

3.0 Westport Neighbourhood

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3.1 Existing Character

The Westport Neighbourhood benefits from its close proximity to the Port Macquarie Town Centre, Westport Park, Kooloonbung Creek and Wrights Creek Reserve, however easy pedestrian access is currently limited by high vehicle traffic along Buller and Gordon Streets. The existing Westport area is divided into three areas: the northern residential area, Gordon Street centre and the southern residential area.

The northern area is characterised by a mix of residential building types ranging from new apartments up to six storeys, older style walk-up apartments, one and two storey villas, and single storey houses. There is a relatively new mixed use building on Buller Street adjacent the town centre and a number of tourist accommodation along Hollingsworth Street and Waugh Street (west). A three storey commercial office buildings on Buller Street is an anomaly in the area. The gridded streets are wide and have limited street tree planting or formalised streetscapes. Waugh Street east of Gore is the exception with median parking and street trees. Street benefit from views toward Westport Park and the Kooloonbung Creek corridor.

Gordon Street is an arterial road and is the primary entry into the Port Macquarie Town Centre. Its vehicular dominated use is reflected in the car oriented retail and commercial uses along the street. Gordon Street currently forms a pedestrian barrier between the north and south residential areas of the Westport Neighbourhood.

The southern area is residential in character with a mix of single storey villas and houses. While streets are wide and have limited footpaths, street trees and front gardens contribute to its residential character.



Figure 27: View to Westport from foreshore at the Port Macquarie town centre



Figure 28: View to west across Westport from Port Macquarie town centre



Figure 29: View along edge of creek corridor



Figure 30: View from south along Gore Street to bowling club and river



Figure 31: View east along Bridge Street

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3.2 Desired Future Character

The Westport Neighbourhood will evolve into a cohesive vibrant, urban neighbourhood with easy access to the Port Macquarie Town Centre, Westport Park and the foreshore pedestrian network leading to Town Beach.

A linear park along Gore Street, extending from Table Street north to Westport Park, will connect the neighbourhood together and create a pleasant green refuge for sitting, walking, chatting and meeting. Spaces for community gardens, will provide residents with opportunities to engage with the park and contribute to its appearance and function. An occasional corner shop or small cafe will serve the local residents. Apartment buildings along the park may have small offices and professional suites that address and engage the street. Accessible footpaths and kerb ramps ensure all ages can use the park.

Safe pedestrian crossings at Buller Street and Gordon Street will assist in connecting the neighbourhood and providing easy access for all ages. Pedestrian bridge crossings to the town centre at Buller Street and potentially at Bridge Street provide improved access to the Port Macquarie Town Centre.

Taller buildings along Hollingsworth and Gore Streets frame views to the foreshore and river. Building heights reinforce the outline of the hill and provide opportunities for view share. Bridge Street will become a shady tree lined street with median parking to serve the neighbourhood and Gordon Street. Improved pedestrian linkages through to Gordon Street will be safe and active.

New apartment buildings will provide housing choice, including housing for empty nesters, retirees, families, and young couples. Affordable and social housing will respond to local needs. South of Gordon Street mid-scale apartments will complement existing villas and houses.



Figure 32 - Linear park at Gore Street with seating, garden planting and trees.

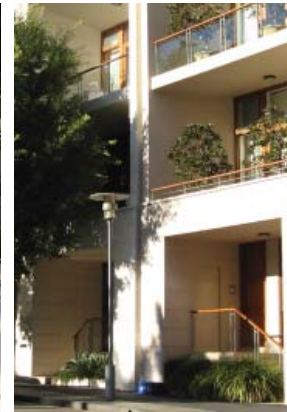


Figure 33 - Soho units at linear park

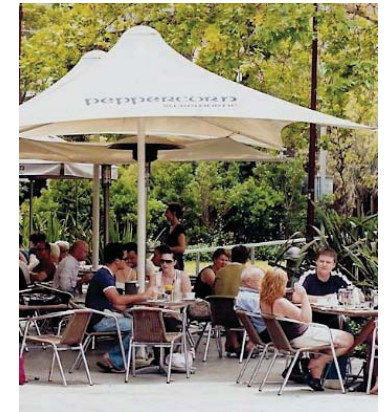


Figure 34 - Local cafe on Gore Street



Figure 35 - Ground floor residential units visually engage with the linear park



Figure 36 - Apartments with narrow frontage and upper level setback



Figure 37 - Private courtyards along Bridge Street within a landscaped setting. Note retention of existing tree in street setback

