
13.10 LIVEABLE NEIGHBOURHOODS - EAST PORT: COMMUNITY ENGAGEMENT

Mayor Besseling declared a Pecuniary Interest in this matter and left the room and was out of sight during the Council's consideration, the time being 9:01pm.

The Mayor vacated the Chair and the Deputy Mayor assumed the Chair.

RESOLVED: Intemann/Cusato

That Council:

1. Note the submissions received during the exhibition of the East Port Neighbourhood: Liveable Neighbourhoods urban regeneration framework.
2. Endorse the East Port Neighbourhood: Liveable Neighbourhoods urban regeneration framework as amended following exhibition.
3. Forward the attached planning proposal, which is based on the Liveable Neighbourhoods framework, to the Department of Planning and Environment for a Gateway Determination, and exhibit the proposal in accordance with the determination.
4. Request the Director General of the Department of Planning and Environment issue a written authorisation to Council to exercise delegation of the plan making functions under section 59 of the Environmental Planning and Assessment Act 1979.
5. Carry out further detailed consideration of height limits in the Windmill Hill neighbourhood as part of the planning proposal process.

CARRIED: 8/0

FOR: Cusato, Griffiths, Hawkins, Intemann, Levido, Roberts, Sargeant and Turner

AGAINST: Nil

Mayor Besseling returned to the meeting, the time being 9:02pm.

The Deputy Mayor vacated the Chair and the Mayor resumed the Chair.

13.11 ST AGNES VILLAGE PLANNING AGREEMENT

Councillor Levido declared a Non-Pecuniary, Significant Interest in this matter and left the room and was out of sight during the Council's consideration, the time being 9:02pm.

RESOLVED: Intemann/Sargeant

That Council note the report on the St Agnes Village Planning Agreement.

CARRIED: 8/0

FOR: Besseling, Cusato, Griffiths, Hawkins, Intemann, Roberts, Sargeant and Turner

AGAINST: Nil

Planning and Providing Our Infrastructure

Item: 13.10

Subject: LIVEABLE NEIGHBOURHOODS - EAST PORT: COMMUNITY ENGAGEMENT

Presented by: Development & Environment Services, Matt Rogers

Alignment with Delivery Program

5.4.2 Review planning instruments and strategies to ensure currency and facilitate sustainable development outcomes whilst acknowledging the impact on community affordability.

RECOMMENDATION

That Council:

1. **Note the submissions received during the exhibition of the East Port Neighbourhood: Liveable Neighbourhoods urban regeneration framework.**
2. **Endorse the East Port Neighbourhood: Liveable Neighbourhoods urban regeneration framework as amended following exhibition.**
3. **Forward the attached planning proposal, which is based on the Liveable Neighbourhoods framework, to the Department of Planning and Environment for a Gateway Determination, and exhibit the proposal in accordance with the determination.**
4. **Request the Director General of the Department of Planning and Environment issue a written authorisation to Council to exercise delegation of the plan making functions under section 59 of the *Environmental Planning and Assessment Act 1979*.**
5. **Carry out further detailed consideration of height limits in the Windmill Hill neighbourhood as part of the planning proposal process.**

Executive Summary

The Liveable Neighbourhoods project is the work Council is doing to achieve the urban consolidation outcomes identified in the Mid North Coast Regional Strategy and Council's Urban Growth Management Strategy.

On 15 October 2014, Council resolved to publicly exhibit a draft urban design report regarding the Liveable Neighbourhoods East Port study area. The report included several recommended changes to the local environmental plan and development control plan.

The draft report was publicly exhibited between 27 October and 28 November 2014. Council received nine submissions from the general public. Issues raised include:

- traffic speeds and flow
- concern over building height on ridge lines
- the need for koala friendly streets and spaces

Planning and Providing Our Infrastructure

- the need for pedestrian crossings.

Changes to the draft report have been made in response to submissions. In addition, one recommendation regarding a proposed increase in building heights at the eastern end of Burrawan Street is proposed for further detailed consideration.

