

## **B11 - SEASIDE CITY**

Draft Amended DCP – December 2012

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# Table of Contents

<b>B11 – SEASIDE CITY .....</b>	<b>3</b>
B11.1 INTRODUCTION .....	3
B11.1.1 The Vision & Principles.....	3
B11.1.2 Aims of this Section .....	3
B11.2 ADMINISTRATION .....	4
B11.2.1 Land to which this Section applies.....	4
B11.2.2 How does this Section relate to other Sections and Environmental Planning Instruments?.....	6
B11.2.3 Site & Context.....	6
B11.2.4 Planning Management.....	7
B11.2.5 Urban Structure & Form.....	16
B11.2.6 Building Controls Accommodation Area .....	34
B11.2.7 Bibliography.....	45



## B11 – SEASIDE CITY

### B11.1 INTRODUCTION

#### ***B11.1.1 The Vision & Principles***

*“Seaside City, a casual coastal community with a comfortable and welcoming atmosphere and a vibrant and attractive village centre. The village is to have a high degree of pedestrian amenity and a strong physical and visual connection with the surrounding coastal and creek environments. A community that has a clear individual identity of its own while contributing and connecting to the Tweed Coast as a whole.”*

#### ***B11.1.2 Aims of this Section***

Aims of the Section are to:

- Identify a structure for Seaside City that provides opportunities in creating a vibrant and individual community that reflects its subtropical climate and Far North Coast cultural context;
- Reflect the significance of this coastal site, particularly in terms of environmental planning and management and urban and landscape design;
- Recognise that tourism is an economic driver within the village while ensuring the quality of life of the permanent community is not compromised;
- Provide landowners, government and the community with guidance on how and where development should occur and what form it should take;
- Build a plan that seeks to bring the above vision to reality;
- Provide clear policies and guidance for the future development and management of the subject land;
- Provide a sound policy basis for the development assessment and determination of the merits of development as required by Section 79C of the Environmental Planning and Assessment Act 1979;
- Reflect the intentions and requirements of the Far North Coast Regional Strategy, the Coastal Design Guidelines, SEPP 65 and the Residential Flat Design Code;
- Provide an easily accessible and plain English document.

The objectives for Seaside City are to create a development area that exhibits the following characteristics:

- Reflects and enhances the relaxed coastal character of the Tweed Coast;
- Encourages development that is sympathetic to the character of the Far North Coast;
- Protects and enhances the environmental values of the site and the Tweed Coast;
- Protect views to and from public and natural areas;
- Provides accommodation that makes good use of available and sought after land;
- Provides residential accommodation at a density that will make a local centre viable at a walkable distance;

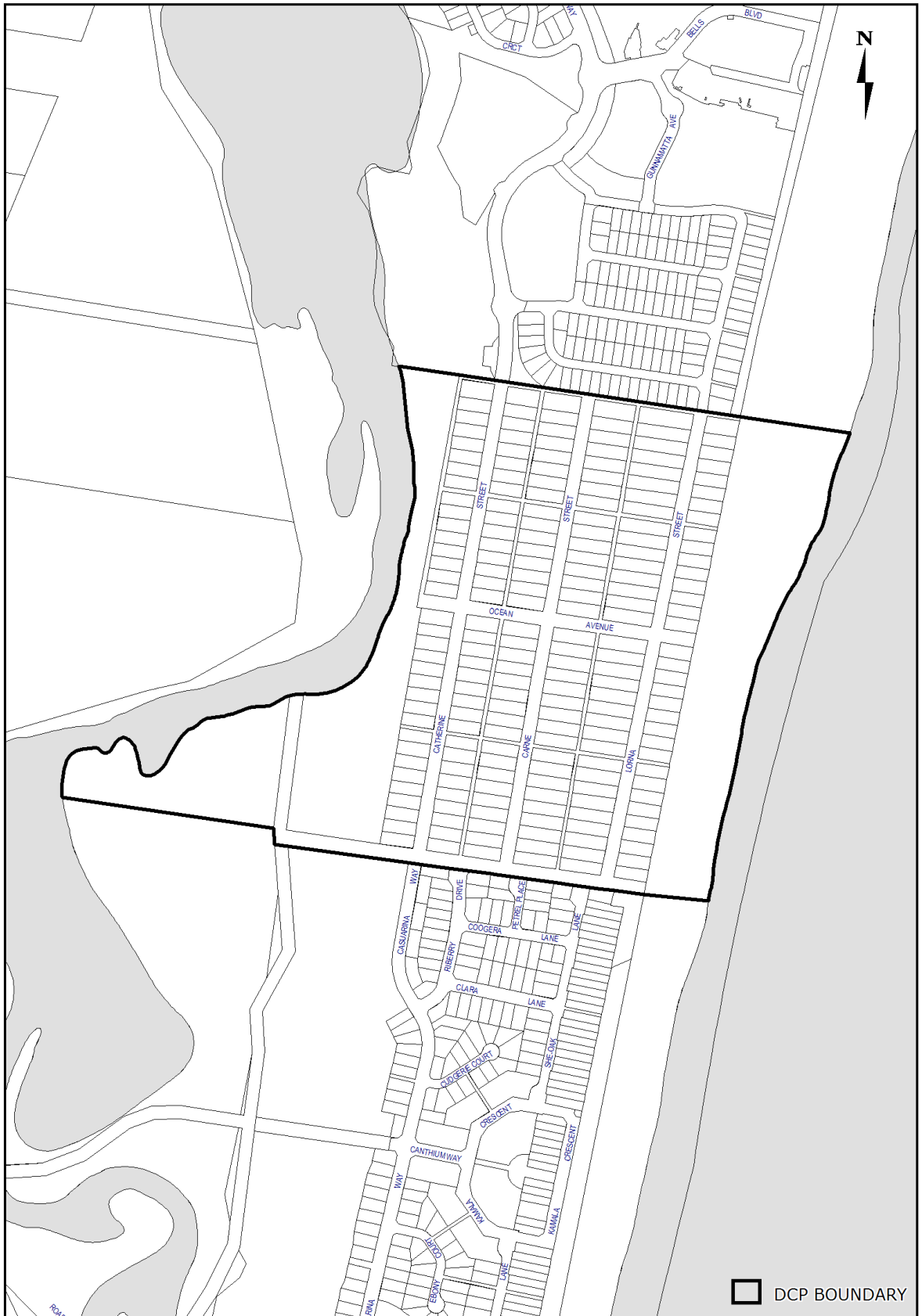
- Identifies appropriate locations for commercial/retail, residential and tourism uses;
- Provides high quality and accessible open space that contributes to the quality of built and natural environments of the proposed community of Seaside City and the Tweed Coast;
- Provides a viable and attractive centre to cater for tourists, residents and day-trippers;
- Ensures traffic is managed to ensure safety and quality of life is not impaired.

## **B11.2 ADMINISTRATION**

### ***B11.2.1 Land to which this Section applies***

This Section applies to the land shown on Figure 1, below.

Figure 1 - Extent of Plan



***B11.2.2 How does this Section relate to other Sections and Environmental Planning Instruments?***

This Section should be read in conjunction with:

- A1 – Residential and Tourist Development Code
- A2 – Site Access and Parking Code
- A4 – Advertising Sign Code
- A5 – Subdivision Manual
- A9 – Energy Smart Homes Policy
- A12 – (Repealed 29 April 2008)
- A14 – (Repealed 29 April 2008)
- B9 – Tweed Coast Strategy
- B18 – (Repealed 29 April 2008)
- NSW Coastal Design Guidelines
- Residential Flat Design Code
- Draft Far north Coast Regional Strategy

Where there is an inconsistency between this Section and any of the above Sections, this Section shall prevail.

**Tweed Local Environmental Plan 2000**

Tweed Local Environmental Plan 2000 is the principal planning instrument for Seaside City as it controls the use and development on the site. The Seaside City area is zoned 2(e) Residential Tourist zone.

There is also land zoned 7(f) Environmental Protection (Coastal Lands) along the eastern edge of the site with some of this zone encroaching on the edge of some of the lots and restricting the area in which they can develop. Various proposals have been investigated to assist landowners on these lots achieve a reasonable building platform.

***B11.2.3 Site & Context***

Seaside City is located along the Tweed Coast approximately three kilometres south of Kingscliff and between the developments of SALT and Casuarina Beach. While it is not a large development in comparison to SALT and Casuarina Beach, there is opportunity to provide for a community with a clear identity centred on a mixed-use activity centre with a coastal village atmosphere. Seaside City's prime location gives it the opportunity to create something special while drawing on the experiences of its neighbours.

Seaside City comprises a 32 hectare parcel of land. Seaside City was approved for subdivision in the 1920s and comprises 205 titled lots (including the area between Cudgen Creek and the development). At the time of the making of this plan Richtech Ltd owned approximately 85% of the lots with the remainder individually owned. Cudgen Creek forms the western edge to the study area and the Pacific Ocean to the east.



### ***B11.2.4 Planning Management***

Below is a list of the issues to be dealt with, with subdivision of Seaside City.

Where Management Plans are required they must be produced by a suitably qualified and experienced person and approved by the General Manager or his/her delegate to meet the requirements of this plan.

### **Environmental & Hazard Management**

#### **Coastal Hazard**

***A Dune Management Plan shall be prepared in respect of the fore dune areas adjoining the subject land including a management schedule for implementation and monitoring of recommended works and rehabilitation for a minimum period of 5 years.***

#### **Cudgen Creek**

***A 50m riparian buffer zone is to be provided, measured from Cudgen Creek, and adjacent to the adjoining 7(a) and 7(l) environmental protection zones.***

1. A minimum 20m core buffer. This will include the area that immediately adjoins the MHW and any area that adjoins an environmental protection zone. The core buffer shall be dedicated to Council in a rehabilitated form to the satisfaction of Council to manage and maintain. This component should retain all native vegetation and be weeded and replanted where required.
2. A 30m outer buffer. This area is to be provided adjacent to any section of the core buffer that adjoins Cudgen Creek. It is not required where the core buffer adjoins an environmental protection zone. The 30m outer buffer does not need to be densely revegetated, however it shall not contain buildings except those ancillary to its environmental or recreational uses where appropriate (e.g. park shelters etc). Infiltration basin and cycling/walking paths may be located will be provided within the outer 30m buffer of this dedicated land.

Any required outer buffer on private land is to have suitable restrictions on the title to ensure that it is maintained as a buffer area by the landowner.

