

FOR GATEWAY DETERMINATION

Planning Proposal under section 55 of the EP&A Act

**Port Macquarie-Hastings LEP 2011
(Amendment No 37)**

***Design Excellence provisions, Short
Street Port Macquarie***

Ccl ref: 032.2015.00000006.001

DPI ref: PP_2015_PORTM_*

Date: 27 July 2015



Planning Proposal status (for this copy)

Stage	Version Date (blank until achieved)
Draft	27 July 2015
Reported to Council (section 55)	15 July 2015
Adopted by Council & referred to Dept of Planning (sec 56 (1))	15 July 2015
Gateway Panel determination (sec 56 (2))	
Revisions required: Yes / No . Completed	
Public Exhibition (where applicable) (sec 57)	
For Council review (sec 58 (1))	
Adopted by Council for final submission to Dept of Planning (sec 58 (2))	

Council reference: PP2015-6.1

(Amendment No will initially be blank) Port Macquarie-Hastings LEP 2011 (Amendment No 37)

Department of Planning & To be advised

Environment reference:

Council Address

Port Macquarie-Hastings Council
PO Box 84
PORT MACQUARIE NSW 2444

Contact Officer

S M Schwartz
Strategic Projects Planner
Email steve.schwartz@pmhc.nsw.gov.au
Phone 6581 8632

Adoption of the Planning Proposal

1. For initial Gateway determination

This Planning Proposal was endorsed on **31st July 2015** by *the undersigned Council delegate* (delete one):

Signed



Name Matt Rogers

Position Director Development & Environment

2. For section 58 finalisation

This Planning Proposal was endorsed on by *Port Macquarie-Hastings Council, or the undersigned Council delegate* (delete one):

Signed _____

Name _____

Position _____

Exhibition information *(To be completed prior to Exhibition)*

Content

Proposed amendments to Local Environmental Plans are exhibited in a descriptive form within a "Planning Proposal".

Details of the amendments contained in this **Planning Proposal PP2015-0006** are contained in Parts 1 - 4, found on pages 7 - 15.

The specifics of how the LEP would be amended are described in **Appendix B**, found on pages # to #. The Planning Proposal contains statements of the intent for changes to the LEP text, but not the specific wording.

The affected land is shown on the Site Identification Map sheet contained in **Appendix D**, following page #.

The "Gateway Determination" from the NSW Department of Planning and Environment, relating to this Planning Proposal, is in **Appendix A**.

Exhibition

The exhibition period is from start to finish, with the Planning Proposal available for inspection by any person at Council's offices at Port Macquarie, Laurieton and Wauchope.

Submissions

Any person may make a written submission to Council up until the end of the exhibition period.

The submission should quote Council's reference - PP2015.6.1, and be

emailed to council@pmhc.nsw.gov.au or posted to The General Manager,
Port Macquarie-Hastings Council,
PO Box 84,
PORT MACQUARIE NSW 2444.

Note that any submission may be made public.

Section 147 (5) of the *Environmental Planning and Assessment Act 1979* states in part:

"A person who makes a relevant public submission to a council in relation to a relevant planning application made to the council is required to disclose the following reportable political donations and gifts (if any) made by the person making the submission or any associate of that person within the period commencing 2 years before the submission is made and ending when the application is determined:

- (a) all reportable political donations made to any local councillor of that council,
- (b) all gifts made to any local councillor or employee of that council."

If further information or forms are required, ask Council's Customer Service staff.

Further information

Please contact Steven Schwartz on phone 6581 8632.

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Planning Proposal

This is a Planning Proposal prepared under section 55 of the *Environmental Planning and Assessment Act 1979*, in relation to a proposed amendment to *Port Macquarie-Hastings Local Environmental Plan 2011*. It will be assessed by Port Macquarie-Hastings Council, the NSW Department of Planning and Environment, and (depending on the Gateway determination) used for public participation on the proposed LEP amendment.