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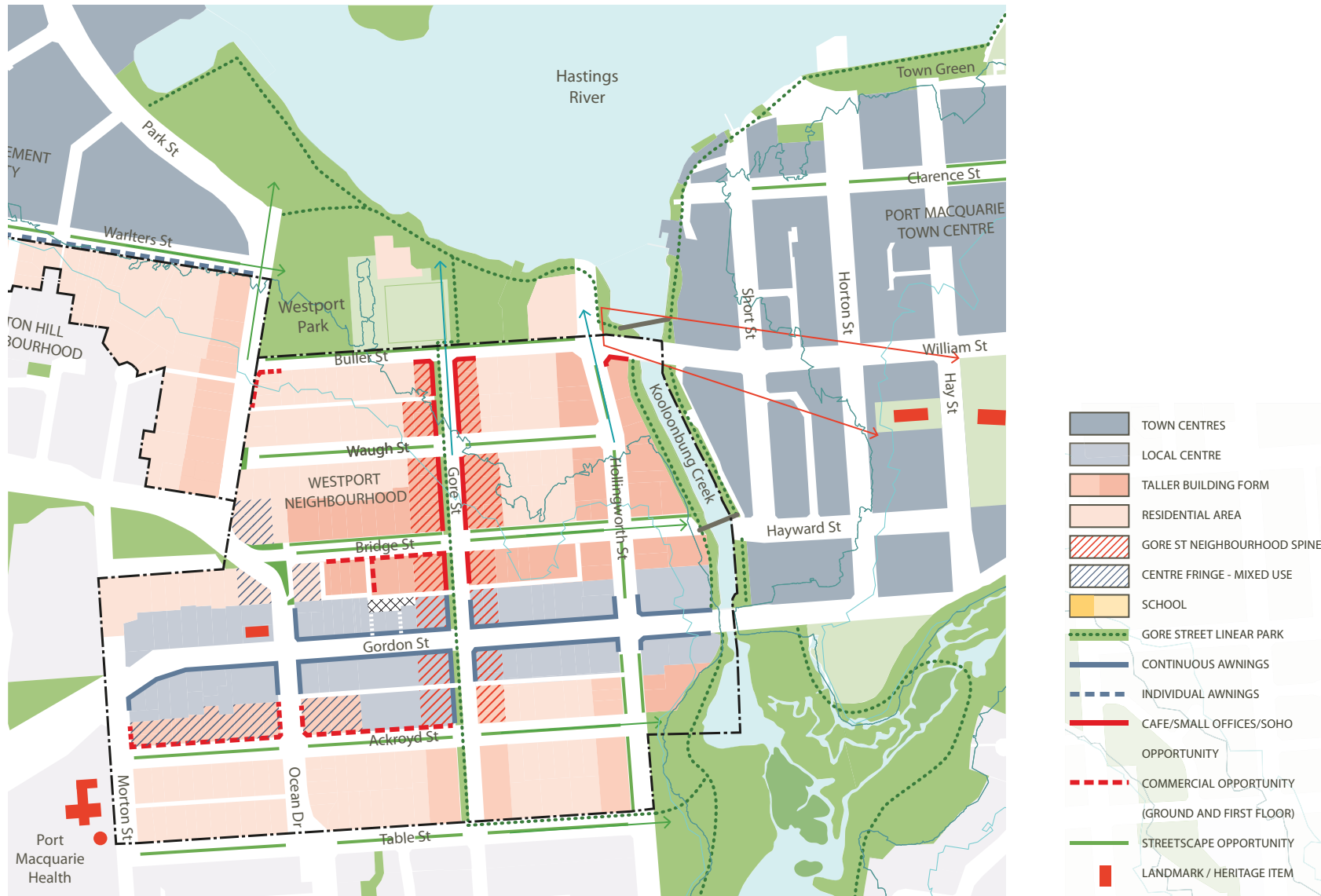


Figure 38: Westport Neighbourhood Structure Plan

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3.3 Design Principles

The following design principles are recommended for the Westport Neighbourhood:

- Retain Westport as a residential neighbourhood.
- Identify Gore Street as the central linear focus for Westport Neighbourhood that unifies the north and south of the neighbourhood together.
- Promote some local non-residential uses along Gore Street to support local residents and to reinforce the role of Gore Street as the neighbourhood focus.
- Reinforce Gordon Street as a local centre and ensure non-residential uses within the neighbourhood do not compete with Council's objectives for the Gordon Street centre.
- Provide streetscape improvements and a new linear park along the western verge of Gore Street.
- Create a strong north-south pedestrian link along Gore Street connecting the Westport Neighbourhood to Westport Park and the broader open space network.
- Transition between Gordon Street and residential buildings by promoting some ground floor non-residential uses at Bridge Street and Ackroyd Street west of Gore Street.
- Consider opportunities for improvements to the streetscape of Buller Street, which reflects its roll as one of the main entries into the Port Macquarie Town Centre.
- Ensure buildings at the corners of Gore Street and Buller and at Gordon Street address both streets and give visual emphasis to Gore Street.
- Reconfigure the intersection at Hastings River Drive and Bridge Street to minimise through traffic on Bridge Street and to create a threshold to the Westport Neighbourhood.
- Reconfigure Bridge Street to increase street tree planting and to incorporate median parking to serve the Gordon Street shops and residents.
- Consider commercial uses or mixed-use buildings with non-residential ground floors at the corners of Hastings River Drive, Park and Bridge Street intersection to minimise busy road impacts on ground floor residential uses.
- Provide future pedestrian bridge links at Buller Street and potentially at Bridge Street to improve access between the Westport Neighbourhood and the Port Macquarie Town Centre.
- Distribute building height across the neighbourhood to reflect the landform; promote view sharing; reinforce north-south connectivity along Gore Street and Hollingsworth Street; and transition to the lower scale neighbourhood to south.
- Maximise opportunities for development of vacant and under utilised land, particularly along Gore Street and Bridge Street.
- Reinforce view corridors to Hastings River/Westport Park, Kooloonbung Creek and Wrights Creek Reserve.
- Incorporates flood constraints into future building ground floor level and basement design.
- Consider opportunities for future public car park facility near Gordon, Gore and Bridge Streets.
- Formalise parking spaces to rear of shops at Gordon Street west of Gore Street.
- Promotes rear laneways and/or shareways to the rear of Gordon Street properties to improve service access to shops.
- Ensure future buildings along Kooloonbung Creek engage with and overlook the pedestrian walkway.

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3.5 Gore Street

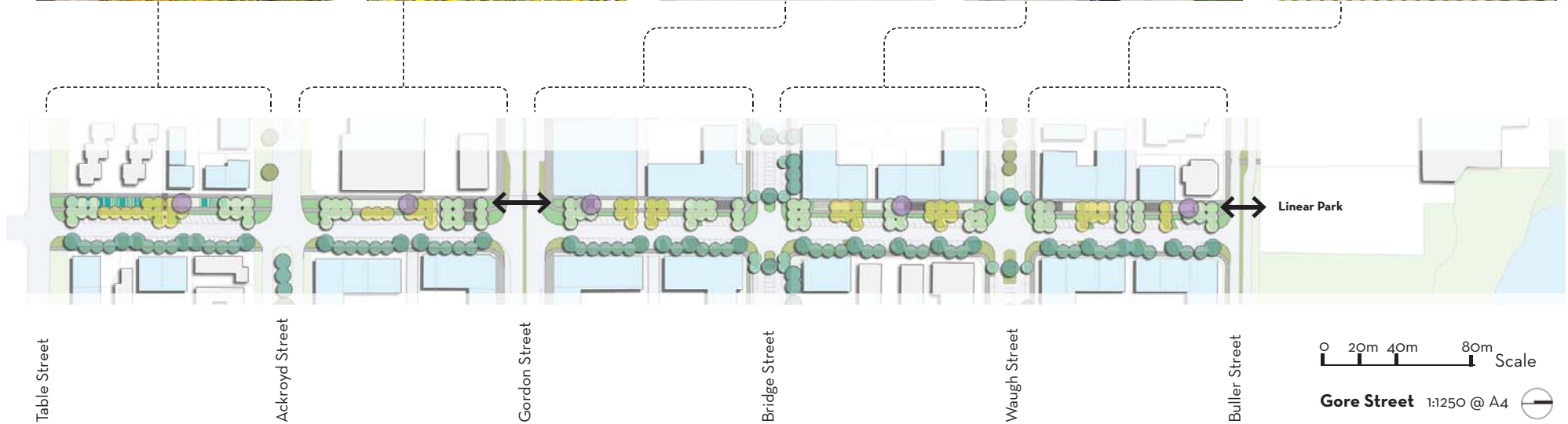


Figure 39 - 44 (clockwise) - Linear park elements and concept plan

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Character

Gore Street extends from Table Street in the south to Buller Street and Westport Park in the north.

Gore Street will become the central focus for the Westport Neighbourhood linking the north and south across Gordon Street and to Westport Park and the broader foreshore network. A linear park along the western side will extend from Table Street in the south to Buller Street in the north, providing residents, visitors and local business with a variety of outdoor uses, improved amenity, increased legibility and greater connectivity to the wider locality.

Design Principles

- Define Gore Street as the central focus of the Westport Neighbourhood with a strong residential character.
- Create a linear park within the existing wide verge along the western side of Gore Street that extends from Table Street to Buller Street and that provides high levels of amenity and use.
- Provide safe access for pedestrians and cyclists of all ages and mobility levels.
- Frame the view corridor to Westport Park and the Hastings River.
- Improve the environmental performance of the street and adjoining properties.
- Promote staged implementation and minimise disturbance to existing infrastructure.