Prior to issue of a construction certificate for a building, or subdivision certificate for any land within Seaside City, Lot 1971 shall be dedicated to Council at no cost due to its riparian and environmental qualities. Prior to this dedication, approved embellishment of the area (such as recreation facilities) must be completed, and an approved vegetation management plan prepared. The developer must commit to completing works associated with the approved plan within a minimum of 5 years.

***A Riparian Management Plan shall be provided to the satisfaction of Council in respect of all areas described above.***

#### **Bushfire Hazard**

In principle, a 20m APZ (10m on crown land and 10m on private land) along the eastern edge of Seaside City has been agreed upon due to site specific factors that will influence the likely bushfire behaviour and resultant level of bushfire attack on those developments directly on the interface.

***A Bushfire Management Plan is to be prepared to specify development guidelines and asset protection zones for development adjoining vegetated areas to satisfaction of the Rural Fire Service and Council. Any works specified by the plan are to be completed by the developer.***

### **Stormwater Management**

Engineering Management Plans are required for the construction and operational phases of all development at Seaside City. Erosion and Sediment Control Plans (ESCP) and Stormwater Management Plans (SWMP) shall be prepared in accordance with Development Design Specification D7 - Stormwater Quality. Specifically these Management Plans should consider any potential impacts on Cudgen Creek, SEPP14 Wetlands and Crown Reserve 1001008 (Lot 500 DP 727420), and mitigate these impacts to achieve the objectives of the Tweed Urban Stormwater Quality Management Plan 2000.

### **Infiltration Design**

All development is required to infiltrate stormwater runoff from roof and hardstand areas (including driveway and carparking areas for all development other than single dwellings and dual occupancies). The infiltration rate for infiltration design shall be 3m/day. As a minimum requirement, infiltration devices shall be designed to accommodate the ARI 3 month storm (deemed to be 40% of the ARI 1 year storm) over a range of storm durations from 5 minutes to 24 hours and infiltrate this storm within a 24 hour period. Surcharge overflow from infiltration devices to a lawful point of discharge must occur via visible surface flow, and must not be piped. Stormwater other than roof runoff is to be pre-treated to remove contaminants prior to discharge to infiltration devices.

Infiltration devices shall be located wholly within the development site, and in the case of strata or community title development, infiltration devices shall be located on common property. Infiltration devices and associated treatment devices must be located outside of stormwater and sewerage easements and riparian buffers.

### **Threatened Species**

***A Threatened Species Management Plan shall be prepared to the satisfaction of Council.***

Detailed habitat replacement planning to compensate for vegetation cleared and taking into account the existing compensatory areas for the Casuarina development within the site.

### **Infrastructure Management**

#### **Subdivision Information Statement**

Details of all subdivision infrastructure must be submitted in a Subdivision Information Statement, prepared in accordance with Section A5 - Subdivision Manual, and submitted with a Development Application.

#### **Drainage**

Developments must implement water sensitive urban design measures to maximise infiltration and retention of stormwater to reduce runoff volumes and increase times of concentration to better mimic natural catchment hydrology. Stormwater quality treatment in accordance with Development Design Specification D7 - Stormwater

Quality will also be required to remove oil, sediment and nutrient pollutants from roadways and carparking areas.

***A “Stormwater Quality Management Plan” shall be prepared that complies with the requirements of the Development Design Specifications, D7 – Stormwater Quality.***

### **Landforming & Drainage Layout**

Landforming earthworks and the provision of drainage infrastructure for the Seaside City site shall be undertaken in general accordance with the drainage plan Cardno MBK 2967/03/03-233 dated 23 December 2004, approved in DA05/1464 and Section A5 - Subdivision Manual - Layout Plan Surface Levels & Main Drainage Path.

***A “Land Forming and Site Regrading plan” shall be prepared that complies with the requirements of the Development Design Specifications, D6 – Site Regrading.***

***A “Trunk Stormwater Management Plan” shall be prepared that addresses the requirements contained within Section A5, chapter 4 and the Development Design Specification, D5 – Stormwater Drainage Design.***

### **Roads**

Cylinders Drive shall be constructed to two typical cross-sections. The southern section of Cylinders Drive to Indigo Lane (approx. 180m) shall be 9m wide (kerb to kerb), with a 3.5m wide western verge and a 7.5m wide eastern verge. The eastern verge may be reduced to 3.5m with the addition of 4m of land to the lots 1-9 on the eastern side of Cylinders Drive as proposed in this document.

The remaining segment north of Indigo Lane shall be constructed 11m wide (kerb to kerb), with 4.5m verges.

Cylinders Drive shall connect into the existing SALT development road network to the north.

***A Traffic Management Plan shall be prepared that complies with the requirements set out in Section A5 – Subdivision Manual.***

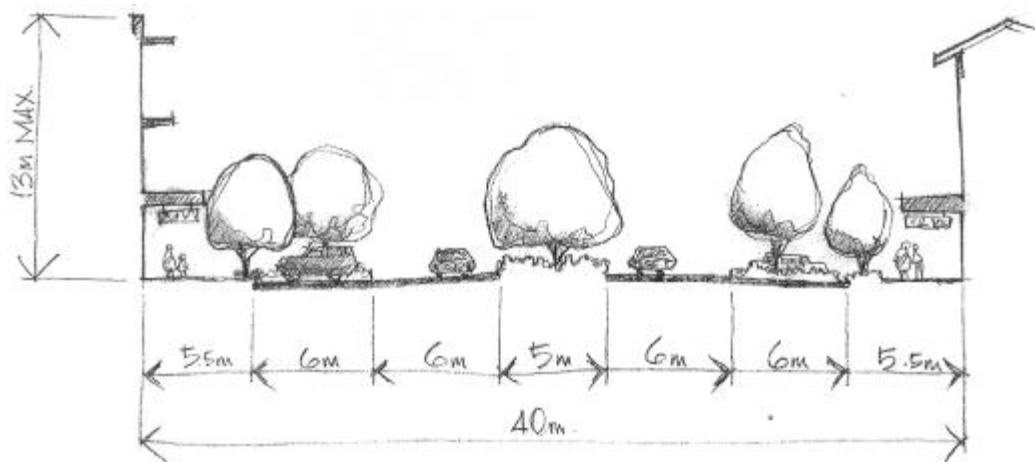
Consideration of potential impacts from Casuarina Way road traffic noise on adjacent properties is required.

### **Water & Sewer**

***A ‘Water Supply and Sewerage Management Plan’ shall be prepared that complies with the Development Design Specifications, D11 and D12.***

Specifically the Water Supply and Sewerage Management Plan shall address:

- Staging of the water and sewerage works
- Septicity management for sewerage.

**Figure 2 - Cross Section of Ocean Avenue in Village Centre**

### Open Space

In designing the open space reference should be made to Council's Open Space Infrastructure Policy and Section A5 – Subdivision Manual. Both these documents outline the general requirements for open space within new subdivisions.

A new Section 94 Contribution Plan No 28 – Seaside City sets out in detail the requirements for both structured and passive open space in the development area.

Generally, Council has required that the public open space standard of 2.83ha be provided in the following proportions:

60% Structured open space (1.7 ha/1000 persons) eg sports fields

40% Passive open space (1.13 ha/1000 persons) eg local parks

The structured open space component of the plan is to provide for the needs of the permanent residents. It is proposed that only the permanent residential population be levied as they will be the major users of the structured open space.

The provision of structured open space within Seaside City is not considered the best utilisation of this coastal land. It is more appropriate for reasons of maintenance, the provision of ancillary facilities such as car parking and the ability of larger sporting fields needed to support sporting clubs that the structured open space areas be provided as fewer, larger sportsgrounds and facilities and be grouped together off-site to form larger playing facilities.

Most residents in the Shire are required to drive to structured open space facilities and therefore it is considered that the location of the proposed structured open space area at Kings Forest satisfies the intended population at Seaside City and is not inconsistent with the intentions of Section 94 funding.

The provision of local passive open should be provided in accordance with Figure 3.

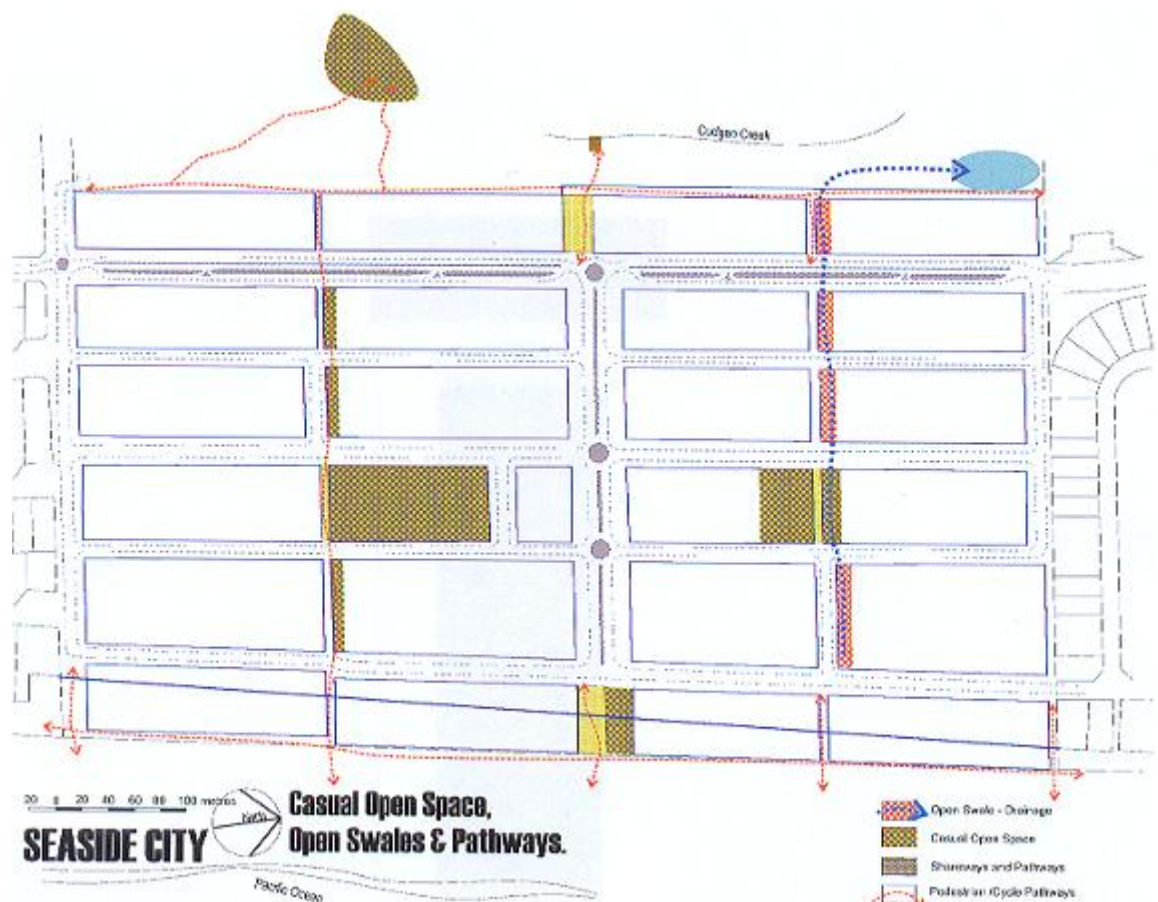
These parks are to be:

- in locations of easy access to the residential areas;
- located approximately 200m each side of the centre to provide access and choice for the denser areas to the centre of the development and a green zone within the development between the creek and the beach;

- surrounded by medium density development thereby activating the space and allowing for casual surveillance (row housing may be best use adjacent to the parkland areas allowing for minimum setback and raised front entries for privacy)

Figure 3 provides guidance in the location and extent of the casual open space. Where open space is to act as drainage corridor it must not impact on the spaces prime recreational use. In general, open space areas should be provided where they can achieve maximum public benefit. In the Seaside City development area, public open space is preferably located at the centre of residential areas. Open space is to be dedicated prior to issue of a construction for a building or a subdivision certificate for any of the land within Seaside City.

**Figure 3 - Coastal Open Space, Open Swales & Pathways**



### Population and Area of Open Space

To assess the open space requirements of the future population of Seaside City, the total number of predicted permanent residents is to be reduced by the population generated from the residential lots as provided in the original subdivision. As a result of the long-term existence of these lots it is appropriate that the passive open space be calculated on the basis of any growth over and above the existing subdivision.

Structured open space requirements will also be calculated on the same basis, noting that structured open space is to be located off-site.

At an equivalent population of 2.6 persons per lot (the standard Council applies for single lot residential) for each of the current 204 existing residential lots, a population

of 530 is assessed. An estimated predicted population of 2,000 is therefore to be reduced by 530 to 1470 for determining the level of open space required. It is assumed that the tourists will not use the structured open space and therefore the calculation for the total area of structured open space for the proposed population at Seaside City is  $1,470 \times 40\% = 882$

**Passive open space: 1,470 people x 1.13ha/1,000 people = 1.66ha**

**Structured open space: 882 people x 1.7ha/1,000 people = 1.49ha**

Based on the predicted growth in population as shown above there is no further requirement for passive open space in spatial terms for Seaside City than that shown in this plan.

### **Pedestrian & Cycle Linkages**

Cycleway and footpaths are an integral part of the transport network, as well as a recreational asset. When cycleways and footpaths are designed to be functional, attractive and safe they encourage people to walk and cycle and are therefore an essential component of a healthy community.

Council currently has a contributions plan for cycleways (CP22). As part of this plan it is proposed that there be a cycle link along the coast between Kingscliff and Pottsville. The two adjoining developments, SALT and Casuarina, have already constructed part of this coastal cycleway in front of their respective developments. To connect these two cycleways together there will need to be a cycleway constructed.

In order to provide this connection it is proposed that a 2.5 metre wide north-south pedestrian/cycleway shall be provided in the 7(f) zone along the beach frontage of the development land.

A cycleway shall also be provided from the beachfront across Seaside City to the proposed cycleway on the west side of the development.

On the western side of the development a similar cycleway is proposed at the rear of the lots adjoining the riparian zone. This cycleway will provide part of the link into the future development area of Kings Forest. The western cycleway, including a portion of any required Asset Protection Zone, is to be located in a 10 metre zone to the back boundary of the western-most residential lots from the northern most lot (Lot 16 Section 8 DP 14895) to the southern most lane (Lot 10 Section 4 DP 14895) and then up to 20 metres to the southern most lot (Lot 1 Section 4 DP 14895). From the boundary of the western edge of this line to the creek, the riparian zone is to be densely re-vegetated with a diversity of appropriate endemic species.

The remainder of the cycleway network for Seaside City will be provided as part of the local residential street in accordance with the requirements of Section A5 Subdivision Manual, and must link to the cycleway along the eastern and western fronts of the Seaside City. Cycleway/footpaths in local residential streets will be provided as part of the works associated with the development. Section 94 Contributions are required for the construction cost of the eastern cycleway and this will be levied under Contribution Plan No 28 for Seaside City.

In summary the following are the policy objectives:

- The footpath and cycleway network will be designed to connect coastal foreshore and passive recreation areas with residential and commercial areas.
- The foreshore cycleway/public footpath shall be provided within the adjoining Coastal Reserve (Lot 500) to join up with the coastal cycleway at SALT and Casuarina Beach.
- On the western side of the development it is also proposed to construct a similar cycleway at the rear of the lots that adjoin the riparian zone. This cycleway will also provide a link between a future cycleway in Casuarina and the existing cycleway in SALT.
- Cycleway access between the east and west cycleways of the development area will also be required. This in the most part will be via the streets and lanes of the development. A formalised cycle and pedestrian path will be travelling through the open space strip that links the beach with Cudgen Creek and the southern edge of park 3 – The Southern Park.
- Footpaths and adequate pedestrian crossing facilities are to be provided along all main roads to encourage and provide for safe and pleasant walking between destinations, as per Council's Development Design Specification D1 Road Design Manual.
- Safe cycle access should be providing links between residential areas and key facilities such as open space and the village centre.

Public access should be provided to the beach as shown on figure 4, and related to the ocean foreshore road, nodes of public open space, retail and commercial activities and public car parking provision.

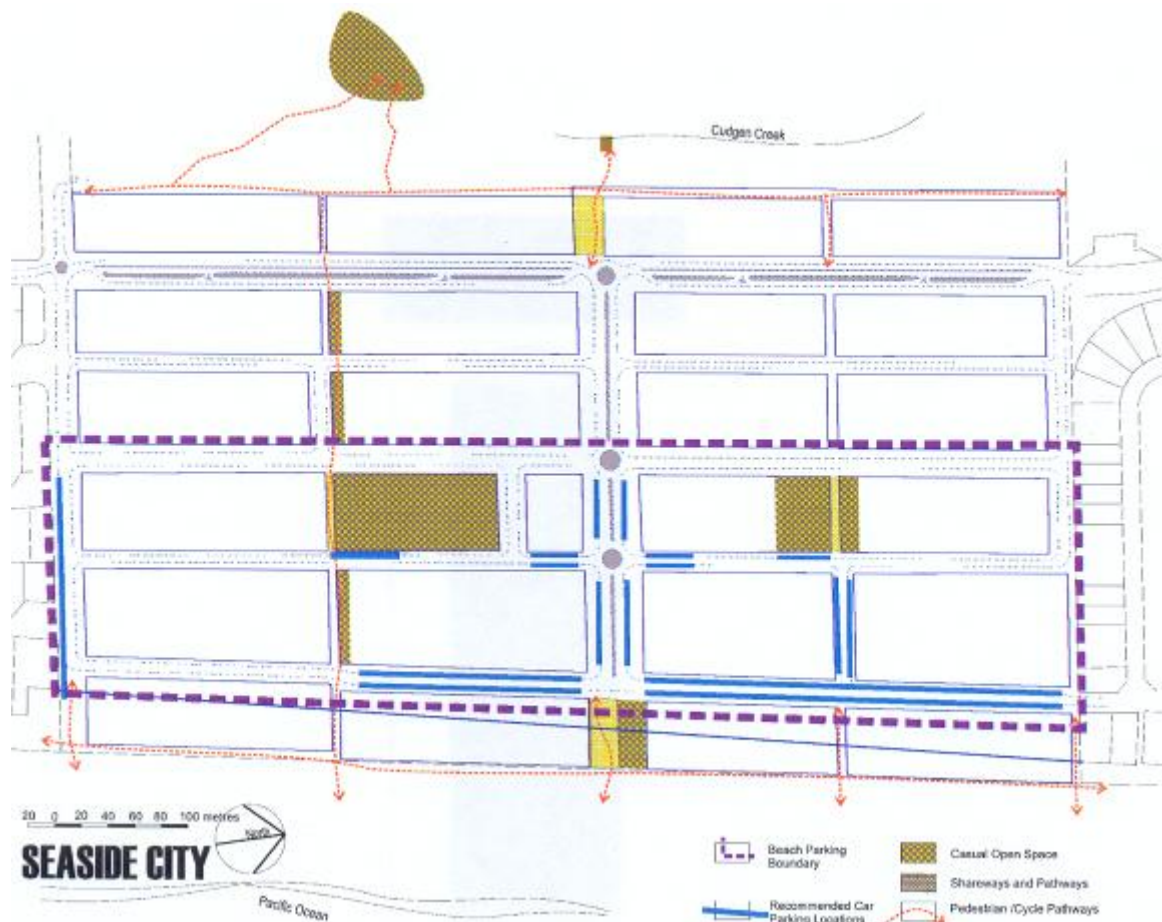
### **Public Transport**

Provide:

- Seating, lighting, timetables, and route maps in bus shelters;
- Bus shelters in highly accessible, visible, safe and well-lit locations that are central to the potential population catchment;
  - One on either side of Casuarina Way
  - and one on each side of Village Centre
  - or other suitable and agreed locations.
- Access for all users, including the provision of appropriate facilities for people with disabilities, people with strollers and cyclists;

### **Public Car Parking**

Public car parking will be a critical component of the development at Seaside City. It is essential that there is sufficient car parking both for beach access and the town centre. The provision of public car parking for Seaside City is outlined in Figure 4.