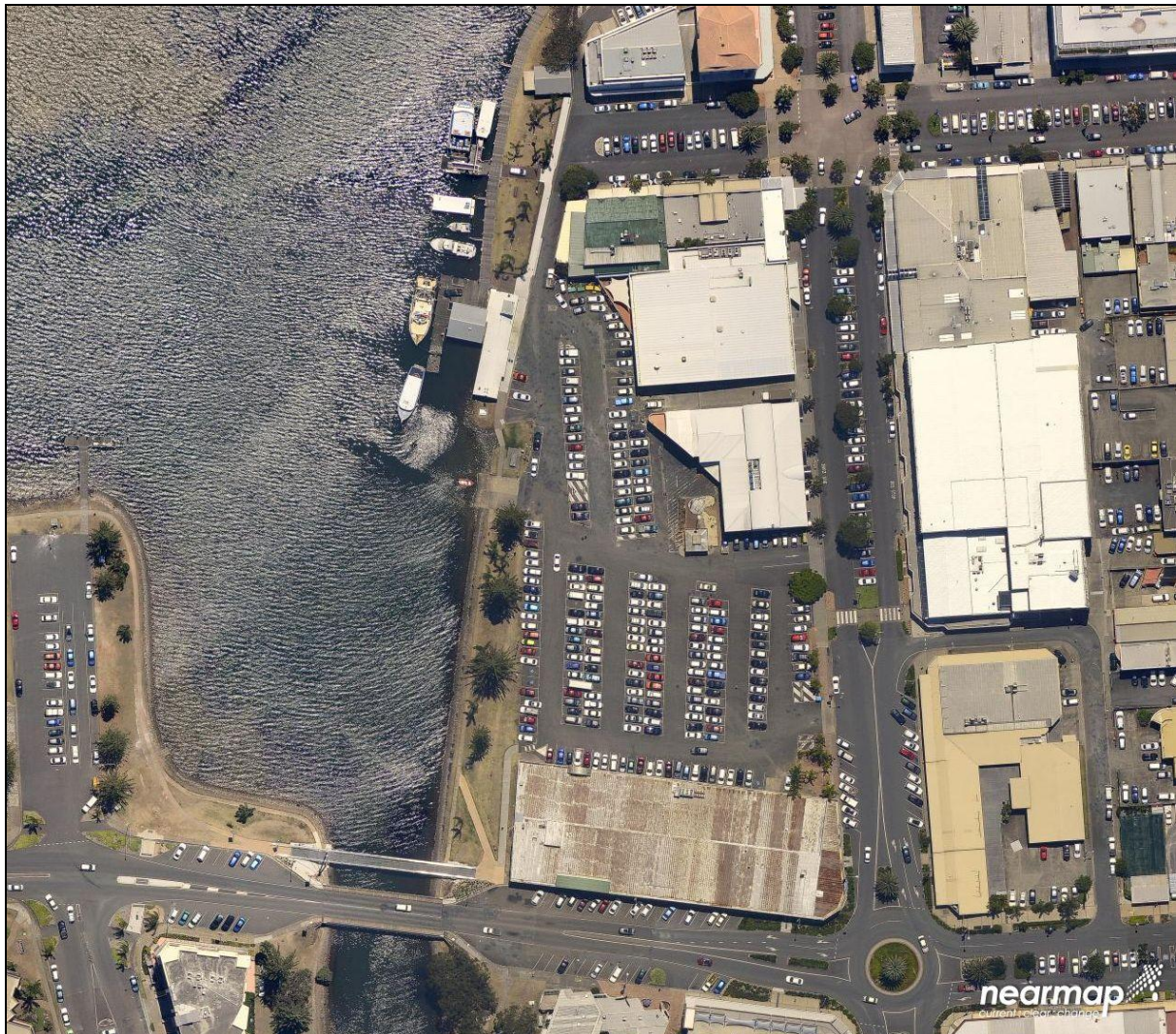
Background

Proposal	Addition to Design Excellence provisions, Short Street Port Macquarie. An associated amendment to LEP clause 7.11A also affects land currently identified on the Significant Urban Areas Map, in the vicinity of Park and Bay Streets, Port Macquarie.	
Property Details (the site)	Lots 702-705 DP 729806 Lot 7003 DP 1026692 Lot 7084 DP 1105463 Short Street and Clarence Street, PORT MACQUARIE	Lot 2 Sec 70 DP 758852 Lot 701 DP 1026899
	Affected only by proposed changes to clause 7.11A: Lots 638-639 DP 257052 Lot 3 DP 263340 Lots 1-2 DP 702484 Lot 4 DP 1018087 Lots 106-107 DP 1083464 Lots 1-2 DP 1163062 Park Street, Bay Street and Warlters Street, Port Macquarie	
Applicant Details	Port Macquarie-Hastings Council	
Land owners	Lot 2 owned by Woolworths Properties Pty Ltd, balance owned by State Government, some being Crown land with Council as Trust Manager, and some with lessees. Affected only by proposed changes to clause 7.11A: KMart Australia Ltd McDonald's Australia Ltd Mekmere Pty Ltd Penrith Rugby League Club Ltd Port Shores Pty Ltd Royal Bayside Pty Ltd Port Macquarie-Hastings Council Lend Lease Real Estate Investments Ltd Trustees of the Roman Catholic Church Diocese of Lismore	
Brief history	The Hastings River is a significant natural asset for Port Macquarie in terms of visual amenity, heritage significance, the community's connection with nature, and its important economic contribution from tourism activities. The lands in the vicinity of the Plaza Carpark (the site), on the foreshore of the Kooloonbung Creek entrance, are of particular significance for the community. The urban design significance of the area has been recognised by numerous plans for our town, particularly <i>Development Control Plan 20 Port Macquarie Town Centre 2009</i> (DCP).	

Given the potential sale of the site by Crown Lands, development is likely to be undertaken by a private entity. Future development of the area requires a special design response. The site is proposed to be included as a Significant Urban Area in the Port Macquarie-Hastings Local Environmental Plan 2011 to ensure that future development is designed taking into account a number of urban design considerations.

Location

The former Food For Less building, Plaza Car Park, foreshore and surrounding development are depicted in the Nearmap image shown below. A location map is included in Part 4 - Mapping.



Part 1 - Objectives or Intended Outcomes

The objective of the proposed changes is to ensure that future development of the site on the north eastern corner of Short and William Streets, Port Macquarie, contributes to the desired character values of the site and incorporates high quality design that considers:

- enhancing public access to, and the public experience of, the Port Macquarie foreshore
- facilitating a continuous pedestrian movement corridor along the Kooloonbung Creek foreshore
- achieving a high degree of visual amenity
- designing for site servicing which does not detract from local amenity, traffic flow or safety
- preserving and enhancing views to St Thomas Anglican Church
- enhancing the connection from the CBD to the Hastings River
- achieving pedestrian activity on Short Street, William Street and Kooloonbung Creek frontages
- providing a high quality urban waterfront interface as a key attraction for residents and visitors.

Ensuring a high quality of design on the site will contribute to the *Towards 2030: Port Macquarie-Hastings Council Community Strategic Plan* outcomes of:

- A **healthy and active community** that is supported by recreational infrastructure by ensuring a continuous pedestrian link along the foreshore that is highly attractive to walking and cycling.
- An **environmentally harmonious and prosperous tourism industry** by ensuring development of the site actively builds on and contributes to the public use of the foreshore and local river-based tourism opportunities.
- **Accessible and protected waterways, foreshores**, beaches and bushlands by ensuring development of the site facilitates and enhances public access to the Hastings River and Kooloonbung Creek foreshore.
- A **natural environment that can be accessed by a network of footpaths, cycleways, coastal and hinterland walkways** by ensuring a continuous pedestrian link along the foreshore for use by local residents and visitors.

Part 2 - Explanation of Provisions

The Hastings River is a significant natural asset for Port Macquarie in terms of visual amenity, heritage significance, the community's connection with nature, and its important economic contribution from tourism activities.

The foreshore of the Kooloonbung Creek entrance to the Hastings River and adjacent land is of particular significance for the community. The site is highly visible from our foreshore reserves and form part of the gateway to the Port Macquarie CBD.