Should Council endorse the amended urban design report, a draft planning proposal has been prepared in accordance with section 55 of the *Environmental Planning and Assessment Act 1979* (the Act) and is attached to this report. Council's approval is sought to start the amendment process by sending the planning proposal to the Department of Planning to seek a Gateway Determination.

The urban design report also identifies several potential place making opportunities and improvements to pedestrian connectivity.

Discussion

The Liveable Neighbourhoods project is the work Council is doing to achieve the urban consolidation outcomes identified in the Mid North Coast Regional Strategy and Council's Urban Growth Management Strategy.

A draft urban design report (Attachments 1 and 2) was prepared by urban design firm Architectus and examines a range of matters, including:

- existing character and built form
- identification of distinct precincts
- potential place making opportunities
- potential improvements to public open space including pedestrian and cycle networks
- consistency and currency of development standards, particularly building height and floor space ratio, with recommendations for change
- zoning, with recommendations for change.

At its meeting of 15 October 2014, Council considered the draft urban design report and resolved as follows:

RESOLVED: *Intemann/Turner*

That Council:

1. *publicly exhibit the report Liveable Neighbourhoods Framework - Eastport Urban Regeneration and carry out community engagement in the manner outlined in the report*
2. *consider a further report following completion of community engagement, including a review of submissions and any necessary amendments to the report.*

CARRIED: 9/0

FOR: *Besseling, Cusato, Griffiths, Hawkins, Intemann, Levido, Roberts, Sargeant and Turner*

AGAINST: *Nil*

On 27 October 2014, public exhibition of the draft report commenced with a closing date of 28 November 2014.

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Council received nine submissions from the general public (Attachments 3 to 11). Issues raised include:

- traffic speeds and flow
- concern over building height on ridge lines
- the need for koala friendly streets and spaces
- the need for pedestrian crossings.

These issues are dealt with in more detail in the community engagement section of this report.

Changes to the draft report have been made in response to submissions and can be summarised as:

1. Amended land use zone for lots fronting the southern side of Burrawan Street, between Owen Street and Pacific Drive, and for lots fronting the western side of Pacific Drive, between Burrawan Street and Home Street, from R1 General Residential to R3 Medium Density Residential to better reflect the intended built form.
2. Inclusion of potential sites for improved pedestrian crossings, high pedestrian activity areas and a local traffic area for further investigation.

In addition, staff recommend not proceeding with the proposed increase in height of buildings at the eastern end of Burrawan Street as suggested in the urban design report. The desired increase in development opportunity is considered to be outweighed by the potential visual impact when viewed from nearby public areas. It is recommended that Council examine building height limits in the Windmill Hill neighbourhood in more detail at the planning proposal stage. This matter is dealt with in more detail in the Community Engagement section below.

Some recommendations or responses to submissions require potential solutions beyond the local environmental plan or development control plan. These include:

Placemaking opportunities include:

- Church Street link to Pacific Drive
- Port Macquarie Beacon (Telstra tower)
- Green link streets
- Edible streetscapes or similar
- Maritime Museum
- Oxley Oval and Oxley Park

Where relevant, the above opportunities are consistent with or complement recommendations in the draft Recreation Plan.

Opportunities for pedestrian improvements for further investigation include:

- Pedestrian crossing of Stewart Street and Grant Street
- Pedestrian crossing of Pacific Drive between Oxley Beach and the Tennis Courts
- Pedestrian crossing of Lord Street and Home Street
- Pedestrian crossing of Home Street and Owen Street
- Pedestrian crossing of Hill Street and Owen Street
- Potential high pedestrian activity area in Grant Street adjacent to Library

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- Potential high pedestrian activity area in William street adjacent to Observatory Park
- Potential local traffic area in the vicinity of Owen and Home Streets
- Pedestrian/cycle path along the western edge of Oxley Oval
- Extension of the Macquarie Park Trail

Options

At this stage of the project there is no prescribed process with regard to Council's consideration of submissions and the urban design report. As such, Council has the following options:

1. Endorse the draft urban design report as exhibited or amended in response to submissions as set out above, or with any changes as Council sees fit, and then take the necessary steps to make local environmental plan and development control plan amendments accordingly.
2. Decide to prepare local environmental plan and development control plan amendments in an amended form.
3. Defer the matter for further consideration.
4. Decide not to proceed further with the project.