**Figure 4 - Beach Access Car Parking Area**

The following are the development considerations for this parking:

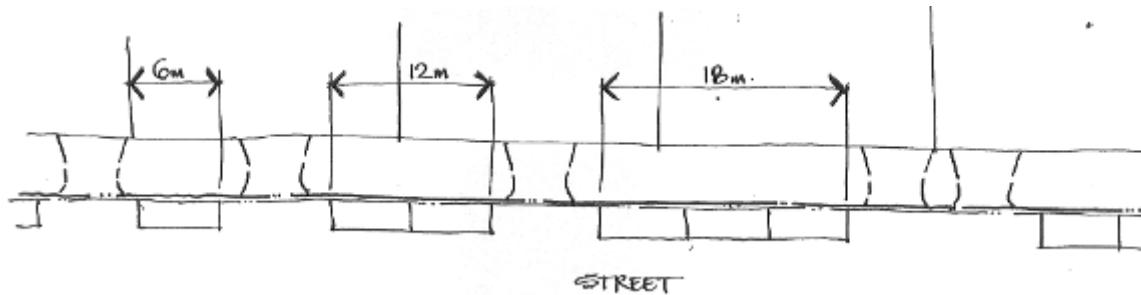
#### Beach Access Parking

- The requirement for public car parking for beach access is a minimum of 300 car spaces per kilometre of site frontage to the ocean foreshore. The length of Seaside City along the coastline is 742 metres resulting in 225 car parking spaces to be constructed.
- Public car parking is to include landscaping (especially for shade purposes) and be designed to integrate with adjoining public areas, the streetscape plan and be clearly identified as public car parking by signage and management.
- Any requirement for public amenities (toilets/barbecues) at the foreshore parking site can be included as part of the passive open space embellishment requirements of any Section 94 Plans for the provision of public open space in these areas.
- Public parking areas shall be integrated with adjacent public open space where available with provision for controlled and clearly perceived/signed access ways to the beach.
- Parking required for beach use shall extend no further that shown on Figure 4 – Beach Access Car Parking Area. Any further to the west than this and the parking has little to no nexus with the beach.



- Unless otherwise agreed beach access parking areas, access roads and related pedestrian access are to be constructed and dedicated to Council, at no cost, prior to issue of a construction for a building or a subdivision certificate for any of the land within Seaside City.
- Access to properties should not result in the loss of street parking as shown in Figure 5 below.

**Figure 5 - On-Street Parking Layouts for Alternate Driveway Locations**



#### Village Centre Parking

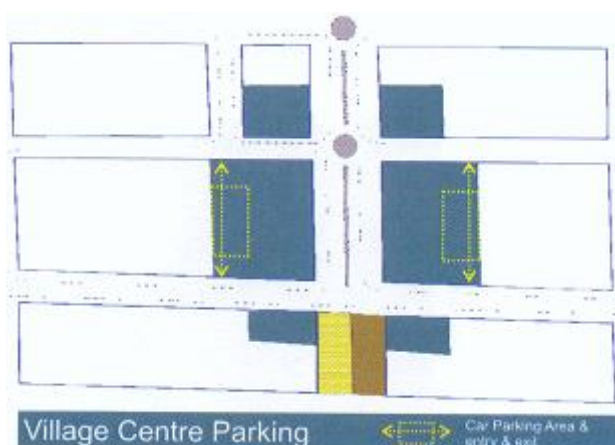
Car parking provided to satisfy the needs of the village centre is to be provided over and above the requirements of that for beach access parking in accordance with Section A2 Site Access and Parking. This carparking may be provided as a combination of, behind building surface parking and where needed underground parking. No carparking access or egress point within the Village Centre is to be located on Ocean Avenue. Access to parking areas is to be integrated with the site development as a whole, of a limited width, consolidated to minimise their number and located to the extremities of the central area.

Suggested location for parking and access to satisfy the Village Centre needs is shown in Figure 6 below.

#### Cudgen Creek Access Parking

A small parking area, of approximately five vehicle spaces is to be provided immediately behind the southern-western most lot of the estate to provide access to walking trails leading to the environmental recreation space and creek access on Cudgen Creek and be embellished with construction of the creek side parkland (4).

**Figure 6 - Village Centre Parking**



**B11.2.5 Urban Structure & Form****Desired Future Character & Structure**

The future character of Seaside City is to relate to the surrounding built and natural environments and the cultural and built background of the Tweed coastal strip. Seaside City is proposed to take the form of a compact coastal village with strong linkages to the beach and creek foreshores to the east and west.

Seaside City is to be developed as community of both permanent and tourist accommodation with a village centre catering directly for these uses within easy walking distance and in a main street form. To ensure a vibrant and vital village community there will be a graduation of height and density to the Village Centre.

While the base subdivision of Seaside City has been established for many years, an urban structure plan is provided in Figure 7, indicating in principle the location of types of development and how the base structure will be built upon to develop a vibrant and compact village.

**Objectives:**

The objective of this section of the plan is to ensure an Urban Structure & Form for Seaside City that shall:

- promote a high standard of amenity with particular regard to walkability, visual attractiveness, privacy, convenience, microclimate management and safety,
- be developed in a manner sympathetic with the coastal and Cudgen Creek foreshores, and where possible, enhance the natural environment,
- encourage diversity in building type, heights and appearance to ensure flexibility and robustness,
- ensure a consistent quality of landscaping, streetscape development and building design is obtained throughout the development,
- provide for the development and promotion of a sense of community and identity,
- promote the installation and use of resource and energy efficient practices and/or materials and encourage environmentally sound design practices,
- provide a safe and walkable urban village structure,
- focus retail and commercial activity within the village centre, and
- provide easily understood and clearly defined access throughout the neighbourhood especially to the natural areas of the creek and coast foreshores.

**Figure 7 - Structure Plan**



**Figure 8 - Passive Open Space****Public Space**

The following is a description of the values of each of the spaces/parks to be provided in Seaside City to satisfy the needs for casual open space as located in Figure 8 above.

**Park 1:****Beach Access and Town Square**

This small park of around 2,100m<sup>2</sup> will function as a small 'Village Square' an urban space adjacent to the main neighbourhood (village) centre. It will also provide the main access point to the beach and the eastern cycleway. It is envisioned that park infrastructure will cater for a high level of use, and include a hardened area with seating, beach facilities such as beach showers, toilets, paths, and general landscaping. A small play area (one or two items only) may be considered. Other items consistent with the park's function may also be considered.

Good but unobtrusive lighting is essential, as well as shade structures and seating. Care must be taken in developing the site adjacent to the square to ensure activation of the space.

**Park 2:****Northern Park**

This park of around 3,250m<sup>2</sup> will provide for low-key passive recreation at the local level. It is expected to cater primarily for individual or small groups, with park design to favour quiet informal activity and personal space, providing for the residential community in its immediate catchment.

It is envisioned that park infrastructure will include a park shelter, seating, pathways and general landscaping. A small playground with play equipment for younger age groups (under 6 years old) will be included. Other items consistent with the park's function may also be considered.

**Park 3:  
Southern Park**

This park of around 7,300 m<sup>2</sup> will provide casual open space that caters for a range of passive recreation activities. In addition to individual and small group activities, the park will cater for larger organized group activities, such as small markets and community gatherings. An open grass area capable of supporting group activities and informal games/kick about area will be included.

The park is also to form part of the east/west linear connection linking the cycle ways proposed to the east and west of the development. It is envisioned that park infrastructure will include park shelters and seating, toilet block, barbeques and general landscaping. A larger play area for older children (6 to 14 year old) will be included. Other items consistent with the park's function may also be considered.

**Park 4:  
Cudgen Creek  
Recreation  
Area**

An area adjacent to Cudgen Creek at the southern end of the development has been identified as a possible casual recreation area and creek access point. The setting is to remain informal with a strong emphasis on protecting the conservation values of the creek and native vegetation. Any development of recreation facilities in this area must be sympathetic to these conservation values. Infrastructure will include a small car park and access path, fencing, seating and park shelters, and creek access. Interpretive information on the flora and fauna of the area should be provided.

The main recreation value of this site is its strong link with Cudgen Creek. In view of this, the site could provide a destination and access point for small non-powered water-craft such as canoes. Design of any furniture or facilities to support this use must ensure any impacts on the creek bank are minimized.

**5: Viewing  
Platform**

A viewing platform is to be provided at the western extension of Ocean Avenue adjacent to the creek. This will provide views to Mount Warning, the creek and surrounding countryside, while reducing uncontrolled access to the steep and highly erodeable creek bank in this location.

**Cudgen Creek**

Any works adjoining Cudgen Creek will be subject to Fisheries approval if "dredging and reclamation" or "removal of marine vegetation" is involved, and to a Crown land licence to occupy any area below mean high water mark. If dewatering is required for footings etc., a bore licence will be required from Dept Natural Resources.

All permits, licences or other approvals are the responsibility of the applicant to ensure the proposed works can be constructed in a manner acceptable to all parties.

If approval is not gained for the facilities adjoining Cudgen Creek and

the intention of these spaces is not satisfied at the designated sites then an alternative solution to the provision of local passive open space to an area of 4,400m<sup>2</sup> will need to be provided within Lot 1971 in a location, design standard and quality approved by Council.

### **Village Centre**

***Mixed –use development*** is development that combines and integrates two or more principal land uses, such as commercial, office, civic, industrial, or residential uses with a strong pedestrian orientation.

It is important that the village centre is designed to provide a 'sense of arrival'. It is proposed that the Seaside City Village Centre will contain a mix of compatible land uses including business, retail, health, tourist, residential and community facilities.

The three storey central core to the village is to be made up of mixed-use development with a ground floor consisting of approximately 1,000 - 1,500m<sup>2</sup> for retail uses providing for impulse and service retail, (eg general store, newsagent, restaurant/café including al fresco dining, hairdresser) uses that directly activate the public realm. The upper floors are to provide for offices or residential spaces that are flexible and robust enough to allow for easy change of use over time.

The village centre is sized to coincide with the expected retail ground floor space plus some expansion area. The street pattern has allowed the mixed-use activity centre to be the length of one block with anchor intersections at both ends. Having the mixed-use development on both sides of Cylinders Drive allows the expanded road reserve on the eastern side to provide the dual uses of beach entry and urban public space.

The primary purpose of the mixed-use centre will be to provide for the day to day commercial and service needs of the local area with some residential accommodation and local employment.

A 'fine grained' mixed-use local centre (e.g. baker, hairdresser, café, newsagent) should manifest a village atmosphere.

The street must be fully activated from both sides with premises fronting and addressing the street to boundary to reinforce a strong main street feeling and a sense of arrival.

Upper floors are to be designed to allow for easy reconfiguration to either residential, commercial or tourist uses, without major structural changes to building.

Upper floors designated for tourist and/or permanent accommodation are to be constructed to meet the most stringent control, which will generally be tourist-related BCA provisions and residential car parking standards, to ensure that tourist and permanent uses are effectively interchangeable.

