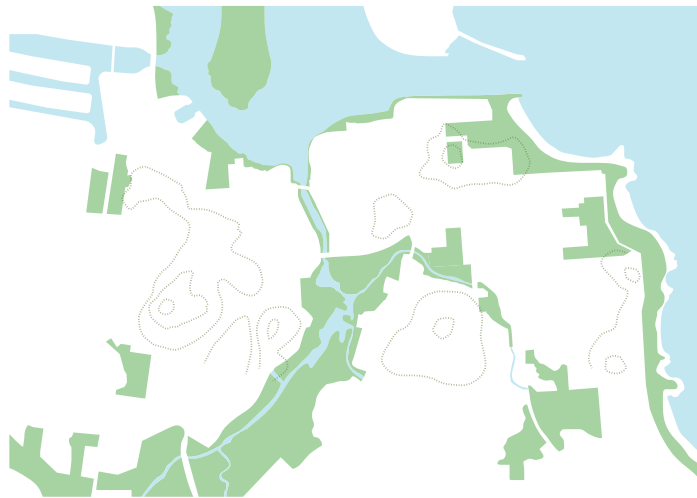

4 East Port Neighbourhood Recommendations

4.1 Neighbourhood Structure



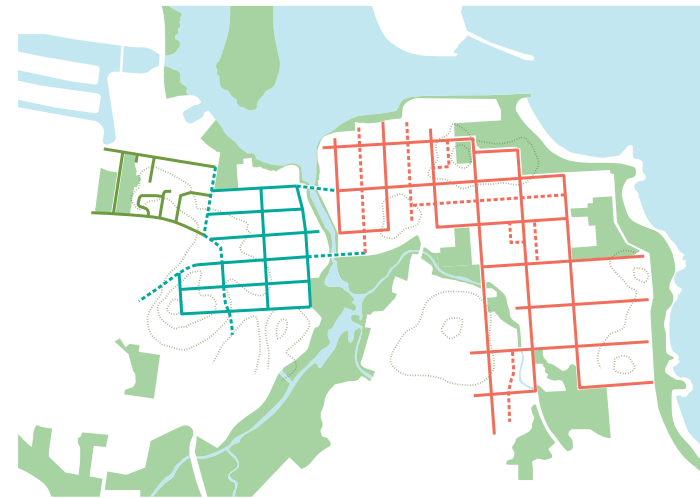
4.1.1 Open Space and Landform

Open spaces are predominately located along the foreshore, beach and creek corridors and define a linked network of spaces.

Hills define the extent of the flatter foreshore spaces and creek valleys. Neighbourhoods located on hill rises benefit from immediate outlooks over the foreshore and distant views of state forests to the north west and south west

Kooloonbung Creek, and its associated nature reserve areas, broadly separates the eastern and western neighbourhoods under review. This creek system provides characteristic parkland views and edges to a large number of streets and residences throughout the area.

Neighbourhoods in the northern study areas benefit from north facing hillsides and aspect over the river. Neighbourhoods sited on south facing slopes overlook the Kooloonbung Creek system and the southern suburbs. This southerly aspect may limit solar access for the redevelopment on some lots.



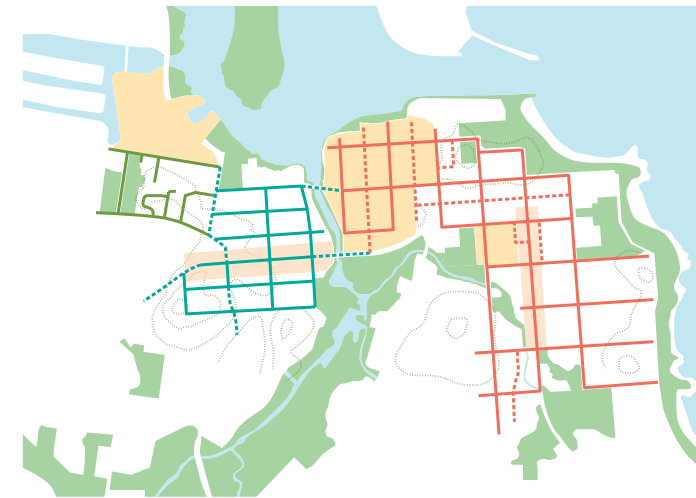
4.1.2 Urban Grid

There are 3 distinct street patterns within the area.

The square 200m by 200m town centre grid extends east and south. Key secondary streets divide the larger grid in these areas, and topographic changes to the east, west and south eventually interrupt the full continuity of the grid.

The Westport Neighbourhood grid is an east-west aligned rectangular grid. The grid has a regular north-south dimension with the extent of east-west streets varying in response to landform and the Kooloonbung Creek system.

The eastern part of the study area is dominated by its landform. Larger street blocks: are limited to its edges with a series of disconnected short streets running up the hill.

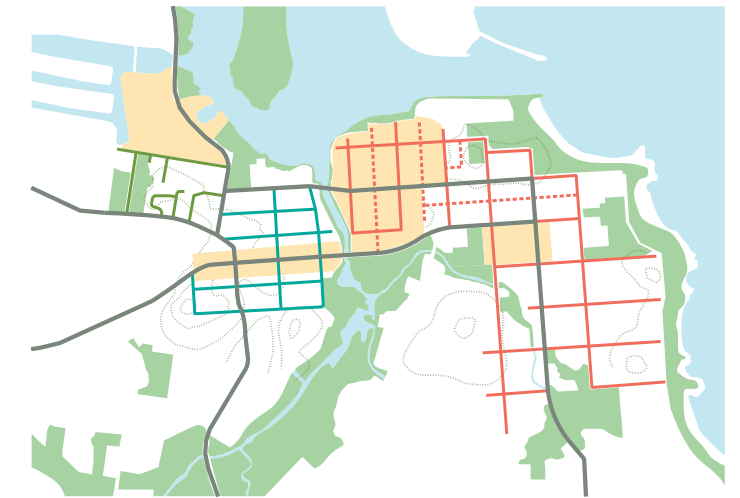


4.1.3 Centres

Three centres and two activity corridors serve Port Macquarie and are linked by the neighbourhoods under review.

Port Macquarie Town Centre is the main town centre and is a regional and tourist destination. The Town Centre is bordered by the Hastings River to the north, the Kooloonbung Creek to the west and south, and lies adjacent to a number of neighbourhoods to the east. Its sister centre Settlement City is a key shopping destination located to the north-west. The Civic Precinct, located to the south east of the Town Centre is an important hub for Port Macquarie with a large number of community and educational facilities located in this centre. The existing Centres provide sufficient capacity for the retail and commercial demand in the area.

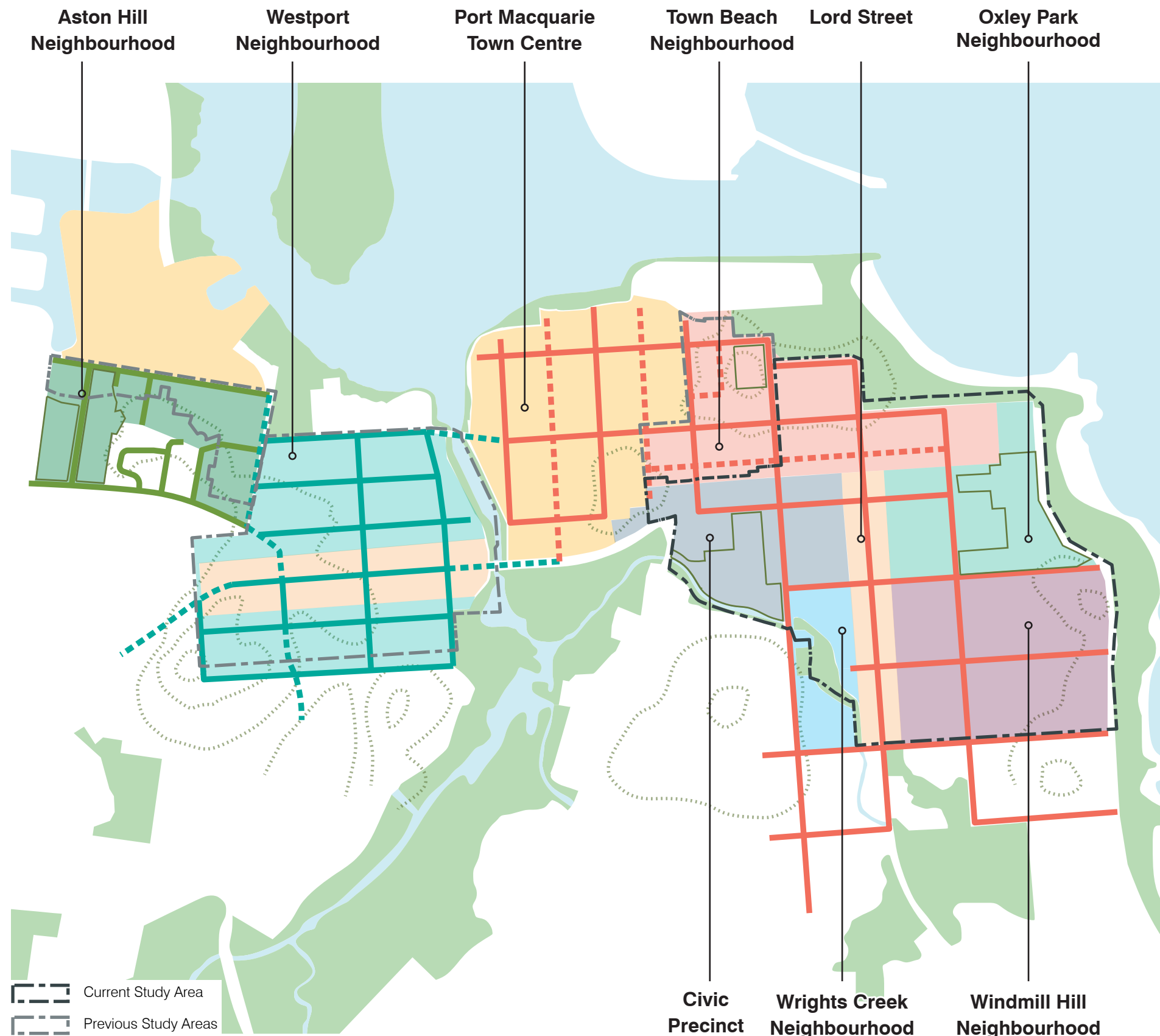
Lord Street and Gordon Street define important activity corridors, in the east and the west respectively. Both streets are also important arterial streets, providing vital linkages to the retail and commercial businesses in the centres, which are currently chiefly accessed by car.



4.1.4 Major Roads

The main movement network is defined by a super grid that reaches across Port Macquarie Town Centre to meet Lord Street in the east and Park Street/ Ocean Drive in the west. This grid then links into a radial arterial road network. The underlying street grid patterns provide finer grain permeability and choice of route between and within the neighbourhoods.

Within the East Port study area, the arterial roads Gordon Street and Lord Street inhibit pedestrian movement due to heavy traffic and a lack of pedestrian-friendly median crossings. William Street - also an arterial road - is less of a perceived divider due to its landscaped median and designated pedestrian crossings.



Distinctive Neighbourhood Structures

4.1.5 East Port Neighbourhoods

Six distinct neighbourhoods are identified within the study area:

Town Beach Neighbourhood is characterised by: a square street grid with a finer grain secondary street pattern; a hill topped by Port Macquarie Public School; high level coastal views along Clarence Street; a south facing slope with district views; Church Street's view corridor to St Thomas Anglican Church and William Street, a major vehicular street with high-rise residential buildings above a strip of cafés and restaurants.

Lord Street is characterised by: a north-south orientation; a dual carriageway with planted medians featuring palm trees; small business and services in low-rise buildings between Hill and Gordon Streets; and views to Town Beach Park to the north.

Oxley Park Neighbourhood is characterised by: a green eastern edge with uninterrupted ocean views and active uses comprising Oxley Park, Oxley Oval and the heritage Maritime Museum, the City Bowling Club and Tennis Courts, and Port Macquarie High School and grounds; and medium-to-high density residential development to the west of Owen Street, the major vehicular street which has a deep foreshore view corridor.

Civic Precinct is characterised by: the clustering of key educational, civic and community facilities between Grant and Lord Streets; Macquarie Park with Gordon Street frontage to the north and netball courts facing the Macquarie Park Trail to the south; a small cluster of retail and community uses located to the east on either side of Gordon Street. It is bound to the north and east respectively by arterial roads Gordon Street and Lord Street, and to the south and west by the Wrights Creek corridor.

Wrights Creek Neighbourhood is characterised by: low density residential buildings clustered either side of the Wrights Creek nature reserve. It is bound by Burrawan Street to the north, Hill Street to the south, Grant Street to the west and a fringe of low-rise, mixed use buildings along Lord Street to the east.