Should Council endorse the amended urban design report, a draft planning proposal (Attachment 12) has been prepared in accordance with section 55 of the *Environmental Planning and Assessment Act 1979* (the Act). Should Council wish to proceed with the urban design report as exhibited or with other specified amendments, staff will make changes to the draft planning proposal as necessary.

Community Engagement & Internal Consultation

The community engagement plan for this project (reported to Council in October) sets out four stages as summarised below:

- Stage 1: Initial community engagement - August/September 2014
- Stage 2: Community feedback on draft report and recommendations - October/November 2014
- Stage 3: Public exhibition of draft changes to the planning provisions - April/July 2015
- Stage 4: New planning provisions in effect - by December 2015

Stage 1 engagement started on 1 August 2014 and On 15 October 2014, after considering the results of Stage 1, Council endorsed commencement of Stage 2 engagement.

Stage 2 engagement ran from 27 October to 28 November 2014.

On 16 October 2014, prior to the exhibition period commencing, Mr Graeme Roberts provided comments via email (Attachment 13). Mr Roberts pointed out inconsistencies between the draft report and the Foreshore Master Plan regarding the future traffic configuration of William Street and Stewart Street between Lord and Owen Streets. Mr Roberts notes that the Foreshore Master Plan shows Stewart Street being closed to through traffic whereas the Connectivity map in the draft urban design report shows Stewart Street as a Collector Road. However, the plan shown in the draft urban design report shows a summary of the 'as-is' state of the road

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hierarchy rather than a proposed future function. The draft recommendations suggest a stronger focus on William Street in terms of built form, consistent with the desired future traffic configuration expressed in the Foreshore Master Plan.

On 21 October 2014, the PMHC Listening project page was updated with Stage 2 engagement materials, including the draft urban design report, updated information sheets and times for face to face information sessions.

On 3 November 2014, a media release announcing the community engagement was issued by Council.

On 14 November 2014, about 500 brochures were mailed to all landowners in the study area. As well as the brochure, 24 landowners potentially affected by a proposed zoning change or reduction in height or floor space were also sent a letter pointing out the nature of the recommended change and how to provide their feedback. Three of these landowners contacted staff for more information. None made a submission.

Information sessions were held as follows:

- A 'pop-up' engagement session at the Glasshouse Forecourt on Friday 7 November 2014 between 11am and 1pm.
- A drop-in information session was held at the Port Macquarie Library on Wednesday 19 November 2014.
- A 'pop-up' engagement session at the Glasshouse Forecourt on Monday 24 November 2014 between 8am and 10am.

Between 20 and 30 persons stopped to talk at these face to face sessions which also included at various times, information on the urban growth management strategy review and the draft recreation plan. At least four people made a trip to a session just to talk about the Liveable Neighbourhoods project. Feedback about the project at these sessions was generally positive. Issues raised by community members at these sessions included concern at the visual impact of building heights on higher ridgelines and on the lack of pedestrian footpaths in the area.

Council received eight submissions during the exhibition period via email or PMHC Listening. One late submission was received after the exhibition period. While a variety of issues are raised, the most prominent issues can be summarised as follows.

- Need for traffic calming or reduced traffic speeds in the area (5 out of 8 submitters).
- Need for more pedestrian and cyclist crossings of busy roads, particularly Gordon Street (3 out of 8 submitters).
- Make better use of wide road reserves for the local community (e.g. seating) or parking (2 out of 8 submitters).

Other issues raised include concern at building heights on Pacific Drive, various suggestions for traffic improvements, need for koala-friendly street trees, opposition to street tree planting near businesses and a need for better playground equipment. The full range of issues is addressed in the table below. All submissions are attached to this report.