Management Plans are to be developed for new buildings containing tourist and/ permanent accommodation, identifying intended uses and addressing issues associated with the potential conflicts between residents and short-term tourist use.

**Figure 9 - Village Centre****Village Centre Built Form**

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 developments, the diversity of design in facades 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.

- Objectives:**
- Encourage a diversity of building form and scale within individual urban blocks, allied with a high visual quality and amenity to the streetscape.
  - To provide visual interest at street level and enhance the quality of the pedestrian experience.
  - New buildings and additions should fit well with their context by conveying a human scale.

**Street Face & Façade Design** *Façades* are that portion of any exterior elevation of a building extending from grade to top of the parapet, wall or eaves and the entire width of the building elevation.

Ensure the streetscapes in the mixed-use village centre exhibit a continuity of active building frontages built to the street edge, while maintaining a diversity of façade elements.

Buildings shall exhibit the basic features of traditional “Main Street” structures (this does not mean traditional in style) in new, innovative ways with:

- Display windows to the boundary,
- Awnings shading to all street frontages,
- Accentuated/recessed entries.
- Avoid long sections of inactive street frontage or blank walls and blank side and back walls that can be seen from the street or adjoining residential areas.
- Reinforce the ‘fine grained’ feel of the village centre through sleeving long blank walls (eg. Side walls to buildings or walls to ‘big box’ type development e.g. small supermarkets etc.) behind short façades and street fronts, of mixed-use development of at least two (2) storeys.
- Upper floors should be well articulated and delineated with windows in individual units (avoiding large areas of glass, giving a ribbon affect) with taller vertical dimension than the horizontal.
- Balconies to have a continuous length of no more than 8m.
- Awnings and sun and shade structures to be continuous and of a minimum width of 3m over all footpaths in the mixed – use centre.

**Figure 10 - Facades & Shop Fronts**

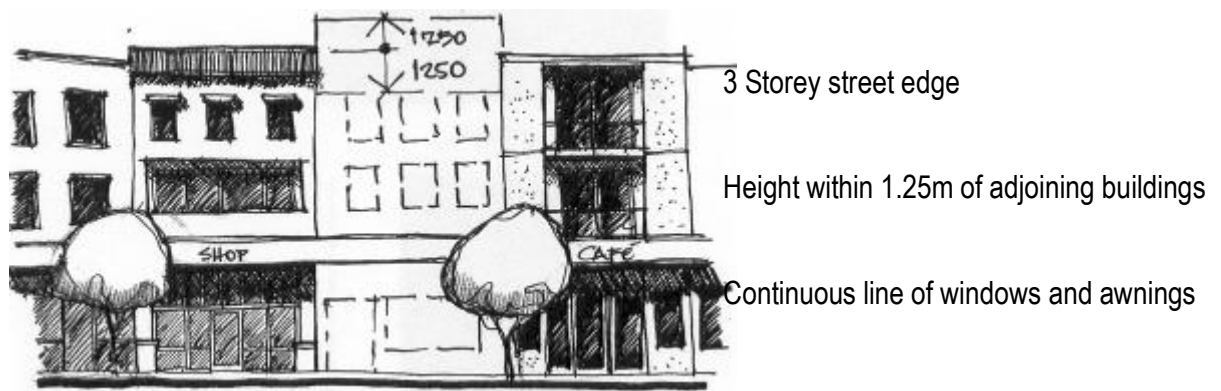


- The Village Centre is to be ‘Fine Grained’ with a mix of uses at ground level of small businesses, small shops, and small spaces.
- Buildings shall be designed as segments (e.g. 8 – 10 metres) that appear similar in scale to buildings seen traditionally in a main street.
- No uninterrupted length of any façade shall exceed fifteen (15) metres.
- Maximise the number of windows, doors & balconies to give richness and variety to the street.
- Minimum of 75% of frontage to be directly related & accessible to the street.
- No Random Setbacks.



- To provide continuous straight facades and to ensure an active pedestrian frontage, all buildings shall front and address the street or footpath and be built to the street boundary to ensure continuity in the streetscape by providing an unbroken edge.
- Exceptions to this can be for no greater than 25% of the sites full frontage and may:
  - not be too deep so as continuity in the street or activation of the public domain is lost; and
  - be considered in order to form an outdoor space such as a plaza, courtyard, patio or garden between a building and the footpath. Such a larger front yard area shall have landscaping, low walls, fencing or railings, a tree canopy and/or other similar site improvements along the footpath designed for pedestrian interest, comfort and visual continuity. It must be also be demonstrated as to how this space will be activated; and
  - be considered if the applicant can clearly and objectively demonstrate that the site conditions dictate otherwise and that a practical alternative meets the intent of a pedestrian-oriented, urban design; and
  - not be used to provide carparking to the front of building that will result in disruption to the continuity of the building frontage or pedestrian access; and
  - Not result in the alienation of pedestrian access and the building frontage; and/or impede the continuous public access through or within the centre.

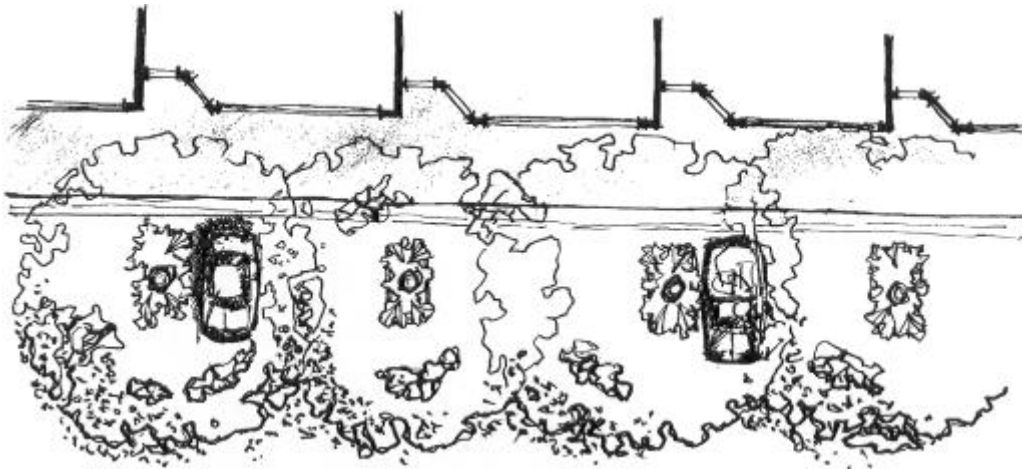
**Figure 11 - Skyline Articulation**



- |               |   |
|---------------|---|
| Roof Line     | <ul style="list-style-type: none"> <li>• Horizontal roof forms are to be screened by extension of the building wall planes.</li> <li>• Sloping roof forms may be used as accents.</li> </ul>  |
| Façade Height | <ul style="list-style-type: none"> <li>• Multi storey buildings help spatially define streets by defining the pedestrian area giving the street enclosure, a feeling of arrival and a sense of scale related to pedestrians.</li> </ul> |

- Where allowable, the minimum height of facades in the mixed-use Village Centre is to be no less than one third (1/3) the width of the street it fronts. If this is not possible then rows of trees other vertical streetscape features are to be used to enclose the street to provide an urban feel.
  - All buildings in the Village Centre should be predominantly three (3) storeys with a minimum of two (2) storeys with retail commercial uses to ground floor and commercial or tourist/residential uses to the upper floors.
- Colours & Materials**
- External claddings are to be of durable materials appropriate for high salt, coastal environment.
  - Discourage the use of bright and distracting colours and materials on shops.
  - Neon tubing should not be used as building trim or accent area.
  - Façade colours shall be subtle, in keeping with the context and building design, unless specific colour scheme proposed for streetscaping in character.
  - Highly reflective, bright, metallic, black or florescent colours shall not be used. Matte finishes are preferred.
  - Reflective or mirror glass is not allowed.
  - Refer also to the NSW Coastal Design Guidelines.
- Entries & Corners**
- Encourage highly visible and visually attractive public entryways;
  - Clearly define the main entry to a building, to aid in the legibility of the urban area;
  - Entranceways to be welcoming with a sense of human scale;
  - Entranceways to first floor level offices and residences should address the street and be easily identifiable through the use of distinctive entry features.
  - Recessing entries can reinforce their presence in the street face.

**Figure 12 - Recessed Entries to Ground Floor Premises.**



- Shopfronts should be recessed at entries to accentuate and provide relief in the street face without losing continuity. Recessed entries provide for an increase in display window area and a sheltered transition between inside and outside.

An increase in height of the corner buildings provides an anchor to the street and gives the centre a strong visual identity. Corner buildings should be three (3) storeys in height and designed to provide a strong visual identity. This will accentuate the importance of the street corner in the overall streetscape.



- Buildings on street corners shall address the corner. The frontage to the second street shall not be a blank wall. Both street frontages shall incorporate active pedestrian frontages.
- All side facades shall address the street with windows and awnings and if it is greater than 5 metres in length should include an entry area for each street.
- Design elements such as awnings, verandahs, balustrades and the line of windows shall all continue around the corner. This can be facilitated by the provision of a chamfered corner on the building.

**Microclimate Controls** Provide shade & shelter structures over footpaths for the full length of street frontages to ensure continuous shelter for pedestrians.

**Advertising Signs**

- 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.

- To provide pedestrian orientated signage that is clearly delineated and unobtrusive.
- Development Applications for new commercial/retail development must indicate proposals for integrated signage on the building ie, 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.

**Village Square**

A small urban space to be provided on the extension of Ocean Ave towards the beach as a place for the neighbourhood to call its heart. It must have:

- Well activated edges.
- The ability to be expanded where necessary into the street for use as a community event location or as a market square.
- The ability to respond to climate and changing community needs.
- The ability to reflect the character of the community and environment.

