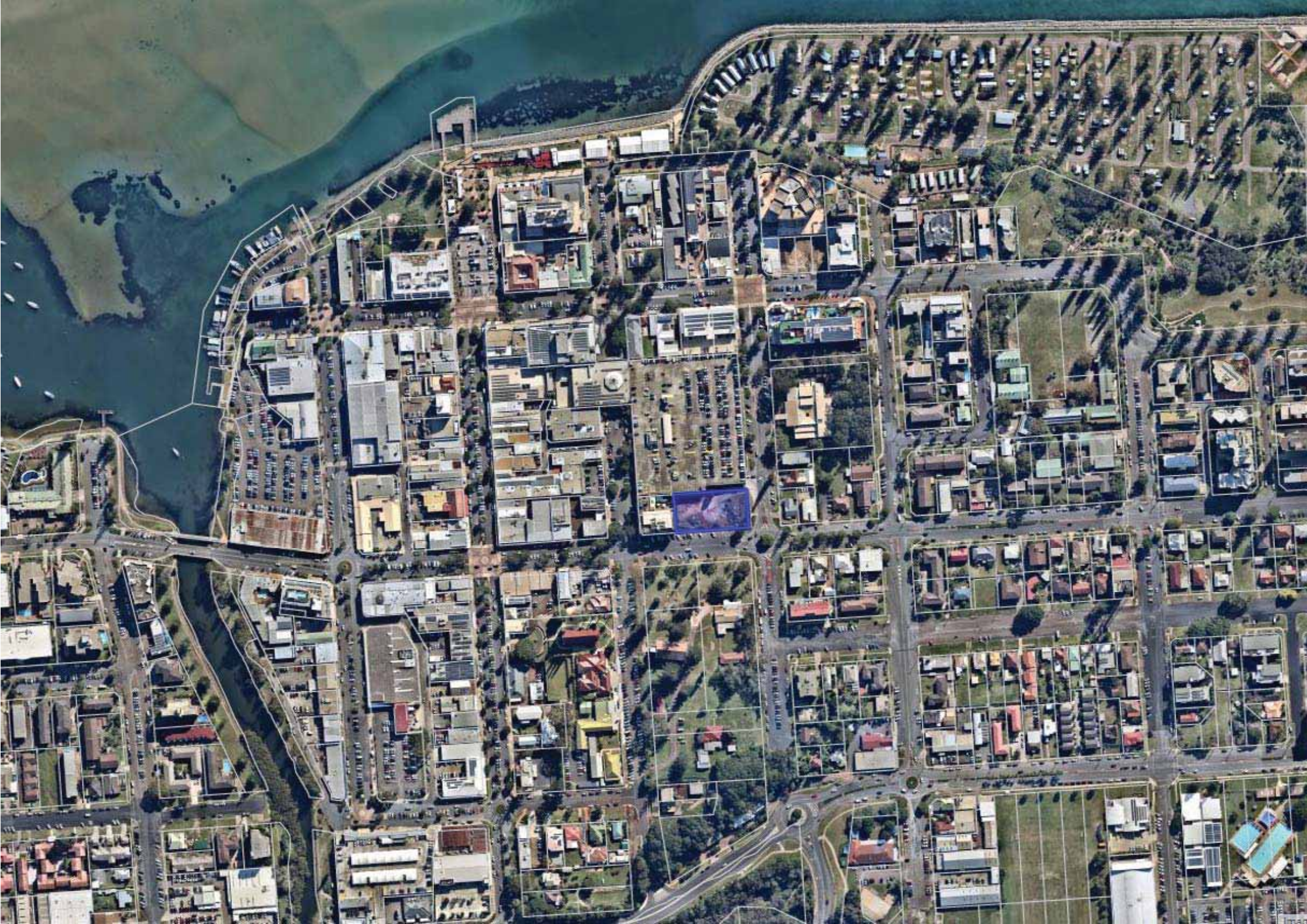

Port Central, Port Macquarie
Development Application

DEVELOPMENT APPLICATION

CRONE ARCHITECTS

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ABN: 80 095 989 272
Nominated Architect: Greg Crone
- NSW Reg. No. 3929

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NOTES:

GENERAL NOTES

INFRASTRUCTURE AND LANDSCAPE SHOWN IN DRAWINGS ARE REPRESENTATIVE OF "TOWN CENTRE MASTERPLAN WILLIAM STREET / MURRAY STREET" PRODUCED BY PORT MACQUARIE-HASTINGS COUNCIL

Rev	Date	By	Revision Notes
4	19/02/2019	RW	PARKING AMENDMENT - RFI
3	14/02/2019	RW	PARKING REVIEW - RFI
2	27/09/2018	RW	DEVELOPMENT APPLICATION - RFI
1	29/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN

KEY SECTION

PROJECT INFORMATION:
<CA.3633A.00>
Port Central Retail Extension
99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:
000 GENERAL
Cover Sheet

SHEET STATUS:
DEVELOPMENT APPLICATION

CHECKED BY:
RW

DRAWING NUMBER:
DA- 10001

REV:
4

A1

FILE LOCATION: C:\Users\ryanw\Documents\CA.3633A.00 Port Central Retail Extension_2018_DA_STAGE 1_ryanw.rvt
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DRAWING LIST

Sheet Number	Sheet Name	Current Revision	Scale	Sheet Size
000 GENERAL				
10001	Cover Sheet	4	NTS	A1
10002	Drawing List	4	NTS	A1
100 GENERAL				
10003	Location Plan	2	1:1000	A1
10004	Site Plan	2	1:200	A1
10005	Survey Plan	2	1:200	A1
101 EXISTING GA PLANS				
10100	Existing Plan - Level B02	2	1:200	A1
10101	Existing Plan - Level B01	2	1:200	A1
10102	Existing Plan - Level Ground	2	1:200	A1
10103	Existing Plan - Level 01	2	1:200	A1
10104	Existing Plan - Level 02	2	1:200	A1
110 DEMOLITION PLANS				
11000	Demolition Plan - Level B02	2	1:200	A1
11001	Demolition Plan - Level B01	2	1:200	A1
11002	Demolition Plan - Level Ground	2	1:200	A1
11003	Demolition Plan - Level 01	3	1:200	A1
11004	Demolition Plan - Level 02	2	1:200	A1
115 PROPOSED GA PLANS				
11500	Proposed Plan - Level B02	4	1:200	A1
11501	Proposed Plan - Level B01	4	1:200	A1
11502	Proposed Plan - Level Ground	4	1:200	A1
11503	Proposed Plan - Level 01	4	1:200	A1
11504	Proposed Plan - Level 02	4	1:200	A1
11505	Proposed Plan - Level 03	4	1:200	A1
11506	Proposed Plan - Roof	2	1:200	A1
215 ELEVATIONS				
21500	Elevations	2	1:200	A1
315 PROPOSED SECTIONS				
31501	Sections A & B	2	1:200	A1
680 SCHEDULES				
68000	External Materials Schedule	2	NTS	A1
705 DIAGRAMS				
70500	GFA Plans	2	1:500	A1
70501	Shadow Diagrams - Existing	2	1:2000	A1
70502	Shadow Diagrams - Proposed	2	1:2000	A1
980 3D VIEWS				
98000	William Street Perspective	2	NTS	A1
98001	Murray Street Perspective	2	NTS	A1

DEVELOPMENT APPLICATION

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4	19/02/2019	RW	PARKING AMENDMENT - RFI
3	14/02/2019	RW	PARKING REVIEW - RFI
2	27/09/2018	RW	DEVELOPMENT APPLICATION - RFI
1	25/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN

KEY SECTION

PROJECT INFORMATION:
<CA.3633A.00>
Port Central Retail Extension
99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:
000 GENERAL
Drawing List

SHEET STATUS: **DEVELOPMENT APPLICATION**
CHECKED BY: **RW**
DRAWING NUMBER: **DA- 10002**
REV: **4**
A1

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DEVELOPMENT APPLICATION

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NOTES:

Rev	Date	By	Revision Notes
2	27/09/2018	RW	DEVELOPMENT APPLICATION - RFI
1	25/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN

KEY SECTION

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SCALE 1:1000 @A1

NORTH

PROJECT INFORMATION:

<CA.3633A.00>

Port Central Retail Extension

99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:

100 GENERAL
Location Plan

SHEET STATUS: **DEVELOPMENT APPLICATION**

CHECKED BY: **RW**

DRAWING NUMBER: **DA- 10003**

REV: **2**

A1

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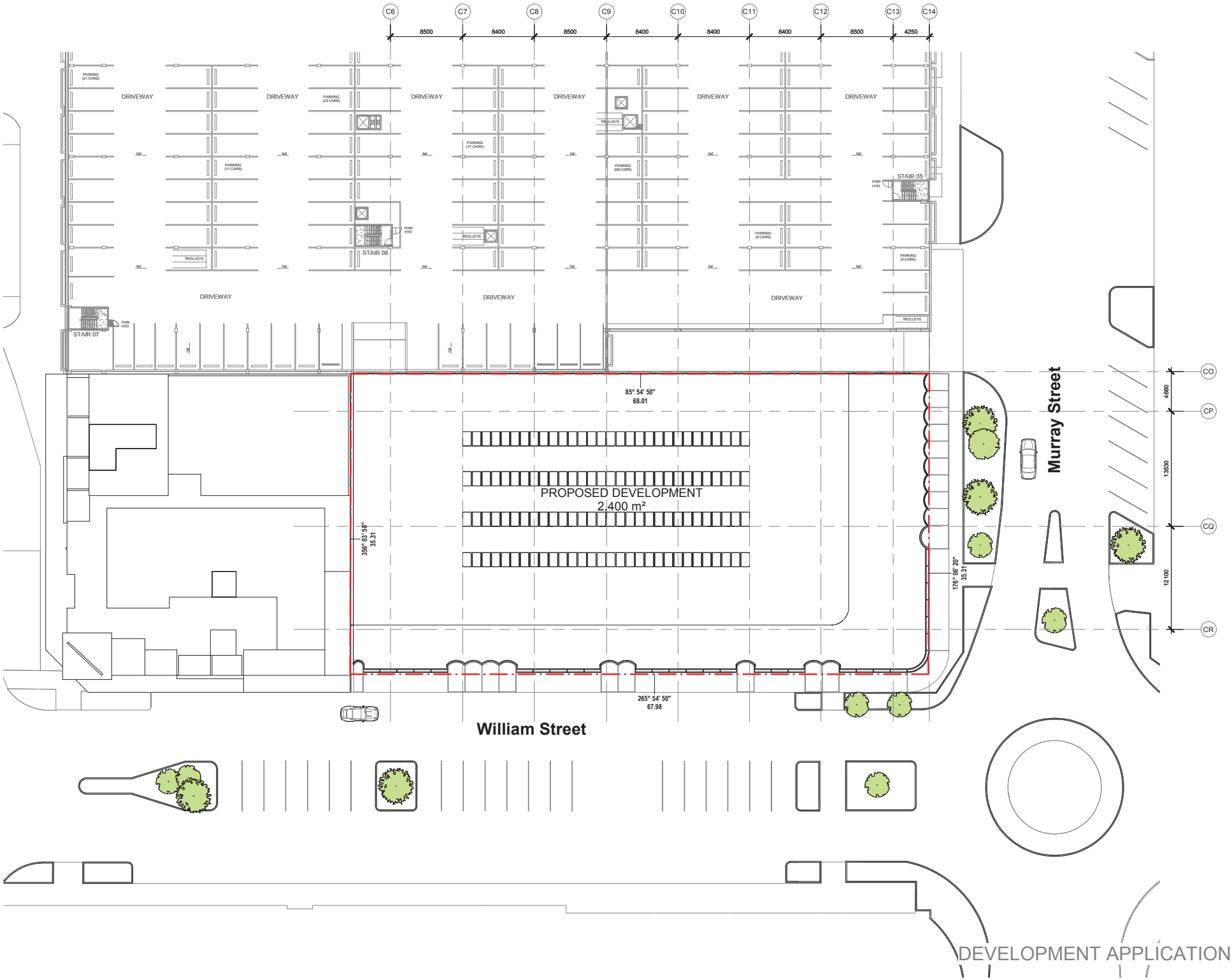

DEVELOPMENT APPLICATION

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Rev	Date	By	Revision Notes
2	27/09/2018	RW	DEVELOPMENT APPLICATION - RFI
1	25/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN

KEY SECTION

0 2 4 6 8 10 m

SCALE 1:200 @A1

NORTH

PROJECT INFORMATION:

<CA.3633A.00>

Port Central Retail Extension

99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:

100 GENERAL
Site Plan

SHEET STATUS: **DEVELOPMENT APPLICATION**

CHECKED BY: **RW**

DRAWING NUMBER: **DA- 10004**

REV: **2**

A1

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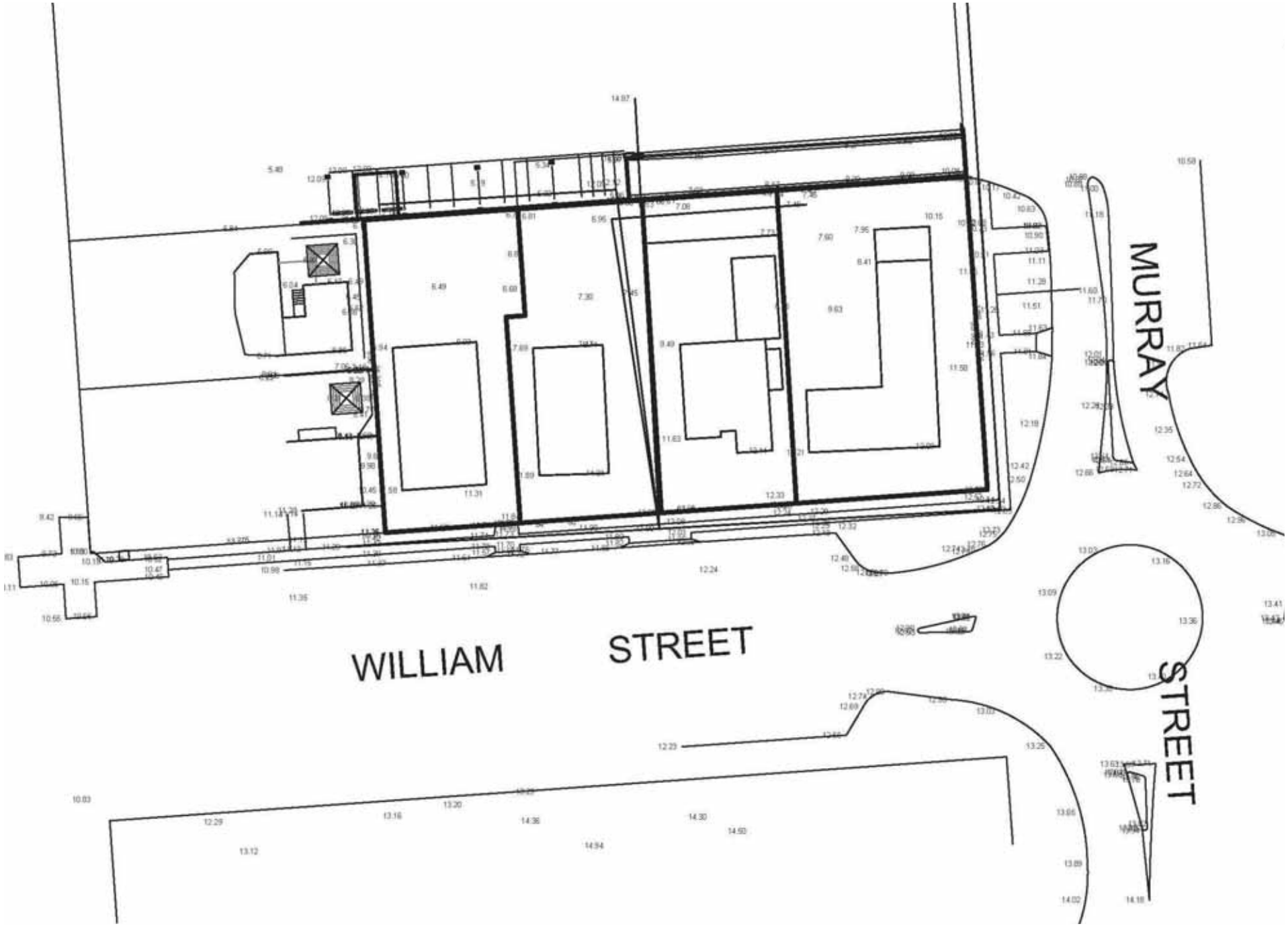

DEVELOPMENT APPLICATION

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NOTES:

Rev	Date	By	Revision Notes
2	27/09/2018	RW	DEVELOPMENT APPLICATION - RFI
1	25/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN

KEY SECTION

0 2 4 6 8 10 m

SCALE 1:200 @A1

NORTH

PROJECT INFORMATION:
<CA.3633A.00>
Port Central Retail Extension
99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:
100 GENERAL
Survey Plan

SHEET STATUS:
DEVELOPMENT APPLICATION

CHECKED BY:
RW

DRAWING NUMBER:
DA- 10005

REV:
2

A1

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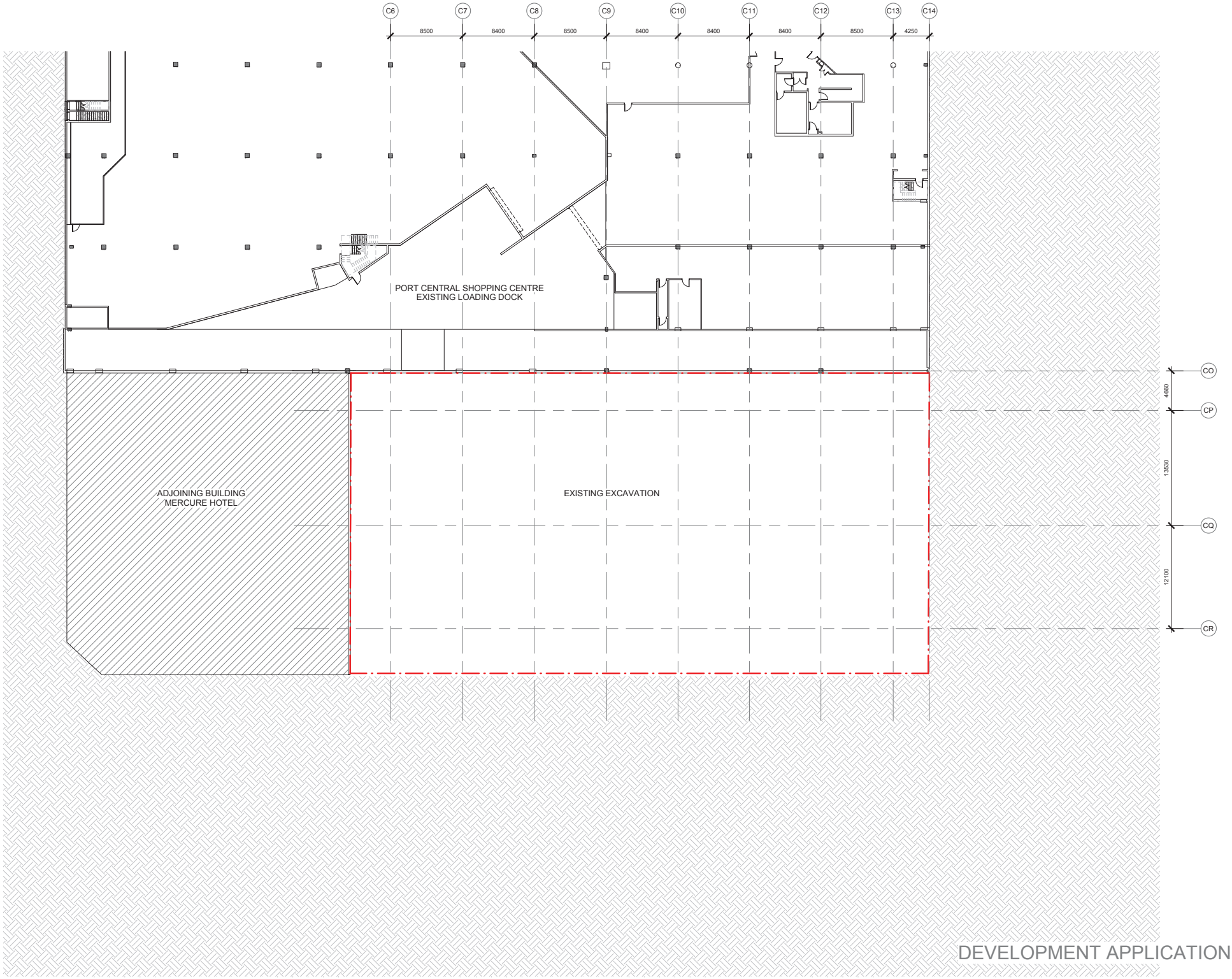

DEVELOPMENT APPLICATION

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Rev	Date	By	Revision Notes
2	27/09/2018	RW	DEVELOPMENT APPLICATION - RFI
1	29/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN

KEY SECTION

0 2 4 6 8 10 m

SCALE 1:200 @A1

NORTH

PROJECT INFORMATION:

<CA.3633A.00>

Port Central Retail Extension

99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:

101 EXISTING GA PLANS
Existing Plan - Level B02

SHEET STATUS: **DEVELOPMENT APPLICATION**

CHECKED BY: **RW**

DRAWING NUMBER: **DA- 10100**

REV: **2**

A1

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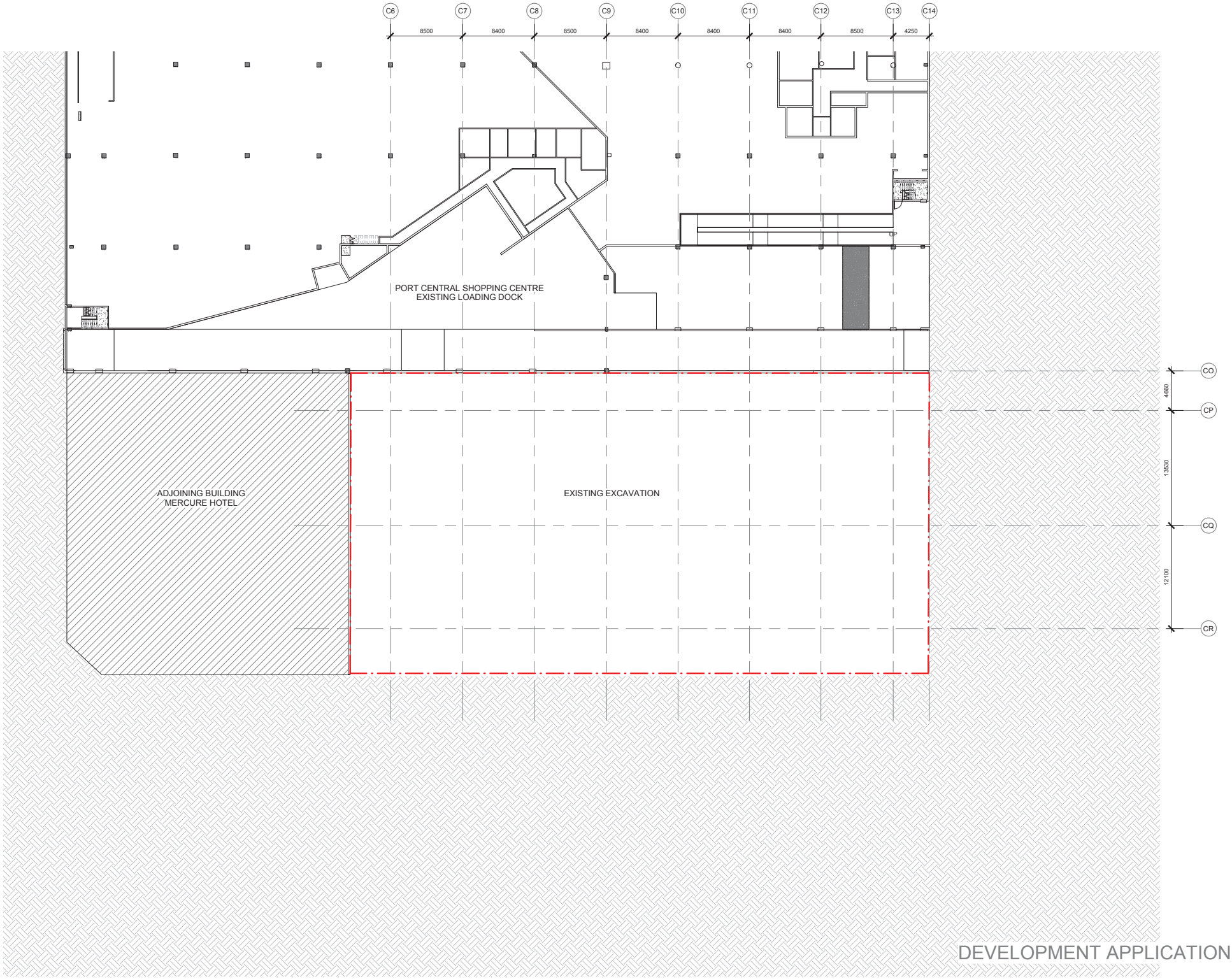

DEVELOPMENT APPLICATION

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1	29/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN

KEY SECTION

0 2 4 6 8 10 m

SCALE 1:200 @A1

NORTH

PROJECT INFORMATION:
<CA.3633A.00>

Port Central Retail Extension

99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:

101 EXISTING GA PLANS
Existing Plan - Level B01

SHEET STATUS:
DEVELOPMENT APPLICATION

CHECKED BY:
RW

DRAWING NUMBER:
DA- 10101

REV:
2

A1

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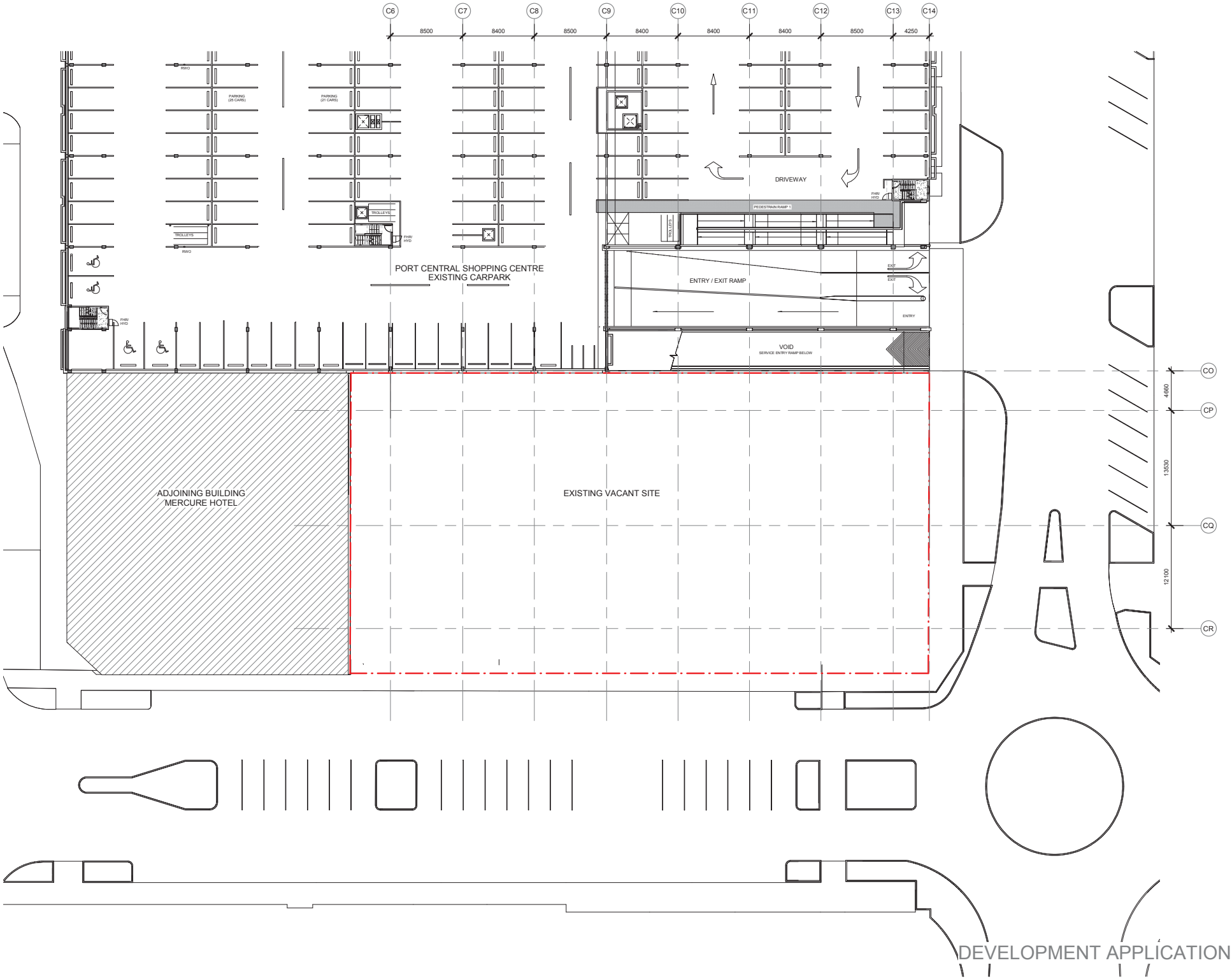

DEVELOPMENT APPLICATION

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Rev	Date	By	Revision Notes
2	27/09/2018	RW	DEVELOPMENT APPLICATION - RFI
1	25/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN

KEY SECTION

0 2 4 6 8 10 m

SCALE 1:200 @A1

NORTH

PROJECT INFORMATION:

<CA.3633A.00>

Port Central Retail Extension

99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:

101 EXISTING GA PLANS
Existing Plan - Level Ground

SHEET STATUS: **DEVELOPMENT APPLICATION**

CHECKED BY: **RW**

DRAWING NUMBER: **DA- 10102**

REV: **2**

A1

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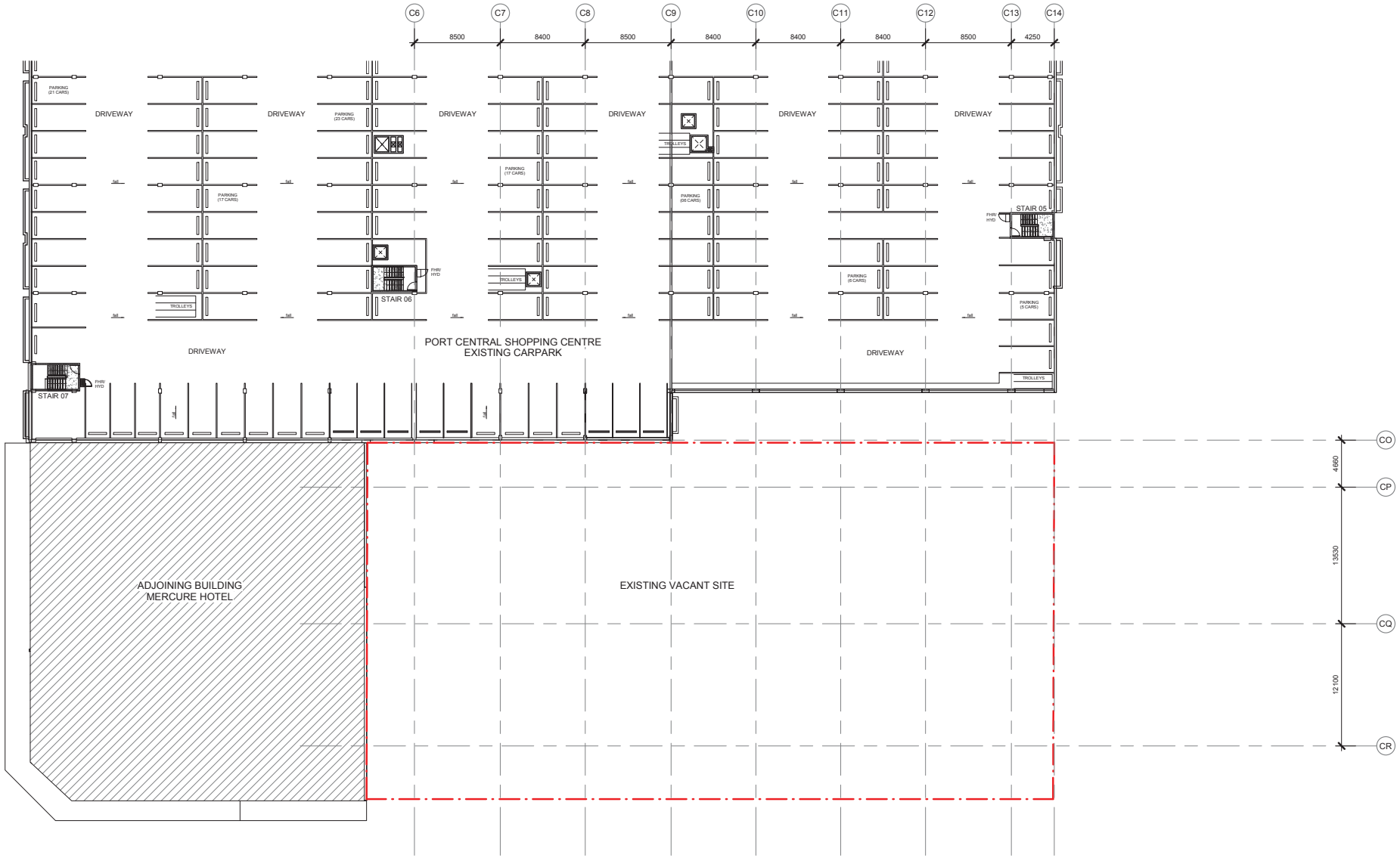

DEVELOPMENT APPLICATION

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Rev	Date	By	Revision Notes
2	27/09/2018	RW	DEVELOPMENT APPLICATION - RFI
1	25/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN

KEY SECTION

0 2 4 6 8 10 m

SCALE 1:200 @A1 NORTH

PROJECT INFORMATION:

<CA.3633A.00>

Port Central Retail Extension

99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:

101 EXISTING GA PLANS
Existing Plan - Level 01

SHEET STATUS: **DEVELOPMENT APPLICATION**

CHECKED BY: **RW**

DRAWING NUMBER: **DA- 10103**

REV: **2**

A1

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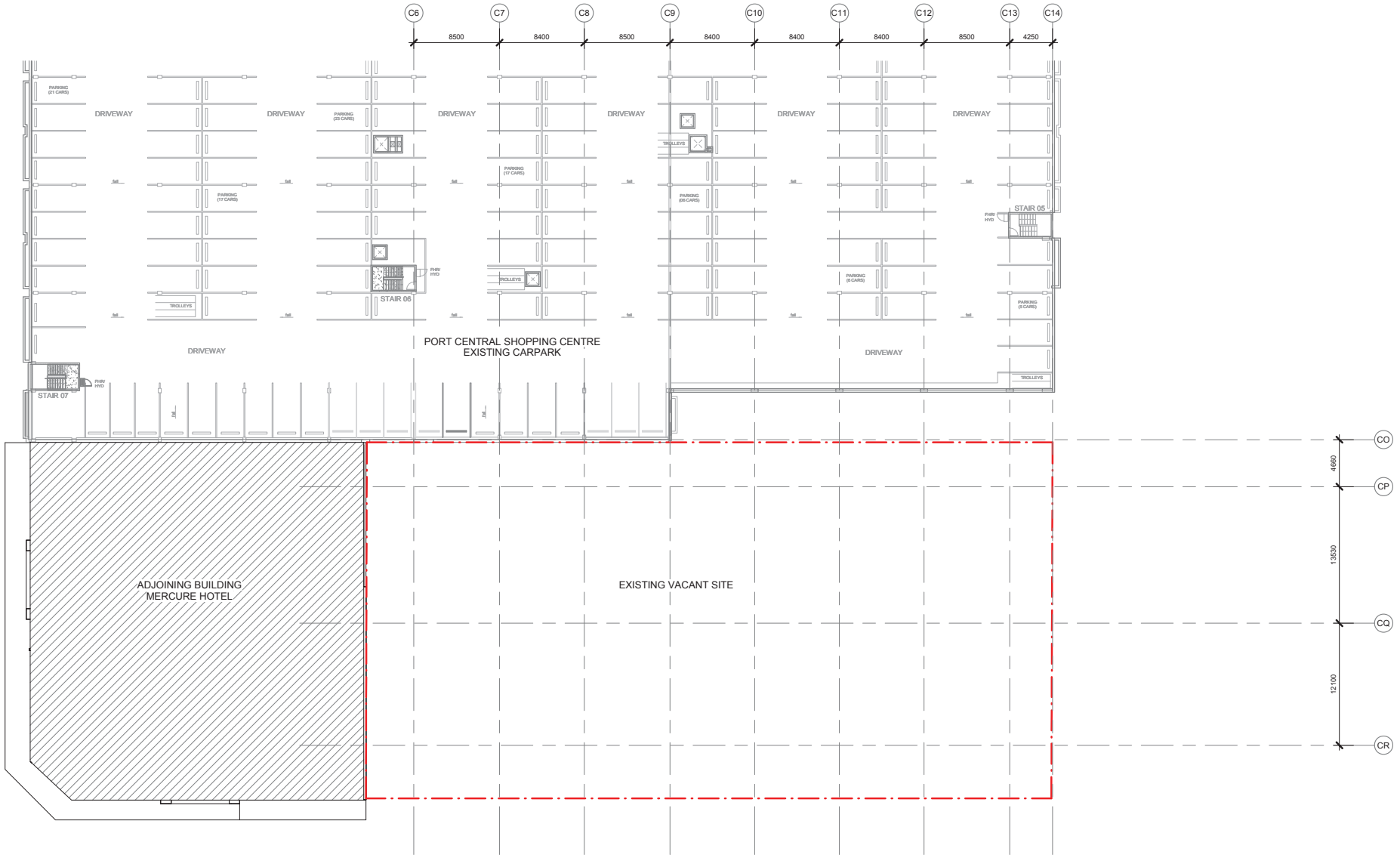

DEVELOPMENT APPLICATION

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Rev	Date	By	Revision Notes
2	27/09/2018	RW	DEVELOPMENT APPLICATION - RFI
1	25/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN

KEY SECTION

0 2 4 6 8 10 m

SCALE 1:200 @A1

NORTH

PROJECT INFORMATION:

<CA.3633A.00>

Port Central Retail Extension

99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:

101 EXISTING GA PLANS
Existing Plan - Level 02

SHEET STATUS: **DEVELOPMENT APPLICATION**

CHECKED BY: **RW**

DRAWING NUMBER: **DA- 10104**

REV: **2**

A1

NOTES:

GENERAL NOTES

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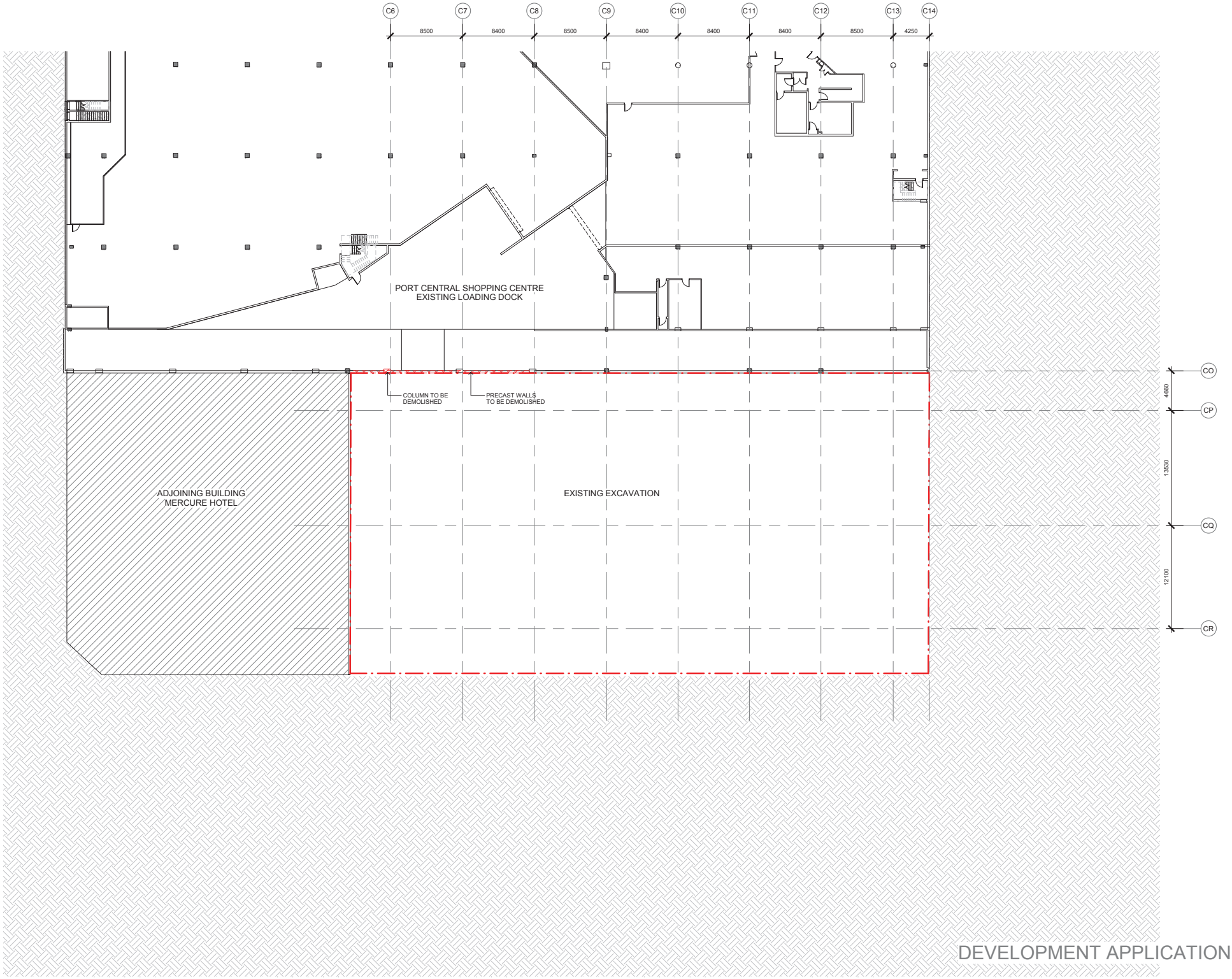

DEVELOPMENT APPLICATION

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LEGEND - DEMOLITION PLANS

- EXISTING WALLS
- DEMOLISHED WALLS
- DEMOLISHED SPACE

Rev	Date	By	Revision Notes
2	27/09/2018	RW	DEVELOPMENT APPLICATION - RFI
1	29/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN

KEY SECTION

0 2 4 6 8 10 m

SCALE 1:200 @A1

NORTH

PROJECT INFORMATION:

<CA.3633A.00>

Port Central Retail Extension

99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:

110 DEMOLITION PLANS
Demolition Plan - Level B02

SHEET STATUS: **DEVELOPMENT APPLICATION**

CHECKED BY: **RW**

DRAWING NUMBER: **DA- 11000**

REV: **2**

A1

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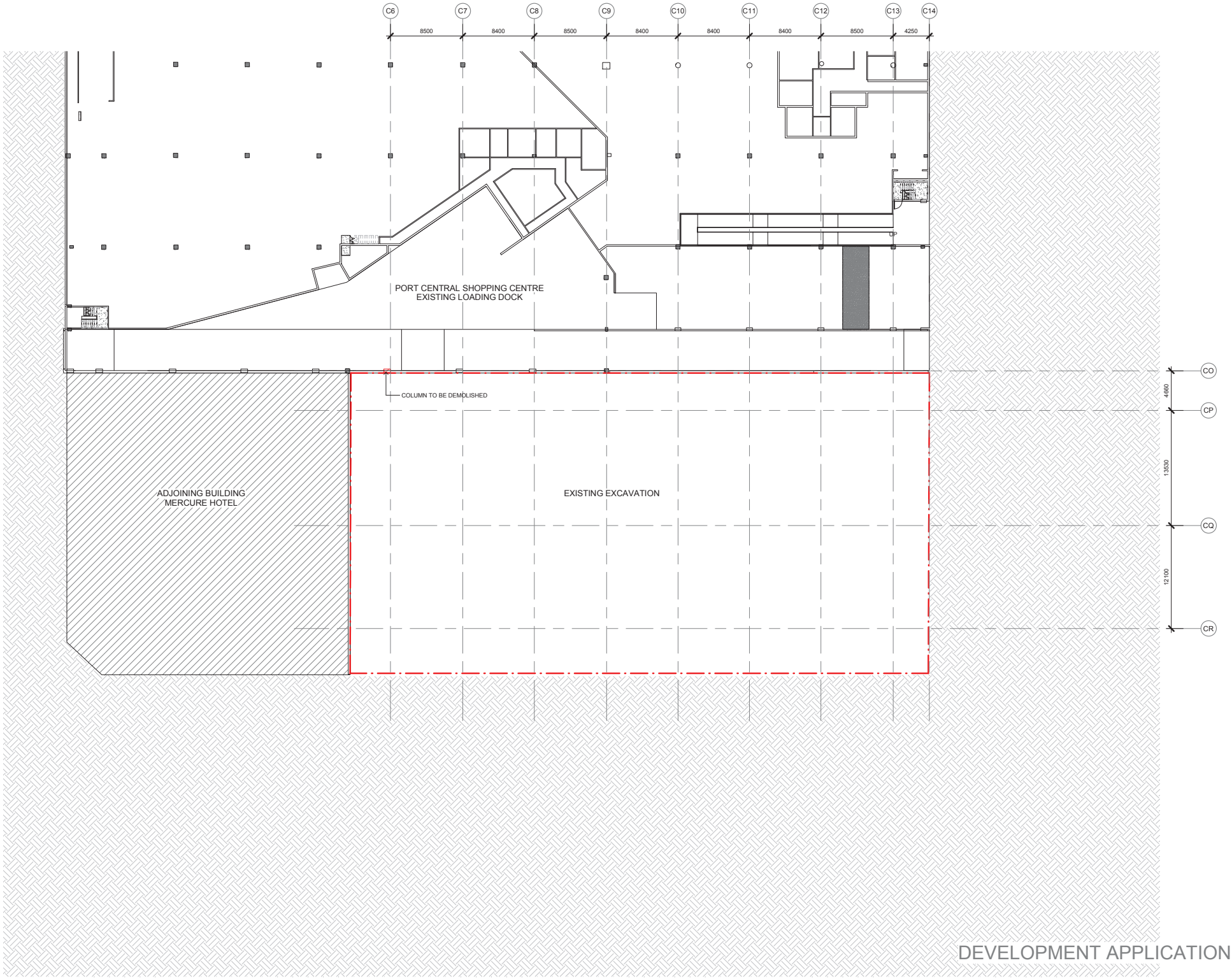

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LEGEND - DEMOLITION PLANS

- EXISTING WALLS
- DEMOLISHED WALLS
- DEMOLISHED SPACE

Rev	Date	By	Revision Notes
2	27/09/2018	RW	DEVELOPMENT APPLICATION - RFI
1	25/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN

KEY SECTION

0 2 4 6 8 10 m

SCALE 1:200 @A1

NORTH

PROJECT INFORMATION:

<CA.3633A.00>

Port Central Retail Extension

99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:

110 DEMOLITION PLANS
Demolition Plan - Level B01

SHEET STATUS: **DEVELOPMENT APPLICATION**

CHECKED BY: **RW**

DRAWING NUMBER: **DA- 11001**

REV: **2**

A1

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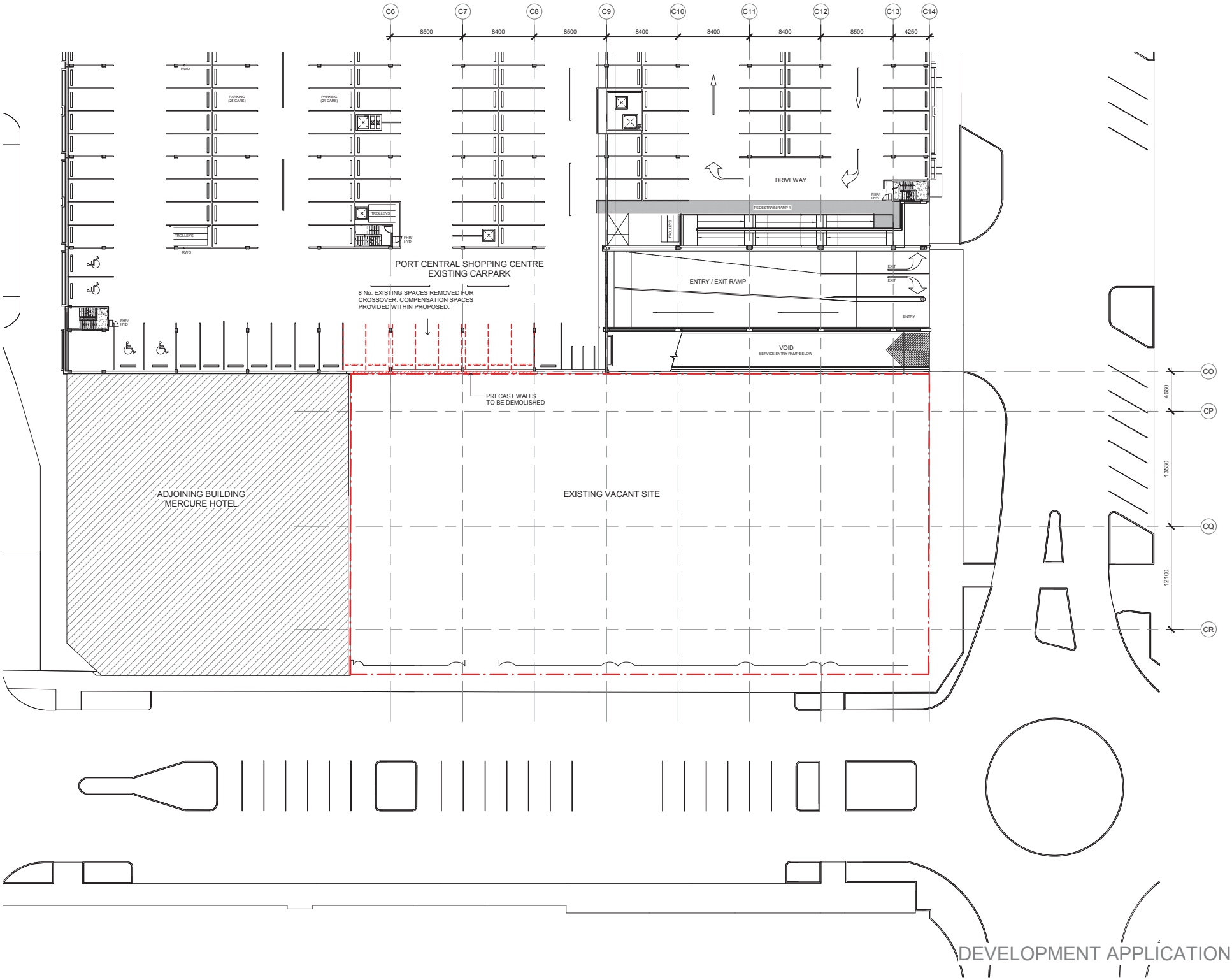

DEVELOPMENT APPLICATION

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NOTES:

GENERAL NOTES

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LEGEND - DEMOLITION PLANS

- EXISTING WALLS
- DEMOLISHED WALLS
- DEMOLISHED SPACE

Rev	Date	By	Revision Notes
2	27/09/2018	RW	DEVELOPMENT APPLICATION - RFI
1	25/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN

KEY SECTION

0 2 4 6 8 10 m

SCALE 1:200 @A1

NORTH

PROJECT INFORMATION:

<CA.3633A.00>

Port Central Retail Extension

99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:

110 DEMOLITION PLANS
Demolition Plan - Level Ground

SHEET STATUS: **DEVELOPMENT APPLICATION**

CHECKED BY: **RW**

DRAWING NUMBER: **DA- 11002**

REV: **2**

A1

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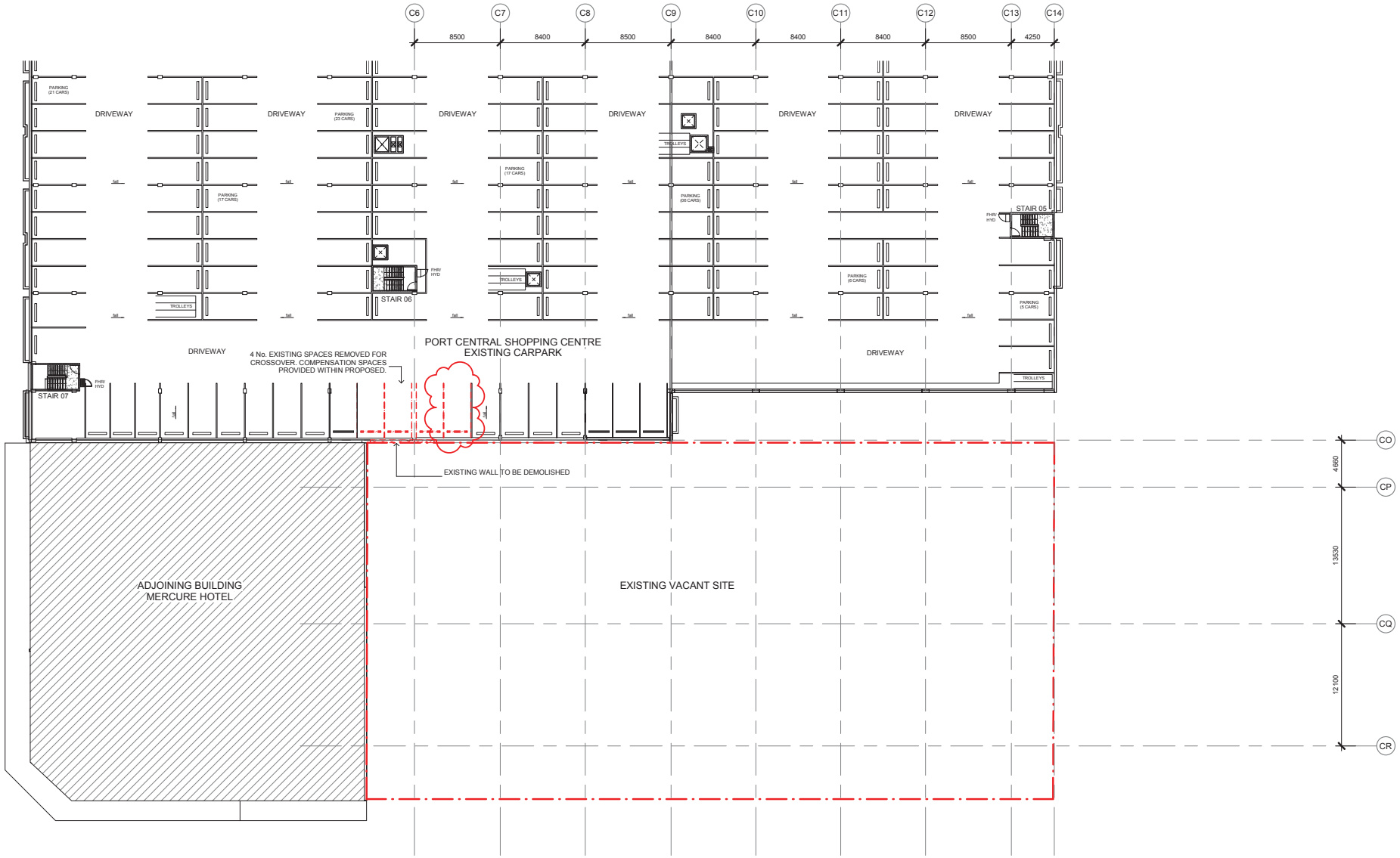

DEVELOPMENT APPLICATION

CRONE ARCHITECTS

Crone Partners Pty Ltd
Level 18, 680 George Street,
Sydney, NSW 2000, Australia
Ph: +61 2 8295 5300
Fax:+61 2 8295 5301
ABN: 80 095 989 272
Nominated Architect: Greg Crone
- NSW Reg. No. 3929

CLIENT

Gowing Bros Limited

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LEGEND - DEMOLITION PLANS

- EXISTING WALLS
- DEMOLISHED WALLS
- DEMOLISHED SPACE

Rev	Date	By	Revision Notes
3	19/02/2019	RW	PARKING AMENDMENT - RFI
2	27/09/2018	RW	DEVELOPMENT APPLICATION - RFI
1	25/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN

KEY SECTION

0 2 4 6 8 10 m

SCALE 1:200 @A1

NORTH

PROJECT INFORMATION:

<CA.3633A.00>

Port Central Retail Extension

99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:

110 DEMOLITION PLANS
Demolition Plan - Level 01

SHEET STATUS: **DEVELOPMENT APPLICATION**

CHECKED BY: **RW**

DRAWING NUMBER: **DA- 11003**

REV: **3**

A1

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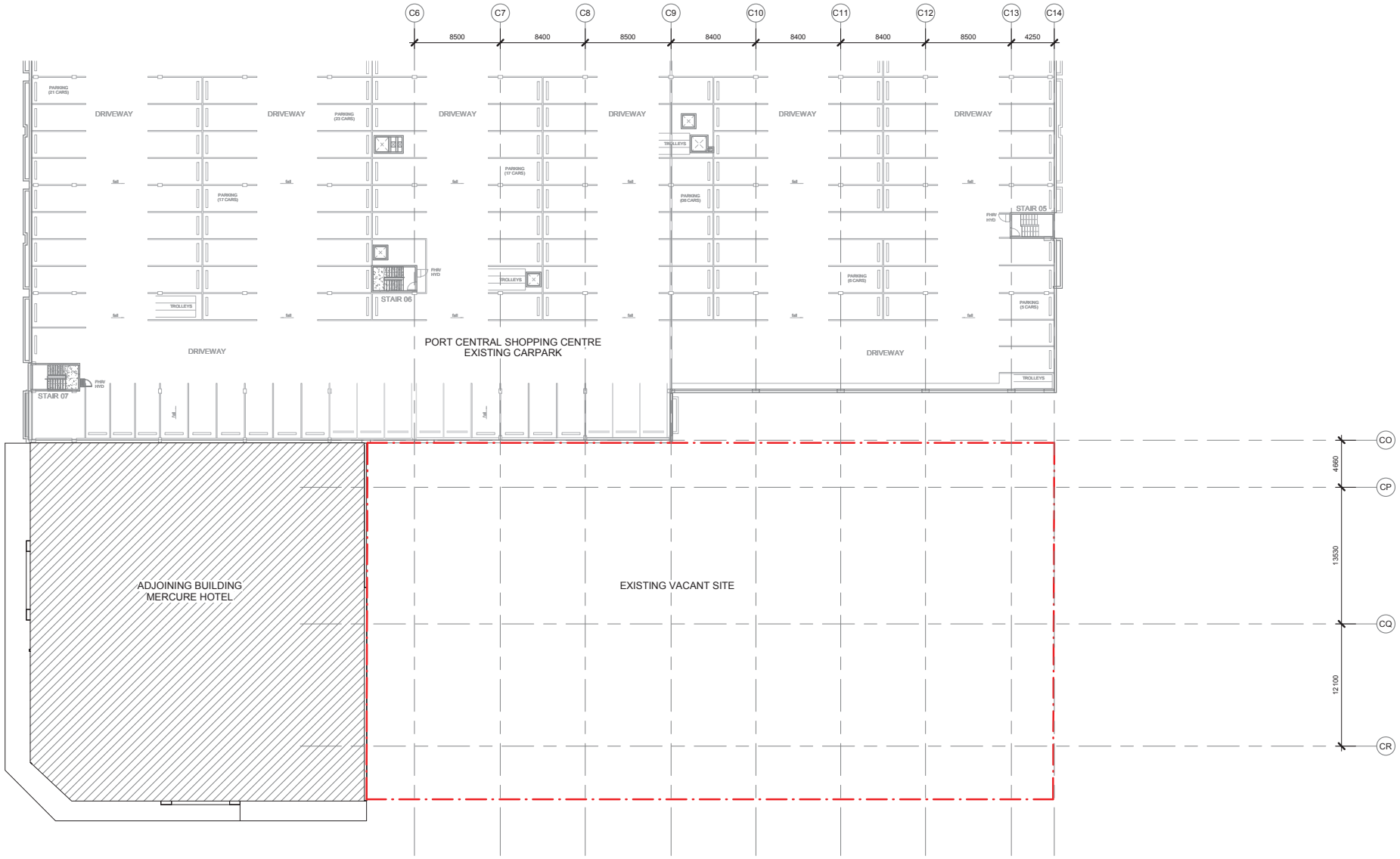

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CLIENT

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LEGEND - DEMOLITION PLANS

- EXISTING WALLS
- DEMOLISHED WALLS
- DEMOLISHED SPACE

Rev	Date	By	Revision Notes
2	27/09/2018	RW	DEVELOPMENT APPLICATION - RFI
1	25/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN

KEY SECTION

0 2 4 6 8 10 m

SCALE 1:200 @A1

NORTH

PROJECT INFORMATION:

<CA.3633A.00>

Port Central Retail Extension

99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:

110 DEMOLITION PLANS
Demolition Plan - Level 02

SHEET STATUS: **DEVELOPMENT APPLICATION**

CHECKED BY: **RW**

DRAWING NUMBER: **DA- 11004**

REV: **2**

A1

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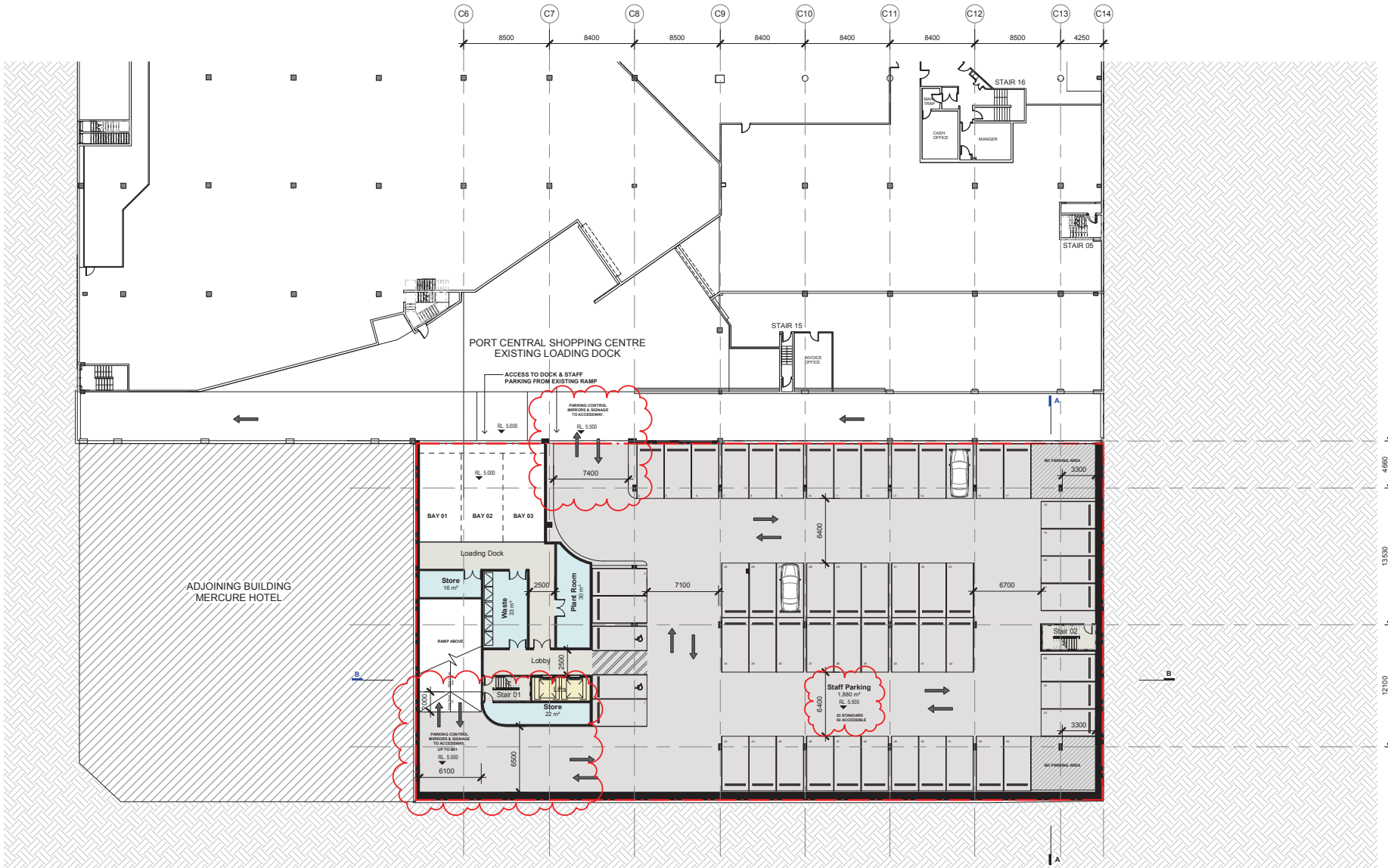
DEVELOPMENT APPLICATION



DEVELOPMENT APPLICATION

CRONE ARCHITECTS

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Ph: +61 2 8295 5300
Fax:+61 2 8295 5301
ABN: 80 095 989 272
Nominated Architect: Greg Crone
- NSW Reg. No. 3929

CLIENT

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LEGEND

- BOH
- CAR-PARK
- COMMERCIAL
- LIFTS
- RISER
- SERVICES
- STAIRS

Rev	Date	By	Revision Notes
4	19/02/2019	RW	PARKING AMENDMENT - RFI
3	14/02/2019	RW	PARKING REVIEW - RFI
2	27/09/2018	RW	DEVELOPMENT APPLICATION - RFI
1	29/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN

KEY SECTION

0 2 4 6 8 10 m

SCALE 1:200 @A1

NORTH

PROJECT INFORMATION:

<CA.3633A.00>

Port Central Retail Extension

99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:

115 PROPOSED GA PLANS
Proposed Plan - Level B02

SHEET STATUS: **DEVELOPMENT APPLICATION**

CHECKED BY: **RW**

DRAWING NUMBER: **DA- 11500**

REV: **4**

A1

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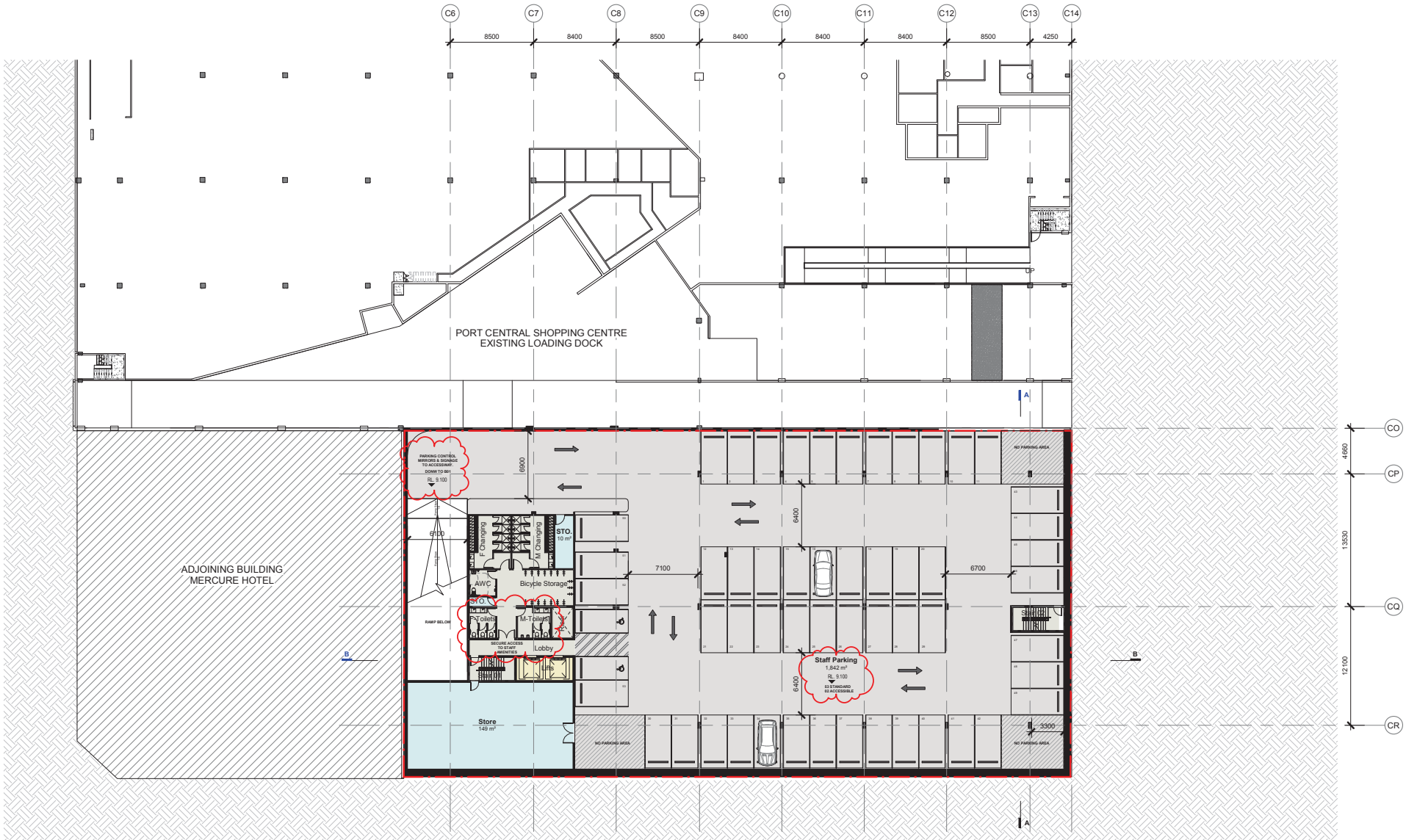

DEVELOPMENT APPLICATION

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NOTES:

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LEGEND

- BOH
- CAR-PARK
- COMMERCIAL
- LIFTS
- RISER
- SERVICES
- STAIRS

Rev	Date	By	Revision Notes
4	19/02/2019	RW	PARKING AMENDMENT - RFI
3	14/02/2019	RW	PARKING REVIEW - RFI
2	27/09/2018	RW	DEVELOPMENT APPLICATION - RFI
1	29/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN

KEY SECTION

0 2 4 6 8 10 m

SCALE 1:200 @A1

NORTH

PROJECT INFORMATION:

<CA.3633A.00>

Port Central Retail Extension

99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:

115 PROPOSED GA PLANS
Proposed Plan - Level B01

SHEET STATUS: **DEVELOPMENT APPLICATION**

CHECKED BY: **RW**

DRAWING NUMBER: **DA- 11501**

REV: **4**

A1

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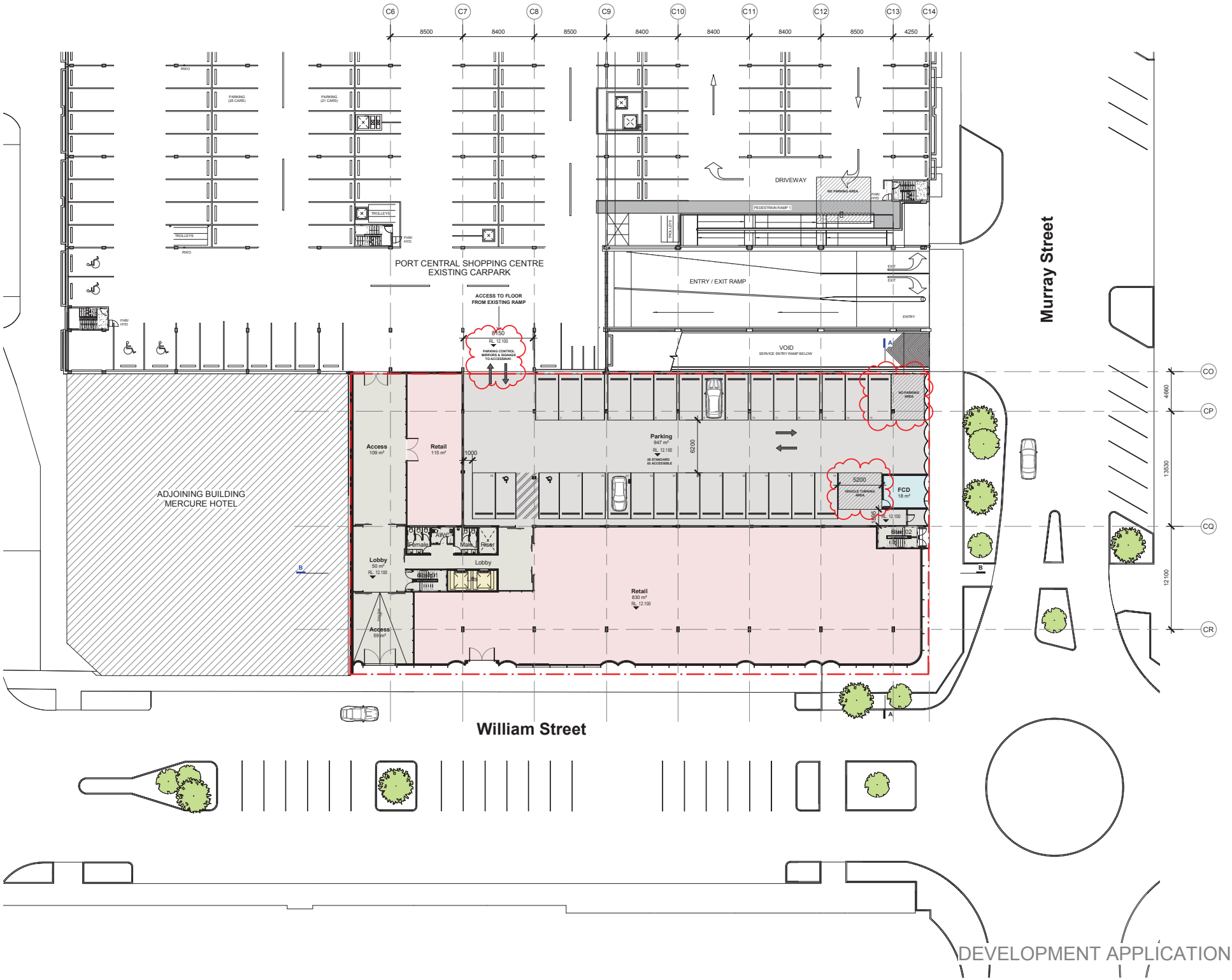

DEVELOPMENT APPLICATION

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ABN: 80 095 989 272
Nominated Architect: Greg Crone
- NSW Reg. No. 3929

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LEGEND

- BOH
- CAR-PARK
- COMMERCIAL
- LIFTS
- RISER
- SERVICES
- STAIRS

Rev	Date	By	Revision Notes
4	19/02/2019	RW	PARKING AMENDMENT - RFI
3	14/02/2019	RW	PARKING REVIEW - RFI
2	27/09/2018	RW	DEVELOPMENT APPLICATION - RFI
1	25/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN

KEY SECTION

0 2 4 6 8 10 m

SCALE 1:200 @A1

NORTH

PROJECT INFORMATION:

<CA.3633A.00>

Port Central Retail Extension

99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:

115 PROPOSED GA PLANS
Proposed Plan - Level Ground

SHEET STATUS: **DEVELOPMENT APPLICATION**

CHECKED BY: **RW**

DRAWING NUMBER: **DA- 11502**

REV: **4**

A1

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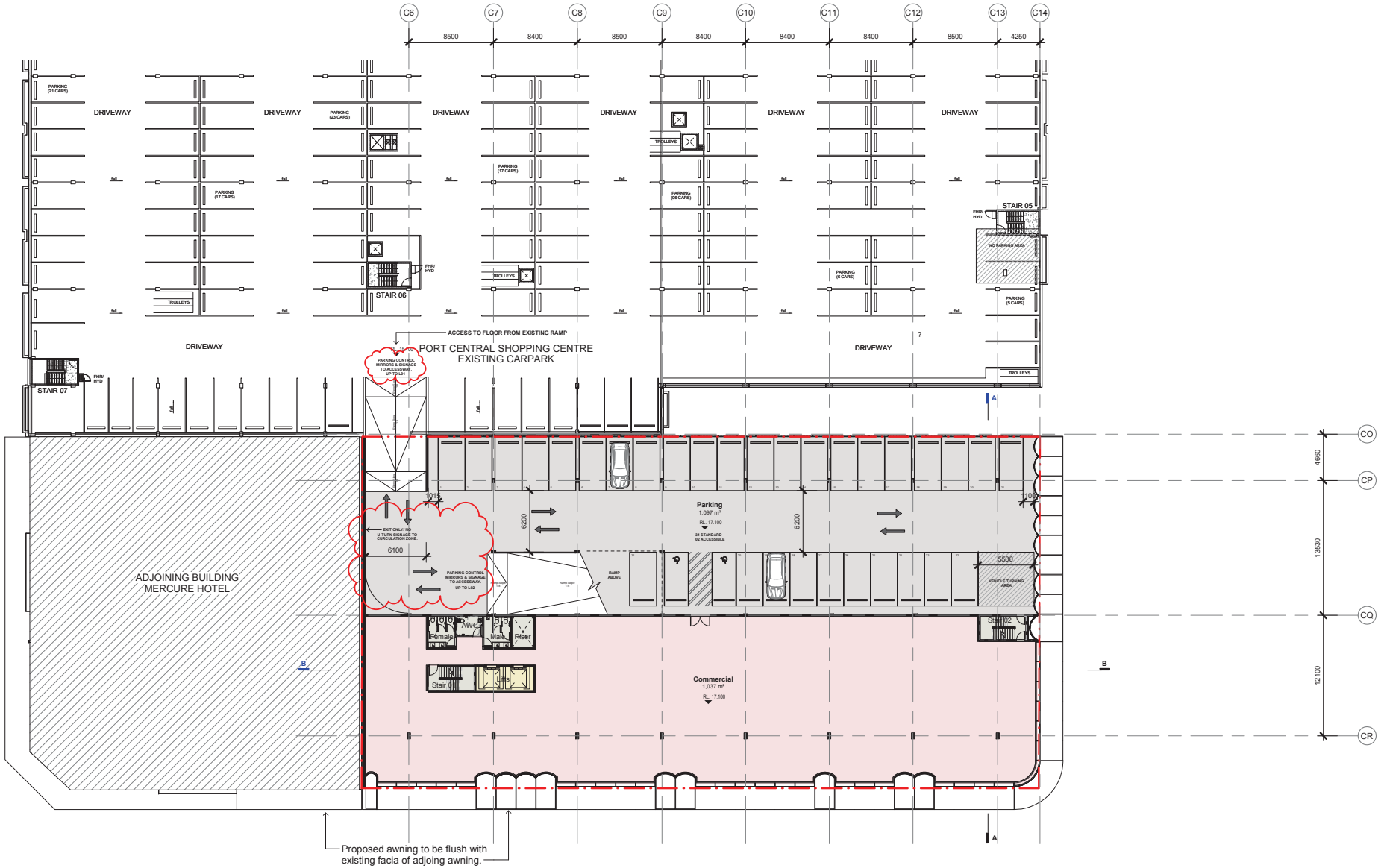

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LEGEND

- BOH
- CAR-PARK
- COMMERCIAL
- LIFTS
- RISER
- SERVICES
- STAIRS

Rev	Date	By	Revision Notes
4	19/02/2019	RW	PARKING AMENDMENT - RFI
3	14/02/2019	RW	PARKING REVIEW - RFI
2	27/09/2018	RW	DEVELOPMENT APPLICATION - RFI
1	25/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN

KEY SECTION

0 2 4 6 8 10 m

SCALE 1:200 @A1 NORTH

PROJECT INFORMATION:

<CA.3633A.00>

Port Central Retail Extension

99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:

115 PROPOSED GA PLANS
Proposed Plan - Level 01

SHEET STATUS: **DEVELOPMENT APPLICATION**

CHECKED BY: **RW**

DRAWING NUMBER: **DA- 11503**

REV: **4**

A1

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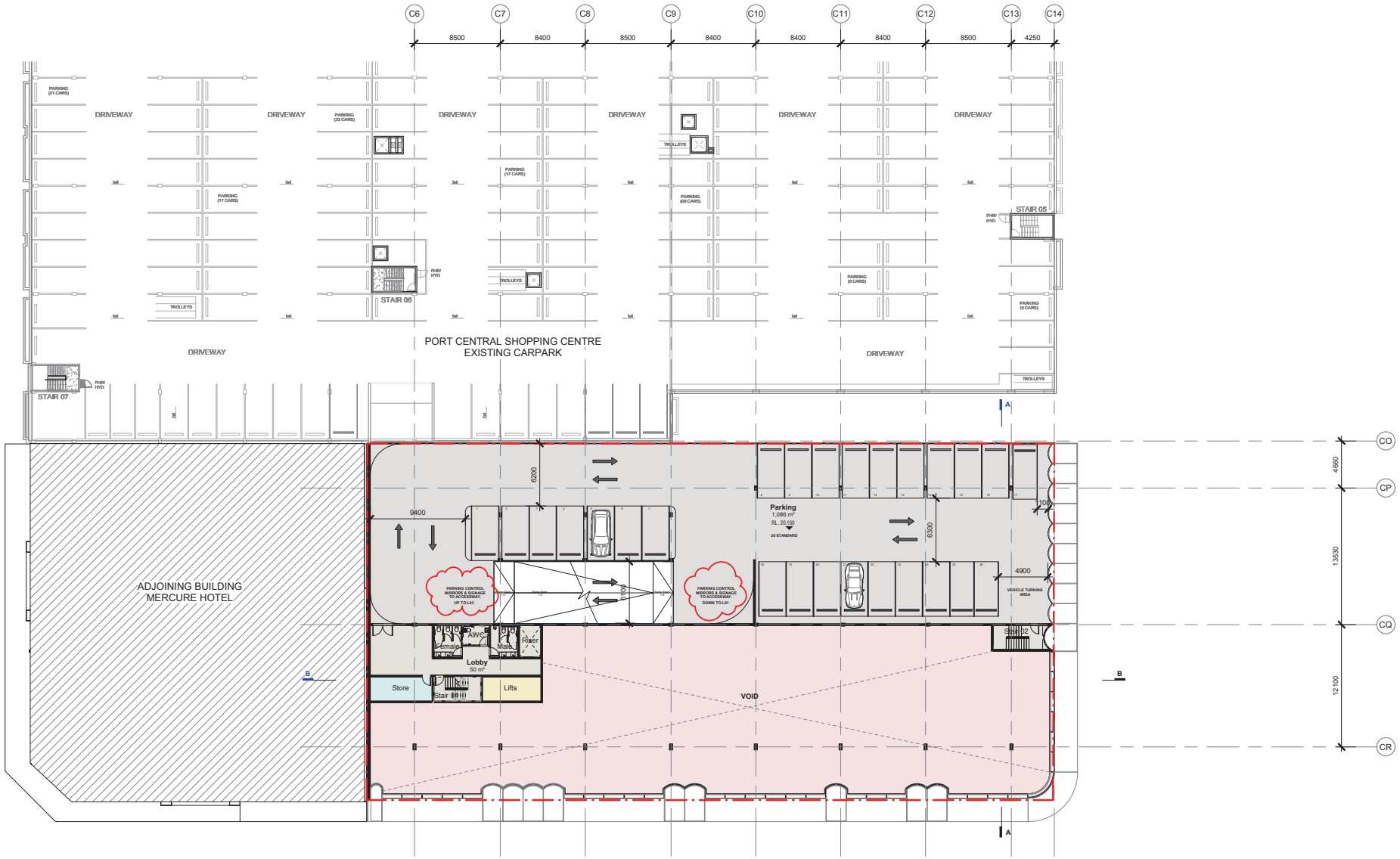
DEVELOPMENT APPLICATION



DEVELOPMENT APPLICATION

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LEGEND

- BOH
- CAR-PARK
- COMMERCIAL
- LIFTS
- RISER
- SERVICES
- STAIRS

Rev	Date	By	Revision Notes
4	19/02/2019	RW	PARKING AMENDMENT - RFI
3	14/02/2019	RW	PARKING REVIEW - RFI
2	27/09/2018	RW	DEVELOPMENT APPLICATION - RFI
1	25/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN

KEY SECTION

0 2 4 6 8 10 m

SCALE 1:200 @A1

NORTH

PROJECT INFORMATION:

<CA.3633A.00>

Port Central Retail Extension

99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:

115 PROPOSED GA PLANS
Proposed Plan - Level 02

SHEET STATUS: **DEVELOPMENT APPLICATION**

CHECKED BY: **RW**

DRAWING NUMBER: **DA- 11504**

REV: **4**

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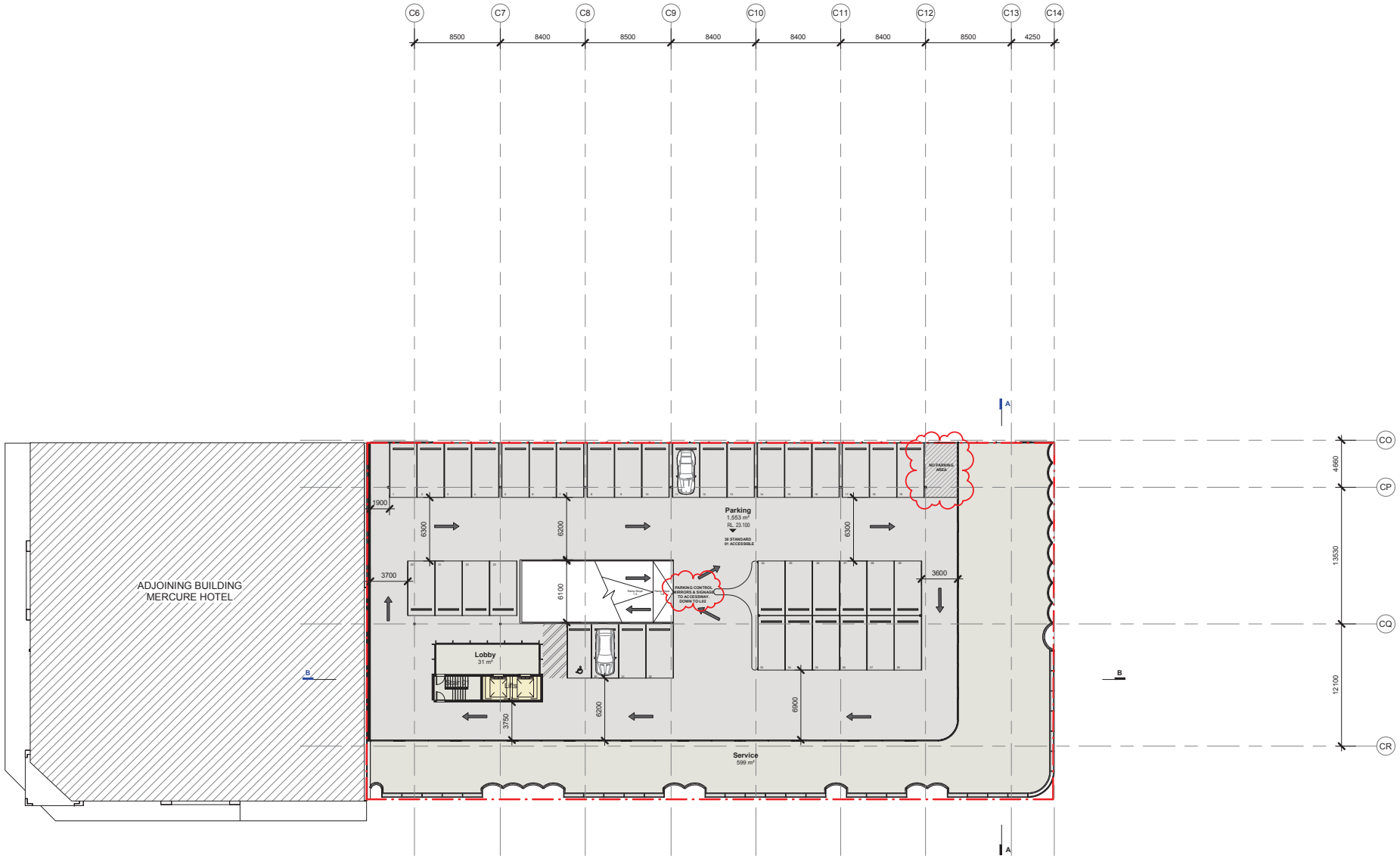

DEVELOPMENT APPLICATION

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LEGEND

- BOH
- CAR-PARK
- COMMERCIAL
- LIFTS
- RISER
- SERVICES
- STAIRS

Rev	Date	By	Revision Notes
4	19/02/2019	RW	PARKING AMENDMENT - RFI
3	14/02/2019	RW	PARKING REVIEW - RFI
2	27/09/2018	RW	DEVELOPMENT APPLICATION - RFI
1	25/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN

KEY SECTION

0 2 4 6 8 10 m

SCALE 1:200 @A1

NORTH

PROJECT INFORMATION:
<CA.3633A.00>

Port Central Retail Extension

99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:

115 PROPOSED GA PLANS
Proposed Plan - Level 03

SHEET STATUS: **DEVELOPMENT APPLICATION**

CHECKED BY: **RW**

DRAWING NUMBER: **DA- 11505**

REV: **4**

A1

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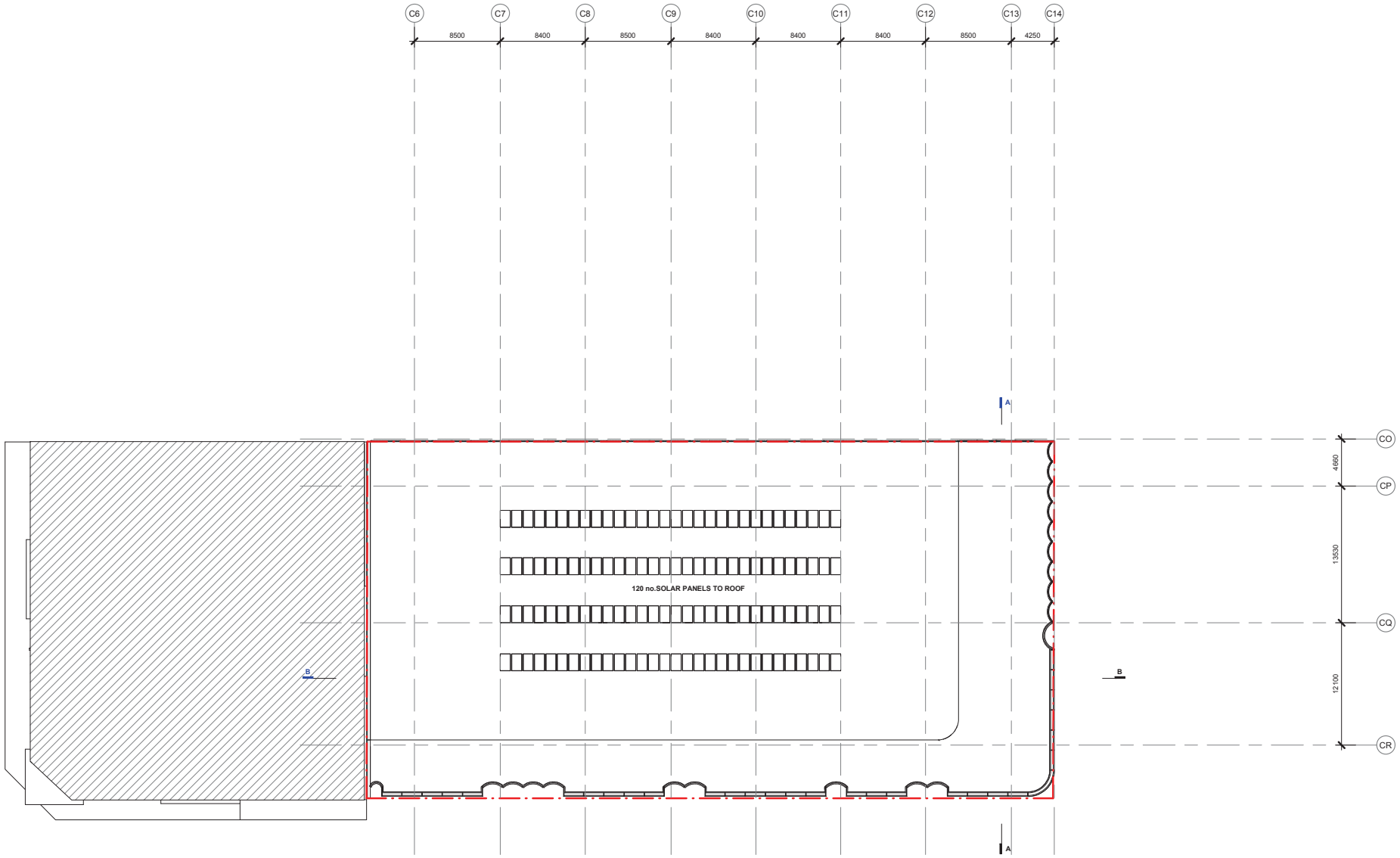

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ABN: 80 095 989 272
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Gowing Bros Limited

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LEGEND

- BOH
- CAR-PARK
- COMMERCIAL
- LIFTS
- RISER
- SERVICES
- STAIRS

Rev	Date	By	Revision Notes
2	27/09/2018	RW	DEVELOPMENT APPLICATION - RFI
1	25/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN

KEY SECTION

0 1 2 3 4 5 m

SCALE 1:100 @A1

NORTH

PROJECT INFORMATION:
<CA.3633A.00>

Port Central Retail Extension

99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:

115 PROPOSED GA PLANS
Proposed Plan - Roof

DEVELOPMENT APPLICATION

SHEET STATUS: **DEVELOPMENT APPLICATION**

CHECKED BY: **RW**

DRAWING NUMBER: **DA- 11506**

REV: **2**

A1

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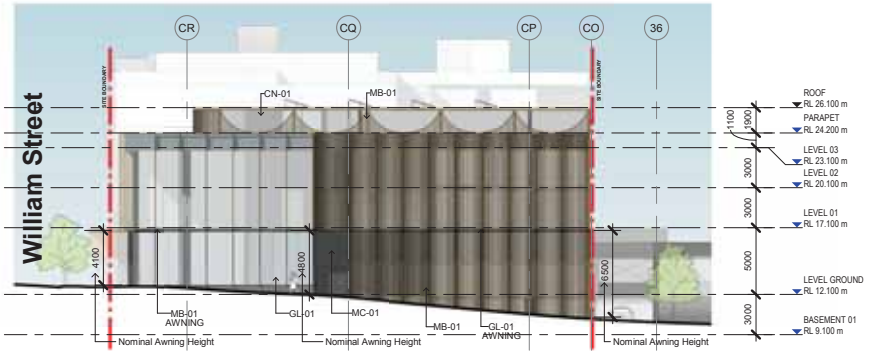
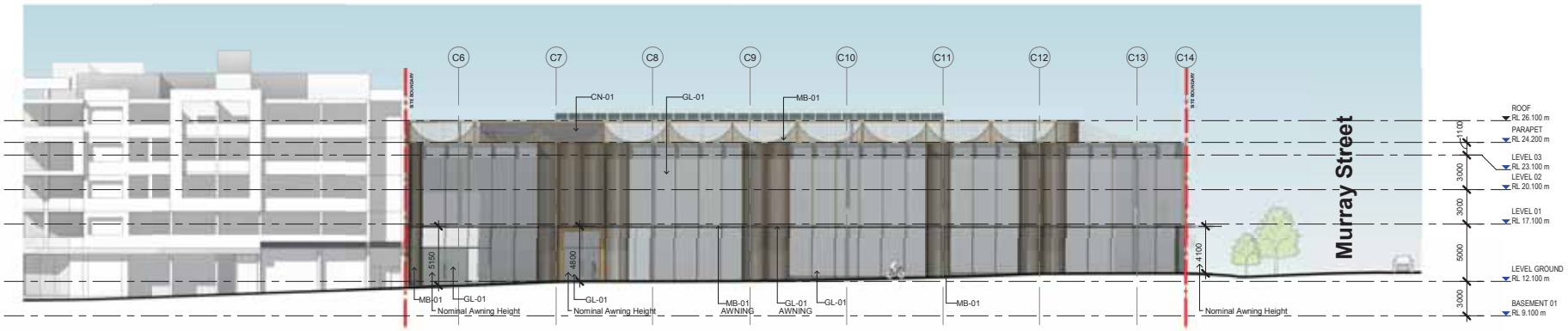


1 **Elevation - EAST**
SCALE 1 : 200



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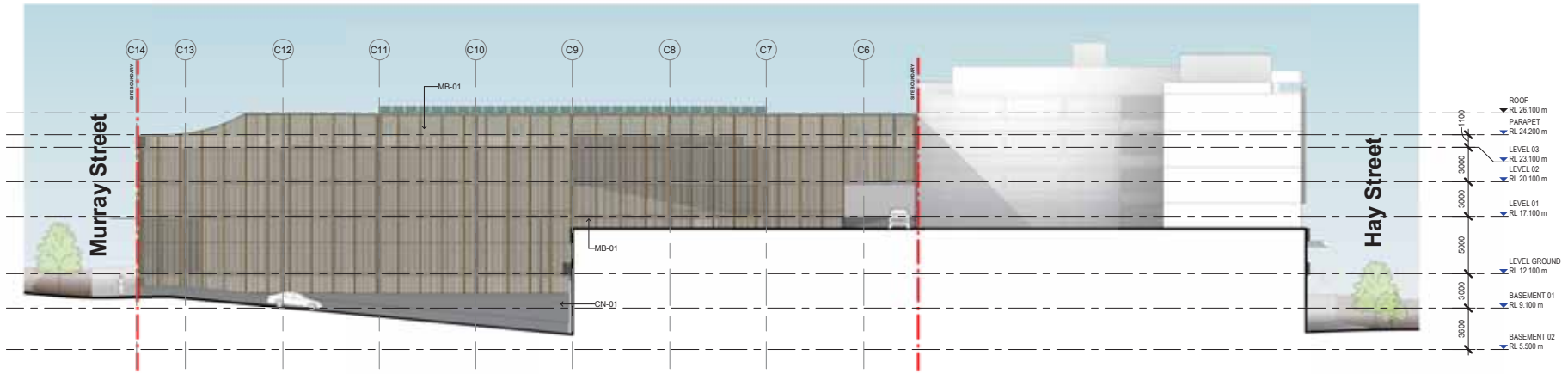
SCALE 1 : 200



3 **Elevation - NORTH**
SCALE 1 : 200

DEVELOPMENT APPLICATION

CRONE ARCHITECTS

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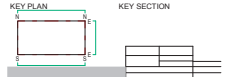
NOTES:

MATERIALS LEGEND:

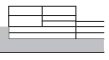
MB 01 - ALUMINIUM - GOLD/BRONZE
MC 01 - ALUMINIUM - DARK GREY
GL 01 - GLAZING - CLEAR
CN 01 - CONCRETE - MONOLITHIC

Rev	Date	By	Revision Notes
2	27/09/2018	RW	DEVELOPMENT APPLICATION - RFI
1	25/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN



KEY SECTION



0 2 4 6 8 10 m
SCALE 1:200 @A1

PROJECT INFORMATION:
<CA.3633A.00>

Port Central Retail Extension

99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:

215 ELEVATIONS
Elevations

SHEET STATUS:
DEVELOPMENT APPLICATION

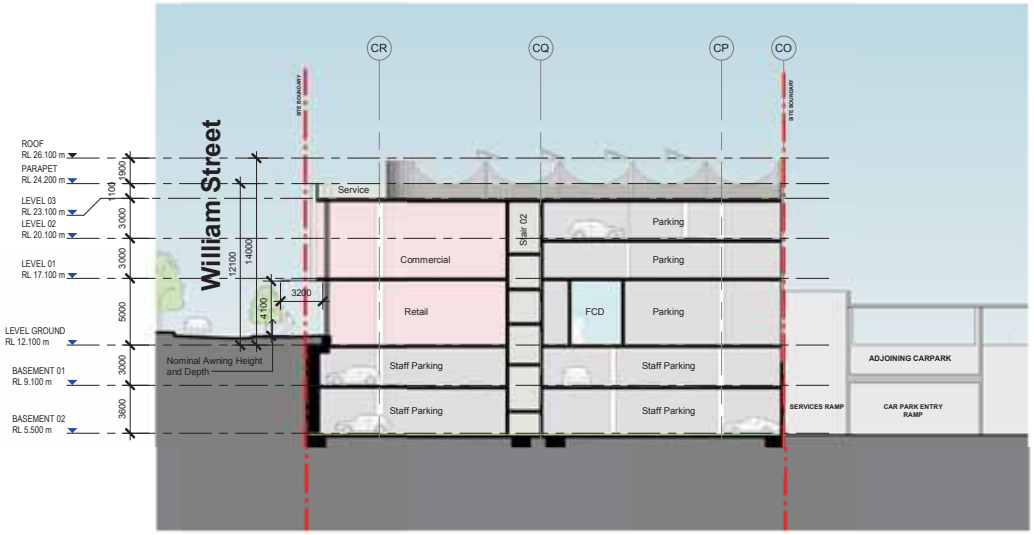
CHECKED BY:
RW

DRAWING NUMBER:
DA- 21500

REV:
2

A1

FILE LOCATION: C:\Users\rynw\Documents\CA.3633A.00 Port Central Retail Extension_2018_DA_STAGE 1_rynw.rvt
10/02/2019 10:15:45 AM



A **Section A**
SCALE 1 : 200

B **Section B**
SCALE 1 : 200

DEVELOPMENT APPLICATION

CRONE ARCHITECTS

Crone Partners Pty Ltd
Level 18, 680 George Street,
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Fax:+61 2 8295 5301
ABN: 80 095 989 272
Nominated Architect: Greg Crone
- NSW Reg. No. 3929

CLIENT
Gowing Bros Limited

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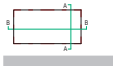
NOTES:

LEGEND
- BOH
- CAR-PARK
- COMMERCIAL
- LIFTS
- RISER
- SERVICES
- STAIRS

Rev	Date	By	Revision Notes
2	27/09/2018	RW	DEVELOPMENT APPLICATION - RFI
1	25/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN



KEY SECTION

0 2 4 6 8 10 m
SCALE 1:200 @A1

PROJECT INFORMATION:
<CA.3633A.00>
Port Central Retail Extension
99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:
315 PROPOSED SECTIONS
Sections A & B

SHEET STATUS: **DEVELOPMENT APPLICATION**
CHECKED BY: **RW**
DRAWING NUMBER: **DA- 31501**
REV: **2**
A1

FILE LOCATION: C:\Users\rywa\Documents\CA.3633A.00 Port Central Retail Extension_2018_DA_STAGE 1_rywa.rvt
10/09/2018 10:12:32 AM

MB 01

Aluminium - Gold/Bronze

MC 01

Aluminium - Dark Grey

CN 01

Concrete - Monolithic

GL 01

Glazing - Clear

DEVELOPMENT APPLICATION

CRONE ARCHITECTS

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NOTES:

Rev	Date	By	Revision Notes
2	27/09/2018	RW	DEVELOPMENT APPLICATION - RFI
1	25/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN

KEY SECTION

PROJECT INFORMATION:

<CA.3633A.00>

Port Central Retail Extension

99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:

680 SCHEDULES
External Materials Schedule

SHEET STATUS: **DEVELOPMENT APPLICATION**

CHECKED BY: **RW**

DRAWING NUMBER: **DA- 68000**

REV: **2**

A1

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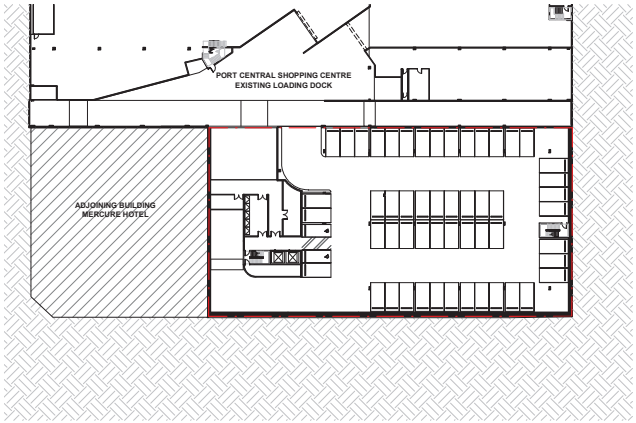
10/08/2018 10:12:54 AM



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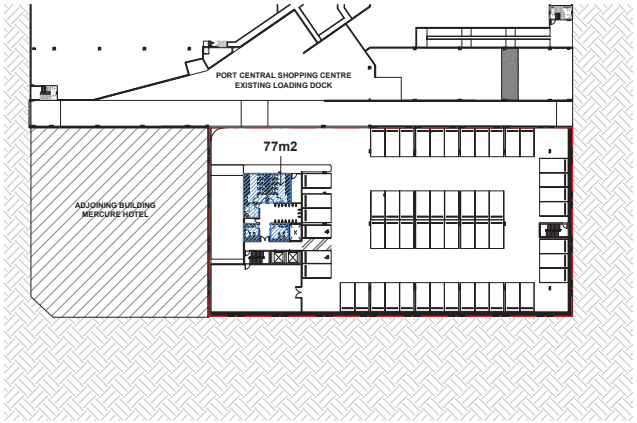
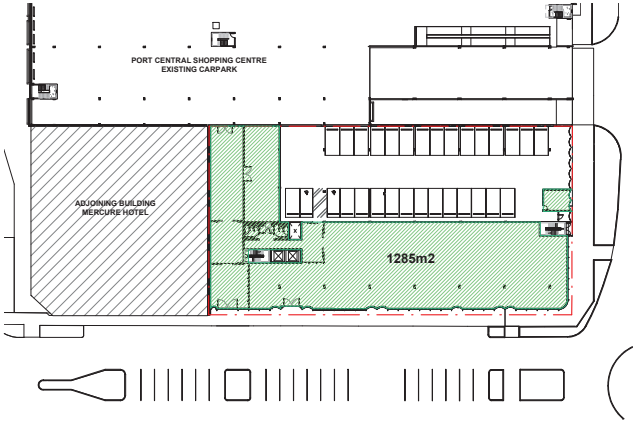
SCALE 1 : 500



2 **Area - BASEMENT 01**
SCALE 1 : 500



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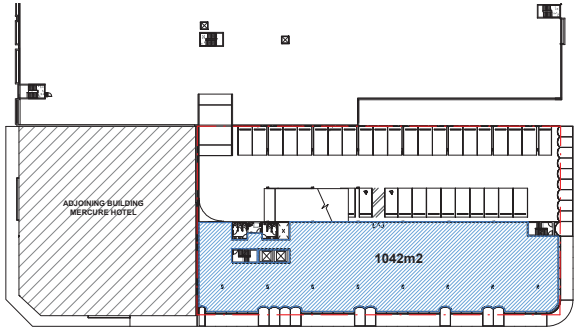
SCALE 1 : 500



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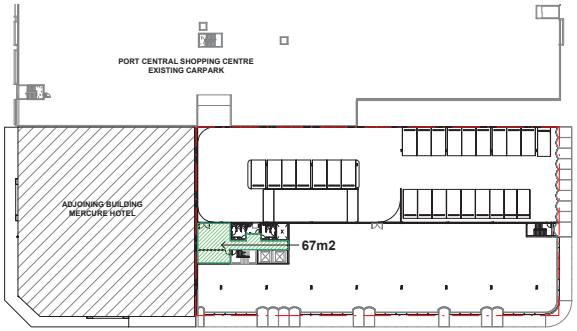
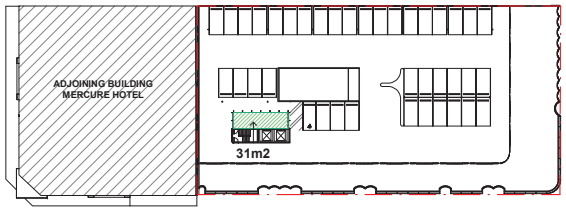
SCALE 1 : 500



5 **Area - LEVEL 02**
SCALE 1 : 500



7 **Area - LEVEL 03**
SCALE 1 : 500

DEVELOPMENT APPLICATION

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NOTES:

GENERAL NOTES

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LEGEND

RETAIL
COMMERCIAL

Rev	Date	By	Revision Notes
2	27/09/2018	RW	DEVELOPMENT APPLICATION - RFI
1	25/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN

KEY SECTION

0 5 10 15 20 25m
SCALE 1:500 @A1
NORTH

PROJECT INFORMATION:
<CA.3633A.00>
Port Central Retail Extension
99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:
705 DIAGRAMS
GFA Plans

SHEET STATUS: **DEVELOPMENT APPLICATION**
CHECKED BY: **RW**
DRAWING NUMBER: **DA- 70500**
REV: **2**
A1

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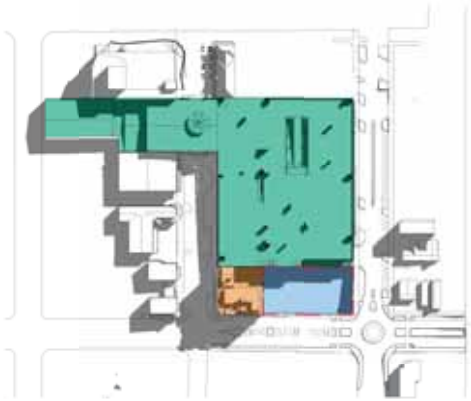
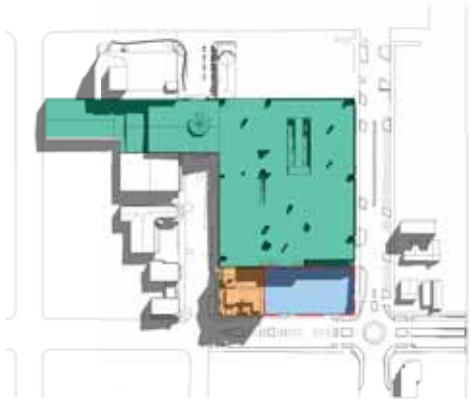
10/02/2019 10:10:17 AM



1 **June 21 - 9.00 AM - Existing**
SCALE 1 : 2000



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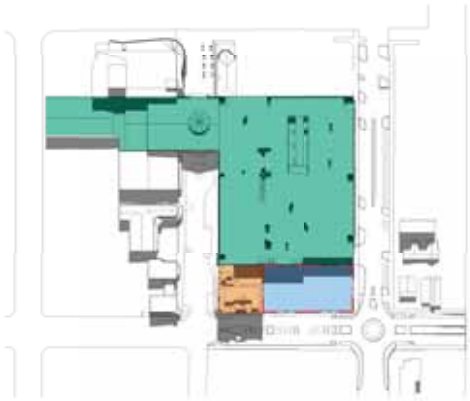
SCALE 1 : 2000

3 **June 21 - 11.00 AM - Existing**
SCALE 1 : 2000



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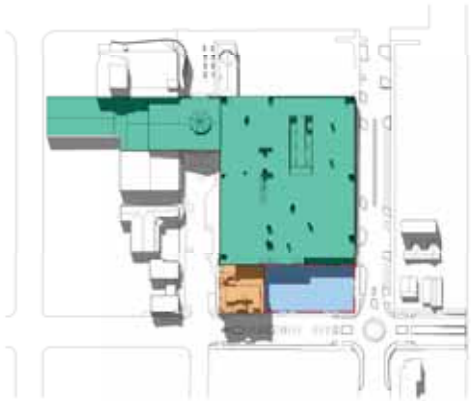
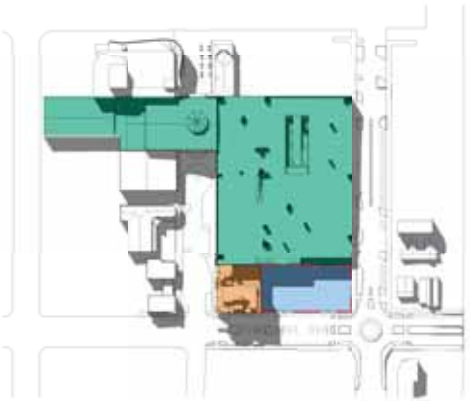


5 **June 21 - 1.00 PM - Existing**
SCALE 1 : 2000



6 **June 21 - 2.00 PM - Existing**
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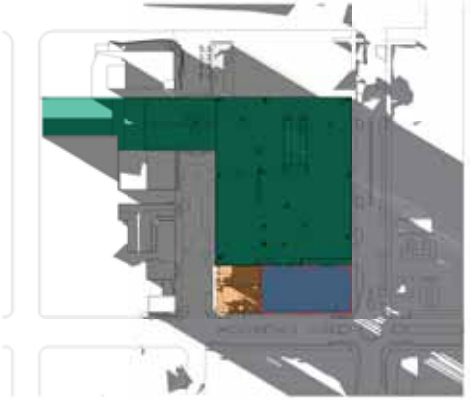
7 **June 21 - 3.00 PM - Existing**
SCALE 1 : 2000

8 **June 21 - 4.00 PM - Existing**
SCALE 1 : 2000



9 **June 21 - 5.00 PM - Existing**
SCALE 1 : 2000

DEVELOPMENT APPLICATION

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- NSW Reg. No. 3929

CLIENT

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NOTES:

GENERAL NOTES

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LEGEND

- Site
- Port Central
- Adjoining

Rev	Date	By	Revision Notes
2	27/09/2018	RW	DEVELOPMENT APPLICATION - RFI
1	25/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN

KEY SECTION

0 20 40 60 80 100m
SCALE 1:2000 @A1

NORTH

PROJECT INFORMATION:

<CA.3633A.00>

Port Central Retail Extension

99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:

705 DIAGRAMS
Shadow Diagrams - Existing

SHEET STATUS: **DEVELOPMENT APPLICATION**

CHECKED BY: **RW**

DRAWING NUMBER: **DA- 70501**

REV: **2**

A1

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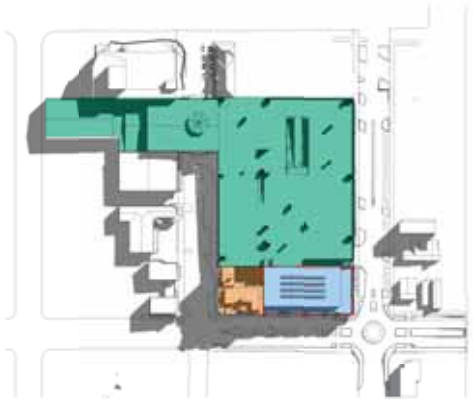
10/08/2018 10:16:16 AM



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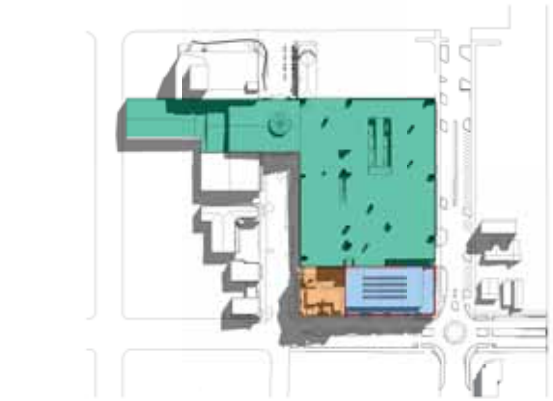

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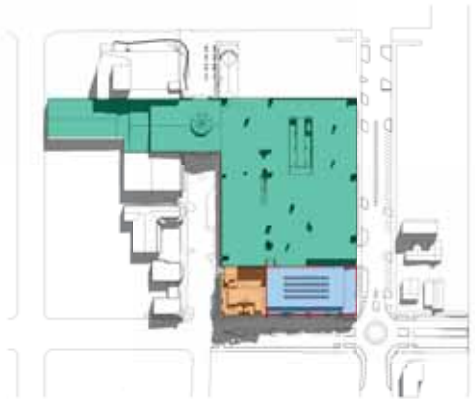

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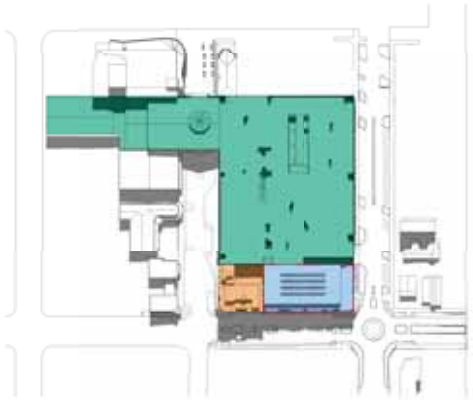
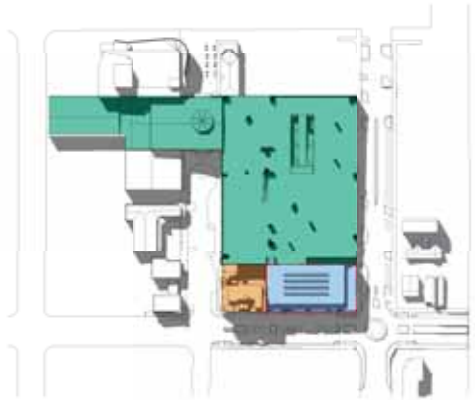


4 **June 21 - 12.00 AM**
SCALE 1 : 2000

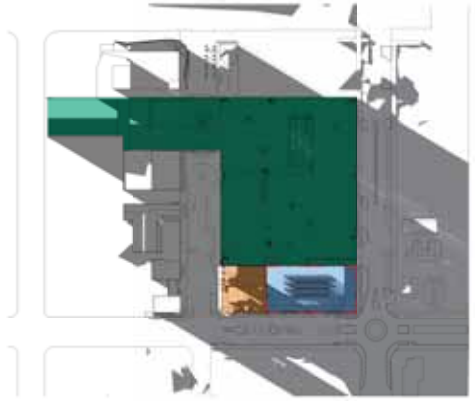
5 **June 21 - 1.00 PM**
SCALE 1 : 2000



6 **June 21 - 2.00 PM**
SCALE 1 : 2000

7 **June 21 - 3.00 PM**
SCALE 1 : 2000

8 **June 21 - 4.00 PM**
SCALE 1 : 2000



9 **June 21 - 5.00 PM**
SCALE 1 : 2000

DEVELOPMENT APPLICATION

CRONE ARCHITECTS

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- NSW Reg. No. 3929

CLIENT

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LEGEND

- Proposal
- Port Central
- Adjoining

Rev	Date	By	Revision Notes
2	27/09/2018	RW	DEVELOPMENT APPLICATION - RFI
1	25/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN

KEY SECTION

0 20 40 60 80 100m
SCALE 1:2000 @A1

NORTH

PROJECT INFORMATION:
<CA.3633A.00>

Port Central Retail Extension

99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:

705 DIAGRAMS
Shadow Diagrams - Proposed

SHEET STATUS: **DEVELOPMENT APPLICATION**

CHECKED BY: **RW**

DRAWING NUMBER: **DA- 70502**

REV: **2**

A1

FILE LOCATION: C:\Users\rywe\Documents\CA.3633A.00 Port Central Retail Extension_2018_DA_STAGE 1_rywe.rvt
10/02/2019 10:14:49 AM

CRONE ARCHITECTS

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Rev	Date	By	Revision Notes
2	27/09/2018	RW	DEVELOPMENT APPLICATION - RFI
1	25/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN

KEY SECTION

PROJECT INFORMATION:
<CA.3633A.00>

Port Central Retail Extension

99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:

980 3D VIEWS
William Street Perspective

DEVELOPMENT APPLICATION

SHEET STATUS:
DEVELOPMENT APPLICATION

CHECKED BY:
RW

DRAWING NUMBER:
DA- 98000

REV:
2

A1

FILE LOCATION: C:\Users\ryanw\Documents\CA.3633A.00 Port Central Retail Extension_2018_DA_STAGE 1_ryanw.rvt
10/08/2018 10:15:32 AM

DEVELOPMENT APPLICATION

CRONE ARCHITECTS

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Rev	Date	By	Revision Notes
2	27/09/2018	RW	DEVELOPMENT APPLICATION - RFI
1	25/05/2018	RW	DEVELOPMENT APPLICATION

KEY PLAN

KEY SECTION

PROJECT INFORMATION:
<CA.3633A.00>

Port Central Retail Extension

99 William Street
Port Macquarie NSW 2444

DRAWING TITLE:

980 3D VIEWS
Murray Street Perspective

SHEET STATUS:
DEVELOPMENT APPLICATION

CHECKED BY:
RW

DRAWING NUMBER:
DA- 98001

REV:
2

A1

FILE LOCATION: C:\Users\ryanw\Documents\CA.3633A.00 Port Central Retail Extension_2018_DA_STAGE 1_ryanw.rvt
10/08/2018 10:15:55 AM

HOPKINS CONSULTANTS
PTY LTD

WINNER 2009

16 October 2018

Directors

MICHAEL S MOWLE
B E Civ (Hons)
Chartered Engineer

GEOFFREY E HILL
B Surv
Registered Land Surveyor

DANIEL J BAKER
B Surv
Registered Land Surveyor

DARREN J BOOTH
B Surv
Registered Land Surveyor

Our Ref: 7261
Your Ref: DA 2018.654

Port Macquarie Hastings Council
PO Box 84
PORT MACQUARIE NSW 2444

Attention: Clinton Tink

Dear Clint,

Re: DA 2018.654 – Multi Storey Commercial and Retail Building
Lot 1 DP 1012667, 99 William Street, Port Macquarie

We refer to recent correspondence from Council seeking additional information to assist in Council's assessment of the abovementioned DA. In response to the items in your correspondence, we provide the following information:

1. *Council's Development Control Plan requires a continuous footpath awning on the William and Murray Street frontages. The Statement of Environmental Effects indicates on page 37 that awnings are provided to footpaths on both William and Murray Street. However, the plans submitted show only a small awning over the entry off William Street. Please clarify proposed awning locations on the plans.*

   Comment: The architectural plans have been updated after further consultation with Council staff regarding the suggested awning design and interpretation of the DCP. A copy of the updated sheet set is attached accordingly.

2. *Provide confirmation on the proposed height of the building. The submitted survey shows "existing ground levels" within the site around 6.49m and Council's GIS shows contours of 6m – not 12m as indicated in the Statement of Environmental Effects. It should be noted that building height needs to be measured from existing ground level, not natural ground level. For sites that have been excavated such as this, the existing ground level becomes the new excavated level. If after factoring in the revised existing ground level, the height*

ABN 27 055 060 878
Suite 1, 109 William St
PO Box 1556, Port Macquarie 2444 NSW
Telephone: 02 6583 6722 Facsimile: 02 6584 9009
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of the building exceeds 19m, a Clause 4.6 variation will be required. The variation would focus on the technicality that the site has been excavated.

Comment: The "existing ground levels" are acknowledged as mis-leading due to the previous partial development of this site under DA 1999/0174. The excavation of a basement level, as has occurred, would be mandatory for any development of this site in order to meet the density and built form requirements of this inner-CBD location.

We note that while the proposed building height is well within the desired built form and silhouette of the William/Murray street landscape under Council policy, the calculated height from the excavated site floor does not technically comply with the height controls of the LEP. Because of that excavation having been undertaken previously, a maximum building height of RL 25.49m would apply if measured from this "existing" ground height. The proposed building proposes an overall height of RL 26.1m

It is our submission that the use of Clause 4.6 of the LEP to justify and support this minor and technical variation is appropriate.

In that regard, the objectives of Clause 4.6 are as follows:

> *(a) to provide an appropriate degree of flexibility in applying certain development standards to particular development,*
> *(b) to achieve better outcomes for and from development by allowing flexibility in particular circumstances.*

The building design and proposed building height is consistent with the objectives of this Clause of the LEP. In that regard, we would comment as follows:

- The development footprint, density, form and street presentation is consistent with the development provisions of the Town Centre chapter of Council's 2013 DCP and Town Centre masterplan;
- The visible height of the building is consistent with the prevailing built form of the locality, and within the limits established if the building height was to be measured from the site's original ground levels;
- The original ground levels at the footpath are the base level from which desired height limits of the LEP were calculated in terms of determining the appropriate building height sought for the Port Macquarie CBD. The building is compliant with those heights;
- The technical exceedance of the height control does not result in a building of inappropriate design, or a presentation that would be discouraged for this site. Rather, all pre-lodgement consultations with Council staff, including Council's consultant heritage architect have supported the elevations and street presence of the intended building.

Having regard to those factors, we submit that applying some flexibility in the application of this development standard is warranted in the circumstances. That flexibility will achieve a better, and more desired outcome for the proposed development than could have resulted in a building which achieved full compliance with the artificial site level taken as the base calculation.

3. *Confirmation whether the basement level parking areas will be open to the public or whether they will be restricted to staff only.*

   Comment: There is an expectation the basement level parking will be used predominantly by staff given the proximity to the staff amenities and back of house areas. During operating/commercial hours however, this will be a public parking area as identified in previous agreements with Council. Any customer usage of these public spaces will not be discouraged.

4. *Clarification on the overall increase in parking. In particular, the Statement of Environmental Effects refers to an overall parking increase of 225 spaces on page 17. However, by my calculations, the proposed development provides 240 spaces and I counted 11 spaces being lost from the existing Port Central car park (ie to create the linkage), which equates to 229 additional spaces.*

   Comment: This figure of 225 spaces is indeed a typographical error in the Statement of Environmental Effects document. As confirmed in the accompanying Traffic Impact Assessment, the proposal generates an increase in 229 carspaces for the Port Central shopping centre.

5. *The plans are to show the size and location of proposed signage, including details on the hours the signs will be illuminated.*

   Comment: The intended signage for the building is yet to be resolved as tenancies haven't been specifically let at this stage. We would anticipate providing signage and advertising detail with a future DA for the first occupation of each retail / commercial tenancy in the building.

6. *The amenities detail appears to be missing from Drawing DA-11504. Please clarify if this is the case and provide amended plans.*

   Comment: The amenities detail on Drawing DA-11504 has been re-included in the updated architectural sheet-set.

7. *Will the new loading area be closed off when not in use? If not, this creates a concealment area at night from a crime risk perspective. The same applies to the bicycle storage area and the access to storage areas from within the lift core (ie out of sight). The toilet areas being close to the lift may also create a concealment/entrapment area late at night. In this regard, has anyone with crime risk assessment experience reviewed the design and plans? Is there lighting, CCTV or management measures in place that may negate some of these issues?*

Comment: These areas will be under constant CCTV surveillance, as are the current loading docks servicing the existing Target and IGA tenancies. This is similarly the case for the existing open parking areas of the Port Central shopping centre. The closed-circuit feeds are directed to the centre management office which is manned during all operating hours of the centre. Out of hours, the proposed loading docks will be managed in the same fashion as the existing loading docks located opposite via the CCTV surveillance, and regular private security patrols.

In addition to the above issues, a subsequent request for drainage information was also received. That later correspondence requested:

- *Given that the site is currently a hole in the ground, draining to an unknown point and is located upstream of two known problem/risk areas, it is critical that a concept plan be developed to demonstrate that the proposal will have no detrimental impacts on downstream infrastructure or property.*

  Comment: We have obtained the original stormwater management plan for the Port Central Development, prepared in 1995. A copy of that plan is attached. As noted on that plan, future capacity for the drainage of this development site at 99 William Street was made via the provision of 4 inlet pits on the northern boundary of the development site (denoted as FI 1-4 on the attached plan).

  Those pits were installed at the time of Port Central's construction and remain available today. The approved drainage system is capable of accommodating the proposed development. It is the intention of this development proposal for all drainage to be directed here, and we will supply a concept stormwater disposal plan confirming this under separate cover.

If you have any queries, or require any further information, please do not hesitate to contact the undersigned.

Yours faithfully,

Andrew Lister
Senior Town Planner

Encl.

1. *Updated Architectural sheet-set*
2. *Copy of AS-PM0-089 Plans 1213 Hay St - Port Central Shopping Centre - Proposed Stormwater Catchment Plan - 1995-07-27.pdf*

Proposed Port Central Expansion

Traffic Impact Assessment

Port Macquarie CBD, NSW

for

GOWINGS

July 2018

Traffic Impact Assessment Details

Generic Document No.				
Edition / Revision No.	1	2		
Event				
Document Status	Internal Review	Final for Approval		
Prepared By	Andy Davis Director	Andy Davis Director		
Reviewed By	Craig Nethery Director	Craig Nethery Director		
Date	July 2018	August 2018		
Internal Review Completed By / Date				

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CONTENTS

1. INTRODUCTION

1.1 General

StreetWise Road Safety and Traffic Services have been engaged by Gowings to prepare a Traffic Impact Assessment report for a proposed commercial development at 99 William Street Port Macquarie. The proposed development, which is located within the Port Macquarie CBD, relates to an expansion of the existing Port Central Shopping Centre.

The planned expansion will generally occur on the existing vacant lot on the corner of William Street and Murray Street, adjacent to the existing shopping centre. The proposed 6 storey development will include:

- 2 new basement (underground) parking levels
- a new ground floor (level with William Street) which includes a mix of retail and parking
- 3 new above-ground levels of retail space and parking

The proposed development will increase the existing Port Central retail floor area from 14,617m^2 to 16,599m^2 – an increase of 1982m^2. The proposed expansion will also provide 225 additional parking spaces, increasing the existing 833 spaces to 1058 off-street parking spaces.

Figure 1 – LOCALITY PLAN

The proposed development will also include an increase in 'all day' parking on the site, as part of an existing agreement with Council (which dates back to the original construction of Port Central and the part closure of Hay Street). The existing 200 'all-day' parking spaces on the roof-top parking level will be increased to 350 as part of the proposed Port Central expansion.

The proposed development will generally be located on the adjacent vacant lot, with minimal changes to the existing Port Central structure or operations. It is proposed to utilise the existing carpark access ramp off Murray Street, as well as the existing loading dock accessway, which enters off Murray Street and exits onto Hay Street.

This traffic report will assess the impacts on adjacent intersections and local road network of the additional traffic volumes and changed traffic movements to be generated by the proposed development. The report will also discuss parking requirements, as well access arrangements, pedestrians and other traffic related matters.

1.2 Scope

The following methodology was provided to Port Macquarie Hastings Council.

Step 1 – Documentation Review

Review all documentation provided including but not limited to the available background data and base traffic volumes provided by PMHC. This review will also include a determination of what extra (if any) traffic data needs to be collected prior to the commencement of the Traffic Impact Assessment.

Step 2 –Collection of Traffic Data

Manual traffic counts will be required at the 3 adjacent intersections (listed above) to determine traffic volumes and traffic movements through each intersection. StreetWise will also compile all available traffic data from Council and other sources, if available.

Step 3 – Modelling Assessment of Adjacent Intersections (existing conditions)

Once the collection of the traffic data has been completed, it will be compiled then the data used for computer modelling (SIDRA) to determine the existing capacity and efficiency of each of the 3 intersections.

Step 4 – Calculation of Proposed Traffic Generation

StreetWise will then determine the future traffic generation from the proposed development and prepare an estimate of traffic movements in and out of the site.

Step 5 – Modelling Assessment of Adjacent Intersections (future conditions)

StreetWise will prepare plans showing future traffic volumes and movement diagrams through the adjacent intersections, following the completion of the development. A computer assessment, utilising SIDRA modelling, will indicate the impacts of the additional volumes, and help determine the capacity of the existing intersections to safely and efficiently cater for the development traffic. The modelling will also include assessment of traffic volumes in 10 year's time, utilising an agreed traffic growth factor.

Step 6 – Assessment of additional heavy vehicles on Hay Street

The proposed re-development of Port Central includes changes to the layout and operations of the basement delivery dock. It is planned to include a single entry and exit point for heavy vehicles from Hay Street. This will likely result in increased heavy vehicle movements in Hay Street and through the Hay St/William St intersection. StreetWise will estimate any increases in HV volumes, associated changes to HV movements, and assess the impacts on local traffic and road safety.

Step 7 – Assessment of Alternative Options

The proposed re-development of Port Central includes changes to access locations and will result in increased traffic volumes and changes to existing traffic patterns. This is likely to impact on the operation of adjacent intersections and streets. As discussed in Steps 5 & 6 above, computer

modelling can be utilised to assess the impacts on existing intersection layouts. However, alternative intersection layouts can also be modelled, as can ameliorative measures to improve traffic flows.

It is envisaged that the existing roundabout at William & Murray Street can cater for the future traffic flows. Similarly, there is likely to be adequate capacity in the recently upgraded intersection of Clarence and Murray Street. However, alternative layouts can be modelled and discussed within the report.

An assessment of Murray Street will also be undertaken, to determine whether the existing width of roadway can safely cater for right turn movements into the future carpark.

Step 8 – Assessment of Parking Requirements and Layout

Undertake an assessment of the number of parking spaces required by the proposed development, in accordance with the RMS guidelines. Alternatively, a parking assessment of the existing site may be undertaken and applied on a pro-rata basis to the future expansion of the site. It is understood existing agreements are in place with Council to provide a certain number of spaces for public parking.

Step 9 – Assessment of Pedestrian Requirements

Assess the impacts of potential increase in pedestrian numbers and changes to pedestrian patterns due to the development, in accordance with Australian standards and Council recent CBD Pedestrian Study.

Step 10 – Assessment of the Impacts of Construction Works

Assess the impacts of future construction works on traffic movements, pedestrians and parking. Discuss the methodology, access and staging, and the measures to control traffic movements and ameliorate the impacts.

Step 11 – Reporting

Preparation of Traffic Report.

1.3 Location of Project

The existing Port Central Shopping Centre is located within the Port Macquarie CBD area. It is has frontages to Horton Street, Hay Street, Murray Street and Clarence Street. The proposed expansion of Port Central will generally be located on the adjacent vacant lot, which is located on the north-west corner of the intersection of Murray Street and William Street. The vacant lot (Lot 1 DP 1012667) is currently excavated and used as a stockpile by Council for works and maintenance within the CBD precinct (See Figure 1.1).

1.4 Description of Project

The existing Port Central shopping centre includes a ground floor housing an number of retail units varying is size, from small specialty shops up to large supermarkets (Kmart & IGA). The smaller upper floor includes a number retail outlets, food court and offices. The existing shopping centre includes a multi-level carpark on the eastern side of the complex, which is accessed via a ramp off Murray Street. The carpark includes 2 levels – an undercover level and an open-air rooftop level.

It is proposed to expand the existing Port Central shopping centre by constructing a multi-level addition on the adjoining vacant lot, and including pedestrian and vehicle connections between the two structures. The proposed addition will include 2 underground parking levels, a ground floor and 3 upper levels which include a mixture of office space, retail outlets and carparking.

Vehicle access to the undercover parking (Levels B01 & B02) is proposed from Murray Street via the existing loading dock access lane. Access to the ground floor and upper levels will be to & from Murray Street via the existing access ramp. The project will also include footpath and streetscape works.

1.5 Council Policies

The requirement to provide adequate access and parking for any new development is governed by Port Macquarie-Hastings Council policies and land use planning controls. The Policy also operates in the policy and planning framework of Council to ensure alignment with Council related policy and strategic plans.

Environmental Planning & Assessment Act – 1979

Part 3 Section 24 of the Act prescribes the making of environmental planning instruments. Section 74C prescribes the making of Development Control Plans. Council must follow the requirements of this Act in the making of planning instruments and development control plans, which may prescribe certain parking provisions.

Roads Act – 1993

Council must exercise its powers as a road authority to regulate traffic (parking) in accordance with Part 8 of this Act.

Transport & Administration Act – 1988

Council must exercise its delegations in accordance with Section 50 of this Act to authorise the implementation of traffic control facilities (including parking control facilities).

Local Government Act – 1993

Council may issue a penalty notice for a parking offence prescribed in Sections 650 & 651 of this Act.

Road Transport (General) Act – 2005

An authorised officer of Council may issue a penalty notice pursuant to Section 183 of this Act if it appears a person has committed an offence (parking) pursuant to Sections 650 & 651 of the LG Act.

Community Strategic Plan 2030

The Community Strategic Plan (CSP) is an overarching plan that is prepared by Council and the community for strategic actions to deal with current and future challenges to the year 2030. This Policy aligns with Council's vision and strategic objectives as they relate to parking services.

Urban Growth Management Strategy 2010

The Urban Growth Management Strategy (UGMS) provides a plan for future land use and tourism development in the LGA to the year 2031. The aim of the strategy is to provide flexibility for a range of land use types. This Policy aligns with this aim and supports the principle objectives of the UGMS.

Development Control Plan 2011

DCP 2011 is objective based and prescribes requirements for parking facilities associated with new developments. The PMHC Parking Strategy identifies the need for a review of the current requirements to better align with the Strategy objectives. This Policy supports the review of the DCP.

2. ROAD NETWORK

2.1 Local Road Network

William Street

William Street is an arterial road which runs east-west through the centre of Port Macquarie's CBD. It connects Pacific Drive at the eastern end of town to Buller Street at the western end.

In the vicinity of Port Central, William Street is a 23m wide roadway within a 30m road reserve. There is generally one lane in either direction, although the existing lanes are generous (approx. 6m wide) and provide adequate width for 2 lanes through the adjacent intersections (Hay St & Murray St). Across the frontage of the proposed Port Central expansion, William Street includes angled parking on both sides of the road. Further east (between Murray Street & Munster Street), William Street has been upgraded and includes a landscaped centre median island.

Figure 2.1 Existing William Street layout, in the vicinity of Port Central

Port Macquarie Hastings Council proposes to expand the existing Town Centre Masterplan street format to include the Port Central precinct i.e. extend the eastern boundary to Murray Street. This would result in William Street being upgraded to match other parts of the CBD, including:

- 90º centre parking and parallel kerbside parking
- Generally one lane in either direction
- Kerb blisters at intersections
- Widened footpaths with exposed aggregate surfaces
- Additional landscaping

It is likely that any works in William Street required as part of the proposed Port Central expansion will need to meet the requirements of the Town Centre masterplan.

Figure 2.1 Future William Street layout, showing Town Centre Masterplan concept

Murray Street

Murray Street is a 23m wide road which runs north-south at the perimeter of Port Macquarie's CBD. In the vicinity of Port Central, Murray Street has a 30m road reserve. There is generally one lane in either direction, although the existing lanes are generous (approx. 6m wide) and provide adequate width for 2 lanes through the at the approach to the nearby intersections (William St & Clarence St), as well as a turn lane into Port Central. Across the frontage of the proposed Port Central expansion, Murray Street includes angled parking on both sides of the road.

Figure 2.2 *Murray Street, looking north, showing existing carriageway configuration*

Clarence Street

The existing Port Central shopping centre has no frontage on Clarence Street, but pedestrian access is gained from Clarence Street via the Hay Street mall. While William is the main access route for most Port Central patrons, some vehicles were also observed during StreetWise's inspections accessing the shopping centre from the Clarence Street intersection.

In the vicinity of Port Central, Clarence Street has a 23m carriageway within a 30m road reserve. The section of Clarence Street between Hay Street and Murray Street, and including the Murray street intersection, was recently upgraded to meet Council's Town Centre Masterplan specifications. The formation now generally consists of parallel, kerbside parking, one 6m wide lane in either direction and centre parking (similar to Figure 2.1 above). Extended kerb blisters have been added at the intersection to improve pedestrian safety and also provide large landscaping areas. The footpath areas have been widened to 4.5m to enhance pedestrian activities, as well as provide outside seating for restaurants and cafes.

Figure 2.3 *Clarence Street, looking west, showing existing carriageway configuration*

Hay Street

Hay Street previously connected Gordon Street in the south to the Hastings River and Sunset Parade in the north. However, as part of the original construction of Port Central, part of Hay Street was closed, and a cul-de-sac now provides vehicle and pedestrian access from the south. This short section of road now provides a connection to William Street for Port Central, as well as other businesses in that area. The road is generally 23m wide, with 90^0 angle parking on both sides. The roadway provides a single lane in either direction. The cul-de-sac head includes a loading area for delivery vehicles, while a second loading area is included in a wide footpath on the eastern side.

The existing Port Central loading dock access lane exits onto Hay Street (see Figure 5.3), with the majority of vehicles currently turning left towards William Street.