Design Elements

- Asymmetrical streetscape reflects the existing wide verge along the western side of Gore Street and provides opportunity for new linear park.
- Continuous footpaths within the linear park at the kerb and the boundary frame a sequence of spaces along the park length and assist in negotiating changes in level. Footpaths provide equal access to both parking spaces and building entries and ground floor uses.
- Kerb ramps at corners and key crossing points ensure accessibility.
- Angled parking spaces along both side of the street serve the local community and visitors.
- Planting in road blisters reduce carriageway width and promote slower traffic within the neighbourhood. They also break up the visual impact of the continuous extents of street paving and define safe pedestrian crossings.
- Signalised pedestrian crossings at Gordon Street and Buller Street improve pedestrian access within the neighbourhood and with the local context.
- Views to Westport Park are retained and framed by street edge buildings, tree planting, and parking layout.
- Tree planting contributes to the way finding and legibility, supports biodiversity, and improves the local microclimate. Tree planting strategies include:
 - tall native species, such as Eucalypts, along the eastern side of the street, provide shade from the western sun for adjoining properties.
 - groves of deciduous trees reflect the garden character of the linear park and provide a diversity of tree type groupings, reflecting the different uses along the street. The lower scale of trees responds to the limitation of overhead power lines.
 - feature trees add colour and mark special locations.
 - trees within parking blisters reflect adjacent verge planting to narrow carriageway and unify the street.
- A diversity of spaces along the linear park cater to the adjoining uses and residents and may include:
 - outdoor dining adjacent a cafe,
 - terraced steps and planting, on sloping area north of Bridge Street,
 - passive uses and seating, and
 - community gardens, both ornamental and productive. For example, south of Gordon Street productive gardens could be managed by nearby residents.
- Kerb alignments and existing storm water infrastructure are maintained to minimise Council expenditure.
- Blisters may act as rain gardens and assist in the management of storm water at various locations along street.
- Light coloured paving and planting areas reduce radiant heat from street.
- Buildings engage the street and linear park and