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Submission	Issue
1. Frank Arnell (Attachment 3)	1. Would like to see 40 km/hr traffic areas. 2. Specific road suggestions including a. Close the southern end of Hay Street near Gordon Street. b. Modify traffic flow at the Owen St/William St intersection so that there is no access from Owen Street. c. Make Pacific Drive southward one way only. d. Make Kennedy Drive northward one way only. e. Install a roundabout at Burrawan St and Pacific Drive intersection.
Response/ Comment:	Slow speed areas There is an established process and associated State Government guideline to create 40 km/hr speed areas for High Pedestrian Activity Areas and Local Traffic Areas. Several criteria must be met prior to receiving funding or approval from Road and Maritime Services. Note that a portion of Owen Street, adjacent to the bowling club and school, is a 40 km/hr High Pedestrian Activity Area. The RMS guideline states: <i>Consideration of a 40 km/h speed limit is appropriate in:</i> • Central Business District (CBD) areas. • Suburban shopping strips. • Areas where land-use or facilities generate significant pedestrian traffic (eg. beach-side/park-side reserves). • Business areas generating significant pedestrian traffic such as medical centres, hospitals, and Government service agencies. In response to this issue, staff have reviewed potential locations for a High Pedestrian Activity Area or Local Traffic Area. The following locations are now shown in the structure plan for further investigation. • A potential High Pedestrian Activity Area at Grant Street, between Gordon and Burrawan Streets due to the potential pedestrian traffic generated by the library and commercial buildings. • A potential High Pedestrian Activity Area at William Street, between Lord and Owen Streets due to the potential pedestrian traffic between the hotel, cafe and restaurant and Observatory Park and Town Beach. • A potential Local Traffic Area between Lord Street and

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		Pacific Drive and Burrawan Street and Hill Street Note that further investigation of the above areas is beyond the scope of this project and will be subject to future prioritisation against other council projects and available budget. Specific road suggestions Road closures, creation of one-way streets and installation of roundabouts can have unforeseen impacts on the broader traffic network and require significant evidence in terms of traffic counts and traffic modelling data. Such changes to the traffic network are beyond the scope of this project which is primarily focused on improving streets for pedestrians and cyclists.
2.	David 'Darby' Munro (Attachment 4)	1. Substantial concern at proposed height limits at eastern end of Burrawan Street. 2. Concern that Windmill Street could not cope with traffic from higher densities.
	Response/ Comment:	Height limits The proposed maximum building height for the eastern end of Burrawan Street is about six storeys, an increase of three storeys from the current height limit. The recommended increase was in response to earlier feedback from the Liveable Neighbourhoods community reference group that there were no prime development sites left in Port Macquarie in a good location and with ocean views that might act as a catalyst for surrounding redevelopment. The project team identified the eastern end of Burrawan Street as having this potential and proposed a taller building option to test community reaction. In response to the submission, the proposed building height change was reviewed by staff. On balance, the need for development opportunity is considered insufficient to outweigh the potential visual impact when viewed from nearby public open space and the disturbance to amenity for nearby properties. It is proposed to leave building heights and associated floor space ratios in this area unchanged and consider whether other height limits elsewhere in the vicinity need to be altered if this change is not to be implemented. However, in order to reflect and encourage the desired built form, a change of zone is proposed from R1 General Residential to R3 Medium Density Residential as shown in the attached planning proposal. Note that residents will have a further opportunity to comment on these changes when the planning proposal is on public exhibition later this year. Windmill Street traffic Despite not proceeding with the increase in building height

