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## PART 04 PRECINCT SPECIFIC STRATEGIES

- 4.1 Peninsula Street and Northern Entry**
- 4.2 Creek Street**
- 4.3 The Centre**
- 4.4 Hastings Point South**





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## 4.1 Peninsula Street and Northern Entry

### 4.1.1 Existing Character

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Figure 4.1 Peninsula Street and Northern Entry Precinct

### **4.1.1 Existing Character**

The precinct includes the Tweed Coast Road from the northern boundary to the bridge and Peninsula Street as well as the foreshore public land along the estuary and the dunes. For locations refer to Figure 4.1 Peninsula Street and Northern Entry Precinct.

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

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

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

The northern side of the estuary is a natural environment. Closer to the bridge the foreshore area has been made accessible by the addition of a boat shed and ramp. Although not located directly on the foreshore edge the boat shed and ramp have hardened part of the foreshore lacking native vegetation.

#### **Caravan Park**

The caravan park is an important site within Hastings Point. It provides a wide range of holiday accommodation choices, including a range of affordable and more luxurious accommodation styles which help to retain public access to and enjoyment of the coast.

It also offers a range of recreation, relaxation and family activities including a leisure centre, a day spa, a marine environment museum and an indoor children's play gym.

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

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

PENINSULA STREET AND NORTHERN ENTRY CHARACTER...



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

**Whilst buildings are a part of the existing visual setting, future development should be designed for aspect, climate and be of a form and material selection commensurate of a small coastal village.**



View of boatshed

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

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



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



**There are a number of residential flat buildings and townhouses within part of the Northern Entry and Peninsula Street Precincts providing for a range of permanent and holiday accommodation types.**



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



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



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



Existing view looking south along the Tweed Coast Road



### **Estuary Foreshore**

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

The characteristics of the northern estuary foreshore are:

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

### **The Dunes**

The dunes are a high and relatively exposed location within Hastings Point. Views out over the ocean are glimpsed through the vegetation. The area is closely associated with adjacent dwellings some of which abut the dune reserve area.

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

Public access is within the public reserve is an important characteristic. The key characteristics of the dunes are:

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

### **Tweed Coast Road - Northern Entry**

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

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

The key characteristics of the northern entry are:

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



Existing views looking south along Peninsula Street



Existing house



Existing multi-dwelling building



Existing multi-dwelling building



Existing multi-dwelling building

## Peninsula Street

Peninsula Street is a residential side street that is only accessible from the Tweed Coast Road. It provides access to many multi-dwelling buildings, the boat shed, the ocean and the northern side of the estuary. Many lots along Peninsula Street have setbacks which allows for significant areas of vegetation giving the street a very green and natural quality. The generous public reserves are an important component of the street as they provide a safe and pleasant pedestrian experience. Many of the holiday residents of North Star Caravan Park and Creek Street residents use Peninsula Street to gain access to the estuary and beach.

The key characteristics of Peninsula Street are:

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

### 4.1.1.1 Existing Building Character

Building types within this precinct include: two and three storey houses, two to four storey town houses and residential flat buildings, a three storey conference building, a one storey retail building and a boat shed. Buildings types are distributed in response to the zoning of the land with many sites built to their capacity.

Building character varies significantly with a wide variety of materials and styles ranging from simple brick slab buildings, to heavyweight concrete pillar and slab painted buildings, to lightweight weatherboard clad buildings. The most prominent buildings are the painted concrete buildings particularly those without vegetation within the front setback.

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

The Tweed Coast Road has a mix of building types and styles. Building on the eastern side are residential some with deep setbacks and mature landscaping and some without landscaping. Buildings on the western side have deep setbacks from the road to allow for car access. Large open areas of bitumen within the North Star Caravan Park and petrol station forecourt separate buildings from the road and landscaping is minimal.

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

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



Existing petrol station



Existing function centre



Existing multi-dwelling building

Key characteristics of buildings within this precinct include:

- The impression of a predominantly natural environment along Peninsula Street;
- Building stepping up or straddling the topography or buildings lying along the contours;
- Deep setbacks along Peninsula Street.
- Deep setbacks along the Tweed Coast Road;
- No vegetation on some of the lots along the Tweed Coast Road;
- Deep bitumen covered setbacks for commercial buildings along the Tweed Coast Road. No shopfront windows and awnings addressing the street;
- High and solid fences along the Tweed Coast Road on lots near to the bridge;
- A wide mix of building types with a predominance of multi-dwelling buildings;
- A wide mix of street elevations; some being successful; and other not, in representing a small coastal settlement, providing a residential presentation and addressing the street, and
- A wide range of accommodation types within the caravan park from villas to cabins, mobile homes and caravans.

#### **4.1.2 Strategy and Desired Future Character**

The northern entry is important for the identity of Hastings Point as it is the first area seen when entering the settlement. This part of the Tweed Coast Road is important in giving drivers and pedestrians the cue that the road is entering a built up area and as such drivers must slow down and expect more pedestrians. Peninsula Street provides access to the ocean and estuary foreshore. The precinct has opportunities for upgrading of the existing petrol station building to provide shopfronts along the road.

The eastern side of the Tweed Coast Road is predominantly a multi-dwelling residential area with a natural, green and pedestrian friendly feel. This is to be retained and reinforced. Given that these buildings are highly visible from the headland and from the beach, future redevelopment needs to be well designed and carefully consider an appropriate building form and use of materials conducive to a small coastal village. The western side of Tweed Coast Road incorporates the petrol station and caravan park. The caravan park provides an important public function; that of providing accommodation choice, and is to be retained.

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

It is likely that lots not currently developed will do so in the future where they can deal with the steep topography and provide setbacks to foreshore dunal areas and streets. These lots can provide accommodation choice in the form of multi-dwelling building where new buildings feature lightweight materials, broken down forms, dense landscaping and buildings that address the Tweed Coast Road and Peninsula Street with a residential frontage and front gardens.



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

Tweed Coast Road, service station



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

Tweed Coast Road, residential lots



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

Peninsula Street



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

The dune reserve and adjoining lots

### 4.1.2.1 Strategy Principles

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

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



Figure 4.2 - Peninsula Street and the Northern Entry Precinct Illustrative Plan



### 4.1.2.2 Diagrammatic Representation

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

### 4.1.2.3 Public Domain Strategies and Implementation



Figure 4.3 Strategy Diagram: Northern dunes and northern edge of estuary

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### **Northern Dunes and Northern Edge of Estuary**

The dune system behind the northern beach is an important ecological and environmental area and a wildlife corridor. Consistent with the significance of this area, it is zoned for 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 generally for people in the adjoining residences through a series of informal tracks which dissect the dunes. These tracks may impact on the integrity of vegetation in this sensitive coastal environment where multiple pathways and trampling has occurred.

Pedestrian access for the general public is more readily available at the end Peninsula Street which also provides access to the northern side of the estuary. The northern side of the estuary is predominantly a natural environment and is important for protecting the estuary ecology. There is a hardened edge area which provides a boat storage facility.

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

The key strategies for the northern dunes are to:

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

### **Implementation**

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

### Northern Entry - Tweed Coast Road

Refer to 4.1.1 Existing Character for extent and location of the Tweed Coast Road, northern entry.

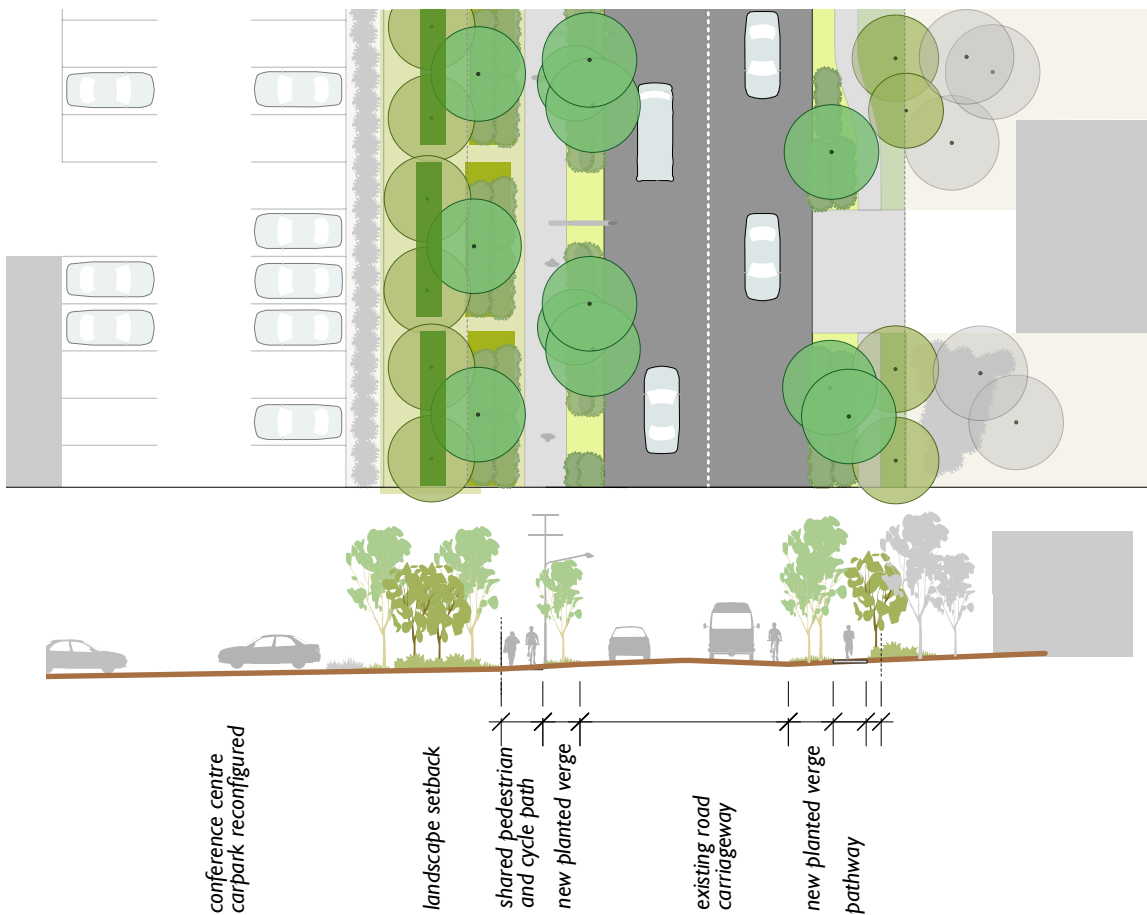


Figure 4.4 Indicative plan and section looking north from the northern star



Existing view along the Tweed Coast Road looking north



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

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

The Tweed Coast Road is to be recognized for its importance as:

- the main pedestrian route through the settlement;
- the main pedestrian route providing access to residential streets;
- the main pedestrian route providing access to the estuary, the ocean foreshores foreshores and the caravan park;
- the main vehicular route providing access to neighbouring settlements;
- the main bus route along the coast;
- the main cycle route along the coast;
- the location where the settlement's urban area begins;
- the first visual impression of Hastings Point when entering from the north, and
- The road has a wide reserve with grassed verges parts of which are complemented with trees and other vegetation.

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

1. Reinforce the settlement as a small coastal settlement nestled within the landscape by ensuring that vegetation dominates the visual experience of the road on entering the settlement.
2. Simplify the visual qualities of the road by redesigning large and unsightly signage, undergrounding power lines and repositioning urban facilities such as garbage bins to be less visually obtrusive.
3. Improve the pedestrian experience by providing additional street trees and vegetation long the sides of the street reserve.
4. Ensure the natural qualities of the place are enhanced by choosing local and indigenous species.
5. Improve pedestrian safety by providing pathways of appropriate widths of 2.5- 3m for shared pedestrian and cycle ways.
6. Improve pedestrian safety by providing additional pedestrian crossings.
7. Slow traffic by reducing visual width of the road corridor through street tree planting.
8. Provide additional line marking to define parking bays.
9. Widen the footpath outside the commercial area to create an outdoor seating area.
10. Improve the pedestrian crossing over the Tweed Coast Road for people moving between the park and the commercial area by providing a zebra crossing, subject to Roads and Traffic Authority approval.

### **Implementation**

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

### Peninsula Street

Refer to 4.1.1 Existing Character for extent and location of Peninsula Street.

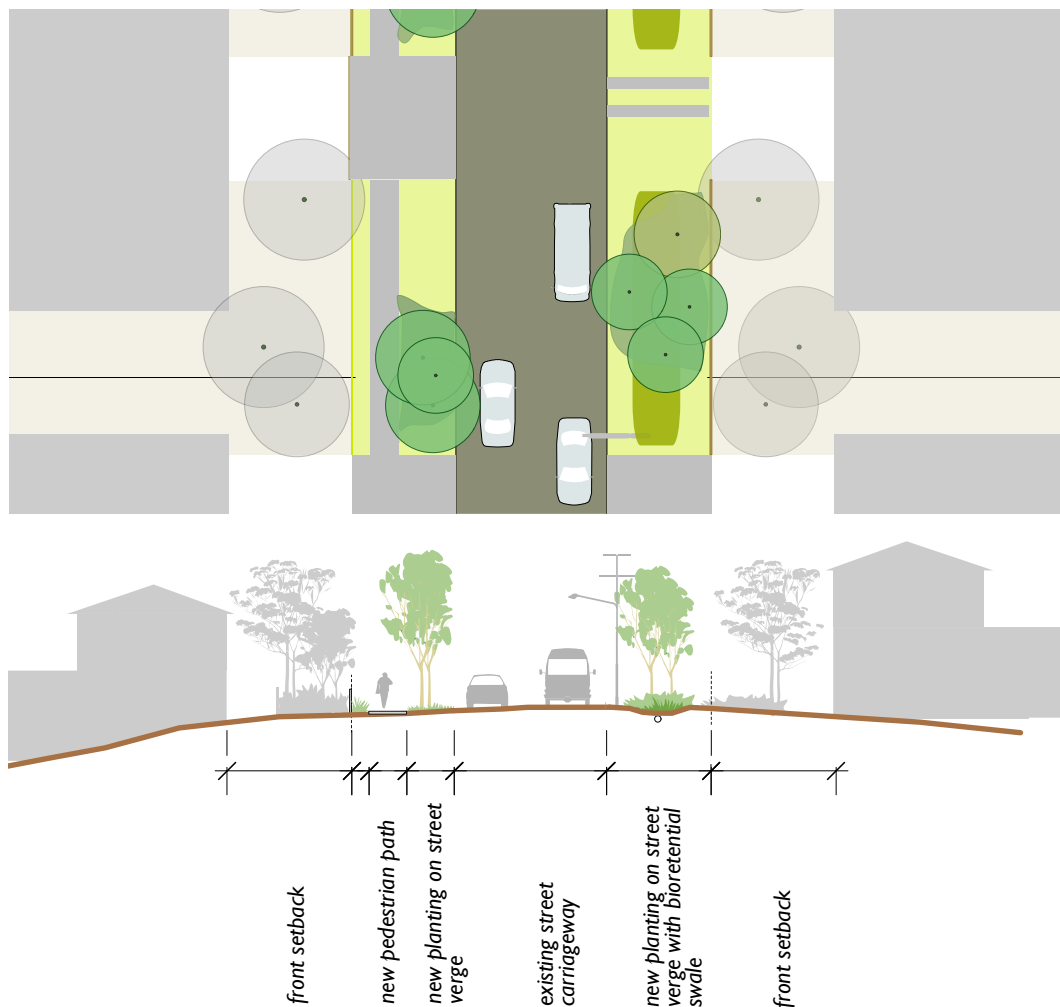


Figure 4.5 Indicative plan and section looking south along Peninsula Street



Existing view along Peninsula Street, looking south



Artists Impression of Peninsula Street, looking south

Peninsula Street is to be retained and reinforced as a quiet residential street accessible only via the Tweed Coast Road. It will also continue to provide access to the northern side of the estuary, the boat shed, the northern ocean beach and dune system.

Peninsula Street is to retain its informal landscape character with private garden landscaping appearing to blending with streetscape vegetation. The generous grassed street reserves will continue to provide pedestrian amenity and are to be enhanced with additional planting for shade and ecological improvements.

The key strategies for Peninsula Street are to:

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

### **Implementation**

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

### 4.1.3 CONTROLS - PENINSULA STREET AND NORTHERN ENTRY

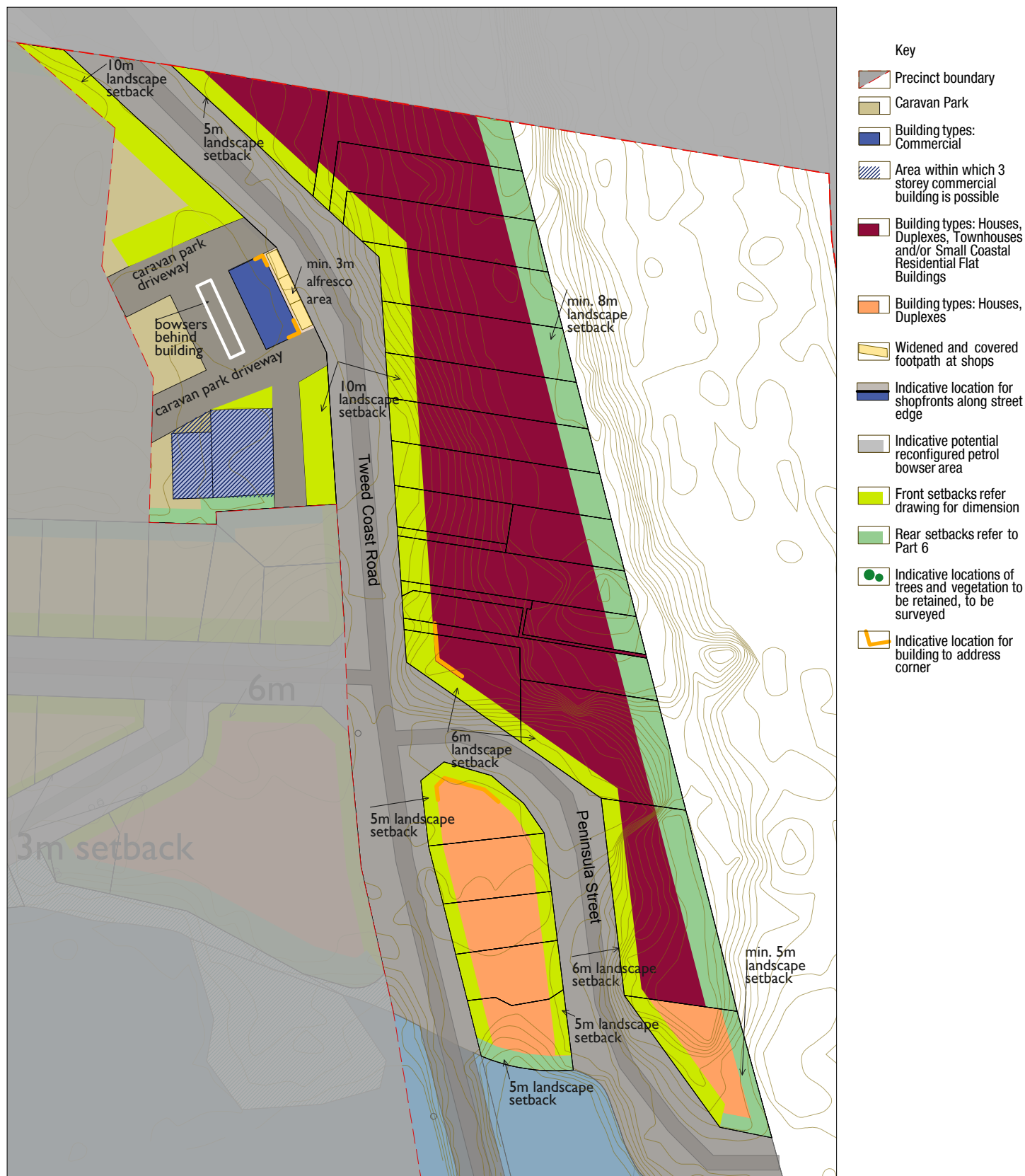


Figure 4.6 Control Diagram - Peninsula Street and the Northern Entry.