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Gore Street

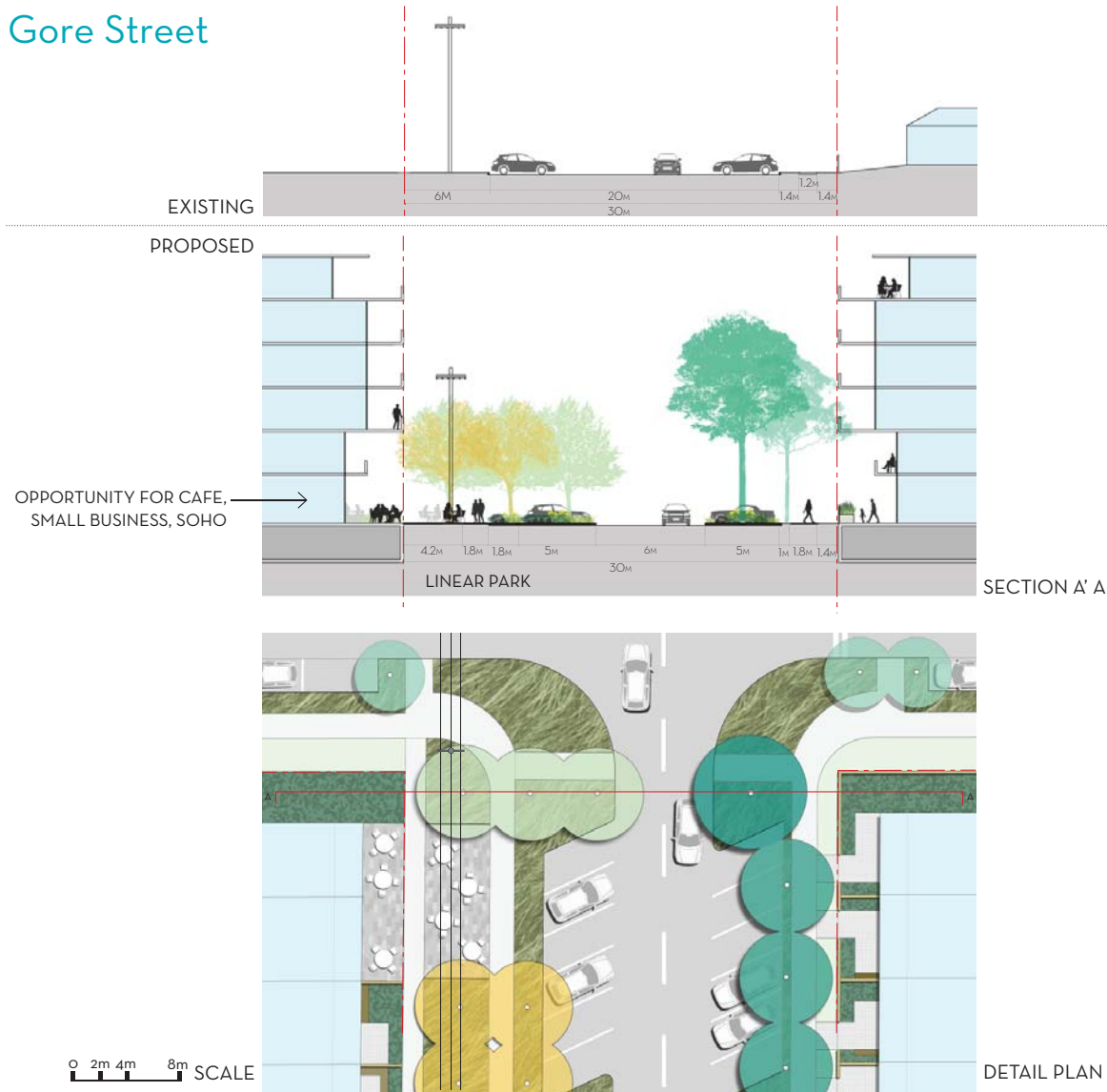


Figure 45: Gore Street Typical Detail 1

contribute to its activation.

- Vehicular driveway crossings are minimised along Gore Street reducing conflicts with pedestrians and increasing parkland.

Recommendations

1. Prepare public domain plan for Gore Street and its linear park.
2. Prepare staging strategy that prioritises footpaths and verge tree planting. Line marking for parking could be formalised with streetscape works staged.
3. Identify how development contributions within the Westport Neighbourhood can best support public domain improvements along Gore Street.
4. Work with community groups to identify opportunities for ornamental or productive gardens within the linear park.
5. Require development fronting the linear park to support its activation and use.
6. Resolve safe pedestrian crossings at Gordon and Buller Streets in future traffic study.
7. Promote vehicle access to development sites from secondary frontages, where possible.