Windmill Hill Neighbourhood is characterised by: a hilltop ridge with ocean views to the north and east and western district views; low-rise residences to the west with a taller residential fringe to north and east; ocean frontage lots along Pacific Drive and parkland view corridors to the west along Burrawan and Home Streets.

4.2 Integrated Neighbourhood Structure Plan

4.2.1 Strategic Objective

To reinforce the existing structural attributes of each neighbourhood, and identify key public domain and built form improvement opportunities in order to enhance each neighbourhood's distinctive character.



Integrated Neighbourhood Structure Plan for Study area

4.3 Town Beach Neighbourhood

4.3.1 Existing Character

This neighbourhood encompasses the Town Beach West Neighbourhood from the previous study, and forms the eastern edge to the Port Macquarie Town Centre and is the northern edge to the suburbs located east of the Kooloonbung Creek system. The neighbourhood is characterised by a mix of building types and uses set within a strong street grid with views culminating in a landscape setting. Pine trees mark views to the coast and to the church, while natives and exotics trees mark the hinterland. Taller heights are distributed along the predominant 200 x 200 grid reinforcing connectivity to the Town Centre and to the foreshore.

William Street is a mix of small commercial uses, community uses, speciality tourist shops and street facing cafés and restaurants within a variety of new and adapted buildings. Clarence Street is an extension of the town centre with formal pine tree street planting and some ground floor commercial uses. The wide street reserve (40m) of Church Street frames the view to the St Thomas Anglican Church at the top of the hill. It is characterised by low scale dwellings, mostly houses with some villas, and punctuated by tall apartment buildings at Murray Street in the west. Munster Street has a range of smaller apartment buildings.



Town Beach Neighbourhood in context with the other East Port Neighbourhoods



View east along William Street showing traffic activity, characteristic Norfolk Pine street trees and high-rise residential buildings



Active street edges and restaurant frontages onto William Street



View west along Church Street showing Fig street trees and the visually prominent telecommunications tower at Grant Street

4.3.2 Desired Future Character

The Town Beach Neighbourhood will continue to evolve into an urban neighbourhood that supports tourist activity with a strong street grid culminating in landscape and foreshore views.

William Street's mixed use urban characteristics will further develop with retail and commercial uses at ground level. Soft landscaping and the promotion of restaurants/ cafés below residential buildings towards the eastern end will serve neighbourhood and tourist needs. Church Street will become a higher density residential street with generous street tree planting. The view corridor to St Thomas Anglican Church will be retained and strengthened with building alignments, tree planting and the implementation of night lighting to key features and landmarks. Owen Street and Grant street will link the foreshore to southern neighbourhoods, while Munster Street will remain the key link from Town Beach Neighbourhood to the Civic Precinct. Soft landscaping and street planting will enhance pedestrian amenity along these routes.

Design Principles

The following design principles are recommended for the Town Beach Neighbourhood

- Strengthen the urban residential character of Town Beach Neighbourhood with high density housing types
- Retain and enhance landscape views and character with buildings aligned to the street and with complimentary street tree planting and soft landscaping
- Implement the Church Street Tree Management Strategy to enhance the view corridor to St Thomas Anglican Church; to increase on-street parking capacity; and to improve pedestrian circulation
- Promote view sharing south of William Street to the district view of parkland to the south and foreshore to the north.
- Distribute building heights to reflect proximity to the town centre, to follow the landform, and to protect the amenity of the school:
 - from higher in the west adjacent the town centre to lower at the school, and
 - from higher along William Street to lower at Gordon Street.



Potential alfresco dining on Clarence Street



Coastal landmark pines complement scale of taller coastal architecture; Holdfast Bay, Adelaide SA

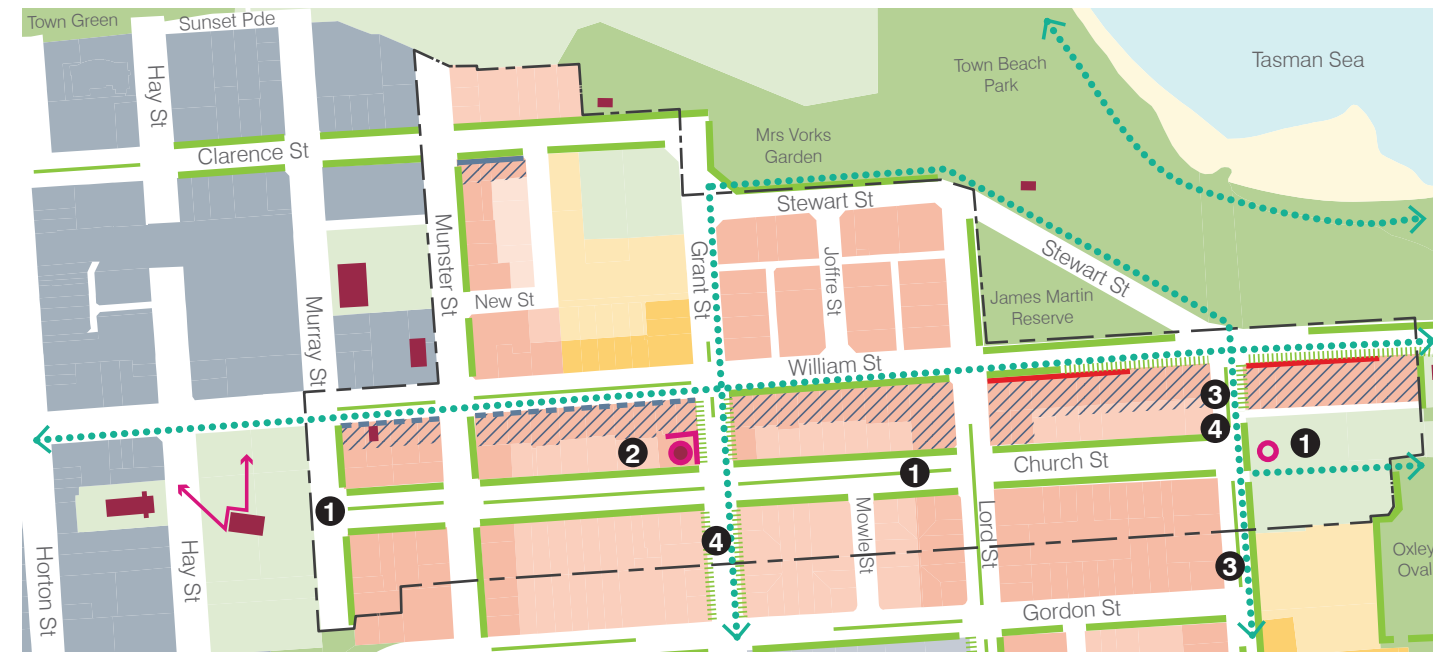


Night lighting celebrates local landmarks and heritage; Ballarat Vic



Tree-lined Historic street; Chapel Street, Richmond NSW

4.3.3 Structure Plan



- Key**
- Neighbourhood Area
 - Port Macquarie Town Centre
 - Educational Institutions
 - Landmark/ Heritage Item
 - Privately Owned Green Space
 - Publicly accessible Green Space
 - Centre Fringe - Mixed Use
 - Continuous Awnings
 - Individual Awnings
 - Taller Height built form
 - Medium height built form
 - Lower Height built form
 - Cafe/ Small Shop Opportunity
 - Street Planting Opportunity
 - Street Landscaping Opportunity
 - Placemaking Opportunity
 - Key Pedestrian/ Cycle Links

Public Domain and Place-making Opportunities

- 1 Strengthen Church Street Axis:** Church Street is a key residential street providing a link between Town Beach and the CBD. The Church Street Tree Management Strategy is in place and being delivered as development occurs. The strategy formalises on-street parking and guides street tree planting and should be continued and extended as necessary. Opportunities exist to improve access to points of interest, enhance key landmarks and heritage elements with feature lighting, and potentially create a new publicly accessible pedestrian link through to Pacific Drive.
- 2 Port Macquarie Beacon:** Feature lighting to telecommunications tower at night for long-range wayfinding; Brick facades of telecommunications building could be used as canvas for community-driven public art mural

- 3 Green Link Streets:** Important linkage streets could be suitable for street tree planting with native species that provide canopy shade and promote habitat. Opportunities also exist in key areas of high foot traffic to improve median plantings at crossings and parking areas and improve footpaths.
- 4 Edible Streetscapes:** Several streets in the area could be suitable for street verge planting with edible plants and trees. Edible Streetscapes provide opportunities for cross-generation community interaction and education.

4.4 Oxley Park Neighbourhood

4.4.1 Existing Character

This neighbourhood is bordered by Pacific Drive to the east and Burrawan Street to the south, and encompasses a number of major of public and private open spaces, recreational and sporting facilities. The area also includes Port Macquarie High School, a small area of residential dwellings and a notable cluster of heritage cottages which house the Mid North Coast Maritime Museum.

The neighbourhood is characterised by a mix of building types including villas, apartments, single dwellings and public/ institutional buildings. Pine trees mark the coastal edge along Pacific Drive and punctuate the green open spaces of Oxley Park and Oxley Oval.

The high school and bowling club lie on the eastern side of Owen Street, with the residential quarter to the west. Owen Street lacks street trees in this area, but has sturdy footpaths and planted medians. Church Street terminates at Owen Street in front of the bowling club, and is characterised by tall apartment buildings to the north with single story dwellings and an on-grade carpark to the south. Burrawan Street is residential street characterised by a row of Pines marking the southern boundaries of Oxley Oval and the high school, which emphasis connectivity with the coast.



View east at William Street and Pacific Drive showing aspect and heritage qualities of the Mid North Coast Maritime Museum



Easterly view of Oxley Park showing characteristic row plantings of Norfolk Pines, coastal aspect and underutilised open space



Owen St view of Bowling Club and the Oxley Oval Norfolk Pines



Large and underutilised road reserves, Burrawan Street



Oxley Park Neighbourhood in context with the other East Port Neighbourhoods

4.4.2 Desired Future Character

The Oxley Park Neighbourhood will remain a key East Port destination for recreational activities and the enjoyment of coastal open space by residents and visitors.

Enhancements to the Maritime Museum grounds will better integrate this historic site with Oxley Oval. Upgrades to amenities at Oxley Oval will strengthen its role as a sportsfield of regional importance. Oxley Park will be transformed into an activity-rich, landscape-oriented destination with appeal to visitors and residents of all ages.

Connectivity from east to west will be enhanced with a publicly accessible link from Owen Street to Pacific Drive. Northern foreshore views along Owen Street will be protected, and its function as a major north-south pedestrian link will be enhanced through street tree planting and soft landscaping. The character of the residential quarter to the west of Owen Street will be retained and enhanced through landscaping and street tree planting along Owen, Burrawan and Gordon Streets.

4.4.3 Design Principles

The following design principles are recommended for the Oxley Park Neighbourhood;

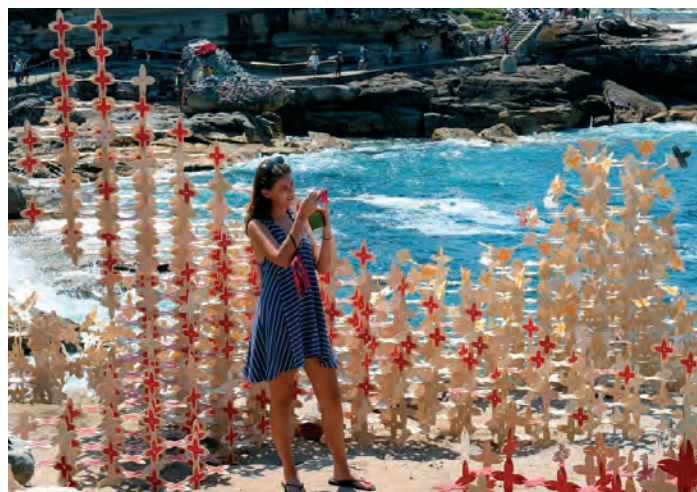
- Retain and enhance landscape views and character with buildings aligned to the street and with complimentary street tree planting and soft landscaping
- Protect and enhance the heritage values of the Mid North Coast Maritime Museum and explore opportunities to improve access from William Street and integrate its grounds with Oxley Oval
- Promote greater pedestrian permeability of the open spaces fronting Pacific Drive with a new through-site link from Owen Street and further enhancements to exiting north-south routes.
- Enhance user and visitor experience at Oxley Oval through upgrading amenities and landscaping
- Work closely with local community to re-purpose Oxley Park with an appropriate, landscape-oriented new function.