The urban design significance of these lands has been recognised by numerous plans for our town including:

- *Port Macquarie Foreshore Final Vision & Master Plan* (2009)
- *Development Control Plan 20 Port Macquarie Town Centre* (2009)
- *Port Macquarie-Hastings Development Control Plan 2013*
- *Hastings Regional Crown Reserve Precinct A Plan of Management* (2014).

The preparation of each of these plans included extensive community and agency engagement processes.

Planning controls that aimed to facilitate high quality urban design outcomes for these lands were originally developed and adopted by Council through Development Control Plan 20 Port Macquarie Town Centre (2009) and later incorporated into Port Macquarie-Hastings Development Control Plan 2011. Importantly, and in line with State Government guidelines applying at the time, DCP 20 recommended the site be the subject of an architectural urban design competition. However, changes to the Environmental Planning & Assessment Act 1979 effectively reduced the weight of planning controls in a development control plan to have a guidance effect only. As a consequence, amendments to Port Macquarie-Hastings Local Environmental Plan 2011 are needed to ensure that urban design outcomes can be appropriately considered as part of the assessment of any application for future development of the land.

It is proposed to amend the Port Macquarie-Hastings Local Environmental Plan 2011 so that Clause 7.11A Design Excellence applies to this site.

Clause 7.11A states:

7.11A Design excellence

- (1) The objective of this clause is to ensure that development exhibits design excellence that contributes to the natural, cultural, visual and built character values of Port Macquarie-Hastings.
- (2) This clause applies to development involving the erection of a new building, or external alterations or additions to an existing building, on land identified as “Significant Urban Area” on the Significant Urban Areas Map.
- (3) This clause does not apply to development that the consent authority considers to be minor.
- (4) Development consent must not be granted for development to which this clause applies unless the consent authority considers that the development exhibits design excellence.
- (5) In considering whether the development exhibits design excellence, the consent authority must have regard to the following matters:
 - (a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,

- (b) whether the form and external appearance of the development will improve the quality and amenity of the public domain,
- (c) whether the development detrimentally impacts on view corridors,
- (d) whether the development incorporates active frontages to key streets and to pedestrian thoroughfares,
- (e) how the development addresses the following matters:
 - (i) the suitability of the land for development,
 - (ii) existing and proposed uses and use mix,
 - (iii) heritage issues and streetscape constraints,
 - (iv) the relationship of the development with other development (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,
 - (v) bulk, massing and modulation of buildings, (vi) street frontage heights,
 - (vii) environmental impacts such as sustainable design, overshadowing, wind and reflectivity,
 - (viii) the achievement of the principles of ecologically sustainable development,
 - (ix) pedestrian, cycle, vehicular and service access, circulation and requirements,
 - (x) the impact on, and any proposed improvements to, the public domain.

It is also proposed to amend Clause 7.11A to include a provision relating to the activation of foreshore frontages to ensure that, in addition to achieving high quality design outcomes, any development of the lands effectively relates to the foreshore which is such an important and highly valued community asset. It is considered the best way to achieve this outcome is to refer to the desired character statements or design objectives included in any development control plan or other adopted plan, for example a master plan, related to a Significant Urban Area.

The additional requirement will apply to all Significant Urban Areas identified on the LEP maps. It is not intended that these new provisions will affect any current development approvals on these sites.

Part 3 – Justification

A - Need for the planning proposal.

1. Is the planning proposal a result of any strategic study or report?

Yes, the site is included in the Port Macquarie-Hastings Development Control Plan 2011, area-based provisions for the Port Macquarie Town Centre. (These provisions are adopted by reference in Chapter 1.1 of Port Macquarie-Hastings Development Control Plan 2013.)

It is shown as part of the Hastings River Foreshore precinct and identified as 'Block 6'. The plan states:

Block 6 will be transformed from an asphalt car park to a new Tourist / Retail / Civic / Maritime development which fronts the foreshore, Short and William Streets, and provides a high level of open air connectivity from Short Street to the foreshore.

This site is recommended to be the subject of an architectural design competition in the future.

With the introduction to the LEP of the model clause for design excellence in July 2014, a statutory mechanism now exists to deal with the matter of architectural design.

The site is also included in the Port Macquarie Foreshore Master Plan, adopted by Council in 2009.

2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Identification of the site as a Significant Urban Area is the only appropriate means of achieving the objectives and community outcomes stated above. Council previously relied only on the provisions of the DCP and master plan. With the introduction to the LEP of the model clause for design excellence in July 2014, a statutory mechanism now exists to deal with these matters in a more influential way.

B - Relationship to strategic planning framework.

3. Is the planning proposal consistent with the objectives and actions of the Mid North Coast Regional Strategy 2006-31?

The planning proposal is consistent with the Neighbourhood Planning Principles of the Mid North Coast Regional Strategy in that the objective seeks to encourage design that:

- reflects and enhances the natural, cultural, visual and built character and values of the local and regional landscape
- provide access to the coastal foreshore, and
- incorporates open space that is accessible to the public and provides opportunities for recreation, social interaction and visual enhancement and amenity.

4. Is the planning proposal consistent with Council's Community Strategic Plan and Urban Growth Management Strategy 2010 – 2031?

As described earlier, ensuring a high quality of design on the site will contribute to the *Towards 2030: Port Macquarie-Hastings Council Community Strategic Plan* outcomes of:

- A **healthy and active community** that is supported by recreational infrastructure by ensuring a continuous pedestrian link along the foreshore that is highly attractive to walking and cycling.
- An **environmentally harmonious and prosperous tourism industry** by ensuring development of the site actively builds on and contributes to the public use of the foreshore and local river-based tourism opportunities.

- **Accessible and protected waterways, foreshores**, beaches and bushlands by ensuring development of the site facilitates and enhances public access to the Hastings River and Kooloonbung Creek foreshore.
- **A natural environment that can be accessed by a network of footpaths, cycleways, coastal and hinterland walkways** by ensuring a continuous pedestrian link along the foreshore for use by local residents and visitors.