Figure 2.4 Hay Street, looking north, showing existing carriageway configuration

2.2 Broader Road Network

Port Macquarie is the main residential and commercial centre of the Hastings area of the NSW Mid North Coast. The town is located on the coast and approximately 10 kms east of the Pacific Highway. The proposed development is located within the Port Macquarie CBD. The main features of the broader road network include:

- Pacific Highway upgrade between Port Macquarie and Kempsey was recently completed, replacing the previous single carriageway with a divided carriageway motorway
- The Oxley Highway links the Port Macquarie township with the Pacific Highway, Wauchope and further inland. The Oxley Highway was recently upgraded to a 2-lane divided highway standard.
- The Oxley Highway joins Gordon Street, which provides an arterial connection to the CBD i.e. 2-lanes in either direction.
- Access from the southern parts of Port Macquarie is provided mainly by Kennedy Drive and Pacific Drive. These roads connect the southern residential areas to the Port Macquarie CBD.
- Gordon Street is an arterial road which connects the Oxley Highway and precincts west of Port Macquarie with the CBD.
- Ocean Drive is an arterial road which connects Port Macquarie in the north to the Camden Haven in the south. Ocean Drive also connects outlying towns with Port Macquarie CBD via Kennedy Drive, Pacific Drive and Gordon Street.

Figure 2.5 Port Macquarie – major road network

2.3 Existing Road Capacity

Council's Auspec Development Design Specifications (Section D1 - Geometric Road Design) describes *'A hierarchical road network which is essential to maximise road safety, residential amenity and legibility. Each class of road in the network serves a distinct set of functions and is designed accordingly.*'

The specification is based on RMS Guidelines, and includes a description of road classifications according to the role they fulfil and the volume of traffic they should appropriately carry. Council has set down the following guidelines for the functional classification of roads:

- Arterial Road – typically a main road carrying up to 20,000 vehicles per day and fulfilling a role as a major inter-regional link (2,000 vehicles per hour)
- Distributer Road – defined as secondary inter-regional links, typically carrying volumes up to 10,000 vehicles per day (1,000 vehicles per peak hour) A distributor within a development should have as its main function the conveyance of traffic generated by the development. Direct access should not be provided for single dwelling lots but access can be provided to multi-unit developments and non-residential land uses. The local distributor should serve only the development and should not attract through traffic.
- Collector Road – provides a link between local roads and major roads, typically carrying up to 6,000 vehicles per day (600 vehicles per hour). Possibly providing bus routes and giving restricted access to lots.
- Local Road – provides access to individual allotments, carrying low volumes, typically less than 2,000 vehicles per day (200 vehicles per hour).

The roads in Port Macquarie's CBD, and more specifically those in the vicinity of Port Central, are all generally wide, with one-lane in either direction. All are low speed (50kmh), with traffic generally less than 50kmh at peak times. Figure 3.1 shows the mid-block traffic peak hour volumes on the roads around Port Central. The highest hourly volume on a single lane was 737, on William Street, between Murray St and Munster St. The maximum volumes on other sections of road were generally between 400 and 500 vehicles per hour per lane.

The Austroads Guide to Traffic Management (Part 3 – Traffic Studies & Analysis), indicates the capacity of traffic lanes is dependent on a number of factors, but generally between 1500 to 2400 vehicles per hour. While this generally refers to major roads, the traffic counts undertaken by StreetWise observed relatively free flow on William Street, Murray Street and Clarence Street, with minimal queues and minor delays at all intersections.

As can be seen from Figure 3.3 below, the existing single lane volumes on roads in the vicinity of Port Central currently operate at Levels of Service of B or C – i.e. in a zone of stable flow. The SIDRA modelling (Section 4) indicates the Level of Service of the associated intersections.

2.3.1 William Street

William Street is 23m between kerbs, with travel lanes of up to 6m wide. The wide roadway currently allows free flow, even when vehicles are manoeuvring into the angled parking spaces. The wide through lanes also provide adequate width for 2 lanes at the approach to the adjacent intersections, which also minimises queuing and delays.

The future layout will have to comply with the Town Centre Management Plan requirements i.e. centre parking. However, the wide lanes will remain, and TCMP layout has previously shown to have similar capacity in other parts of the CBD.

Figure 2.6 William Street near Port Central – looking west (left) and east (right)

2.3.2 Clarence Street

Clarence Street is 23m between kerbs, with travel lanes of up to 6m wide. The wide roadway currently allows free flow, even when vehicles are manoeuvring into the centre parking spaces. The wide through lanes also provide adequate width for 2 lanes at the approach to the adjacent intersections, which also minimises queuing and delays.

Figure 2.7 William Street near Port Central – looking towards CBD from Murray Street

The existing Clarence Street layout complies with the Town Centre Management Plan requirements after a recent upgrade to the section of road adjacent to Port Central (see Fig 2.7). It should be noted that existing peak hour volumes on Clarence Street are significantly less than those on William Street.

2.3.3 Murray Street

The existing Murray Street layout is 23 metres between kerbs and has a wide lane (approx 6m) in either direction. This permits efficient flow past parking or turning vehicles. The traffic volumes in Murray Street are relatively low, and as shown in Figure 3.3, operates at a satisfactory Level of Service of B at peak times. The traffic volumes on the short section between Port Central and the William Street roundabout are significantly higher than the rest of the street. However, the roundabout was observed to operate efficiently, with minimal queues or delays.

Figure 2.8 Murray Street near Port Central – looking north (left) and south (right)

2.3.4 Hay Street

Hay Street formally connected William Street with Clarence Street, but was cut as part of the construction of the original Port Central shopping centre. The remaining section of Hay Street is a short cul-de-sac, which services the main entry to Port Central, but also provides access to other shops and businesses in Hay Street.

Figure 2.9 Hay Street near Port Central – looking north towards cul-de-sac

This section of Hay Street includes one lane in either direction, with 90º parking along the kerb. A small public carpark is located on the western side of Hay Street, while a loading area is provided around the cul-de-sac area, as well as the eastern side of the road – across the frontage of Port Central.

3. TRAFFIC VOLUMES

3.1 Existing Traffic Volumes

3.1.1 Adjacent CBD Streets

The current traffic volumes utilising the streets around the Port Central shopping centre vary depending on the street, location and the time of day. William Street is the main access to and from the CBD for vehicles from the south of Port Macquarie. As can be seen from Figure 3.1 below, peak hour volumes on William Street (one direction) are currently as high as 737 (westbound, between Munster & Murray), but generally less than 500 vph.

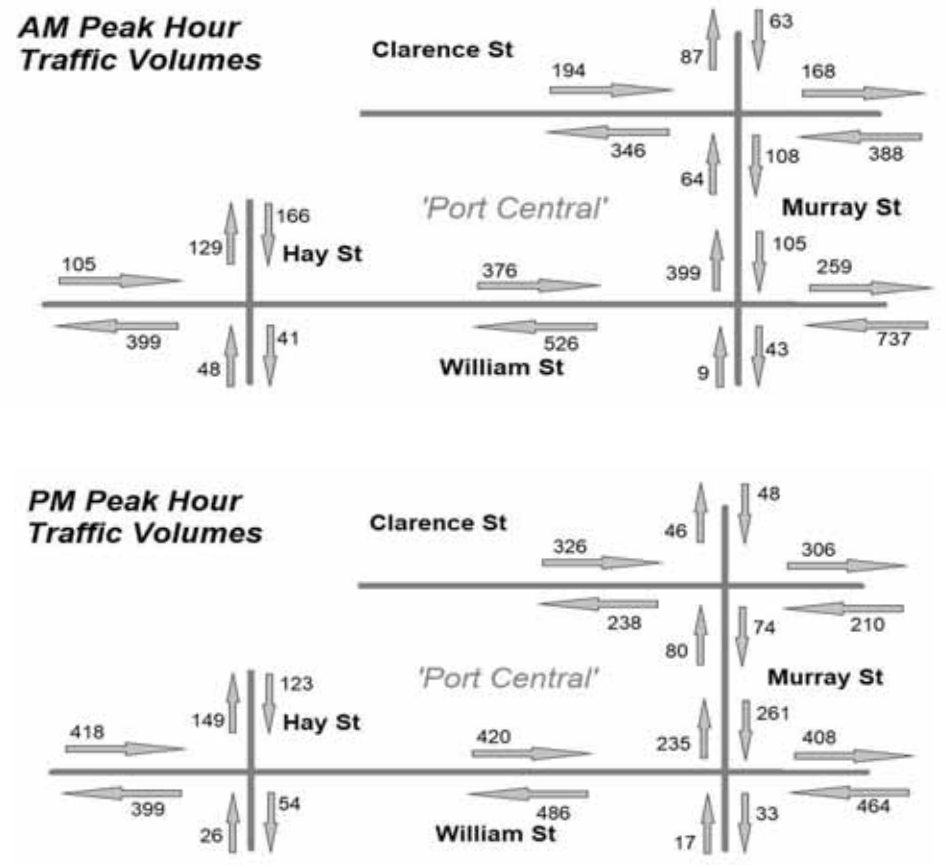


Figure 3.1 Existing mid-block peak hour volumes in the vicinity of Port Central

The same volumes in tabulated format:

William Street (west of Murray St)	*Westbound*	*Eastbound*	*Total*
AM Peak Hour	526	376	902
PM Peak Hour	486	420	906

William Street (east of Murray St)	*Westbound*	*Eastbound*	*Total*
AM Peak Hour	737	259	996
PM Peak Hour	464	408	872

Murray Street (North of Pt Central)	*Northbound*	*Southbound*	*Total*
AM Peak Hour	64	108	172
PM Peak Hour	80	74	154

Murray Street (South of Pt Central)	*Northbound*	*Southbound*	*Total*
AM Peak Hour	399	105	504
PM Peak Hour	235	261	496

Figure 3.2 *Existing mid-block peak hour volumes in the vicinity of Port Central (tabular format)*

The Austroads "Guide to Traffic Management (Part 3 – Traffic Studies and Analysis)', indicates that the majority of volumes counted as part of this assessment are generally low, and that Murray Street, William Street and Clarence Street operate at a Level of Service of 'C' or better at peak times. The Austroads guides describes:

Level of service B *- In the zone of stable flow where drivers still have reasonable freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is a little less than with level of service A.*

Level of service C *- Also in the zone of stable flow, but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience declines noticeably at this level.*

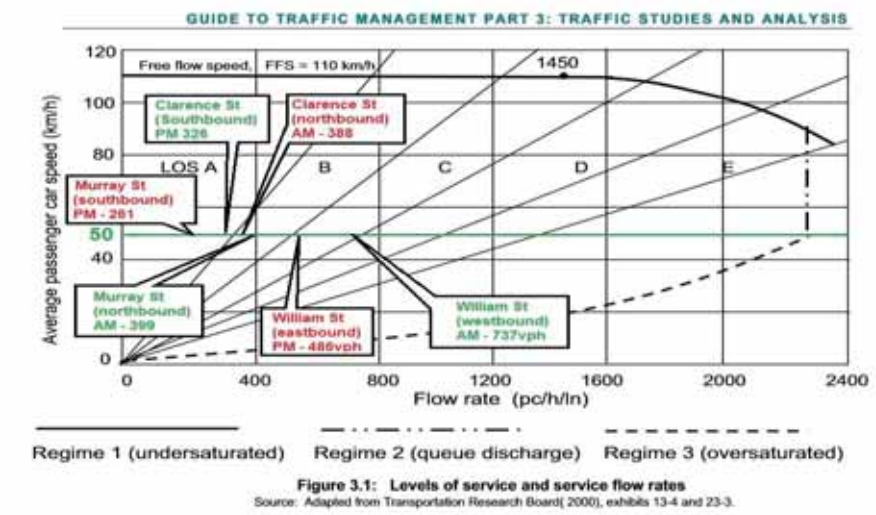


Figure 3.3 *Levels of Service - Existing single lane volumes in the vicinity of Port Central*

3.2 Existing Intersections

3.2.1 Clarence Street & Murray Street Intersection (SIDRA Site 1)

The existing layout of Clarence Street and Murray Street is a 4-way intersection, with Give Way signage and hold line controlling movements out of the minor roads (Hay Street). Clarence Street is 23m wide at the approach to the intersection, with the layout conforming to Council's Town Centre Management Plan i.e. one lane in either direction, centre parking and parallel kerbside parking.

The northern side of Hay Street also includes centre parking, while the southern side includes angled kerbside parking.

The intersection has recently been upgraded, and features a raised central platform, with 'rumble strips' at the approaches to reduce traffic speeds. The new intersection also features landscaped kerb blisters to reduce the lane widths at the intersection approaches, which helps reduce vehicle speeds and also minimises the crossing width for pedestrians.

The intersection appears to have adequate capacity to cater for the current traffic movements, and the traffic was observed to flow relatively freely through the intersection, with few delays or queues noted.

Figure 3.4 Aerial view of Clarence Street and Murray Streets intersections

The results of the manual count are shown in the diagrams below. The full counts in tabulated form are included in the Appendices.

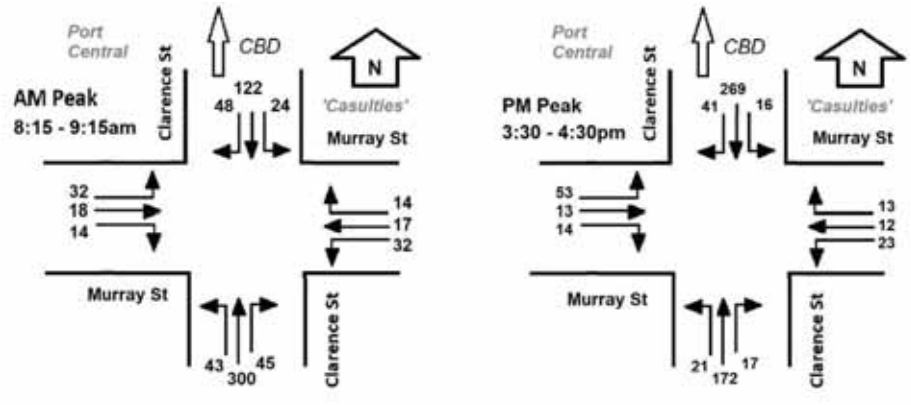


Figure 3.5 *Existing Traffic Volumes through Clarence Street and Murray Street Intersection*

3.2.2 William Street & Murray Street Intersection (SIDRA Site 2)

StreetWise undertook a manual traffic count at the existing intersection of William Street & Murray Street on the morning and afternoon of Thursday 12 April 2018. The morning peak occurred between 8:15 – 9:15am, while the afternoon peak was 3:15 – 4:15pm.

Figure 3.6 *Aerial view of William Street and intersections with Hay & Murray Streets*

William Street is one of the main roads in & out of the CBD, and the roundabout at the intersection of William Street and Murray Street caters for over 1400 vehicles during the afternoon peak hour, and just over 1200 an hour in the morning. The roundabout has 1 circulating lane, but there is adequate width at most approaches to allow 2 lanes i.e. a left slip lane and a through lane.

As can be seen from the diagrams below approximately 35% of traffic heading into the CBD in the mornings via William Street currently turns right into Murray Street. The majority of this traffic then enters the Port Central carpark. Similarly, about one third of vehicles utilising this roundabout in the afternoon either turn in or out of Murray Street.

However, the existing roundabout appears to operate efficiently during peak times. StreetWise's observations during the onsite traffic counts indicated no significant queues or delays.

The results of the manual count are shown in the diagrams below, while the full traffic counts are included in Appendix B, at the rear of this report.

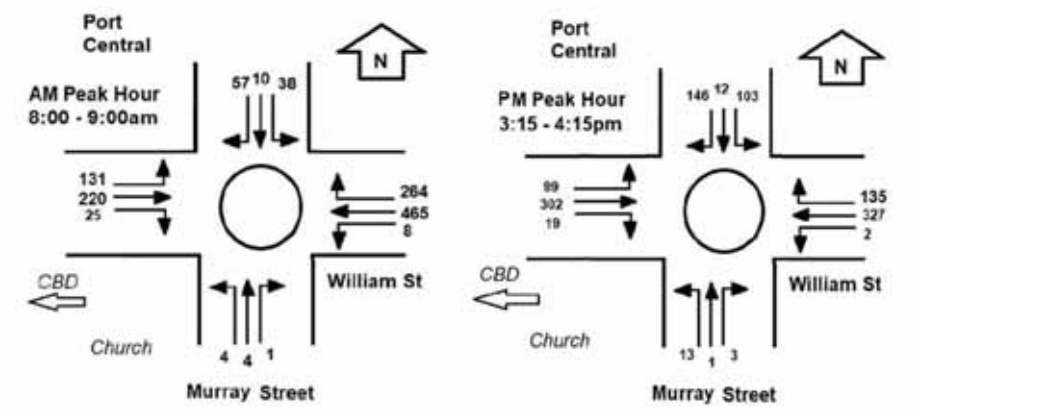


Figure 3.7 Existing Traffic Volumes through William Street and Murray Street roundabout

3.2.1 William Street & Hay Street Intersection (SIDRA Site 3)

The existing layout of the William Street and Hay Street intersection is a 4-way intersection, with Give Way signs controlling movements out of Hay Street. StreetWise undertook a manual traffic count at the intersection of William Street and Hay Street on Thursday 12 April. The count covered 2.5 hours in the morning and again in the afternoon to capture the AM and PM peak hours. A relatively small number of heavy vehicle movements were noted during the morning count, but minimal during the afternoon.

Figure 3.8 Existing William Street and Hay Street intersection

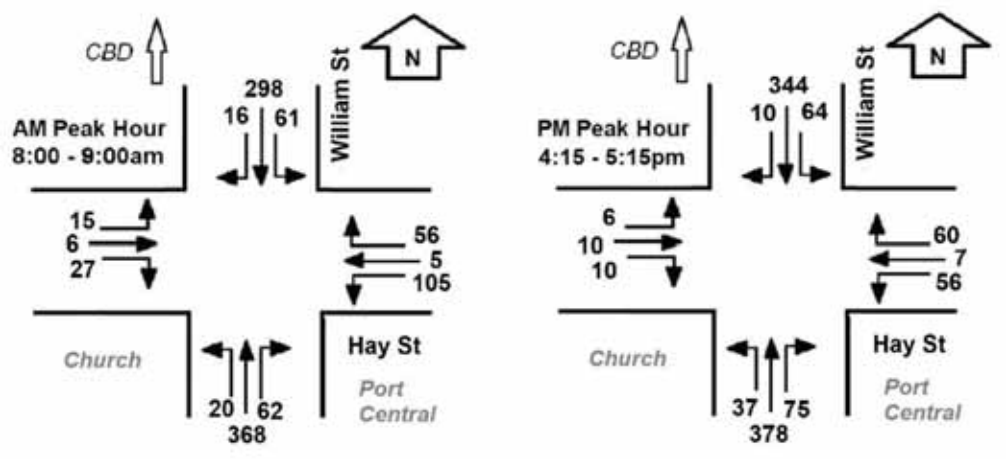


Figure 3.9 Existing Traffic Volumes through William Street and Hay Street intersection

3.2.2 Port Central Carpark Entry off Murray Street

StreetWise undertook a number of manual traffic counts at the existing carpark entry ramp, including the morning and afternoon of 11 April 2018. The morning peak occurred between 8 – 9am, which likely results from the use of the top-floor all day parking currently available for commuters, and also the co-incides with the 9:00am opening of a number of shops with Port Central.

The afternoon peak occurred between 3:15 and 4:15pm, which is probably related to the finish of school (and a trip to the shops) or commuters finishing work earlier than 5:00pm.

Figure 3.10 Murray Street – looking north at existing Port Central carpark entry

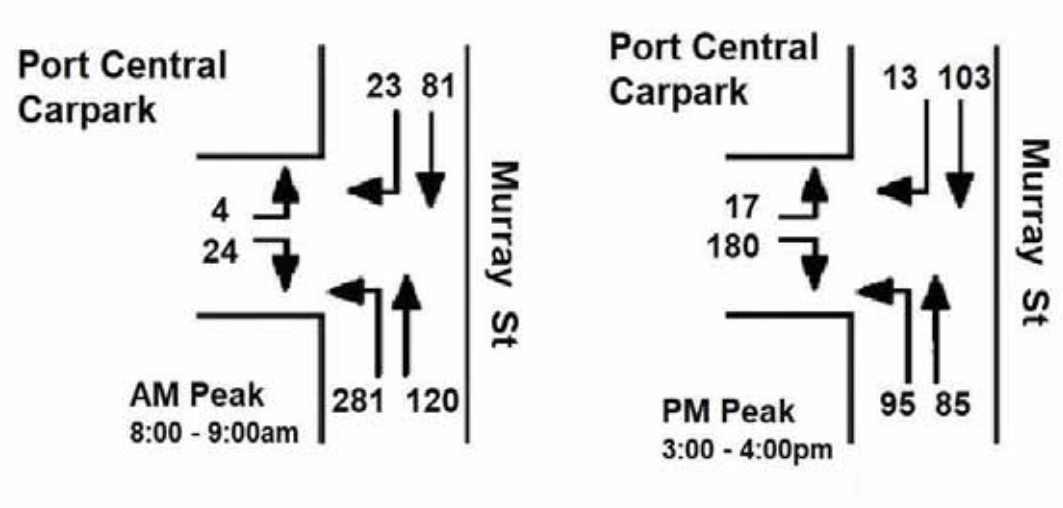


Figure 3.11 Peak hour movements in & out of Port Central carpark ramp (Thu 12/4/18)

3.3 Future Traffic Volumes

To determine the future traffic volumes generated by the proposed expansion of Port Central shopping centre, we refer to the RMS 'Guide to Traffic Generating Developments', which provides a daily and peak hour rate of traffic based upon Gross Leasable Floor Area (GLFA) of the site. Also, as this is an expansion of an existing shopping complex, we can also examine the existing rate of traffic generation and apply it to the future expanded site.

3.3.1 Guide to Traffic Generating Developments

It is proposed to expand the existing Port Central Shopping Centre from 14,617m^2 to 16,599m^2 – an increase of 1982m^2. The RMS 'Guide to Traffic Generating Developments' provides a rate of 7.6 trips per 100m^2 of GLFA for medium-sized shopping centre developments. Similarly, a rate of 78 trips per 100m^2 of GLFA is given for daily volumes. Therefore, using this rate, the estimated trips will be:

Daily:	16,599 / 100 x 78	=	12,947 trips
Peak Hr:	16,599 / 100 x 7.6	=	1,262 trips

3.3.2 Comparison with existing volumes

StreetWise undertook a number of traffic counts at the existing Port Central shopping centre. The highest hourly rate counted in & out of Port Central by StreetWise was 339 vehicles. This was during an afternoon count on Thursday 12 April 2018. For the purposes of this report, a rate of 350 has been adopted as the maximum peak hour number of trips.

Consideration should be given to the existing parking agreement whereby 200 spaces within the existing Port Central shopping centre carpark are made available to the public for 'all-day' parking. It is likely the majority of these spaces are utilised by people working within the CBD, and therefore access the carpark between 7:00 – 9:00am, and then leave between 3:30 – 5:30pm.

Accordingly, we can assume approximately 200 of the current trips into Port Central during these hours are commuters or long-term parkers. A similar number (100 per hour) can be assumed to leave the site in the afternoon. Therefore, it can be assumed that long-term parkers make up 100vph of the current 350 peak hour trips. Note that the existing 200 unlimited parking spaces fill up over a 2-hour period (7 – 9am), and therefore generate approximately 100 trips per hour into Port Central during peak times.

Therefore, if commuters comprise 100 of the current 350 peak hour trips in and out the carpark, we can assume that the Port Central Shopping Centre generates the remaining 250 trips per hour. Next, if we divide 250 into the existing 14,617m^2 GLFA, we get a rate of 17.1 daily trips per 100m^2 of GLFA, or 1.71 peak hour trips per 100m^2.

This rate is significantly lower than the rate indicated in the RMS 'Guide to Traffic Generating Developments'. However, the following should be noted:

- The RMS guide is based mainly on developments located in major cities
- Port Central is located within the Port Macquarie CBD, and close to other shopping outlets and many workplaces. Therefore, customers often park elsewhere and walk to the site.
- There are other off-street carparks, and a large amount of on-street parking within 400m of Port Central. A large numbers customers are likely to park outside the Port Central complex and walk to the site.

The RMS advise that the traffic rates and parking requirements shown in the 'Guide to Traffic Generating Developments' are indicative only, and may not apply to all situations. The RMS recommends assessing a similar development in a similar location (where possible), and adopting these rates.

Therefore, the following rates have been adopted for assessment of the proposed Port Central development:

Peak Hr:	1.71 trips per 100m^2 GLFA
Daily:	17.1 trips per 100m^2 GLFA

3.3.3 Estimated Future Volumes

Using the proposed total Gross Leasable Floor Area of the future Port Central shopping centre, and adding on the future long-term parking trips (say 200 vph) we can estimate the peak hour and daily volumes generated from the site:

Peak Hr:	[(16,599 / 100) x 1.71] + 200	=	484 trips
Daily:	approx. 10x peak hour volume	=	5000 trips

Therefore, the proposed expansion of Port Central will generate approximately 134 additional trips during both the morning and afternoon peak hours.

3.3.4 Annual Growth Rate

An annual growth rate of 2% has been adopted and applied to existing traffic volumes on adjacent CBD roads. It has been assumed that the development will be completed and operating by 2020. Therefore, 2030 has been adopted as 'development + 10 years'.

3.4 Trip Assignment

For the purposes of this assessment, the following assumptions have been adopted, based on assessments of the existing Port Central access:

- Traffic movements generated by the Port Central shopping centre during morning peak hours were observed to be 90% into the site and 10% out. The afternoon peak hour saw 65% out and 35% in. Given the proposed development involves expanding the existing shopping centre, it is assumed the current traffic patterns will continue in the future.
- The morning peak is currently experienced between 8:00 – 9:00am, similar to adjacent intersections. The afternoon peak volumes were experienced between 4:00 – 5:00pm. It is assumed these patterns will continue in the future.

- The future basement parking levels i.e. B01 and B02, will be accessed via the existing loading dock access lane. This will be a one-way road and therefore entry will be via Murray Street and exit via Hay Street. The remainder of the future parking will be accessed from the existing Port Central parking levels, and therefore enter and exit via the existing Murray Street access ramp.
- It is assumed the 150 additional long-term parking spaces (required by the agreement with Council) will be located on the top floor carpark of the existing 'Port Central', increasing the existing 'all day' parking spaces to 350. Therefore, 200 of the future peak hour trips have been assumed to be generated by the 'all-day' parking, and therefore access the site via the existing Murray Street access ramp.
- There are no significant changes proposed to the existing Port Central carparking layout, apart from changing the time limit on 150 existing spaces (from 3 hour to 'all day'), and removal of a small number of spaces to provide vehicle access to the proposed extension. Therefore, it is assumed that existing vehicle volumes and patterns generated by the existing carparking will be similar in the future i.e. the predicted increases and changes to vehicle movements will be generated almost entirely by the future carparking as part proposed Port Central expansion.
- The proposed basement parking levels (B01 & B02) include 107 of the 236 future additional parking spaces. Therefore, it is assumed 45% of the additional trips generated by the proposed expansion will utilise the loading dock access lane, while the remaining 55% will enter and exit via the existing carpark ramp.
- The majority of users of the 'all-day' parking are likely to be commuters, and therefore the majority will access Port Central carpark before 9:00am. The actual customers of Port Central are more likely to utilise the short-term parking, and access the carpark after 9:00am, due to the later opening hours of many of the retail outlets.

The estimated increase in peak hour traffic due to the proposed expansion of Port Central is 135 vehicles per hour, which has been distributed based on the above assumptions and observations of existing movements. The estimated increases in AM & PM movements is shown in Figures 3.8 and 3.9 below:

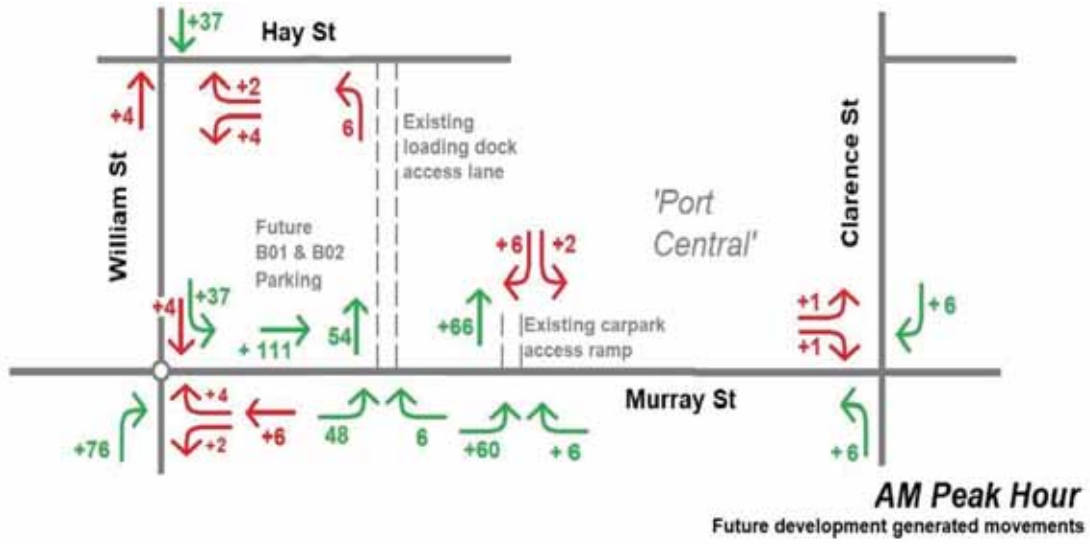


Figure 3.12 Distribution of increased AM peak hour movements due to proposed development.

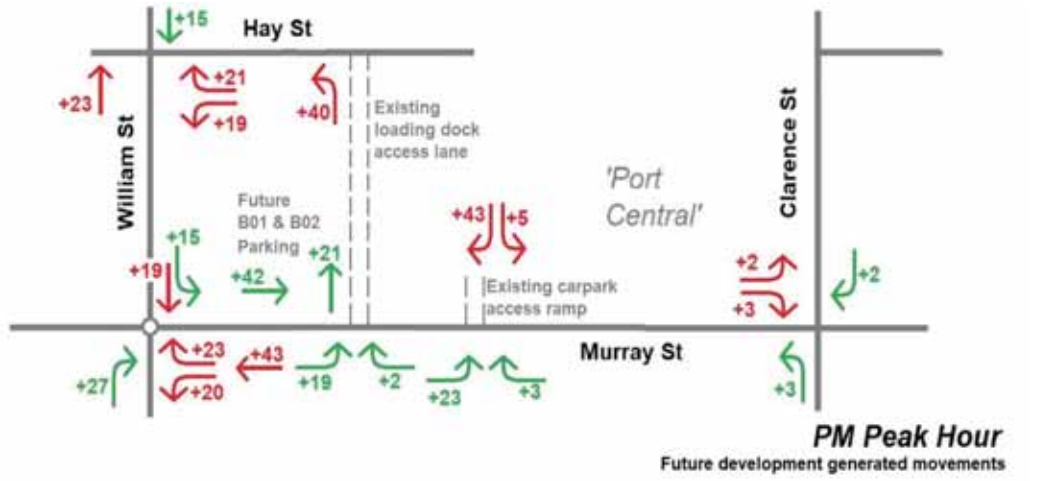


Figure 3.13 Distribution of increased PM peak hour movements due to proposed development.

To assess the operations of the adjacent intersections, the estimated increases shown in Figures 3.8 and 3.9 above have been added to the current volumes, which have been adjusted for the future (2030) by increasing by a 2% per annum rate. The following movement diagrams represent each of the 3 adjacent intersections in the year 2030.

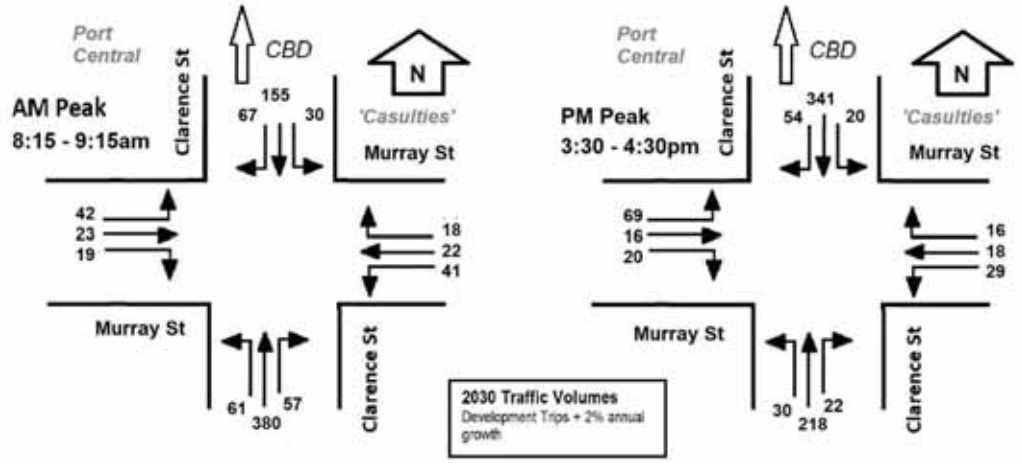


Figure 3.14 Future (2030) traffic volumes and movements through Clarence St intersection

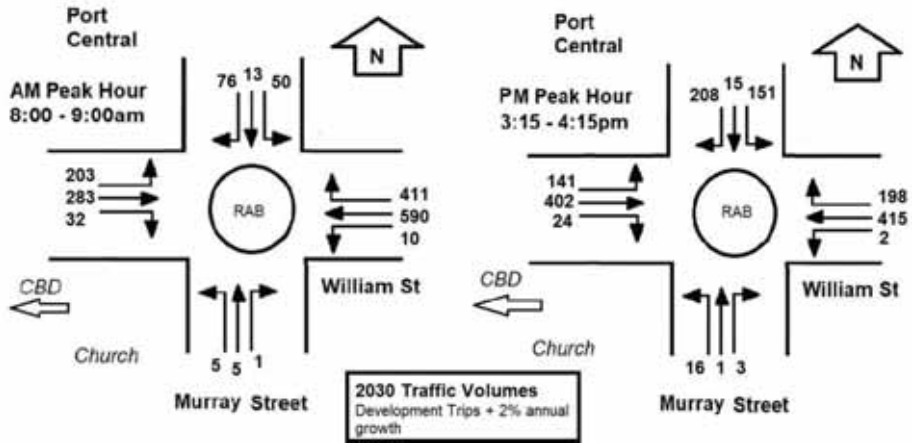


Figure 3.15 Future (2030) traffic volumes and movements through William St roundabout

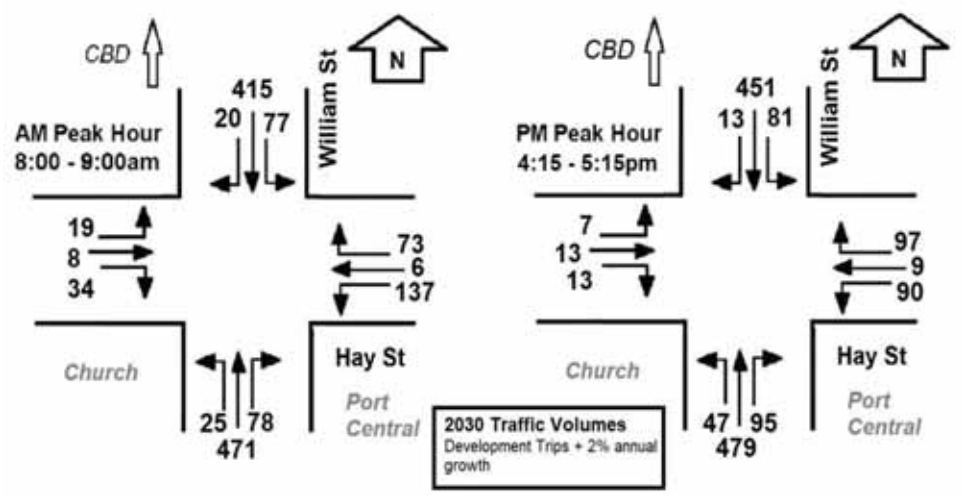


Figure 3.16 Future (2030) traffic volumes and movements through Hay St intersection

3.5 Peak Holiday Periods

3.5.1 Pedestrians

Port Central management have installed monitors at the main pedestrian entrances to the shopping complex to record the number of daily customers. The recent figures indicate up to 450,000 people walk into the complex each month. The records also indicate:

- The busiest days are Thursday, Friday and Saturday
- The quietest days are Sunday, Monday, Tuesday and Wednesday
- The peak period for the year is the week leading up to Christmas (i.e. 18 – 24 December)
- The week between Christmas and New Year is also very busy

The Port Central pedestrian records also indicate the increase in daily numbers for the month of December 2017, where the peak days (Thu, Fri & Sat) increase from 15,500 to 22,000 per day (see Figure 3.17 below).

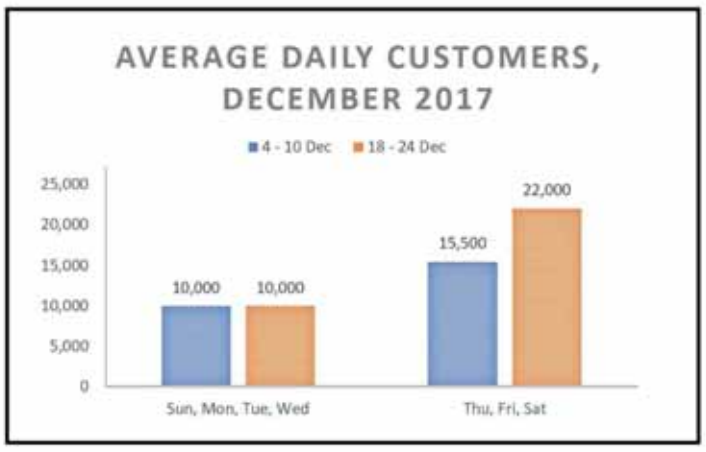


Figure 3.17 Comparison of average daily pedestrian numbers entering Port Central (Dec 2017)

It should also be noted that many of the pedestrians entering and exiting the Port Central complex may simply be utilising the 'all day' parking on the top level of the carpark, and heading elsewhere i.e. work, or other shopping areas.

3.5.2 Vehicles

Port Macquarie CBD traditionally experiences traffic congestion and parking shortages during the peak Christmas holiday period, due to the large number of shoppers and holiday-makers visiting the region. Similarly, traffic volumes in the Port Central vicinity are high, and it is assumed that vehicle numbers generated by the Port Central complex increase during the peak Christmas period at a similar rate to customer increase i.e. approximately 40%.

Over the past few years, Port Central has experienced congestion at the entry/exit to the carpark in Murray Street, with significant queues to enter the carpark ramp, and delays exiting the site due to high volumes on William Street and congestion at the adjacent roundabout.

Port Central management have engaged Men @ Work in recent years to provide traffic control at the carpark entry/exit to improve efficiency and reduce congestion. It is proposed to continue to utilise traffic controllers at peak times during the 2018 Christmas period.

4. INTERSECTION MODELLING

StreetWise utilised SIDRA to model existing and future traffic volumes through the intersections adjacent to the proposed Port Central expansion. The modelling was undertaken for the following scenarios:

- Existing AM and PM peak periods
- Completed development plus 10 years (2030)

The full results of the SIDRA modelling is included in Appendix C, D & E. However, the following is a summary of the modelling results:

4.1 Clarence St & Murray Street intersection

4.1.1 2018 Existing conditions

The existing layout of Clarence and Murray Streets is a 4-way intersection with Give Way signage controlling movements from the minor streets (Murray St). The majority of movements are to & from the CBD via Clarence Street, and traffic volumes are relatively low, allowing traffic to flow relatively freely. There are no formal pedestrian facilities at this intersection, with pedestrians waiting for a gap in the traffic to cross i.e. traffic flows are not impacted by pedestrians. StreetWise's onsite traffic counts also showed a minimal number of heavy vehicle movements through this intersection.

The existing SIDRA modelling indicates the following:

- All current AM movements indicate a Level of Service (LoS) of 'A' – '*A condition of free flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent.'*
- Average AM delays were 9.7 seconds or less, and the general queue length was 1 vehicle
- All current PM movements indicate a Level of Service (LoS) of 'A'
- Average PM delays were 9.3 seconds or less, and the average queue length was 1 vehicle

4.1.2 2030 Future conditions

The existing intersection of Clarence and Murray Streets has adequate capacity, and it is assumed the existing layout will be satisfactory for the next 10 years. The estimated increase in 2030, due to the Port Central expansion and also 10 years growth, is expected to be relatively minor.

The SIDRA modelling for 2030 indicates the following:

- ALL future AM movements indicate a Level of Service (LoS) of 'A'
- Average future AM delays will be 12.0 seconds or less, and the average queue length up to 1 vehicle.
- All future PM movements indicate a Level of Service (LoS) of 'A',
- Average future PM delays are up to 9.5 seconds, and the average queue length being less than 1 vehicle

4.2 William St & Murray Street intersection

4.2.1 2018 Existing conditions

The existing layout of William and Murray Streets is a one-lane roundabout, with widening at some of the approaches to permit additional left turns. The majority of movements are to & from the CBD via William Street, with a significant number also turning to & from Port Central via the minor side roads (Murray Street). Apart from trips generated by Port central, traffic volumes on the side roads are relatively low, and allowing traffic on the major road (William St) to flow relatively freely. There are no formal pedestrian facilities at this intersection, with pedestrians being directed approximately 20m away from the roundabout, and waiting for a gap in the traffic to cross i.e. traffic flows are not impacted by pedestrians. StreetWise's onsite traffic counts also showed a minimal number of heavy vehicle movements through this intersection.

The existing SIDRA modelling indicates the following:

- All current AM movements indicate a Level of Service (LoS) of 'A'
- Average AM delays were 12.4 seconds or less, and the general queue length was 1 vehicle
- Average queue lengths on William St (towards CBD) is 37m (or 5 – 6 cars), but the low average delays (9.1 seconds) confirm StreetWise observations that the traffic continues to flow, despite the relatively high volumes.
- All current PM movements indicate a Level of Service (LoS) of 'A'
- Average PM delays were 16.9 seconds or less, and the average queue length was 2 - 3 vehicles
- Average queue lengths on William St (towards CBD) is significant (10+ cars), due to the vehicles turning right from Murray St having priority. However, the low average delays (11.5 seconds) confirm StreetWise observations that the traffic continues to flow, despite the relatively high volumes.

4.2.2 2030 Future conditions

The existing intersection of William and Murray Streets (small, one-lane roundabout), still has some capacity, and it is assumed the existing layout will be satisfactory for the next 10 years. The estimated increase in 2030, due to the Port Central expansion and also 10 years growth, is expected to be relatively minor.

The SIDRA modelling for 2030 indicates the following:

- The majority of future AM movements indicate a Level of Service (LoS) of 'A', with just the minimal volume of right turns out of Murray Street (south) having a Los of 'B' i.e. '*In the zone of stable flow where drivers still have reasonable freedom to select their desired speed and to manoeuvre*

within the traffic stream. The general level of comfort and convenience is a little less than with level of service A.'

- Average future AM delays will be 16.9 seconds or less, and the average queue length up to 1 vehicle
- Average queue lengths on William St (towards CBD) is significant (10+ cars), due to the vehicles turning right from Murray St having priority. However, the low average delays (11.5 seconds) indicate that the traffic will continue to flow efficiently, despite the relatively high volumes.
- All future PM movements indicate a Level of Service (LoS) of 'A', apart from right turns out of Murray Street (south) having a Los of 'B'
- Average future PM delays are up to 15.9 seconds, and the average queue length being less than 3 vehicles
- Average queue lengths on William St (towards CBD) is significant (6 - 8 cars), due to the vehicles turning right from Murray St having priority. However, the low average delays (11.6 seconds) indicate that the traffic will continue to flow efficiently, despite the relatively high volumes.

4.3 William St & Hay Street intersection

4.3.1 2018 Existing conditions

The existing layout of William and Hay Streets is a 4-way intersection with Give Way signage controlling movements from the minor streets (Hay St). The majority of movements are to & from the CBD via William Street, and traffic volumes are relatively low, allowing traffic to flow relatively freely. There are no formal pedestrian facilities at this intersection, with pedestrians waiting for a gap in the traffic to cross i.e. traffic flows are not impacted by pedestrians. StreetWise's onsite traffic counts also showed a minimal number of heavy vehicle movements through this intersection.

The existing SIDRA modelling indicates the following:

- All current AM movements indicate a Level of Service (LoS) of 'A'
- Average AM delays were 13.3 seconds or less, and the general queue length was 1 vehicle
- All current PM movements indicate a Level of Service (LoS) of 'A'
- Average PM delays are 14.1 seconds or less, and the average queue length is up to 1 vehicle

4.3.2 2030 Future conditions

The existing intersection of Clarence and Murray Streets has adequate capacity, and it is assumed the existing layout will be satisfactory for the next 10 years. The estimated increase in 2030, due to the Port Central expansion and also 10 years growth, is expected to be relatively minor.

The SIDRA modelling for 2030 indicates the following:

- Most future AM movements indicate a Level of Service (LoS) of 'A'
- Average future AM delays for vehicles on William Street will be 8.4 seconds or less, and the average queue length up to 1 vehicle.
- Some of the future turns out of Hay Street indicate a Level of Service of 'B', due to the Give Way layout and priority to William Street traffic
- Average future AM delays for vehicles turning out of Hay Street may be up to 21.3 seconds, with average queue length up to 2 - 3 vehicles.
- All future PM movements indicate a Level of Service (LoS) of 'A',
- Average future PM delays are up to 14.1 seconds, and the average queue length being up to 1 - 2 vehicles

4.4 General intersection comment

The SIDRA modelling indicates the existing intersections assessed as part of this report (Clarence & Murray St, William & Murray St and William & Hay St) all have capacity to cater for the relatively low CBD volumes, and currently operate efficiently at peak times.

The additional volumes to be generated by the proposed Port Central expansion are also relatively low, and will be spread throughout the adjacent road network without any significant impacts. As can be seen from the SIDRA modelling results, the future volumes through the assessed intersections (including normal traffic growth) will continue to operate efficiently, with only minor lengthening of delays and queuing.

5. CARPARKING

5.1 Existing parking

The existing Port Central shopping centre includes 2 levels of carparking at the eastern end of the complex, adjacent to Murray Street. Level 1 is undercover, and includes 368 carparking spaces. Level 2 is the existing roof-top, open-air parking area, which includes 465 spaces. The total number of existing parking spaces is 833.

As part of an existing agreement with Port Macquarie-Hastings Council (relating to the original construction of 'Port Central'), the shopping complex is currently required to provide 200 all-day parking spaces for public parking, in addition to the parking required for Port Central patrons. The agreement requires 'Port Central' to provide an additional 150 public parking spaces as part of any expansion i.e. a total of 350 spaces.

The existing Gross Leasable Floor Area (GLFA) of Port Central is 14,617m^2. Table 2.5-1 of Council's DCP 2013 indicates any retail development is required to provide a minimum of 1 parking space per 30m^2 of GLFA. Therefore, based on the existing GLFA and the existing agreement with Council, the minimum number of off-street parking spaces currently required at Port Central is:

(14,617 / 30) + 200 = 488 + 200 = 688

Given there is currently 833 off-street parking spaces on the Port Central site, there is an excess of 145 spaces.