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		discussed above, there remains unused development capacity under current planning controls that could result in an increase in density. However, a number of Windmill Street properties have double frontages with access from Burrawan Street, which helps to alleviate any potential impacts from the associated increase in traffic.
3.	Fran Barratt (Attachment 5)	1. Need more koala friendly street trees and slower traffic. 2. Make footpaths wider where appropriate and make space for street planting of koala trees and places for the community. 3. Make more pedestrian crossings along Gordon Street.
	Response/ Comment:	Koala trees Koalas are known to use the coastal bushland east of Pacific Drive and are sighted from time to time. Planting koala feed trees in residential areas west of Pacific Drive might encourage koalas into the urban environment where they could be put at risk from traffic, swimming pools and dog attack. Without the provision of koala proof fencing, koala food trees in the streetscape are only suitable in low traffic volume, low speed environments to minimise risk of collisions. Such streets are generally restricted to culs-de-sac and internal residential subdivision roads. Footpaths Several opportunities for Green Link Streets are identified in section 4.9 of the urban design report and are suitable for improved median plantings at crossings and parking areas and improved footpaths. However, design of these features is not part of this project. As noted above, these matters will be referred to the Place Facilitation team for further investigation. Pedestrian Crossings The draft structure plan identifies several key pedestrian links within the precincts and towards the CBD. To deliver the best value for ratepayers and residents, only crossings along these links have been reviewed for suitability. As a result of the review, four potential pedestrian crossing improvements have now been shown in the draft urban design report at the following locations along the key pedestrian links: • Owen Street and William Street. • Pacific Drive, between Oxley Beach and the tennis courts. • Grant Street and Stewart Street. • Home Street at Owen Street and Lord Street • Hill Street and Owen Street Formal assessment has not been carried out on these sites. These

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		opportunities will be referred to Council's Transport and Traffic Management Team for further investigation. <i>Gordon Street crossings</i> The draft plan identifies current pedestrian links crossing Gordon Street at two points, Owen Street and Grant Street. The Owen Street link provides pedestrian access from the Windmill Hill and Oxley Park precincts to the CBD via Stewart and Clarence Streets. The Grant Street link provides access from the Wrights Creek, Lord Street and Town Beach precincts to the CBD via either William Street or Clarence Street. Owen Street is at the easternmost end of Gordon Street and forms a T-intersection. The desired pedestrian link follows the eastern side of Owen Street towards Town Beach and does not need a crossing at Gordon Street. If desired, pedestrians may join the footpath on the northern side of Gordon Street at Owen Street and avoid the need to cross later. Pedestrian crossing of Owen Street is made safer by the existing 40km/hr High Pedestrian Activity Area between William and Burrawan Streets. A pedestrian refuge crossing is currently in place on Owen Street to facilitate safe pedestrian movement. The intersection of Grant and Gordon Streets is signalised, including pedestrian crossings in all directions. Council may in future consider adjusting the phasing of the lights to prioritise pedestrians as need arises.
4.	David and Lyn Brown (Attachment 6)	1. Concerned at traffic speeds, traffic ignoring speed signs. 2. Need traffic calming in Burrawan and Owen Streets.
	Response/Comment:	Traffic speeds See response to Submission 1 'Slow speed areas' above. Traffic calming As discussed in response to Submission 1 above, should an area be considered suitable for lower speed, a range of solutions is possible depending on the area's characteristics. Solutions might include road lane narrowing, traffic calming devices or other design solutions that discourage speeding, or a designated 40km/hr speed zone.
5.	Peter Briscoe (Attachment 7)	1. Need more infrastructure to accommodate increased population. 2. Traffic calm zone 40kph along Pacific Drive to Flynns Beach. 3. Make more one way streets where they feed arterial roads. 4. Create more parking in the middle of wider streets like Church St.

