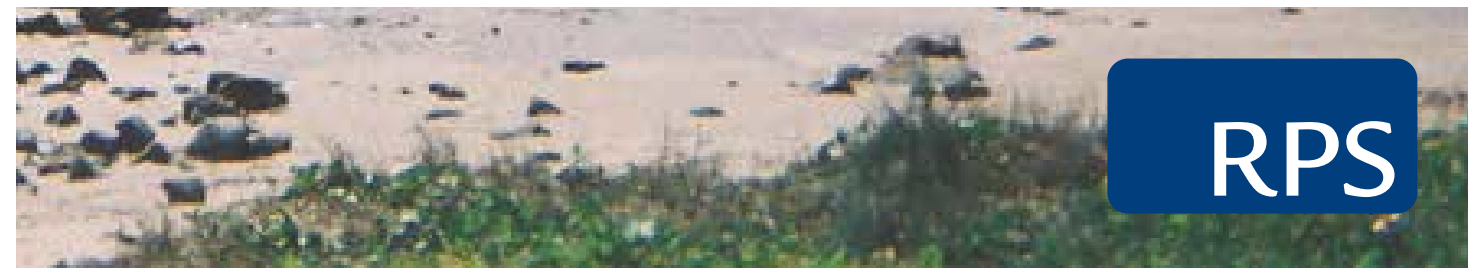
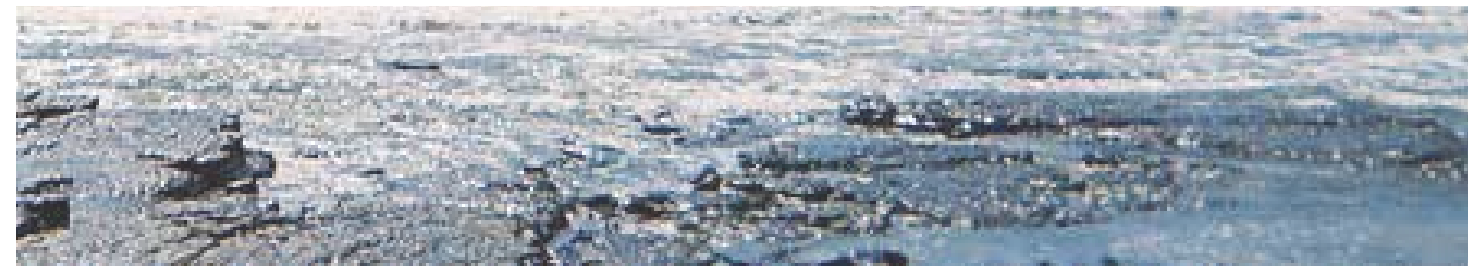
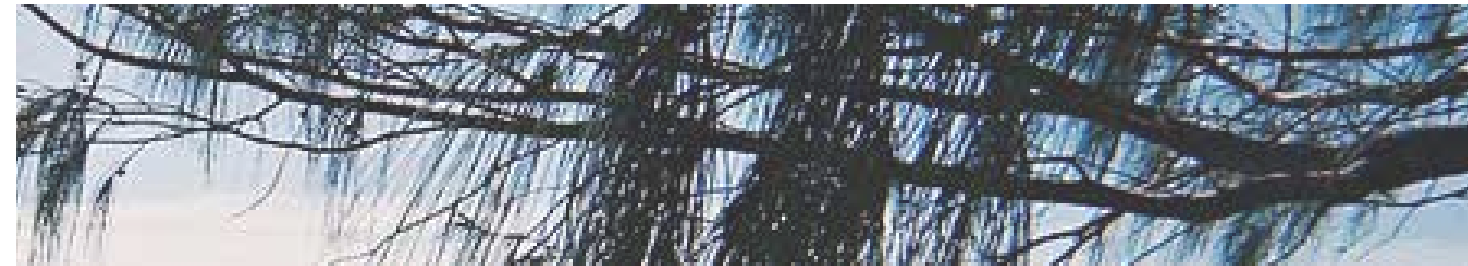