**Parking**

- Parking design is to be sensitive to the surrounding visual environment;
- On-street parking outside retail frontages is to be limited to short stay  
only commensurate with use characteristics of adjoining retail (eg 15 minute at Post Office);
- Long stay parking is to be located behind buildings and of a design that is sensitive to the surrounding visual environment, and ensuring that their design has considered the impact on surrounding land use;
- Encourage on-street parking to maintain a safe buffer between vehicles and pedestrian traffic while providing direct public surveillance;
- Ensure that surface parking lots are human-scale, and carefully planned as a series of smaller segmented parking lots to reduce their impact;
- It is preferable that individual surface parking lots are to have no greater than 150 car spaces with a maximum of 200 car spaces per block;

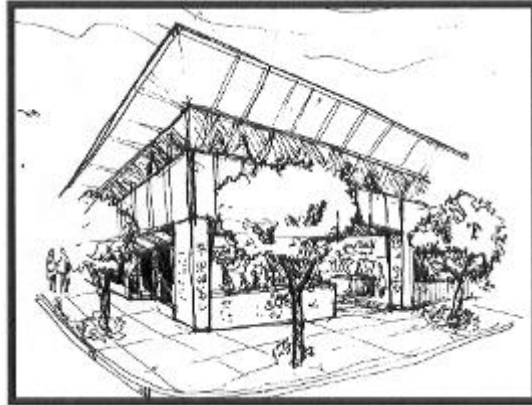
**Private Vehicle Parking**

- It is desirable to provide the majority of parking in publicly accessible car parks thereby reducing the wastage of land providing for flexible use and economy of space in provision of car parking;

- 
- |                                       |  |
|---------------------------------------|--|
| <b>Visual &amp; Amenity</b>           | <ul style="list-style-type: none"> <li>• Entries and exits to carparks to be located to not disrupt the flow of pedestrian or compromise their safety.</li> <li>• Vehicle access to parking areas should be located in discrete locations to the edge of the village centre and consolidated to reduce the number needed. There shall be no access from carparks onto Ocean Avenue in the Village Centre or in a location that would isolate shop frontages from the centre.</li> <li>• Parking shall not be located so that it interrupts the shopfront continuity along the footpath;</li> <li>• Provide parking that is both visually discreet and visible from the street while maintaining safety, generally to the rear of buildings &amp; at the side in some cases;</li> <li>• Parking that is below buildings shall be well identified with appropriate signage;</li> <li>• Parking shall not be located so that it interrupts the shopfront continuity along the footpath;</li> <li>• Parking facilities are to be located behind buildings and of a design that is sensitive to the surrounding visual environment, and ensuring that their design has considered the impact on surrounding land uses;</li> <li>• Parking structures facing access streets are to be separated from street frontage by other more compatible development;</li> <li>• Locate parking lots so they do not dominate the frontage of pedestrian oriented streets and that are easily converted to parking structures or development sites.</li> </ul> |
| <b>Pedestrian Access &amp; Safety</b> | <ul style="list-style-type: none"> <li>• Provide pedestrians with safe and sheltered access to car parking eg. through arcades, with least possible distance to destination;</li> <li>• Pedestrian accesses to parking lots are to be placed so that they fit naturally into the pedestrian environment, (i.e. surface treatment, lighting and landscaping) and lead without confusion to the building.</li> </ul>   |
| <b>Bicycle Parking</b>                | <ul style="list-style-type: none"> <li>• Bicycle parking is to be provided for commercial development in convenient locations to commercial uses, while minimising conflict with pedestrian movement;</li> <li>• Lockable bicycle parking to be provided for all upper residential uses.</li> </ul>  |
| <b>Utilities &amp; Storage</b>        | <ul style="list-style-type: none"> <li>• Loading/service areas including rubbish/recycling enclosures to be located out of public view when ever feasible and must not front shopping streets.</li> <li>• Electrical, air-conditioning and communications units shall be provided to not obstruct pedestrian movement or reduce the quality</li> </ul>   |
-

of the visual environment.

- Areas for storing, loading, transferring and compacting rubbish shall be incorporated into the overall building design and landscaping and should not be visible from the street or any adjoining residential area.



### **Building Style & Design for Areas Outside of Village Centre**

Seaside City architecture should be designed to respond to a subtropical coastal climate and reflect vernacular designs of the northern NSW and South East Queensland. This can be achieved through the use of a variety of materials including solar passive designs. This can be achieved through a variety of materials, including those used in the adjacent Casuarina and SALT developments.

#### **Building Design**

Building should have well articulated facades to improve the quality of the streetscape. Themed architecture from other contexts such as “Mediterranean”, “French Provincial”, “Tuscan”, “Santa Fe” and traditional “Brick Veneer Project Homes” are inappropriate styles for this location.

#### **Roof**

Roofs should be clad in one of the following materials:

- matt finished profiled metal deck (eg. copper, zinc or ‘colourbond’) or;
- roof tiles of low profile tiles in natural colours.

All gutter and downpipe treatments must complement the dwelling;

Roof forms will be evaluated on their architectural merits;

A minimum eave overhang of 600mm is required;

It is preferred if soffits are left exposed or if sealed finished on the rake;

Curved and undulating parapets will not be approved;

It is desirable that roof penetrations must match the roof including antennas and satellite dishes.

#### **Walls**

The external walls of a building should be finished with a mix of the following indicative materials:

- masonry finished in a rendered or bagged, and painted texture finish;

- fibre-cement wall sheeting;
- matt finish corrugated colourbond (or similar) metal cladding
- timber shingles; or
- timber boards or plywood with a painted, stained or untreated finish. i.e. weathertex or texture 2000.

Plain or painted brickwork is allowable for a maximum of 10% of wall surfaces.

100% solid wall construction is not encouraged and a high level of building wall detailing is required.

### ***Landscaping***

Landscaping is an important feature of Tweed coastal development and quality architecture can be enhanced by landscaping and maintaining gardens to reflect a coastal image.

A landscaping plan is required for all development including single detached housing.

Planting throughout Seaside City will be primarily native species. Coastal soil and climatic conditions dictate that native plants will provide the most appropriate material in this environment. Plant material including trees with the potential to become environmental weeds must not be planted on a lot.

The planting of such local native tree species as She-Oaks (*Allocasuarina*), Lilly Pilly, (*syzygium*), Banksia, Cabbage Palms, (*livistona australis*), Pandanus and *Acronychia* will help to integrate the community into the surrounding natural environment.

### ***Verandahs***

All verandahs are to integrate well through materials and design with the general design of the dwelling.

### ***Garages***

Garage doors and carports are to be as visually unobtrusive as possible. They are to be recessed under the upper storey, setback from the substantial frontage of the building, or located at the rear, side or in the basement of the dwellings.

Basement parking can be a way of providing vehicle storage with low visual impact.

The minimum set-back for a garage door is to be one metre greater than the main façade of the building.

A garage is not to extend beyond any other part of the house proper towards the street.

Garage doors and carports are to comply with the relevant provision of Section A1 – Tourist and Residential development Code.

### ***Driveways***

Generally only one driveway and crossover will be permitted for each lot and should not be wider than 4 metres at the street boundary of a Lot. With amalgamation of properties there may be a need to vary this requirement.

There should be at least 0.75 metres of screen planting or turf between the driveway and the Side Boundary. No plants or other obstructions including fences are to be placed in the 'sight triangle' adjacent driveways (see TSC Access to Property specification).

The finishes for driveways area (excluding the road reserve) include:

- Semi-pervious or porous surfaces;
- Masonry/clay pavers;
- Exposed aggregate concrete finish; or
- Concrete or coloured concrete with inserts.

### ***Road Reserves***

Must comply with TSC Access to Property specification.

### ***Outdoor Structures***

Outdoor structures including pergolas, gazebos and storage sheds will be allowed if the structure is constructed in materials to complement the dwelling. Solid masonry will not be encouraged.

Open-side pergolas may only be built to the boundary if they are not greater than 5 metres in length and do not obstruct a neighbour's view.

### ***Ancillary Structures***

Solar hot water systems, antennas, air conditioners and any other ancillary structures must be designed to be an integral part of the dwelling and hidden from public view.

### ***Roof Water Treatment***

It is preferred for dwellings to store rainwater within tanks for the purpose of re-use for household applications or irrigation of landscaping.

If a dwelling does not treat rainwater via rainwater tanks then rainwater must be infiltrated into the ground via infiltration pits, infiltration channels or similar.

### ***Addressing the Street***

All street frontages in residential areas are to be addressed by adjoining development. Design of buildings with dual frontages should be sympathetic to both streetscapes. Fronting of the street ensures that there is casual surveillance of the street, a connection with the community and increases the quality of the streetscape by reducing the possibility of a continuous frontage of garages or high fences.

As direct access is restricted on the through road of Casuarina Way, a one-way services lane divided from the through lanes by islands with several points of integration with adjacent lanes needs to be provided in front of the eastern blocks.

### ***Building Height***

The graduation of density towards the mixed-use Village Centre as proposed by this plan, is to ensure the greatest population is within an easy walking distance the Village. To reinforce the feeling entering the centre of Seaside City, the height of buildings graduates towards the centre in combination with the density changes, with the maximum density and height in the Village Centre itself.

The exception to this is the lower density and heights on the ocean front lots.

### ***Building Siting***

All the dwellings must be positioned and orientated to maximize the benefits of the natural elements. The westerly and south/westerly aspects should be limited to the siting of garages, laundries, storerooms and other service areas. Living, eating and sleeping spaces should be orientated predominantly to the north or northeast.

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## Privacy

Private areas should not front on to streets or public areas.

Private back yards are to include an area for deep planting as describes in the Deep Soil Zone section below. These areas are to be provided as continuous vegetated private areas to centre of blocks.

All road frontages should be addressed by the buildings along it.

Direct overlooking between buildings is to be minimised by building layout, location and design of windows and balconies, screening devices etc.

In dwellings where any floor above ground has windows of habitable rooms or balconies on the western or southern side with an outlook at an angle closer than 45 degrees to a habitable window or balcony of an adjacent dwelling, may be considered if the window or balcony is to be suitably screened. Possible screening solutions include:

- fixed obscure glazing in any part of the window below 1500mm above floor level; or
- sill heights greater than 1.5m above floor level; or
- fixed external screens to windows or balconies.

Approved materials include:

- Timber battens;
- Timber lattice;
- Louvred shutter;
- Sail fabric; or
- Mesh

## Building Site Coverage

The maximum building site coverage includes all garages, carports, verandas and covered pergolas.

## Deep Soil Zone

Deep soil zones are areas of a site that have no impervious materials above or below ground. They allow for substantial deep rooting of vegetation such as trees and natural infiltration. Deep soil zones improve the visual amenity of an area especially in denser areas by allowing mature trees to grow to the front and rear of allotments.

The deep soil zones in Seaside City are to comply with the relevant provision of Section A1 – Tourist and Residential development Code.