Planning and Providing Our Infrastructure

		5. Facilitate safe crossing of Gordon St for pedestrians and cyclists - tunnel or crossover. 6. Park playground equipment is unimaginative, expensive and of poor quality. 7. Playground equipment should be designed by local tradespeople.
Response/Comment:	Infrastructure capacity A key premise of urban consolidation is that it is encouraged in established urban areas that are well-serviced but underdeveloped and as a result do not require significant infrastructure works, for example the construction of a new trunk sewer pipe, before development can occur. While certain infrastructure upgrades will be required as development occurs, no significant works have been identified as a barrier to development or that might require works beyond those covered by standard developer contributions. See the example on sewer capacity below. Note that pedestrian and cycle infrastructure takes a particular focus in the urban design report and recommendations are made for their improvement and expansion. <i>Sewer</i> An initial assessment of sewer capacity was undertaken at the investigation phase. The Liveable Neighbourhoods areas are within the Port Macquarie Service Area. The area is serviced by a sewage treatment plant with a nominal capacity of 52 000 equivalent persons. The 2011 estimated residential population for the service area was 36 282 persons. There is an estimated unutilised sewer capacity in the Port Macquarie Service Area of about 15 000 equivalent persons. Traffic Calm Zone See response to Submission 1 'Slow speed areas' above. One way streets See response to Submission 1 'Specific road suggestions' above. Centre parking Opportunities for centre parking were reviewed in the investigation and analysis stage and none have been recommended. A recommendation has been made that Council staff continue to implement the Church Street Master Plan. The master plan facilitates angle parking on both sides of the street, increasing parking capacity and narrowing the street to help discourage speeding. The master plan has been partially implemented between Grant and Owen Streets and the northern corner of the Murray Street intersection. Note that centre parking exists in three locations in the study area providing about 110 parking spaces:	

Planning and Providing Our Infrastructure

		• Grant Street, north and south of William Street • Owen Street, between Gordon and Burrawan Street Gordon Street crossing See response to Submission 3 'Pedestrian Crossings' above. Park and playground equipment Parks and playgrounds are recognised by Council as important places for the community. Council is increasingly providing innovative recreation equipment for all ages and abilities in its parks. Completed projects include: • Bain Park all abilities playground at Wauchope • Port Macquarie Skate Park • Town Beach outdoor gym • Westport Park Playground - Livvi's Place The Town Beach playground, already containing several innovative play structures, is being upgraded with a mammoth swing. Council recently launched 'The Play Space', an online engagement space to encourage the community to take an active part in the design of our parks. There is also potential for an innovative park or play experience to be developed in the indicated renewal of Oxley Park that complements the draft Recreation Plan recommendation to support development for new sporting facilities. Design of such a park would be subject to a future place making exercise. Use of local tradespeople Council is committed to supporting the local economy and enhancing the capabilities of local business and industry. Council's Procurement Policy supports our commitment to achieve the best value for money outcome to Council and the Community, while maximising opportunities for local business to compete for Council business. Council acknowledges that it has an important role to play in the local economy and is committed to assisting local industry engage in business with Council. To assist local industry and local economic development, Council will ensure that buying practices, procedures and specifications do not disadvantage local suppliers and ensure transparency in quotation, tendering and contract management practices.
6.	Anna Hazenveld (Attachment 8)	1. Lack of safe places to cross roads in the area, especially Gordon Street. 2. More cycleways. 3. Edible streetscapes is a good idea but may be a lot of work and could be

Planning and Providing Our Infrastructure

		visually unappealing. Bright flower beds would look nicer. 4. Concerned at safety impact of potential street tree planting at Burrawan St and Pacific Drive. 5. Suggestion for pathway linking Burrawan St to Oxley Oval to provide pedestrian access to the oval then on to William St. This avoids the beach walk and busy Pacific Drive.
	Response/Comment: Pedestrian crossings See response to Submission 1 'Pedestrian crossings' above. More cycle paths The urban design report recommends an extension of the Macquarie Park Trail, south from Grant Street, along Home and Owen Streets and through the Macquarie Nature Reserve providing access to Pacific Drive via Flynn Street. Edible streetscapes At this stage, the concept of edible streetscapes is being used to generate community interest by providing an example of alternative street landscaping that can help to build a sense of place. Such street improvements might be the subject of a collaborative place making exercise between Council and the local community. A range of design solutions could be explored through this process. Safety issues from street trees The urban design report identifies the southern corner of the intersection of Burrawan Street and Pacific Drive as a Street Landscaping Opportunity. No design detail is provided at this stage. Council uses <i>AUSPEC Development Design Specification D13: Land & Streetscape Design</i> to guide the design of public and private landscapes. Key principles of this guide include: - landscaping that does not interfere with existing or future land uses, for example blocking sight distances for vehicular traffic - using Crime Prevention Through Environmental Design philosophies. Landscaping constructed in accordance with the design guide is not likely to cause a safety hazard. Pedestrian path between Burrawan St and Oxley Oval A future pedestrian/cycle link is shown on the Oxley Park precinct structure plan (Figure 4.4.4) running between Burrawan Street and the tennis courts to the north of Oxley Oval. The link runs along the western edge of Oxley Oval and Oxley Park.	
7.	John Jones (Attachment 9)	Do not plant trees in front of the Munster Street shops.