## **ATTACHMENT 3**

**Urban Design Plans and Design Statement**

***RPS***

# Casuarina Beach





# Casuarina Beach Concept



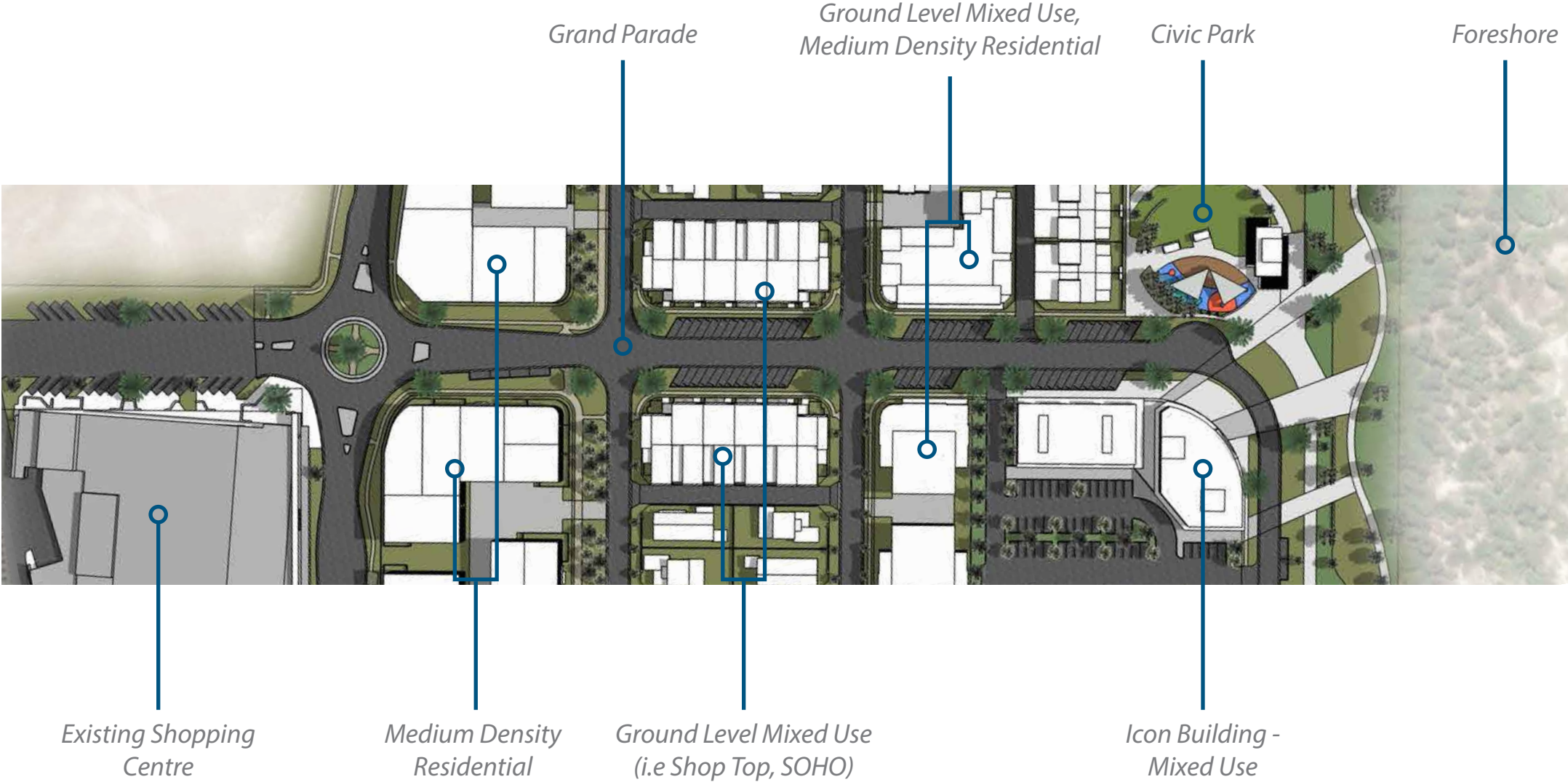


# Casuarina Beach Concept





# Grand Parade



Example Grand Parade Imagery





# Density





# Built Form





# Built Form



*Medium Density  
& Mixed Use*



*Standard Allotments  
Front Loaded*



*Standard Allotments  
Rear Loaded*

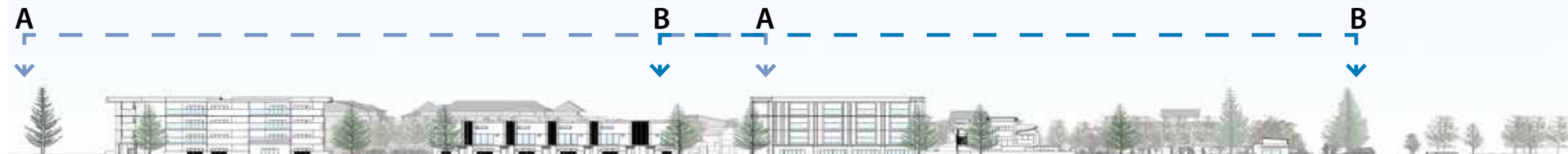




# Key Frontages

## North of Grand Parade - Elevation

### Key Plan



Casuarina Way

Foreshore Area

### A-A



Medium Density Residential

Ground Level Mixed Use  
(i.e. Shop Top, SOHO)