Inviting, accessible heritage garden setting for Maritime Museum ; Green Cottage, Camp Cove NSW



Activity-rich Destination Landscape; Coastal Maine Botanical Gardens



Coastal Cultural Event; Sculpture by the Sea; Bondi Beach NSW



Distinctive vista and landscape of Oxley Park, Port Macquarie

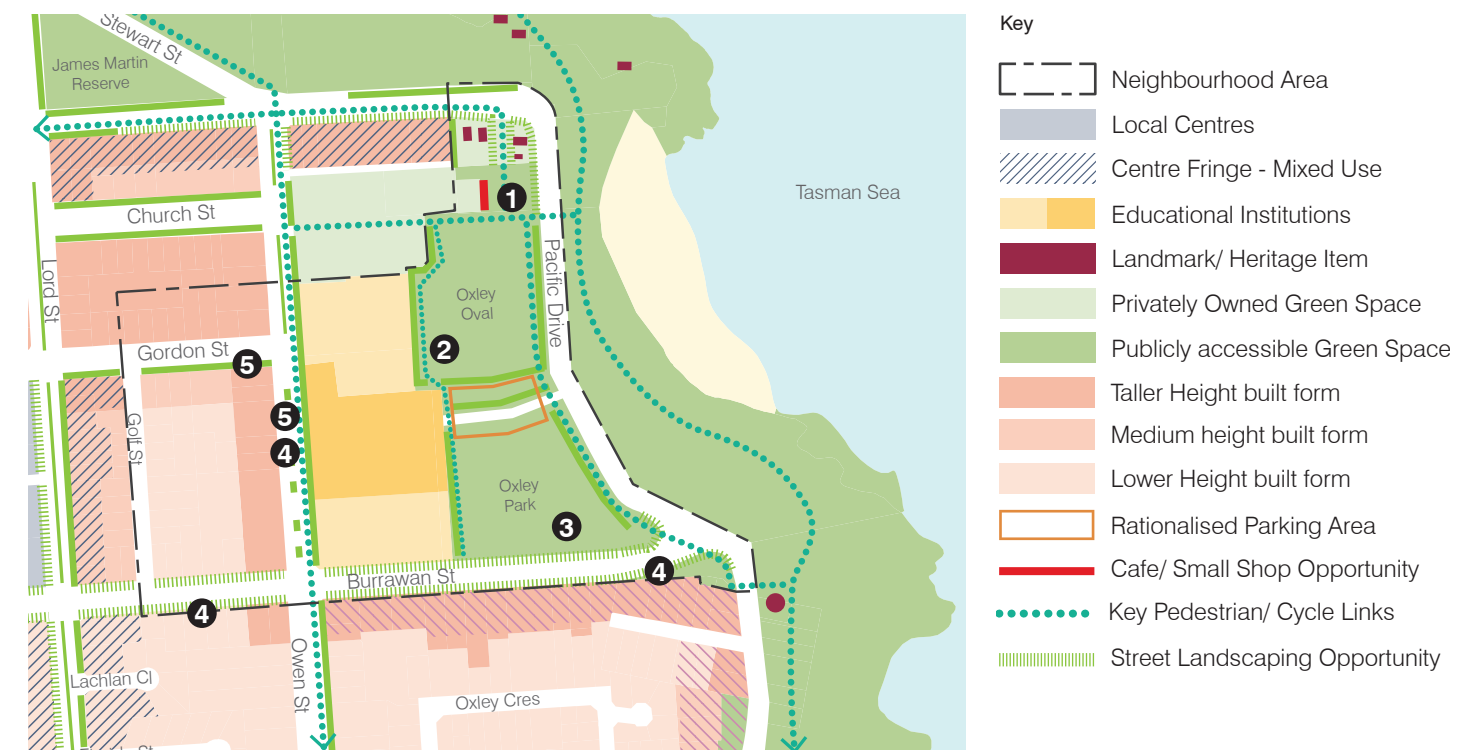


Inviting, community-focused streets; Edible streetscapes



Inviting, walkable streets; Canopy shade, soft landscaping, seats

4.4.4 Structure Plan



Public Domain and Place-making Opportunities

- 1 Maritime Museum:** The row of former dwellings, including the Maritime Museum is a significant remnant of Port Macquarie's heritage. Opportunities exist to integrate the Maritime Museum with Oxley Oval, enhance the heritage setting with feature lighting and potentially provide new landscaping, public seating and perhaps a cafe for an improved visitor experience.
- 2 Oxley Oval:** Oxley Oval is a popular local sporting facility and is used for a variety of activities. Opportunities exist to improve the user and visitor experience with additional or improved infrastructure (lighting, seats, toilets, etc.), improved landscaping, and providing a better interface with Oxley Oval.
- 3 Oxley Park:** Oxley Park is an underused and somewhat uninviting park. Improved landscaping could improve the park's amenity and further community engagement could help identify possible future uses or activities.
- 4 Edible Streetscape:** Several streets in the area could be suitable for street verge planting with edible plants and trees. An edible streetscape along Burrawan Street for example, could help to strengthen the link between the high school and the civic hub comprising Council Headquarters, the Library and swimming pool, and provide opportunities for cross-generation community interaction and education.
- 5 Green Link Streets:** Important linkage streets could be suitable for street tree planting with native species that provide canopy shade and promote habitat. Opportunities also exist in key areas of high foot traffic to improve median plantings at crossings and parking areas and improve footpaths.

4.5 Windmill Hill Neighbourhood

4.5.1 Existing Character

This predominately residential neighbourhood is bound by Pacific Drive to the east, Burrawan Street to the north, Hill Street to the south and adjoins the edge of the Lord Street activity corridor to the west. Owen and Home Streets quarter the neighbourhood, and large blocks are penetrated by a series of small streets and cul-de-sacs. The neighbourhood is sited on a hilltop ridge with ocean views to the north and east and western district views.

Windmill Hill comprises a mix of building types including apartments, villas, town-houses, single dwellings, with low scale dwellings to the west and a taller residential fringe located on the ridge to the north and east which can take advantage of sweeping ocean views. Parkland view corridors occur to the west along Burrawan and Home Streets.

Pacific Drive is a major coastal road marked by Pines and lined with ocean frontage lots. Burrawan Street is characterised by large verges, taller building heights towards the east and a row of Pines which emphasise connectivity with the coast. Home Street is the major east-west link for the neighbourhood, while Owen Street is the major north-south connector. Both streets have a mix of building types and heights, and are characterised by significant stands of street trees. Hill Street has a significant slope up to the east, and is characterised by mostly low-rise dwellings, with a few medium-rise dwellings towards Pacific Drive.



Windmill Hill Neighbourhood in context with the other East Port Neighbourhoods



Windmill Hill neighbourhood edge; View north along Pacific Drive showing taller height, high-density housing



View west along Hill Street showing district views and lower height residential built form towards the west



View east along Burrawan Street at Port Macquarie High School showing large verges, street trees and taller built form closer to coast

4.5.2 Desired Future Character

The Windmill Hill Neighbourhood will continue to evolve as a medium density residential neighbourhood with a diverse range of housing types. Building forms along the northern and eastern edges of the neighbourhood will reflect the higher landform in this area, and step down in height towards the west.

Home Street will link the neighbourhood to the Town Centre and the landscape view corridors to the west will be further enhanced through tree planting and soft landscaping. Owen Street will be strengthened as the main north-south link through the neighbourhood with tree planting and soft landscaping. Burrawan Street will have higher densities between Owen Street and Pacific Drive creating a consistent edge to the school and Oxley Park, and will become a green focal point for community activity through planting of edible streetscaping.

4.5.3 Design Principles

The following design principles are recommended for the Windmill Hill Neighbourhood;

- Define the coastal built form edge while protecting neighbour amenity and view-sharing through strategic height increases along Burrawan Street and Pacific Drive.
- Promote housing diversity and increased density through subdivision and small-lot housing.
- Distribute building height across the neighbourhood to reflect topography and leverage views along the coast :
 - from lower heights in the west to taller buildings in the east along Burrawan Street and Pacific Drive
- Promote view sharing west of Pacific Drive to retain current access to western district views and eastern coastal views
- Retain and enhance landscape views and character with buildings aligned to the street and with complimentary street tree planting and soft landscaping



Large, shady street trees give a distinctive character and provide pedestrian amenity



Shaded, attractive pedestrian and cycle route - Extending the Macquarie Park Trail



Small-lot housing



Street gardens in residential areas add character and amenity



Medium-rise coastal apartments

4.5.4 Structure Plan



- Key
- Neighbourhood Area
 - Landmark/ Heritage Item
 - Publicly accessible Green Space
 - Taller Height built form
 - Medium height built form
 - Lower Height built form
 - Centre Fringe - Mixed Use
 - Neighbourhood Edge
 - Placemaking Opportunity
 - Key Pedestrian/ Cycle Links
 - Street Landscaping Opportunity
 - Street Planting Opportunity

Public Domain and Place-making Opportunities

- 1 Green Link Streets:** Important linkage streets could be suitable for street tree planting with native species that provide canopy shade and promote habitat. Opportunities also exist in key areas of high foot traffic to improve median plantings at crossings and parking areas and improve footpaths.
- 2 Edible Streetscapes:** Several streets in the area could be suitable for street verge planting with edible plants and trees. Edible Streetscapes provide opportunities for cross-generation community interaction and education.
- 3 Extension of Macquarie Park Trail:** Extend formal pedestrian path south from Grant Street, along Home and Owen Streets, through Macquarie Nature Reserve to meet Pacific Drive at Flynn Street; Safety and landscape feature lighting; Soft landscaping to key streets for enhanced wayfinding; New signage; Improved access to Town Centre for southern suburbs

4.6 Lord Street

4.6.1 Existing Character

Lord Street is major north-south arterial road for Port Macquarie and features a dual carriageway and planted medians and roundabouts, characterised by palm trees. Building heights tend to be low-rise (3 storeys) between Hill and Gordon Streets, with a marked increase in height north of Gordon Street towards the Town Centre and the coast.

Lord Street is a destination street for commercial activity, and features a number of small business, medical centres shops and community services between Hill Street and Gordon Street. Commercial buildings along Lord Street in this area are punctuated by mostly low-density residential buildings. High density apartment buildings are located north of Gordon Street. A variety of residential building types including villas, free standing dwellings and mid-rise apartments can be found in the immediate fringe either side of Lord Street, reflecting its adjacency to the residential neighbourhoods of Wrights Creek to the west and Windmill Hill to the east. Lord Street also shares western adjacency with the Civic Precinct, and Council Chambers and the Players Theatre front Lord Street between Burrawan and Gordon Streets.



View north along Lord Street at Hill Street showing drive-in medical centre, Salvation Army church and characteristic palm trees



View north along Lord Street at Burrawan Street showing shop-top housing and characteristic palm trees in vegetated medians



View north along Lord Street at Gordon Street showing increase in built form heights as the street progresses towards the coast



Lord Street in context with the other East Port Neighbourhoods

4.6.2 Desired Future Character

Lord Street will further develop its identity as an important activity corridor for the East Port neighbourhoods. Over time Lord Street will see an increase in higher-density building types which should include shop-top dwellings so that lower-level street activation and commercial activity can be further strengthened. This type of housing will retain the streets mixed use character, strengthen its role as an activity corridor and provide a consistent and legible built form edge for Lord Street. Small pockets of lot amalgamation will occur to promote more useful land parcel sizes that will sustain desired commercial uses into the future.

The corridor of increased building height that occurs as Lord Street progresses northwards will be further strengthened through a future increase in building heights between Burrawan and Gordon Streets. This will provide a legible edge between coastal development on the hill, and the hinterland suburbs to the south. Where appropriate, the addition of street trees, landscaping and safe pedestrian crossings will assist in improving the pedestrian experience.