Planning and Providing Our Infrastructure

	Response/ Comment:	Noted. The Civic Precinct Structure Plan does not identify the north-western corner of the intersection of Munster and Gordon Streets for landscape planting.
8.	Jeff Pattinson (Attachment 10)	Strongly supports 40km/hr traffic calm zone in all near CBD areas.
	Response/ Comment:	See response to Submission 1 'Slow speed areas' above.
8.	Michael Dampney (Late) (Attachment 11)	Supports the draft plan but does not want intrusive lighting in front of his home.
	Response/ Comment:	Noted. Council uses <i>AUSPEC Development Design Specification D13: Land & Streetscape Design</i> . The guide includes a section on lighting which requires that lighting associated with any public facility, such as a footpath or bikeway, should not interfere with nearby residents.

Planning & Policy Implications

The project is consistent with Council's strategic planning framework, notably the Port Macquarie-Hastings Urban Growth Management Strategy 2011-2031. The project responds directly to the planning principle for housing to "promote urban consolidation in central, well-connected locations that provides a range of services or recreation opportunities for residents".

The project also contributes to particular outcomes sought by the Community Strategic Plan:

- The 'looking after our people' outcome to have 'community hubs which provide access to services and social connections' by taking a place-based approach in planning at the neighbourhood level.
- The 'looking after our environment' outcome to have 'development outcomes that are ecologically sustainable and complement our natural environment' by encouraging infill and redevelopment of already zoned land.
- The 'planning and providing of infrastructure' outcome to have 'employment and population growth that is clustered within urban centres' by encouraging higher density development close to the Port Macquarie CBD.

The place making opportunities identified in the urban design report are consistent with Council's draft Recreation Plan.

If endorsed by Council, the recommendations will result in further planning and policy work including the preparation of a planning proposal to amend the Local Environmental Plan and potential changes to the Development Control Plan.

Financial & Economic Implications

The preparation of the urban design report and recommendations for local environmental plan amendments relating to urban consolidation is identified in action 5.4.2.4 in Council's Operational Plan for 2014-2015.

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Completion of the work in the manner outlined in this report is able to be undertaken within Council's Strategic Land Use Planning section in consultation with other divisions of Council.

The work is funded as a scheduled project within Council's Strategic Planning Program for 2014-2015 and has a consultant cost of about \$30 000.

The anticipated completion date is December 2015, including changes to the local environmental plan and development control plan.

It is expected that the work will provide for positive economic outcomes by ensuring that Council's planning controls remain contemporary and facilitate good development in line with market demands.

Attachments

- 1 [View](#). Urban Design Report Part 1
- 2 [View](#). Urban Design Report Part 2
- 3 [View](#). Submission: Arnell
- 4 [View](#). Submission: Munro
- 5 [View](#). Submission: Barratt
- 6 [View](#). Submission: Brown
- 7 [View](#). Submission: Briscoe
- 8 [View](#). Submission: Hazenveld
- 9 [View](#). Submission: Jones
- 10 [View](#). Submission: Pattinson
- 11 [View](#). Submission: Dampney
- 12 [View](#). Draft Planning Proposal for Council consideration
- 13 [View](#). Email from Graham Roberts