### B-B



Ground Level Mixed Use  
Medium Density Residential

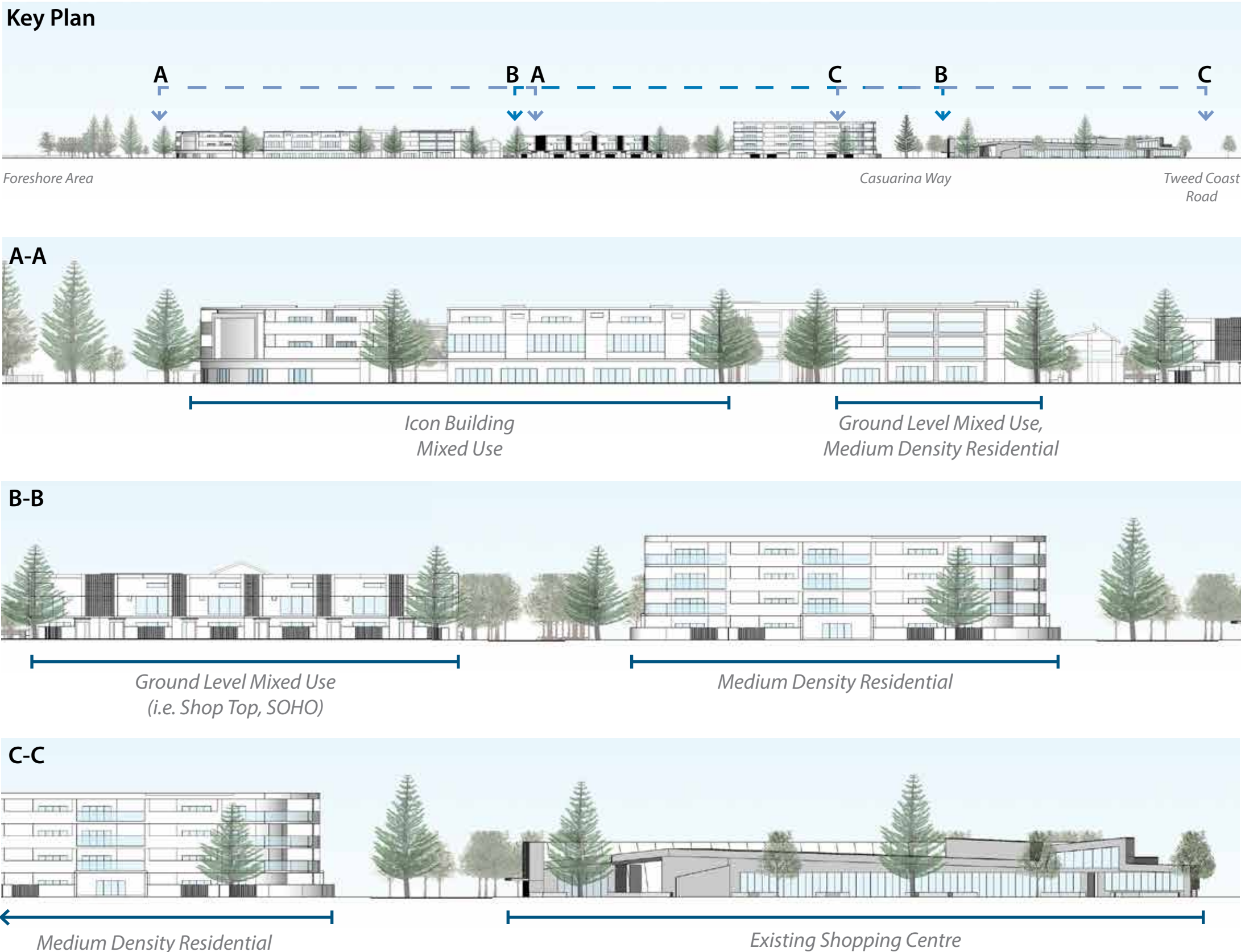
Rear Loaded  
Standard Residential

Civic Park



# Key Frontages

## South of Grand Parade - Elevation

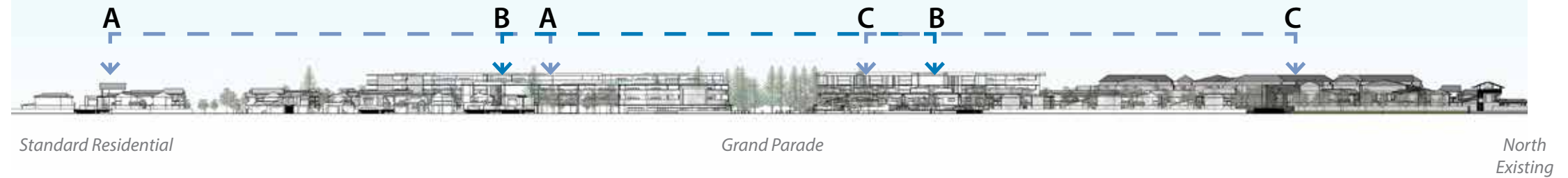




# Key Frontages

## Foreshore - Elevation

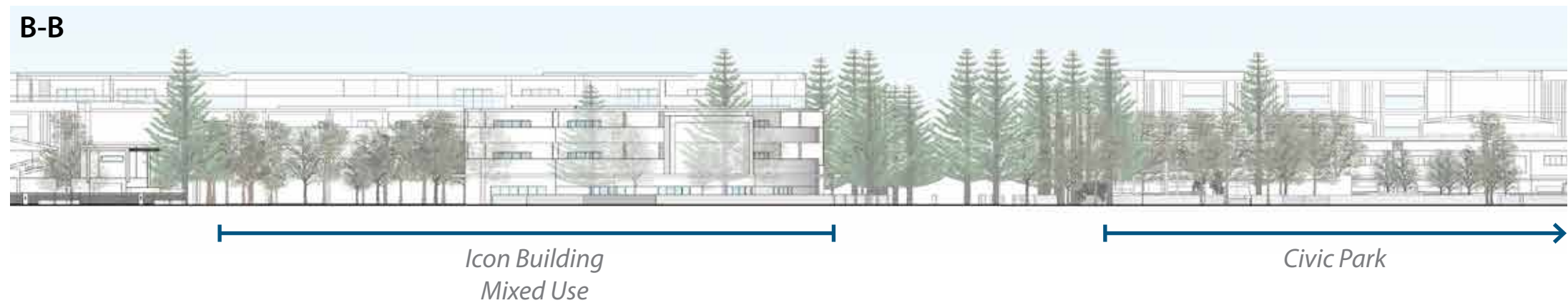