## 4.1.3 CONTROLS

### 4.1.3.1 Guide to using the controls

For development controls for land within the Centre refer to:

- i. This section: Section 4.1.3 Controls - Peninsula Street and the Northern Entry.
- ii. Section 6 - Building Type Controls.
- iii. Section 5 - Visual Settings.
- iv. Tweed Development Control Plan.

### 4.1.3.2 Objectives

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

The intention of the controls is to ensure:

- a. Cohesive high quality development that reinforces 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. Wherever possible local indigenous and mature vegetation is retained and that local indigenous species are planted.
- d. The management of flooding and acid sulfate soil conditions.
- e. The estuary, dunes 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.

### 4.1.3.3 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 dunal areas restored to protect the estuary and foreshore, areas in accordance with the Tweed Coast Estuary Management Plan 2004-2008, Cudgera, Cudgen and Mooball Creeks, and other Council documents.
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 6 of this document.
5. Development applications related to developments that are likely to disturb acid sulfate soils will be required to be supported by an acid sulfate soils Investigation and Management Plan in accordance with the Acid Sulfate Soil Manual (ASSMAC, 1998) or the Council's Acid Sulfate Soil Management Plan for Minor Works.
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 500mm 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,

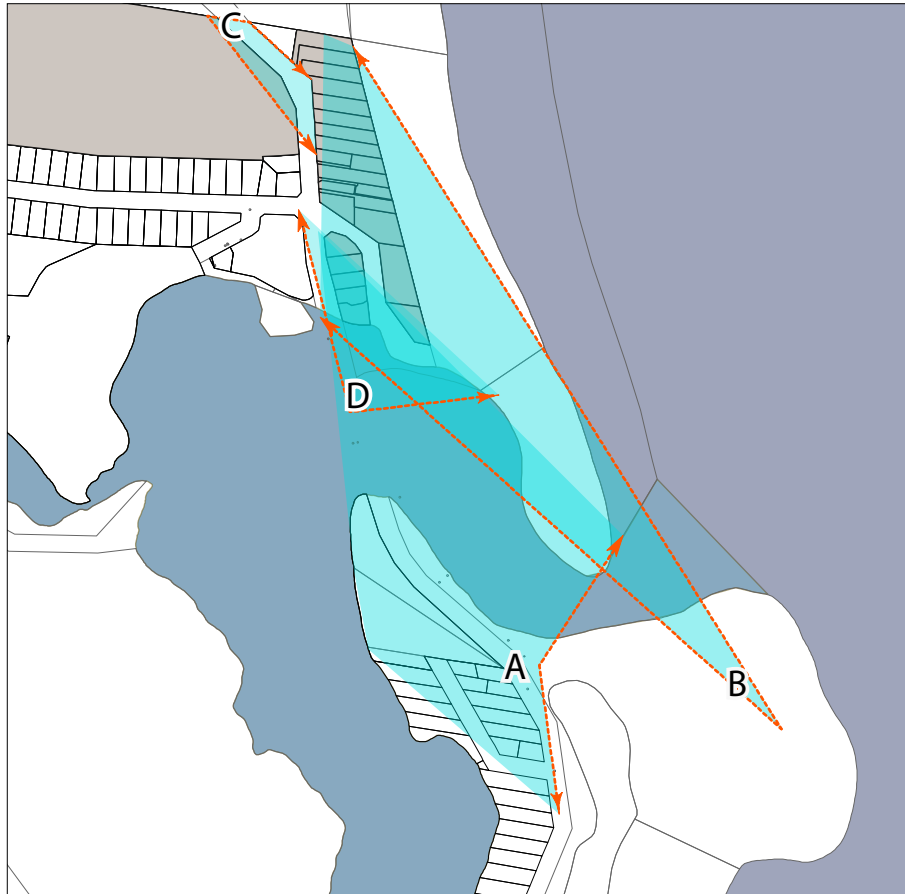


Figure 4.7 - Control Diagram -Peninsula Street and Northern Entry Visual Settings

- 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.
9. Lots likely to be affected by views are to comply with Part 5 - Visual Settings. Lots affected by Visual Settings as seen in Figure 4.7 are:
- From the Creek Foreshore Park looking east (A): affects lots along Peninsula Street.
  - From the headland (B): affects lots along Peninsula Street, lots along the Tweed Coast Road.
  - Northern Entry (C): affects lots along Tweed Coast Road.
  - From the Bridge looking North (D): affects lots along Peninsula Street and lots adjacent to the Bridge.

#### 4.1.3.4 Controls - Caravan Parks

1. The caravan park is to be retained for holiday accommodation and associated facilities.
2. Fencing along Tweed Coast Road must be low and open to a maximum of 1.2 metre high.

#### 4.1.3.5 Controls - Commercial Lots

1. Any redevelopment of land along the Tweed Coast Road where the current petrol station is located is to consider providing shopfronts that address the street.
2. Where shopfronts are provided buildings are to have 3.0m setbacks along the road boundary in the location indicated on the Control Diagram; Peninsula Street and the Northern Entry.
3. Any redevelopments of land along the Tweed Coast Road where the caravan park is and where the current conference centre and parking area is located must provide a 10m landscaped area long the road.
4. Setbacks are to be in accordance with the Control Diagram; Peninsula Street and the Northern Entry.
5. Refer also to Part 6 - Building Type Controls.

#### 4.1.3.6 Controls - Residential Lots

1. Suitable building types on some medium density residential zoned land indicated on the Control Diagram; Peninsula Street and the Northern Entry include: dwelling houses, dual occupancy housing, granny flats, town houses and small coastal residential flat buildings.
2. Some lots zoned medium density residential land indicated on the Control Diagram; Peninsula Street and the Northern Entry are only suitable for small building types including: dwelling houses, dual occupancy housing, granny flats and town houses.
3. Controls for houses, dual occupancies, town houses and residential flat buildings also apply. Refer to Part 6 - Building Type Controls.
4. Setbacks are to be in accordance with the Control Diagram. Peninsula Street and Northern Entry.
5. For residential flat buildings up to 3 storeys the applicant must demonstrate to the satisfaction of Council through design workshops with council staff, architectural, landscape and urban design graphic and design explorations (including 3 dimensional images, models and illustrative site plans that the building(s) have;
  - applied all of the Part 7.1 Built form and landscape design ideas;
  - 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 acid sulfate soils;
  - addressed all other Strategic Principles and Objectives of the Precinct.
6. Where Council will consider a residential flat building on or behind the beach dune area or that is otherwise visually prominent to or from the beach, estuary or headland, it shall be a maximum of 8m (2 storeys) in presentation to the beach, estuary, headland or in combination, whichever applies. The remainder of the site can be a maximum footprint of 50% of the internal spaces below.



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## 4.2 Creek Street

### **4.2.1 Existing Character**

4.2.1.1 Existing building character

### **4.2.2 Strategy and desired future character**

4.2.2.1 Strategy principles

4.2.2.2 Diagrammatic representation

4.2.2.3 Public domain strategies and implementation

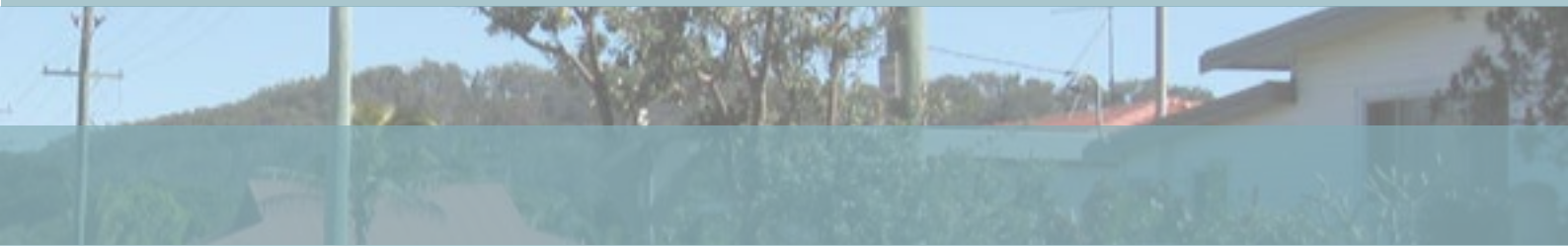
### **4.2.3 Controls**

4.2.3.1 Guide to using the controls

4.2.3.2 Objectives

4.2.3.3 Controls - General

4.2.3.4 Additional Controls - Lot 156



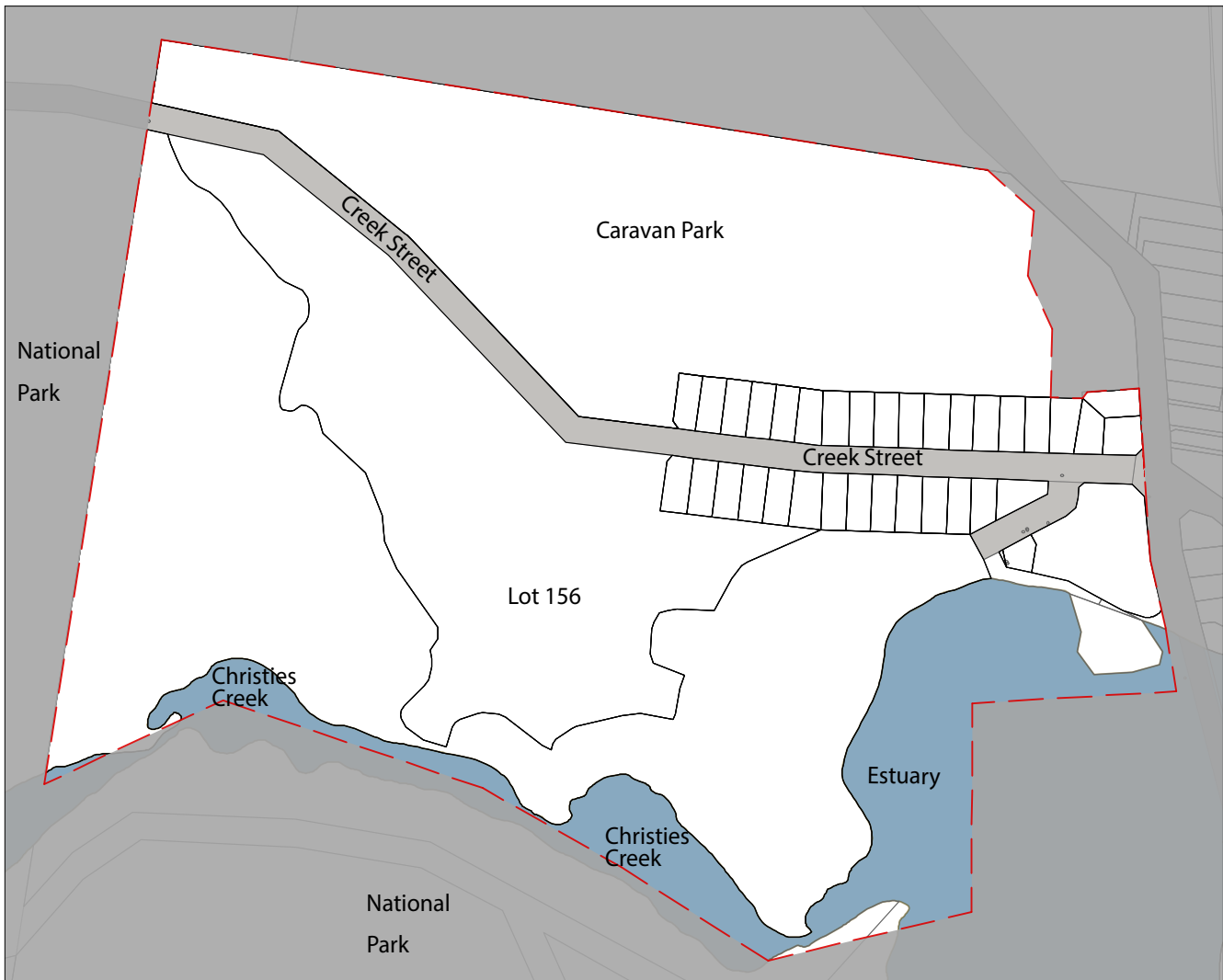


Figure 4.8 Extent of the Creek Street Precinct



Creek Street is characterised by its low scale coastal residential dwellings and informal street edge including grassed verge and low or no front fences.

## 4.2.1 Existing Character

As displayed in Figure 4.8, the Creek Street Precinct comprises:

- existing low density residential development accessed from Creek Street,
- an existing medium density development at the eastern end of Creek Street adjoining Tweed Coast Road,
- an undeveloped parcel of significant size (known as Lot 156) at the western end of Creek Street,
- a substantial holiday park including permanent and holiday accommodation and other ancillary holiday park facilities, and
- Christies Creek foreshore.

The existing character of the Creek Street precinct is heavily influenced by its environmental attributes. The perimeter of the precinct is lined with mature vegetation (both native and exotic) and areas of high wetland and ecological conservation value. The retention of vegetation, particularly along Creek Street and the view fields experienced from the bridge looking west, reinforce the strong natural environmental character.

Creek Street is a quiet coastal residential street that provides access solely to lots along its frontage. Whilst possessing an extensive road reserve, continuing to Round Mountain to the west, Creek Street as constructed terminates at the entrance to Lot 156 and is not planned to be formalised as a through road. Large setbacks and unmade edges characterise the street. The setting is complemented by mature vegetation within many front gardens and along the road reserve. Low and open coastal style fencing and absence of fences gives an informal character to the street.

These existing street qualities provide a pleasant and safe pedestrian experience. A number of the lots along the southern side of the street have a rear interface with the Cudgera Creek/Christies Creek riparian corridor.

Almost all land within the Creek Street precinct is identified as flood prone.

The key characteristics of Creek Street are:

- A strong natural environmental character comprising strong landscaping along Creek Street, visual and physical connections to Christies Creek and the dominance of riparian and terrestrial vegetation as opposed to built form when viewed from public vantage points to the south.
- Informal quality of the street adding to a pleasant streetscape environment.
- Deep grassed verges with no kerb and gutter.
- A mix of vegetation types and sizes including native and exotic.
- Views of the hills to the west looking west down Creek Street.
- Vegetated backdrop to the locality viewed west from the bridge.



Cudgera and Christies Creek, riparian vegetation and views to vegetated hills beyond are key character natural landscape elements of the Creek Street Precinct.



Existing housing along Creek Street



### 4.2.1.1 Existing Building Character

Building types within this precinct include: caravans, holiday villas, one storey coastal cottages, one and two storey houses. The caravan park has a wide range of holiday accommodation types.

Creek Street has mainly one and some two storey single residential dwellings of varied architectural character which generally have low pitched roofs, domestic scale windows and doors facing the street, low fencing and landscaped setbacks.

In response to the frequent flood and stormwater inundation within Creek Street, many dwellings have adopted a suspended structural system elevating the habitable floor levels above the natural ground level. The elevated structural system allows for the free flow of flood waters across the site rather than otherwise displacing flood water as a result of site fill and retaining walls.

Key built form characteristics of the precinct include:

- Modest coastal houses predominantly suspended structural systems constructed of timber frames.
- Soft engineering solutions (permeable surfaces) to car maneuvering areas.
- Lots, generally, with 18m frontages, depth of 40m and site area above 700m<sup>2</sup>.
- Generally consistent front setback of 6m.
- Open and low fencing or no fences.
- Little or no site fill or retaining walls.
- Pitched roofs and lightweight materials, mainly weatherboards and fibro houses.
- Caravans, cabins, villas and other holiday accommodation within the caravan park site.
- Houses face the street with a residential address.

### 4.2.2 Strategy and Desired Future Character

#### Strategy 01 - Retain the existing character of the Creek Street Precinct.

Section 4.2.1 details the key environmental and built form attributes that underpin the Creek Street precinct character. It is critical that these character elements are retained and strengthened within future land use and built form decisions; as such Council will facilitate a planning framework that embody these qualities.

To complement the existing built form, development is restricted to a maximum height of 8 metres throughout the precinct. The building height restriction is supported by a land zoning along Creek Street that limits development to low density housing types, whilst the Caravan Park site will retain its private recreation provisions. The existing pattern of subdivision established through consistently sized lots along Creek Street is to be retained through minimum lot size provisions of 700m<sup>2</sup>, with the exception of the existing multi-dwelling housing development site on the most south-eastern lot of Creek Street.