## Setbacks

A choice of setback options is available, where reduced front and rear setbacks will be considered, but only where additional north-side setbacks are provided. The following table outlines the setback options that will be permitted across the site:

	<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>
Front	Minimum 6 m	Minimum 4.5 m	Minimum 3 m
Side	Both sides - minimum 900 mm for single storey, minimum 1500 mm for two storey and above	Northern boundary - minimum 3 m Southern boundary - minimum 900 mm for single storey, minimum 1500 mm for two storey and above	Northern boundary - minimum 3 m Southern boundary - minimum 900 mm for single storey, minimum 1500 mm for two storey and above  A minimum 4m x 4m area of open space to be provided along the northern boundary
Rear	Minimum 6 m	Minimum 4.5 m	Minimum 3m
Notes	Special design elements, such as verandas, balconies, sun structures, entrances and the like, constructed of open design and occupying no greater than 50% of the width of the main building façade, may be setback a minimum of 3 m from the front street boundary.	Special design elements, such as verandas, balconies, sun structures, entrances and the like, constructed of open design and occupying no greater than 50% of the width of the main building façade, may be setback a minimum of 2 m from the front street boundary.	Special design elements, such as verandas, balconies, sun structures, entrances and the like, constructed of open design and occupying no greater than 50% of the width of the main building façade, may be setback a minimum of 2 m from the front street boundary.

For beachfront lots, the rear building line is the boundary line between the 2(e), 7(l) and 7(f) zones.

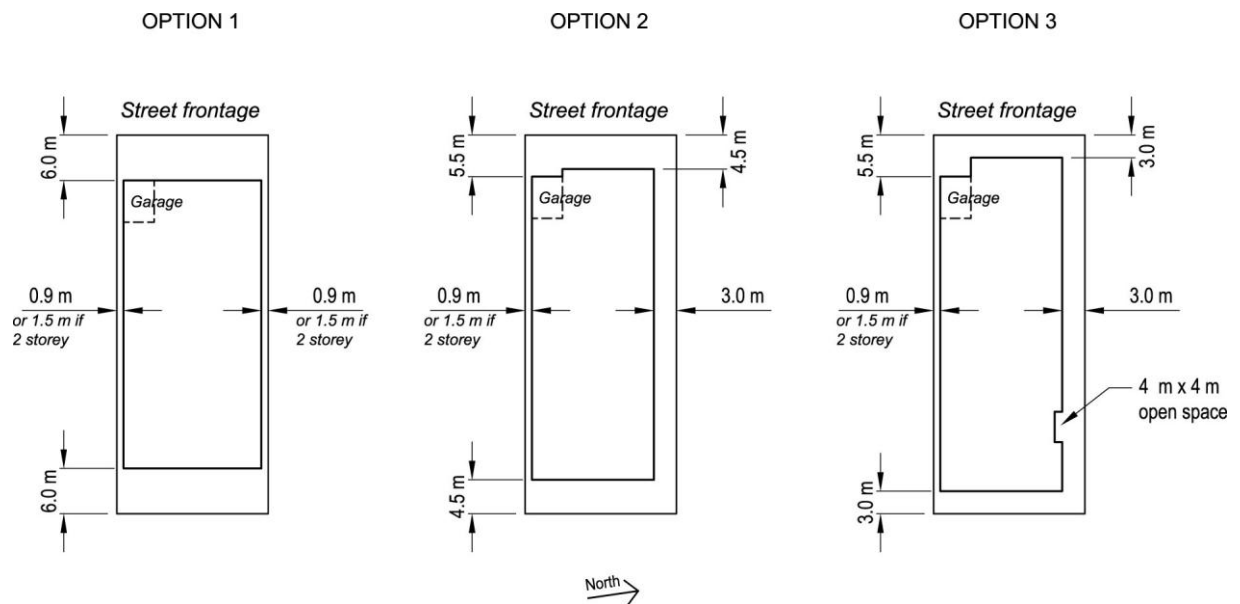
### **Garage Setback:**

A standing area 5.5m long for the parking of a vehicle is to be provided within the property in front of all garages.

Coastal Multi Dwellings precinct

Alternative front and rear setbacks will be considered where a new mid-block laneway or similar vehicular access is provided.

The following sketches illustrate the intent of the setback options.



## Fencing

Fencing plays an integral role in the final streetscape. It is because of this that a large emphasis is placed on the design, size and treatment of fences. The ideal form of street front boundary demarcation is landscaping or low transparent fences finished in materials and colours complementary to the finishes of the dwelling.

A Lot may have street front boundary fencing to a maximum height of 1.2 metres. This fencing is to be a maximum of 75% solid construction and built from either timber, brushwood or masonry. Metal railings will be permitted. This fencing is to be softened through the use of landscaping.

Side Boundary Fencings is to be a maximum height of 1.2 metres from the Street Front Boundary line to the Building Line of the dwelling and 1.8 metres for the remaining length of the Lot. The fencing is to be constructed of timber, brushwood or masonry.

Rear Boundary Fencing is to be a maximum height of 1.8 metres and constructed of timber, brushwood or masonry.

Fencing to any Secondary Street Boundary (on a corner lot or a dual frontage lot) must not be greater than 1.2 metres high. The fencing is to be a maximum of 75% solid construction and be built from timber, brushwood or masonry. The colour must complement the dwelling.

No fence is permitted within the 2m x 2m 'sight line triangle' adjacent to driveways) see TSC Access Property Policy).

## Fencing in Environmental Areas

All fencing east of the 7(f) and 2(e) zone boundary shall be a maximum height of not more than 1.2 metres.

The fencing of the boundaries of the private open space/beach maintenance areas identified on the Development Plan shall be compatible with fencing protection of the dunal areas, based upon Queensland and NSW State Agency Guidelines and indicatively a maximum of 1.2m in height with wooden posts and horizontal structural components with wide high quality wire mesh.

**B11.2.6 Building Controls Accommodation Area****Table 1 - Built Form Controls**

Type	Height	Max. Building Site Coverage (based on land title area)	Density		Min. Landscape Area of Site (Incl. Deep Soil Zone)
	Metres Ridge & Ceiling		FSR (floor space to site area)	Min. N <sup>o</sup> . Units / m <sup>2</sup> Full Site Area	
<b>Coastal Housing (1 or 2 Storey Low Density)</b>	<b>9m &amp; 7m</b>	<b>50%</b>		<b>NA</b>	<b>30%</b>
<b>Coastal Multi-Dwelling Housing<sup>1</sup> (Medium Density)</b>					
11m height limit	11m & 9m	70%		1 Unit / 220m <sup>2</sup>	30%
10m height limit	10m & 9m	70%		1 Unit / 220m <sup>2</sup>	30%
9m height limit	9m & 7m	70%		1 Unit / 220m <sup>2</sup>	30%
<b>Village Centre Fringe (Tourist or Permanent Accommodation Area)</b>	<b>13m &amp; 10m</b>		<b>1.75:1</b>	<b>1 Unit / 125m<sup>2</sup></b>	<b>25%</b>
<b>Village Centre (Tourist or Permanent Accommodation)</b>					
<b>West side of Cylinders Drive</b>	<b>13m &amp; 11m</b>		<b>2:1</b>		
<b>East side of Cylinders Drive<sup>2</sup></b>	<b>10m &amp; 9m</b>		<b>2:1</b>		

1. See Figure 7 Structure Plan

2. For the purposes of this plan the site includes the full area of the lot including that area with the 7(f) zone to the east of Cylinders Drive.

In calculating the minimum number of units, the arithmetic calculation shall be rounded up when greater than or equal to 0.5 (i.e. 6.6 means 7 units), or rounded down when less than 0.5 (ie 3.4 means 3 units).

# Coastal Housing

Figure 13 – Low Density Housing



Characterised by the use of skillion and steep hip and gable rooves, and the predominant use of lightweight claddings (eg fibre cement, corrugated steel and timber). This type of accommodation is to be typical of the areas of Seaside City directly related to the foreshores of the beach and creek and the areas adjacent to the existing development of Casuarina. Reference is to be made to the NSW Coastal Design Guidelines.

Seaside Housing is to be predominantly single and/ or two (2) storey housing and where appropriate Dual Occupancies that are designed to give the street appearance of a single dwelling.

## Height

Building Height      Maximum height of 9m to the ridgeline.  
                                  Maximum height of 7m to the ceiling.

## Density

**Building Site Coverage** The maximum building site coverage is to be 50% of the site area.

**FSR** Maximum of 0.5: 1 (building floor space to site area including the whole lot for the properties east of Cylinders Drive).