### Key Plan



### A-A



### B-B



### C-C

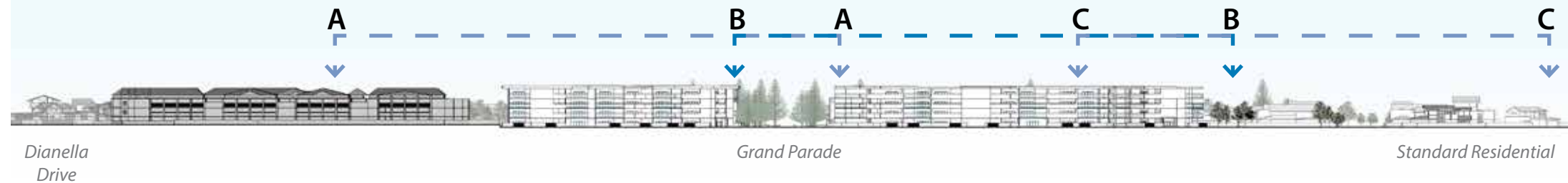




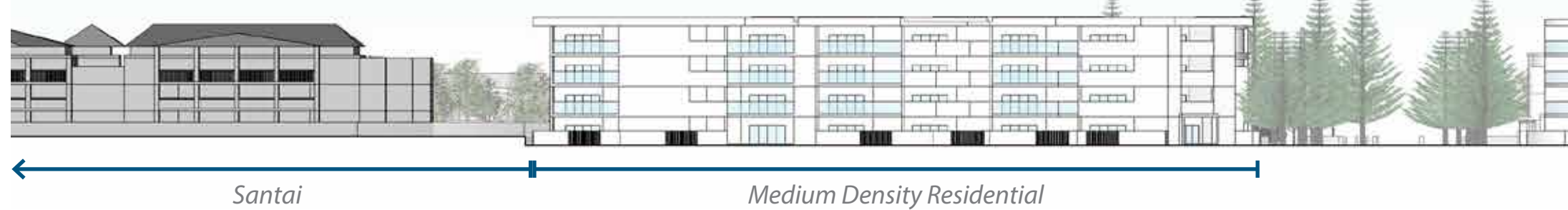
# Key Frontages

## Casuarina Way - Elevation

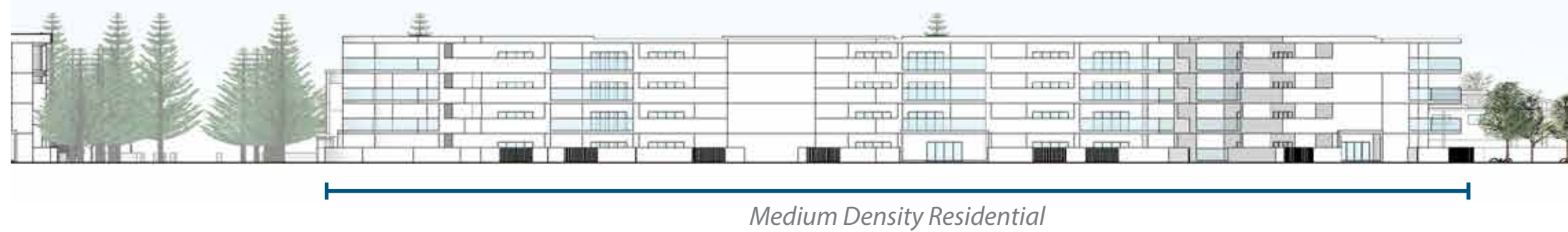
### Key Plan



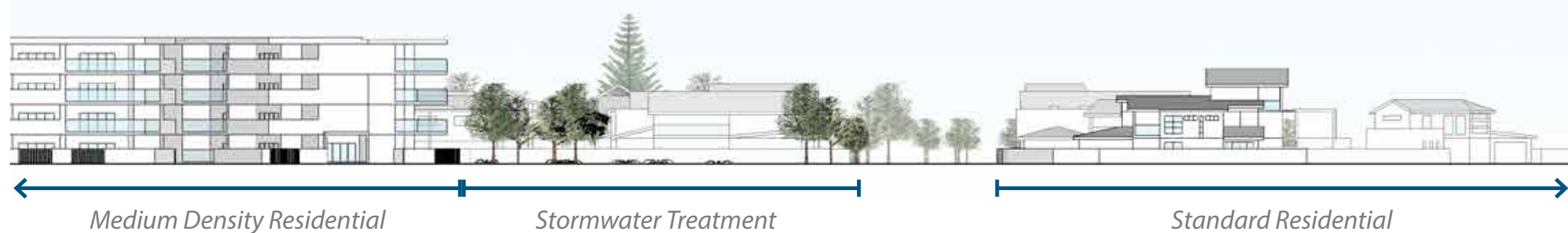