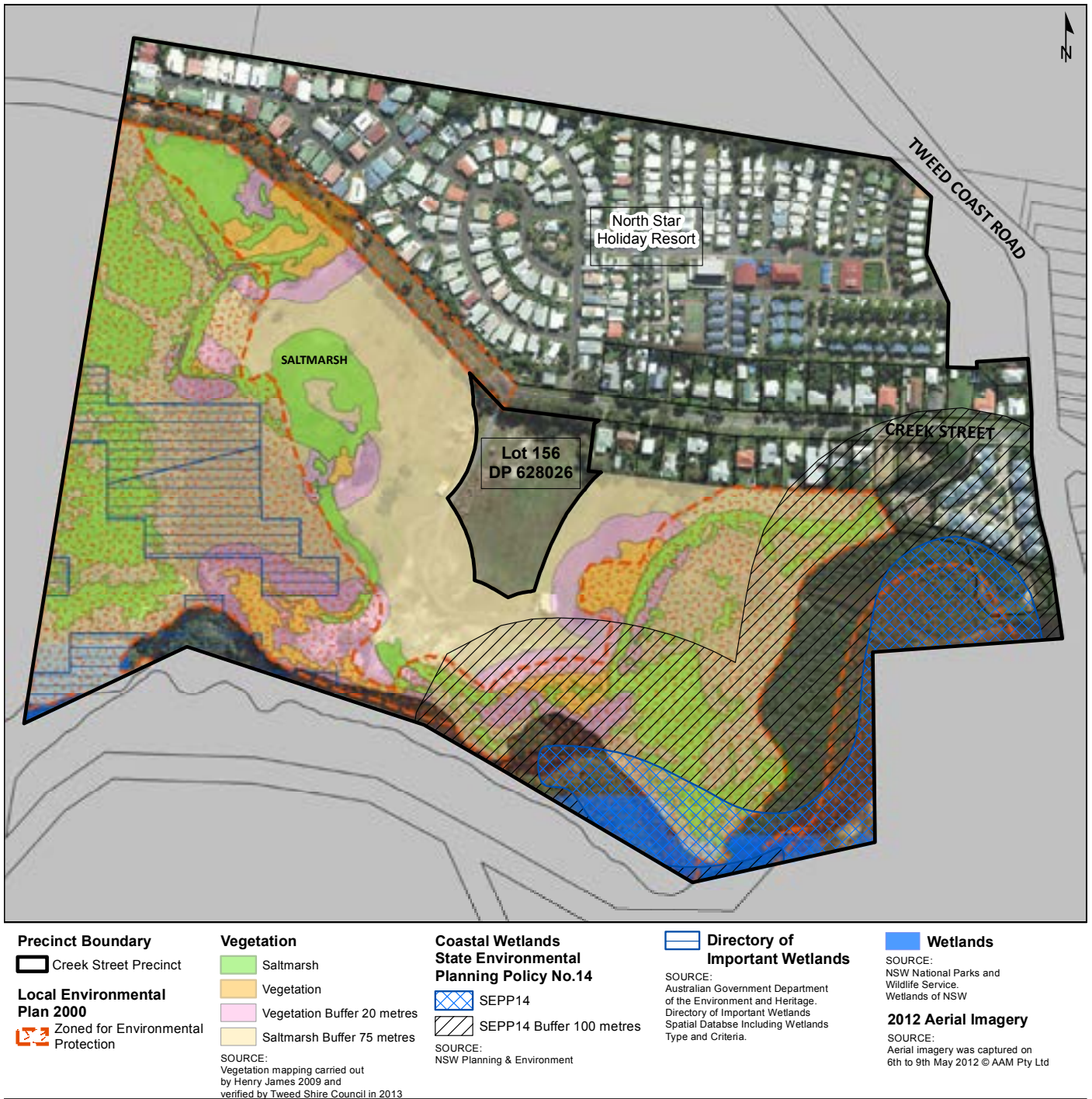


Figure 4.9 - Lot 156 Constraints Diagram

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In addition to the above, site specific controls are provided for, but not limited to, the following items:

- Restriction of site excavation works
- Retention of vegetation
- Flood resilient housing design
- Creek Street design and upgrades

**Strategy 02 - Protect and manage land of environmental significance.**

Figure 4.9 identifies, the key environmental attributes located within the Creek Street precinct. Whilst many of these areas of environmental quality are already protected through environmental protection zoning or identification within State Environmental Planning Policy No. 14 - Coastal Wetlands, there is a need to expand the environmental protection footprint to capture additional areas of ecological significance and include appropriate environmental buffer areas. This expansion will protect additional environmentally sensitive estuarine land, which has been identified through more contemporary environmental analysis.

The enhancement and expansion of the footprint of environmentally protected land is to ensure the Christies Creek foreshore remains free from development, other than works/activities proposed to improve the quality and ecological health of that land (i.e. environmental protection and rehabilitation works).

The establishment of appropriate buffering of environmentally significant land defines the developable footprint of Lot 156. As detailed within Figure 4.10, the development footprint of Lot 156 is to be defined by achieving:

- A 75m buffer to the intertidal and salt marsh extents of Christies Creek;
- A 75m buffer to areas of high wetland conservation value (as mapped by Australian Government Department on the Environment and Heritage)
- A 75m buffer to the intertidal and salt marsh extents identified to the western edge of the site
- A 20m buffer to existing terrestrial native vegetation located within the eastern, south western and western parts of the site.
- A 100m buffer to SEPP 14 Wetland areas.

The areas of environmental significance and their buffer areas are to be retained as areas of environmental protection and are not to form a component of the urban development of Lot 156 including roads and storm water treatment systems. To best manage these areas, and in light of the sites high conservation value, Council considers the dedication of these areas to be retained in single ownership and managed for environmental purposes a high priority. Council would consider dedication into public ownership if that dedication included an appropriate rehabilitation and management program to ensure the ongoing management for conservation purposes. Further information regarding the protection and restoration of the estuary and foreshore areas can be found within Council's relevant Tweed Coast Estuary Management Plan.

The final area of environmental value relates to the existing stand of vegetation located along the northern interface of Lot 156 with Creek Street. The value of this vegetation is recognized in its contribution to the overall visual amenity of Creek Street. In this regard, retention of this vegetation is required, and its protection and management should be considered within any future development.

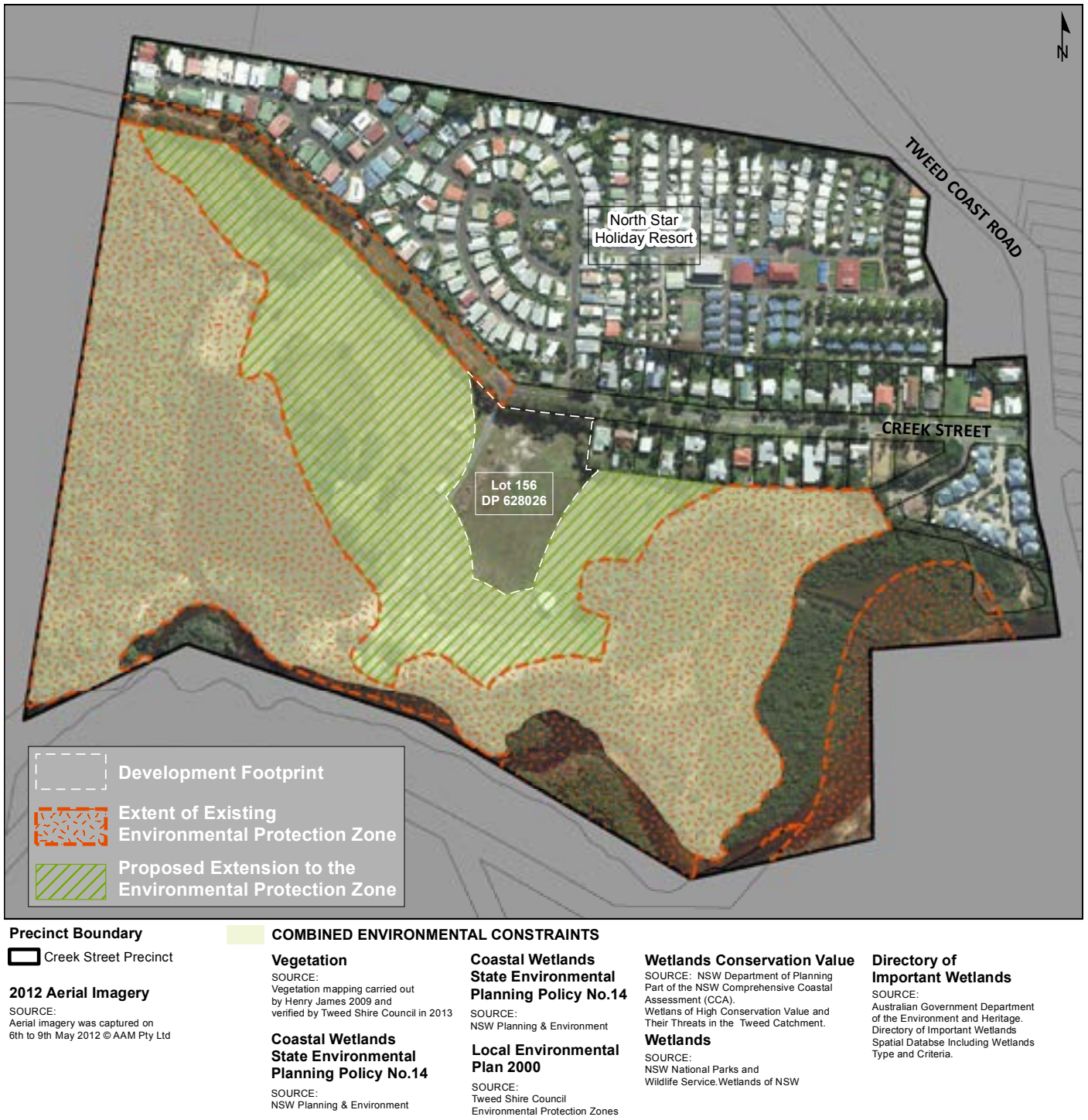


Figure 4.10 - Lot 156 Developable Footprint

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### **Strategy 03 - Ensure the development of Lot 156 responds to its site constraints and seamlessly integrates into the existing character of Creek Street.**

Whilst significant in land area, Lot 156 is a highly constrained site with only a small proportion being developable. Any future development over this defined footprint is to integrate with the existing Creek Street built and natural character. Whilst it is recognised that Creek Street has a lineal pattern of development, and that Lot 156 will present a departure from this pattern, the remaining underlying streetscape and built form character and design elements should be consistent.

The statutory framework for the site is to firstly reflect the environmental attributes of the site, which will result in a defined development footprint based on established environmental constraints and buffers. Likewise, the developable footprint will reflect the statutory framework of the Creek Street character, being a maximum building height of 8 meters, low density residential development on lots greater than 700m<sup>2</sup> in size.

The interface of environment protection and urban development areas is critical to achieving a satisfactory environmental protection and urban design outcome for the site. In this regard, road access is to form the interface between residential development and buffer areas and is to be located within the within the identified developable footprint. Creation of new allotments for residential accommodation outside the ring road interface is not the desired outcome for the development of the site.

In responding to the flood liability of the site and the existing character, filling of the site is to be limited to achieving compliant road and drainage works. In this regard, precinct specific controls are provided regarding the level of the road network which depart from the provisions of Council's Flood Liable Land provisions in acknowledgement of the unique site conditions, anticipated yield and desired infrastructure provision. The filling of land to achieve building pads above flood levels is not an acceptable outcome for the site. The promotion of flood resilient housing types which utilise suspended structural systems to achieve free board above the design flood level, increase site area for infiltration and allow for free flow of flood waters beneath the elevated dwelling is the desired outcome for Lot 156.

Other critical considerations for the development of Lot 156 in achieving the desired integration into the Creek Street streetscape include the existing linear vegetation at the Creek Street/Lot 156 interface. In this regard, the existing vegetation along the sites Creek Street interface is to be investigated further, however it's retention and protection is encouraged and this may be through civil means (i.e. Section 88B Instrument). Future development will need to ensure that an appropriate integrating design response to the Creek Street streetscape including fence design is achieved for lots adjoining Creek Street. Likewise, the existing built form character which was identified in Section 4.2.1 is to form the design controls for future development.

### **Strategy 04 - Retain and compliment views and vistas**

Much of the Creek Street precinct is highly visible from public domain areas including the view west from the bridge. Accordingly, maintaining an appropriate balance of the predominant natural setting with restrained built form which will potentially be visible from public areas will be vital in maintaining the existing character of the precinct. As such a portion of the eastern boundary of Lot 156 should be reinstated with native vegetation to form visual buffer of future development as viewed from Bridge Looking West (see section 5.5) Visual Settings.

### **Strategy 05 - Encourage best practice built form and landscaping**

In addition to the built form and landscape character components previously discussed, future development applications are to embody best practice built form and landscaping principles within their design. Refer to Part 07 Design Resources.



Houses are designed to employ passive solar design principles and respond to the sites environmental conditions.



Single detached houses predominate throughout the precinct on both new and existing lots.



Landscape setbacks and either no fences or low and open fences are to be used to retain the qualities of the precinct on both new and existing lots.



Alternative solutions to concrete and bitumen hard stand areas are to be used on both new and existing lots.

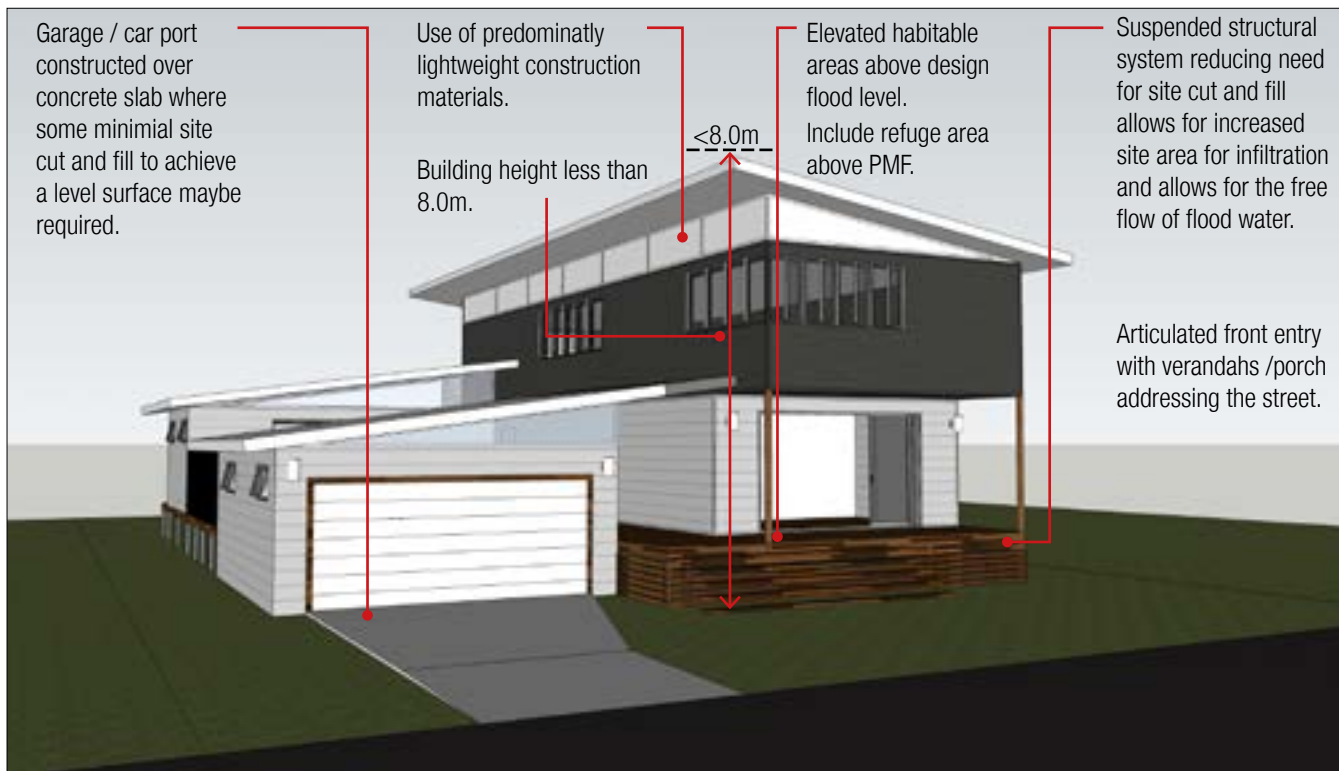


Figure 4.11 Indicative flood resilient house design principles

### 4.2.2.1 Strategy Principles

1. Retain the existing character of the Creek Street Precinct by:
  - a) providing a statutory framework that:
    - limits development to a maximum height of 8m,
    - retains the caravan park and associated private recreation uses,
    - retains the use of Creek Street for low density residential purposes,
    - ensures any development of Lot 156 continues the low density residential character of Creek Street, and
    - protects and manages land of environmental significance
  - b) providing a non-statutory framework that:
    - identifies land not suitable for urban development and provide guidance on its improvement and management
    - includes design controls that ensure the prevailing built form characteristics are realised in contemporary development, and
    - provides precinct specific guidance with regard to flood design response and Creek Street design.
2. Protect and manage land of environmental significance or value by:
  - a) providing a statutory and non statutory framework that includes environmental protection of land not suitable for urban development,
  - b) ensuring ecological restoration and ongoing management of the creek, its foreshore and land identified as possessing environmental qualities, and
  - c) encouraging the retention and continued plantings that are consistent with the existing Creek Street streetscape.
3. Ensure the development of Lot 156 responds to its site constraints and seamlessly integrates into the existing character of Creek Street by:
  - a) providing a statutory and non-statutory framework consistent along the Creek Street
  - b) encouraging engineering solutions and upgrades are designed to retain existing mature native vegetation to maintain the streetscape and pedestrian environment for the length of Creek Street.
4. Retain and compliment views and vistas by:
  - a) Providing both a statutory and non-statutory framework that maintains the relationship of built form and natural environment/landscape that is present throughout the Creek Street precinct.
  - b) Requiring future applications demonstrate their impact within key view fields, and
  - c) Encouraging the use of landscaping with appropriate species and scale to contribute to the character of the Creek Street precinct from public domain areas.
5. Encourage best practice built form and landscaping by:
  - a) Encourage the built form character elements of the precinct to be considered in future development,
  - b) Ensure built form includes legible street address, suspended structural systems, predominately lightweight materials and articulated facades, and
  - c) Encourage built form design that integrates passive design principles.



Figure 4.12 Creek Street Precinct Illustrative Plan



### 4.2.2.2 Diagrammatic Representation

1. The current use and utility of the caravan park is retained.
2. Park structures, caravans and tents are small in footprint and provide open space around them. Very low structures to match those existing are suitable.
3. Where fences are provided along Creek Street they are low and open.
4. Low density residential land use predominately throughout the precinct.
5. New buildings complement the character of a small coastal settlement by responding to the environment, being of an appropriate height, scale and form and rich in a mixture of coastal materials and detailing. Promote suspended structural systems to allow elevation above design flood level, allow for greater site infiltration, free flow of flood water and minimal site cut and fill.
6. Setbacks allow for dense landscaping and mature vegetation along the street and in rear yards.
7. Mature trees are retained within the front and rear setback of lots.
8. New street trees and verge landscaping complement existing vegetation.
9. All of the existing natural areas: parks, reserves, conservation areas and foreshores are retained, rehabilitated and managed over the long term.
10. Christies Creek foreshore riparian areas are protected and managed to ensure the integrity of the waterway is retained and to provide a buffer between urban uses and ecological areas.
11. Vegetation retained along the Creek Street view corridor.
12. Retain environmental zones and identified environmental buffer areas within a single residue allotment for rehabilitation, ongoing care control and management to be incorporated into the surrounding conservation network.
13. Low density residential subdivision developable footprint. Allotments consistent with existing pattern of development along Creek Street by way of density, lot size, floor space ratio, setback, building height, building type and structural system. No site fill for the purposes of creating a building pad above the flood design level and PMF refuge will be required.
14. Internal road to form interface with buffer areas rather than back fences for ease of maintenance access and to act as a bushfire buffer as well as achieving a preferred urban design outcome.
15. Integrate areas of stormwater treatment and infiltration within the developable footprint.
16. Reinststate native vegetation to form visual buffer of future development as viewed from Bridge Looking West (see section 5.5).



## 4.2.2.2 Public Domain Strategies and Implementation

### Christies Creek foreshore

The Creek foreshore is an important environmental area. The key concern for riparian areas is to provide habitat and natural bank stabilisation to protect the integrity of the aquatic and estuarine environment.

A buffer is required between private properties and the waterway to separate urban uses and ecological systems. The buffer is to be created with appropriate revegetation, weed control and sensitive bank stabilisation solutions where necessary.