The proposed application of design excellence provisions to the site will contribute to Council's Urban Growth Management Strategy broad goal of protecting the *"integrity and viability of existing centres to the extent that they continue to perform a valuable community function."*

5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

The proposal only deals with a requirement to undergo a design assessment process. As such, there are no State Environmental Planning Policies which prevent the proposed map and text changes.

6. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

Fourteen Section 117 Ministerial Directions apply to this planning proposal. Responses on the planning proposal's consistency with each direction are set out below.

No 1.1 Business and Industrial Zones

This direction applies as the planning proposal will affect land within an existing business zone.

The proposal is consistent as it:

- gives effect to the objectives of the direction by protecting employment land in the business zone and supports the viability of the identified strategic centre of Port Macquarie by promoting high quality design.
- retains the areas and locations of existing business and industrial zones
- does not reduce the potential floor space in the business zone
- does not affect industrial zones, and
- the proposed changes are in accordance with the Mid North Coast Regional Strategy and the Port Macquarie-Hastings Urban Growth Management Strategy.

No 2.1 Environment Protection Zones

This direction applies to all planning proposals.

The proposal is consistent as it does not alter the Local Environmental Plan provisions that facilitate the protection and conservation of environmentally sensitive areas.

No 2.2 Coastal Protection

This direction applies as the planning proposal relates to land in the coastal zone.

The proposal is consistent as it does not alter the Local Environmental Plan provisions regarding development within the coastal zone.

No 2.3 Heritage Conservation

This direction applies to all planning proposals.

The proposal is consistent as it does not alter the Local Environmental Plan provisions that facilitate the conservation of items, areas, objects and places of environmental heritage significance and indigenous heritage significance.

No changes are proposed to land containing items of heritage significance or adjacent properties.

No 2.4 Recreational Vehicle Areas

This direction applies to all planning proposals.

The proposal is consistent as it does not enable land to be developed for the purpose of a recreational vehicle area.

No 3.1 Residential Zones

This direction applies as the planning proposal affects land within the B3 Commercial Core Zone which permits shop top housing.

The planning proposal is consistent as it will help to ensure development of the site is of good design. The proposal does not alter the Local Environmental Plan provisions related to adequate servicing and does not propose provisions which will reduce the permissible residential density of the site.

No 3.2 Caravan Parks and Manufactured Home Estates

This direction applies to all planning proposals.

The planning proposal is consistent as it does not deal with identification of sites for caravan parks or manufactured home estates.

No 3.3 Home Occupations

This direction applies to all planning proposals.

The planning proposal is consistent as it does not alter the Local Environmental Plan provisions related to home occupations.

No 3.4 Integrating Land Use and Transport

This direction applies as the planning proposal seeks to alter a provision relating to urban land.

The planning proposal is consistent as it generally supports the principles of *Improving Transport Choice* (DUAP 2001) and *The Right Place for Business and Services* (DUAP 2001), notably by encouraging development design which takes into account a variety of retail and community functions to create a vibrant site in a key location within the Port Macquarie CBD.

No 4.1 Acid Sulfate Soils

This direction applies as the planning proposal seeks to alter a provision that applies to land having a probability of containing acid sulfate soils as shown on the Local Environmental Plan maps.

The planning proposal is consistent as it does not alter the Local Environmental Plan provisions which regulate works in acid sulfate soils.

No 4.3 Flood Prone Land

This direction applies as the planning proposal alters a provision that affects flood prone land.

The planning proposal is consistent as it does not alter the Local Environmental Plan provisions regarding Flood Prone Land and does not propose a significant change or intensification of land uses identified on the Flood Planning Map.

No 5.1 Implementation of Regional Strategies

This direction applies as the Mid North Coast Regional Strategy applies to the area.

As described earlier, the planning proposal is consistent with the Mid North Coast Regional Strategy.

No 6.1 Approval and Referral Requirements

This direction applies to all planning proposals.

The planning proposal is consistent as it does not alter the Local Environmental Plan provisions relating to the concurrence, consultation or referral of development applications and does not identify development as designated development.

No 6.2 Reserving Land for Public Purposes

This direction applies to all planning proposals.

The planning proposal is consistent as it does not create, alter or reduce existing zonings of land for public purposes.

C - Environmental, social and economic impact.

7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

No.

8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

None identified.

9. How has the planning proposal adequately addressed any social and economic effects?

The planning proposal facilitates a high quality of design for a high profile site of significant importance to the Port Macquarie-Hastings. It will ensure urban design

matters that protect and enhance social, cultural and economic values of the foreshore, as described elsewhere in this report, are taken into consideration in any redevelopment proposal.

D - State and Commonwealth interests.

10. Is there adequate public infrastructure for the planning proposal?

Yes. The proposal does not create new demand for public infrastructure.

11. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?

To be advised.