4.6.3 Design Principles

The following design principles are recommended for Lord Street:

- Promote activation of Lord Street in a manner that reinforces Council's retail and centres hierarchy
- Limit non-residential uses to the Lord Street activity corridor frontage and ensure these uses cater to the daily needs of the local neighbourhood or supplement the town centre.
- Retain a consistent and legible built form edge to Lord Street
- Distribute building heights to reflect progressive proximity to the town centre,
- Retain and enhance landscape views and character with buildings aligned to the street and with complimentary street tree planting and soft landscaping



Shop-top housing with medium-rise built form; Collaroy Plateau NSW

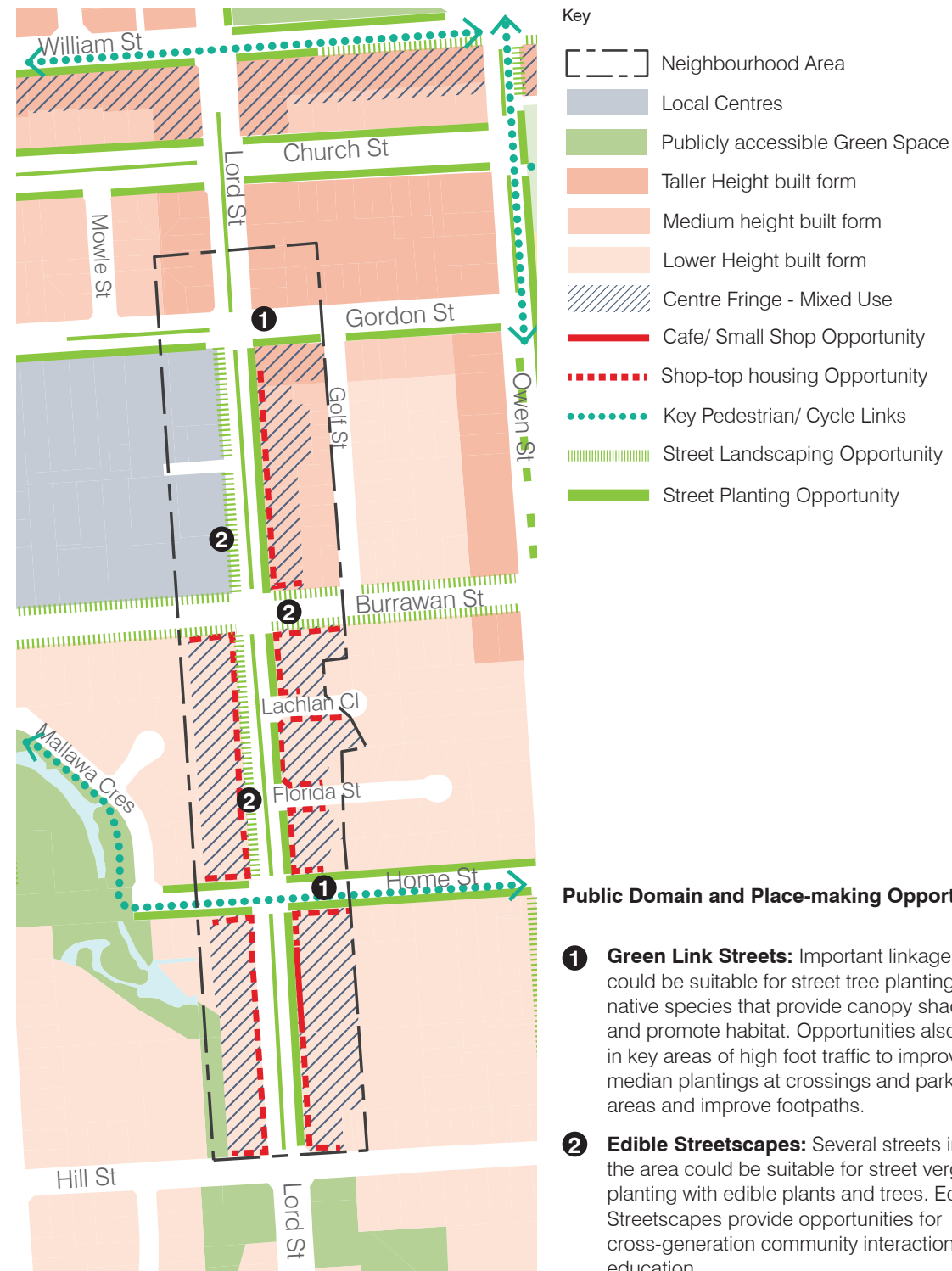


High-density shop-top housing with taller built form; Dee Why NSW



Small street-side cafe; Byron Bay NSW

4.6.4 Structure Plan



Public Domain and Place-making Opportunities

- Green Link Streets:** Important linkage streets could be suitable for street tree planting with native species that provide canopy shade and promote habitat. Opportunities also exist in key areas of high foot traffic to improve median plantings at crossings and parking areas and improve footpaths.
- Edible Streetscapes:** Several streets in the area could be suitable for street verge planting with edible plants and trees. Edible Streetscapes provide opportunities for cross-generation community interaction and education.

4.7 Wrights Creek Neighbourhood

4.7.1 Existing Character

Wrights Creek Neighbourhood is a small residential area centred around the Wrights Creek Reserve. The neighbourhood is bound by Burrawan Street to the north, Hill Street to the south, Grant Street to the west and adjoins the edge of the Lord Street activity corridor to the east. The neighbourhood has a strong parkland setting and its eastern edge lies adjacent to the netball courts located at the southern end of Macquarie Park.

The neighbourhood is distinguished by a mix of different types of low-rise residential buildings which includes single dwellings, duplexes, town-houses, villas and apartments.

Mallawa Crescent is the westerly extension of Home Street, and crosses the neighbourhood to meet Grant Street in the east. Mallawa Crescent faces Wrights Creek Reserve to the south-west and has an informal footpath extension of the Macquarie Park Trail which almost reaches Home Street. A small open space is located to the east off Grant Street immediately before the street crosses Wrights Creek via a small vehicular bridge. This open space is the main publicly accessible part of the reserve, which is otherwise characterised by thick shrubs and bush.



View north along Mallawa Crescent showing park aspect view into the Wrights Creek Reserve



View west along Hill Street at Lord Street showing Wrights Creek corridor and timber pedestrian bridge



View north along Grant Street showing the proximity between Wrights Creek Reserve and the Macquarie Park sporting facilities



Wrights Creek Neighbourhood in context with the other East Port Neighbourhoods

4.7.2 Desired Future Character

The Wrights Creek Neighbourhood will remain a hinterland residential neighbourhood with a low-density mix of residential types, including houses, villas, town-houses and apartments.

The neighbourhood's parkland setting will be preserved and enhanced, and over time small improvements to the public domain will increase pedestrian penetration through the neighbourhood. Pedestrian activity will be further enhanced through strengthened landscape connections between Mallawa Crescent, Home Street and Grant Street.

Soft landscaping improvements in the form of edible streetscaping to Burrawan Street and Grant Street will create a new loci for community focus and activity for the neighbourhood.

4.7.3 Design Principles

The following design principles are recommended for the Wrights Creek Neighbourhood

- Retain the hinterland residential character of the Wrights Creek neighbourhood through promotion of low-density housing types
- Retain three storey height limit north of Wrights Creek Reserve and two storey height limit south of Wrights Creek Reserve to promote view sharing into the parkland
- Promote residential entries and frontage facing Wrights Creek Reserve along Mallawa Crescent
- Extend the existing paved footpath following Wrights Creek Reserve along Mallawa Crescent to meet Home Street, and improve its use and amenity with night lighting
- Retain and enhance landscape views and character with buildings aligned to the street and with complimentary street tree planting and soft landscaping



Well-designed and landscaped low-to-medium density housings



Local netball courts provide community focus for neighbourhood



Jacaranda street trees provide canopy shade and colour; Grafton NSW

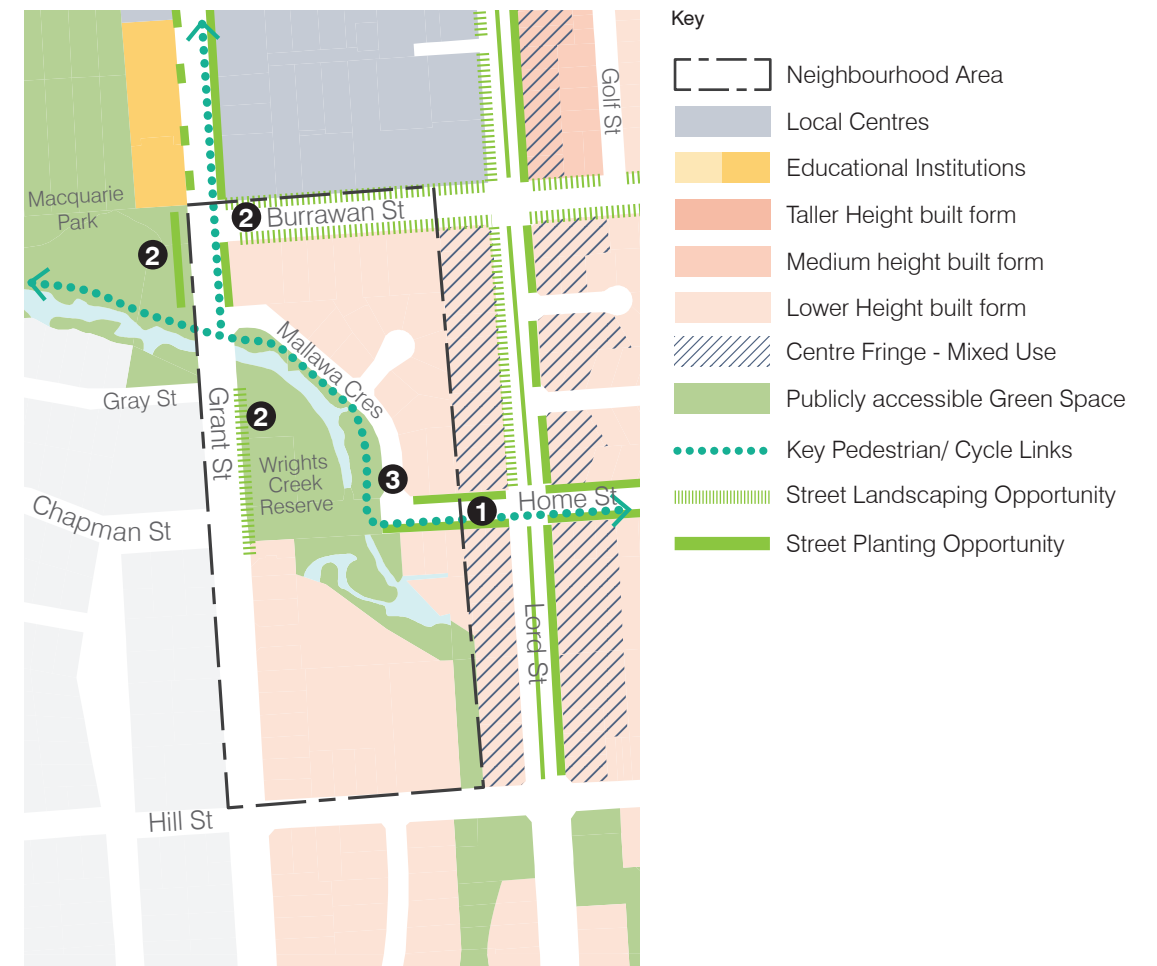


Shaded, attractive pedestrian and cycle routes; Cooks River Pathway, NSW



Edible Streetscapes build community, produce food and create a unique sense of place

4.7.4 Structure Plan



Public Domain and Place-making Opportunities

- 1 Green Link Streets:** Important linkage streets could be suitable for street tree planting with native species that provide canopy shade and promote habitat. Opportunities also exist in key areas of high foot traffic to improve median plantings at crossings and parking areas and improve footpaths.
- 2 Edible Streetscapes:** Several streets in the area could be suitable for street verge planting with edible plants and trees. Wrights Creek Reserve could be a suitable site for a small community garden, with outdoor seating. Edible Streetscapes and community gardens provide opportunities for cross-generation community interaction and education.
- 3 Extension of Macquarie Park Trail:** Extend formal pedestrian path south from Grant Street, along Home and Owen Streets, through Macquarie Nature Reserve to meet Pacific Drive at Flynn Street; Safety and landscape feature lighting; Soft landscaping to key streets for enhanced wayfinding; New signage; Improved access to Town Centre for southern suburbs

4.8 Civic Precinct

4.8.1 Existing Character

The Civic Precinct is crossed by the major arterial road Gordon Street, and encompasses a significant number of important civic, educational and recreational buildings and facilities. The precinct is bound to the south and west by the Wrights Creek corridor, which is marked by the Macquarie Park Trail. Macquarie Park, a large local open space lies between Gordon Street and the Wrights Creek Corridor, and features an outdoor sportsfield and netball courts.

A small cluster of mixed use buildings is located to the east on either side of Gordon Street close to the Lake Road roundabout, and extends along Munster Street to the south. This forms a local shopping centre, and provides a range of retail and community services to local residents. A residential area on the north side of Gordon Street lies to the west of this shopping area.

A local centre which serves greater Port Macquarie is located at the eastern edge of the precinct in the block bound by Gordon Street to the north, Burrawan Street to the south, Grant Street to the west and the arterial road Lord Street. This centre encompasses the Port Macquarie-Hastings Council chambers, Port Macquarie Library, the Players Theatre, Port Macquarie Olympic Pool. The Port Macquarie campus of Charles Sturt University is immediately adjacent to the east on Grant Street.