The key strategies for the Christies Creek foreshore are to:

- a. Establish a riparian, saltmarsh and terrestrial vegetation buffers.
- b. Re-establish native indigenous species.
- c. Re-establish the natural shoreline.
- d. Protect environmental systems.
- e. Provide public access to Christies Creek where appropriate.

### Implementation

1. A riparian buffer along Christies Creek is to be achieved in accordance with the Coastal Zone Management Plan for Tweed Coast Estuaries 2013 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.
3. A management plan is to be for the creek foreshore to be consistent with this development control plan.
4. Detailed landscape plans and management are to be undertaken in consultation with the community and stakeholders using this strategy as a guide.

### Creek Street

(Refer to 4.2.1 Existing Character, Creek Street Precinct for extent and location of Creek Street.)

Creek Street is to be retained and reinforced as a quiet residential street accessible via the Tweed Coast Road. It will provide visual and pedestrian access to Christies Creek.

Creek Street is to retain its informal landscape character with private garden landscaping appearing to blend with streetscape vegetation.



Existing views along Creek Street looking west

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

The key strategies for Creek Street are to:

1. Retain a pleasant and safe pedestrian experience by protecting existing street trees and not disrupting existing views and vistas.
2. Ensuring the natural qualities of the street are retained by choosing local and indigenous species.
3. Retain grassed verges and unformed kerb and gutter.
4. Provide soft engineering techniques such as bioretention swales within the street reserve for stormwater and road runoff treatment.
5. Simplify the visual qualities of the street by undergrounding power lines.
6. Ensure that new lots along Creek Street match existing lots in terms of the lot width, the building type, the setback and landscaping.
7. Ensure new lots do not change the view corridor.
8. Ensure that the vegetation surrounding the pump station to the east of Creek Street is protected and retained where possible.



Photomontage of Creek street upgrade

- 6.0m pavement width
- Soft unformed edges (no kerb and gutter)
- 1.2m footpath along southern side

**Implementation**

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

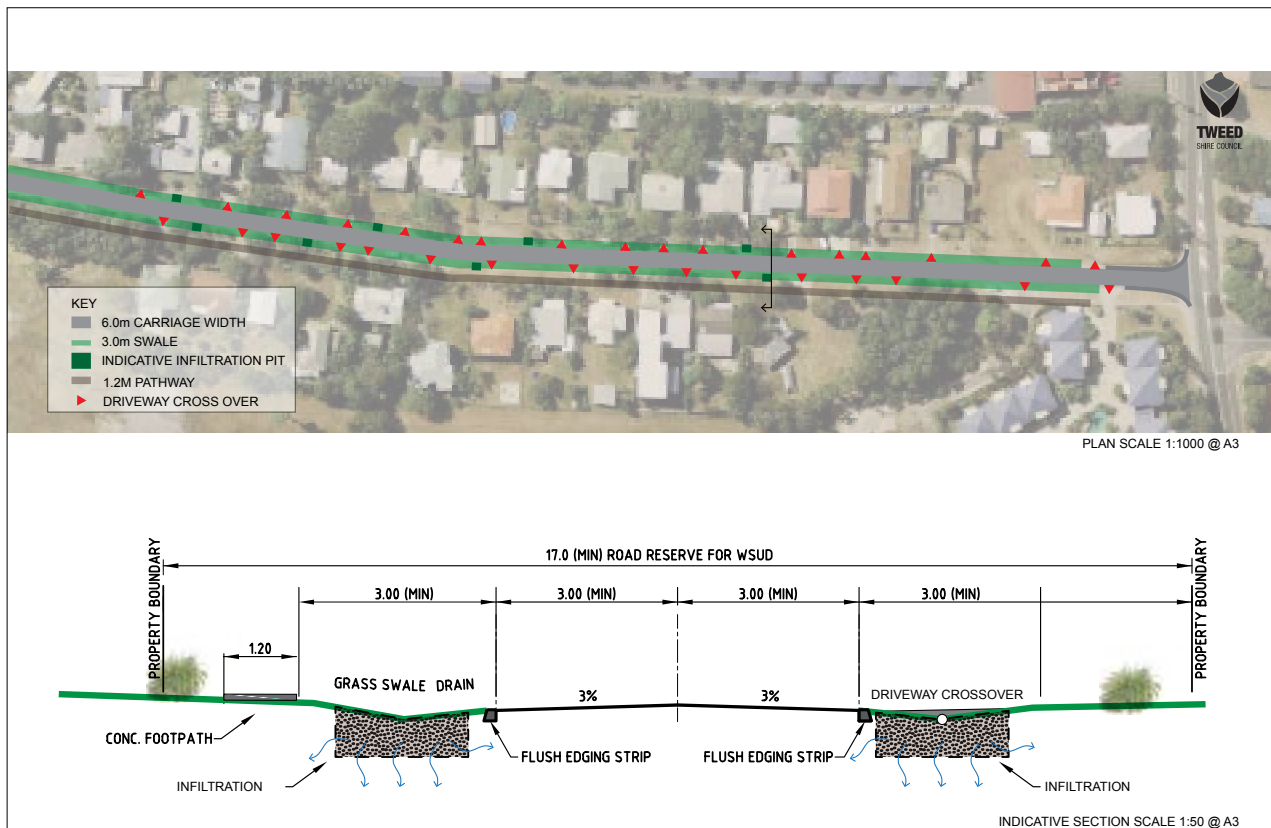
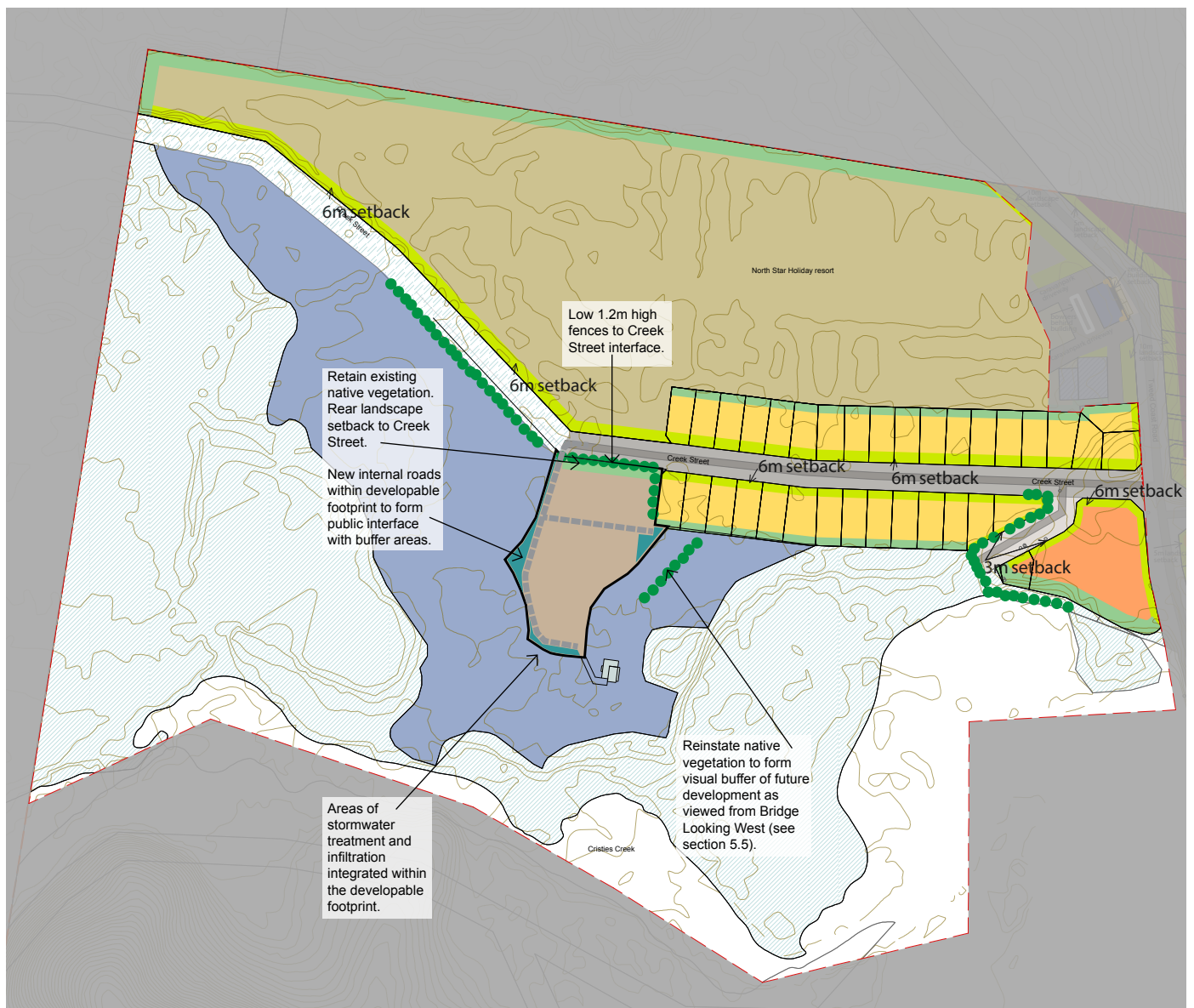


Figure 4.13 Indicative plan and section looking west along Creek Street



Key











- |  |   |
|--|---|
|  Precinct boundary                            |  Stormwater treatment/Infiltration                           |
|  Caravan Park                                 |  Front setbacks  |
|  Building types: Houses, Duplexes             |  Rear setbacks refer to Part 6                               |
|  Building types: Houses, Duplexes, townhouses |  Indicative location of trees and vegetation to be retained. |
|  Environmental Buffer area                    |   |
|  Lot 156 Developable footprint                |   |

Figure 4.14 Control Diagram - Creek Street

## 4.2.3 CONTROLS

### 4.2.3.1 Guide to Using the Controls

For development controls for land within Creek Street refer to:

- i. This section: Section 4.2.3 Controls - Creek Street.
- ii. Section 5 - Visual Settings.
- iii. Section 6 - Building Type Controls.
- iv. Section 7 - Built Form and Landscape Ideas.
- v. Tweed Development Control Plan.
- vi. Tweed Coast Estuary Management Plan 2004-2008, Cudgera, Cudgen and Mooball Creeks.

### 4.2.3.2 Objectives

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

The intention of the controls is to ensure:

- a. Cohesive high quality development that creates the character of a small coastal settlement specific to Hastings Point.
- b. Buildings respond to the natural environment, environmental conditions and provide quality places to live and visit.
- c. Restrict site fill which 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, and
  - destruction of the delicate composition of soil and water gradations from land to water.
- d. Buildings which respond to the topographic, flooding and environmental constraints of the precinct by reducing the amount of site fill and adopting suspended flood resilient design approaches.
- e. Where ever possible local indigenous and mature vegetation is retained and that local indigenous species are planted.

- f. The management of flooding and acid sulphate soil conditions.
- g. The creek and other natural systems are retained, protected, rehabilitated and managed for conservation purposes.
- h. Streets and roads are pleasant and safe pedestrian environments as well as providing access for vehicles.
- i. Public domain areas retain the qualities, characteristics and accessibility currently enjoyed.
- j. Residential land is efficiently used within the constraints of the land.
- k. Views and vistas are retained.
- l. Development is confined to compatible building types, being dwelling houses, dual occupancy housing and granny flats.

### 4.2.3.3 Controls

1. Site fill is to be limited to achieving compliant road and drainage works. The filling of land to achieve building pads above flood levels is not an acceptable outcome and will not be supported due to adverse impacts on environmental buffer zone areas, allotment interface impacts, streetscape and visual character impacts and localised flood impacts.
2. Dwelling design is to utilise a suspended structural system (apart from slab to garage and car port areas) to elevate habitable floor levels above the Council adopted floor level for development (climate change flood level) without the need of extensive site fill (refer Figure 4.11).
3. Lots likely to be affected by views are to comply with Part 5 - Visual Settings. Lots affected by Visual Settings include:
  - i. From the headland (A): affects lots along Creek Street and lot 156.
  - ii. Creek Street (B): affects Lot 156.
  - iii. Looking west from the bridge (C): affects Lot 156 and Creek Street.
4. Any upgrade works to Creek Street are to retain the existing mature vegetation and informal character including grassed verges and no kerb and gutter.
5. Setbacks are to be in accordance with the Control Diagram Creek Street. Where a setback dimension has not been indicated on the Control Diagram refer to Part 6 - Building Type Controls.
6. Fencing along Creek Street is to be a maximum height of 1.2m.

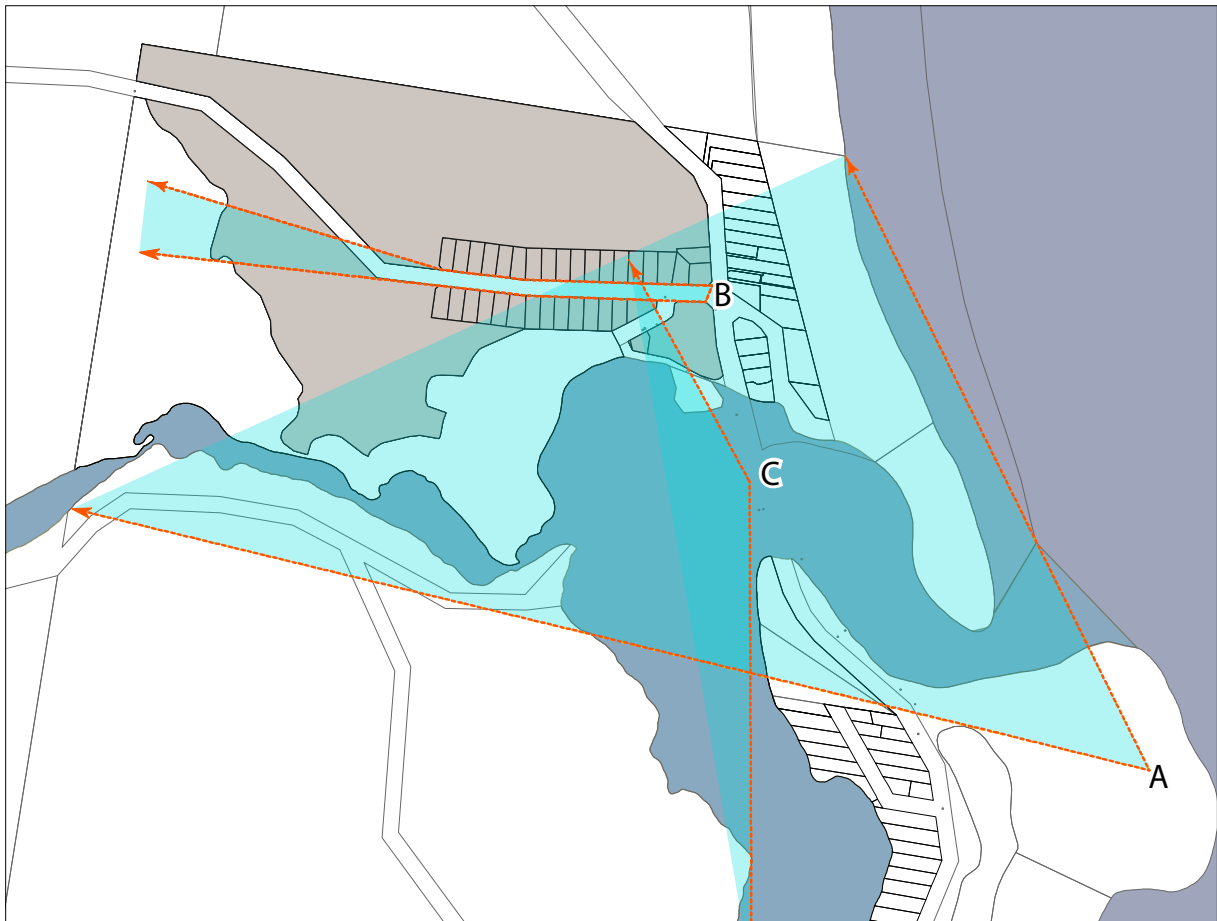


Figure 4.15 Control Diagram - Creek Street Visual Settings

#### 4.2.3.4 Additional Controls - Lot 156

7. Any residential subdivision including access roads, verges and stormwater treatment and infiltration areas over Lot 156 are to be contained within the developable footprint identified in Figure 4.10 Environmental Buffer and Developable Footprint diagram, Figure 4.14 Control Diagram - Creek Street and Figure 4.15 Control Diagram - Creek Street Visual Settings.
8. Roads are to form the interface edge to environmental buffer areas rather than back fences to enable ease of buffer and environmental area maintenance, form part of a bushfire buffer and provide a public rather than private interface.
9. Lands outside of the developable footprint including areas of environmental protection and any identified environmental buffers are to be amalgamated into a single residual allotment for ongoing future care, control and management integrating with the broader existing nature conservation estate network.
10. To assist in protecting native wildlife a restriction on the keeping of domestic animals is to be applied to any future residential development.
11. Land outside the developable footprint are to be rehabilitated and restored to re-establish habitat reflective of pre-clearing communities.
12. Subdivision design is to be compatible with the existing pattern of low density residential development along Creek Street in terms of demonstrated compatibility of density, lot size, lot dimension, lot shape, setback, building height and low density residential building type.
13. Use best practice stormwater infrastructure design techniques to demonstrate that post development flows achieve relevant contemporary receiving water standards, consider the assimilation capacity of receiving waters and avoid long term negative impact on important estuarine communities such as saltmarsh habitat.
14. The existing mature native trees lining Lot 156 street interface with Creek Street (identified within Figure 4.14 Control Diagram - Creek Street) are to be retained and protected. Future allotments which may directly adjoin Creek Street could gain access via an internal road to avoid clearing this vegetation otherwise associated with creating new driveway access points off Creek Street.
15. Local native vegetation is to be reinstated along a portion of the eastern boundary of Lot 156 where previous clearing has occurred to provide a visual buffer of future development as viewed from View C Figure 4.15. Also refer Bridge Looking West (see section 5.5).
16. New dwellings within Lot 156 are to provide a PMF refuge in accordance with provisions within Council's Flood Liable Land section of the Tweed DCP.
17. Fencing along Creek Street is to be a maximum height of 1.2m and should not compromise the integrity of the existing mature native vegetation.