Part 4 – Mapping

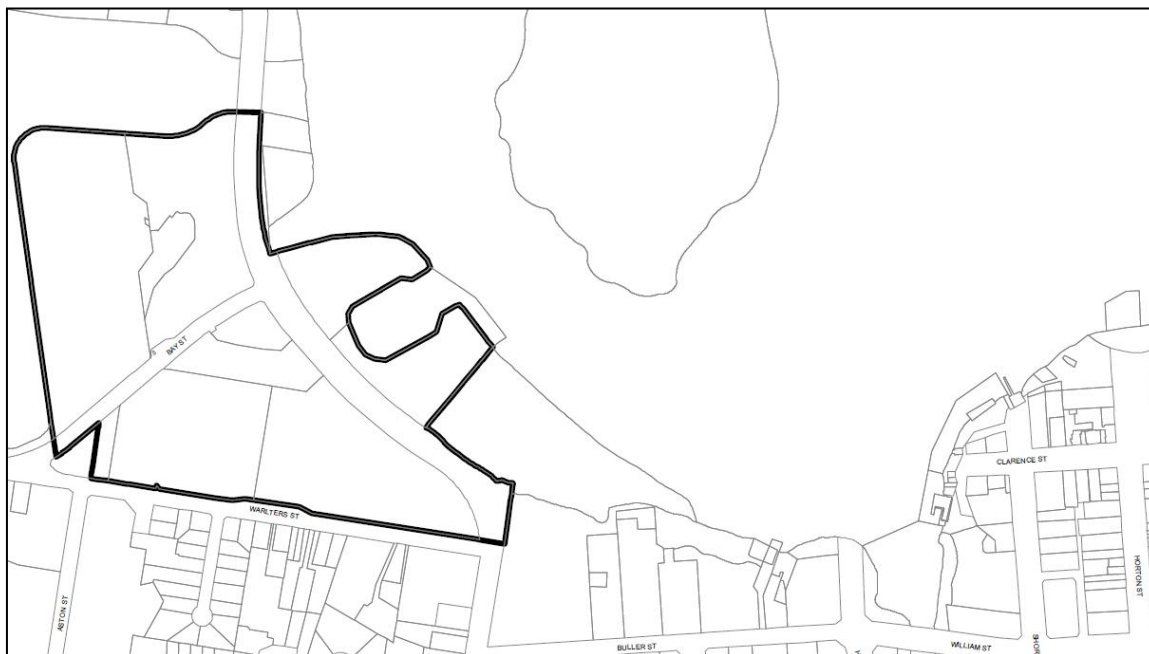
A - Affected land

The land directly affected by the planning proposal is formally shown on the Site Identification Map contained in **Appendix D**.

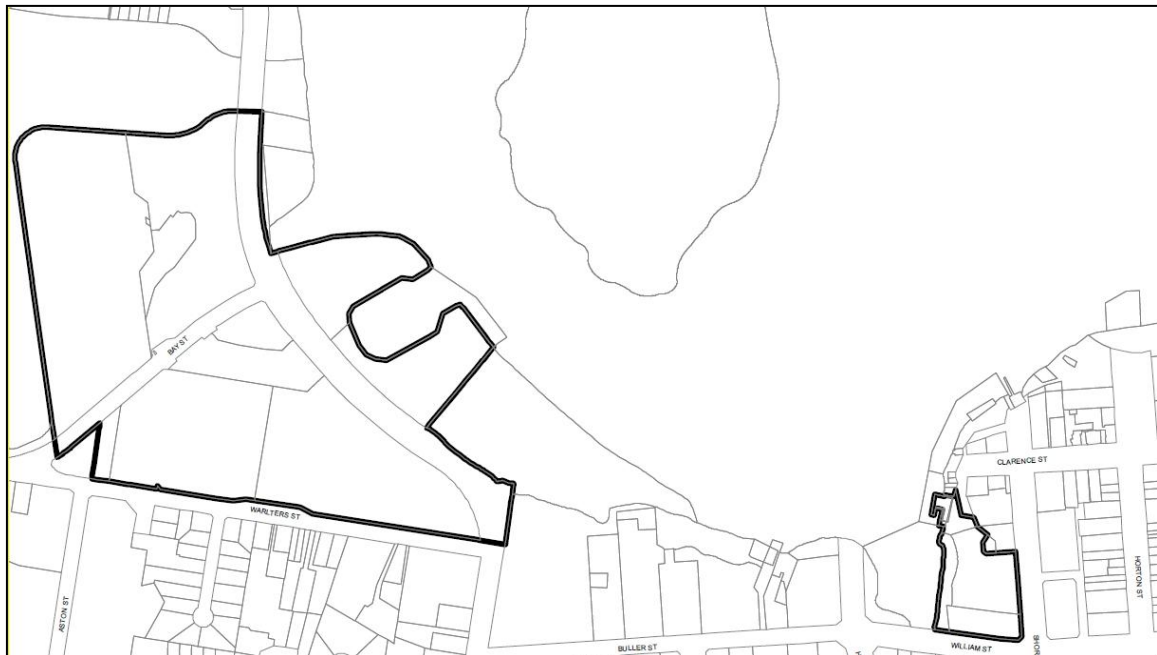
B - Comparison of before and after

Below are map extracts showing the current mapping and proposed changes. This may be simplified from what is shown in the legal maps.

Significant Urban Areas Map - current



Significant Urban Areas Map - proposed



C - Draft LEP maps

If the Planning Proposal is approved then the current relevant LEP map sheet will be replaced by a new map sheet reflecting the change described above.

If the Planning Proposal is approved then the final maps may be updated from the maps forming part of this Planning Proposal to include:

- any changes made by Council,
- formatting changes, and
- any applicable updates arising from other concurrent LEP amendments.

Part 5 – Community Consultation

The proposal is considered to be a low impact proposal, as it:

- is consistent with the pattern of surrounding land use zones and/or land uses,
- is consistent with the strategic planning framework,
- presents no issues with regard to infrastructure servicing,
- is not a principal LEP, and
- does not reclassify public land.

On this basis a 14 day public exhibition period is appropriate.

Consultation in accordance with the Council's Public Consultation Policy is proposed for the site. The proposed consultation strategy in conjunction with the public exhibition for this proposal will be:

- Notification in a locally circulating newspaper.

- Notification on Council's website.
- Written notification to affected and adjoining landowners.

Part 6 – Project Timeline

This project timeline is based on anticipated dates and timeframes, though there can be unexpected delays. It is assumed that Council will have delegation to carry out certain plan-making functions. Delegation would be exercised by Council's General Manager or the Director of Development and Environment.

Anticipated dates	2015						2016											
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Commencement (date of Gateway determination)																		
Timeframe for the completion of required technical information																		
Timeframe for government agency consultation (pre and post exhibition as required by Gateway determination)																		
Commencement and completion dates for public exhibition period																		
Dates for public hearing (if required)																		
Timeframe for consideration of submissions																		
Timeframe for the consideration of a proposal post exhibition																		
Date of submission to the department to finalise the LEP																		
Date Council will make the plan (if delegated)																		
Date Council will forward to the department for notification.																		

Appendix A – Gateway Determination

A copy of the Gateway Determination for this Planning Proposal will be included in this Appendix after it is issued.

The Determination will identify processing requirements, such as:

- community consultation, or
- possible changes to this proposal.

At the time of preparation of this version of the planning proposal there has been no Gateway Determination.