Figure 5.1 *Aerial photo of existing rooftop parking layout at Port Central*

5.2 Future parking

The proposed plans for the expansion of 'Port Central' indicate all construction will be on the adjacent vacant lot of land (at the corner of William Street and Murray Street. The plans show proposed construction of new 6 levels, with parking provided on all 6 levels. The proposed provision of parking is per the table below:

	B02	*B01*	*Ground*	*L1*	*L2*	*L3*	*Total*
Parking	52	52	27	30	30	39	230
Disabled	1	2	3	2	1	1	10

Figure 5.2 Proposed parking numbers at future Port Central expansion

As can be seen from Figure 5.2 above, the proposed Port Central expansion will include 240 additional parking spaces, 10 of which be designated disabled parking. It is also proposed that 8 spaces within the existing 'Port Central' undercover parking level will be removed to allow access to the proposed expansion of 'Port Central'. These are currently located along the southern boundary of Port Central, adjacent to the top of the existing carpark ramp. Similarly, 3 spaces on the current top level carpark will be also removed to provide access to future Level 01.

Therefore, the total number of off-street parking spaces to be provided on the expanded Port Central shopping centre will be:

Future Total = Existing + Proposed – 11 (removed for access)

= 833 + 240 – 11

= 1062 spaces

When the proposed expansion of Port Central is completed, the total gross leasable floor area will be 16,599m^2. Utilising Council's parking rate from DCP 2013 (1 space per 30m^2), the required number of parking spaces will be 554. In addition, the complex is required to provide 350 public spaces, as per the agreement with Council, making the minimum required number of parking spaces as 904. Therefore, the total number of spaces to be provided at the completion of the proposed expansion of Port Central will exceed the requirement by 158 spaces. It should also be noted that a new loading bay will also be provided on Level B02, with provision for short-term parking/goods pick-up for 3 cars.

5.3 Future parking access

The proposed expansion of Port Central will be located on the existing vacant lot at the corner of William Street and Murray Street. This site is adjacent to the existing parking levels of Port Central, and it is proposed to utilise the existing carpark access ramp and loading dock access lane to enter and exit the proposed new parking levels.

As the concept plans attached in Appendix A show, access to Level B02 (i.e. the lowest level) is proposed via the loading dock lane. It is proposed to maintain the existing one-way conditions of this laneway i.e. customers will enter from Murray Street and exit via Hay Street. Once the customers enter the Level B02 carparking, they can either choose to park in one of the 53 parking spaces on that level, or continue up to Level B01 via internal (2-way) access ramps.

Level B01 will provide 54 parking spaces (including 2 disabled spaces). Customers can only access Levels B02 and B01 from the loading dock laneway, with entry only at Level B02.

Access to the 29 parking spaces (2 disabled) on the new Ground level is proposed via a new driveway off the existing lower level Port Central carpark. Customers will enter Port Central from Murray Street via the existing access ramp, then turn left at the top of the ramp into the new parking area.

The proposed Level 01 parking area will provide 32 new parking spaces (2 disabled). Access to the new parking area will be provided from the existing rooftop parking area. It is proposed to remove 3

existing parking spaces along the southern boundary to construct a vehicle access to the new Level 01 carpark. A new internal ramp will be constructed within the Level 01 carpark to provide access to Level 02 (31 spaces) and Level 03 (37 spaces). Therefore, the 100 new spaces to be provided on Levels 01, 02 and 03 will need to be access from the existing rooftop parking.

In summary, the 107 spaces on the proposed basement levels (B01 & B02) will be accessed via the existing loading dock laneway. The 129 new spaces to be provided on the upper levels i.e. Ground, L01, L02 & L03 will be accessed via the existing carpark ramp off Murray Street.

5.4 Loading Dock Access Lane

The existing Port Central shopping centre includes a basement level loading dock, where bulk goods are unloaded from delivery vehicles, and larger purchased items can be collected by customers. One-way access is currently available from Murray Street, with all vehicles exiting to Hay Street. The existing access lane is 4 metres wide, and caters for vehicles up to semi-trailer size.

Figure 5.3 Existing Loading Dock – Murray Street entry (left) and Hay Street exit (right)

As discussed in 5.2 above, it is proposed to utilise the existing loading dock access lane to enter and exit the 2 future basement parking levels via the lower level i.e. Level B02. It is proposed to continue the existing one-way format of the lane, due to mainly it's limited width, but also for the increased safety of the one-way movements.

Onsite traffic counts by StreetWise indicated 12 delivery vehicles accessed the loading dock area via the existing laneway between 6:45 – 9:30am. The vehicles ranged from semi-trailers to single unit trucks, with the peak being 3 trucks arriving in the 15 minutes between 8:15 – 8:30am. The afternoon count indicated no heavy vehicles delivering to the site between 2:45 – 5:15pm.

Discussions with Gowings indicated that the above pattern is similar most days, with approximately 4 – 5 deliveries to the loading dock area each hour in the morning, then only a minimal number of deliveries each afternoon.

As discussed previously, it is proposed utilise the existing loading dock access lane to provide entry and exit from the 2 future underground parking levels, which will result in Port Central customers occassionaly having to share the one-way access lane with delivery vehicles, including semi-trailers. To minimise any potential conflicts, the following will be considered as part of the proposed Port Central upgrade:

- Installation of signage,
  - to warn customers of potential heavy vehicle movements
  - to warn delivery drivers of light vehicle movements through the loading dock area
  - to warn all delivery dock laneway users give way to pedestrians at the Hay St footpath

- ensure all laneway users are aware of the one-way requirement i.e. no right turn out of carpark

- Ensure the laneway and loading dock area is well lit and clearly linemarked

It should also be noted that it is likely that staff will be encouarged to park within the lower basement levels, freeing up the the 'preferable' spaces within the existing carpark for the public.

The existing loading dock entry is located adjacent to the existing carpark entry ramp on the western side of Murray Street (see Figure 5.3 above). As can be seen from Figure 3.9, there is only a small number of customer vehicles (2) expected to turn right into the loading dock access lane to park in the lower lower levels during peak hours. It is expected that the majority of vehicles will approach from the southern end i.e. through the roundabout at William Street.

6. IMPACTS & AMELIORATION

6.1 Increased Traffic Volumes

As discussed elsewhere in this report, when completed, the proposed expansion of Port Central will generate 484 peak hour trips, an increase of 134 trips on the current 350 peak hour trips. This equates to approximately 2 additional vehicle trips per minute.

6.2 Impacts on Local Road Network

As discussed in Section 4, the additional vehicle trips to be generated by the proposed expansion of Port Central is relatively minor, and when distributed throughout the adjacent CBD road network, will have a minimal impact.

The adjacent roads have the capacity to cater for the increased traffic volumes, while the SIDRA modelling has shown that the existing intersections currently operate efficiently, and, at worst, will operate at a Level of Service of 'B' in the future i.e. including the Port Central traffic + 10 years local growth at 2% p.a.

As can be seen from the diagrams and modelling included within the report, the minor increase in traffic volumes resulting from the developoment will not have a significant impact on adjacent roads and intersections, and will be further dispersed by the time vehicles reach the outskirts of the CBD precinct.

6.3 Access Impacts

6.3.1 Vehicles

As discussed elsewhere in this report, the development will result in the following:

- Increased vehicle movements entering and exiting via the existing carpark ramp at Murray Street
- Use of the existing loading bay access lane off Murray Street by staff and public to access proposed basement carparking
- Increased vehicle volumes exiting the site via the existing loading bay access lane onto Hay Street

To minimise the impacts of the additional movements in & out of the Port Central site, the following measures will be considetred:

- Appropriate signage and infrastructure provided to maximise safety for both pedestrians and motorists in these vicinities.
- Minimise vehicle speeds within the Port Central site

6.3.2 Pedestrians

There is potential at the existing vehicle entry/exit locations of the Port Central complex for conflict between pedestrians and vehicles. These locations (see Figure 5.3) are:

- The combined loading dock lane and carpark entry ramp in Murray Street
- The loading dock exit at Hay Street.

The main issues with the Murray Street entry & exit location are:

- The wide expanse of the combined driveways (4 lanes i.e. approx.10m)
- Sight distance obscured by signage, columns and concrete walls
- Lack of delineation of footpath
- Steep slope on carpark entry/exit ramp
- Minimal signage warning of pedestrian and/or vehicle movements
- Poor quality of the footpath at the approach to the access location
- Addoitional hazards when Council are accessing the existing temporary stockpile on adjacent vacant lot.

The above issues are increased when Council vehicles are accessing the adjacent stockpile site.

Figure 6.1 *Existing carpark ramp and loading dock entry lane off Murray Street*

The main issues with the Hay Street loading dock exit location are:

- The proximity to the Mecure hotel driveway and the wide expanse of the combined driveways (3 lanes i.e. approx.8m)
- Sight distance reduced by concrete walls
- Lack of delineation of the driveway
- Steep upslope on loading dock exit ramp -
- Minimal signage warning of pedestrian and/or vehicle movements
- Proximity of loading zone lane

Figure 6.2 *Existing loading dock exit lane at Hay Street*

A number of measures to minimise pedestrian/vehicle conflicts are planned as part of the proposed development, including:

- Additional signage to warn drivers about pedestrians, and also to warn pedestrians to look for vehicles
- Better delineation of roadways, access ramps and footpaths, including varying surface texture and/or colouring to highlight potential conflict areas
- Speed control measures, particularly at access/exit ramps
- Removal, relocation or adjustment to existing structures which may restrict sight distance of pedestrians or drivers

6.4 Public Transport

Buses currently service the Port Macquarie CBD, with the nearest bus stop approximately 100m from the Clarence Street entry (off Glasshouse courtyard in Clarence Street). There are no plans to change the existing pedestrian access to the site, apart from providing an additional access from William Street. Therefore, future access to existing bus services will be similar to existing conditions.

6.5 Walking & Cycling

The pedestrian network in the vicinity of Port Central generally consists of footpaths on either side of CBD streets, connected by formal and informal pedestrian crossing points. The majority of footpaths across the frontage of Port Central are 3 – 4.5m wide, with pedestrian ramps provided at all intersections. However, the existing footpath across the William Street frontage is narrow and currently has an even surface. This area also a number of hazards to pedestrians including a seat located within the walkway, uneven fencing and vegetation spreading across the walkway. These hazards will be removed when the William Street frontage is upgraded as part of the development.

This report has shown that the existing local road network has adequate capacity to cater for the additional traffic to be generated by the proposed expansion of Port Central, with no upgrades of roads or intersections required. Therefore, the existing pedestrian facilities are likely to remain unchanged, apart from the future upgrade of William Street to Council's Town Centre Masterplan requirements, which will likley include widened footpaths and improved pedestrian facilities around the existing William Street & Murray Street roundabout. This will improve pedestrian access and safety in the vicinity of the proposed new Port Central entry off William Street.

The development will increase traffic movements around the existing carpark entry ramp in Murray Street, and the associated upgrade of the existing entry to loading dock access lane. Similarly, the development will generate increased vehicle movements exiting via the loading dock access road onto Hay Street. See Section 6.3 above for discussion of proposed amelioration measures.

There are currently no bike lanes and minimal bike facilities within the Port Macquarie CBD. Therefore, the proposed Port Central expansion is unlikely to have any additional impacts on local bike movements.

6.6 Road Safety

The proposed expansion of Port Central will retain existing vehicle access locations, and therefore there will be no major changes to existing traffic patterns, apart from a relatively minor increase in traffic volumes in the vicinity of Port Central.

The minor increase in traffic volumes due to the development will not also require any upgrades or changes to the CBD streets or intersections.

It is proposed to implement ameliorative measures to minimise speeds, minimise turns which may cause conflict (into the carpark) and also install warning signage. The associated works will also improve the existing footpath across the William Street frontage, as well as implementing a number

of measures to minimise conflicts between vehicle movements and pedestrians at the Murray Street carpark entry and the Hay Street loading dock exit.

6.7 Parking Supply

The proposed development will increase the number of off-street parking spaces within the Port Central site from 833 to 1058 – an increase of 225. Based on the proposed floor area of the expanded retail space, Port Central is required to provide 554 spaces. The shopping centre is also required to provide 350 'all day' spaces available to the public (as part of an agreement with Council). Therefore, the total amount of spaces required is 904.

Given that the proposed development will actually include 1058 spaces, there will be an excess of 154 off-street parking spaces provided.

It should be noted that the additional 150 public spaces to be provided as part of the proposed development will reduce the number of vehicles currently parking within the CBD streets or other long-term parking areas.

7. SUMMARY

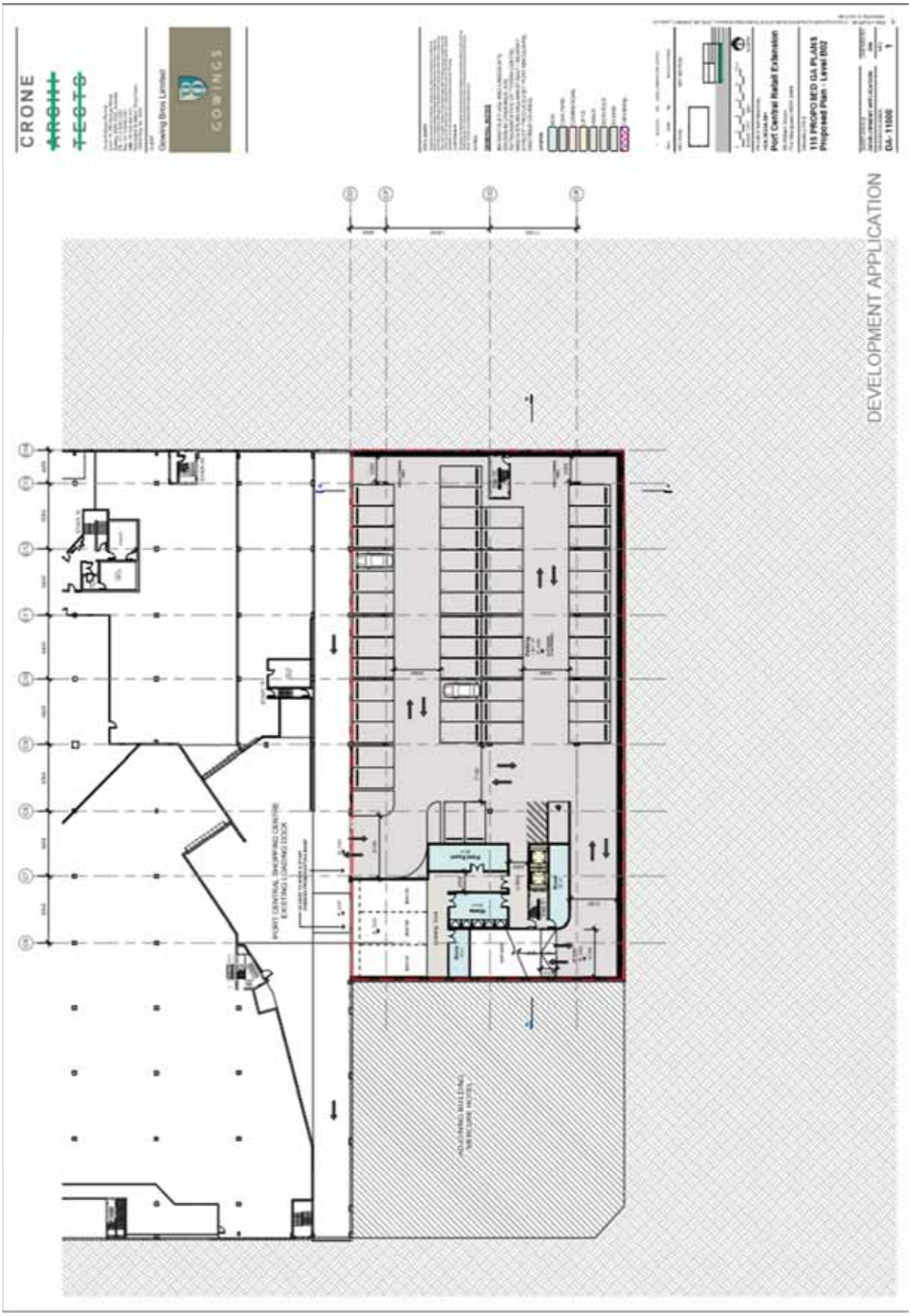
- The proposed development will generally be located on the adjacent vacant lot at the corner of William Street and Murray Street. The proposed development will include a 6-storey expansion of the existing Port Central Shopping Centre, which will include a mixture of retail & office space and carparking.

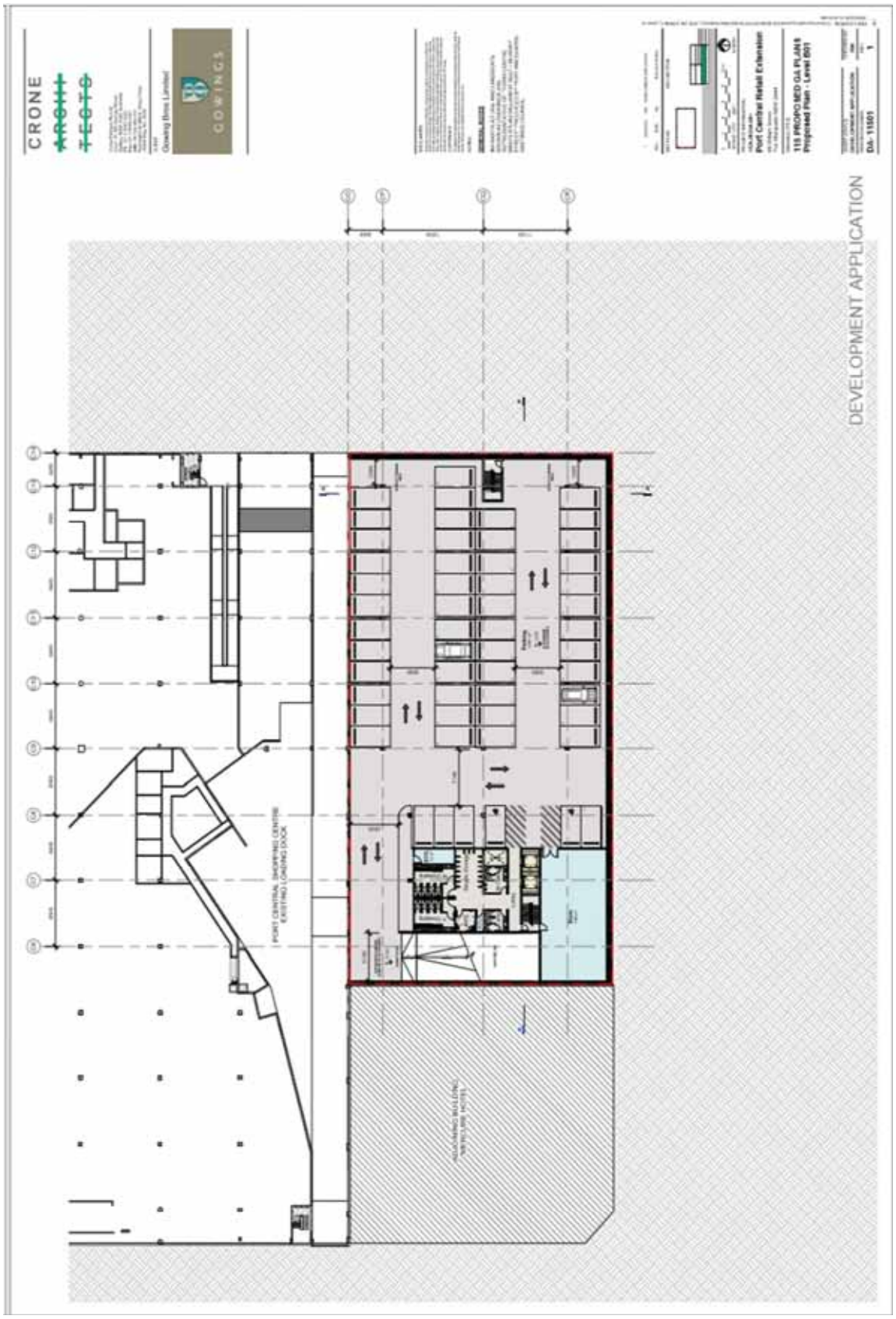
  The development will include 2 new basement carpark levels, which will be accessed via the existing loading dock access lane. The other new (upper) levels of carparking will be accessed via the existing carpark ramp off Murray Street.
- The proposed expansion of Port Central will generate 484 peak hour trips - an increase of 134 trips on the current 350 peak hour trips. All of the additional inwards movements will be via the Murray Street access, while 45% of additional exit trips will be via Hay Street – which will help disperse additional trips through the local road network.
- The proposed development will increase the number of off-street parking spaces within the Port Central site from 833 to 1062 – an increase of 229. The total number of spaces to be provided is actually 158 spaces more than is required by council's parking code and the previous agreement with council.
- The adjacent CBD road network has the capacity to cater for the additional vehicle trips to be generated by the proposed development. The relatively small number of additional trips to be generated by this development will likely be dispersed quickly, and have minimal impacts on the wider road network.
- The SIDRA modelling assessment indicates the existing intersections in the vicinity of Port Central currently at a satisfactory level of efficiency, with all traffic movements at all 3 intersections operating at a Level of Service of 'A' or 'B'. The modelling also indicated the same intersections will cater for increased volumes in 2030 (Port Central traffic + 2% pa local traffic growth) with only a minor reduction in efficiency i.e. all turn movements operating at a LoS of 'B' or better.
- The Port Macquarie CBD precinct experiences significant increases in traffic volumes and congestion during the annual peak holiday period between December 18 – 31, due to the influx of holiday-makers. Similarly, the traffic generated by Port Central increases by up to 40% over the Christmas period. Traffic control is currently engaged each year to improve traffic movements in and out of the Murray Street carpark ramp.
- Potential conflicts between pedestrians and vehicles may occur at the existing site access in Murray Street, and also the loading lane exit in Hay Street. A number of measures can be implemented to reduce the potential conflicts.

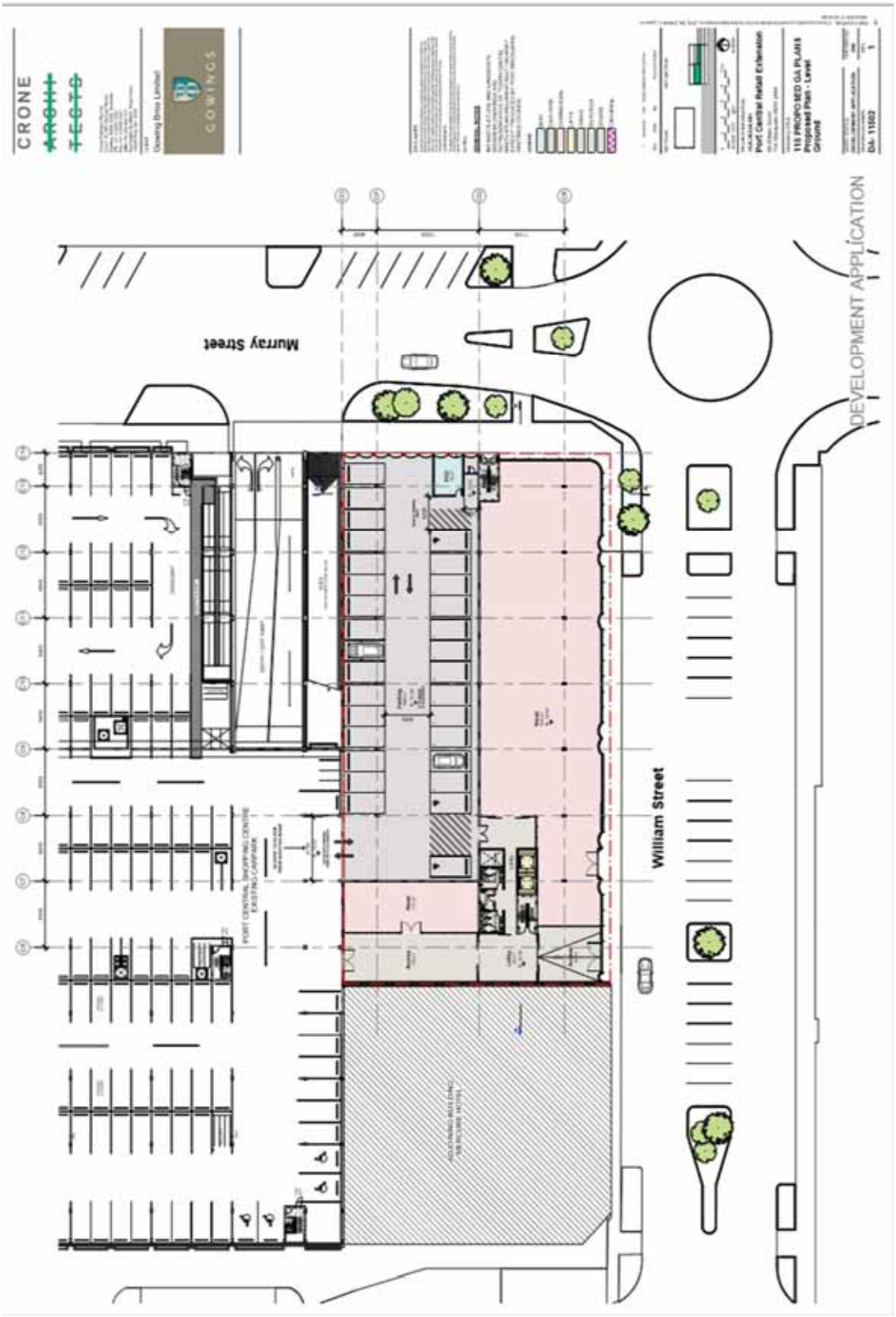
8. RECOMMENDATIONS

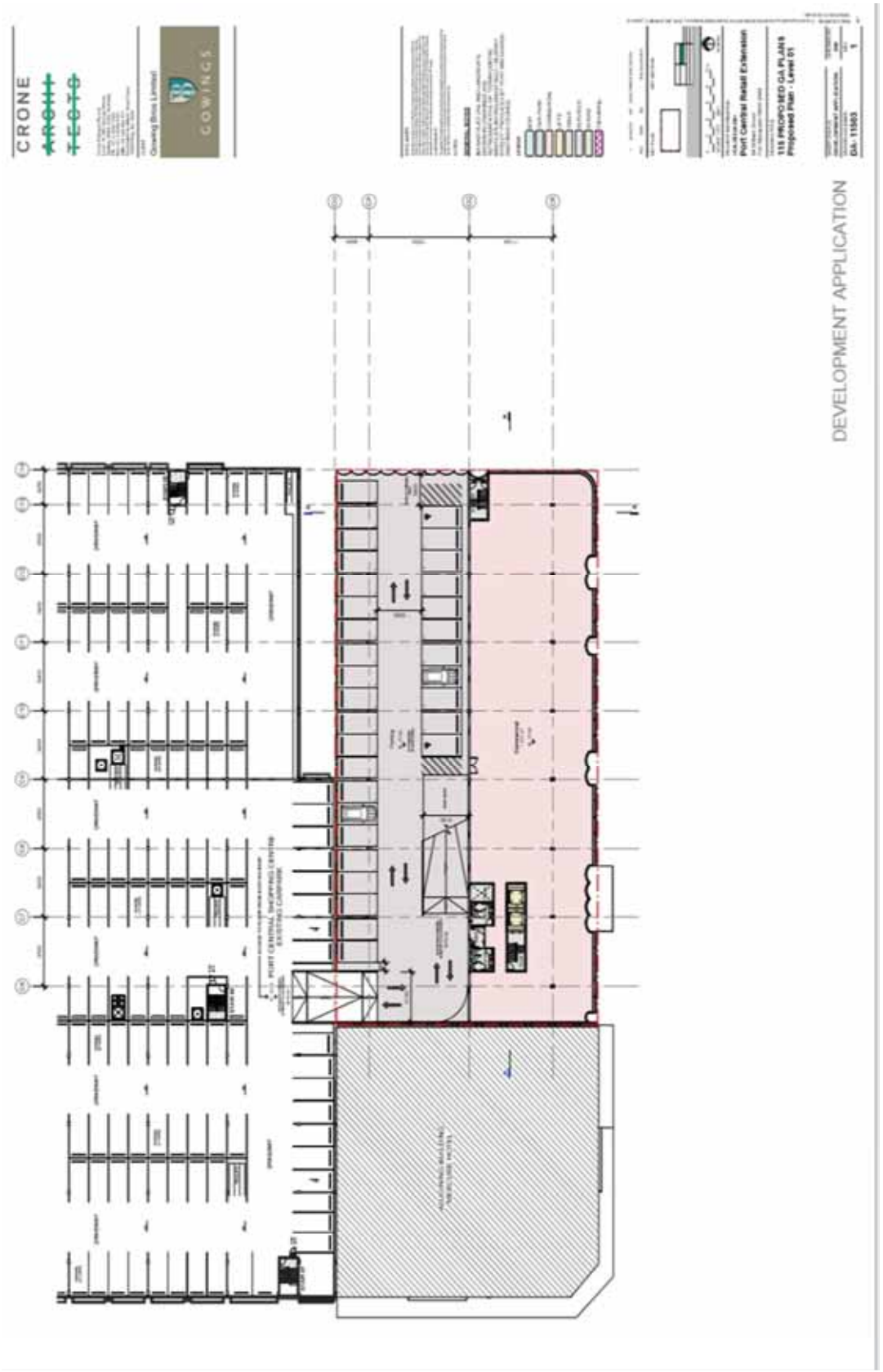
- The adjacent CBD road network has the capacity to cater for the additional traffic to be generated by the proposed development. The intersections currently operate efficiently, and it is recommended the current intersection layouts of Clarence St & Murray St, William St & Murray St and also William St & Hay St be retained, as they have capacity to cater for future traffic.
- Any upgrades to William Street required as part of the proposed development should conform with Council's Town Centre Management Plan.
- The existing carpark entry ramp should clearly linemarked and signposted to warn motorists of pedestrian movements in Murray Street. Also, signage should installed to make pedestrians aware of vehicle movements in and out of the Port Central carpark. Consideration should also be given to installing signage and other methods to ensure carpark speed limits are minimised.
- Signage should be installed to clearly delineate the future carparking areas, and the two separate access points i.e. loading dock access and current carpark ramp. Also, it is recommended that access to the all-day, roof-top parking be clearly signposted.
- To minimise any potential conflict between vehicles accessing the future basement carparking and vehicles utilising the loading dock, the following is recommended:
  - Linemarking to delineate loading dock access and manoeuvring areas
  - Stop or Give Way signage at the basement carpark exit to ensure vehicles stop and look for vehicles on the loading dock access road
  - Signage to warn drivers of potential movements in & out of basement carpark
  - Signage to warn vehicles of potential manoeuvring in loading dock area
- To minimise conflict between pedestrians and vehicles at the Murray Street carpark entry and also the Hay Street loading dock exit, the following should be provided:
  - Signage to make drivers and pedestrians aware of potential conflict
  - Measures to minimise vehicle speeds when entering and exiting the site
  - Provision of coloured and/or textured road and footpath surfaces to highlight the potential conflict areas.
  - Removal, relocation or adjustment of structures or landscaping that may currently obstruct sight distance for pedestrians or drivers at the vehicle entry and exit locations.
- All proposed parking layouts are to conform with the requirements of AS 2890 and Council's parking requirements.
- Port Central management should continue to engage qualified traffic controllers at the carpark access ramp in Murray Street during the peak Christmas period to improve safety and efficiency of vehicle movements in & out of the carpark, as well as pedestrian movements across the driveways.
- Additional linemarking and signage should be provided in Murray Street to ensure clear delineation of turn lanes in & out of the Port Central carpark and loading dock areas. All other linemarking in the vicinity of the Murray Street entry ramp should be refreshed.
- In conclusion, the development meets the required guidelines in terms of safe access to the site. The local road network, including adjacent intersections, have adequate capacity to cater for the relatively small number of additional vehicle trips to be generated by the development with minimal impacts. Streetwise recommend that there are no traffic-related reasons to reject this development proposal.

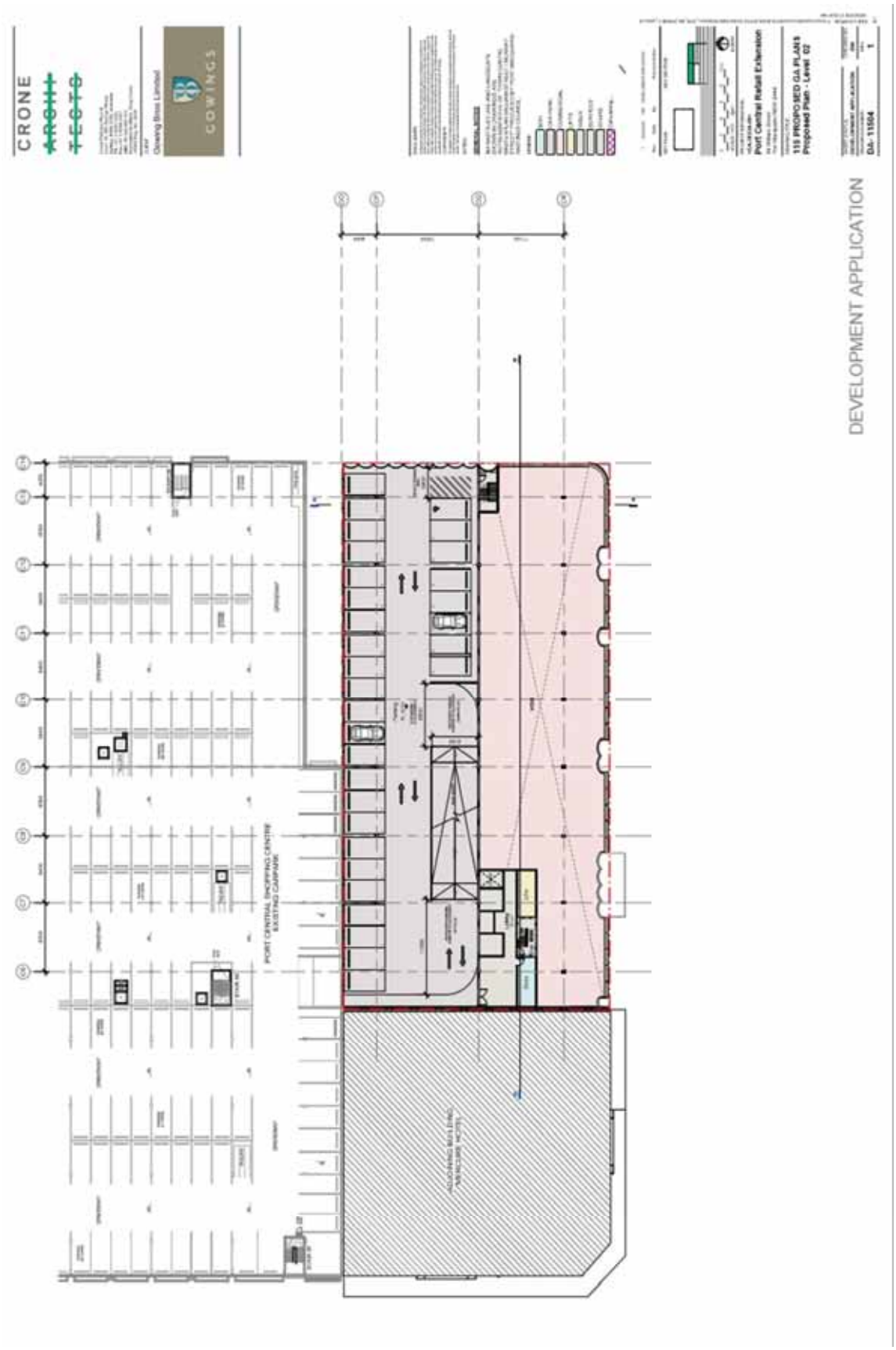
Appendix A
Preliminary Building Layout Plan

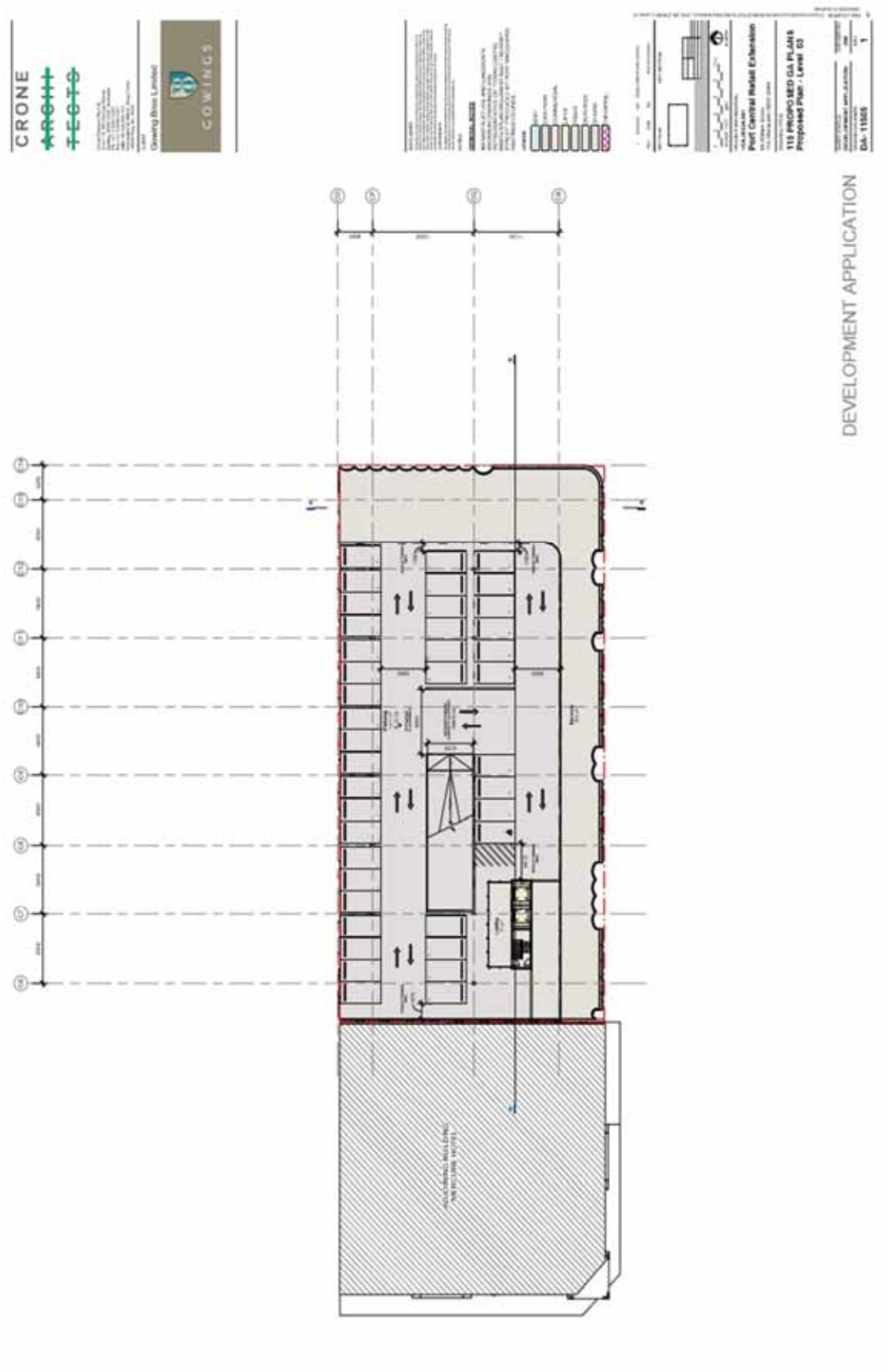

CRONE
ARCHITECTS
Gowing Bros Limited
GOWINGS
Port Central Retail Extension
115 PROPOSED GA PLANS
Proposed Plan - Level 002
DA- 11000
DEVELOPMENT APPLICATION


CRONE
ARCHITECTS
GOWINGS
DEVELOPMENT APPLICATION


CRONE
GOWINGS
Murray Street
William Street
DEVELOPMENT APPLICATION


CROWE
GOWINGS
DEVELOPMENT APPLICATION

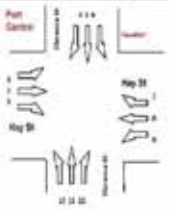

CRONE
ARCHITECTS
COWINGS
Port Central Retail Extension
113 PROPOSED GA PLANS
Proposed Plan - Level 02
DA- 11504
DEVELOPMENT APPLICATION
PORT CENTRAL SHOPPING CENTRE
EXISTING CARPARK
HOLDING BUILDING


CRONE
ARCHITECTS
GOWINGS
DEVELOPMENT APPLICATION

Appendix B
Manual Traffic Count Results

Time		Movement												Subtotals	
		Hay St (South)			Clarence St (west)			Hay St (north)			Clarence St (east)				
		1	2	3	4	5	6	7	8	9	10	11	12	15 min Total	1hour Total
2:45	3:00	7	5	12	20	32	1	1	8	6	5	55	7	159	
3:00	3:15	3	1	25	10	44	3	2	3	8	3	39	4	145	
3:15	3:30	4	4	11	9	53	3	1	4	8	2	37	4	140	
3:30	3:45	2	2	9	13	108	7	6	3	4	3	47	5	209	653
3:45	4:00	0	4	14	13	61	4	4	4	6	4	51	5	170	664
4:00	4:15	3	1	11	10	58	2	2	2	8	5	36	4	144	663
4:15	4:30	9	4	19	5	42	3	1	3	5	5	38	7	141	664
4:30	4:45	2	1	19	12	65	3	4	3	9	4	44	4	170	625
4:45	5:00	3	1	12	9	45	4	5	2	8	2	36	2	129	584
5:00	5:15	2	1	13	11	62	4	5	10	5	9	32	5	159	599
5:15	5:30	2	1	10	9	51	2	3	5	4	5	25	3	120	578

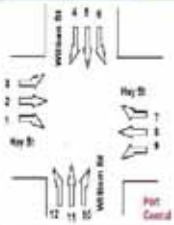
Onsite traffic count - 12 April 2018



Time		Movement												Subtotals	
		Hay St (South)			Clarence St (west)			Hay St (north)			Clarence St (east)				
		1	2	3	4	5	6	7	8	9	10	11	12	15 min Total	1hour Total
7:00	7:15	5	5	6	6	25	2	5	5	6	5	35	2	107	
7:15	7:30	5	2	2	6	39	4	5	2	2	11	30	5	113	
7:30	7:45	6	4	10	6	35	3	6	4	10	11	43	6	144	
7:45	8:00	3	4	7	8	23	4	3	4	7	13	53	8	137	501
8:00	8:15	3	5	8	6	27	8	3	6	8	9	59	6	147	541
8:15	**8:30**	**4**	**3**	**10**	**8**	**32**	**5**	**4**	**2**	**10**	**7**	**72**	**11**	**168**	**596**
8:30	**8:45**	**4**	**6**	**7**	**16**	**29**	**3**	**4**	**6**	**7**	**11**	**96**	**11**	**200**	**652**
8:45	**9:00**	**1**	**4**	**6**	**11**	**38**	**8**	**1**	**4**	**6**	**21**	**78**	**12**	**190**	**705**
9:00	**9:15**	**5**	**5**	**9**	**13**	**23**	**8**	**3**	**5**	**9**	**4**	**54**	**11**	**151**	**709**
9:15	9:30	3	3	6	10	15	6	3	4	7	4	48	10	119	660

Time		Movement												Subtotals	
		Hay St (South)			William St (west)			Hay St (north)			William St (east)				
		1	2	3	4	5	6	7	8	9	10	11	12	15 min Total	1hour Total
2:45	3:00	2	1	1	7	62	18	19	2	12	9	108	5	246	
3:00	3:15	5	1	1	3	92	11	8	6	10	13	96	3	249	
3:15	3:30	4	1	2	2	89	25	10	2	17	15	61	2	230	
3:30	3:45	2	2	5	7	99	16	7	0	20	12	91	3	264	989
3:45	4:00	5	0	1	3	60	8	16	3	20	13	95	4	234	977
4:00	4:15	7	3	2	4	82	13	19	3	12	4	99	5	253	981
4:15	**4:30**	**11**	**2**	**2**	**3**	**59**	**10**	**5**	**1**	**25**	**13**	**104**	**5**	**246**	**997**
4:30	**4:45**	**4**	**0**	**3**	**4**	**75**	**19**	**17**	**2**	**27**	**13**	**88**	**4**	**256**	**989**
4:45	**5:00**	**4**	**1**	**2**	**3**	**79**	**13**	**11**	**1**	**28**	**17**	**91**	**2**	**252**	**1007**
5:00	**5:15**	**8**	**3**	**8**	**6**	**85**	**19**	**23**	**1**	**25**	**13**	**85**	**9**	**285**	**1039**
5:15	5:30	5	1	4	3	63	10	15	0	18	8	70	5	202	995

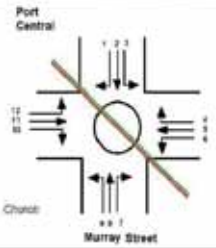
Onsite traffic count - 12 April 2018



Time		Movement												Subtotals	
		Hay St (South)			William St (west)			Hay St (north)			William St (east)				
		1	2	3	4	5	6	7	8	9	10	11	12	15 min Total	1hour Total
7:00	7:15	0	0	0	0	21	4	4	0	3	10	45	2	89	
7:15	7:30	1	0	0	1	28	5	5	2	3	11	70	3	128	
7:30	7:45	0	3	0	2	41	9	14	2	3	11	64	6	155	
7:45	8:00	1	3	1	2	43	12	9	4	8	17	63	7	170	542
8:00	8:15	1	3	1	7	78	20	13	1	14	15	97	10	258	711
8:15	**8:30**	**2**	**1**	**2**	**3**	**74**	**18**	**14**	**2**	**16**	**12**	**75**	**13**	**232**	**815**
8:30	**8:45**	**1**	**5**	**0**	**2**	**96**	**14**	**16**	**3**	**13**	**22**	**98**	**10**	**280**	**940**
8:45	**9:00**	**5**	**1**	**3**	**1**	**91**	**16**	**14**	**0**	**11**	**18**	**108**	**12**	**280**	**1050**
9:00	**9:15**	**2**	**3**	**1**	**4**	**83**	**16**	**16**	**2**	**16**	**23**	**97**	**2**	**265**	**1057**
9:15	9:30	1	1	1	1	74	13	12	1	13	20	85	5	227	1052

Time		Movement												Subtotals	
		Murray St (north)			William St (east)			Murray St (south)			William St (west)				
		1	2	3	4	5	6	7	8	9	10	11	12	15 min Total	1hour Total
7:15	7:30	4	0	3	20	56	0	0	0	4	0	25	11	123	
7:30	7:45	8	0	10	25	60	3	0	1	1	0	30	17	155	
7:45	8:00	10	0	12	40	84	3	0	0	4	1	40	16	210	
8:00	8:15	12	3	10	60	118	3	1	2	6	5	43	28	291	779
8:15	8:30	4	3	10	69	117	2	0	1	3	8	52	27	296	952
8:30	8:45	22	0	6	74	114	2	0	1	4	6	63	30	322	1119
8:45	9:00	19	4	12	61	116	1	0	0	1	7	62	46	329	1238
9:00	9:15	29	0	13	59	85	1	0	0	5	4	61	32	289	1236
9:15	9:30	21	1	8	42	60	1	0	1	2	3	55	25	219	1159

