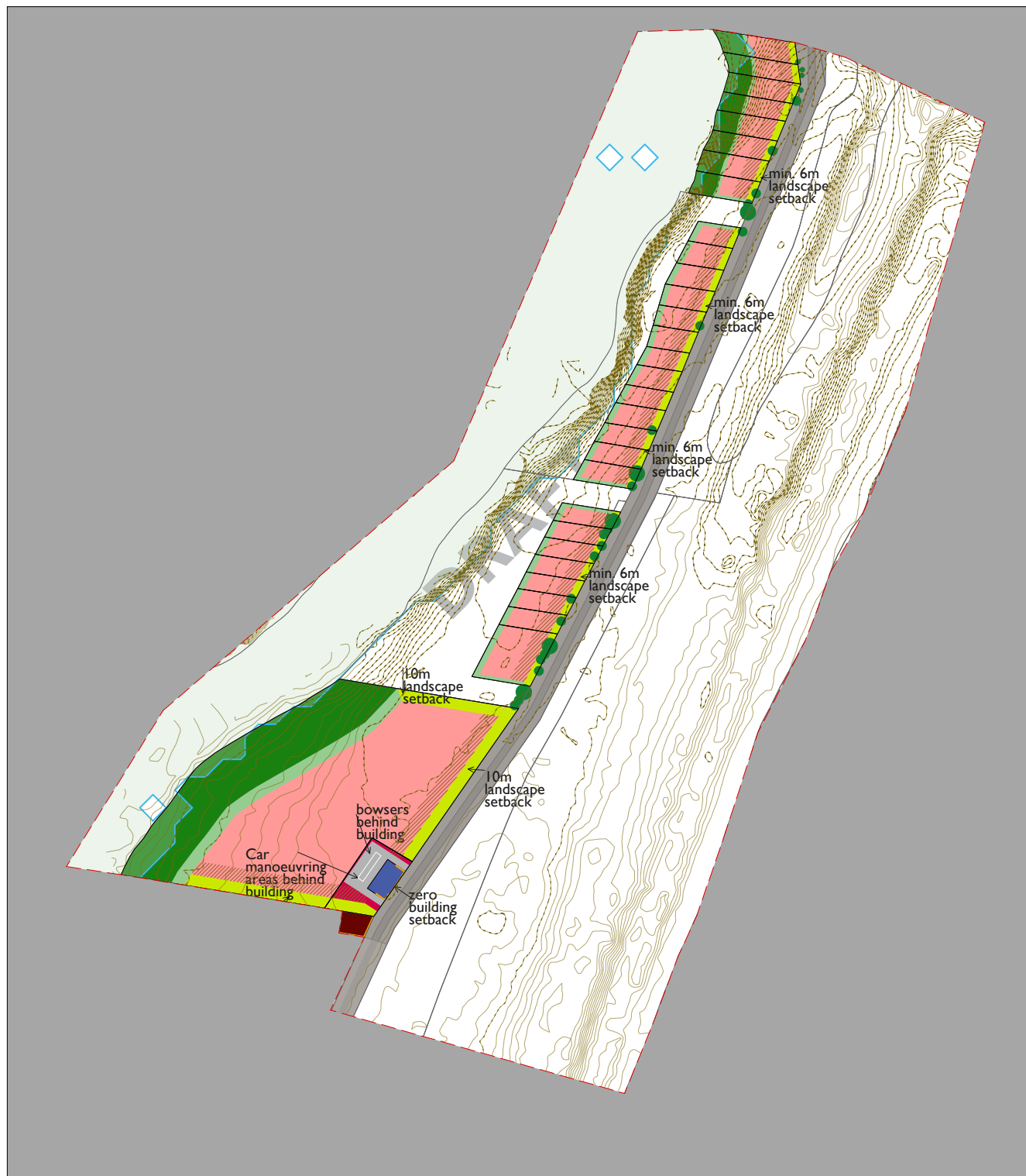


Existing view along the Tweed Coast Road



Artists impression of the Tweed Coast Road with streetscape improvements

4.4.3 CONTROLS - SOUTH HASTINGS POINT



Control Diagram - South Tweed
1:5000 at A4

4.4.3.1 GUIDE TO USING THE CONTROLS

For development controls for land within the Centre refer to:

- i. This section: *Section 4.4.3 Controls - South Hastings Point.*
- ii. *Section 5 - Building Type Controls.*
- iii. *Section 4.5 - Visual Settings.*
- iv. *Tweed Development Control Plan.*

4.3.3.2 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.