Appendix B – List of proposed amendments

A. Changes to text

Provision	Changes
7.11A	Add an additional item to subclause (5)(e) to ensure design of development considers any desired future character statements or design objectives contained in a development control plan or other endorsed plan relevant to the site, for example a master plan.

B. Changes to Map Sheets

The following map sheets are revoked:

Map sheets	Map sheet identifier
Significant Urban Areas Map SUA_013FA	6380_COM_SUA_013FA_010_20130905

Note: The current map may need to be updated for the other amendments finalised prior to this amendment.

The following map sheets are adopted:

Map sheets	Map sheet identifier
Significant Urban Areas Map SUA_013FA	6380_COM_SUA_29_010_20150717

Note: The Map Sheet Identifiers will be updated with dates when the sheets are finalised.

The map sheet may need to be updated prior to finalisation, to incorporate separate amendments that may have commenced since the map sheet was prepared. Such changes have no significance to this Planning Proposal.

Appendix C – Site Identification Map



Port Macquarie-
Hastings Local
Environmental
Plan 2011
Amendment No 37

Site Identification Map
Part of map tile:

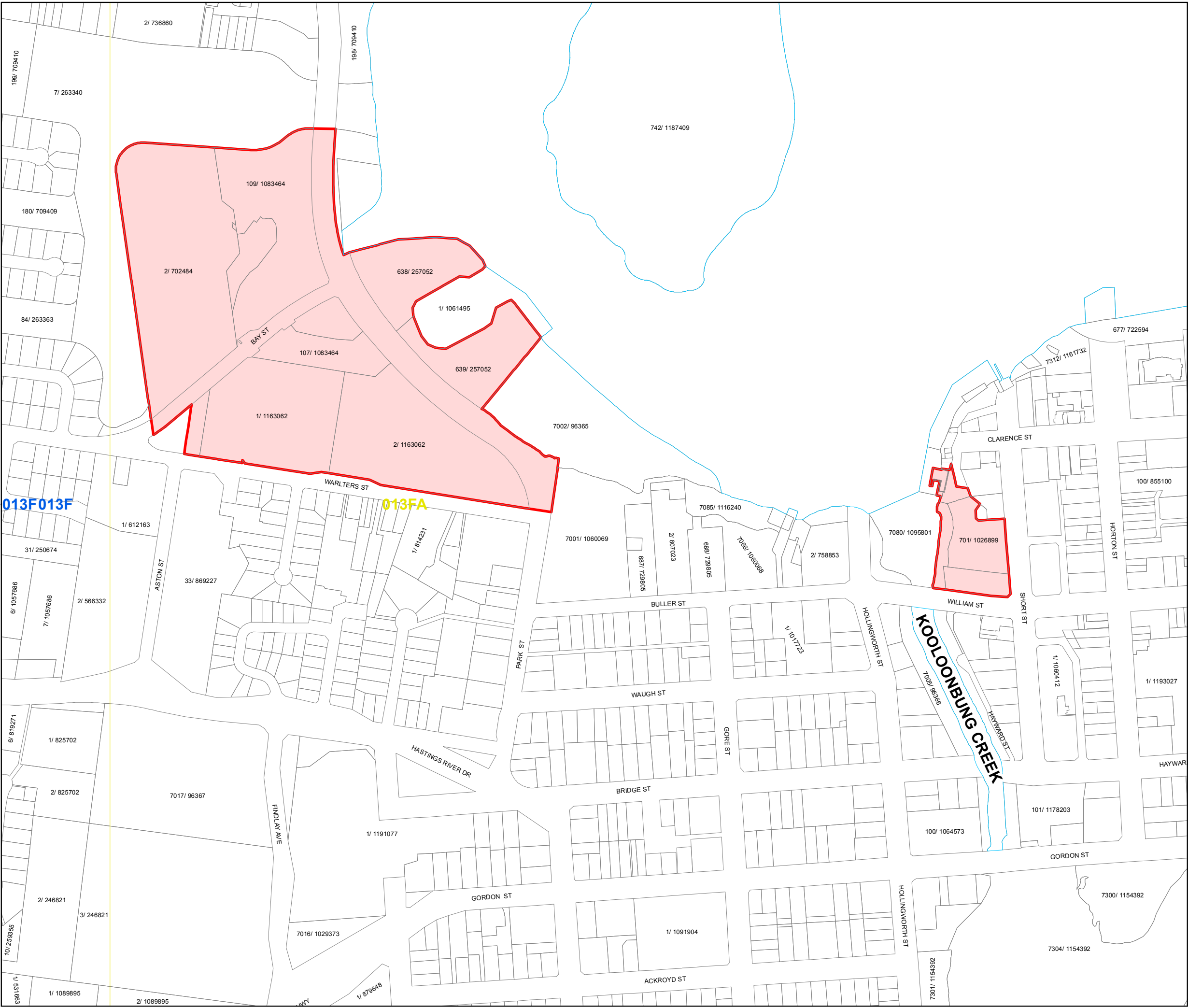
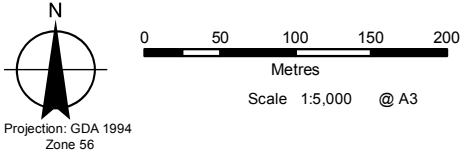
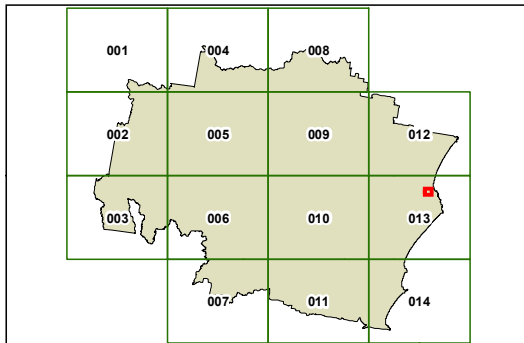
6380_COM_SUA_

Proposed Zone

Subject Land

Cadastre

Base data 1994 © Land and
Property Information (LPI)
Addendum data © PMHC 29/07/2015



Appendix D – Map Cover Sheet

The Map Cover Sheet is a part of the submission of the draft LEP for formal approval by the Minister for Planning or delegate.