### A-A



### B-B



### C-C





# Streetscapes

## *Grand Parade*





# Streetscapes

## *Standard Street*





# Streetscapes

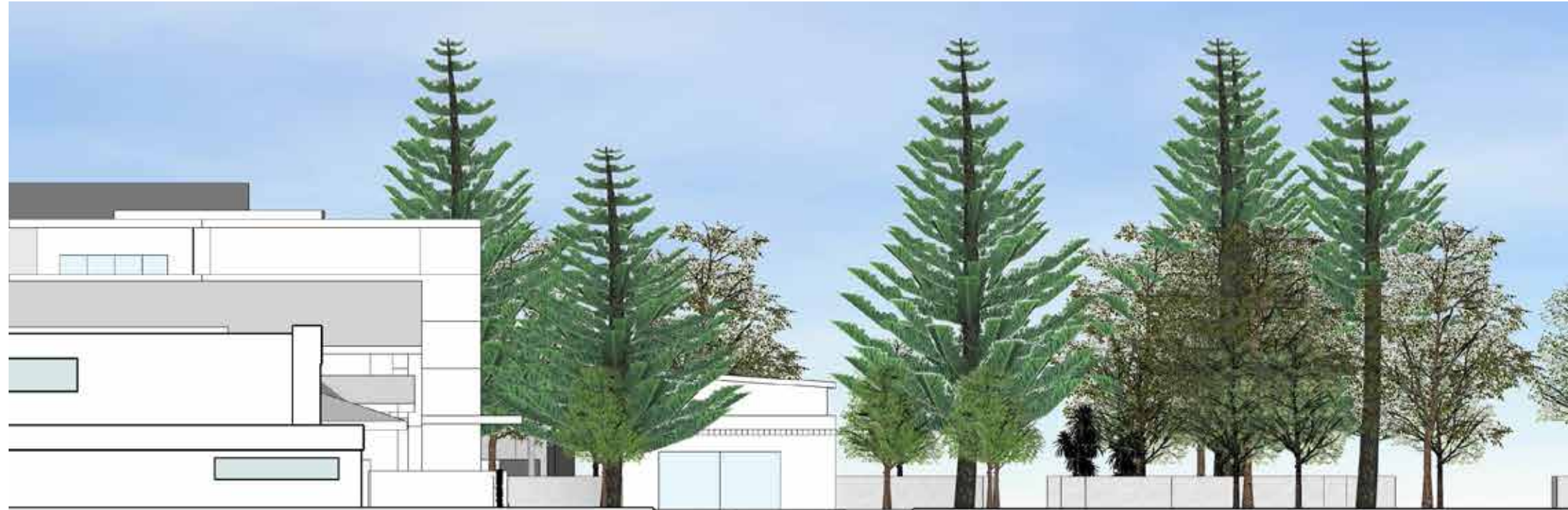
## *Park Frontage Allotments*





# Streetscapes

## *Beach Esplanade*





# Streetscapes

## *Buffer - Opposite Standard Residential*



*Existing Residential to North*