Onsite traffic count - 12 April 2018



Time		Movement												Subtotals	
		Murray St (north)			William St (east)			Murray St (south)			William St (west)				
		1	2	3	4	5	6	7	8	9	10	11	12	15 min Total	1hour Total
2:45	3:00	41	0	18	22	53	0	0	3	3	6	70	27	243	
3:00	3:15	50	1	28	29	60	0	0	3	5	3	71	12	262	
3:15	3:30	42	6	23	32	65	1	1	0	2	6	88	24	290	
3:30	3:45	30	2	20	40	81	0	0	1	5	4	74	26	283	1078
3:45	4:00	37	3	31	30	99	1	2	0	3	6	78	28	318	1153
4:00	4:15	37	1	29	330	82	0	0	0	3	3	62	21	568	1459
4:15	4:30	33	2	31	32	66	0	0	0	2	4	79	19	268	1437
4:30	4:45	29	1	29	21	61	0	1	0	3	5	86	19	255	1409
4:45	5:00	31	2	47	22	71	0	0	0	4	4	85	20	286	1377
5:00	5:15	31	1	36	32	67	1	2	0	5	6	90	22	302	1111
5:15	5:30	28	0	25	21	55	0	0	0	1	3	72	15	220	1063

Appendix C

SIDRA Traffic Modelling Results

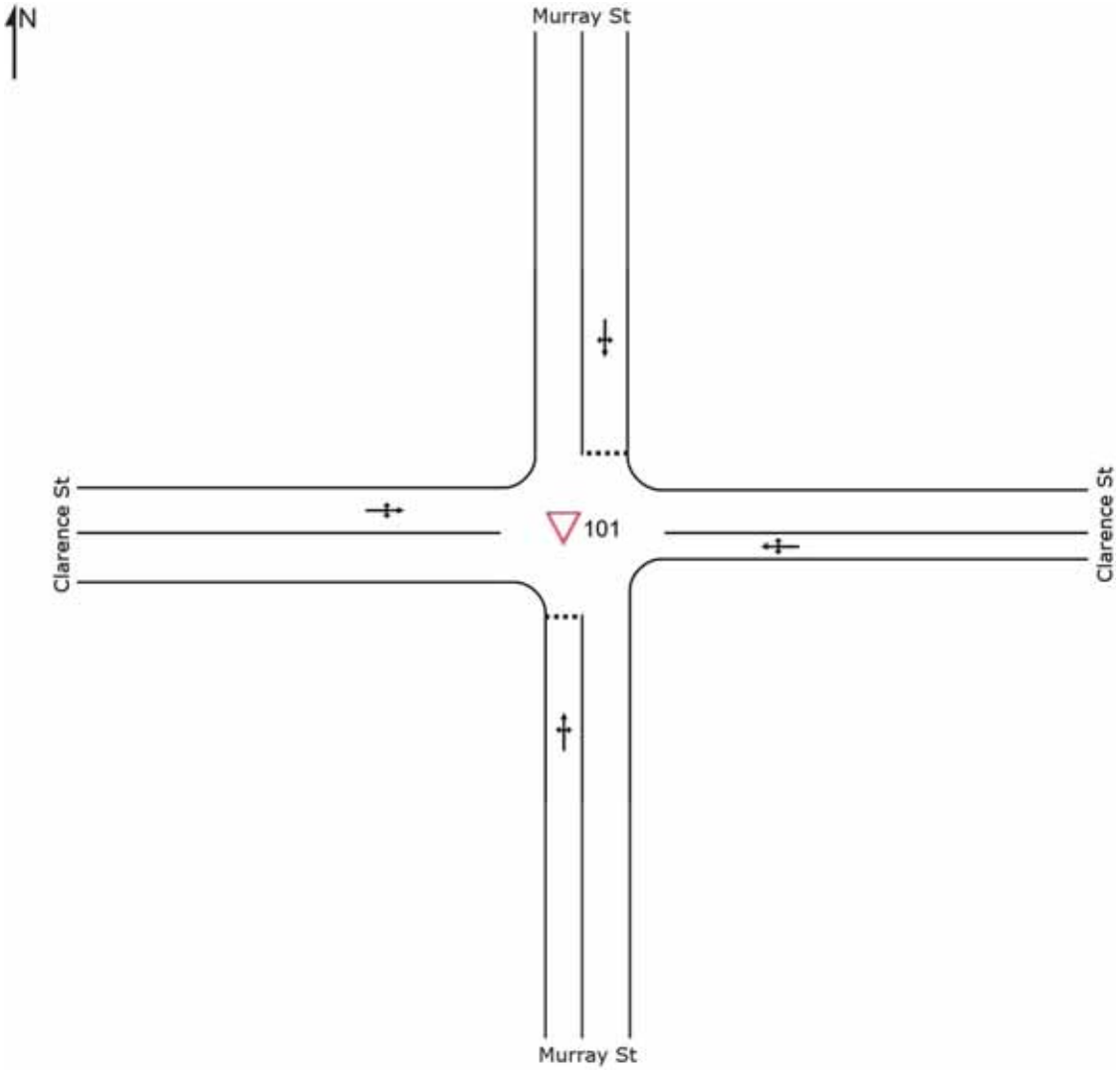
Site 1

Clarence St & Murray St

SITE LAYOUT

Site: 101 [101 - Clarence St - Murray St PM Peak 2018]

101 - Clarence St - Murray St
Giveway / Yield (Two-Way)



MOVEMENT SUMMARY

Site: 101 [101 - Clarence St - Murray St AM Peak 2018]

101 - Clarence St - Murray St
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Murray St											
1	L2	34	0.0	0.080	6.6	LOS A	0.3	2.0	0.44	0.66	52.1
2	T1	19	0.0	0.080	7.7	LOS A	0.3	2.0	0.44	0.66	52.5
3	R2	15	0.0	0.080	9.7	LOS A	0.3	2.0	0.44	0.66	47.6
Approach		67	0.0	0.080	7.6	LOS A	0.3	2.0	0.44	0.66	51.6
East: Clarence St											
4	L2	45	0.0	0.217	2.4	LOS A	0.4	3.1	0.10	0.11	55.8
5	T1	316	0.0	0.217	0.1	LOS A	0.4	3.1	0.10	0.11	58.7
6	R2	47	0.0	0.217	2.8	LOS A	0.4	3.1	0.10	0.11	56.2
Approach		408	0.0	0.217	0.7	NA	0.4	3.1	0.10	0.11	58.1
North: Murray St											
7	L2	34	0.0	0.074	5.9	LOS A	0.3	1.9	0.28	0.59	29.8
8	T1	18	0.0	0.074	7.8	LOS A	0.3	1.9	0.28	0.59	52.7
9	R2	15	0.0	0.074	9.6	LOS A	0.3	1.9	0.28	0.59	52.6
Approach		66	0.0	0.074	7.3	LOS A	0.3	1.9	0.28	0.59	41.6
West: Clarence St											
10	L2	25	0.0	0.113	6.7	LOS A	0.5	3.3	0.29	0.21	55.4
11	T1	128	0.0	0.113	0.6	LOS A	0.5	3.3	0.29	0.21	54.2
12	R2	51	0.0	0.113	7.0	LOS A	0.5	3.3	0.29	0.21	55.7
Approach		204	0.0	0.113	2.9	NA	0.5	3.3	0.29	0.21	55.0
All Vehicles		746	0.0	0.217	2.5	NA	0.5	3.3	0.20	0.23	53.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [101 - Clarence St - Murray St AM Peak 2030]

101 - Clarence St - Murray St
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Murray St											
1	L2	44	0.0	0.127	7.0	LOS A	0.5	3.2	0.52	0.73	51.2
2	T1	24	0.0	0.127	9.4	LOS A	0.5	3.2	0.52	0.73	51.6
3	R2	20	0.0	0.127	12.0	LOS A	0.5	3.2	0.52	0.73	46.2
Approach		88	0.0	0.127	8.8	LOS A	0.5	3.2	0.52	0.73	50.6
East: Clarence St											
4	L2	64	0.0	0.281	2.6	LOS A	0.6	4.4	0.12	0.12	55.6
5	T1	400	0.0	0.281	0.2	LOS A	0.6	4.4	0.12	0.12	58.5
6	R2	60	0.0	0.281	3.0	LOS A	0.6	4.4	0.12	0.12	56.1
Approach		524	0.0	0.281	0.8	NA	0.6	4.4	0.12	0.12	57.9
North: Murray St											
7	L2	43	0.0	0.114	6.0	LOS A	0.4	2.8	0.35	0.63	29.3
8	T1	23	0.0	0.114	9.6	LOS A	0.4	2.8	0.35	0.63	52.0
9	R2	19	0.0	0.114	11.7	LOS A	0.4	2.8	0.35	0.63	51.9
Approach		85	0.0	0.114	8.3	LOS A	0.4	2.8	0.35	0.63	41.0
West: Clarence St											
10	L2	32	0.0	0.156	7.3	LOS A	0.7	5.2	0.36	0.22	55.1
11	T1	163	0.0	0.156	1.1	LOS A	0.7	5.2	0.36	0.22	53.6
12	R2	71	0.0	0.156	7.6	LOS A	0.7	5.2	0.36	0.22	55.4
Approach		265	0.0	0.156	3.5	NA	0.7	5.2	0.36	0.22	54.5
All Vehicles		963	0.0	0.281	2.9	NA	0.7	5.2	0.24	0.25	53.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [101 - Clarence St - Murray St PM Peak 2018]

101 - Clarence St - Murray St
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Murray St											
1	L2	56	0.0	0.083	6.1	LOS A	0.3	2.2	0.31	0.60	52.6
2	T1	14	0.0	0.083	7.5	LOS A	0.3	2.2	0.31	0.60	53.0
3	R2	15	0.0	0.083	9.3	LOS A	0.3	2.2	0.31	0.60	48.5
Approach		84	0.0	0.083	6.9	LOS A	0.3	2.2	0.31	0.60	52.2
East: Clarence St											
4	L2	22	0.0	0.118	2.7	LOS A	0.2	1.3	0.10	0.09	55.8
5	T1	181	0.0	0.118	0.1	LOS A	0.2	1.3	0.10	0.09	58.8
6	R2	18	0.0	0.118	3.3	LOS A	0.2	1.3	0.10	0.09	56.3
Approach		221	0.0	0.118	0.7	NA	0.2	1.3	0.10	0.09	58.2
North: Murray St											
7	L2	24	0.0	0.060	6.5	LOS A	0.2	1.5	0.42	0.64	29.7
8	T1	13	0.0	0.060	7.4	LOS A	0.2	1.5	0.42	0.64	52.5
9	R2	14	0.0	0.060	9.5	LOS A	0.2	1.5	0.42	0.64	52.4
Approach		51	0.0	0.060	7.5	LOS A	0.2	1.5	0.42	0.64	42.1
West: Clarence St											
10	L2	17	0.0	0.171	6.2	LOS A	0.4	2.7	0.11	0.10	57.0
11	T1	283	0.0	0.171	0.2	LOS A	0.4	2.7	0.11	0.10	57.3
12	R2	43	0.0	0.171	6.3	LOS A	0.4	2.7	0.11	0.10	57.3
Approach		343	0.0	0.171	1.2	NA	0.4	2.7	0.11	0.10	57.2
All Vehicles		699	0.0	0.171	2.2	NA	0.4	2.7	0.16	0.20	54.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [101 - Clarence St - Murray St PM Peak 2030]

101 - Clarence St - Murray St
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Murray St											
1	L2	73	0.0	0.125	6.3	LOS A	0.5	3.2	0.38	0.64	52.0
2	T1	17	0.0	0.125	8.9	LOS A	0.5	3.2	0.38	0.64	52.4
3	R2	21	0.0	0.125	11.2	LOS A	0.5	3.2	0.38	0.64	47.6
Approach		111	0.0	0.125	7.6	LOS A	0.5	3.2	0.38	0.64	51.6
East: Clarence St											
4	L2	32	0.0	0.154	2.9	LOS A	0.3	1.9	0.12	0.10	55.5
5	T1	229	0.0	0.154	0.2	LOS A	0.3	1.9	0.12	0.10	58.5
6	R2	23	0.0	0.154	3.8	LOS A	0.3	1.9	0.12	0.10	56.0
Approach		284	0.0	0.154	0.8	NA	0.3	1.9	0.12	0.10	57.9
North: Murray St											
7	L2	31	0.0	0.093	6.8	LOS A	0.3	2.3	0.49	0.71	29.2
8	T1	19	0.0	0.093	8.7	LOS A	0.3	2.3	0.49	0.71	51.8
9	R2	17	0.0	0.093	11.4	LOS A	0.3	2.3	0.49	0.71	51.7
Approach		66	0.0	0.093	8.5	LOS A	0.3	2.3	0.49	0.71	41.9
West: Clarence St											
10	L2	21	0.0	0.221	6.4	LOS A	0.6	3.9	0.14	0.10	56.9
11	T1	359	0.0	0.221	0.2	LOS A	0.6	3.9	0.14	0.10	57.0
12	R2	57	0.0	0.221	6.6	LOS A	0.6	3.9	0.14	0.10	57.2
Approach		437	0.0	0.221	1.4	NA	0.6	3.9	0.14	0.10	57.0
All Vehicles		898	0.0	0.221	2.5	NA	0.6	3.9	0.19	0.21	54.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Appendix D

SIDRA Traffic Modelling Results

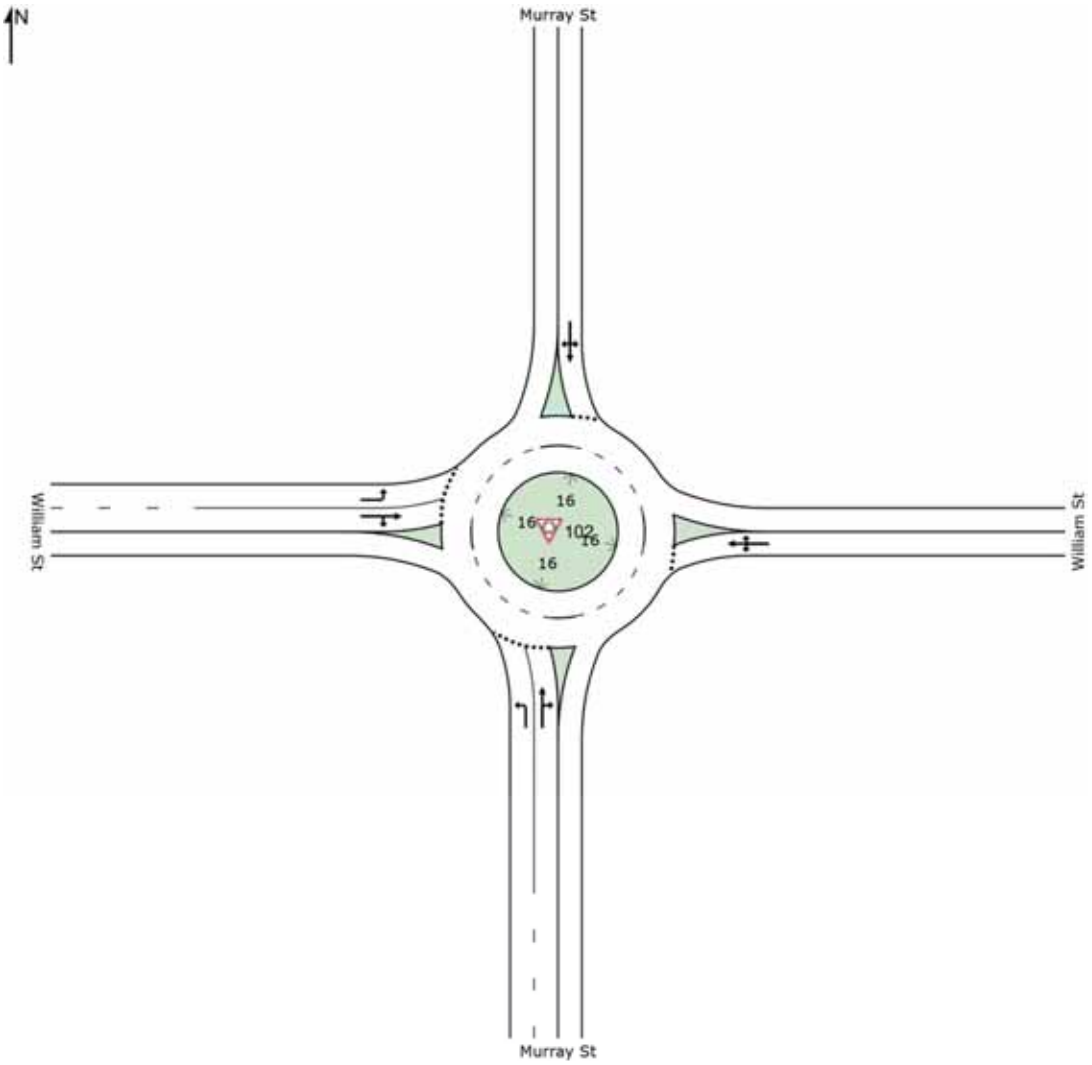
Site 2

Clarence St & Murray St

SITE LAYOUT

Site: 102 [William St - Murray St]

102 - William St - Murray St
Roundabout



MOVEMENT SUMMARY

Site: 102 [102 - William St - Murray St AM Peak 2018]

102 - William St - Murray St
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Murray St											
1	L2	4	0.0	0.007	8.9	LOS A	0.0	0.2	0.69	0.63	51.1
2	T1	4	0.0	0.008	8.2	LOS A	0.0	0.3	0.69	0.61	52.2
3	R2	1	0.0	0.008	12.4	LOS A	0.0	0.3	0.69	0.61	52.0
Approach		9	0.0	0.008	9.0	LOS A	0.0	0.3	0.69	0.62	51.7
East: William St											
4	L2	8	0.0	0.627	4.9	LOS A	5.3	37.1	0.42	0.55	52.4
5	T1	489	0.0	0.627	5.0	LOS A	5.3	37.1	0.42	0.55	53.5
6	R2	278	0.0	0.627	9.1	LOS A	5.3	37.1	0.42	0.55	53.3
Approach		776	0.0	0.627	6.5	LOS A	5.3	37.1	0.42	0.55	53.4
North: Murray St											
7	L2	40	0.0	0.120	5.4	LOS A	0.5	3.8	0.40	0.64	52.1
8	T1	11	0.0	0.120	5.4	LOS A	0.5	3.8	0.40	0.64	53.1
9	R2	60	0.0	0.120	9.6	LOS A	0.5	3.8	0.40	0.64	52.9
Approach		111	0.0	0.120	7.7	LOS A	0.5	3.8	0.40	0.64	52.7
West: William St											
10	L2	138	0.0	0.154	5.9	LOS A	0.7	5.0	0.43	0.62	53.2
11	T1	232	0.0	0.242	5.4	LOS A	1.2	8.7	0.44	0.58	54.0
12	R2	26	0.0	0.242	9.6	LOS A	1.2	8.7	0.44	0.58	53.8
Approach		396	0.0	0.242	5.9	LOS A	1.2	8.7	0.44	0.60	53.7
All Vehicles		1292	0.0	0.627	6.4	LOS A	5.3	37.1	0.43	0.57	53.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 102 [102 - William St - Murray St AM Peak 2030]

102 - William St - Murray St
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Murray St											
1	L2	5	0.0	0.016	13.6	LOS A	0.1	0.7	0.91	0.74	47.9
2	T1	5	0.0	0.017	12.7	LOS A	0.1	0.8	0.92	0.73	49.2
3	R2	1	0.0	0.017	16.9	LOS B	0.1	0.8	0.92	0.73	49.1
Approach		12	0.0	0.017	13.5	LOS A	0.1	0.8	0.92	0.73	48.6
East: William St											
4	L2	11	0.0	0.880	7.3	LOS A	15.8	110.4	0.89	0.64	50.7
5	T1	621	0.0	0.880	7.4	LOS A	15.8	110.4	0.89	0.64	51.7
6	R2	433	0.0	0.880	11.5	LOS A	15.8	110.4	0.89	0.64	51.5
Approach		1064	0.0	0.880	9.1	LOS A	15.8	110.4	0.89	0.64	51.6
North: Murray St											
7	L2	53	0.0	0.171	5.9	LOS A	0.8	5.9	0.49	0.69	51.8
8	T1	14	0.0	0.171	5.9	LOS A	0.8	5.9	0.49	0.69	52.8
9	R2	80	0.0	0.171	10.1	LOS A	0.8	5.9	0.49	0.69	52.6
Approach		146	0.0	0.171	8.2	LOS A	0.8	5.9	0.49	0.69	52.4
West: William St											
10	L2	214	0.0	0.271	6.9	LOS A	1.5	10.8	0.62	0.73	52.6
11	T1	298	0.0	0.369	6.5	LOS A	2.4	16.5	0.66	0.71	53.1
12	R2	34	0.0	0.369	10.6	LOS A	2.4	16.5	0.66	0.71	52.9
Approach		545	0.0	0.369	6.9	LOS A	2.4	16.5	0.64	0.72	52.9
All Vehicles		1767	0.0	0.880	8.3	LOS A	15.8	110.4	0.78	0.67	52.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 102 [102 - William St - Murray St PM Peak 2018]

102 - William St - Murray St
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Murray St											
1	L2	14	0.0	0.017	7.1	LOS A	0.1	0.6	0.58	0.62	52.4
2	T1	1	0.0	0.008	8.5	LOS A	0.0	0.2	0.60	0.68	50.5
3	R2	3	0.0	0.008	12.7	LOS A	0.0	0.2	0.60	0.68	50.3
Approach		18	0.0	0.017	8.2	LOS A	0.1	0.6	0.59	0.63	51.9
East: William St											
4	L2	2	0.0	0.467	5.4	LOS A	3.0	21.1	0.47	0.61	52.4
5	T1	344	0.0	0.467	5.4	LOS A	3.0	21.1	0.47	0.61	53.5
6	R2	142	0.0	0.467	9.6	LOS A	3.0	21.1	0.47	0.61	53.2
Approach		488	0.0	0.467	6.6	LOS A	3.0	21.1	0.47	0.61	53.4
North: Murray St											
7	L2	108	0.0	0.314	6.2	LOS A	1.6	11.4	0.52	0.72	51.6
8	T1	13	0.0	0.314	6.3	LOS A	1.6	11.4	0.52	0.72	52.6
9	R2	154	0.0	0.314	10.4	LOS A	1.6	11.4	0.52	0.72	52.4
Approach		275	0.0	0.314	8.6	LOS A	1.6	11.4	0.52	0.72	52.1
West: William St											
10	L2	104	0.0	0.131	5.5	LOS A	0.6	4.0	0.34	0.57	53.5
11	T1	318	0.0	0.276	4.8	LOS A	1.5	10.4	0.33	0.50	54.6
12	R2	20	0.0	0.276	9.0	LOS A	1.5	10.4	0.33	0.50	54.3
Approach		442	0.0	0.276	5.1	LOS A	1.5	10.4	0.33	0.52	54.3
All Vehicles		1223	0.0	0.467	6.6	LOS A	3.0	21.1	0.44	0.60	53.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 102 [102 - William St - Murray St PM Peak 2030]

102 - William St - Murray St
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Murray St											
1	L2	17	0.0	0.027	9.0	LOS A	0.2	1.1	0.74	0.70	51.0
2	T1	1	0.0	0.012	11.8	LOS A	0.1	0.4	0.72	0.75	48.3
3	R2	3	0.0	0.012	15.9	LOS B	0.1	0.4	0.72	0.75	48.2
Approach		21	0.0	0.027	10.2	LOS A	0.2	1.1	0.74	0.71	50.4
East: William St											
4	L2	2	0.0	0.667	7.3	LOS A	6.4	44.7	0.71	0.76	51.3
5	T1	437	0.0	0.667	7.4	LOS A	6.4	44.7	0.71	0.76	52.3
6	R2	208	0.0	0.667	11.6	LOS A	6.4	44.7	0.71	0.76	52.1
Approach		647	0.0	0.667	8.7	LOS A	6.4	44.7	0.71	0.76	52.2
North: Murray St											
7	L2	159	0.0	0.500	8.0	LOS A	3.4	23.8	0.69	0.85	50.3
8	T1	16	0.0	0.500	8.1	LOS A	3.4	23.8	0.69	0.85	51.3
9	R2	219	0.0	0.500	12.3	LOS A	3.4	23.8	0.69	0.85	51.1
Approach		394	0.0	0.500	10.4	LOS A	3.4	23.8	0.69	0.85	50.8
West: William St											
10	L2	148	0.0	0.194	6.0	LOS A	0.9	6.6	0.43	0.62	53.2
11	T1	423	0.0	0.392	5.2	LOS A	2.5	17.5	0.47	0.56	54.0
12	R2	25	0.0	0.392	9.4	LOS A	2.5	17.5	0.47	0.56	53.8
Approach		597	0.0	0.392	5.6	LOS A	2.5	17.5	0.46	0.58	53.8
All Vehicles		1659	0.0	0.667	8.0	LOS A	6.4	44.7	0.62	0.71	52.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Appendix E

SIDRA Traffic Modelling Results

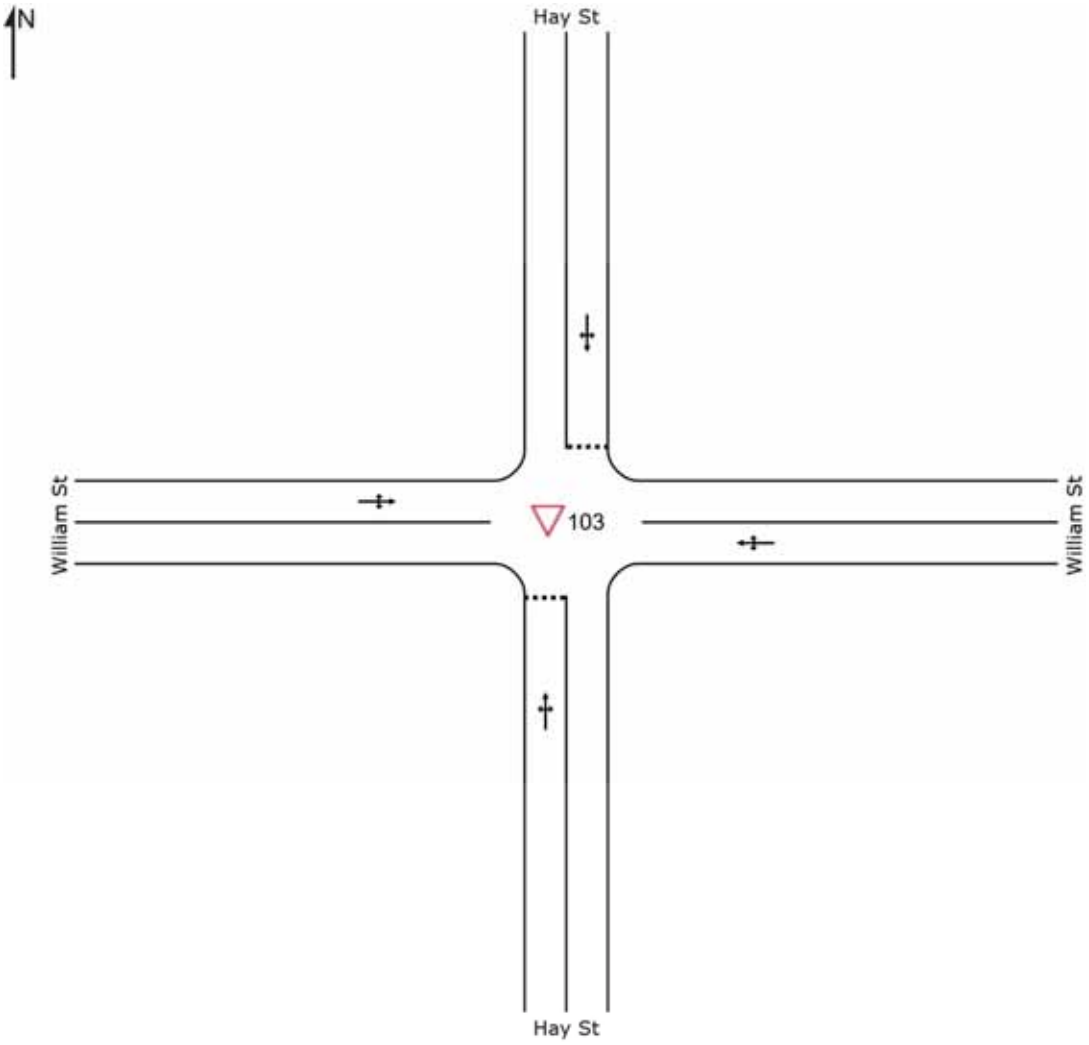
Site 3

William St & Hay St

SITE LAYOUT

Site: 103 [103 - William St - Hay St]

103 - William St - Hay St
Giveway / Yield (Two-Way)



MOVEMENT SUMMARY

Site: 103 [103 - William St - Hay St AM Peak 2018]

103 - William St - Hay St
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Hay St											
1	L2	16	0.0	0.101	6.9	LOS A	0.3	2.3	0.58	0.77	49.7
2	T1	6	0.0	0.101	10.1	LOS A	0.3	2.3	0.58	0.77	50.1
3	R2	28	0.0	0.101	13.3	LOS A	0.3	2.3	0.58	0.77	44.0
Approach		51	0.0	0.101	10.9	LOS A	0.3	2.3	0.58	0.77	47.3
East: William St											
4	L2	21	0.0	0.246	3.6	LOS A	0.7	5.1	0.19	0.10	55.1
5	T1	387	0.0	0.246	0.4	LOS A	0.7	5.1	0.19	0.10	58.0
6	R2	65	0.0	0.246	3.9	LOS A	0.7	5.1	0.19	0.10	55.4
Approach		474	0.0	0.246	1.1	NA	0.7	5.1	0.19	0.10	57.5
North: Hay St											
7	L2	111	0.0	0.242	6.7	LOS A	0.9	6.4	0.49	0.70	28.9
8	T1	5	0.0	0.242	10.6	LOS A	0.9	6.4	0.49	0.70	51.4
9	R2	59	0.0	0.242	13.2	LOS A	0.9	6.4	0.49	0.70	51.1
Approach		175	0.0	0.242	9.0	LOS A	0.9	6.4	0.49	0.70	37.6
West: William St											
10	L2	64	0.0	0.194	6.0	LOS A	0.2	1.7	0.08	0.12	57.0
11	T1	314	0.0	0.194	0.2	LOS A	0.2	1.7	0.08	0.12	57.3
12	R2	17	0.0	0.194	7.4	LOS A	0.2	1.7	0.08	0.12	57.2
Approach		395	0.0	0.194	1.4	NA	0.2	1.7	0.08	0.12	57.2
All Vehicles		1094	0.0	0.246	2.9	NA	0.9	6.4	0.22	0.23	51.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 103 [103 - William St - Hay St AM Peak 2030]

103 - William St - Hay St
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Hay St											
1	L2	20	0.0	0.194	7.7	LOS A	0.6	4.4	0.73	0.86	46.9
2	T1	8	0.0	0.194	14.5	LOS A	0.6	4.4	0.73	0.86	47.2
3	R2	36	0.0	0.194	19.7	LOS B	0.6	4.4	0.73	0.86	39.9
Approach		64	0.0	0.194	15.3	LOS B	0.6	4.4	0.73	0.86	43.9
East: William St											
4	L2	26	0.0	0.326	4.8	LOS A	1.3	9.3	0.25	0.10	54.2
5	T1	496	0.0	0.326	0.9	LOS A	1.3	9.3	0.25	0.10	57.0
6	R2	82	0.0	0.326	5.2	LOS A	1.3	9.3	0.25	0.10	54.5
Approach		604	0.0	0.326	1.6	NA	1.3	9.3	0.25	0.10	56.5
North: Hay St											
7	L2	144	0.0	0.432	9.2	LOS A	2.1	14.7	0.63	0.90	27.1
8	T1	6	0.0	0.432	17.3	LOS B	2.1	14.7	0.63	0.90	48.3
9	R2	77	0.0	0.432	21.3	LOS B	2.1	14.7	0.63	0.90	48.1
Approach		227	0.0	0.432	13.5	LOS A	2.1	14.7	0.63	0.90	35.2
West: William St											
10	L2	81	0.0	0.266	6.4	LOS A	0.4	2.7	0.09	0.11	57.0
11	T1	437	0.0	0.266	0.2	LOS A	0.4	2.7	0.09	0.11	57.3
12	R2	21	0.0	0.266	8.4	LOS A	0.4	2.7	0.09	0.11	57.2
Approach		539	0.0	0.266	1.5	NA	0.4	2.7	0.09	0.11	57.2
All Vehicles		1435	0.0	0.432	4.1	NA	2.1	14.7	0.27	0.27	50.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 103 [103 - William St - Hay St PM Peak 2018]

103 - William St - Hay St
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Hay St											
1	L2	6	0.0	0.058	6.9	LOS A	0.2	1.3	0.61	0.78	49.7
2	T1	11	0.0	0.058	10.8	LOS A	0.2	1.3	0.61	0.78	50.0
3	R2	11	0.0	0.058	13.5	LOS A	0.2	1.3	0.61	0.78	43.9
Approach		27	0.0	0.058	10.9	LOS A	0.2	1.3	0.61	0.78	48.3
East: William St											
4	L2	39	0.0	0.275	3.9	LOS A	1.0	6.9	0.25	0.12	54.5
5	T1	398	0.0	0.275	0.6	LOS A	1.0	6.9	0.25	0.12	57.4
6	R2	79	0.0	0.275	4.3	LOS A	1.0	6.9	0.25	0.12	54.8
Approach		516	0.0	0.275	1.4	NA	1.0	6.9	0.25	0.12	56.7
North: Hay St											
7	L2	59	0.0	0.233	7.0	LOS A	0.8	5.9	0.56	0.76	28.2
8	T1	7	0.0	0.233	11.6	LOS A	0.8	5.9	0.56	0.76	50.2
9	R2	63	0.0	0.233	14.1	LOS A	0.8	5.9	0.56	0.76	50.0
Approach		129	0.0	0.233	10.7	LOS A	0.8	5.9	0.56	0.76	40.6
West: William St											
10	L2	67	0.0	0.213	5.9	LOS A	0.2	1.2	0.05	0.10	57.3
11	T1	362	0.0	0.213	0.1	LOS A	0.2	1.2	0.05	0.10	57.8
12	R2	11	0.0	0.213	7.6	LOS A	0.2	1.2	0.05	0.10	57.4
Approach		440	0.0	0.213	1.2	NA	0.2	1.2	0.05	0.10	57.6
All Vehicles		1113	0.0	0.275	2.6	NA	1.0	6.9	0.21	0.21	53.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 103 [103 - William St - Hay St PM Peak 2030]

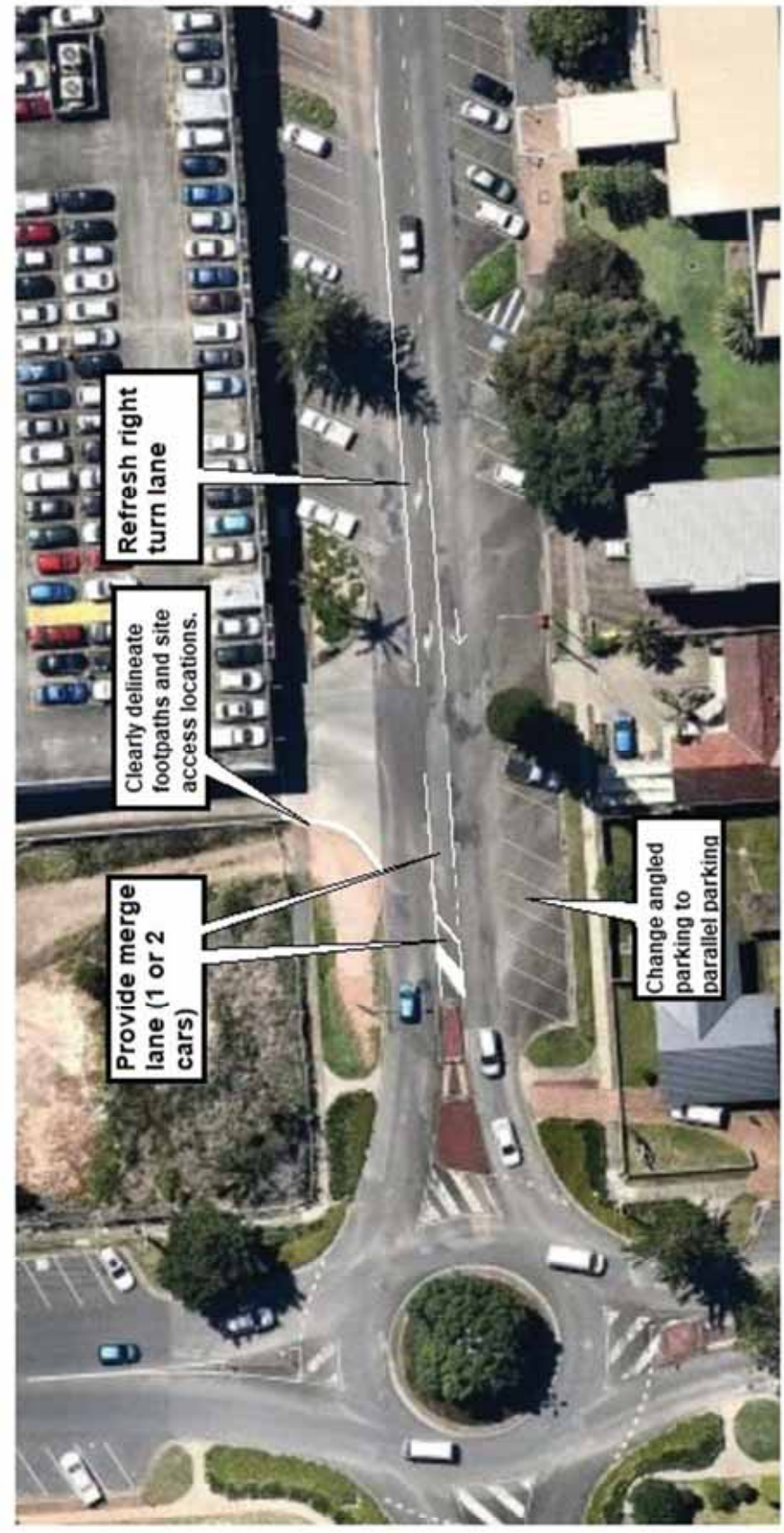
103 - William St - Hay St
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Hay St											
1	L2	7	0.0	0.113	7.5	LOS A	0.4	2.5	0.75	0.86	46.8
2	T1	14	0.0	0.113	15.4	LOS B	0.4	2.5	0.75	0.86	47.1
3	R2	14	0.0	0.113	19.9	LOS B	0.4	2.5	0.75	0.86	39.7
Approach		35	0.0	0.113	15.5	LOS B	0.4	2.5	0.75	0.86	44.9
East: William St											
4	L2	49	0.0	0.364	5.2	LOS A	1.9	13.5	0.32	0.13	53.2
5	T1	504	0.0	0.364	1.3	LOS A	1.9	13.5	0.32	0.13	55.9
6	R2	100	0.0	0.364	5.8	LOS A	1.9	13.5	0.32	0.13	53.5
Approach		654	0.0	0.364	2.3	NA	1.9	13.5	0.32	0.13	55.3
North: Hay St											
7	L2	95	0.0	0.530	11.3	LOS A	2.6	18.1	0.75	1.02	25.3
8	T1	9	0.0	0.530	21.2	LOS B	2.6	18.1	0.75	1.02	45.4
9	R2	102	0.0	0.530	24.7	LOS B	2.6	18.1	0.75	1.02	45.2
Approach		206	0.0	0.530	18.4	LOS B	2.6	18.1	0.75	1.02	36.5
West: William St											
10	L2	85	0.0	0.280	6.2	LOS A	0.3	2.0	0.06	0.10	57.2
11	T1	475	0.0	0.280	0.2	LOS A	0.3	2.0	0.06	0.10	57.7
12	R2	14	0.0	0.280	8.8	LOS A	0.3	2.0	0.06	0.10	57.4
Approach		574	0.0	0.280	1.3	NA	0.3	2.0	0.06	0.10	57.5
All Vehicles		1468	0.0	0.530	4.5	NA	2.6	18.1	0.29	0.26	50.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Appendix E
Suggested Changes to Murray Street Layout


Refresh right turn lane
Clearly delineate footpaths and site access locations.
Provide merge lane (1 or 2 cars)
Change angled parking to parallel parking

Commercial / Retail Expansion of Port Central Shopping Complex

Lot 1 DP 1012667
99 William Street, Port Macquarie

On behalf of Gowing Bros Ltd
August 2018

Statement of Environmental Effects

HOPKINS CONSULTANTS

DEVELOPMENT MANAGERS • SURVEYORS • ENGINEERS • PLANNERS

Contents

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Appendices

Appendix A	Locality Plan
Appendix B	Copy of DP 1012667
Appendix C	DA Design Report
Appendix D	Architectural Sheet-set
Appendix E	Traffic Impact Assessment Report
Appendix F	Heritage Advisor's Report of 10th April
Appendix G	Waste Management Strategy
Appendix H	Minutes from Pre-lodgement meeting of 27th March
Appendix I	Order of Cost Estimate Summary

1. Introduction

Hopkins Consultants have been engaged by Gowing Bros Ltd to prepare a planning report and development application for an expansion of the Port Central shopping centre. The proposed retail and commercial expansion is to be located on the vacant site located at the intersection of William and Murray Streets, and will integrate with the existing Port Central carpark and retail precinct.

Port Central occupies a significant portion of the commercial block bounded by Horton, Clarence, Murray and William Streets. Port Central enjoys customer vehicular access to Murray Street, and delivery/service vehicle egress to Hay Street. Pedestrian entry is available from Horton and Hay Streets.

The adjoining parcel of land located on the corner of Murray and William Streets is a Council-owned property which is presently vacant. The site is 2400m^2 in area and was the subject of a previous consent for a Cinema Complex under DA 1999/174. The site had been historically excavated to facilitate the commencement of that development's construction. The William St frontage of the property has been structurally retained to ensure the integrity of the footpath and associated road infrastructure accordingly.

A construction access was established to Murray Street in the site's north-east corner, and since that initial excavation, the site has served as an informal works depot for Council's maintenance staff to facilitate various public works improvements in the Port Macquarie CBD.

Gowing Bros have held a long-term option for the purchase of this site from Port Macquarie-Hastings Council. This commercial option was dependent upon Gowing Bros lodging a Development Application for the expansion of the Port Central shopping centre over this site, which Gowing Bros now wish to enact.

The proposal consists of a multi-level building featuring 2500m^2 of gross floor space, including a ground floor leasable retail component of 945m^2, a first floor commercial space of 1037m^2, and various storage and back of house areas. The building is to be serviced by three discrete parking areas which gain vehicular access from Murray Street and provide parking for a total of 240 vehicles to complement and integrate with the existing Port Central carpark.

The intended development forms stage 1 of a longer term proposal for a larger expansion of the Port Central development. The proponent met with Council staff in March to discuss both stages of the proposed retail/commercial expansion, and received direction from Council's pre-lodgement staff and Council's Heritage advisor. The proponent is now seeking consent for the smaller first stage of the intended Port Central expansion project.

This Statement of Environmental Effects has been prepared to accompany the development application for this first stage expansion of the Port Central shopping centre. The report considers the likely impacts of the development on the environment, the suitability of the site and addresses the provisions of applicable environmental planning instruments and development controls. This report and architectural details are accompanied by a specialist report which assesses traffic impacts.

2. Subject Site

The subject site is located on a key site within the Central Business District of Port Macquarie. It is properly identified as Lot 1 in DP 1012667 and has a street address of 99 William Street. The site is positioned on the north-west corner of the intersection of Murray & William Streets.

The site is surrounded by a range of retail, commercial and residential developments. The Port Macquarie Court House is located to the east along with two medical practices and a range of residential buildings offering tourist and permanent accommodation. South of the site lies the St Thomas' Church precinct. The Mercure Centro Hotel building sits immediately west of the development site.

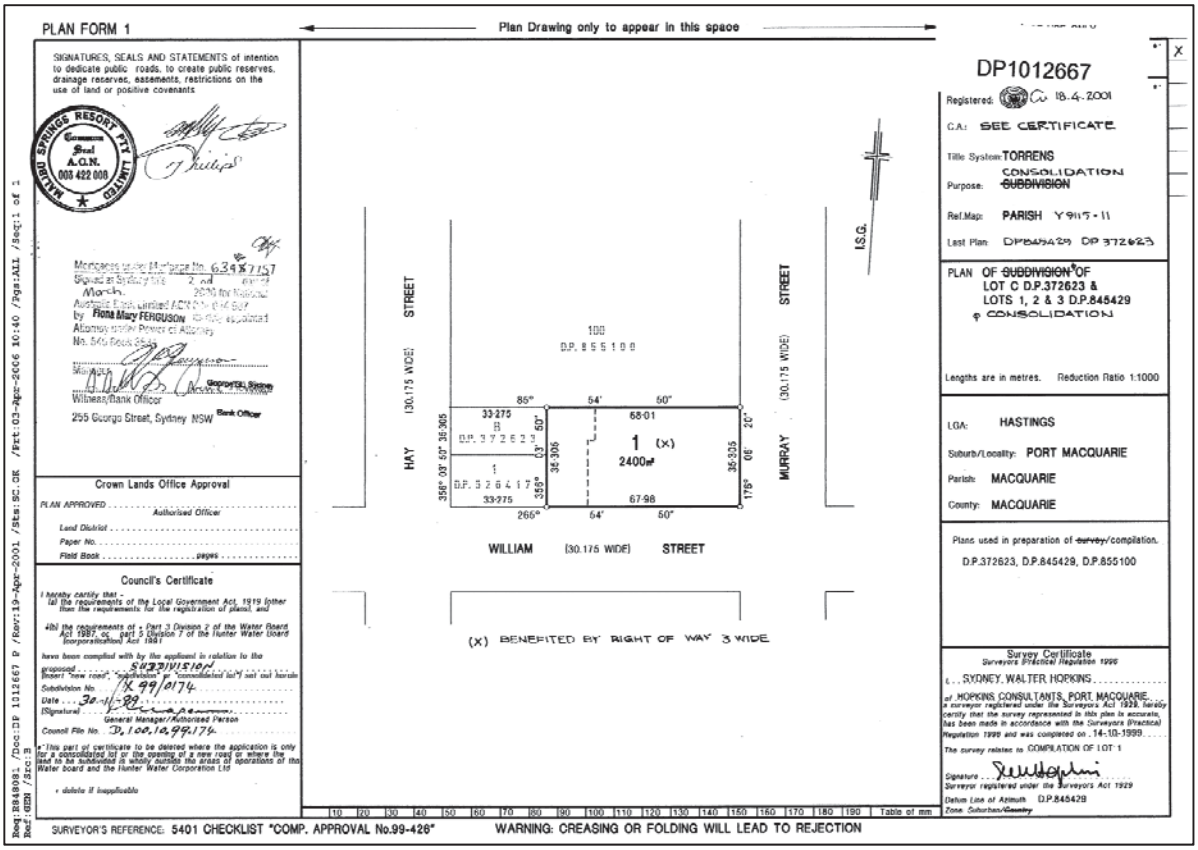
The Port Central shopping precinct immediately adjoins the site to the north, with that development's existing service vehicle driveway and Port Central carpark access abutting the site's northern boundary. Those driveways and associated loading, service and parking areas are to be integrated into the proposed commercial/retail expansion project. The consolidation of the Port Central site with the current development site will also be undertaken as part of this proposal.