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## 4.3 The Centre

### 4.3.1 Existing Character

#### 4.3.1.1. Existing building character

### 4.3.2 Strategy and Desired Future Character

#### 4.3.2.1 Strategy principles

#### 4.3.2.2 Diagrammatic representation

#### 4.3.2.3 Public domain strategies and implementation

### 4.3.3 Controls

#### 4.3.3.1 Guide to using the controls

#### 4.3.3.2 Objectives

#### 4.3.3.3 Controls - General

#### 4.3.3.4 Controls - Caravan parks

#### 4.3.3.5 Controls - Commercial lots

#### 4.3.3.6 Controls - Residential lots

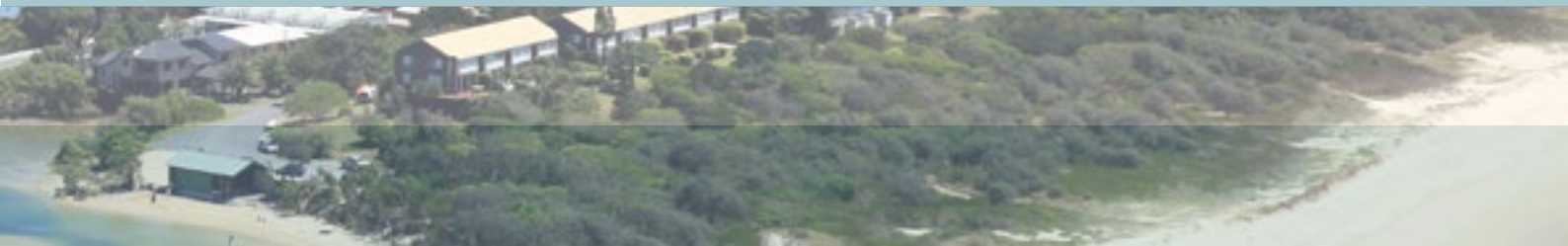




Figure 4.16 Extent of the Centre Precinct

### 4.3.1 Existing Character

The Centre Precinct comprises a number of complementary areas including: the retail area, the caravan park, Cudgera Creek foreshore, the 'Creek Foreshore Park', the headland, part of the Tweed Coast Road and Young Street. For locations refer to Figure 4.15 Extent of the Centre Precinct.

The Centre is the primary public area within Hastings Point where a number of important social, recreational and functional activities occur. It is the heart of the settlement as it provides easy access to the ocean, beaches, Cudgera Creek, the 'Creek Foreshore Park', the headland, the caravan park and the shop.

#### Retail area

The retail area at present comprises one shop and includes take away food, a bottleshop, a limited amount of goods servicing day-to-day needs and a post office sub-branch. This serves the whole settlement and also provides a place for informal social interaction.

#### Caravan park

The caravan park is an important site within Hastings Point. It provides accommodation choice in this popular destination and affordable accommodation thereby retaining public access to and enjoyment of the coast.

#### Cudgera Creek foreshore

Cudgera Creek foreshore is important for estuary and ecological health. The Creek is one of the main natural features in the settlement and is valued for its natural qualities. The characteristics of Cudgera Creek foreshores include:

- The western side of Cudgera Creek is zoned for environmental protection;
- The foreshore area is well vegetated and treed;
- The vegetated foreshore edge is fairly deep and thick along some of the Creek providing screening between properties and the Creek;
- Species consist of a mix of native and exotic vegetation;
- Foreshore land behind the mangroves to the rear of lots along Young Street is highly modified,
- Informal public access along some of the foreshore is available but is not continuous.

#### Creek Foreshore Park

The Creek Foreshore Park is a primary public place within Hastings Point as it provides a protected swimming area within a park like setting that is easily accessed.

The key features of this area are:

- The views from the Tweed Coast Road out over the water;
- Native coastal vegetation extending throughout and surrounding the park;
- An access point for launching small water crafts, canoes and jet skis;
- Picnic shelters and a childrens play area;
- Shifting sandbanks, coastal accretion and sand drifts that alter the estuary opening to the ocean;
- Car parking and amenities in proximity to the park and the water; and
- A calm water area for swimming.

## HASTINGS POINT CENTRE CHARACTER...



**The Centre is the primary public area within Hastings Point where a number of important social, recreational and functional activities occur. It is the heart of the settlement as it provides easy access to the ocean, beaches, Cudgera Creek, the Creek Foreshore Park, the headland, the caravan park and the shop.**



The Centre as it existed in 2009

Coastal cottages are located close the front boundary, have low pitched roofs and mature vegetation.

The retail area has easy and accessible on street parking and a northerly aspect. It is also in close proximity to some of the busiest areas within Hastings Point; the park, the beach and the caravan park.



**Current retailing and commercial activity in the village centre is limited to a single general store combining takeaway food, general convenience items, bottleshop and sub-post office. Opportunity exists for the expansion of retail uses within the centre precinct.**



**Parking is important in proximity to the Centre for access to the shop and the beach park. An improved pedestrian access point across the Tweed Coast Road within proximity of the corner store would improve pedestrian safety.**



**The estuary and park are highly valued recreational spaces in a unique and beautiful creek side setting. Particularly during the summer months, the foreshore estuary park is popular spot for BBQ, picnics and a wide range of watersports. Its relatively calm and shallow waters make it especially popular for young families.**



Informal and semi-natural parkland and the beach are unique characteristics of the centre of Hastings Point. The park has minimal structures and informal, natural and unmade edges.



The Headland provides excellent views north, south, west and east.



The Tweed Coast Road is the main road running through the settlement.



Young Street has an informal character with private yards blending with the streetscape.

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### **The Headland**

The headland affords views up and down the coast as well back towards Hastings Point. The headland is valued by locals and visitors for its scenery, surfing, whale watching, fishing and access to the beach. It is also valued as a camping area during summer. Other popular activities include rock fishing and educational school excursions along the rock platform.

The headland has exposed and open grassed areas that are used for camping during summer.

The key characteristics of the headland are:

- Open grassed areas for camping.
- Coastal dunes and dune vegetation.
- Littoral rainforest.
- Walking access to the estuary.
- Vehicular access to the headland.

### **Tweed Coast Road**

The Tweed Coast Road is the main road running through the settlement. As the main thoroughfare, the Tweed Coast Road provides the main visual impression of the settlement.

The key characteristics of the Tweed Coast Road are:

- Visual connection to the estuary, the hills in the distance and the bridge.
- A sense of arrival to the centre of the settlement which gives access to the shop, parking, the caravan park, the estuary, beach, park and headland.
- Residential dwellings and commercial buildings located close the front boundary.

### **Young Street**

Young Street is a quiet residential side street that is only accessible from the Tweed Coast Road for vehicles. Pedestrian access connects back to the Tweed Coast Road along the informal laneway. Young Street has an informal character with an unformed grassed road edge and private yards blending with the streetscape. The generous grassed roadside verges are an important component of the street as they provide a safe and pleasant pedestrian experience.

The key characteristics of Young Street are:

- A quality pedestrian environment;
- Deep grassed verges with no kerb and gutter;
- A mix of vegetation types and sizes including native and exotic; and
- Views of Cudgera Creek and the hills behind.



Existing semi-fabricated tents



Existing caravans



Existing houses



Existing cottages



Existing houses



Existing retail building



### 4.3.1.1 Existing Building Character

Building types and structures within this precinct include: caravans, tents, small one storey coastal cottages, two storey houses and a two storey retail building. Buildings types are generally distributed in response to the zoning of the land and natural constraints such as flooding and topography. An existing building type analysis identified that of the 14 allotments within the Centre Precinct, the existing building types comprises of:

- 7 detached dwellings;
- 4 dual occupancies;
- 1 attached duplex;
- 1 shop top housing building; and
- 1 caravan park.

The caravan park has new boutique tents close to Cudgera Creek which suit the site well in terms of being lightweight and moveable whilst providing accommodation choice; as such these are appropriate for this site. Caravans are small and visually unobtrusive and allow views of the mountains behind.

The Tweed Coast Road has mainly one and some 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.

Predominantly one and two storey houses are located along Young Street generally set well back from the street. The street has the impression of a predominantly natural feel partly as a result of some lots containing very small and old cottages. Both residential and commercial land is likely to be redeveloped given the age of buildings and the desirability of the location.

Key characteristics of buildings within the Centre Precinct include:

- Predominantly low scale single and two storey residential dwellings;
- The impression of a predominantly natural environment along Young Street;
- Zero setbacks for commercial buildings along Tweed Coast Road, shopfront windows and awnings addressing the street and accommodation above;
- Buildings along the Tweed Coast Road built close to the street boundary, with low pitched roof and a residential address to the street;
- Tents, caravans and small buildings are very low in height and spaced out to create openness and views through and
- Houses face the street with a residential address.

### 4.3.2 Strategy and Desired Future Character

The Centre is to retain its current role, function and character as an informal, natural beach and estuary setting with excellent public access to the water and open spaces for recreational, relaxation and educational experiences.

Its commercial heart is to be retained and reinforced as a very small centre providing basic retail services such as a corner shop and a restaurant or cafe. The centre is to remain without large scale commercial premises. The retail centre has opportunities for upgrading and extending. Some additional commercial space could allow for additional cafes and an outdoor seating area with a northern and eastern orientation. A restaurant or residential accommodation could occupy the second level.

The caravan park is on public land and is flood affected. It is also within a visually sensitive area and as such only small or semi-permanent or temporary structures are suitable. Boutique tents and caravans are ideal structures to provide upgraded and additional accommodation whilst minimising visual impacts and being sensitive to the natural assets and constraints of the land.

Given the precincts' sensitive coastal location, proximity to Cudgera Creek, being visually prominent travelling along Tweed Coast Road and existing pattern of development, key characteristics of new buildings should largely reflect the existing character of low scale one and two storey buildings. Private lots along Young Street and the Tweed Coast Road can provide for single detached dwellings, dual occupancies and townhouse accommodation types where new buildings feature small scale building frontages and a residential address to streets and the Tweed Coast Road, be built of lightweight materials, with a broken down forms, low and open fencing, densely landscaped front gardens using indigenous local species which complement public views.

Along the Tweed Coast Road buildings fronting the road are to have the appearance of houses with domestic scale and design, windows and a front door facing the street, landscaped front gardens, low pitched or skillion roofs and up to a maximum of two storeys. Buildings along Young Street are to feature a mix of materials and detailing that breaks down the building bulk and gives it a coastal and residential scale.

Natural areas that surround and penetrate the Centre are to be retained and enhanced with local indigenous species to ensure that the ecological integrity of the area is preserved. A continuous buffer along Cudgera Creek is to be created to ensure that the foreshore and the estuary are protected.

Those aspects of the Centre that should be retained, albeit with minimal enhancement include:

- Predominantly low scale single and two storey residential dwellings;
- The small scale of the retail area.
- The natural edge to the creek foreshore.
- The estuary beach and park.
- The naturalness of all public open spaces including parks, foreshores, beaches and streets and camping area.
- The current use, density of development and building types on the caravan site.
- The green, natural qualities along Young Street are to be retained with well landscaped front setbacks and street reserves.

### 4.3.2.1 Strategy Principles

Strategic principles for the Centre are to:

1. Revise the land use zoning of the village centre (Lot 1 DP 374196, Lot 2 DP 374196, Lot 2 DP 207756) to existing and future expansion of the local centre to B1 Neighbourhood Centre zone and amend the TLEP land use zoning, height map, lot size map, FSR map accordingly.
2. Revise the land use zoning of residential areas surrounding the local centre (Lots 1 and 2 DP 557399, Lots 11, 12, 13, 17, 18, 19, 20 DP 14141 and Lot 1 DP 207756) to reflect the existing and desire future character low density to R2 Low Density Residential Zone and amend the TLEP land use zoning, height map, lot size map, FSR map accordingly.
3. Ensure that the Cudgera Creek foreshore contributes to protecting the integrity of the estuary ecology.
4. Retain and improve the natural setting along the creek.
5. Ensure that the Creek Foreshore Park and the headland retain their current uses and current amenity whilst ensuring that the natural environment is protected.
6. Enhance and rejuvenate planted areas to provide additional areas of shade and shelter in the park.
7. Improve pedestrian amenity along the Tweed Coast Road by slowing traffic.
8. Ensure residential streets continue to provide a quality pedestrian experience.
9. Improve the retail centre by providing additional retail space and outdoor dining opportunities.
10. Preclude large commercial buildings whilst providing some additional retail in keeping with the requirements and scale of a small coastal settlement.
11. Ensure only small structures are allowed on the caravan park.
12. Retain current uses on the caravan park.
13. Ensure any changes to the caravan park, either minor (such as fences) or major (such as buildings) do not affect views within the precinct.
14. Ensure appropriate designs for flood affected land.
15. Ensure buildings complement the identified views and vistas.
16. Ensure new developments along Young Street retain and replant vegetation within the street reserve and within front setbacks to result in the street having a green and natural appearance.
17. Ensure well landscaped front setbacks along Tweed Coast Road.
18. Avoid buildings that predominantly use unclad concrete and glass elevations.
19. Avoid long blank facades.
20. Ensure all new buildings either commercial or residential provide quality elevations and address streets, corner locations and public places such as reserves and parks.
21. Encourage the use of coastal materials and building massing that results in broken down forms that provide quality residential amenity and improve environmental conditions inside and outside the building.
22. Ensure building types support housing choice and affordable housing options throughout the settlement.



Elevation Looking West from Yungari Road/Hastings Point Lookout Road, diagrammatic illustration of possible built form and landscaping solution outcome for the Centre.



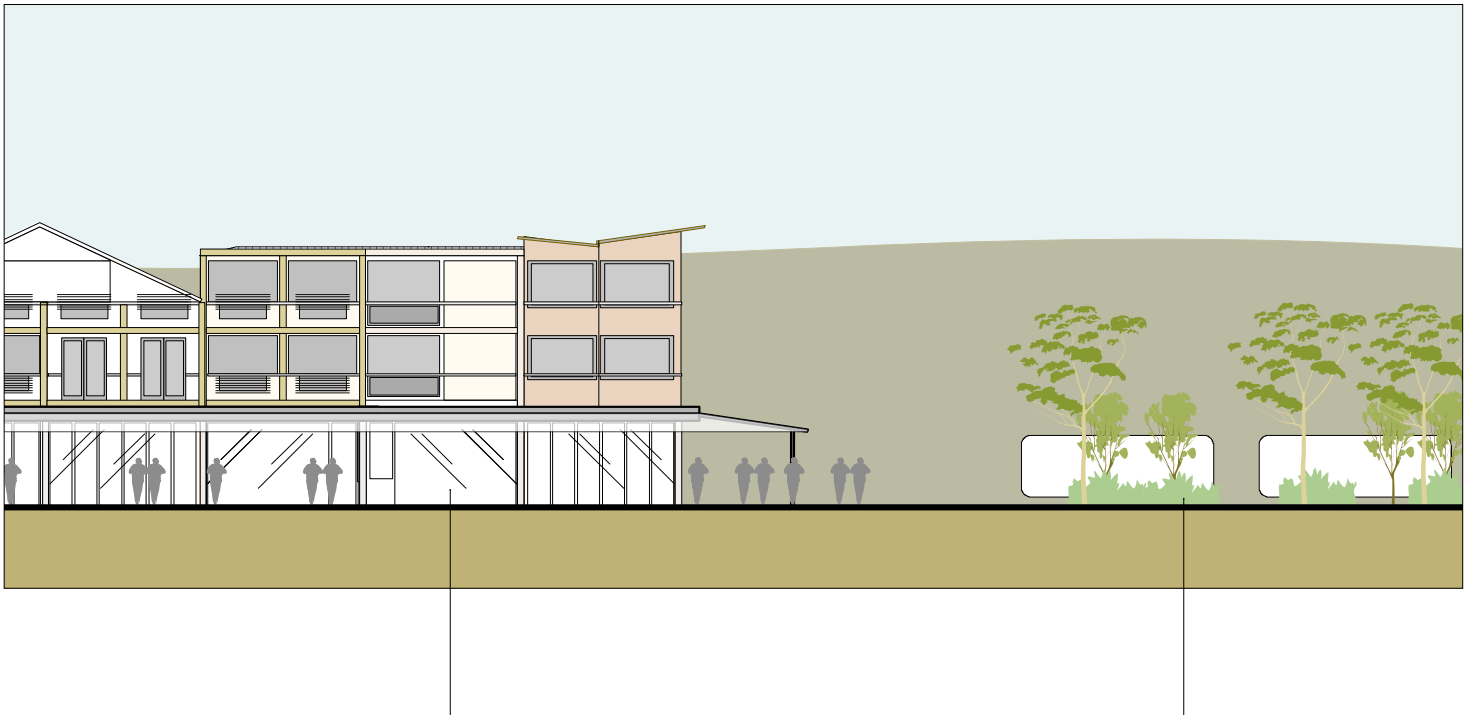
Multi-dwelling buildings are possible on sites where flooding can be avoided and coastal style architecture and a predominance of lightweight materials are achieved.

Young Street



Building forms fronting the road are to have the appearance of houses with windows and a front door facing the street and landscaped front gardens.

Tweed Coast Road



The commercial area can be improved with an extended pathway for outdoor eating and one or two new shops.

Commercial buildings and new public spaces



The caravan park is to retain its low key appearance.



The caravan park



Figure 4.16 The Centre Precinct Illustrative Plan

### 4.3.2.2 Diagrammatic Representation

Key features include:

1. New shop-top housing at the heart of the settlement contributes to creating a small coastal village centre.
2. One or two additional shops to complement the commercial core.
3. Outdoor dining opportunities are provided with streetscape improvements.
4. The current use and utility of the caravan park is retained.
5. Park structures, caravans and tents are small in footprint and provide open space around them.
6. Fencing is low and open along the Tweed Coast Road, the informal laneway and lots along Young Street.
7. Single detached dwellings, dual occupancies and townhouse developments provides accommodation choice and affordable housing options.
8. 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 breaking down building bulk.
9. Setbacks allow for dense landscaping and mature vegetation streets along streets and in rear yards.
10. Mature trees are retained within the front and rear setback of lots.
11. New street trees and verge landscaping complement existing vegetation.
12. All of the existing natural areas: parks, reserves, conservation areas and foreshores are retained, protected and enhanced.
13. 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.
14. The Creek Foreshore Park is retained as is, as an informal beach front public area for informal recreation, education, relaxation and easy access to the water.
15. Some minor improvements are proposed such as additional native shade trees, extending the pathway and an additional crossing as well as the upgrading of park facilities.
16. The natural undeveloped qualities of the headland are protected.
17. The Headland is protected as is; as a natural headland with camping areas, areas for native vegetation, viewing areas and access to the rocks and beaches.
18. Coastal planting of local native indigenous species screens carparking areas and provide definition between camping areas.
19. The boat launch area and carparks are retained.