# Streetscapes

## *Buffer - Opposite Santai Development*



*Existing Santai Development to North*







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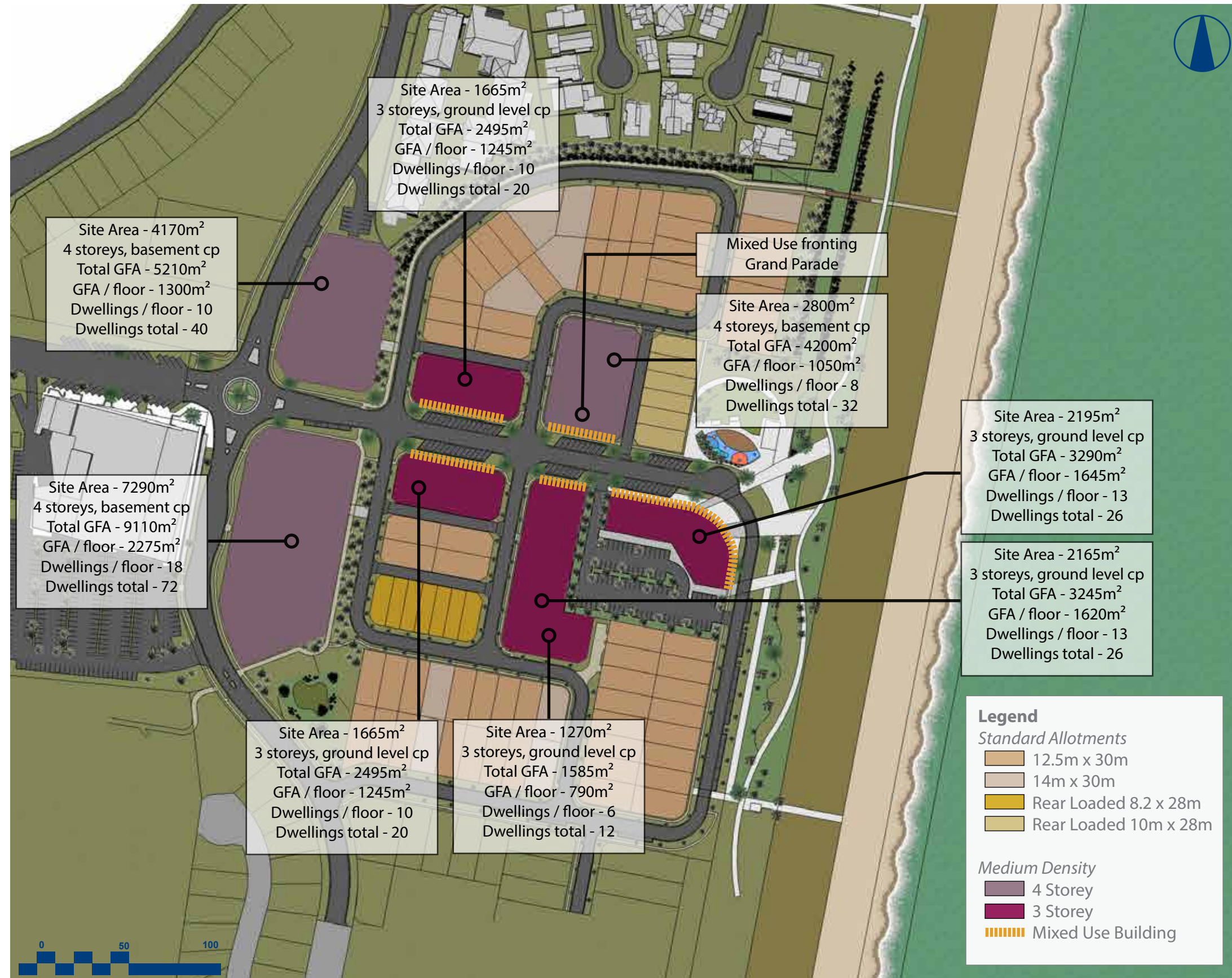
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# Yield Estimate