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Gore Street

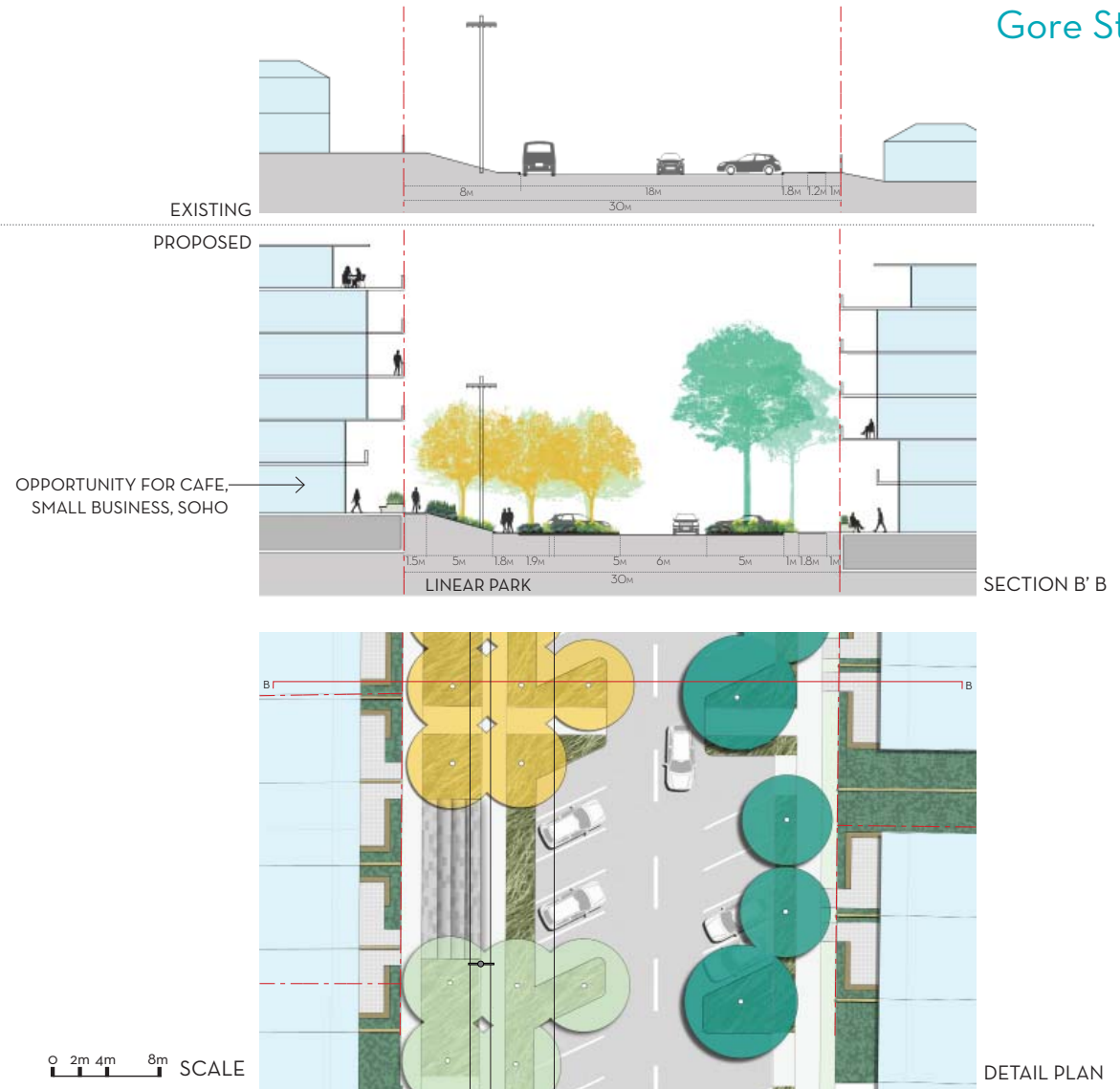


Figure 46: Gore Street Typical Detail 2 with sloping verge

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3.5 Bridge Street



Figure 47 - 51 (clockwise) - Bridge Street streetscape character and concept plan

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Character

Bridge Street extends from a high point in the west at Hastings River Drive and falls along its length to Kooloonbung Creek in the east.

Bridge Street will become a shady tree lined residential street with improved parking capacity and pedestrian amenity. A green threshold at Hastings River Drive marks an entry to the neighbourhood. Continuous footpaths and informal cycleway within the carriageway contribute to the local pedestrian network and connect to the Kooloonbung Creek corridor and to the Town Centre via a potential pedestrian bridge in the east. Bridge Street provides access to off-street parking and Gordon Street shops via laneways and pedestrian through site links.

Design Principles

- Enhance the residential character of Bridge Street with increased street tree planting.
- Formalise and increase on-street parking.
- Reconfigure the intersection Hastings River Drive and Bridge Street to discourage use of Bridge Street as a short cut and provide a green threshold into the neighbourhood.
- Narrow carriageways and use street tree planting to promote reduced vehicular speeds.
- Provide safe connections for pedestrians and cyclists of all ages and mobility levels.
- Frame the view corridor to Kooloonbung Creek to the east.
- Improve the environmental performance of the

street and enhance its contribution to adjacent properties.

- Promote staged implementation and minimise disturbance to existing infrastructure.

Design Elements

- Tree planting enhances the residential character, supports biodiversity, and improve the local microclimate. Tree planting strategies include:
 - tall native species, such as Eucalypts, along the southern side supplement existing trees and provide a strong avenue of planting leading to Kooloonbung Creek.
 - complementary Eucalypts species within medians reflect the transition along the street from hill top to creek corridor ecology.
 - smaller deciduous trees between parking bays respond to the limitations of power lines. Clustering rows of trees increases their viability and reduces the visual dominance of the power poles and lines.
- A narrowed carriageway and increased planting areas at the intersections at Hastings River Drive and Bridge Street mark the hilltop and threshold into the neighbourhood and supports a grove of large parkland trees.
- Riparian planting at the Bridge Street cul-de-sac and the Hastings river embankment strengthens river biodiversity and wildlife.
- Parking bay blisters and median may act as rain gardens and assist in management of stormwater.
- Continuous footpath along the street provide equal access to both parking spaces and building entries and ground floor uses.
- Parallel parking on each side of the street with 90 degree central median parking significantly increases the parking capacity of the street to serve both residents and Gordon Street commercial uses. While the northern kerb alignment is maintains, the southern kerb is cut into and offset by 2.5m to support parallel car parking bays.
- Blisters and medians reduces the carriageway width to one way in each direction and support planting which further visually reduces the carriageway width promoting slower vehicular speeds.
- A potential pedestrian, mobility scooter and cycle bridge across Kooloonbung Creek improves access to the Port Macquarie Town Centre for residents and future town centre overflow parking.
- Some ground floor commercial uses at Bridge Street west of Gore Street assist in activating and improving safety of links to Gordon Street.
- Residential buildings address the street with individual and common entries and ground floor private gardens contribute to the landscape character of the street.
- Existing overhead power lines are retained.

Recommendations

1. Consider options for reducing through traffic on Bridge Street in future traffic study. There is potential to reduce traffic to left in only from Hasting River Drive.