### 4.3.2.3 Public Domain Strategies and Implementation

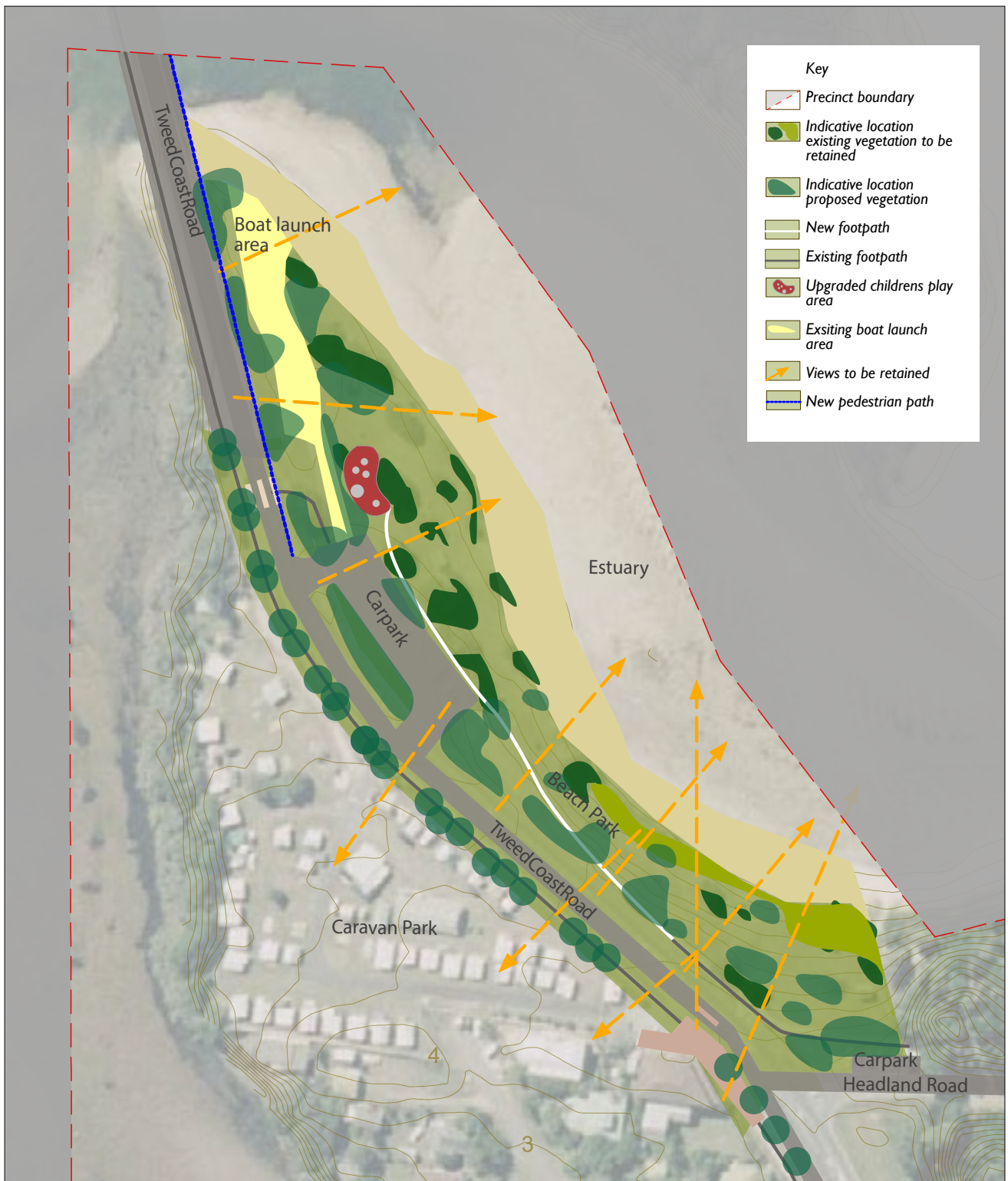


Figure 4.17 Strategy Diagram: Creek Foreshore Park



### Creek Foreshore Park

The Creek Foreshore Park will continue to be an important place within Hastings Point with easy access to the creek, beach and water swimming area in close proximity to the adjoining park where relaxation, recreation and educational experiences occur. The park is to be enhanced by rejuvenating planted areas to provide additional shade and shelter.

The key strategies for the estuary beach park are:

- a. Enhance the covering and quality of native vegetation throughout the park to provide more sheltered areas for picnicking and other passive recreational activities whilst retaining views and vistas of the waterway, the bridge, the caravan park and the general store.
- b. Shade is to be provided by the addition of local and indigenous coastal trees.
- c. Extend the pathway linking the playground, the car park, the amenities block and the crossing point to the general store.
- d. Upgrade existing shelters and barbecue facilities.
- e. Upgrade the playground facility.
- f. Continue to provide a location for launching small water crafts, canoes and jet skis.
- g. Improve pedestrian crossings of the Tweed Coast Road with pedestrian crossings subject to consultation with the Roads and Traffic Authority.
- h. Improve pedestrian amenity on the bridge over the estuary with any future bridge modifications.

### Implementation

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



Artists impression of the proposed park improvements  
Enhancements with additional coastal vegetation planting to provide shade and shelter within the park space. Vistas of the water and surrounding landscape are retained through the planting areas.

## The Headland

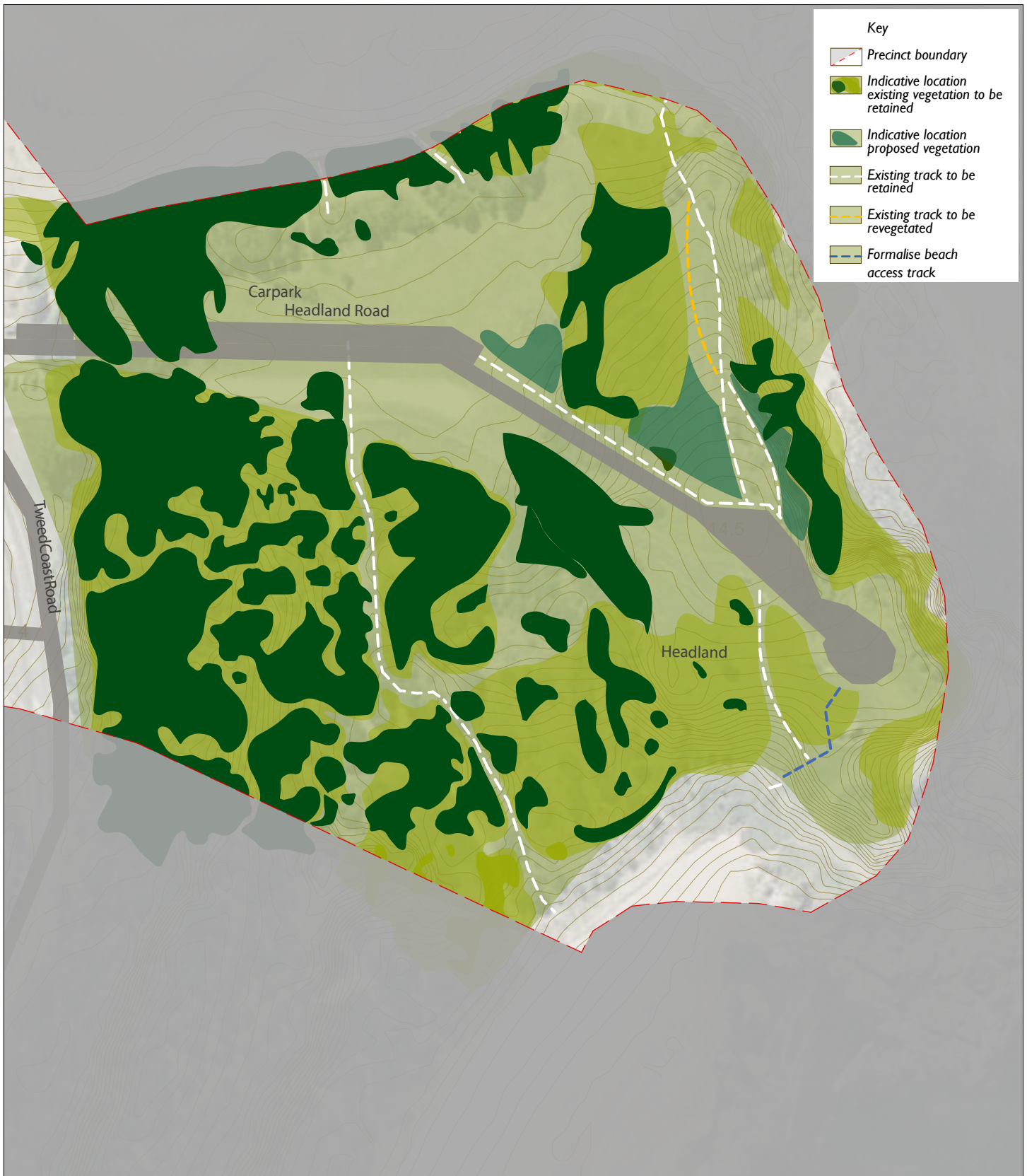


Figure 4.18 Strategy Diagram: The Headland

The key strategies, as shown in Figure 4.18, for the headland, are to:

- a. Maintain the informal network of walking tracks to minimise concentration of pedestrian movement.
- b. Degraded tracks to be revegetated.
- c. Where pedestrian traffic must concentrate, protect with appropriate low impact non-erodible surfacing.
- d. Enhance coastal planting to provide screening to car parking areas using native indigenous vegetation.
- e. Provide additional definition and screening to camping areas using native indigenous vegetation.
- f. Retain camping areas.
- g. Support the use of the headland for educational school excursions, viewing, fishing and walking.

### **Implementation**

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



The headland is valued by locals and visitors for its scenery, surf watching and access to the beach. It is also valued as a camping area during summer.

### Cudgera Creek Foreshore



Figure 4.19 Strategy Diagram: Cudgera Creek

The Creek Foreshore is an important environmental area. The key concern for riparian areas is to provide habitat and natural embankment stabilisation and to protect the integrity of the aquatic and estuarine environment.

A buffer is to be created to provide separation between urban land uses and ecological systems. It is to be created with appropriate revegetation, through weed control and by limited built structures.

The key strategies for the Cudgera Creek foreshore, as shown in Figure 4.19, are to:

- a. Establish a riparian buffer.
- b. Re-establish native indigenous plant species.
- c. Reduce structures that stabilise the foreshore unnaturally.
- 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. A management plan is to be prepared by Council for the Cudgera Creek Foreshores in consultation with the community and stakeholders using this strategy as a guide.
3. 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.
4. Detailed landscape plans are to be undertaken in consultation with the community and stakeholders using this strategy as a guide.



The Cudgera Creek foreshore is important for estuary and ecological health. The Creek is one of the main natural features in Hastings Point and is valued for its natural qualities.

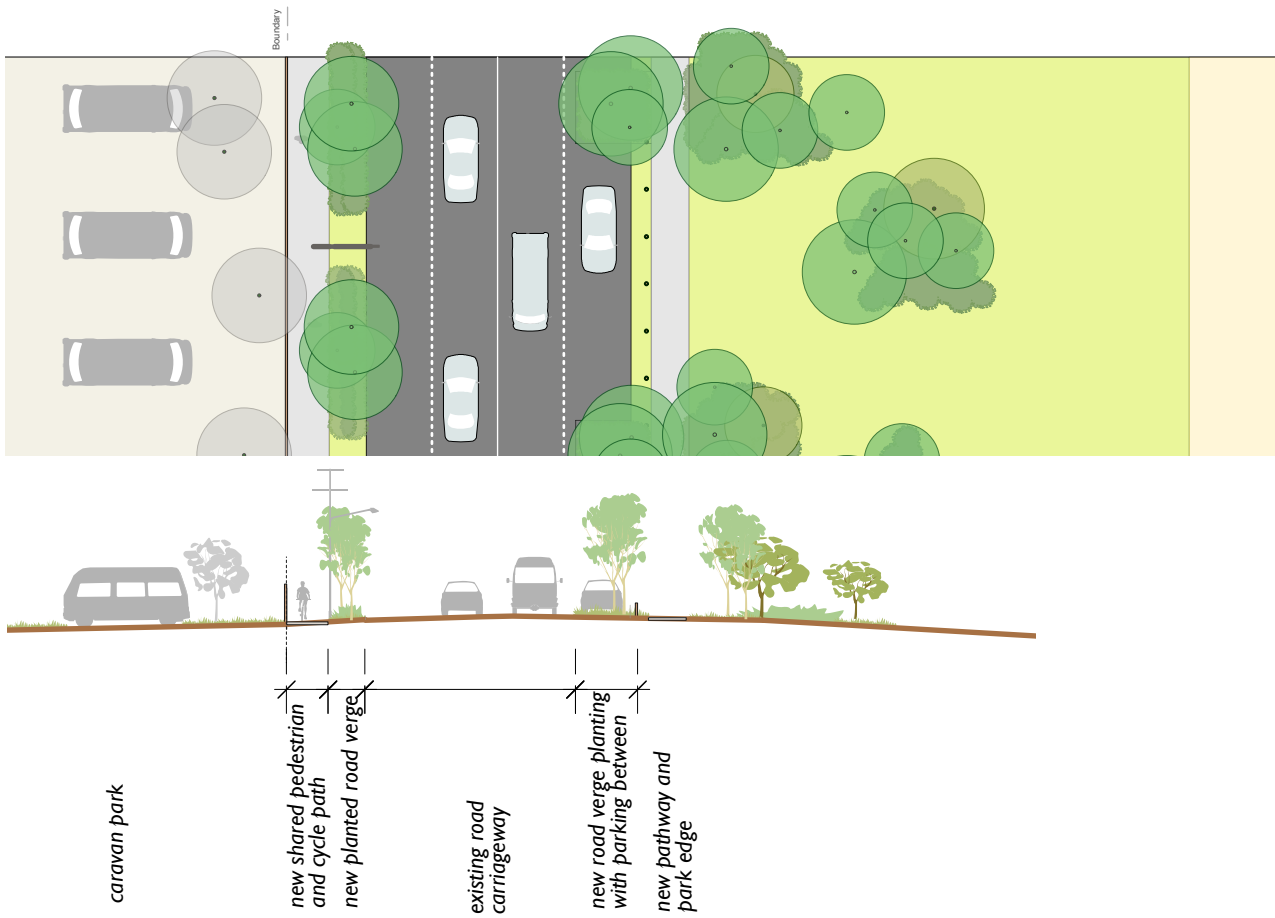


Figure 4.20 Indicative plan and section looking north along Tweed Coast Road



Artists impression of the Tweed Coast Road looking north west

### **The Main Street - Tweed Coast Road**

Refer to 4.3.1 Existing Character. The Centre for extent and location of the main street - Tweed Coast Road.

This section of the Tweed Coast Road is the main pedestrian and vehicular access route running through the settlement.

It is to be recognized for its importance as:

- the main vehicular and pedestrian route through the settlement;
- the main vehicular and pedestrian route providing access to residential streets;
- the main pedestrian route providing access to the beach, the ocean foreshore, public parks, creek foreshore and carparks;
- the main vehicular route providing access to neighbouring settlements;
- the main bus route along the coast;
- the main cycle route along the coast, and
- an important location to view the surrounding natural landscape.

The character of the street is that of an access road to and through the settlement where traffic moves slowly through the area as well as a highly used pedestrian place where people can walk and cycle safely. Gaining both vehicular and pedestrian access to the open spaces, shops and other facilities in the Centre is of equal importance to this stretch of the Tweed Coast Road.

The key strategies for the Main Street - Tweed Coast Road, as shown in Figure 4.20, are to:

1. Improve the pedestrian experience by providing additional street trees whilst not disrupting existing views and vistas.
2. Ensuring the natural qualities of the place are enhanced by choosing native indigenous species.
3. Improve pedestrian safety by providing pathways of appropriate widths of 2.5 - 3 metres for shared pedestrian and cycle ways.
4. Improve pedestrian safety by providing low planting between the carriageway and the footpath.
5. Slow traffic speeds by reducing the visual width of the road corridor through street tree planting.
6. 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.
7. Widen the footpath outside the commercial area to create an outdoor seating area.
8. Improve the pedestrian crossing over the Tweed Coast Road for people moving between the park and the commercial area and caravan park by providing a zebra crossing, subject to Roads and Traffic Authority approval.

### **Implementation**

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

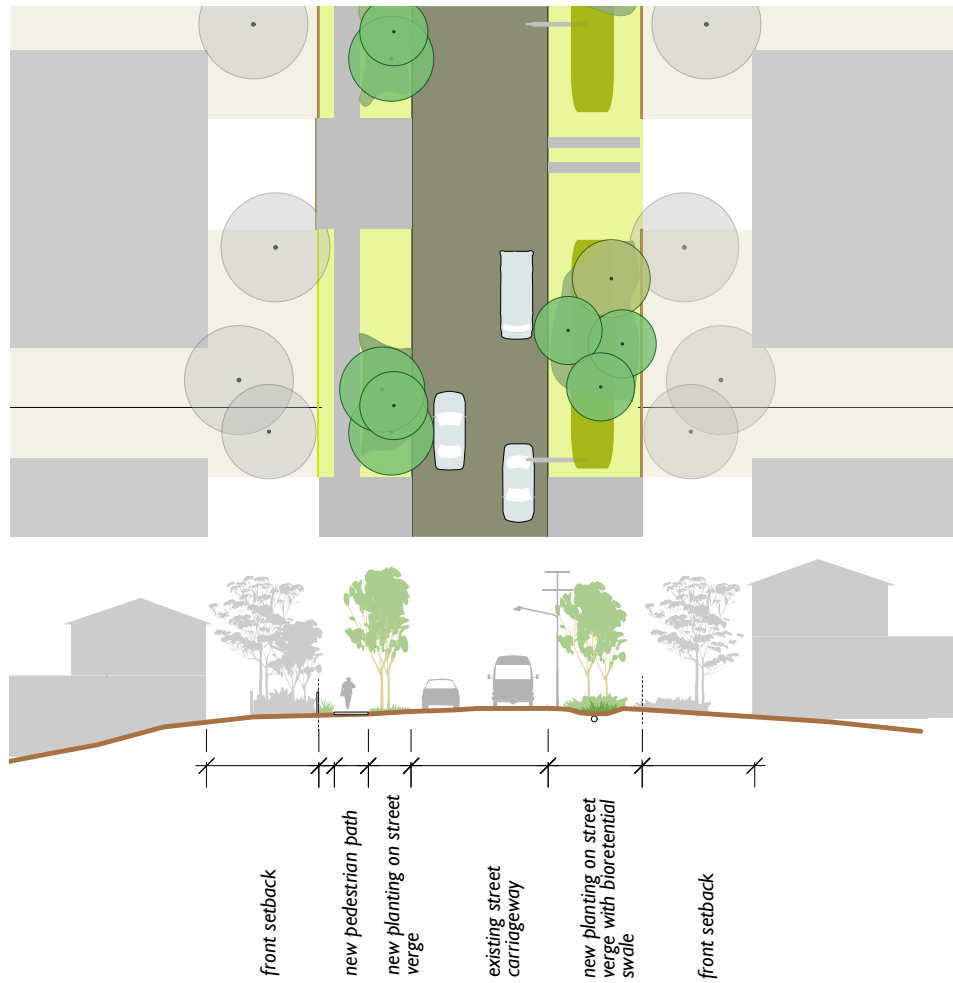


Figure 4.21 Indicative plan and section looking south along Young Street



Existing view along Young Street looking south



Artists impression of Young Street looking south



### **Young Street**

Refer to 4.1.1 Existing Character, Plan: the Centre for extent and location of Young Street.

Young Street is to be retained and reinforced as a quiet low scale residential street accessible via the Tweed Coast Road. It will also continue to provide visual and pedestrian access to Cudgera Creek.

Young Street is to retain its informal landscape character with private garden landscaping appearing to blending with streetscape vegetation. The generous grassed public reserves are to continue to provide pedestrian amenity and are to be enhanced with additional planting for shade and ecological improvements.