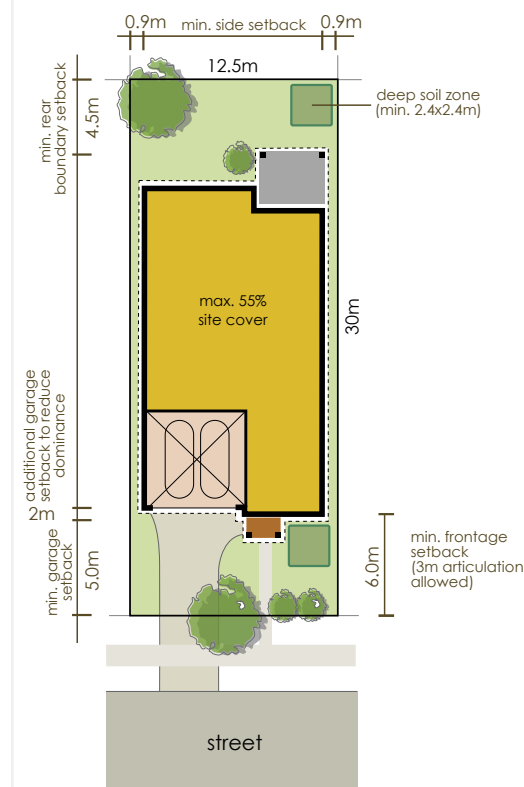


# Housing Typologies

## Standard Residential

- 12.5m x 30m standard product
- Lot area - 375m<sup>2</sup>
- Flexibility for single or double garage
- Single and double storey options

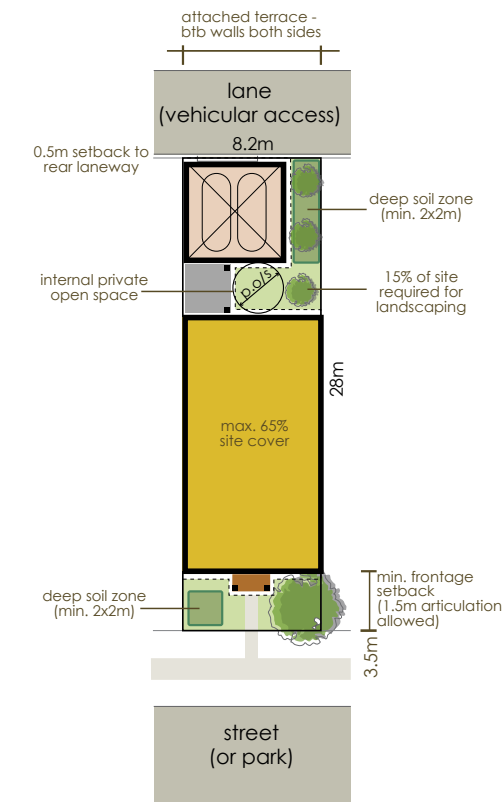
Standard Allotment Building Envelope



## Rear Loaded Residential

- 8.2m x 28m or 10m x 28m
- Lot area - 230m<sup>2</sup> or 280m<sup>2</sup>
- Flexibility for single or double garage
- Single and double storey options

Rear Loaded Allotment Building Envelope



## Medium Density & Mixed Use

- Assortment of living and working options - apartments, SOHO and mixed use
- Assists in creating unique character around the Grand Parade
- Creates view line towards the Civic Park and foreshore area





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**Our Ref:** 119385

**Date:** 16<sup>th</sup> December 2015

**RE: CASUARINA BEACH URBAN DESIGN STATEMENT**

The Casuarina Beach masterplan concept is designed to establish the town centre as a 'quintessential beachfront community', providing opportunities for a variety of residential, retail and commercial uses.