The site's location is illustrated in **Figure 1** below.

Figure 1 Locality Map

The vacant land parcel has a uniform rectangular shape with dimensions of 35m x 68m and a site area of 2400m^2. The site's dimensions are more clearly shown in the copy of DP 1012667 in **Figure 2** below.

Figure 2 Copy of DP 1012667



The property was once the subject of a Cinema complex approved under DA 1999/174 and has been partially developed by virtue of basement excavation works which occurred shortly after that consent was obtained. The site benefits from a construction driveway from Murray Street which provides ramped access to the excavation floor. There is consequently no significant vegetation across the site. The William Street public footpath has been structurally retained during those excavation works.

The development did not proceed beyond the excavation of the site, which has since been used by Council staff as a depot and storage area for infrastructure projects in the Port Macquarie CBD and surrounds. The site is regularly used for the stockpiling of soil, sand and gravel and has maintenance vehicles parking on and accessing the site on a weekly basis. The site has more commonly been referred to by local residents as the "hole in the ground" and is recognised as being a priority redevelopment site in Port Macquarie's CBD.

The existing improvements to the site are more readily illustrated in the aerial image contained in **Figure 3** and photo plates which follow.

Figure 3a Aerial photo of Port Central and expansion site

Figure 3b Aerial photo of expansion site

Photo Plate 1 – View of site floor with retaining structures to William Street

A series of photographs which help to illustrate the site's local context are included in the following plates:

Photo Plate 2 – View of site looking south-west from Murray Street

Photo Plate 3 – View of site looking north-west from Murray St

Photo Plate 4 – View of site looking north-east from Hay St

3. Proposal

The proposal is for the expansion of the existing Port Central shopping centre by occupying the vacant land on the north-west corner of the William and Murray Streets intersection. This proposal was presented to Council at a pre-lodgement meeting in March of this year but was submitted in accompaniment to a second stage proposal for a longer-term and larger-scale redevelopment of the Port Central shopping centre.

Council's pre-lodgement minutes from that meeting are annexed to this application at **Appendix H**. However, it is to be noted that many of the items raised by Council staff in those minutes related to the larger-scale retail redevelopment proposal.

The current proposal incorporates a first stage expansion of the Port Central complex, and importantly, does not directly impact on the current functioning of that shopping centre. No existing shops or retail space within Port Central will be altered or otherwise modified by this proposal. The development will rely on shared use of the established vehicular access driveways from Murray Street and will complement the shopping experience. However, the design will otherwise allow the current Port Central complex to operate independently both during and after construction of the proposed development.

This proposed development comprises a multi-storey building which will occupy the entirety of Lot 1 DP 1012667. The proposed building incorporates:

- Basement Level 02 incorporating carparking, delivery loading bays, waste storage, plant room and storage space;
- Basement Level 01 incorporating carparking, storage space, bicycle parking/storage area with associated change rooms, shower and amenities;
- Ground floor retail with two discrete tenancies of 115m^2 and 830m^2 gross leasable floor space, staff/patron amenities and associated parking area;
- First floor commercial tenancy of 1037m^2, staff amenities, and associated parking area;
- Rooftop parking level.

99 William Street is designed from the ground up to be sympathetic with its greater CBD context. To support the growth of Port Macquarie's retail core, the design brief identified the need to maintain ground level activation and increase retail offerings for this key commercial site.

The architectural façade consists of glazed panelling to encourage permeability both at the retail street level, and the upper level commercial space. Built features adopt a Bronze Gold and Charcoal Grey Metal colour palette. The choice of material is focused on permeability of the built form as it connects with the ground level activation area. The DA Design Report which elaborates on the design response to this site is annexed at **Appendix C**.

Articulation of the facade is created by stepping in the ground plane to create a threshold encouraging the interaction of pedestrians with the proposed retail space. The articulation of the curved relief form features vertical Bronze Gold battens that complement the visual connectivity and break down the mass of the built-form along the street frontages.

An aerial perspective of the proposed development is shown in **Figure 4** below, which illustrates the design's response to the site's key requirements for street activation, while maintaining a well balanced and refined presentation to the public domain. The full set of architectural plans of the proposed development is annexed at **Appendix D**.

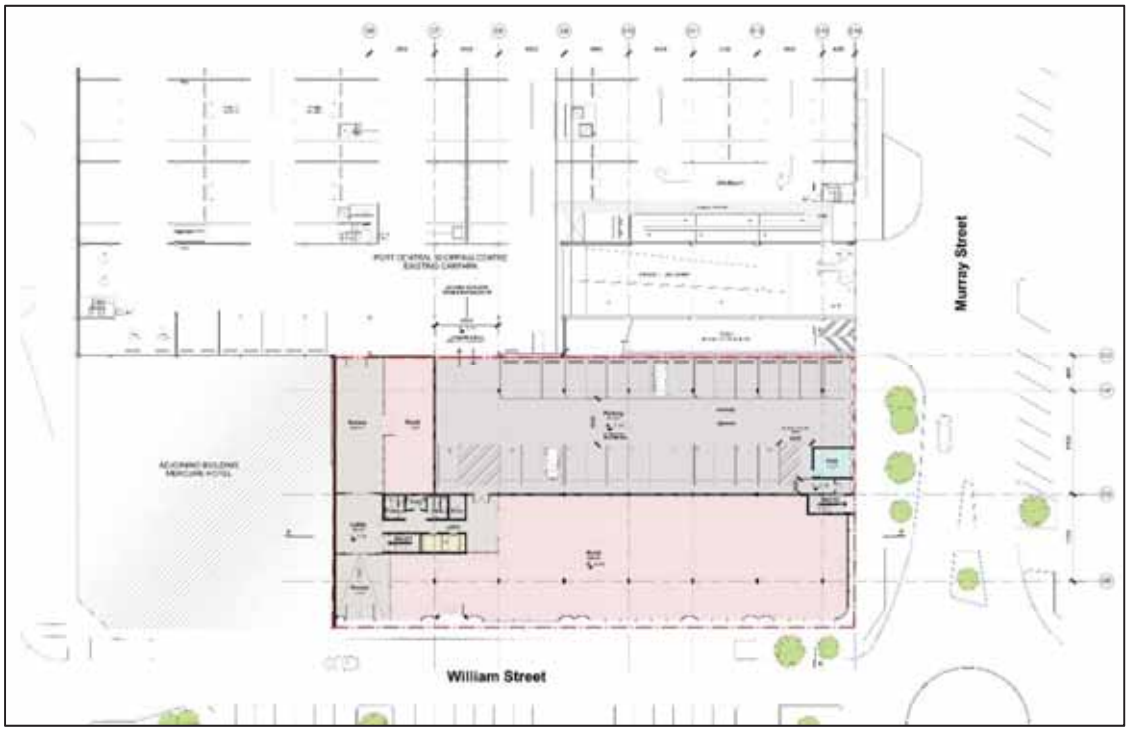
Figure 4 Aerial Perspective

As intimated, the primary focus of the retail expansion has been to enable the activation of the William Street ground floor level of the development. This directly responds to Council's development controls for the occupation of this prime site, which facilitates the active use of the street frontage for pedestrians and encourages town centre retail patronage further east along William Street.

The proposal's ground level is designed to facilitate that future pedestrian linkage between William & Murray Street, and to encourage circulation around the perimeter of the CBD. Visual connectivity is provided across the whole facade to build that open connection, and which then allows for a secondary entry to Port Central itself.

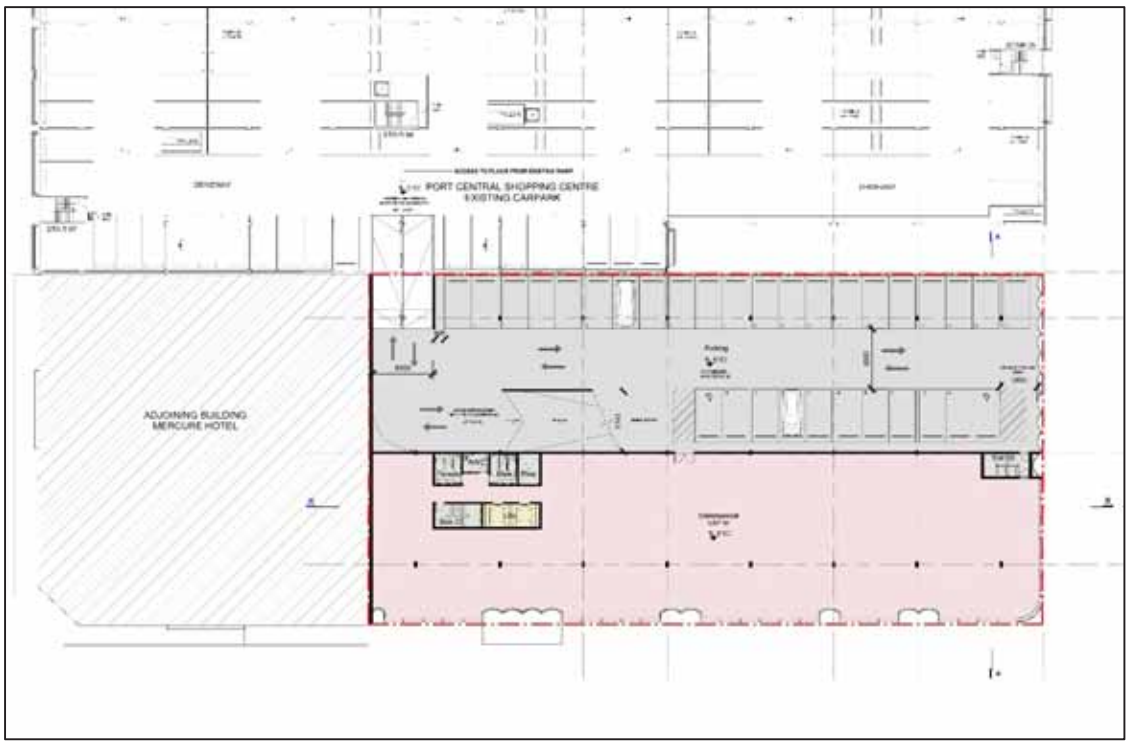
The ground floor level interface with William and Murray Streets is illustrated in the ground floor extract from the architectural plans in **Figure 5** below.

Figure 5 Ground Level Floor Plan



The first floor above the William Street activation zone incorporates a large commercial tenancy of 1037m² leasable floor space. This area is potentially dividable into separate discrete offices, however there is no current occupancy proposed at this stage. The Level 1 floor plan is illustrated in **Figure 6**.

Figure 6 Level 1 Floor Plan



The configuration of the various levels within the proposed development including lift and stair access is illustrated in the attached sections of the buildings in **Figures 7 and 8** following.

Figure 7 East-West Section

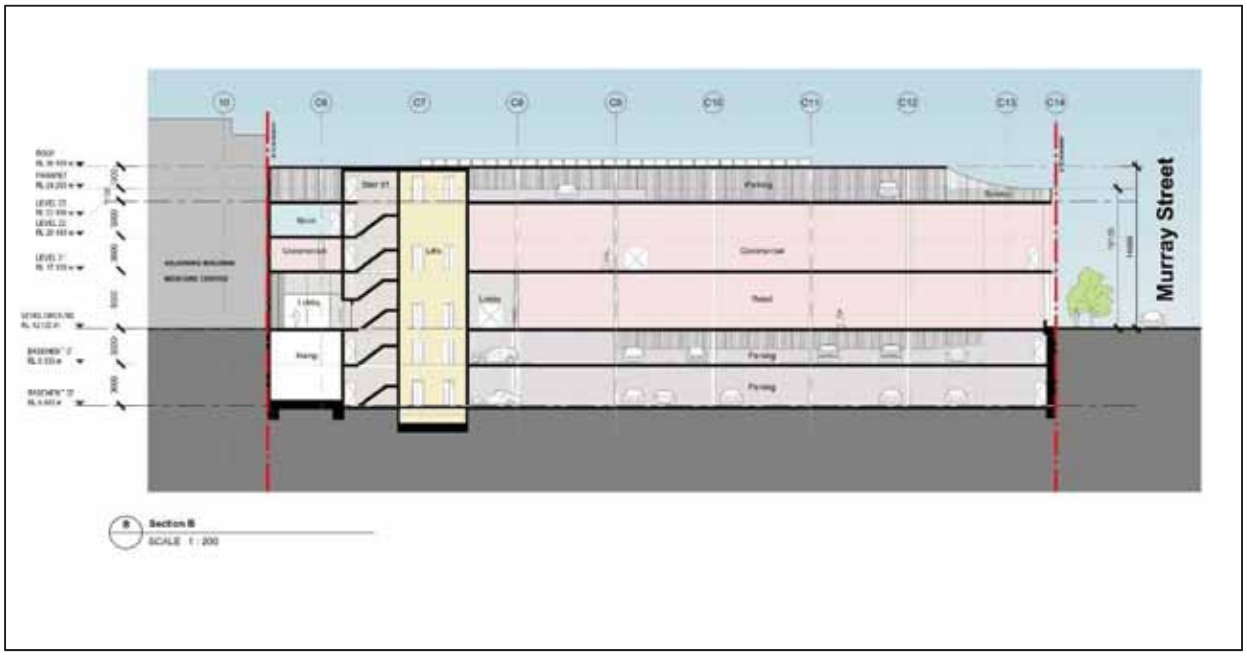
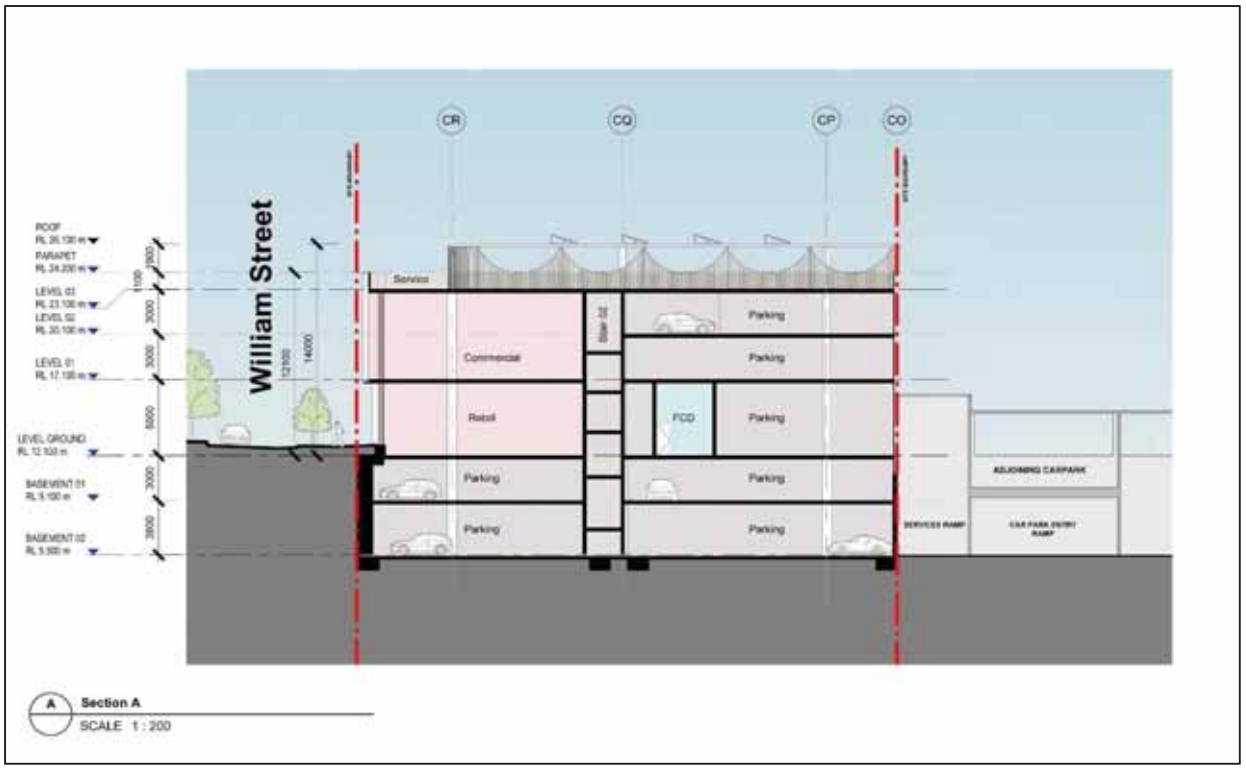


Figure 8 North-South Section



Car parking and delivery/service vehicle access for the commercial expansion is to rely on both of the existing ramped driveways from Murray Street to obtain vehicular access. The existing Hay Street driveway egress for service vehicles from Port Central will also be utilised. Those driveways are shown in the following photographs.

Photo Plate 5 – Existing basement entry to Port Central from Murray St

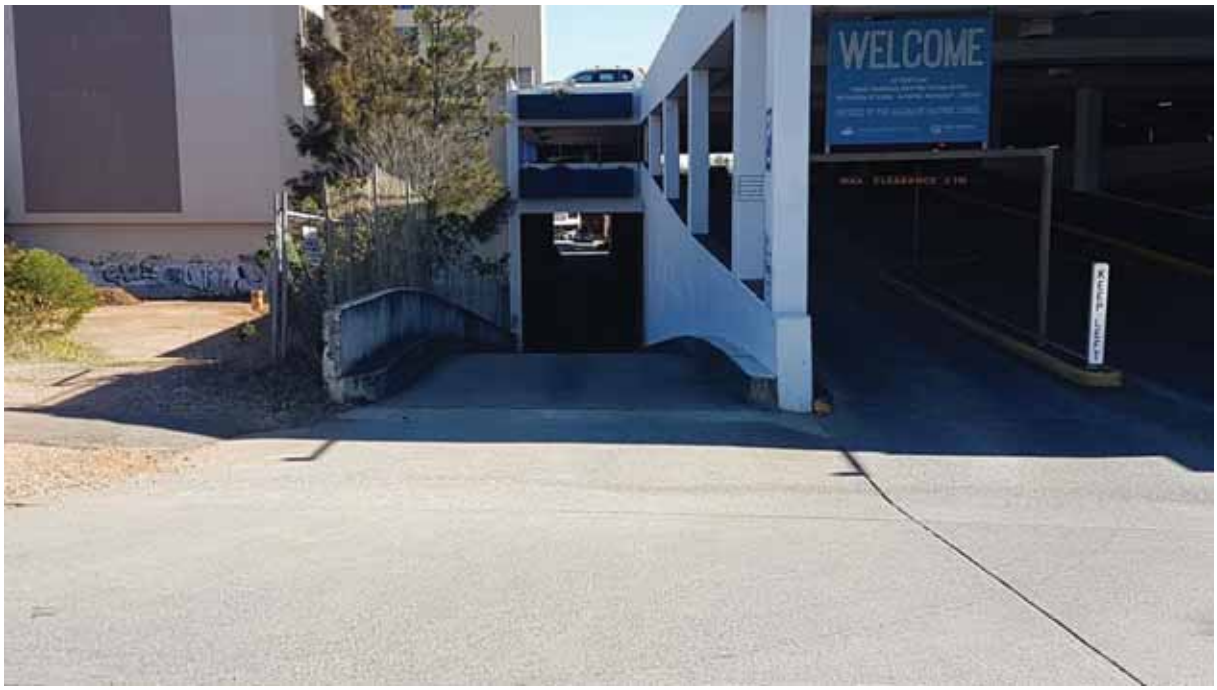
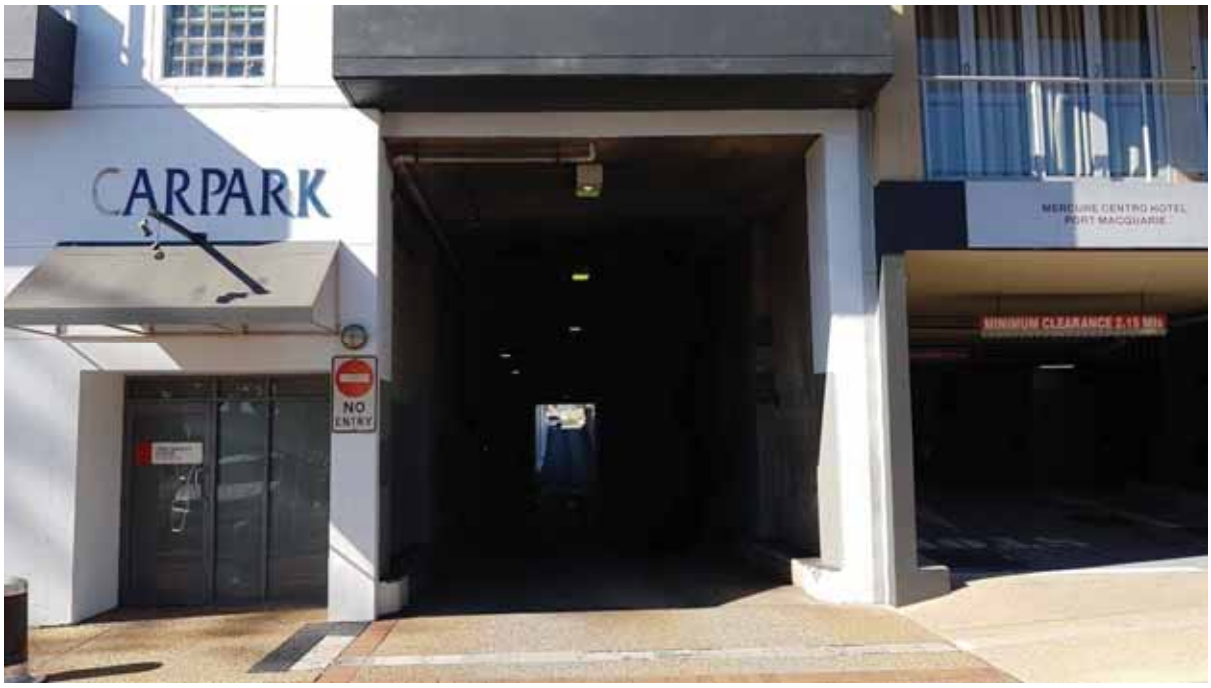


Photo Plate 6 – Existing driveway ingress/egress - upper level Port Central parking

Photo Plate 7 – Existing delivery driveway egress to Hay Street



There are two basement levels which provide for delivery / service access as well as customer vehicle parking. Those areas gain access from the present Murray Street service driveway to the back of house of the Port Central shopping centre (photo plate 5). Vehicles will be required to use the Hay Street egress driveway to retain the current 1-way traffic flow in this location (photos plate 7). The basement parking levels are illustrated in the plan extracts in **Figures 9 and 10** below.

Figure 9 Basement Level 02

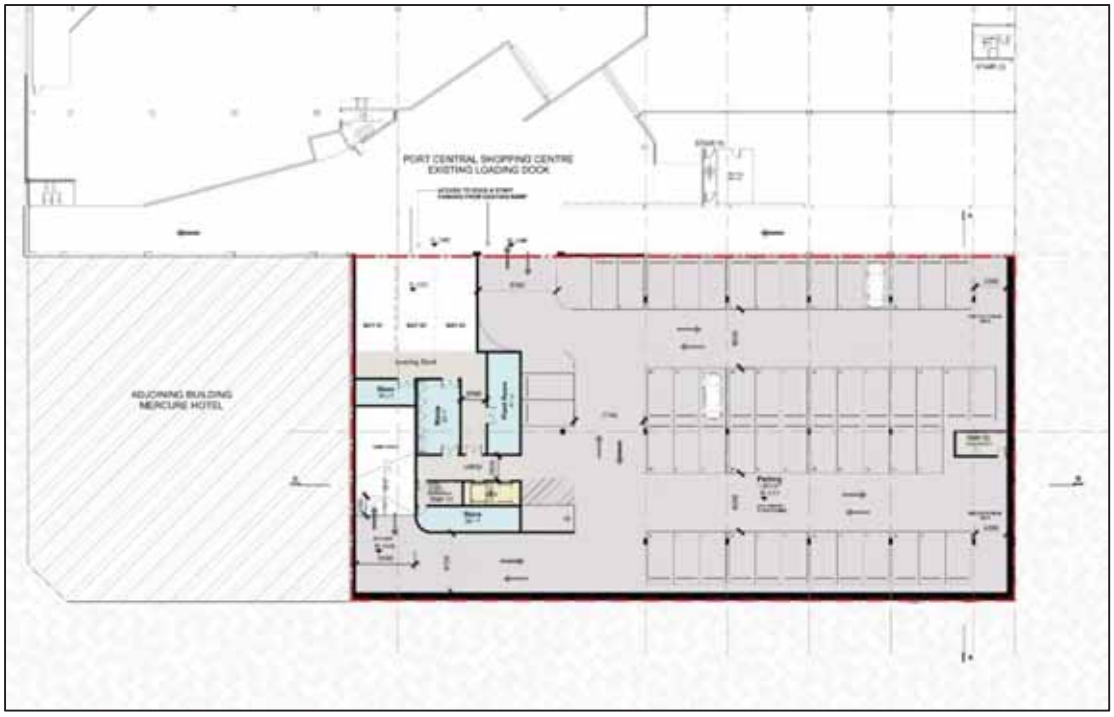
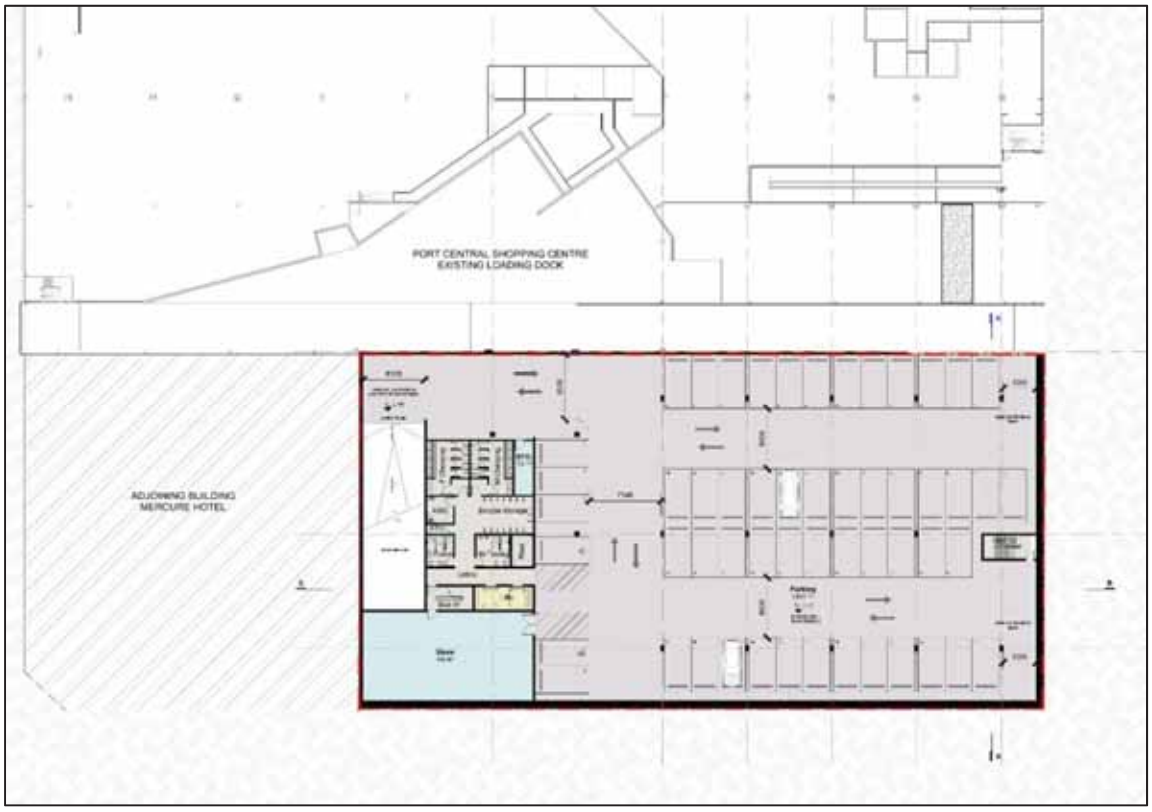


Figure 10 Basement Level 01



Delivery vehicle access and loading areas for the proposed commercial building is also provided in this lower level of Basement 02. Three (3) loading bays are proposed opposite the present loading dock for Target and IGA, and are suitable for smaller delivery trucks. The future location of that proposed vehicular entry and loading bays from the present Port Central loading dock is shown in Photo plate 8.

Photo Plate 8 – Location of future driveway & loading bays to Basement 02

Internal ramps provide access between the two basement levels 01 & 02 in the south-west corner of the footprint. Those basement levels will provide parking for 107 vehicles, comprising 53 spaces on Basement level 02, and 54 spaces on Basement level 01. Three accessible parking spaces are to be provided across these basement levels.

Store rooms, plant, waste storage and lift access is available at Basement level 02. Basement level 01 provides for dedicated push-bike storage, toilets and amenities including showers and changing rooms.

As can be seen in **Figures 5 and 6**, parking for an additional 133 vehicles is also provided at the back of house of the William Street ground floor and on levels 01, 02 and 03 above ground. Note that the levels between the southern half of the building's commercial/retail footprint, and the northern parking area are 'split' to enable the provision of an additional parking floor (refer to the north-south section illustrated in **Figure 8**).

All parking spaces at the back of house from ground floor level are accessed only from the present Murray Street access ramp to the Port Central covered carpark. Access is obtained at-grade from the approximate mid-point of the existing parking level, near the top of the Murray Street entry ramp, as shown in Photo plate 9.

Photo Plate 9 – Location of future driveway to William St ground floor retail parking

Parking on Levels 01-03 above ground floor are accessed from the current roof-top parking level of Port Central. Internal ramps provide access between these three levels of parking. These levels above ground floor are illustrated in the section detail in **Figure 8** earlier in this report.

That void above the commercial tenancy, and the corresponding parking levels are illustrated in **Figures 11 and 12** below.

Figure 11 Level 02

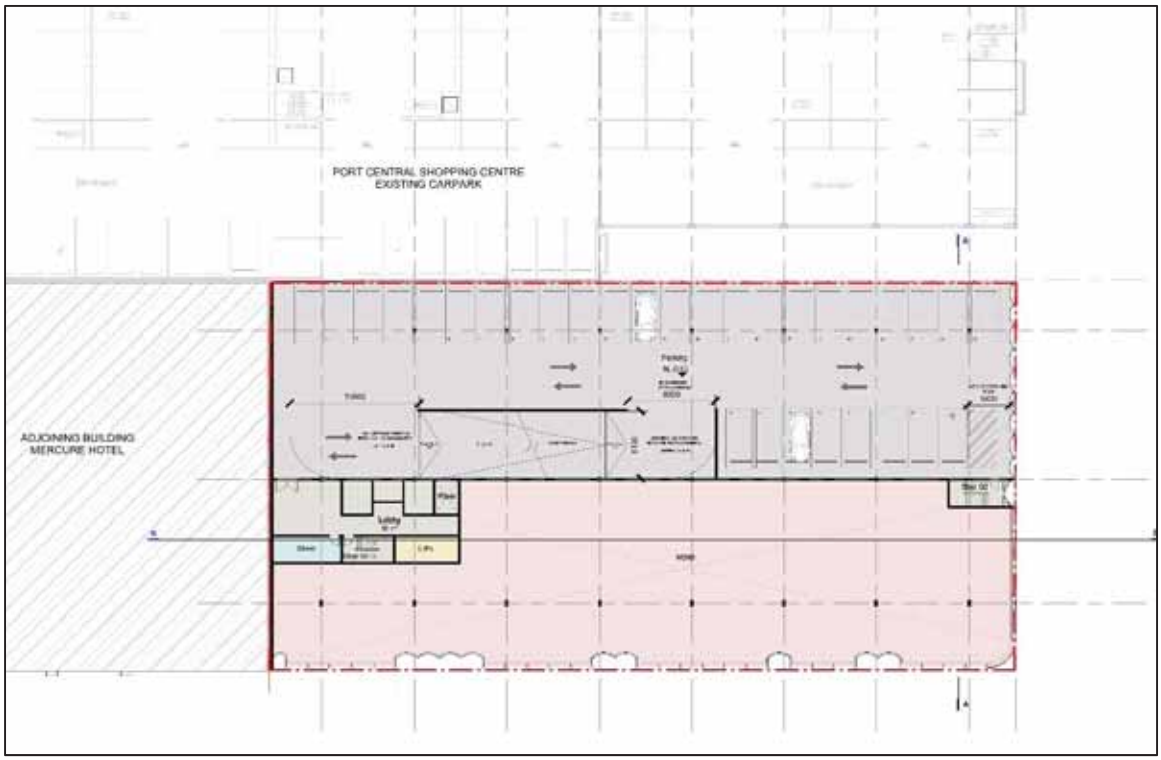
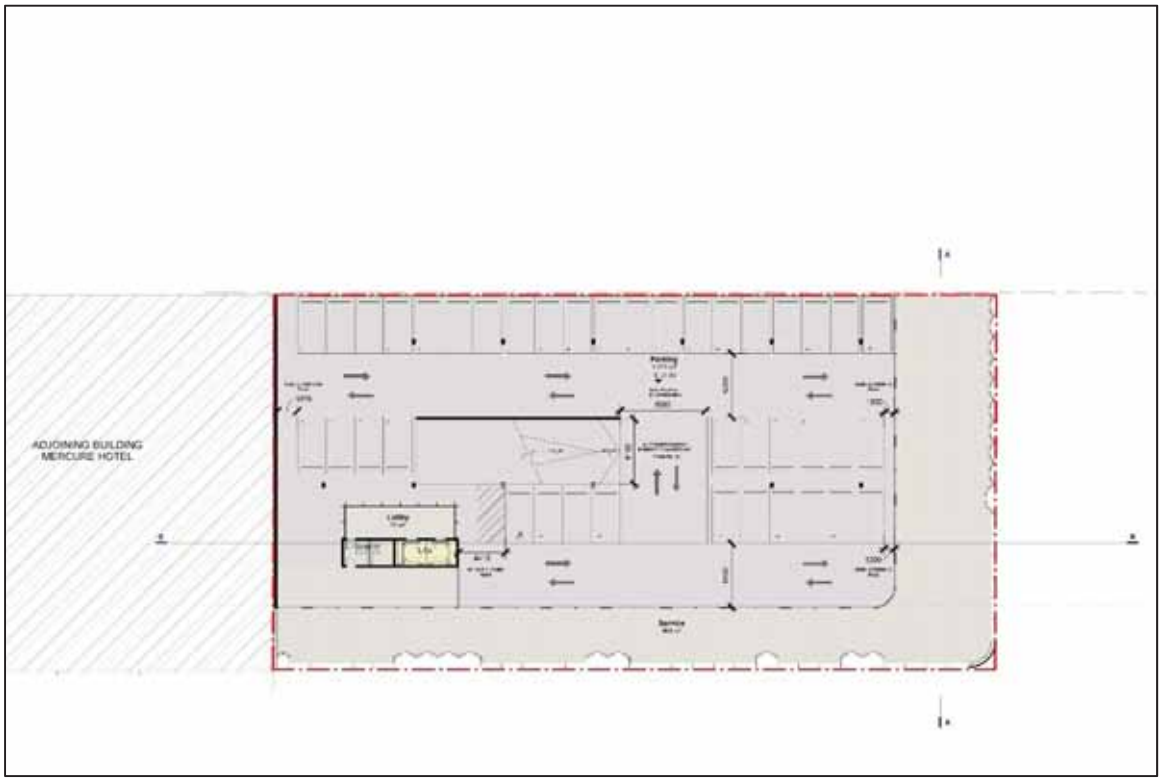


Figure 12 Rooftop Parking - Level 03



The future location of the ramped driveway access to the parking areas contained within Levels 01-03 is shown in Photo plate 10.

Photographic Plate 10 – Location of future driveway to parking on Levels 01-03

In total, there are 240 carspaces proposed in this application to service the commercial development. The carparking areas will integrate with the private/public parking area of the adjacent Port Central development, with both commercial carparks complementing each other. The carspace locations for this proposed development of 99 William Street are allocated as per the following table:

Floor Level	Parking Numbers
Basement Level 02	53 spaces (including 1 accessible)
Basement Level 01	54 spaces (including 2 accessible)
Ground Floor	30 spaces (including 3 accessible)
Level 1	32 spaces (including 2 accessible)
Level 2	31 spaces (including 1 accessible)
Level 3	40 spaces (including 1 accessible)
Total	**240 spaces (including 10 accessible)**

This number of 240 spaces exceeds the minimum parking requirement under Council's DCP 2013 for the proposed retail and commercial floor space. This number however accounts for a commitment to provide for an additional 150 spaces required under the Deed of Agreement for the purchase of this land from Council.

In fact, the proposed development will increase the total number of off-street parking spaces within the extended Port Central shopping complex from 833 to 1058, or an overall increase of 225 spaces.

Based on the proposed floor area of the expanded retail space, Port Central is required to provide a total of 554 spaces to satisfy Council's DCP parking rates. The shopping centre is also required to provide 350 'all day' spaces available to the public as part of a previous agreement with Council entered into during Port Central's inception and part acquisition of Hay Street. Therefore, the total amount of spaces required for the shopping complex amounts to 904.

Given that the proposed development will actually include 1058 spaces, there will be an excess of 154 off-street parking spaces provided. It should be noted that the additional 150 public spaces to be provided will reduce the number of vehicles currently parking within the CBD streets or other long-term parking areas. This parking surplus will also offset the loss of approximately 6 carspaces from the Port Central carpark to enable construction of the new driveway links to 99 William St.

In addition to the proposed on-site parking provision, various street improvements are to be undertaken along both William and Murray Streets. Those works will improve parking functionality, provide for additional street furniture, and public landscaping.

Those works are to be undertaken as per Council's Town Centre Masterplan including the reconfiguration of parking arrangements, drainage and intersection treatment, as well as the refurbishment of street furniture and street tree planting. Council's planned public works for the William and Murray Street interface are illustrated in **Figures 13a/b** below.

Figure 13a William / Murray Street Reconstruction – Town Centre Masterplan

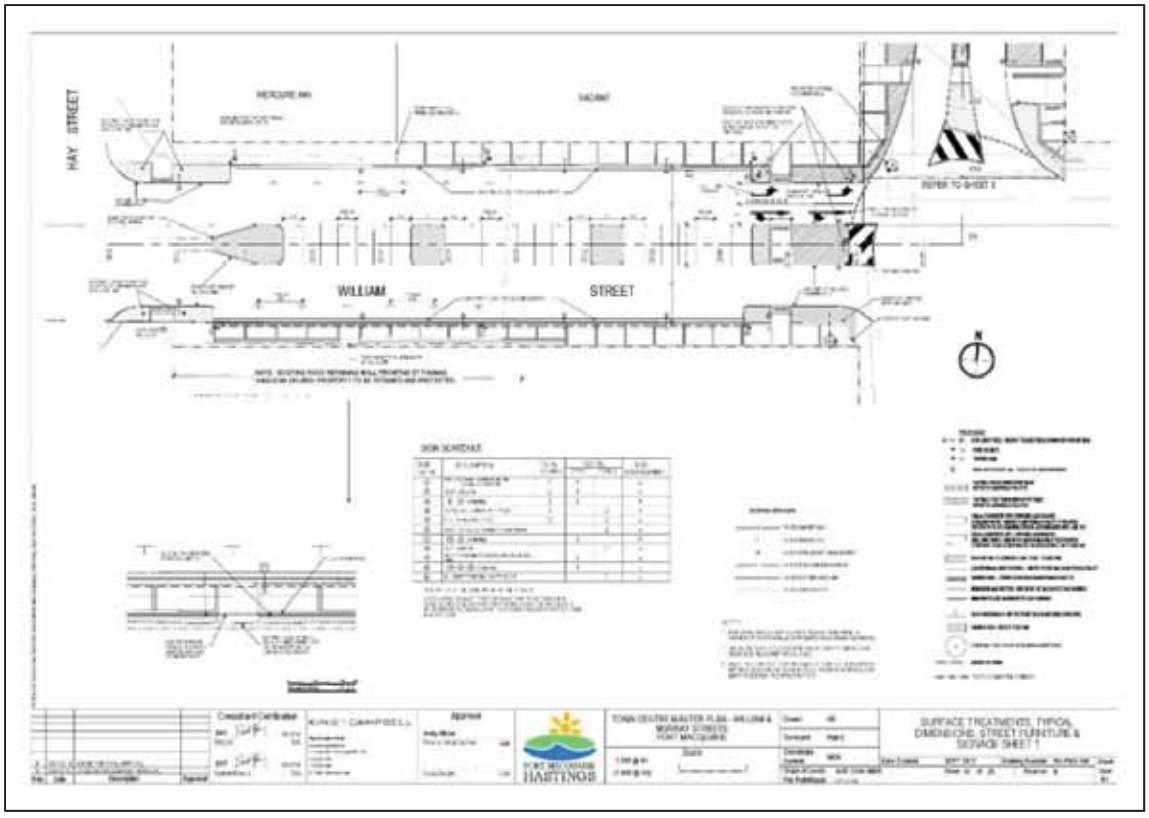
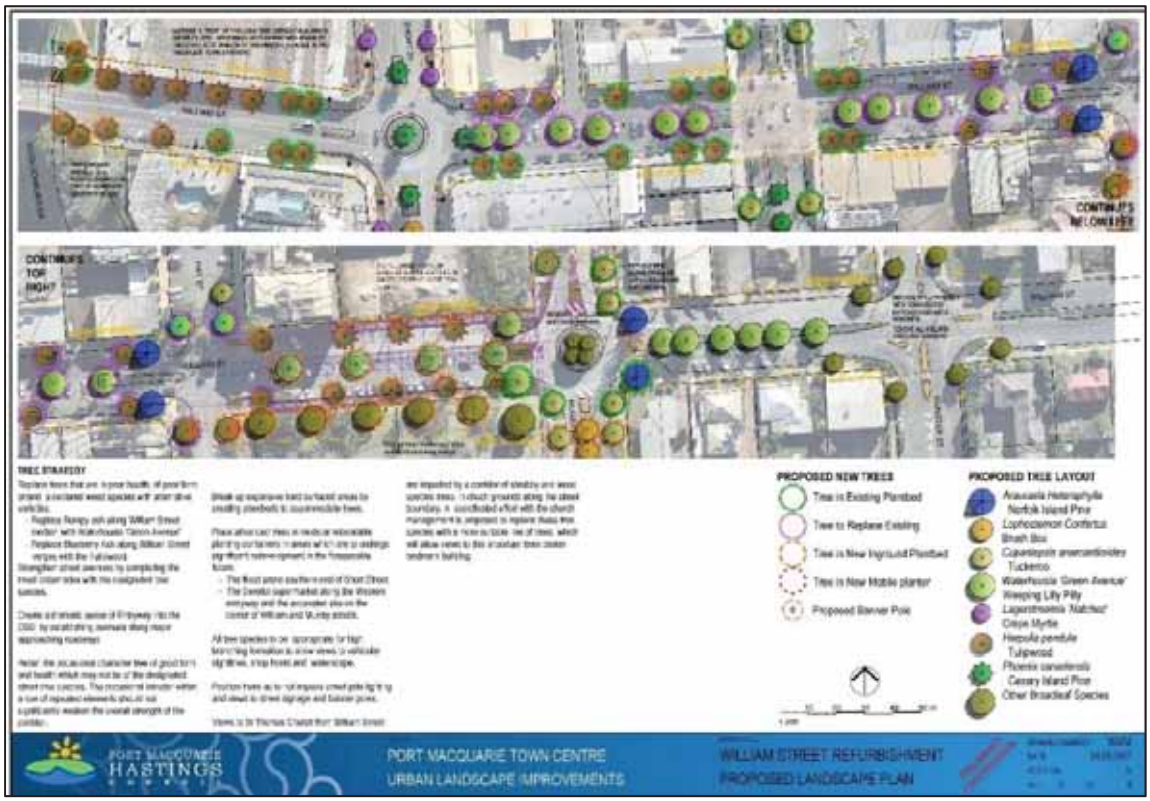


Figure 13b William / Murray Street Refurbishment – Town Centre Masterplan



4. Statutory Matters

4.1 Environmental Planning & Assessment Act 1979

This application is made under Part 4 of the Act – Development Assessment and Consent. Those relevant legislative matters required to be addressed under Section 4.15 of that Act are as follows:

- State Environmental Planning Policy (State and Regional Development)
- State Environmental Planning Policy – Infrastructure
- State Environmental Planning Policy – Coastal Management
- State Environmental Planning Policy 64 – Advertising and Signage
- Port Macquarie Hastings LEP 2011
    - Zone B3 Commercial Core
    - Clause 4.3 Height of Buildings
    - Clause 4.4 Floor Space Ratio
    - Clause 5.10 Heritage Conservation
    - Clause 7.13 Essential Services
- Development Control Plan 2013:
    - 2.2 Advertising and Signage
    - 2.5 Transport, Traffic Management, Access and Car Parking
    - 2.7 Social Impact Assessment and Crime Prevention
    - 3.4 Business and Commercial Development
    - 5 Port Macquarie Town Centre

Our assessment of each of the aforementioned matters is provided in the following sections of this report.

4.1 State Environmental Planning Policy (State and Regional Development)

The State and Regional Development SEPP establishes minimum thresholds which determine the assessment process for applications for a project of this scale. As a general rule, the State Significant threshold triggers apply to development with a capital value of greater than $30 million, including hospitals, tourist developments, correctional centres, and warehouses. However, there is no specified capital value threshold which applies to "commercial development" for the DA to be considered as State Significant.

There are separate thresholds in relation to "Regionally Significant Development" which are identified in Schedule 7 of the SEPP. Under Schedule 7, the following development types are considered as regionally significant, and require a higher level of assessment.

> ***Schedule 7 Regionally significant development***
>
> *3 Council related development over $5 million*
>
> *Development that has a capital investment value of more than $5 million if:*
>
> *(a) a council for the area in which the development is to be carried out is the applicant for development consent, or*

(b) the council is the owner of any land on which the development is to be carried out, or

(c) the development is to be carried out by the council, or

(d) the council is a party to any agreement or arrangement relating to the development (other than any agreement or arrangement entered into under the Act or for the purposes of the payment of contributions by a person other than the council).

By the terms of this Schedule, any development over this Council owned property with a capital value >$5million would be captured. The capital value of the proposed development is estimated at just over $15million (refer to Cost Budget annexed at **Appendix I** to this report).