Civic Precinct in context with the other East Port Neighbourhoods



Looking west along Gordon Street towards small cluster of shops at Munster Street, showing Art and Craft centre in distance



View west along Gordon St showing large road reserve and Port Macquarie Library and Olympic Pool grounds with Norfolk Pines on left



Macquarie Park frontage onto Gordon Street



View north along Grant Street

4.8.2 Desired Future Character

The Civic Precinct will evolve into a cohesive, strongly identifiable civic centre for Port Macquarie and the East Port neighbourhoods.

Consistent and large-scaled street tree planting to Gordon Street will improve Port Macquarie's civic address and define the edge of Macquarie Park. Increased building heights along Gordon Street will spatially define Gordon Street as an edge between the Town Centre neighbourhood and the Civic Precinct and lower scale residential neighbourhoods to the south.

The Gordon Street local centre will be strengthened over time with new mixed use development, an improved public domain edge along Gordon Street and Munster Street which could include strategically placed safe pedestrian crossings.

The pedestrian experience along Grant Street would be improved by soft landscaping embellishments that could potentially include edible streetscaping, a community-driven feature that would strengthen links between schools, the university and residents in the area.

4.8.3 Design Principles

The following design principles are recommended for the Civic Precinct

- Retain the civic and mixed use character of the Civic Precinct
- Reinforce the urban structure and give spatial definition to the predominant street grid.
- Reinforce the Gordon Street and Munster Street shopping area and ensure current and future uses cater to the daily needs of the local neighbourhood or supplement the town centre.
- Enhance landscape character and civic address with buildings aligned to the street and with complimentary street tree planting and landscaping



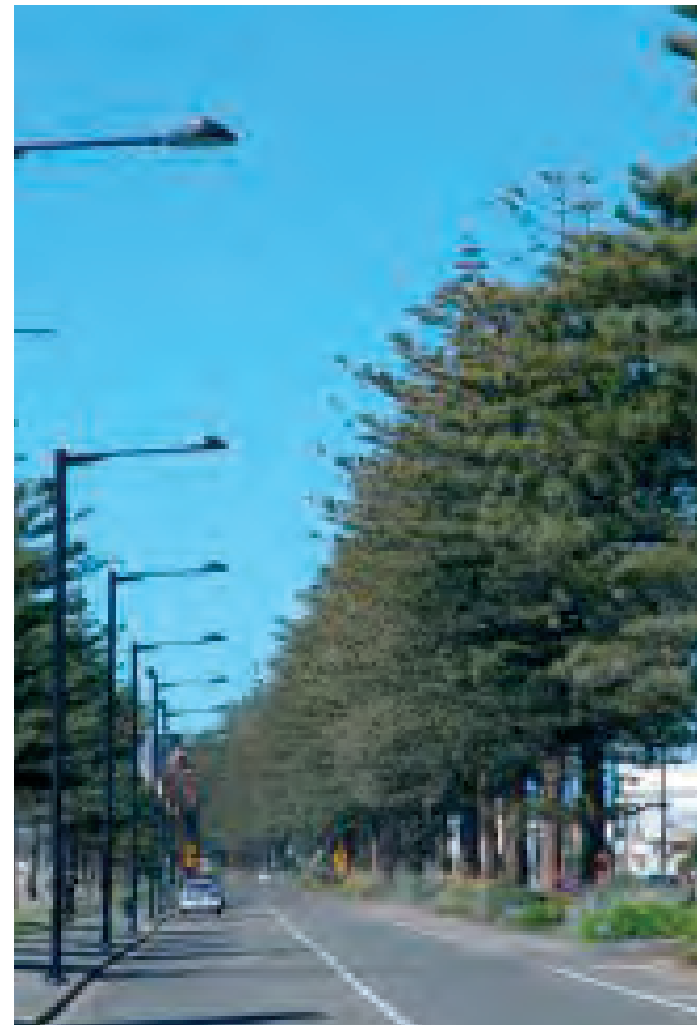
Civic buildings fronting onto consistent street trees and quality streetscaping



Leafy and walkable local shopping on a busy main street; Yamba NSW



Pedestrian crossings through raised medians assists people safely cross busy roads

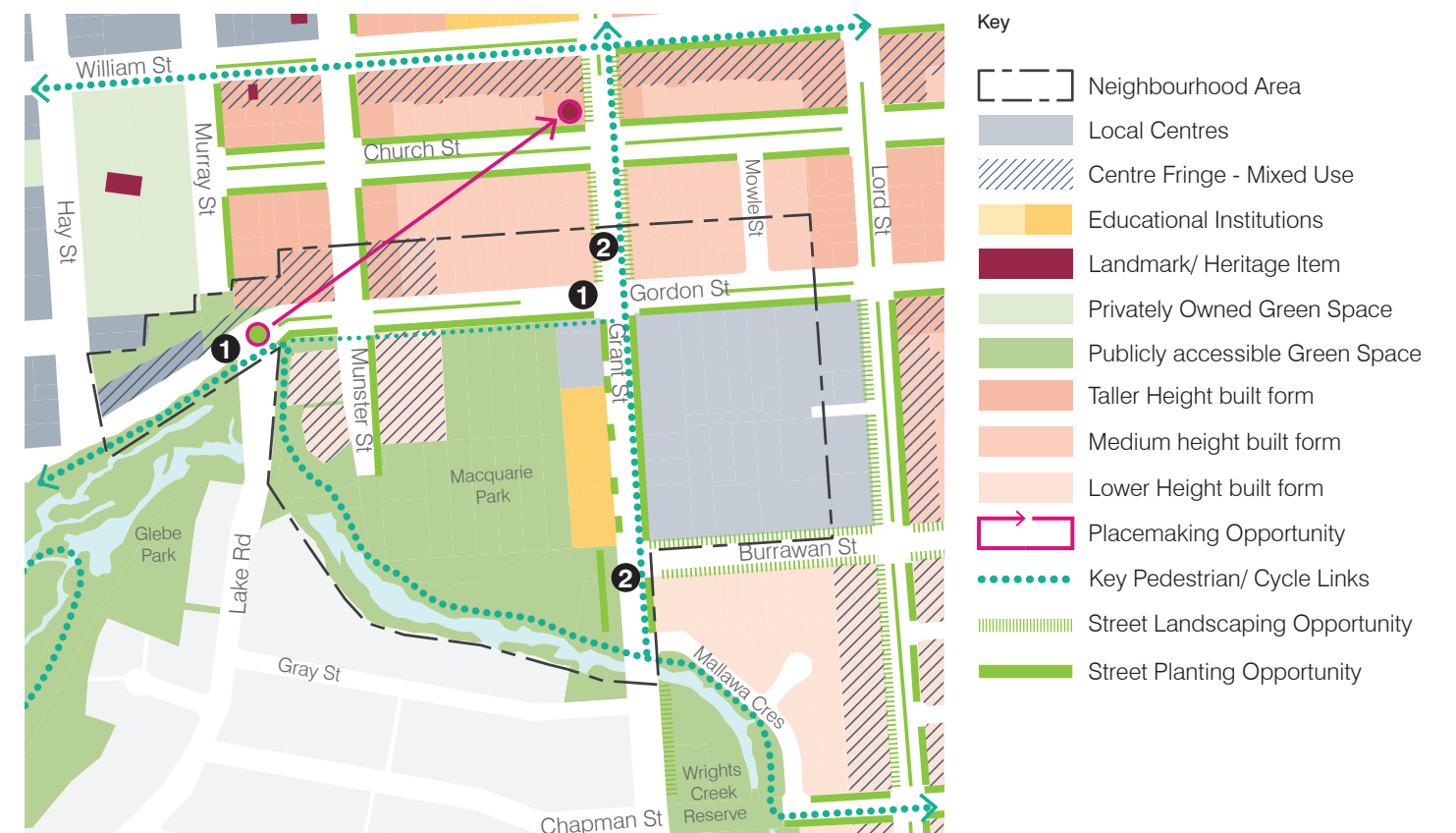


Norfolk Pine boulevard gives a civic entry and coastal quality



Night lit local telecommunications tower - a creative wayfinding tool and place-making landmark

4.8.4 Structure Plan



Public Domain and Place-making Opportunities

- 1 Green Link Streets:** Important linkage streets could be suitable for street tree planting with native species that provide canopy shade and promote habitat. Opportunities also exist in key areas of high foot traffic to improve median plantings at crossings and parking areas and improve footpaths. An opportunity exists to enhance the roundabout at Lake Road with feature planting and lighting to create visual connection with **Port Macquarie Beacon** at telecommunications tower and define the skyline at this key entry point.
- 2 Edible Streetscapes:** Several streets in the area could be suitable for street verge planting with edible plants and trees. Wrights Creek Reserve could be a suitable site for a small community garden, with outdoor seating. Edible Streetscapes and community gardens provide opportunities for cross-generation community interaction and education.

4.9 Overview of Key Public Domain Opportunities

The Port Macquarie-Hastings Council is committed to working with the community to create great places. Community input is essential to the place making process, as is an understanding of a particular place and the ways that great places foster successful social networks and initiatives. We've identified several opportunities for place making in the public domain areas of the neighbourhood. The suggestions include ideas from Council's Draft Recreational Plan 2014 and are intended to act as a starting point for further discussion with the community.

1. Church Street Axis

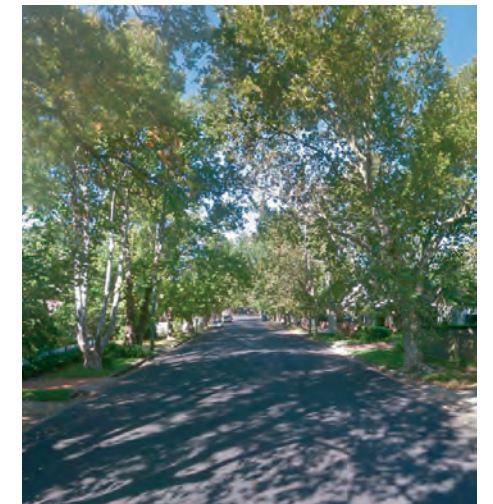
- Church Street is a key residential street providing a link between Town Beach and the CBD. The Church Street Tree Management Strategy is in place and being delivered as development occurs. The strategy formalises on-street parking and guides street tree planting and should be continued and extended as necessary. Opportunities exist to improve access to points of interest, enhance key landmarks and heritage elements with feature lighting, and potentially create a new publicly accessible pedestrian link through to Pacific Drive.

2. Maritime Museum

- The row of former dwellings, including the Maritime Museum is a significant remnant of Port Macquarie's heritage. Opportunities exist to integrate the Maritime Museum with Oxley Oval, enhance the heritage setting with feature lighting and potentially provide new landscaping, public seating and perhaps a cafe for an improved visitor experience.

3. Oxley Oval

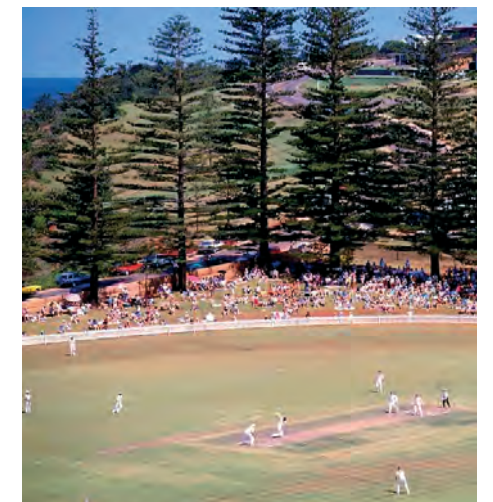
- Oxley Oval is a popular local sporting facility and is used for a variety of activities. Opportunities exist to improve the user and visitor experience with additional or improved infrastructure (lighting, seats, toilets, etc.), improved landscaping, and providing a better interface with Maritime Museum.



Tree-lined Historic street; Chapel Street, Richmond NSW



Inviting historic cottage garden; Green Cottage, Camp Cove NSW



Distinctive vista and landscape of Oxley Park, Port Macquarie

4. Oxley Park

- Oxley Park is an underused and somewhat uninviting park. Improved landscaping could improve the park's amenity and further community engagement could help identify possible future uses or activities.

5. Edible Streetscapes

- Several streets in the area could be suitable for street verge planting with edible plants and trees. An edible streetscape along Burrawan Street for example, could help to strengthen the link between the high school and the civic hub comprising Council Headquarters, the Library and swimming pool, and provide opportunities for cross-generation community interaction and education. This is an innovative idea and has not been done in Port Macquarie before. If the idea appeals to the community, appropriate plant species and size will be determined later to ensure they can be sustained and would not create an impact on the street or nearby homes.

6. Green Link Streets

- Several important linkage streets in the area could be suitable for street tree planting with native species that provide canopy shade and promote habitat. Opportunities also exist in key areas of high foot traffic to improve median plantings at crossings and parking areas and improve footpaths. Improving the quality of these key streets could enhance Port Macquarie's civic address and improve pedestrian safety, wayfinding, access and experience.