**Dual Occupancy** Minimum Lot size 700m<sup>2</sup>; dual frontage allotments

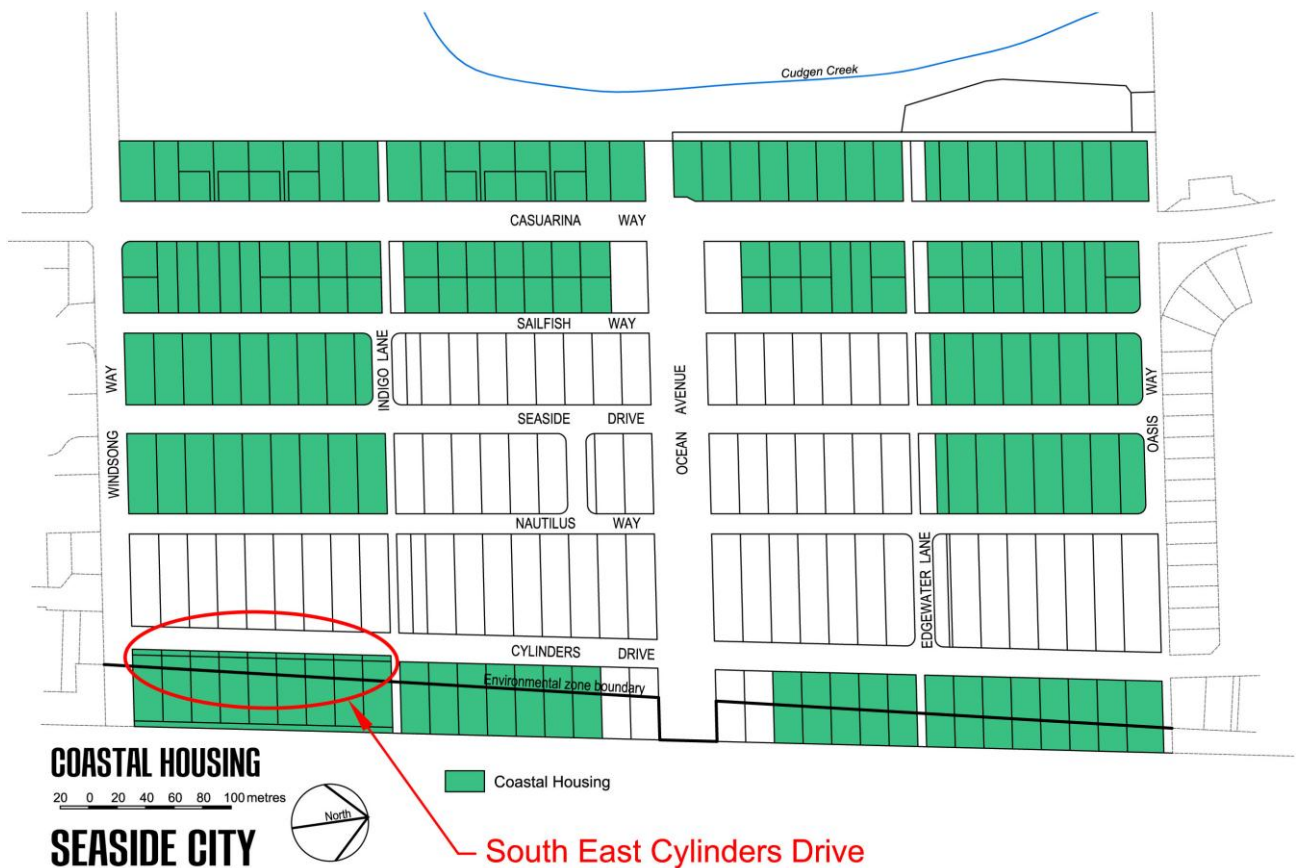
## Open Areas

**Landscape Area** 30%

## Cylinders Drive South-East - Specific Requirements

Due to the restricted area for development on the east side of the southern end of Cylinders Drive (lots 1 - 9) it is proposed that individual lots be increased by 4m into Cylinders Drive and a compensatory 4m be dedicated for public purposes from the rear of the lots. The increase in area to the front of the lot in combination with the following reduction in restrictions as to development below will give greater flexibility in the development of these lots.

**Figure 14 – Cylinders Drive East**



The front building line setback for this area of Cylinders Drive only, is to be a minimum of 3 metres.





There are to be no fences within 3m of the front boundary.

A first floor verandah cantilever is permissible for 4m into the 7f zone.



# Coastal Multi-Dwelling Housing

Figure 16 – Coastal Multi Dwelling Housing



This multi-unit residential development area provides a transition between the coastal housing on the periphery of Seaside City and the denser coastal apartments closer to the village centre. These developments are to be of medium density accommodation with a built form, proportions, scale, fenestration and symmetry of that of large coastal houses. Reference is to be made to the NSW Coastal Design Guidelines.

## Design

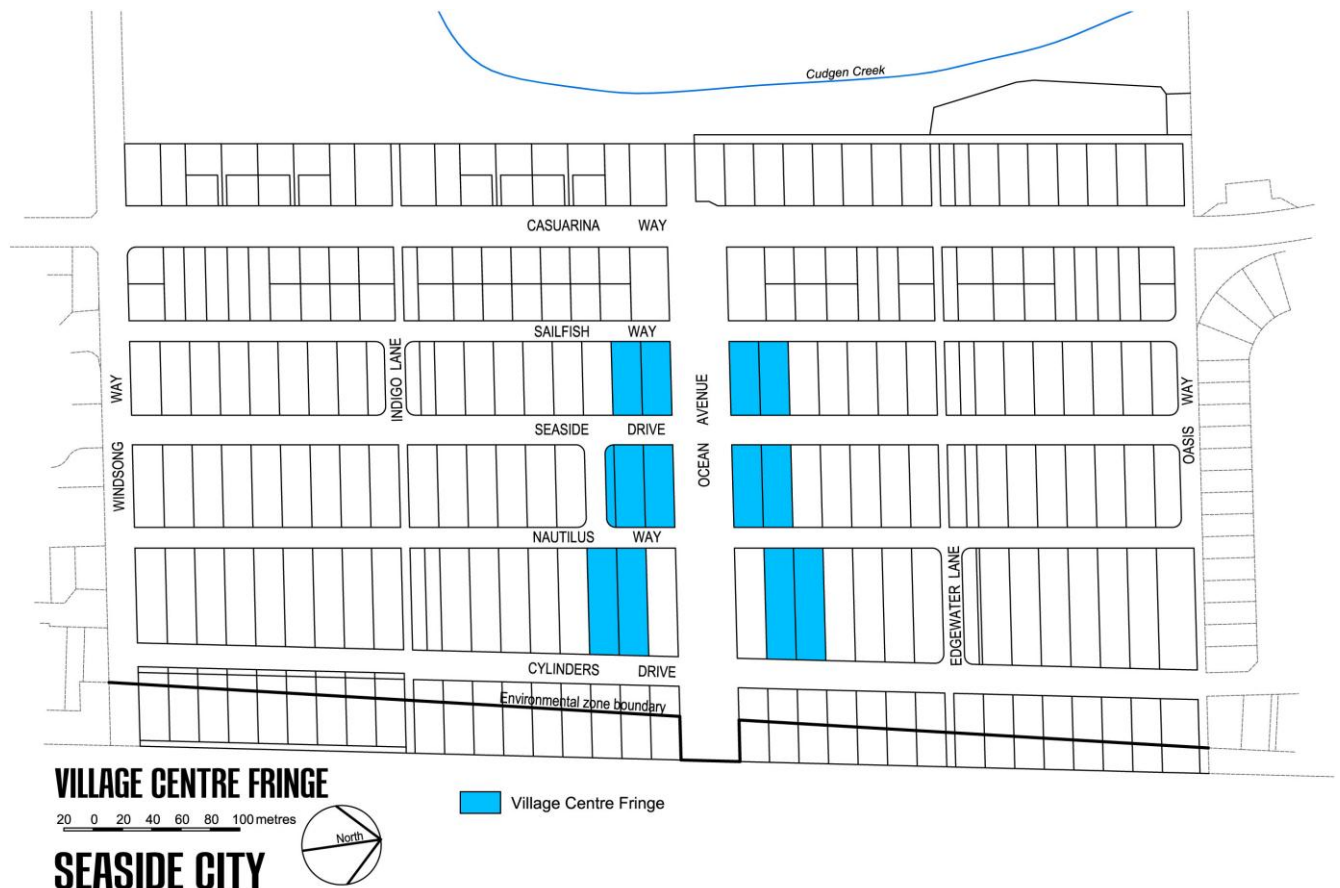
Lot  
Amalgamation

Amalgamation of lots is encouraged where it will provide improved urban design solutions, particularly where it will allow contemporary building types that address the street frontage or address mid-lot landscaped areas, minimise the number of private driveways and allow for garages at the rear of buildings.

Private Open Space	Courtyard building types are encouraged, to provide private, useable mid-lot open space for occupants.
Building Depth	The maximum internal plan depth of a building should be 18m from glass line to glass line, to ensure adequate amenity for building occupants in terms of sun access and natural ventilation.  Freestanding buildings may have greater depth than 18m only if they still achieve satisfactory daylight and natural ventilation.
<b>Height</b>	Three areas within this precinct provide for variation in maximum building height (see Figure 7 for locations)
11m max	Maximum height of 11m to the ridgeline.  Maximum height of 9m to the ceiling.
10m max	Maximum height of 10m to the ridgeline.  Maximum height of 9m to the ceiling.
9m max	Maximum height of 9m to the ridgeline.  Maximum height of 7m to the ceiling.
<b>Density</b>	
Building Site Coverage	The maximum building site coverage is to be 70% of the site area.
Minimum Density	1 Unit / 220m <sup>2</sup> (In calculating the minimum number of units, the arithmetic calculation shall be rounded up when greater than or equal to 0.5 (ie 6.6 means 7 units), or rounded down when less than 0.5 (ie 3.4 means 3 units)).
<b>Open Areas</b>	
Landscape Area	30%

# Village Centre Fringe (Tourist or Permanent Accommodation Area)

Figure 17 – Village Centre Fringe



To reduce conflicts between permanent and tourist residential uses a Management Plan is to be developed for new buildings containing tourist and/ permanent accommodation, identifying intended uses and addressing issues associated with the potential conflicts between residents and short-term tourist use. Buildings designed for tourist and/or permanent accommodation are to be constructed to meet the most stringent control, which will generally be tourist-related BCA provisions and residential car parking standards, to ensure that tourist and permanent uses are effectively interchangeable.

This allows for mixed tourist and residential uses close to the mixed-use centre and the main entry to the village, the place of most activity and noise. Reference is to be made to the NSW Coastal Design Guidelines.

## Height

Building Height      Maximum height of 13m to the ridgeline.  
                                  Maximum height of 10m to the ceiling.

**Density**

- FSR Maximum of 1.75: 1 (building floor space to site area).
- Minimum Density 1 Unit / 125m<sup>2</sup> (In calculating the minimum number of units, the arithmetic calculation shall be rounded up when greater than or equal to 0.5 (ie 6.6 means 7 units), or rounded down when less than 0.5 (ie 3.4 means 3 units)).

**Open Areas**

- Landscape Area 25%

**Ancillary  
Uses**

- Ground floor area only (e.g. kiosk, resort clothing, souvenirs etc)
- Size Are to be no greater than 10% Of the ground floor area of the building no greater than 250m<sup>2</sup> in area whichever is the lesser.

# Village Centre (Tourist or Permanent Accommodation)

Figure 18 – Village Centre



The mixed-use Village Centre is to consist of retail and business uses to satisfy the needs of the local, permanent residents and visitors and local day trippers. Above the ground floor there is opportunity for a dense mix of units and/or commercial premises that will extend the viability of the service uses below due to greater opening hours and numbers of customers.

Reference is to be made to the NSW Coastal Design Guidelines.

## Height

### Building Height

### West of Cylinders Drive

Maximum height of 13m to the ridgeline.

Maximum height of 11m to the ceiling.

### East of Cylinders Drive

Maximum height of 10m to the ridgeline.

Maximum height of 9m to the ceiling.

**Density**

**FSR**                      **Maximum of 2: 1 (building floor space to site area).**

***B11.2.7 Bibliography***

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Customer Service | 1300 292 872 | (02) 6670 2400

[tsc@tweed.nsw.gov.au](mailto:tsc@tweed.nsw.gov.au)  
[www.tweed.nsw.gov.au](http://www.tweed.nsw.gov.au)

Fax (02) 6670 2429  
PO Box 816  
Murwillumbah NSW 2484