It will not be prepared until that stage.

Where printed, the Map Cover Sheet could follow this page, just as the draft map sheets to be adopted could follow the introductory page for **Appendix E**.

Where in electronic form, it is likely these pages will be separate documents.

Note that the Map Cover Sheet will reflect the final content of the Part B Changes to Map Sheets within **Appendix B**.

Appendix E – Map Sheets to be adopted

Where printed, the relevant Map Sheets submitted for adoption could follow this page.

Where in electronic form, these pages will be separate documents.

The map sheets to be adopted are listed in the Map Cover Sheet (see **Appendix D**) and in **Appendix B** - Part B Changes to Map Sheets.



Port Macquarie - Hastings Local Environmental Plan 2011

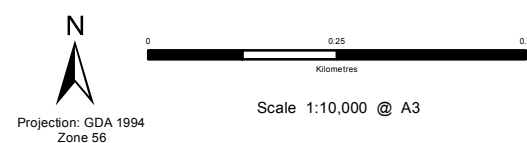
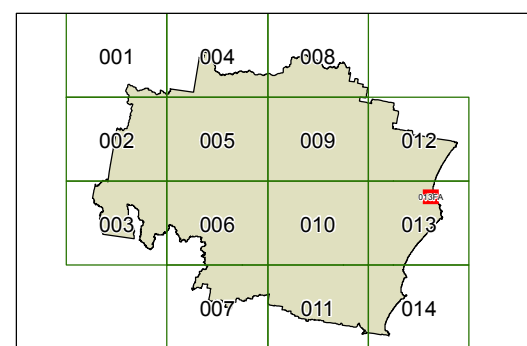
Significant Urban Areas Map
Sheet SUA_013FA

Significant Urban Area

 Significant Urban Area

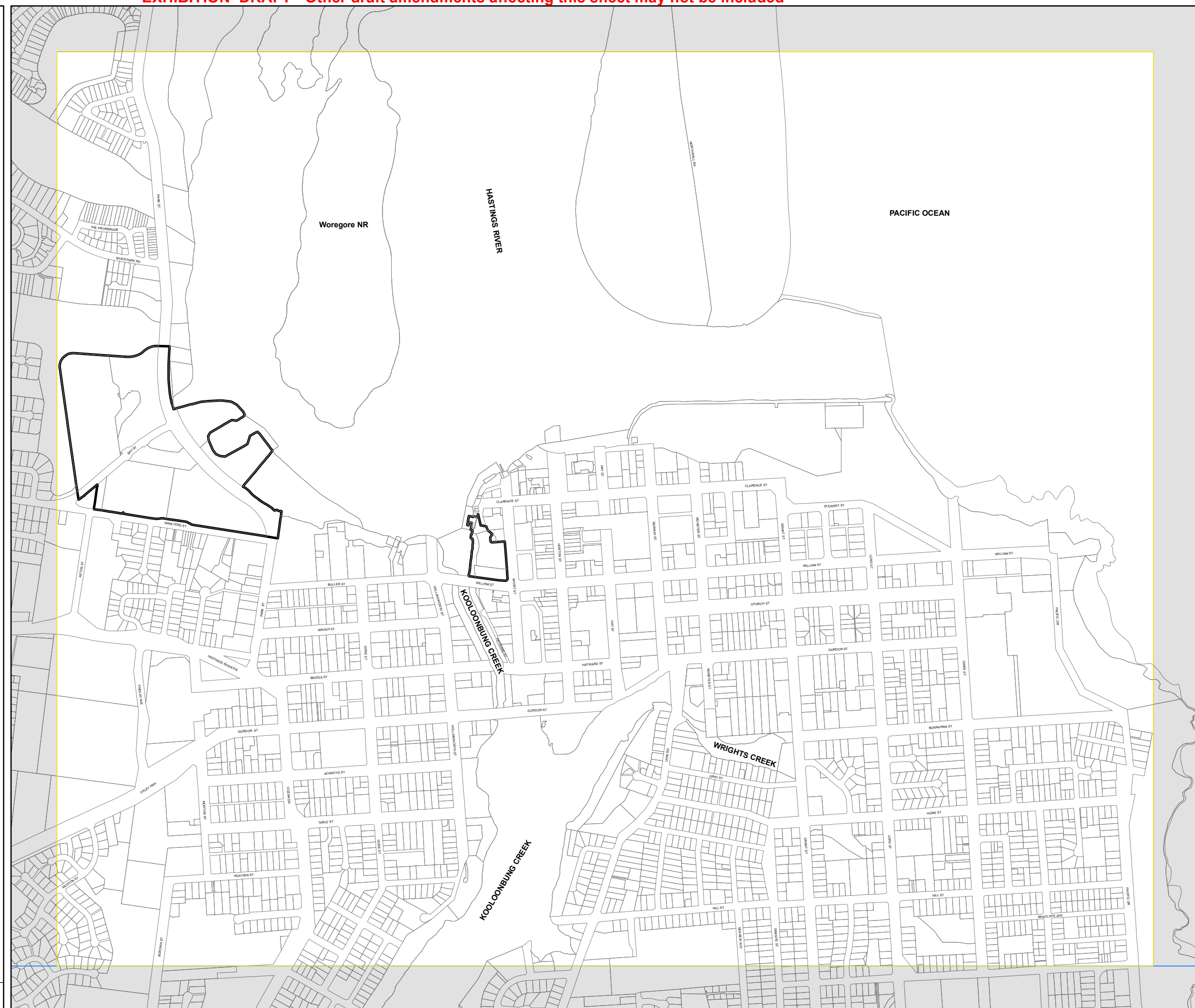
Cadastre

 Base data 1994 © Land and Property Information (LPI)
Addendum data © PMHC 17/07/2015



Map identification number: 6380_COM_SUA_29_010_20150717

EXHIBITION DRAFT - Other draft amendments affecting this sheet may not be included



Appendix F - Port Macquarie-Hastings Development Control Plan 2011/5-5, Port Macquarie Town Centre, Area Based Provisions (Extract)