7. Extension of Macquarie Park Trail

- The Macquarie Park Trail along Wrights Creek corridor is a valuable green link used by residents and tourists alike. Extending this pedestrian trail south from Grant Street, along Home and Owen Streets, through Macquarie Nature Reserve to meet Pacific Drive at Flynn Street would improve access to the Town Centre for residents in the southern suburbs, and improve access to Flynn's Beach for residents in the north-west.



Activity-rich Destination Landscape; Ashcombe Maze, Mornington Peninsula, Vic



Coastal Cultural Event; Sculpture by the Sea; Bondi Beach NSW



Shaded, attractive pedestrian and cycle routes; Cooks River Pathway, NSW



Edible Streetscapes build community, produce food and create a unique sense of place



Native White Cedar street trees provide canopy shade; Mayfield NSW



Jacaranda street trees provide canopy shade and colour; Grafton NSW



Norfolk Pine boulevard gives a civic entry and coastal quality; Napier, New Zealand

5 Planning Recommendations

5.1 LEP - Land Use Zoning

5.1.1 East Port Opportunities

Current land use zones within the East Port Neighbourhood are predominantly R3 Medium Density to the north of Gordon Street with R4 High Density Residential along William and Joffre Streets. These higher density residential uses reflect the areas proximity to the Port Macquarie Town Centre and the desire for tourist accommodation along the foreshore and beaches.

William Street has park frontage and some views to the foreshore with a pleasant streetscape for cafe and restaurants uses. It has the potential to be further integrated as a Centre Fringe to the East Port Neighbourhood by further defining the street as a Mixed Use zone. The high use of William Street for vehicle access to the town centre as well as existing sites of heritage value, limits opportunities to reconfigure the street for an improved streetscape and for on-street parking to support mixed use buildings.

Bisecting the East Port Precinct is Gordon Street, with the area to the south of Gordon Street zoned RE1 Public Recreation, B4 Mixed Use, and R1 General Residential reflecting the existing Civic Precinct and primarily suburban character and residential use.

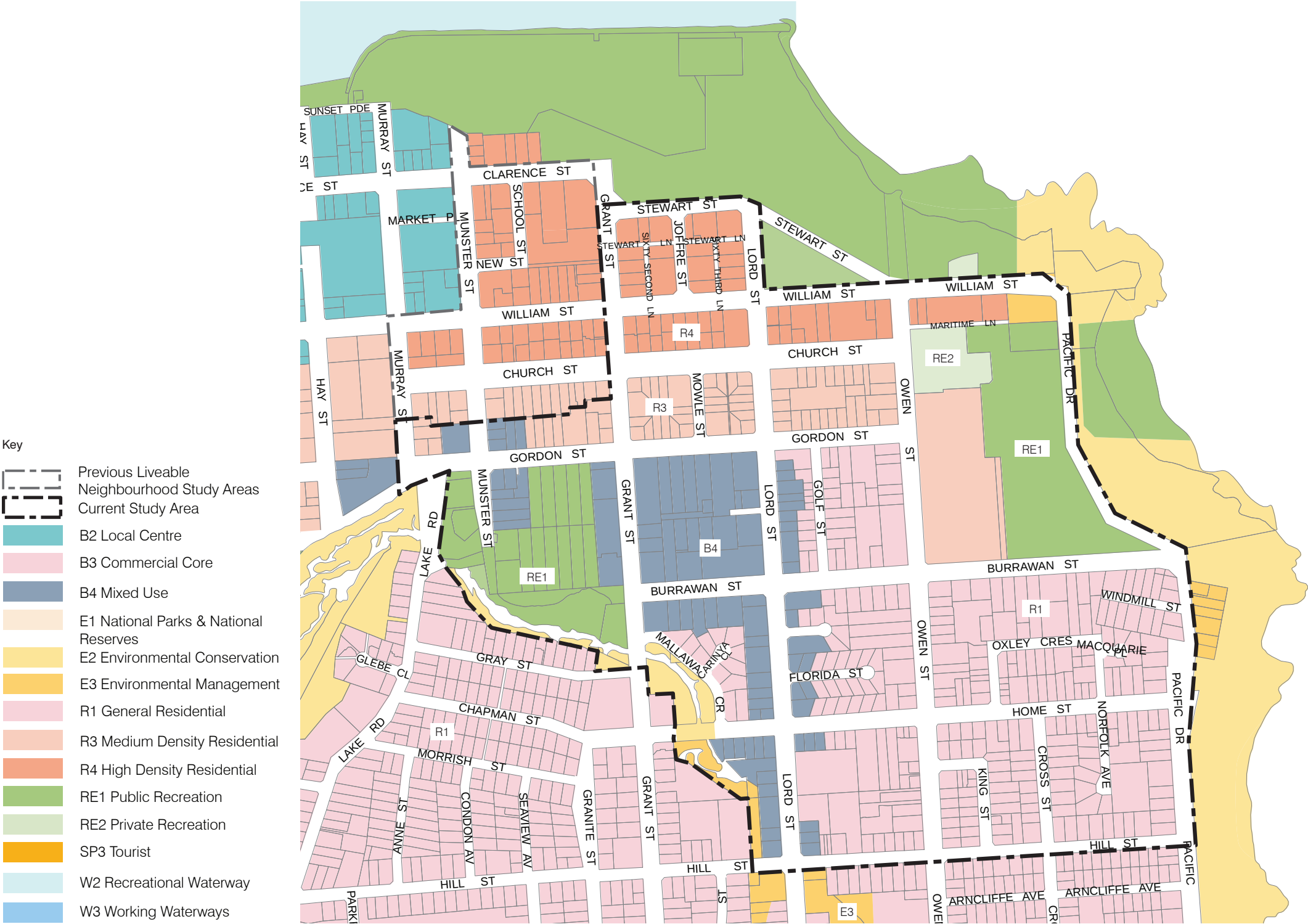
Lord Street is the major north-south spine connecting the northern and southern portions of the study area. The study reinforces Lord Street as an activity corridor with predominantly commercial and civic uses and identifies the opportunity for upper level residential uses.

The East Port Neighbourhood to the south of Burrawan Street is largely residential as reinforced by its R1 zoning, which supports a range of housing forms, including apartments, town-houses and villas. Retaining this flexibility supports greater housing choice on this land, farthest from the Port Macquarie Town Centre. Opportunities to increase housing diversity and modestly increase housing density could be achieved by amending Council's minimum lot sizes in this area to promote small lot housing.

5.1.2 Design Principles

- To reinforce Council's retail and centres hierarchy.
- To promote increased housing capacity in close proximity to centres and open spaces.
- To reinforce the residential character of neighbourhoods.
- To promote modest amounts of commercial uses within neighbourhoods, which serve the daily needs of local residents.
- To promote activation along streets in key locations.
- To ensure uses are compatible with the adjacent context.

5.1.3 Land Use Zoning Recommendations



Map of Current LEP Land Use Zoning

5.1.4 Land Use Zoning Recommendations



Map of Land Use Zoning recommendations

Recommendations

- (A)** Consider changing the two residential properties along Gordon Street to B4 Mixed Use. These sites are separated from Murray Street by a steep, densely vegetated slope and isolated between two existing mixed use areas. The other lots facing Murray Street could change to R4 to align with the recommended changes to Church Street in the previous study.
- (B)** Consider changing the existing R1 zoning on the south-east corner of Gordon Street and Lord Street to B4 Mixed Use. This would be consistent with the existing use along Lord Street south of Gordon and reinforce the recommended activity corridor along Lord Street.
- (C)** Consider changing the two lots along Lachlan Close from R1 to B4 Mixed Use to reinforce amalgamation of land into a more useful land parcel size that could sustain desired commercial uses along Lord Street activity corridor.
- (D)** Consider changing the B4 Mixed Use lots on the southern side of Home Street and adjacent Wrights Creek. These lots face Home Street and are directly across the street from the Mallowa Crescent residential precinct.
- (E)** Review minimum lot sizes in R1 zone to support small lot housing.

5.2 LEP - Heights of Buildings

5.2.2 Heights of Building (HOB)

The approach to building height recommendations is based on two key considerations:

- the desired future character for each neighbourhood /precinct. Building heights shapes the future character of a neighbourhood in relation to its setting and topography. It defines the space and enclosure of streets and public spaces and provides visual definition and transition between places. Heights can be further refined and modelled with DCP controls such as upper level setbacks.
- amenity within both the public realm and on private land. This includes considerations for daylight and solar access, wind protection, outlook and the protection of privacy.

A key finding of the site testing showed that adjustments to heights were needed to deliver the current FSR provisions in some cases. Once adjusted, the heights were analysed to identify opportunities for increasing height and therefore housing capacity for each neighbourhood.

The height recommendations in this report are expressed, firstly, in storeys as a measurement that relates to human scale and is more easily visualised. However to support Council's LEP, which defines building height in overall metres, the recommendations are also translated into metres.

5.2.1 East Port Opportunities

Within the East Port study area, the current building height controls are distributed with the greatest heights (6-8 storeys) located in the northern portion of the study area adjacent the Port Macquarie Town Centre and in proximity to Town Beach. Greater height is also concentrated around Owen Street and Burrawan Street in proximity to Port Macquarie Park and Oxley Oval.

In the southern portion of the precinct the height are limited to 2 - 3 storeys reflecting the lower scale residential neighbourhoods. Heights transition between the two general high and low height areas with mid-range heights designated along Church Street, Gordon Street and part of Lord Street.

A number of opportunities for increasing height are available in response to:

- Strategically located sites - A number of strategically located sites at the hilltop along Burrawan Street and Pacific Drive provide coastal views with potential high value residential accommodation. A number of redevelopment opportunities may be constrained by multiple height and FSR controls across potential site amalgamations. Aligning controls across these land parcels provides greater certainty in future form and development capacity.
- Spatial definition - The potential to reinforce Gordon Street, Owen Street and Burrawan Streets the transition between the town centre neighbourhoods and coastal parklands in the north and the lower scale residential neighbourhoods to the south.
- View share - Protection of views across properties particularly from the north over the Civic Precinct to the south and from the residential area to the east of Lord Street to the distant mountains in the west.

5.2.3 LEP Height of Building in Metres

To convert height in storeys to height in metres for the LEP, the following need to be considered:

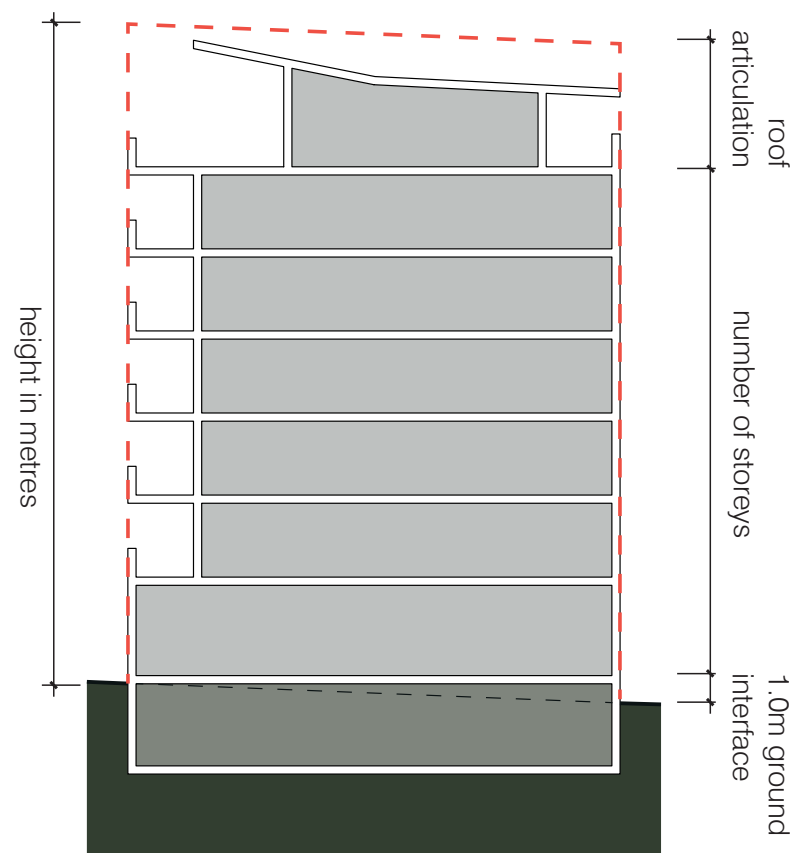
- ground interface - this allows for up to 1m for a building to project out of the ground to allow buildings to adjust to the topography and/or flood constraints of a site.
- floor to floor heights - this includes minimum ceiling heights by use and the floor slab directly above.
- roof articulation - this includes space for roof design, lift overrun and plant equipment.