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Bridge Street

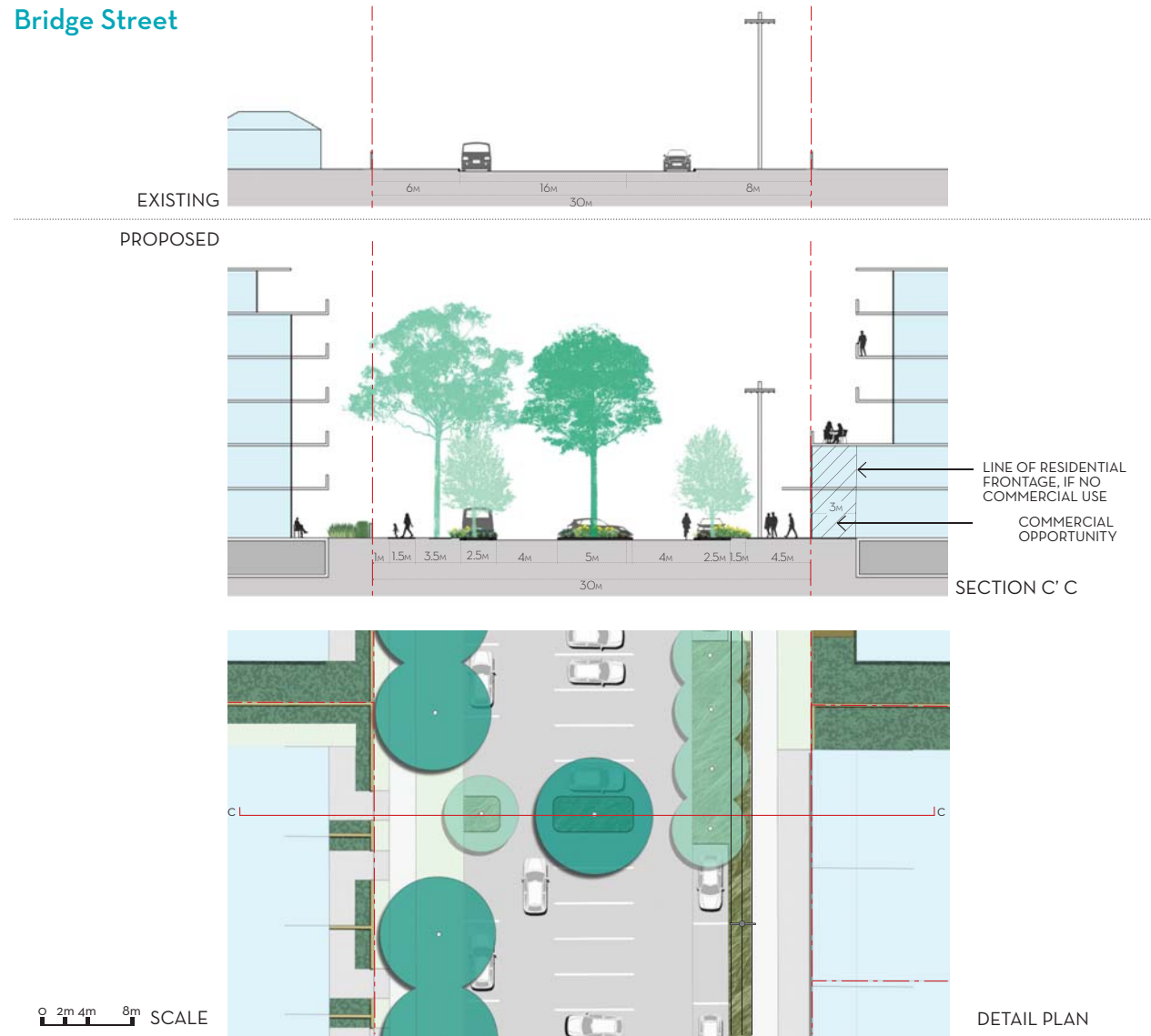


Figure 52: Bridge Street Typical Detail

2. Prepare staging strategy that prioritises footpaths and verge tree planting on the northern side of Bridge Street. Line marking for parking could be formalised with streetscape works staged.
3. Identify how development contributions within the Westport Neighbourhood and along Gordon Street (as parking can serve the commercial uses) can best support public domain improvements along Bridge Street. Funding from the Port Macquarie Parking Strategy may also assist in providing some parking spaces and improved pedestrian access serving the Port Macquarie Town Centre.

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3.6 Laneways

Character

New and formalised laneways to the rear of Gordon Street shops will service both commercial uses and future residential uses. Some activation and overlooking will enhance safety and security. Laneways will be designed as shareways to support both vehicular and pedestrian connectivity, particularly at public car parking areas and through site pedestrian links.