4.3.3.3 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

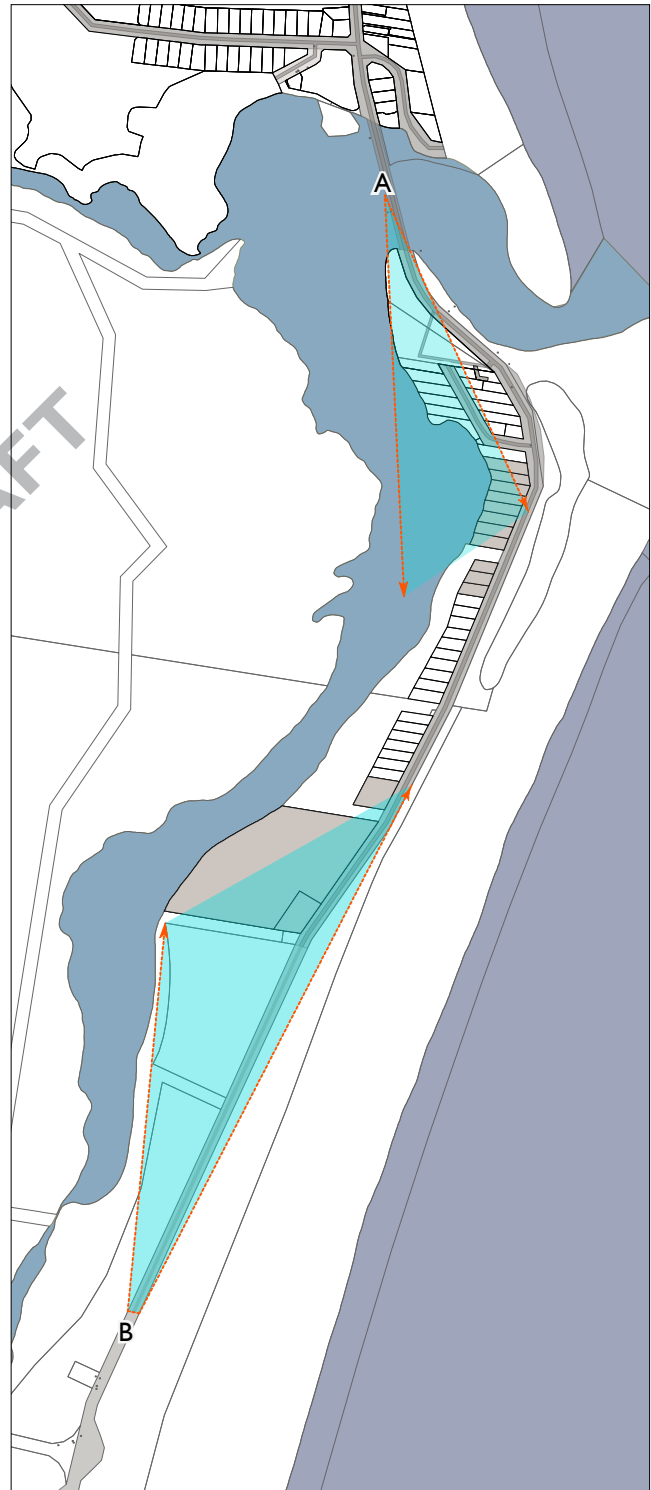
Key

-  Precinct boundary
-  Building types: Commercial
-  Building types: Houses, Duplexes and Townhouses.
NOTE: Council may consider Residential Flat Buildings where constraints and visual settings are addressed. 3rd storey max 30% footprint
-  Built form 2st for 10m back from setback along Tweed Coast Road
-  Public building
-  Site area affected by flooding/Probable maximum flood level

NOTE: All lots within the precinct may be affected by ASS
-  Indicative location for shopfronts along street edge
-  Potential reconfigured petrol bowser area
-  Front setbacks refer drawing for dimension
-  Rear setbacks refer to Part 5
-  Indicative area for riparian buffer
-  Indicative locations of trees and vegetation to be retained, to be surveyed
-  Building to address corner

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 Bridge looking north (A) affects: lots along Tweed Coast Road.
 - ii. Southern entry view (B) affects; lots along Tweed Coast Road.



4.3.2.4 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; South Hastings Point*.
3. Any redevelopments of land along the Tweed Coast Road where the current petrol station is located must provide a 10m landscaped setback along the southern side boundary.
4. Setbacks are to be in accordance with the *Control Diagram; South Hastings Point*. Refer also to *Part 5 - Building Type Controls*.

4.3.2.5 RESIDENTIAL LOTS

1. Suitable building types on 2a and 2b land as shown on the *Control Diagram; South Hastings Point* include; Dwelling Houses, Dual Occupancy Housing, Town Houses and Granny Flats. Refer also to *Part 5 - Building Type Controls*.
2. Residential Flat Buildings up to 3 storeys may be considered by Council where the applicant can demonstrate to the satisfaction of council through graphic and design explorations that the building has;
 - achieved all of the design considerations necessary for buildings in a small coastal village context as set out in the various parts of this document,
 - retained the visual settings,
 - addressed flooding and ASS,
 - addressed all other *Strategic Principles and Objectives* of the *Precinct*.
3. Where Council will consider a residential flat building its form facing the Tweed Coast Road as identified on the *Control Diagram; South Hastings Point* is to be a maximum of 2 storeys for at least 10m back from the front setback. They must have either pitched or skillion roof forms facing the Tweed Coast Road. The remainder of the site can be a maximum of 3 storeys with the third level to a maximum footprint of 30% of the level below.
4. Setbacks are to be in accordance with the *Control Diagram; South Hastings Point*.

4.3.2.6 PUBLIC BUILDINGS

1. Public buildings must be designed to address all public areas from which the building is visible.
2. Public buildings must provide an address and an attractive building frontage to the Tweed Coast Road.