Table 01 shows the translation from storeys to metres for residential and mixed use buildings.

The following height in metres in Council's LEP are shown with their approximate storey height equivalent:

- 8.5m = 2 storeys
- 11.5m = 3 storeys
- 14.5m = 4 storeys
- 17.5m = 5 storeys
- 19.0m = 6 storeys
- 26.5m = 8 storeys

When the above equivalents are compared to the storey conversions in Table 01 and an allowance for roof articulation/lifts is included, there is insufficient metre height to accommodate four, five and six storey, mixed use/flexible ground floor buildings. To achieve the overall height, design solutions often push the ground level below the footpath level or provide insufficient ground floor heights. This can undermine the objective to promote activity, ground level entries, flexible use and surveillance along the street edges. Poor roof lines are also a result of insufficient height as limited space is left for articulation. The lack of space to articulation the building also discourages the use of the roof for communal open space, as lift access and shade structures can not be achieved.



Measurement and components of building height

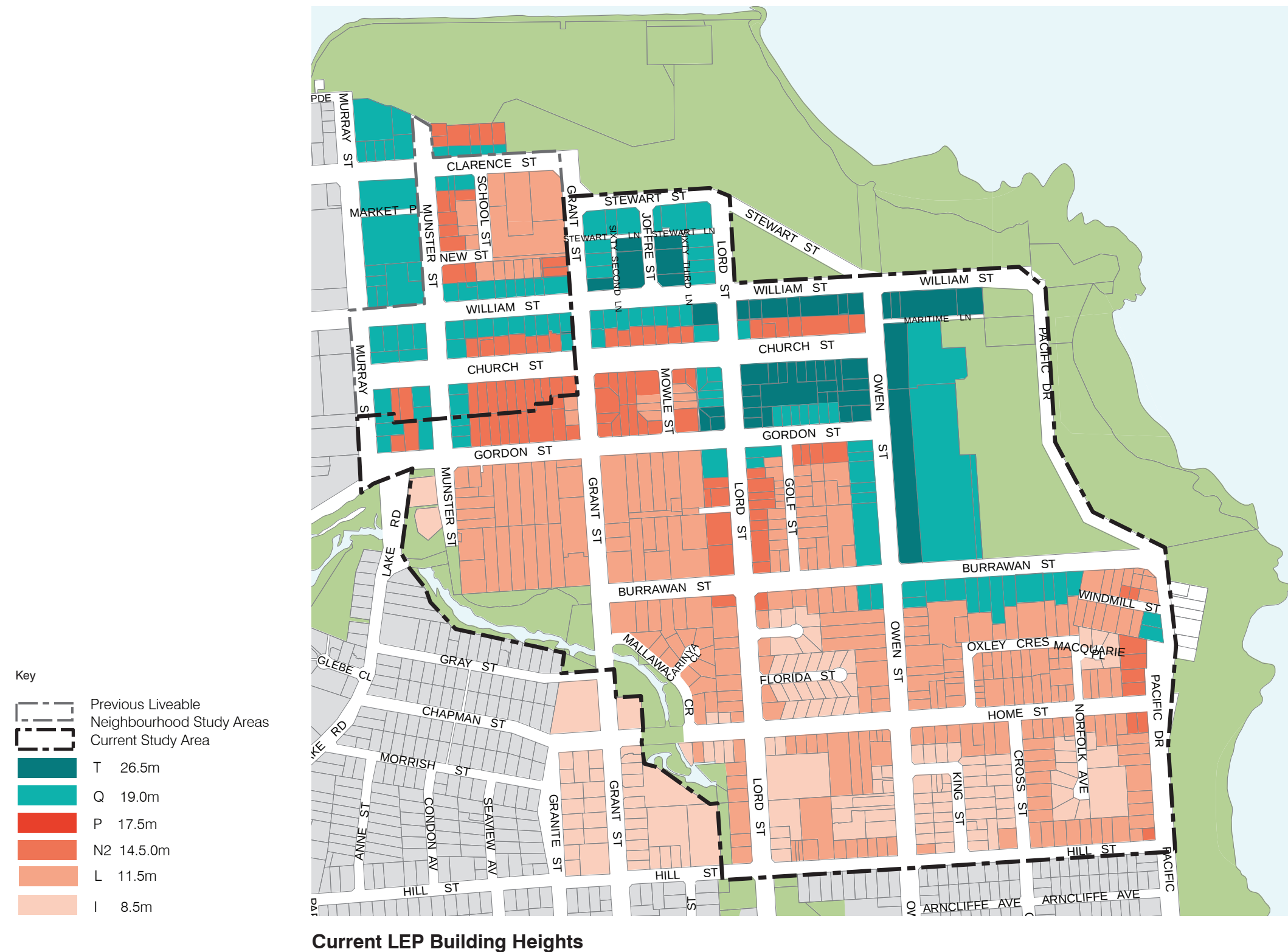
Height in Storeys	Floor to Ceiling Heights		Floor to Floor Heights		Total Metre Heights		Overall Height - Incl. Roof Articulation
	Resi	MU	Resi	MU	Resi	MU	
Roof Articulation			1.5	1.5	+1.5	+1.5	
08	2.7	2.7	3.0	3.0	24.0	24.6	26.1
07	2.7	2.7	3.0	3.0	21.0	21.6	23.1
06	2.7	2.7	3.0	3.0	19.0	19.6	21.1
05	2.7	2.7	3.0	3.0	16.0	16.6	18.1
04	2.7	2.7	3.0	3.0	13.0	13.6	15.1
03	2.7	2.7	3.0	3.0	10.0	10.6	
02	2.7	3.3	3.0	3.3	7.0	7.6	
01	2.7	3.3	3.0	3.3	4.0	4.3	
Ground Interface	1.0	1.0	1.0	1.0	1.0	1.0	

Comparison between storeys and overall metre heights with allowances for ground interface, use and roof articulation.

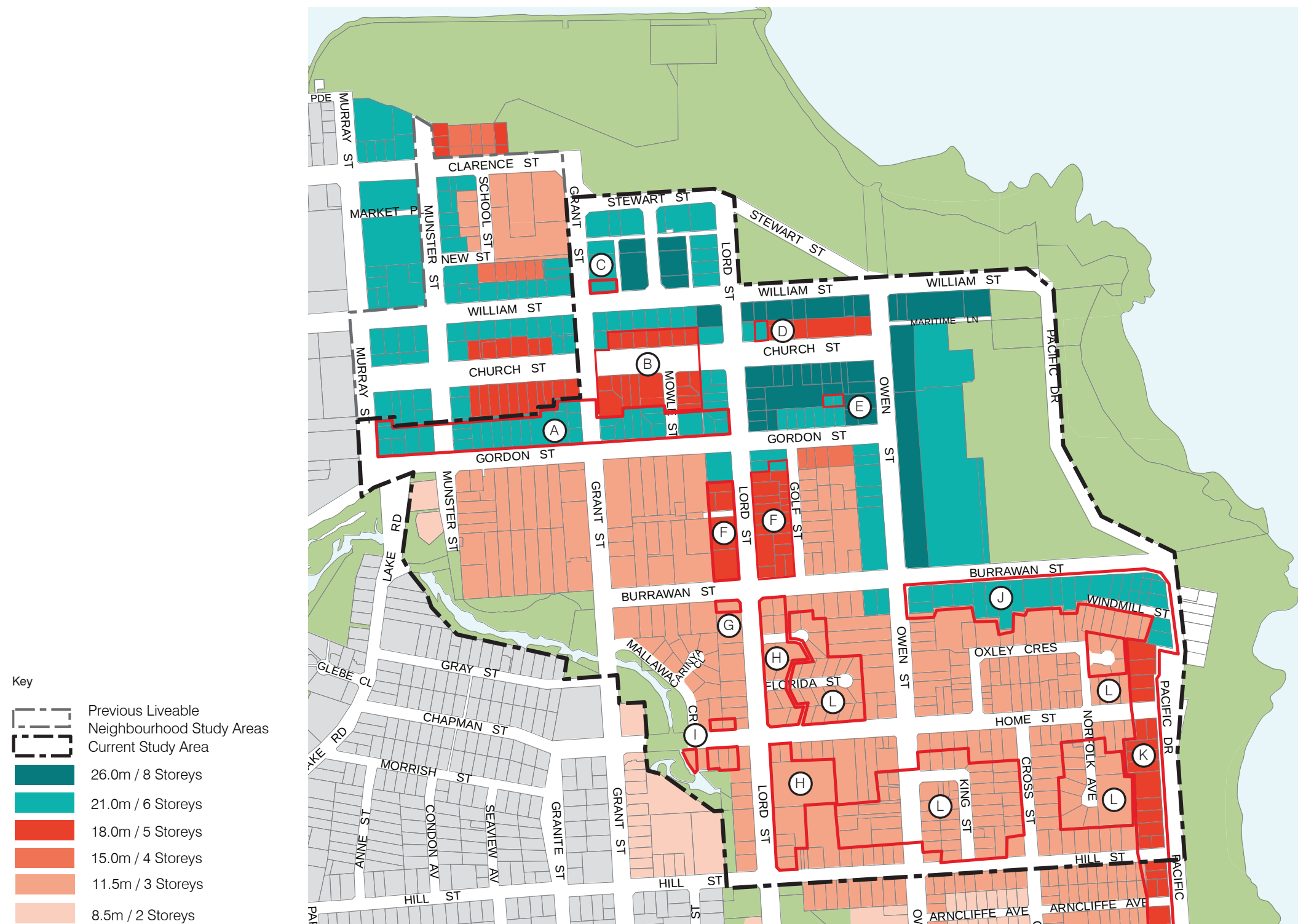
5.2.4 Design Principles

- To reinforce the urban structure and give spatial definition to the predominant street grid.
- To leverage views along the coast for high amenity housing.
- To promote view sharing.
- To support housing design with good amenity and environmental performance.
- To facilitate achievement of the recommended FSR.
- To ensure the level of ground floors accommodate flood constraints.
- To support non-residential uses with higher ceilings on the ground floor in desired locations.

5.2.5 Current LEP Building Heights



5.2.6 Building Height Recommendations



Map of Building Height Recommendations in storeys with LEP metre height shown in key

Recommendations

- (A)** Increase heights along Gordon Street to 6 storeys in keeping with recent Housing NSW development and recommendations to spatially define Gordon Street as an edge between the Town Centre neighbourhood and the Civic Precinct and lower scale residential neighbourhoods to the south.
- (B)** Modestly increase height along Church Street to 5 storeys to match previous study recommendations to the west of Grant Street and to align with permissible FSR. This will reinforce a consistent scale along the street and frame the view corridor to the church.
- (C)** Amend corner site at William and Grant Streets to align with adjacent sites. The site on its own could not sustain the 8 storeys implied by the existing LEP height.
- (D)** Increase height of this lot to promote redevelopment of the current vacant sites and to deliver a more viable building form.
- (E)** Amend extent of the 21m to cover the whole lot. Other development controls, such as setbacks, deep soil zones, landscape area, with the DCP address the transition between sites.
- (F)** Increase height along Lord Street and western half of Golf Street between Burrawan and Gordon Streets to reflect permissible FSR.
- (G)** Amend corner site at Burrawan and Home Streets to align with adjacent sites.

- Ⓜ Extend existing height control to the east to promote amalgamation of sites along Lord Street. The sites along Lord Street are very shallow and generally support re-use of existing structures. Commercial development at 66 Lord Street and across the street demonstrate viable lot depths for the desired use.

Ⓜ Align heights along Home Street to the west of Lord Street with the surrounding lots.

Ⓜ Extend existing 6 storey height zone along Burrawan Street to Pacific Drive. This would create a consistent edge to the park and unlock high value redevelopment sites with coastal views in response to concerns that Port Macquarie lacks A Grade residential sites.

Ⓜ Extend existing 5 storey height zone along Pacific Drive to the south. This would create a consistent edge to the coastline and unlock high value redevelopment sites with coastal views in response to concerns that Port Macquarie lacks A Grade residential sites. Residential properties to the west are sites on a west facing slope away with views away from the ocean and would retain western views to the distant mountains.