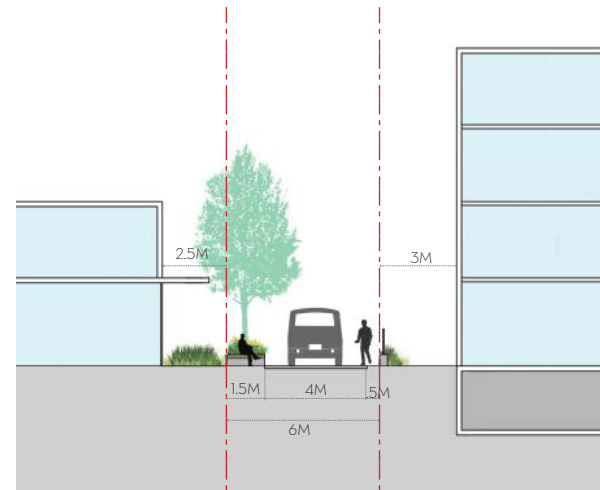
Design Principles

- Provide service access to retail premises along Gordon Street.
- Formalise public parking between Bridge Street and Gordon Street along the new laneway to the rear of shops.
- Promote improved and safer pedestrian permeability through to Gordon Street and connecting to Bridge Street parking.
- Ensure new buildings along laneways contribute to their safety by overlooking and addressing them.
- Enhance the amenity and character of laneways with planting, such as narrow canopy trees.

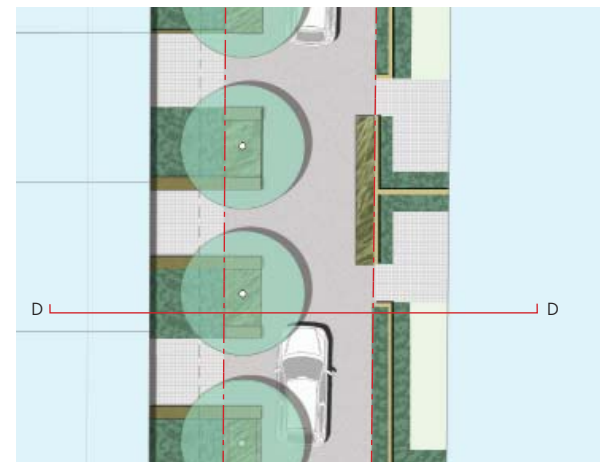
Recommendations

1. Prepare a public domain plan to support incremental delivery of laneways through redevelopment and ensure consistent alignment of laneways between properties.
2. Consider detailing laneways as shareways to support both pedestrian and vehicular circulation. Improved permeability between the residential neighbourhood and Gordon Street centre is desirable.

Laneway - one way



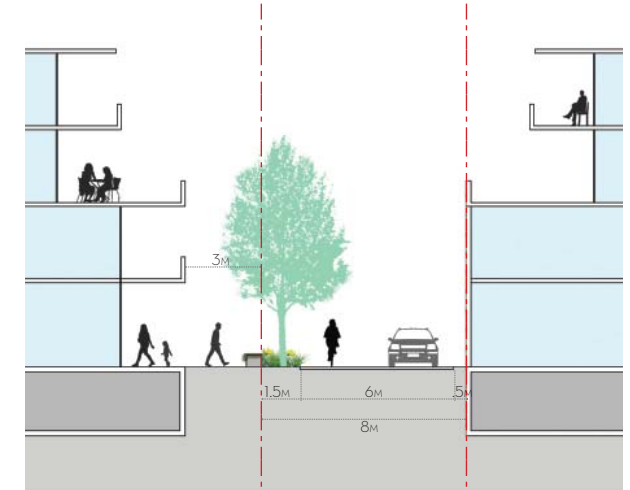
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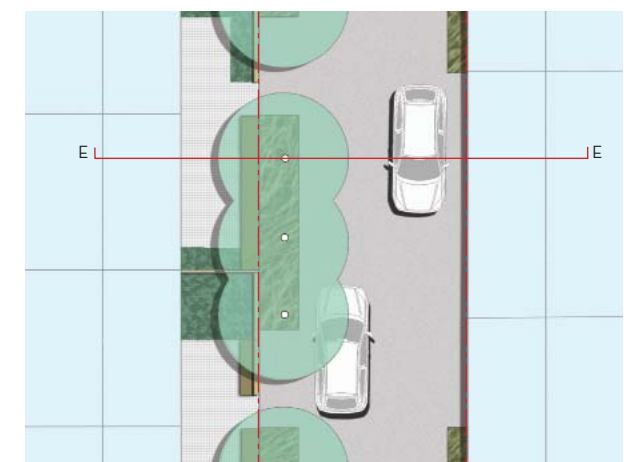
DETAIL PLAN

Figure 53: Laneway Typical Detail - One way traffic

Laneway - two way



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DETAIL PLAN

Figure 54: Laneway Typical Detail - Two way traffic

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