The key strategies for Young Street, as shown in Figure 4.21, are to:

1. Improve the pedestrian experience by providing additional street trees whilst not disrupting existing views and vistas.
2. Ensure the natural qualities of the place are enhanced by choosing local and indigenous plant species.
3. Reinforce the street reserve as a pleasant and safe pedestrian place.
4. Retain grassed verges and unformed kerb and gutters where possible.
5. Provide soft engineering techniques such as bioretention swales within the street reserve for stormwater and road runoff treatment.
6. Simplify the visual qualities of the street by undergrounding power lines and ensuring signage, bins and other urban elements are to prominent within the view.

### **Implementation**

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

### 4.3.3 Controls - The Centre

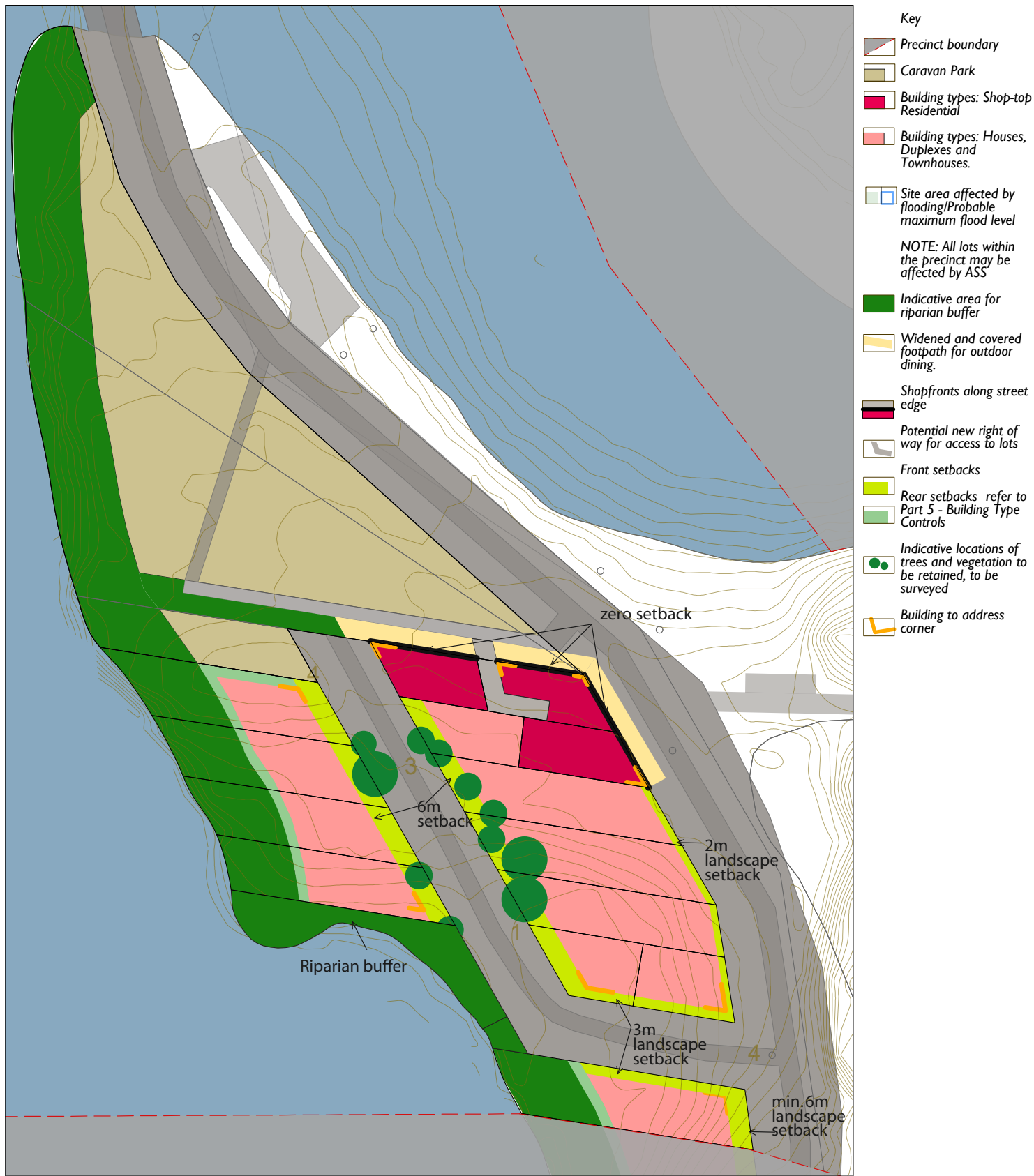


Figure 4.22 - Control Diagram - The Centre

### 4.3.3 Controls

#### 4.3.3.1 Guide to Using the Controls

For development controls for land within the Centre refer to:

- i. This section: Section 4.3.3 Controls - The Centre.
- ii. Section 5 - Visual Settings.
- iii. Section 6 - Building Type Controls.
- 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 which ensures:

- 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. Wherever possible local indigenous and mature vegetation is retained and that local indigenous species are planted.
- d. The management of flooding and acid sulfate 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. 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 creek ecology 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 6 of this document.
5. Development applications related to developments that are likely to disturb acid sulfate soils will be required to provide an Acid Sulfate Soils Investigation and Management Plan in accordance with the Acid Sulfate Soil Manual (ASSMAC, 1998) or the Council's Acid Sulfate Soil Management Plan for Minor Works.
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, (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 500mm 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.

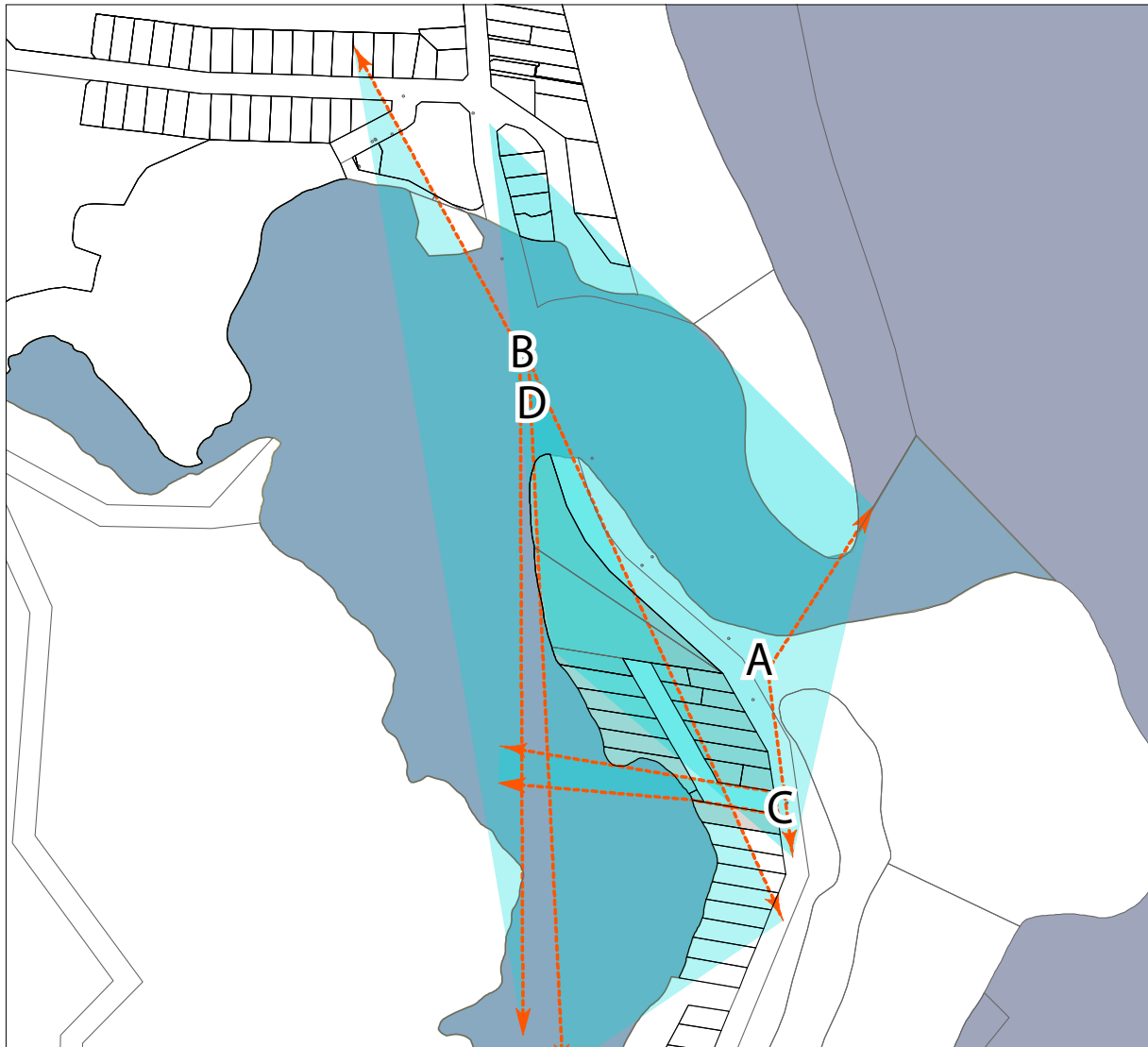


Figure 4.23 Control Diagram - The Centre Visual Settings

9. Lots likely to be affected by views are to comply with Part 5 - Visual Settings. Lots affected by Visual Settings are shown in Figure 4.23 below and include:
  - i. From the estuary beach looking North (A): affects the caravan park, lots along the Tweed Coast Road, and the retail area.
  - ii. From the bridge looking west (B): affects the caravan park.
  - iii. Young Street view corridor (C): affects lots along Young Street.
  - iv. From the bridge looking south (D): affects the caravan park, and lots along Young Street.

#### 4.3.3.4 Controls - Carvan Park

1. The caravan park is to be retained for holiday accommodation providing caravan, tent, cabins typical of a caravan park.
2. Fencing along public boundaries, streets and roads must be low and open maximum of 1.2 metres high.

#### 4.3.3.5 Controls - Commercial Lots

1. Create a widened footpath area of approximately 6 metres to create an outdoor seating area as indicated in Figure 4.22 the Control Diagram; The Centre.
2. Redevelopment of lots must provide a right of way in the location indicated in Figure 4.22 the Control Diagram - The Centre.
3. The Ground floor of commercial buildings must be designed to provide shopfronts along the street.
4. Suitable buildings types for commercial land include: Commercial Buildings, coastal shop-top housing. Refer also to Part 6 - Building Type Controls.
5. Shop-top 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;
  - addressed all other strategic principles and objectives of the Precinct.

6. Where Council will consider a shop-top residential flat building the 3rd storey footprint must only occupy a maximum 30% of the of footprint below and have at least 50% of the 3rd floor within a pitched roof.
7. Buildings are to have zero setbacks along the street boundary in the location indicated in Figure 4.22, the Control Diagram - The Centre Precinct.
8. All controls for shop-top residential flat buildings and shop-top housing also apply. Refer to Part 6 - Building Type Controls.
9. Setbacks are to be in accordance with Figure 4.22 the Control Diagram, The Centre Precinct. Refer also to Part 6 - Building Type Controls.

#### 4.3.3.6 Controls - Residential Lots

1. Suitable building types on medium density residential zoned land include: dwelling houses, dual occupancy housing, granny flats and town houses.
2. Setbacks are to be in accordance with Figure 4.22 Control Diagram - The Centre Precinct.
3. Refer to Part 6 - Building Type Controls for controls for additional advice on controls relevant to houses, dual occupancies, own houses, residential flat buildings and shop-top housing.



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## 4.4 South Hastings Point

### 4.4.1 Existing Character

4.4.1.1 Existing building character

### 4.4.2 Strategy and desired future character

4.4.2.1 Strategy Principles

4.4.2.2 Diagrammatic representation

4.4.2.3 Public domain strategies and implementation

### 4.4.3 Controls

4.4.3.1 Guide to using the controls

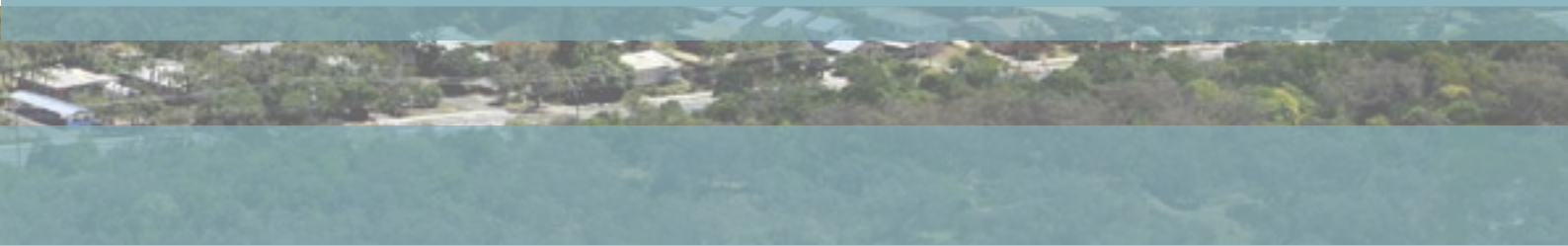
4.4.3.2 Objectives

4.4.3.3 Controls - General

4.4.3.4 Controls - Commercial lots

4.4.3.5 Controls - Residential lots

4.4.3.6 Controls - Public buildings



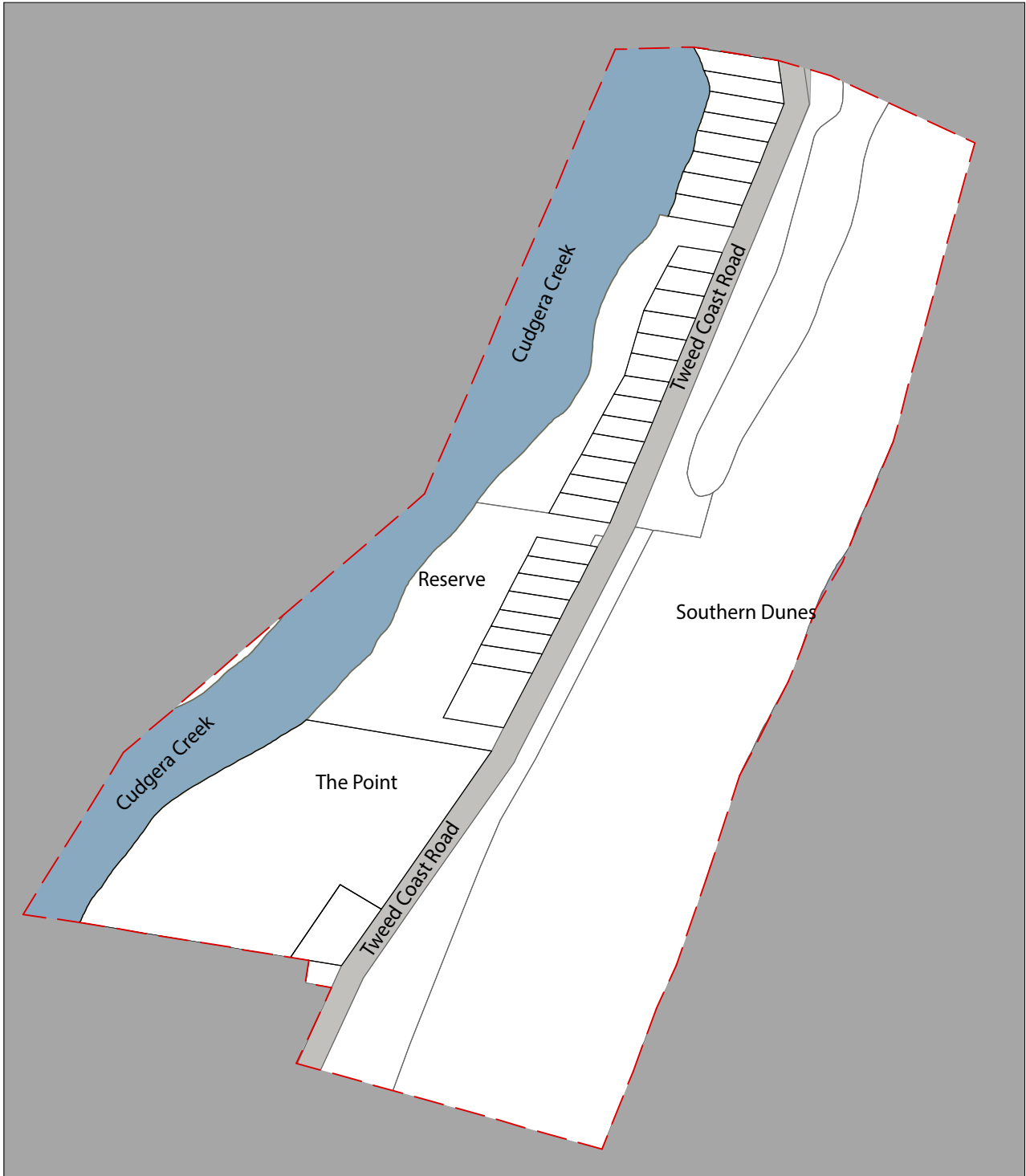


Figure 4.24 Extent of the South Hastings Point Precinct



### 4.4.1 Existing Character

South Hastings Point Precinct includes lots along Tweed 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. Refer to Figure 4.24 Extent of the South Hastings Point 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 informal pedestrian and vehicle 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 sparsely vegetated. The existing street qualities provide a pleasant pedestrian experience with tree canopies, along parts, extending over the footpath.

The majority of lots do not back onto the Cudgera Creek. Council and the Land and Property Management Authority own most of the land joining the Mean High Water Mark in 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 important for estuary and ecological health. The Creek is one of the main natural features in the settlement and is valued for its natural qualities.

The characteristics of Cudgera Creek foreshore include:

- 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.



Existing house - lightweight materials



Existing house - deep landscape setback



Existing 2 storey flat building



Existing dual occupancies



The Point seniors living apartments



Approved development

### **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 buildings 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.

#### **4.4.1.1 Existing Building Character**

Building types within this precinct include predominantly one and two storey detached dwellings and dual occupancies. An existing building type analysis identified the 31 allotments within the South Hastings Point precinct consists of:

- 18 detached dwellings (12 single storey; 6 two storey);
- 6 dual occupancies;
- 1 seniors living complex (The Point 3 storey);
- 1 two storey residential flat building (6 units);
- 1 single storey vacant holiday units; and
- 3 vacant blocks

Existing residential buildings within this precinct are of varied architectural character but generally have low pitched roofs, domestic scale windows and doors facing the street, low fencing and landscaped setbacks. Generally the street elevation length of these building frontages is around 10 to 13 metres resulting in relatively small building forms when viewed from the road. Some of the older cottages along South Tweed Coast Road have been poorly maintained and are in various states of disrepair.

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 approximately 40 metres. It is a significantly longer building than existing buildings along the road. A 3 storey, 5 unit development has also been approved, but not yet built at No.75 Tweed Coast Road.

The Point seniors living apartments (initial stages completed in 2010) also has a long building frontage of around 67 metres along the Tweed Coast Road with a swimming pool located within the front setback.