Ⓜ Amend the Height of Building Maps in the LEP to increase the metres height control where mixed use/flexibility for ground floor uses is desired. The following metre heights are appropriate for B4 Mixed Use areas along Lord Street, within

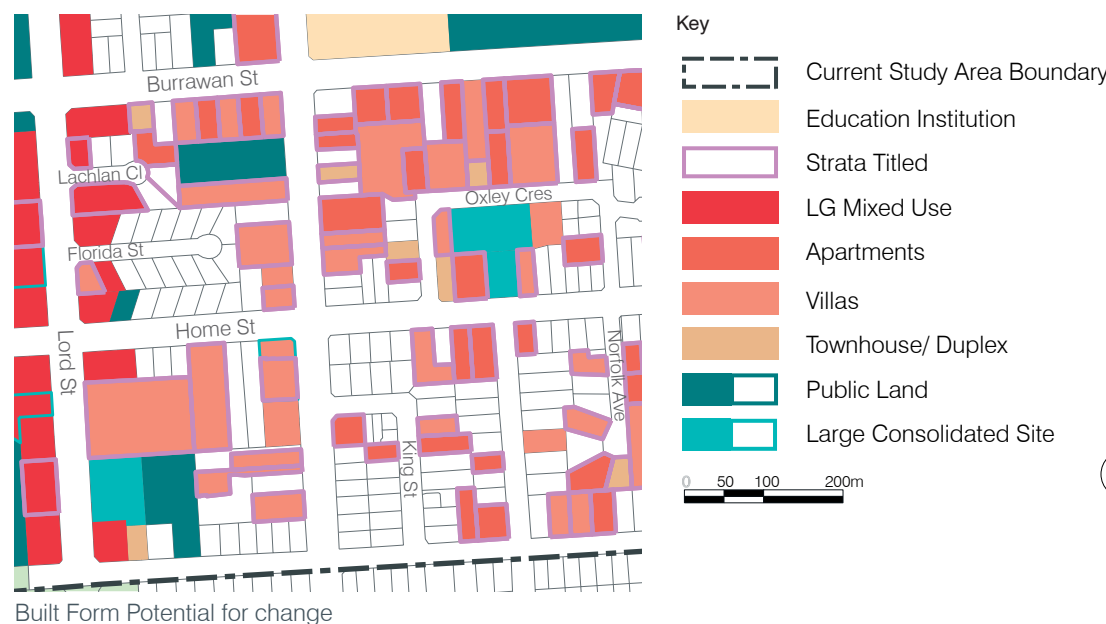
the Civic Precinct, around the Munster Street and Gordon Street hub and along William Street, where ground floor retail/ commercial uses are desired.

 - 15.0m for 4 storeys
 - 18.0m for 5 storeys
 - 21.0m for 6 storeys

Ⓜ Extend 3 storey height zone throughout Windmill Hill neighbourhood to pockets of lots north and south of Home Street. An increase of height in these areas, in conjunction with maintaining FSR at 0.65:1 would promote small lot housing with good built form outcomes, and protect neighbour amenity.

See opposite for a diagrammatic explanation.

① Rationale behind recommended 3-storey height change



The Small Lot Housing Test diagram opposite shows that there are a significant number of sites located to the north and south of Home Street with redevelopment potential if smaller lots sizes were supported.

The red outline designates sites where the existing development has potential to change – see the Potential to Change diagram opposite (and also on p. 29 of this report).

Of those sites, those colored orange are those that could be subdivided under the current control of 450 sqm site minimum. It is worth noting that there are only a few of these sites available.

The beige and blue sites could be unlocked if small lot development was supported. Two scenarios have been envisaged:

- Blue sites – These sites are greater than 600sqm and have a frontage greater than 16m. This means the site could be subdivided into two lots each with a 300sqm area and a minimum frontage of 8m. An 8m frontage would support a dwelling with a zero setback on one side boundary and a 1m side setback on the other boundary and a single car garage accessed from the street. This would give a 7m building frontage where half the frontage would be garage and half front door and habitable room.
- Beige sites – These sites are slightly smaller between 500-600sqm and a frontage greater than 16m. The building scenario is the same but the site area for each dwelling is between 250-300sqm.

If a minimum site area of 250sqm was adopted and a minimum frontage of 16, both the beige and blue sites could redevelop.

Testing was undertaken for a 3 storey and 1:1 FSR scenario:

- A site with 18x45 and 810sqm achieves a FSR of 0.9:1 and underground parking – if on grade under building or partially at rear this would decrease.
- A site of 16 x 31.25 and 500sqm achieves a FSR of 0.9:1. This drops to .75:1 if on grade parking assumed.

Based on this we recommend a height increase of 3 storeys but an FSR of 1:1 is too high for the site shapes, their topography and context. An FSR of 1:1 will likely result in poor housing (internal layouts) and/or greater impacts on neighbours as setbacks will be squeezed and overlook of neighbours' properties increased.

5.3 LEP - Floor Space Ratio

5.3.2 Floor Space Ratio (FSR)

Floor space ratio is defined as the “gross floor area of all buildings within a site to the site area.” Floor space ratio is a density control, which defines the amount of floor space on a site. It does not predict the form of buildings. A variety of buildings forms can be realised within the same FSR. Supporting controls such as use, height, setbacks, site coverage and landscape area or deep soil zones define a building envelope, which gives shape to the FSR.

Council’s gross floor space definition is based on the State Government’s standard definition in the LEP Standard Instrument. This definition excludes some elements from the gross floor space. These elements include external walls, common vertical circulation, basements, mechanical services, service and vehicular access area, and balconies. The refinements to the gross floor space definition in the Standard has resulted in a tight fit between current FSR and height controls in many Councils areas. This means more height is needed to achieve the same FSR.

5.3.1 East Port Opportunities

Within the East Port Precinct Floor Space Ratios are broadly distributed with a FSR range of 2.0:1 to 3.5:1 north of Gordon Street, west of Owen Street and along the Lord Street corridor north of Burrawan Street. There is a 1.0:1 FSR south of the Gordon Street shops. South of Burrawan Street and the remainder of the neighbourhood has a 0.65:1 FSR, which equates to single storey dwellings. The broad area designated as 0.65:1 and 1.0:1 FSR does not reflect the current 2 and 3 storey height controls west of Lord Street within this area.

A key finding of the building envelope testing was that a floor space above 2.0:1 requires greater than 6 storeys. Along William Street between Grant and Lord Streets, the existing 19.0m height (6 storey equivalent) is too low to support the current 2.5:1 FSR.

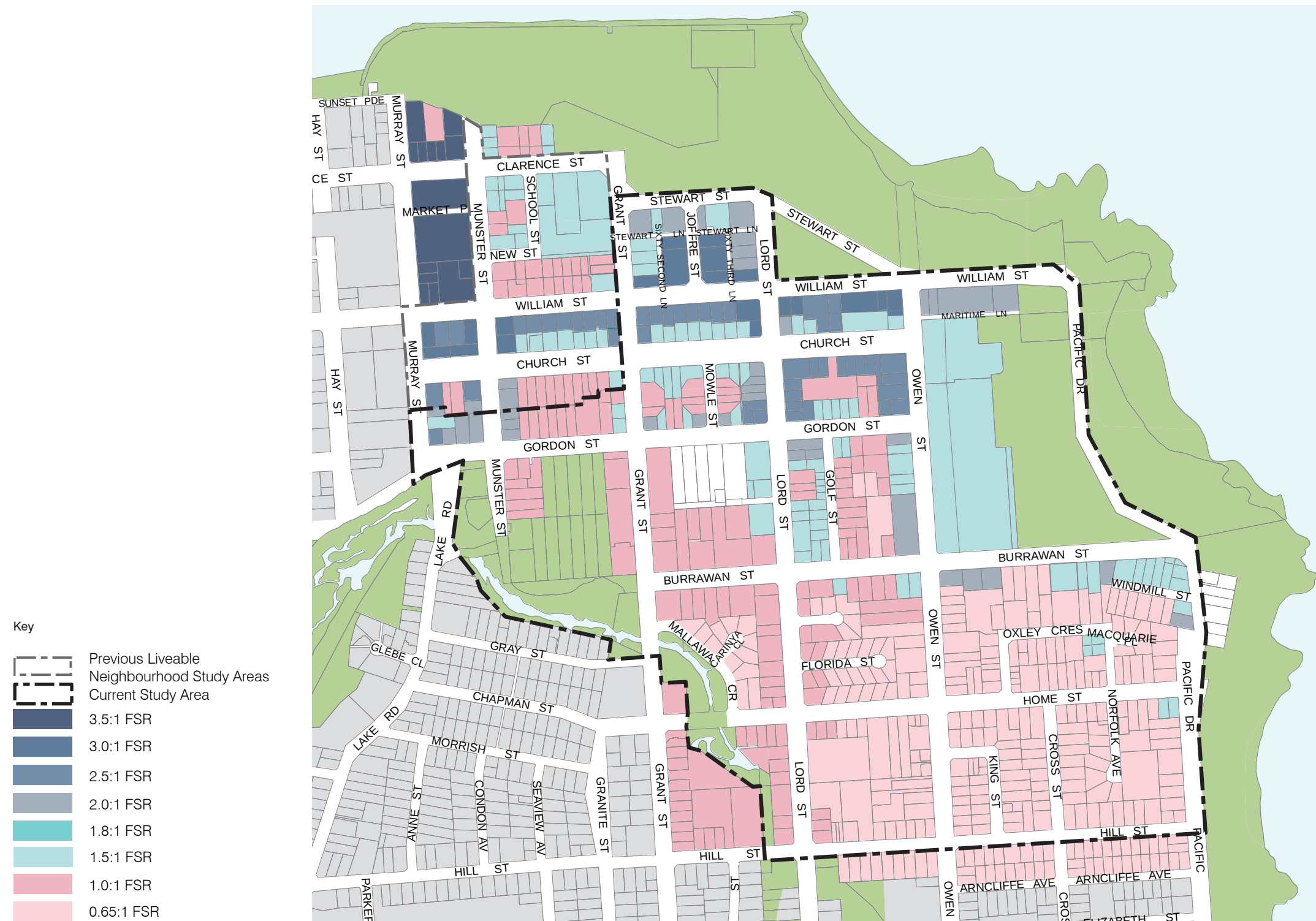
Opportunities within the East Port Neighbourhood include:

- providing better alignment between the desired height and the FSR controls to improve stakeholder certainty of development outcomes.
- reinforcing the proposed structure plan to increase heights along Gordon, Church, and Burrawan Streets .
- promoting increase housing capacity where there is the greatest potential for change.
- amending FSR on individual sites to better align with surrounding FSRs and built form expectations.
- reinforcing height and use transition between Gordon Street centre and residential uses south of Burrawan Street.

5.3.3 Design Principles

- To promote increased housing capacity in proximity to centres, shopping and services.
- To support a variety of higher density housing forms.
- To reinforce the desired future character of each neighbourhood by ensuring floor space ratios are compatible with the desired building heights.
- To encourage urban regeneration by facilitating viable development opportunities, which deliver good amenity and environmental performance both within a site and with adjacent neighbours.
- To provide an appropriate correlation between the size of a site and the extend of any development on that site.

5.3.4 Current LEP Floor Space Ratios



Map of current LEP Floor Space Ratios

5.3.5 Floor Space Ratio recommendations



Map of Floor Space Ratio recommendations

Recommendations

- A** Align FSR to match proposed height and use.
- B** Revise FSR to reinforce proposed built form edge to Gordon Street facing the park and Civic Precinct. Amend FSR on lots along Grant Street to reinforce logical amalgamation parcels and built form transition between Gordon and Church Streets.
- C** Increase FSR to reinforce Grant, Stewart and Lord Street built form and promote greater certainty in built form expectations across likely site amalgamations.
- D** Reduce FSR to match current and proposed 6 storey heights.
- E** Revise FSR to reinforce proposed built form edge to Gordon Street facing the park and Civic Precinct. Facilitate built form transition between Gordon and Church Streets.
- F** Amend FSR on individual sites to improve built form expectations across likely site amalgamations.
- G** Increase FSR to 1.5:1 in the mid-block to facilitate amalgamations of narrow lots along the street with the central space. Note DCP controls are needed to ensure height and landscape transition between Church Street and Gordon Street properties. The lot in the centre of the site should not be able to develop on its own without acquiring more street frontage. The generous height and lower FSR, compared to the lots along Church Street, support more space between buildings within the mid-block.

- Ⓜ Amend corner site to match and be consistent with development capacity along Lord Street.
- Ⓜ Amend mid-block sites to match and be consistent with development capacity along Lord Street.
- Ⓜ Increase FSR on existing 1.5:1 sites to be consistent along the street frontage to Owen Street between Gordon and Burrawan Streets. This will align the FSR with the existing height expectations and promote more viable development parcels, particularly on the corner where the existing vacant site has two different FSRs.
- Ⓜ Amend single site with 1.5:1 FSR to match adjacent sites.
- Ⓜ Increase FSR to match retained height control.
- Ⓜ Consider increasing FSR on lots at eastern end of Burrawan Street to reinforce recommendation for increased height across from the park. These lots have the potential to deliver Grade A apartment development.
- Ⓜ Consider increasing FSR along Pacific Drive to facilitate increased height recommendations.
- Ⓜ Consider increasing FSR along Pacific Drive to facilitate increased height recommendations.