The Concept Plan extends the east-west road that connects Tweed Coast Road and Casuarina Way, creating a 'Grand Parade' that provides a missing link to the Casuarina Beach foreshore area. The Grand Parade provides extensive landscaping, footpaths wide enough to cater alfresco dining and pedestrian traffic, and car parking for the commercial core. The Grand Parade visually terminates at the foreshore area, which includes a civic park and three storey mixed use icon building. This beachfront area is intended to act as the civic focus of the Casuarina Beach community.

***Road Hierarchy***

The road layout has been designed to provide convenient public vehicular access to the beach and foreshore area without compromising pedestrian amenity or residential privacy. Vehicular traffic is allowed to enter the beachfront area for convenient pick-up, drop-off and parking, but in a manner intended to retain the precinct's pedestrian character.

The 'Grand Parade' road is established as the key vehicular movement route through the town centre, with the north-south green belt providing an alternative pedestrian movement network to access Casuarina Way. The green belt linkage is wider than a standard street, including additional landscaping and a dedicated shared pedestrian / cycling path. This green belt also assists in providing a suitable interface to the adjoining existing residential development to the north of the site.

In order to maintain permeability, legibility and multi-user suitability, four way intersections have been used along the Grand Parade with Grand Parade to be afforded "Give Way" priority control. As supported by IPWEAQ in the 'Complete Streets' document<sup>1</sup>, Brisbane City Plan 2014<sup>2</sup> and through analysis of existing four way intersections in new developments<sup>3</sup>, four way intersections are supported and considered more friendly towards pedestrians and cyclists than other intersection options. Through the application of four ways along Grand Parade, it will reinforce and support the pedestrian character within the centre.

***Built Form***

The Casuarina Beach concept plan has been designed to create a gradual increase in density from the surrounding existing residential uses to the town centre core. The design provides standard one to two storey residential product to the north and south, with an increase in density in height towards the Grand Parade. Rear loaded residential product will assist in terminating view lines, provide built form edges to key frontages (e.g. the civic park) and assisting in creating transitions between building heights and densities. This increase in density and height will help define the Grand Parade as the commercial and civic core of the development.



Two four storey apartment sites bookmark the entry to the Grand Parade, utilising built form as a way to create a threshold in to the town centre area. These developments also relate to the built form of the adjoining Santai development to the north and the Coles development to the west. The Grand Parade is lined with three and four storey residential developments with mixed use ground floor frontage, establishing a diverse and strong built form edge along the Parade. Where the Grand Parade meets the foreshore area, the three storey mixed use 'icon building' will act as a focal point for recreation and tourism within the centre. The built form of the 'icon building' will define the southern boundary of the Civic Park and will provide a landmark to assist with defining the destination that is Casuarina Beach.

## References

<sup>1</sup> Extract from IPWEAQ 'Complete Streets – Version 1, August 2010' (pg. 82-83):

*"All intersection options should be considered, given that staggered T intersections impacts on the permeability and legibility of places and that roundabouts are not as user friendly for pedestrians or cyclists."*

*Liveable Neighbourhoods (WA), Manual for Streets (UK) and the Landcom Streets Design Manual (NSW) all support the use of uncontrolled and priority controlled 4-way intersections with appropriate volumes and sight distance. AUSTROADS Traffic Management Guide Part 6 also supports their use where appropriate. Complete Streets does not mandate 4-way intersections, but they are an important option in order to maintain permeability and multi-user suitability.*

*When weighing up intersections options, 4-way intersections may be suitable and should be considered along with roundabout and t-intersection solutions with appropriate traffic analysis and risk assessment."*

<sup>2</sup> Extract from Brisbane City Plan 2014 (Section 3.3.6.2):

*"Stop signage is appropriate for four-way cross street intersections on minor roads where traffic volumes in both roads is less than 3,000 vehicles per day. Pavement surface treatment is provided on the 50km/h minor road at the 60km/h major road interface. Threshold treatment may be provided on the minor road at intersections where the minor road is intersecting with a higher sign posted speed."*

<sup>3</sup> Example imagery of four way intersections in new residential communities.

## **Fitzgibbon Chase (Conimbla St, Warrumbungle Parade)**





***Fitzgibbon Chase (Kirijani St, Mount Kaputar Ave)***



***Northshore (Nima Street, multiple cross streets)***