From the Tweed Coast Road buildings are designed to appear as single residential dwellings although a lot may contain more than one dwelling (dual occupancy, townhouses). 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.



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.



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.

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 character, building types and styles within the precinct.

A mobile home sites are located in the buffer to Cudgera Creek behind The Point. Carparking abuts both side boundaries and the front boundary.

One of the key characteristics of buildings within the southern precinct is the variety of building forms, building materials, front building setbacks, front fences (some open, some solid masonry) and landscape treatments. Most of the Precinct gives the impression of being a predominantly natural and green environment with single residential dwellings disbursed between vegetation. Buildings have low pitched roofs and a residential address to the street. The Point development in the southern part of the precinct is the exception.

Whilst there is an inconsistency of building style within this precinct, it is the uniformity of the overall building height (1-2 storeys), building street elevation dimension (10-13m), building separation and proportional relationship between building footprint and landscaped allotment which largely underpins the built form character of this precinct.

It is likely that the remaining undeveloped lots along the Tweed Coast Road will be developed in the future given the desirability of the location. Given the precincts' sensitive coastal location, proximity to Cudgera Creek, being visually prominent travelling along Tweed Coast Road and existing pattern of development, key characteristics of new buildings should largely reflect the existing character of low scale buildings disbursed amongst vegetation.

#### 4.4.2 Strategy and 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 including single detached dwellings, dual occupancies and town house building types. New buildings will feature small scale building frontages to the Tweed Coast Road, lightweight materials, broken down forms, low and open fencing and densely landscaped front gardens using local and indigenous species.

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 be retained 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 provide the impression of a change from a rural to residential area.

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

Natural areas that surround the precinct are to be protected and enhanced by the use of local and 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 should occur.

#### 4.4.2.1 Strategy Principles

Strategic principles for South Hastings Point are to:

1. Revise the landuse zoning of residential allotments within the southern precinct (21-83 Tweed Coast) to reflect the existing building types and desire future character to R2 Low Density Residential Zone and amend the TLEP land use zoning, height map, lot size map, FSR map accordingly. No 87-99 Tweed Coast Road (The Point Site) to remain R1 General Residential.
2. Revise the landuse zoning of the service station site within the southern precinct (99 Tweed Coast) to B2 Local Centre reflecting the existing use and identified desire future character and amend the TLEP land use zoning, height map, lot size map, FSR map accordingly.
3. Ensure that the Cudgera Creek foreshore protects the integrity of the estuary ecology.
4. Implement a continuous Creek buffer.
5. Retain and recreate the natural setting along the Creek.
6. Enhance and rejuvenate planted areas along the Creek.
7. Improve pedestrian amenity along the Tweed Coast Road and slow traffic.
8. Retain and complement views and vistas.
9. Ensure new developments along 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.
10. Enhance the identity of the settlement as a small coastal settlement nestled with nature by screening buildings visible within the southern entry with vegetation.
11. Ensure well landscaped front setbacks along the Tweed Coast Road.
12. Retain and enhance dense vegetation within front setbacks.
13. Protect and reinforce the bush quality by retaining indigenous landscaping and replanting similar species.
14. Ensure new buildings address streets and corner locations facing public places.
15. Encourage the use of coastal materials and buildings that are broken down in form to respond to internal amenity and environmental conditions.
16. Avoid buildings that predominantly use unclad concrete and glass elevations.
17. Avoid long blank facades.
18. Ensure buildings present quality elevations facing streets, roads and laneways and public areas such as reserves, parks and the caravan park.
19. Ensure building types allow for housing choice and affordable housing.
  - i. Provide for dwelling houses, dual occupancy housing, town houses and granny flats whilst reducing building massing along the Tweed Coast Road.
  - ii. Provide buildings fronting the Tweed Coast Road that have the appearance of coastal houses in terms of building form and materiality.
  - 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.



Figure 4.25 Plan - South Hastings Point Precinct Illustrative plan



#### 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 retain essential paths and ensure no new paths are formed.
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 are the predominant building type throughout the precinct.
13. Single detached dwellings, dual occupancies and townhouse developments provides accommodation choice and affordable housing options.
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.

### 4.4.2.3 Public domain strategies and implementation

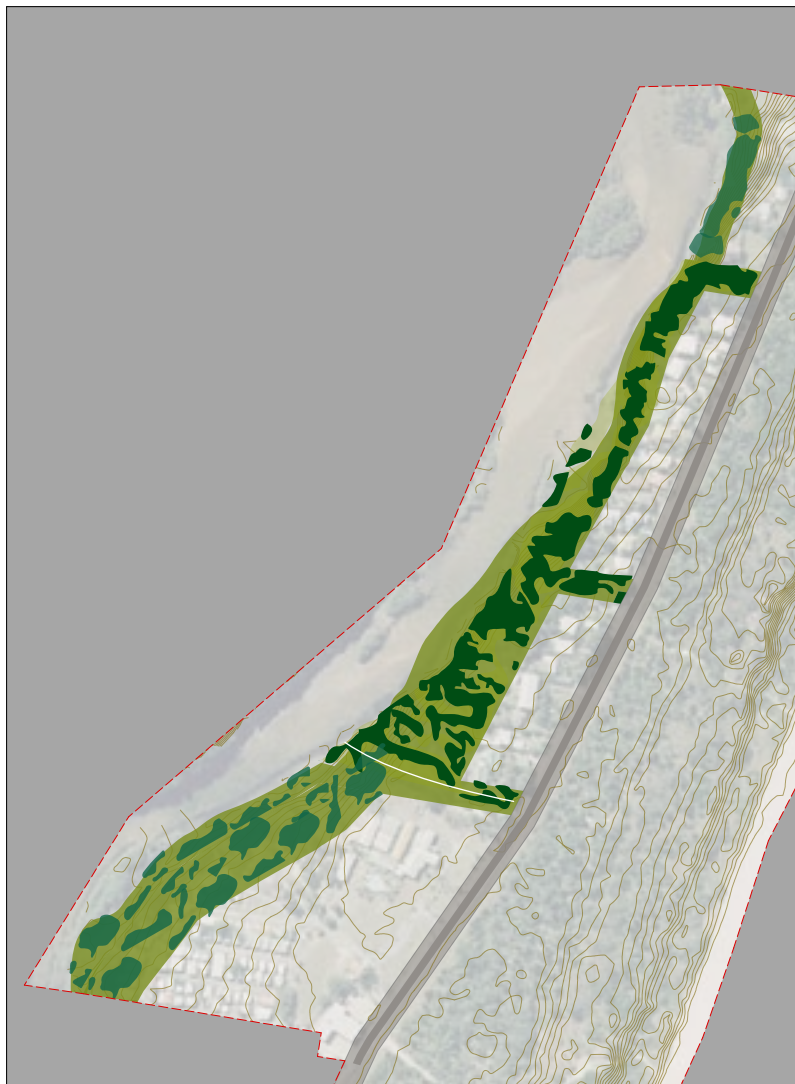
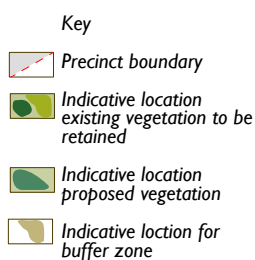


Figure 4.26 - Concept Diagram: Cudgera Creek



#### 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. A management plan is to be prepared by Council for the Cudgera Creek foreshore in consultation with the community and stakeholders using this strategy as a guide.

## Southern Dunes

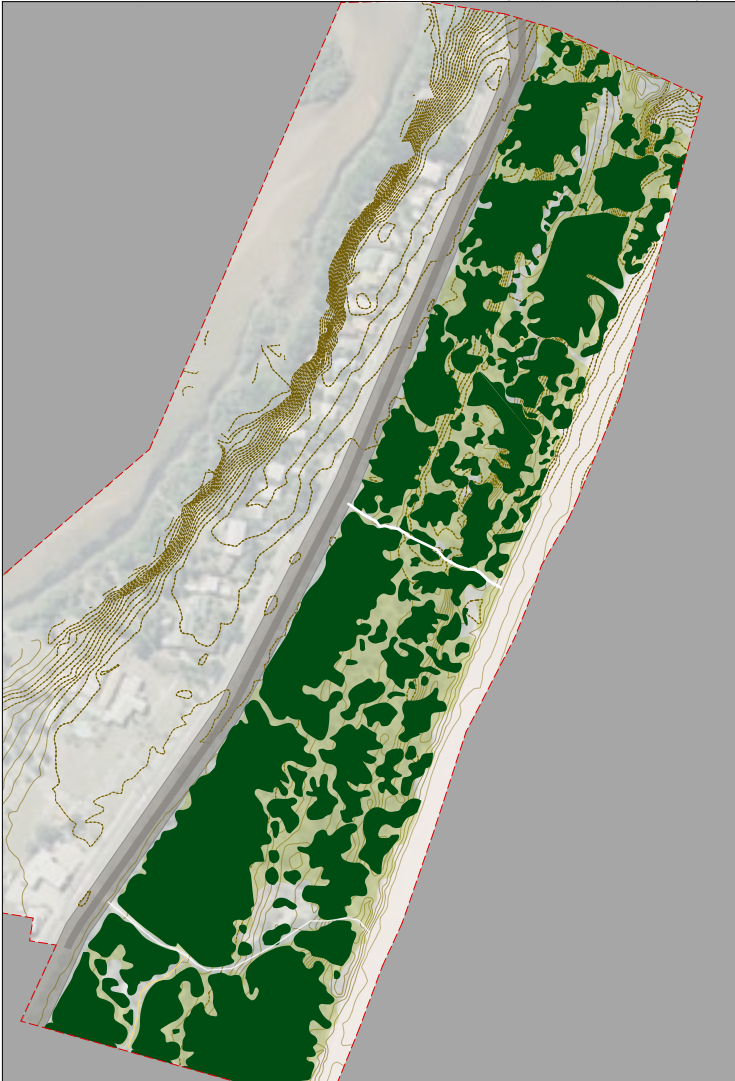
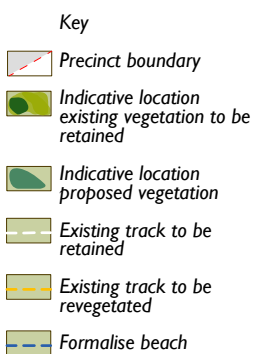


Figure 4.27 - Concept Diagram: Southern Dunes



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 through a series of informal 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 Council's 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

Refer to 4.4.1 Existing Character - South Hastings Point for extent and location of the Tweed Coast Road, southern entry.

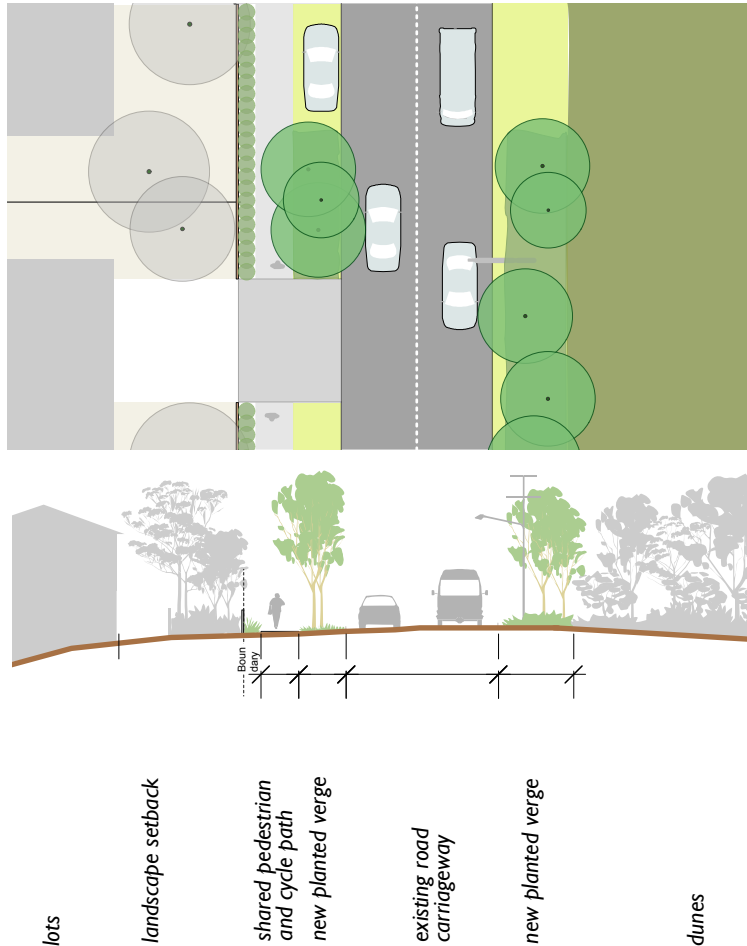


Figure 4.28 Indicative plan and section looking north along Tweed Coast Road



Existing view along the Tweed Coast Road



Artists impression of the Tweed Coast Road with streetscape improvements

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. 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, and
- 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, as shown in Figure 4.28 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 along the sides of the street reserve.
5. Ensuring the natural qualities of the place are enhanced by planting native indigenous species.
6. Improve pedestrian safety by providing pathways of appropriate widths of 2.5- 3 metres 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.
10. Establish planting along the western side of the Tweed Coast Road and southern approach to Hastings Point to provide additional screening to developments.

### **Implementation**

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

### 4.4.3 Controls - South Hastings Point

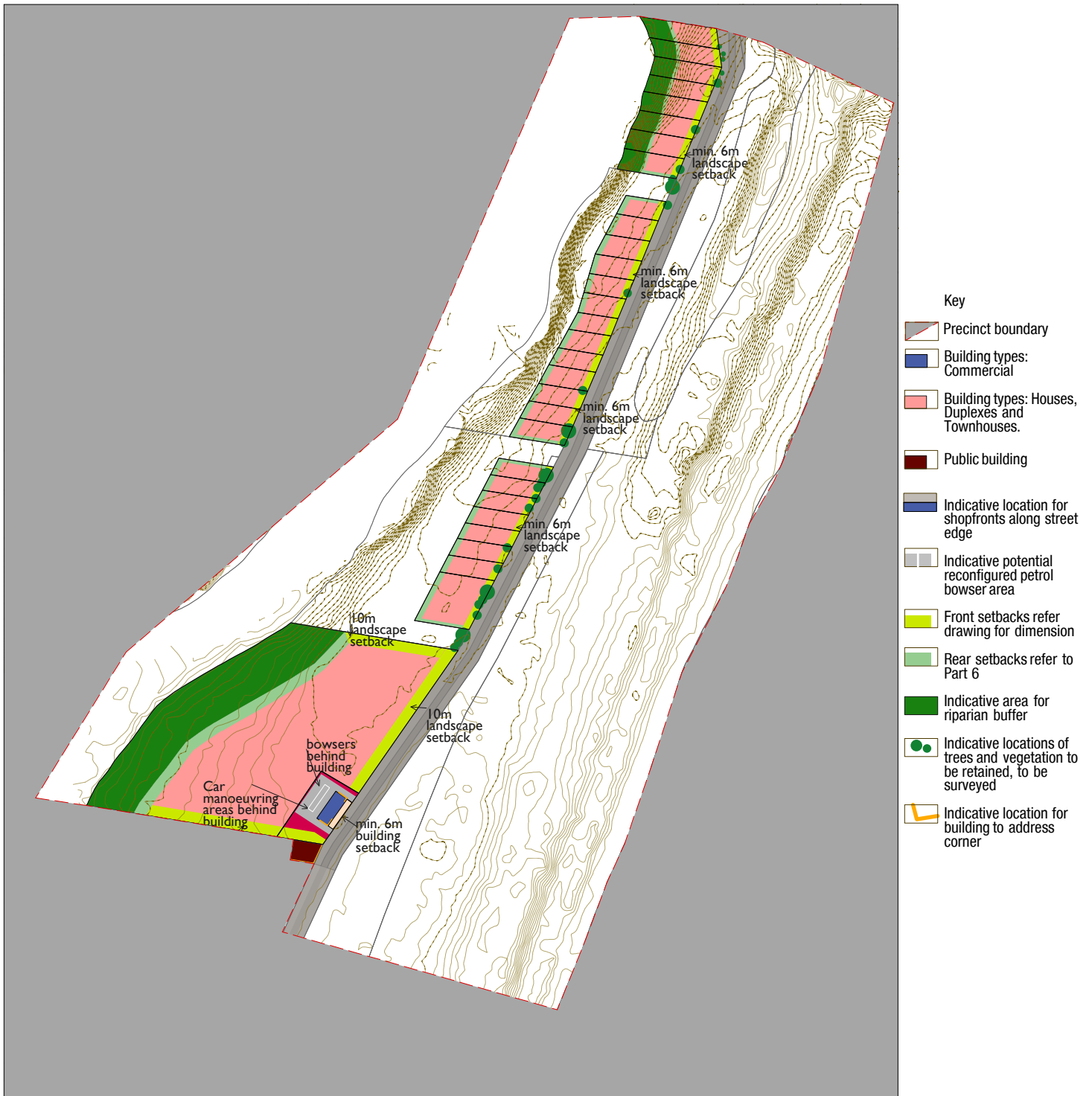


Figure 4.29 Control Diagram - South Hastings Point

### 4.4.3 Controls

#### 4.4.3.1 Guide to Using the Controls

For development controls for land within the southern precinct refer to:

- i. This section: Section 4.4.3 Controls.
- ii. Section 5 - Visual Settings.
- iii. Section 6 - Building Type Controls.
- iv. Tweed Development Control Plan.

#### 4.4.3.2 Objectives

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

#### 4.4.3.3 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 6 of this document.
5. Development applications related to developments that are likely to disturb acid sulfate soils will be required to be supported by an Acid Sulfate Soils Investigation and Management Plan in accordance with the Acid Sulfate Soil Manual (ASSMAC, 1998) or the Council's Acid Sulfate Soil Management Plan for Minor Works.
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, (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 500mm 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, and
  - destruction of the delicate composition of soil and water gradations from land to water.



Figure 4.30 Control Diagram - South Hastings Precinct Visual Settings



9. Lots likely to be affected by views are to comply with Part 5 - Visual Settings. Lots affected by Visual Settings are:
  - i. From the Bridge looking south (A): affects lots along Tweed Coast Road.
  - ii. Southern entry view (B): affects lots along Tweed Coast Road.

#### 4.4.3.4 Controls - Commercial Lots

1. Any redevelopment of land along the Tweed Coast Road where the current petrol station is located is to 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 in Figure 4.29 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 10 metre 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 6 - Building Type Controls.

#### 4.4.3.5 Controls - Residential Lots

1. Suitable building types as shown in Figure 4.29 Control Diagram - South Hastings Point include: dwelling houses, dual occupancy housing, town houses and granny flats. Refer also to Part 6 - Building Type Controls.
2. Dual occupancy developments within this precinct must possess a minimum site area of 700m<sup>2</sup>
3. Town house developments within this precinct must possess a minimum site area of 1050m<sup>2</sup>
4. Setbacks are to be in accordance with Figure 4.29 Control Diagram - South Hastings Point.

#### 4.4.3.6 Controls - 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 attractive building frontage to the Tweed Coast Road.