Hastings River Foreshore	
Existing Character	Desired Future Character
The northern edge of the Town Centre consists of a sequence of linked parklands, a formal square and active wharves along a spectacular water body. There is a pedestrian walkway with boats, jetties and pontoons along the foreshore edge. Some buildings closest to the foreshore are bulky in scale and block views around and between them to the expanse of the Bay. Maritime, tourist, retail, restaurants and cafes face the foreshore reserve adding interest and maritime character to the foreshore and make the link between business and commerce to tourism and recreation. As a sensitive foreshore area the Foreshore Precinct requires high quality design and care of the public domain.	Maritime business and tourist accommodation uses combine with active and vibrant uses such as shopping, eating, maritime and civic facilities along the foreshore edge. Buildings are set back from the reserve and modestly scaled facing both the water and the Town Centre with nominated gaps between via open air pedestrian pathways and laneways to allow views through to the Bay. The relationship between the foreshore area and the tourist precinct has the potential to be a unique location, providing a range of marine related activities for residents and visitors within sight of a busy central business district. The relationship between the land and water is to be strengthened by locating and designing public areas along the foreshore that optimise access to water-related activities such as fishing and tour boat charters, fish 'n chip sales, the fish co-op retail use and processing, fishing directly off the shore and private vessel moorings. Any redevelopment of Block 6 is to provide a generous and continuous high quality urban waterfront square that links directly into the foreshore pedestrian walk and offers vistas to the water and maritime activities. Council has also adopted the Port Macquarie-Hastings Foreshore Masterplan 2009. Development along the foreshore is to meet the objectives and vision of this plan. The foreshore will also provide a continuous high quality waterfront walk which connects Westport Park and the Marina to the Kooloonbung Creek wetland system, the Town Centre and along the breakwall to Town Beach. Key aspects of the future character of this area include; • enhancing and reinforcing the Town Green as the primary Town Centre landscape open space, • creating a vibrant, generous open space along the foreshore at Block 6 that celebrates the Maritime character of Port Macquarie, • creating visual permeability to maximise views of the Hastings River by ensuring lower and smaller building forms on lots closest to the foreshore, • requiring businesses to present active,

Hastings River Foreshore	
Existing Character	Desired Future Character
	attractive and accessible frontages to the foreshore reserve and to streets, - ensuring the natural landscape dominates built form along the foreshore edge, - ensuring surface or above ground car parking is located away from the foreshore and is not visible from the foreshore or streets, - considering the quality of new buildings within the context of the whole foreshore built edge elevation as viewed from the Bay. Block 6 will be transformed from an asphalt car park to a new Tourist / Retail / Civic / Maritime development which fronts the foreshore, Short and William Streets, and provides a high level of open air connectivity from Short Street to the foreshore. This site is recommended to be the subject of an architectural design competition in the future. Indicative building form and massing is shown along with some artists impressions of how the site could contribute to the Town Centre.

Kooloonbung Creek Foreshore	
Existing Character	Desired Future Character
This precinct is located along the foreshore between the William Street bridge to the north and the Gordon Street bridge to the south. The northern part is currently being redeveloped as 4 - 5 storey residential / commercial whilst the southern part comprises a surface car park and various backyard service areas for properties fronting Short Street. Redevelopment of the southern part of the precinct is likely to result in a hard urban edge fronting the foreshore.	Identified as the 'gateways' to the Town Centre the bridges to the north and south of this Precinct require improvements or new pedestrian bridges to supplement the existing vehicle bridges. If no bridges are constructed then the existing bridges should be made wide enough to allow safe travel of vehicles and pedestrians and to retain or re-establish the 'bridge' feel rather than being just another section of road. This could be achieved by a change in surface treatment and balustrading with a rise in level and/or pronounced markers. This part of the foreshore is to continue the lively waterfront walk in the River Foreshore Precinct with a good connection for pedestrians both under the William Street bridge and over William Street. This is to continue to connect to the public open space network to the south and west along the Westport bank of the Creek. The new foreshore street is to provide a frontage to the adjacent shops and tourist developments as well as a clear boundary between privately owned space and the public foreshore as well as Short Street reserve. The orientation of developments to

Kooloonbung Creek Foreshore	
Existing Character	Desired Future Character
	face the water will re-establish the importance of the Creek front and improve the amenity of the foreshore with staff eating areas facing onto the water. Existing trees will continue to provide a shady garden frontage with views to the mangroves.

Horton Street	
Existing Character	Desired Future Character
Horton Street has a strong presence as the main commercial street in Port Macquarie. The well established street trees help give it a strong character and also help give a sense of importance to the wide street. As is usual in traditional town centres in Australia, there are many small shopfronts (some less than 10 metres wide) in separate ownership and in varying states of repair. The buildings on both sides of Horton Street form a fairly consistent edge of generally one or two storey buildings with awnings, glazed ground floor frontages and zero setbacks. Horton Street should retain these characteristics but would benefit from some increased building heights to better enclose the wide street without increasing the width of shopfronts.	Increased heights reflect the growing population which the Town Centre services. The traditional main street is proposed to have the tallest buildings in the Town Centre, indicating Horton Street's commercial importance. Small width shopfronts and well established street trees and consistent awnings add to the traditional grandeur of this Precinct. Horton Street culminates to the north in the Town Green and foreshore – the most prized public location. Horton Street to the south is currently poorly defined. There is an opportunity to provide an entry marker or new civic building to signify the entrance to the Town Centre where it starts at Gordon Street. Key aspects of the future character of this area include: • Additional floors of office space are provided above street level retail to create a commercial core and greater worker activity, • The traditional fine grain of active shopfronts, consistent awnings, nil setbacks and range of retail and service choices are retained, • Residential uses are restricted to shop top housing so as to maintain this street as the commercial heart, while providing in-town accommodation, • A consistent built form of suitable scale around Church Hill assists in contrasting with this largely unbuilt 'green' area, • Maintained and enhanced street tree species remain a strong feature. • Commercial development presents high quality lobby entries to this street.