The SEPP doesn't specifically identify who the consent authority is for development identified as being "Regionally Significant Development". That instead is defined by the EP&A Act, which states the following:

4.5 Designation of consent authority

For the purposes of this Act, the consent authority is as follows:

(a) in the case of State significant development—the Independent Planning Commission (if the development is of a kind for which the Commission is declared the consent authority by an environmental planning instrument) or the Minister (if the development is not of that kind),

(b) in the case of development of a kind that is declared by an environmental planning instrument as regionally significant development—the Sydney district or regional planning panel for the area in which the development is to be carried out,

Accordingly, it is our understanding this application will be determined by the Joint Regional Planning Panel.

4.2 State Environmental Planning Policy (Infrastructure) 2018

The scale of the proposed commercial expansion and associated carparking meets a legislative threshold identified in the Infrastructure SEPP. In that regard, the proposal is considered to satisfy the criteria as a traffic-generating development.

The Infrastructure SEPP contains the following provision:

104 Traffic-generating development

(1) This clause applies to development specified in Column 1 of the Table to Schedule 3 that involves:

(a) new premises of the relevant size or capacity, or

(b) an enlargement or extension of existing premises, being an alteration or addition of the relevant size or capacity.

Colum1 of Schedule 3 identifies commercial premises with a floor area of >10,000m^2.

The proposed development is for commercial premises which serves as an expansion of the existing Port Central shopping centre. Combined with the floor area of the existing shopping centre, the development would have a larger gross leasable floor area than 10,000m^2 and would be captured by the SEPP.

However, as specified by Cl.104(1) of the SEPP, the criteria of Schedule 3 relates only to the area of the proposed extensions. In this case, the total gross floor area of the commercial premises the subject of this DA is 2,502m^2.

Notwithstanding, the proposed commercial expansion incorporates a new parking area which accommodates 240 vehicle spaces. Under Schedule 3, any parking area with a capacity of >200 vehicles is also identified by the SEPP as a traffic generating development.

In that regard, before determining a development application for development to which Clause 104 of the SEPP applies, the consent authority must:

(a) give written notice of the application to RMS within 7 days after the application is made

(b) take into consideration:

(i) any submission that RMS provides in response to that notice within 21 days after the notice was given (unless, before the 21 days have passed, RMS advises that it will not be making a submission), and

(ii) the accessibility of the site concerned, including:

(A) the efficiency of movement of people and freight to and from the site and the extent of multi-purpose trips, and

(B) the potential to minimise the need for travel by car and to maximise movement of freight in containers or bulk freight by rail, and

(iii) any potential traffic safety, road congestion or parking implications of the development.

We would anticipate the RMS providing an assessment of this proposal accordingly. In that regard, we note the following conclusion made by our annexed Traffic Impact Assessment which was undertaken for the proposal:

"In conclusion, the development meets the required guidelines in terms of safe access to the site. The local road network, including adjacent intersections, have adequate capacity to cater for the relatively small number of additional

vehicle trips to be generated by the development with minimal impacts. Streetwise recommend that there are no traffic-related reasons to reject this development proposal."

4.3 State Environmental Planning Policy (Coastal Management) 2018

The site is located within 350m of the Hastings River foreshore, and accordingly the provisions of the Coastal Management SEPP (previously SEPP 71) apply to the proposal.

The site is specifically mapped within the Coastal Environmental Area of the Coastal Management Act as identified in the SEPP, but lies on the fringe of the Coastal Use Area. Refer to **Figure 14** below which includes an extract from the SEPP mapping.

Figure 14a SEPP Coastal Management – Coastal Environmental Area mapping extract

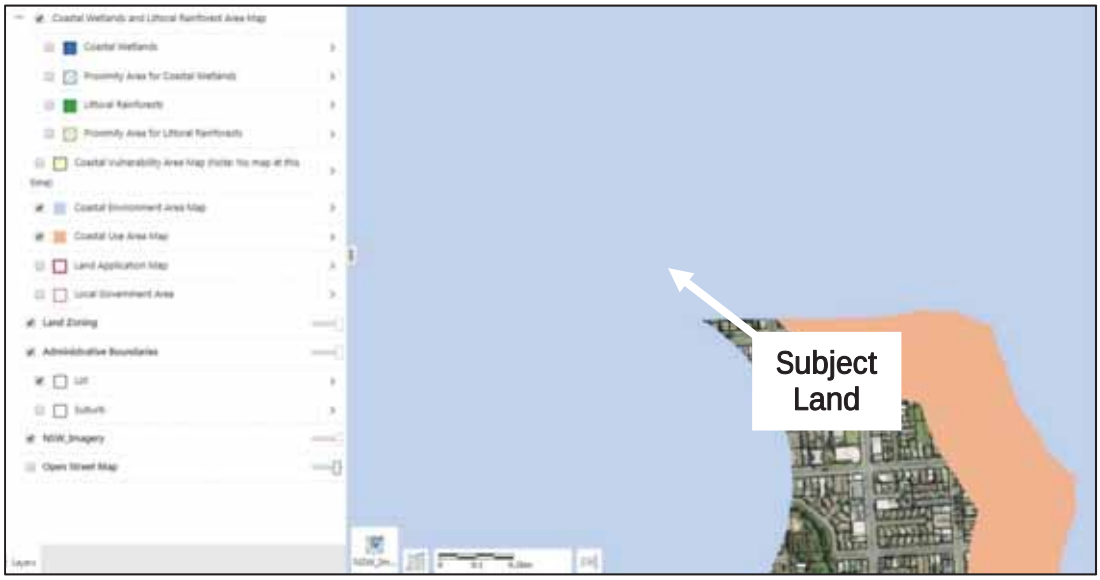
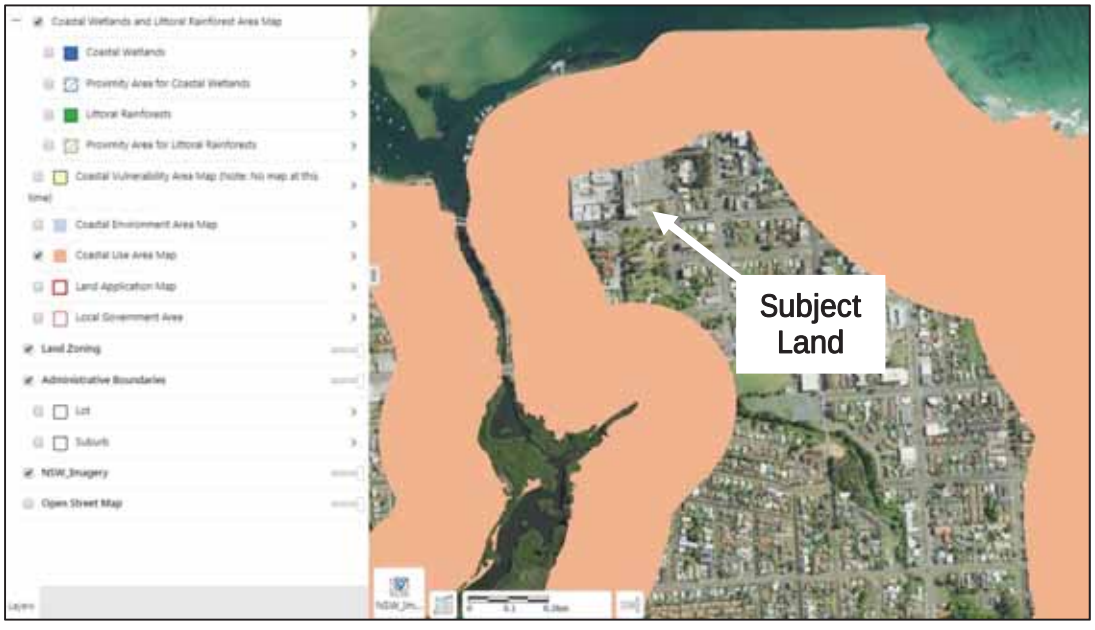


Figure 14b SEPP Coastal Management – Coastal Use Area mapping extract



Division 13 of the SEPP contains the relevant provisions for consideration by the consent authority for any site located within the Coastal Environment Area. Under that Division, development consent must not be granted unless the consent authority has considered whether the proposed development is likely to cause an adverse impact on that Coastal Environmental Area.

The matters for consideration prescribed by Clause 13 are:

> *(a) the integrity and resilience of the biophysical, hydrological (surface and groundwater) and ecological environment,*
>
> *(b) coastal environmental values and natural coastal processes,*
>
> *(c) the water quality of the marine estate (within the meaning of the Marine Estate Management Act 2014), in particular, the cumulative impacts of the proposed development on any of the sensitive coastal lakes identified in Schedule 1,*
>
> *(d) marine vegetation, native vegetation and fauna and their habitats, undeveloped headlands and rock platforms,*
>
> *(e) existing public open space and safe access to and along the foreshore, beach, headland or rock platform for members of the public, including persons with a disability,*
>
> *(f) Aboriginal cultural heritage, practices and places,*
>
> *(g) the use of the surf zone.*

The site's relatively remote location from the Hastings River foreshore render most of these matters for consideration irrelevant. The site will not have any impact on the surf zone, coastal headlands, rock platforms, or any marine estate, marine vegetation and/or marine habitat areas.

The vacant site has also been previously excavated in accordance with the consent for DA1999/174, and there is therefore no inherent aboriginal items or areas of cultural value associated with the site.

We submit that the proposed commercial development is consistent with the coastal environmental values of this mid north coast location. The use is a permissible development which serves as a logical extension of the established core retail precinct of the Port Macquarie CBD. The building's architecture and street presentation is appropriate, and will make a positive contribution to the visual amenity of this coastal retail precinct.

The proposed commercial development is otherwise compliant, and consistent with the aims and objectives of the Coastal Management SEPP and is compatible with the coastal environment of this CBD location.

4.4 State Environmental Planning Policy No 64 – Advertising and Signage

While no separate or free-standing signage is proposed for the building, it is recognised that the scale of the proposed development and its prominent position in the CBD warrants some consideration of the proposal under SEPP #64.

Advertising associated with the proposed commercial expansion comprises building fascia signage which is proposed in a prominent banner-type position facing both William and Munster Streets. These innominate fascia signs can be seen in the aerial perspective illustrated in **Figure 4** of this report.

The objectives of the State policy are to ensure that signage is compatible with the visual character of an area, provides effective communication in suitable locations, and is of a high quality design and finish.

The proposed signage is consistent with the objectives of the policy in that the signage is compatible with the desired character of the area as the region's retail / commercial core. The proposed signage is clear and concise and has been designed with a direct relationship to the architectural design response for the site.

SEPP #64 requires the consent authority to have regard to assessment criteria in Schedule 1 of the policy in assessing proposals for significant advertising signage. Our responses to the assessment criteria of Schedule 1 are outlined below:

Schedule 1 Assessment criteria

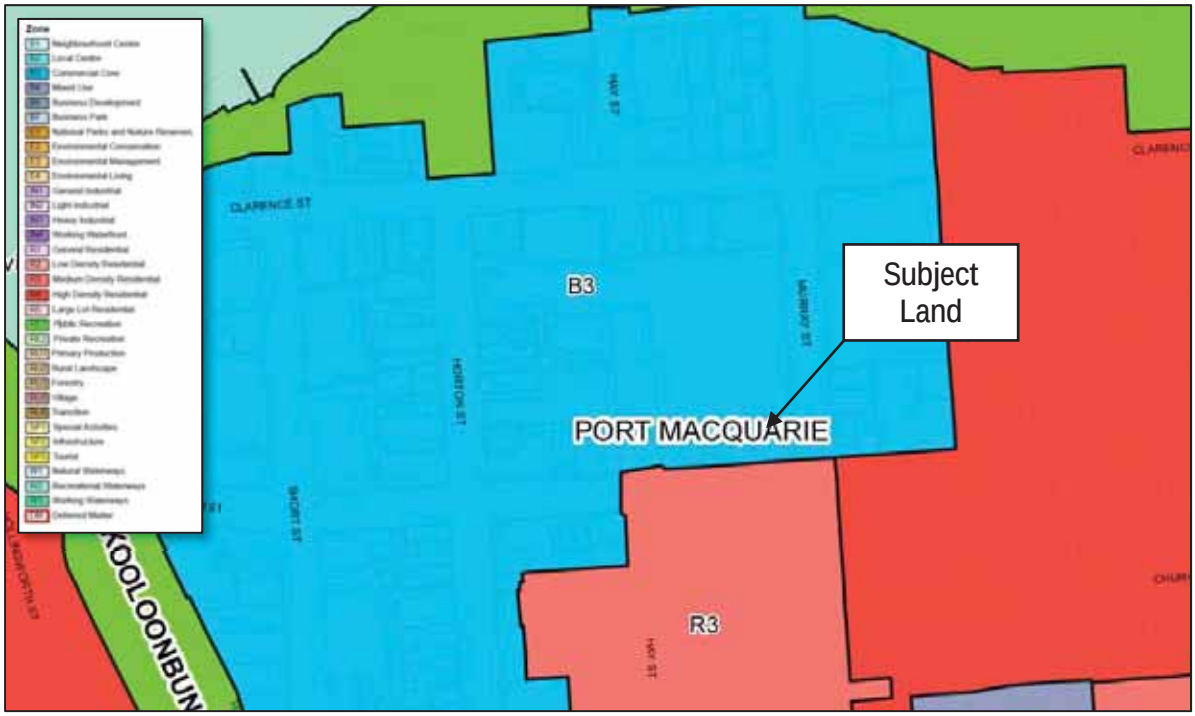
ASSESSMENT CRITERIA	COMMENT
Character of the Area	
• Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located? • Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The proposal is compatible with the desired character for the area as the principle retail and commercial core of the Port Macquarie Hastings region.
Special Areas	
• Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	The proposal will not detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways or residential areas.
Views and Vistas	
• Does the proposal obscure or compromise important views? • Does the proposal dominate the skyline and reduce the quality of vistas? • Does the proposal respect the viewing rights of other advertisers?	The proposed signage sits within the silhouette of the building and will not therefore obscure or compromise important views. The proposal does not dominate the skyline or reduce the quality of vistas. The proposal will not interfere with the viewing rights of other advertisers.
Streetscape, setting or landscape	

• Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape? • Does the proposal contribute to the visual interest of the streetscape, setting or landscape? • Does the proposal reduce clutter by rationalising and simplifying existing advertising? • Does the proposal screen unsightliness? • Does the proposal protrude above buildings, structures or tree canopies in the area or locality? • Does the proposal require ongoing vegetation management?	The proposed signage has been designed in scale and proportion with its associated large scale shopping development and recognises its role as an entry into the Port Central retail complex as a whole. The proposed signage has not been designed to screen unsightliness but instead to complement the architecturally designed shopping centre.
Site and building	
• Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located? • Does the proposal respect important features of the site or building, or both? • Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The advertising fascia signs have been designed to complement the proposed shopping complex in scale, proportion and materials and finishes. The proposed signage has adopted a consistent architectural style to ensure it makes an aesthetically positive contribution to the streetscape.
Associated devices and logos with advertisements	
• Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	The proposal does not incorporate associated devices or logos.
Illumination	
• Would illumination result in unacceptable glare? • Would illumination affect safety for pedestrians, vehicles or aircraft? • Would illumination detract from the amenity of any residence or other form of accommodation? • Can the intensity of the illumination be adjusted, if necessary? • Is the illumination subject to a curfew?	The proposal involves some illuminated panels but these will not be illuminated to a level which would result in unacceptable glare. The proposed illumination will not detract from the amenity of any residence or other form of accommodation, nor detract from the neighbouring historic church precinct.
Safety	
• Would the proposal reduce the safety for any public road? • Would the proposal reduce the safety for pedestrians or bicyclists? • Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public	The proposal will not reduce the safety for pedestrians, cyclists or other road users by obscuring sightlines from public areas, nor have any other such potential impact.

4.5 Port Macquarie Hastings Local Environmental Plan 2011

Pursuant to the Port Macquarie Hastings LEP 2011 (LEP 2011) the subject site is zoned B3 Commercial Core. An extract of the zoning map for the subject site is illustrated in **Figure 15** below.

Figure 15 Zoning Map



The objectives of the B3 Commercial Core land-use zone are as follows:

- *To provide a wide range of retail, business, office, entertainment, community and other suitable land uses that serve the needs of the local and wider community.*
- *To encourage appropriate employment opportunities in accessible locations.*
- *To maximise public transport patronage and encourage walking and cycling.*
- *To ensure that new residential accommodation and tourist and visitor accommodation within the zone does not conflict with the primary function of the centre for retail and business use.*
- *To provide for the retention and creation of view corridors and pedestrian links throughout the Greater Port Macquarie city centre.*

Comment:

This development proposal directly integrates with and expands upon the current Port Central retail building and will provide additional retail floor space as well as an additional opportunity for new commercial tenancy(s). The site is located within the retail core of the Port Macquarie CBD and the intended expansion of the retail employment opportunities is a desirable outcome for this currently vacant site.

The expansion of the Port Central site will lead to the reconstruction and refurbishment of the important William and Murray Street streetscapes including improved parking, street furniture and landscaping. A pedestrian entry to William Street improves the overall accessibility for the Port Central development, and serves to establish a link to the Hay St and Horton St pedestrian entries.

The site is appropriately located to benefit from the CBD's public transport services, and the development encourages cycling access via dedicated bike storage space and associated change-rooms, amenities and showers for staff and patrons.

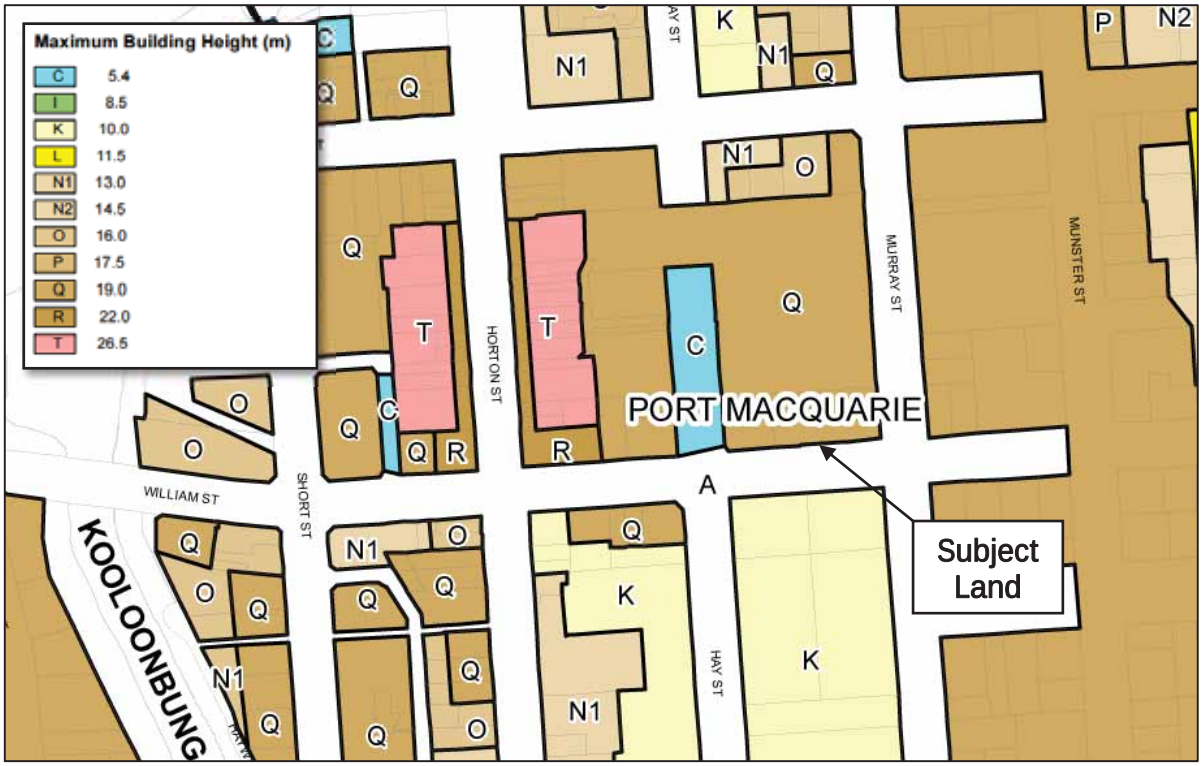
View corridors are not impacted by the proposed commercial building's expansion, as detailed in **Section 4.5.3** of this report. The proposal provides for a zone-appropriate form of commercial development in keeping with the character of development in the immediate area. We contend this is directly consistent with the objectives for this B3 Commercial Core zoning.

The following specific clauses of the LEP have also been examined in preparing this development proposal:

4.5.1 Clause 4.3 Height of Buildings

The applicable maximum building height for the subject site is set by the maps contained in the LEP. For this site, the maximum permitted height of buildings is 19m as illustrated in the LEP map extract in **Figure 16** following.

Figure 16 Height of Buildings

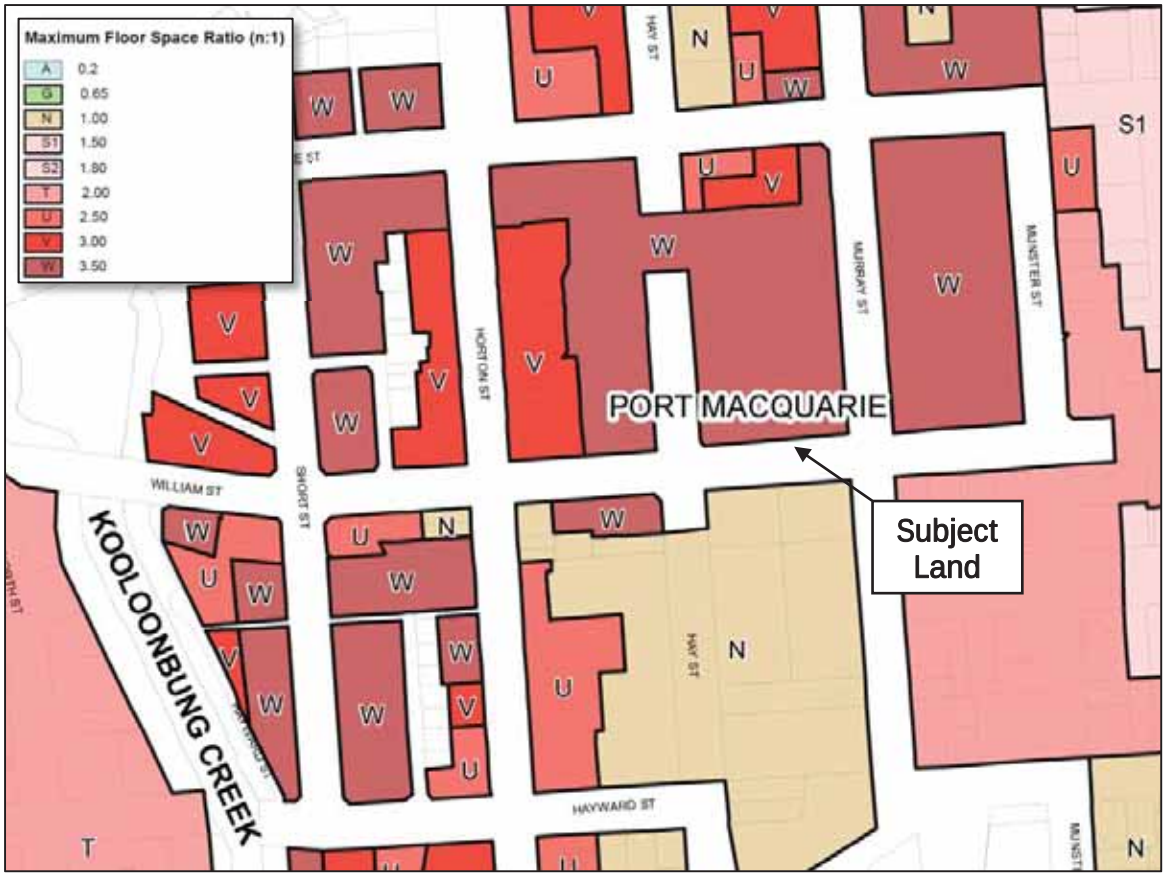


The proposed building form observes a maximum height of RL 26.1m, which represents a built height of 14.1m above the existing ground level of RL 12.0m. The proposed building thereby complies with the LEP height control.

4.5.2 Clause 4.4 – Floor Space Ratio

The applicable Floor Space Ratio for the subject site is 3.5:1 pursuant to the adopted maps of the LEP as illustrated in **Figure 17**.

Figure 17 Floor Space Ratio

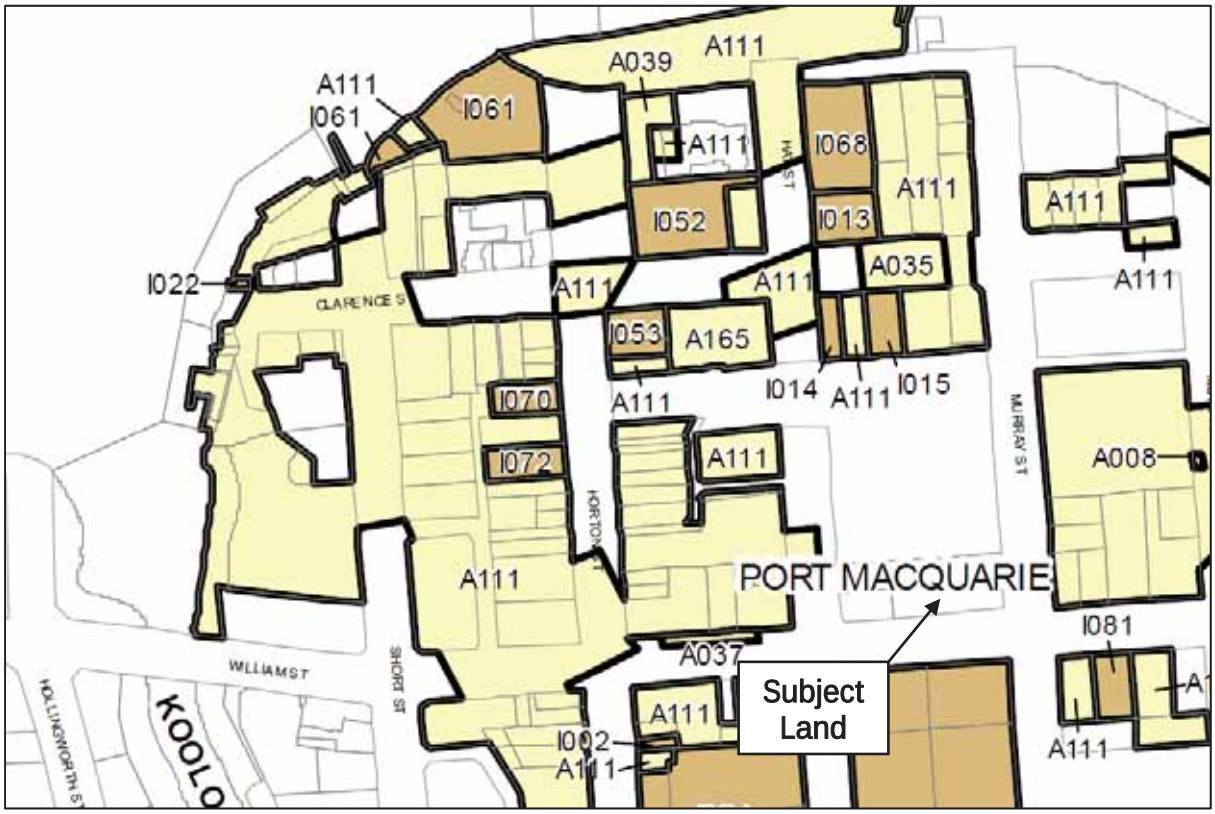


Excluding carparking areas which make up the bulk of the building's footprint, the proposed development has a Gross Floor Area of 2,502m^2 representing a floor space ratio of approx. 1.04:1, which therefore complies with this control.

4.5.3 Clause 5.10 – Heritage conservation

This clause applies to any land that is identified on Council's LEP mapping. An extract from that Heritage map of the LEP is shown in **Figure 18** below.

Figure 18 Heritage Map



As evidenced above, the site itself is neighboured by a number of listed heritage items, as well as properties identified within the broader Port Macquarie CBD archeaological site. The subject property itself however is not identified and contains no items or relics of heritage value. Notwithstanding, the site's historical context is recognised. Any development at this intended scale on the site has the potential to have an impact on the neighbouring heritage items in this location.

In that regard, Clause 5.10 (4) of the LEP requires Council to consider the effect of proposed development on items of heritage significance, and states:

> *"(4) The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6)."*

To that end, we have consulted directly with Council's heritage specialist Stephen Booker for guidance in the formulation of an appropriate design response which respects the site's prominent location in that historical context. In particular, our architect sought to gain direction regarding the potential impact on views to and from St Thomas' church to the immediate south, and potential impacts on the amenity of that church precinct.

The advice received from Council's heritage consultant is annexed at **Appendix F** to this report, and concluded:

*"The long views to St Thomas' Church are no longer available, therefore the argument to keep low to preserve the vistas is no longer valid. The photograph (**Figure 19** below) is taken from the North Eastern corner of the upper floor of the car park. St Thomas' can just be seen. There is no way that the church can be seen from Clarence Street now."*

Figure 19 View of St Thomas church from Port Central roof-top (source: S Booker)

The notion of retaining a view corridor for patrons of St Thomas to the Hastings River foreshore is no longer achievable regardless of the height of this proposed development. Similarly, the opportunity to gain a vista of St Thomas' church from the public river foreshore along Murray street is also denied by existing development.

The proposed retail/commercial expansion therefore will not detract from. or deny views to/from the important St Thomas' church precinct.

The pre-lodgement advice from Stephen Booker also indicated:

"Height is therefore the dictate of adjacent buildings and the presentation to the William Street frontage so as not to overpower or dominate the immediate precinct of the church grounds.

The manner of addressing William Street is of the utmost importance and the need for the façade to be crisply detailed and of a high quality so that it is a building façade that is well balanced, refined and proportioned as opposed to a

cheap tilt up with some fillets and chamfers to break up the broad mass and the surface or painted."

We submit that the proposed design achieves these objectives and contributes to an attractive high quality streetscape for both the William and Murray Street elevations. The primary design intent was to activate the William Street façade, which was critical to complete the streetscape. That façade design recognises the adjacent low-scale heritage character within the city centre and maintains a good street alignment and continuity.

4.5.5 Clause 7.13 – Essential Services

Clause 7.13 requires that Council be satisfied that all essential services can be supplied to a development, prior to the issuing of consent.

Sewer, water, electricity and telecommunications services are all available to the CBD and development site. Full details of all service connections and infrastructure upgrades will be supplied in the application for a Construction Certificate. This will include all streetscape improvements as per the Town Centre Masterplan.

It is considered however that all relevant services can be adequately supplied to the site.

4.6 PMHC Development Control Plan 2013

The PMHC DCP 2013 supports the objectives of Port Macquarie Hastings Local Environment Plan 2011 and contains controls for various forms of development, as well as for a number of specifically identified development precincts of the Hastings.

For this form of development, the following Chapters of the DCP are relevant considerations:

- 2.2 Advertising and Signage
- 2.5 Transport, Traffic Management, Access and Car Parking
- 2.7 Social Impact Assessment and Crime Prevention
- 3.4 Business and Commercial Development
- 5 Port Macquarie Town Centre

Chapter 2.2 Advertising and Signage

The provisions contained in Chapter 2.2 of the DCP largely replicate those matters for consideration contained in the over-arching SEPP #64, which have been addressed in **Section 4.4** of this report. The proposed advertising signage is thereby considered to satisfy the objectives of Chapter 2.2 of DCP 2013.

Chapter 2.5 Transport, Traffic Management, Access and Car Parking

The calculation of total required parking numbers for this development under DCP 2013 amounts to 66.1 spaces. This calculation is based on the adopted rate of 1 carspace required per 30m^2 of retail/commercial floor space.

The parking demand of the respective areas of floor space of the proposed development is summarised below:

- Ground floor retail GLFA
  115m^2 = 3.83 spaces
  830m^2 = 27.67 spaces

- First floor Commercial GLFA
  1037m^2 = 34.56 spaces

- Total GLFA
  1,982m^2 = 66.1 spaces

The carspace locations for this proposed development are allocated as per the following table:

Floor Level	Parking Numbers
Basement Level 02	53 spaces (including 1 accessible)
Basement Level 01	54 spaces (including 2 accessible)
Ground Floor	30 spaces (including 3 accessible)
Level 1	32 spaces (including 2 accessible)
Level 2	31 spaces (including 1 accessible)
Level 3	40 spaces (including 1 accessible)
Total	**240 spaces (including 10 accessible)**

This number of 240 spaces exceeds the minimum parking requirement under Council's DCP 2013. This number however accounts for a commitment to provide for an additional 150 public parking spaces required under the Deed of Agreement for the purchase of this land from Council.

Internal access and circulation, and parking dimensions are compliant with AS 2890. The traffic, access and carparking provisions of the proposal are also addressed within the annexed Traffic and Parking Impact Assessment, which concluded:

- *The proposed development will generally be located on the adjacent vacant lot at the corner of William Street and Murray Street. The proposed development will include a 6-storey expansion of the existing Port Central Shopping Centre, which will include a mixture of retail & office space and carparking.*
- *The development will include 2 new basement carpark levels, which will be accessed via the existing loading dock access lane. The other new (upper) levels of carparking will be accessed via the existing carpark ramp off Murray Street.*
- *The proposed expansion of Port Central will generate 484 peak hour trips - an increase of 134 trips on the current 350 peak hour trips. All of the additional inwards movements will be via the Murray Street access, while 45% of additional exit trips will be via Hay Street – which will help disperse additional trips through the local road network.*

- *The proposed development will increase the number of off-street parking spaces within the Port Central site from 833 to 1062 – an increase of 229. The total number of spaces to be provided is actually 158 spaces more than is required by council's parking code and the previous agreement with council.*
- *The adjacent CBD road network has the capacity to cater for the additional vehicle trips to be generated by the proposed development. The relatively small number of additional trips to be generated by this development will likely be dispersed quickly, and have minimal impacts on the wider road network.*
- *The SIDRA modelling assessment indicates the existing intersections in the vicinity of Port Central currently at a satisfactory level of efficiency, with all traffic movements at all 3 intersections operating at a Level of Service of 'A' or 'B'. The modelling also indicated the same intersections will cater for increased volumes in 2030 (Port Central traffic + 2% pa local traffic growth) with only a minor reduction in efficiency i.e. all turn movements operating at a LoS of 'B' or better."*

We submit the proposal is consistent with the provisions of Chapter 2.5 of Council/s DCP 2013 accordingly.

Chapter 2.7 Social Impact and Crime Prevention

DCP 2013 requires larger scale development of this type to address the environmental design principles of crime prevention, those being;

- Casual surveillance and sightlines;
- Land use mix and activity generators;
- Definition of use and ownership;
- Basic exterior building design;
- Lighting;
- Way-finding; and
- Predictable routes and entrapment locations;

In response to these principles we submit that:

- The deliberate transparency and permeability of the architectural design provides for natural access control. In that regard, the permeability of the active street front encourages the flow of people to aid in passive surveillance. The building's design maximises visibility and ensures that staff and patrons can observe and monitor activities around the commercial site.
- The design of the commercial spaces with associated parking areas generates a perceived sense of ownership of the surroundings associated with each tenancy. Coupled with the passive surveillance opportunities, these public areas are able to be monitored for anti-social behaviour.
- The architectural lighting and building design contributes to the creation of a safe and secure commercial destination. The design seeks to maintain a high level of permeability and façade activation. A range of facilities are provided throughout each level of the building including interconnecting floor access, parking availability, staff amenities including end of trip facilities.
- Parking areas directly integrate with the established carpark of the Port Central shopping complex and allow for complementary use of each site's parking facilities. Current maintenance and management practices for the Port Central

carpark will be extended to the management of the proposed parking facilities on 99 William Street.

In terms of social and economic impacts, this proposal has direct compatibility with Council's commercial hierarchy and retail strategy which aims to retain the Port Macquarie CBD as the commercial and retail core of the Local Government Area. The consolidation and expansion of the Port Central shopping precinct is a stated objective of Council's retail strategy, as evidenced by the deed of agreement which facilitates the purchase of this land for this specific purpose.

The development will contribute to a range of increased employment opportunities within the CBD where public transport accessibility is highest for the region. The development also provides for facilities and amenities for more passive transport in the form of dedicated change-rooms, showers and storage space for push-bikes. This facilitates a lesser dependence on private motor vehicle use by future staff and patrons of the commercial development.

Notwithstanding, an intended surplus in on-site parking, as well as the additional 150 public spaces committed to in the deed of agreement with Council will make a significant contribution to meeting the parking needs of CBD visitors, as often reported in the media.

Chapter 3.4 Business and Commercial Development

The provisions contained in Chapter 3.4 of the DCP are largely superceded by the more specific commercial development provisions contained in Chapter 5 which relate directly to commercial development within the Port Macquarie Town Centre.

Chapter 5 Town Centre

The Town Centre precinct chapter contains specific development guidelines, and building controls for future development in Port Macquarie's retail/commercial core. DCP 2013 makes this statement in terms of the desired future character of the precinct:

> *"The role of the town centre is largely to service the retail and commercial needs of the area's residents, however it also facilitates a range of other functions that are imperative to the economic, social and environmental health of the Port Macquarie–Hastings. The town centre is an environment that provides opportunities for social interaction and engagement, for recreation and for entertainment. This occurs formally in designated venues such as hotels, cafes and restaurants and informally and spontaneously on the street, in public places and in shopping centres.*
>
> *In terms of urban form, the town centre contributes most to the city's identity and importantly to a visitors perception of the region. The town centre is characterised by natural, architectural and cultural qualities that contribute to its character. The protection and enhancement of these qualities and the continued support of the commercial and retail functions of the town centre form the basis of many of the development provisions herein."*

Chapter 5 of the DCP establishes design controls for the Port Macquarie CBD with the objective of meeting the above aims. The following table of compliance addresses those development standards and objectives of Chapter 5 of the DCP.

Table 1 Chapter 5 of Port Macquarie-Hastings Council DCP 2013

DEVELOPMENT PROVISION	COMMENT
Site Amalgamation	
OB1 To facilitate large footprint developments where appropriate in the Town Centre. To enable viable development for commercial/retail users over fragmented land ownership.	While Block 12 is not specifically identified as a precinct in which site amalgamation is to be required, this proposal seeks to integrate with and provide shared facilities with the Port Central shopping complex. The two sites will be amalgamated as part of this proposal.
Active Frontages and Shop Widths	
OB2 To limit the street frontage of individual shops to preserve the traditional pattern of numerous small shops in the Horton Street and Clarence Street precincts in particular.	N/A
Active Frontages and Shop Widths	
OB3 To ensure the boundaries between the Town Green and private land is edged with public and civic uses. To provide a visually appealing, secure and lively experience for pedestrians on the Foreshore Reserve.	N/A
Active Frontages and Shop Widths	
OB4 To encourage some businesses that require wider shop frontages to locate in suitable areas with in the Town Centre.	A suggested 30m maximum shop-front width is encouraged for William Street frontages. While the ground floor retail space proposed in this application is 57m in width, the space provides an opportunity for splitting the floor into 2 or more discrete tenancies.
Active Frontages and Shop Widths	
OB5 To provide greater façade enclosure in urban areas and more 'open façade's in foreshore areas.	This commercial building maximises street activation opportunities while still providing for enclosure of the façade to both William and Murray Streets.
Façade Enclosure	
OB6 To have the ground floor have a high percentage of enclosure to provide a consistent edge to the streets and an urban character. To have upper floors in the commercial areas to have a high percentage of enclosure. To provide buildings in the Church Hill Precinct and Civic buildings flexibility to provide façade enclosure most	The built form adopts a design which exhibits full enclosure of both street façades, but which utilises extensive glass to enhance the permeability of the building. That contributes to reducing building mass, while encouraging maximum activation of the street interface.

suited to their content and use.	
Roof Design	
OB7 To improve the roofscapes impression of the Town Centre.	The articulation of the roof design provides interest and relief from the building's overall mass. A low-pitched roof design has been adopted to maximise the visual amenity and outlook from Church Hill.
Roof Design	
OB8 To make use of large roof spaces for environmentally sustainable rainwater capture and reuse.	The rooftop incorporates a series of solar panels, and will enable the capture of rainwater for subsequent re-use.
Roof Design	
OB9 To make use of roof spaces for outdoor recreation	The rooftop of this commercial development is set aside for parking purposes. This has a direct correlation to the inherent commercial / retail use of the building.

In addition, DCP 2013 contains a specific set of development controls that apply to discrete "blocks" within the Port Macquarie Town Centre. The subject site at 99 William Street is identified within "Block 12" of the DCP.

The following table contains a summary of our design response's consideration of the specific block controls of the DCP 2013.

Block Controls – Block 12	
Maximum Building Depth	
Whole site area minus required setbacks	The commercial development seeks to maximise the usable floor space to provide a legible expansion of the Port Central shopping centre. The proposed extensions adopt a similar "whole of site area" built depth to maximise the available leasable floor space and associated parking.
Front Building Setback	
0m, Build to Line	The proposed building adopts an effective 0m setback, but also incorporates a 1.0m threshold articulation on the ground floor. This achieves an above-ground presence and awning while maintaining a direct interface with the William and Murray street footpaths to activate these public spaces.
Rear Building Setback	
6.0m	This control is not relevant to this proposal which seeks to integrate directly with the Port Central shopping complex. To achieve that integration, in terms of pedestrian access, parking and service vehicular access, the building must be aligned with the

	adjoining wall of the Port Central building. This consistent with Council's goals for this site's development.
Side Building Setback	
Om required	0m side setbacks have been adopted.
Façade Enclosure	
Flexible	The building has adopted an enclosed, but permeable façade to maximise the transparency to the public domain and activate the street frontages.
Front Articulation Zone	
0m (ground floor) – 1.8m (first floor and above)	The façade to both William and Murray streets have been modulated to incorporate a high degree of relief and articulation. The resulting street presence is one which provides interest and visual appeal which befits the prime CBD location.
Rear / Side Articulation	
Location on Plan	There is no opportunity for rear &/or side articulation with the building immediately abutting both the Metro Centro Hotel, and Port Central buildings.
Awnings	
Location on Plan	Awnings are provided for both William Street and Murray Street footpaths.
Pedestrian Entry	
From streets	Pedestrian entry is available and proposed from William Street. The ground floor level is at grade with Murray Street, and provides an opportunity for pedestrian entry in that location should a future tenant seek it.
Vehicle Entry	
Off Murray Street	The building relies on the shared access from the established driveways in Murray Street.
New Streets, Laneways and Paths	
N/A	N/A
Arcades	
N/A	N/A
Car Parking	
Underground, on street, some on grade	The parking allocations for the proposed development are outlined in Section 3 of this report.
Landscaping	
	There is no opportunity for landscaping within the development site itself. Landscaping of the public domain with be undertaken in accordance with the adopted Town Centre masterplan.

Access, Transport & Traffic	The site enjoys vehicular access and frontage to Murray Street which has the capacity to accommodate the expected traffic generation from this retail/commercial expansion. A site specific traffic impact assessment of the proposal made the following recommendations: • The adjacent CBD road network has the capacity to cater for the additional traffic to be generated by the proposed development. The intersections currently operate efficiently, and it is recommended the current intersection layouts of Clarence St & Murray St, William St & Murray St and also William St & Hay St be retained, as they have capacity to cater for future traffic. • Any upgrades to William Street required as part of the proposed development should conform with Council's Town Centre Management Plan. • The existing carpark entry ramp should be clearly linemarked and signposted to warn motorists of pedestrian movements in Murray Street. Also, signage should installed to make pedestrians aware of vehicle movements in and out of the Port Central carpark. Consideration should also be given to installing signage and other methods to ensure carpark speed limits are minimised. • Signage should be installed to clearly delineate the future carparking areas, and the two separate access points i.e. loading dock access and current carpark ramp. Also, it is recommended that access to the all-day, roof-top parking be clearly signposted. • To minimise any potential conflict between vehicles accessing the future basement carparking and vehicles utilising the loading dock, the following is recommended: o Linemarking to delineate loading dock access and manoeuvring areas o Stop or Give Way signage at the basement carpark exit to ensure vehicles stop and look for vehicles on the loading dock access road o Signage to warn drivers of potential movements in & out of basement carpark o Signage to warn vehicles of potential

	manoeuvring in loading dock area • Signage at the exit onto Hay Street o to make drivers aware of pedestrian movements on Hay Street o warn pedestrians aware of potential vehicle movements • All proposed parking layouts are to conform with the requirements of AS 2890 and Council's parking requirements. We contend the proposed parking arrangements and access allocation is satisfactory for the scale of the development proposed. The local traffic environment has the capacity to accommodate the parking numbers and vehicle movements generated by the development.
Air, Microclimate & Site Management	The completed works would not have any adverse impact upon air quality and microclimatic conditions in the locality. During construction, appropriate noise & dust management controls will be implemented. During occupation and operation of the retail / commercial development, waste is to be managed in accordance with accepted maintenance principles adopted for the current Port Central development. A draft Waste Management Strategy for the additional floor space has been prepared, and is annexed to this report at **Appendix G**.
Flora & Fauna	The site has been cleared previously and has no existing vegetation of any significance, nor any area which exhibits any habitat value. Existing street trees are to be replaced in accordance with the proposed William and Murray Street refurbishment plans adopted by the Town Centre Masterplan.
Public Domain	The proposal complies with the height limits, max FSR and other controls for this form of development in the LEP 2011 which was publicly exhibited and underwent due process with the NSW Department of Planning. The proposal is consistent with the area objectives for the Town Centre CBD core established by DCP 2013. The proposal's role in expanding Port Central responds to the deed of agreement for this land's purchase and aligns with Council's retail strategy and objectives for this core retail precinct.

Utilities (Water Supply, Sewer)	Water Supply & Sewer services are available to the site and will be augmented as directed by Council.
Archaeology	The site is not identified in the Port Macquarie archaeological site maps of the LEP 2011. Moreover, the site has been previously excavated in accordance with an earlier consent for the property's development. We contend there is no likelihood of any archaeological items to be present on the site.
Natural Hazard - Slip or subsidence	There are no known, nor any likely slip or subsidence issues affecting the site.
Technological Hazards	The proposal will not give rise to any significant technological hazard, risk to people, property or the biophysical environment. No land contamination or remediation issues are known to have occurred on the site.
Cumulative Impacts	No detrimental cumulative impacts are anticipated as a result of the proposed development as it complies with all relevant legislative standards for this form of commercial development.
Suitability of the site for development	This development has been designed to provide for the expansion of the primary commercial shopping complex of this local government area. The design positively responds to the prescribed controls for the CBD's expansion, and aims to complete the retail block established by Horton, Clarence, Murray and William Streets. Consideration of the buildings' relationship with adjacent properties has been a priority in the design scope and we submit there are no components of this building design which has the potential to negatively impact on the Port Macquarie town centre.

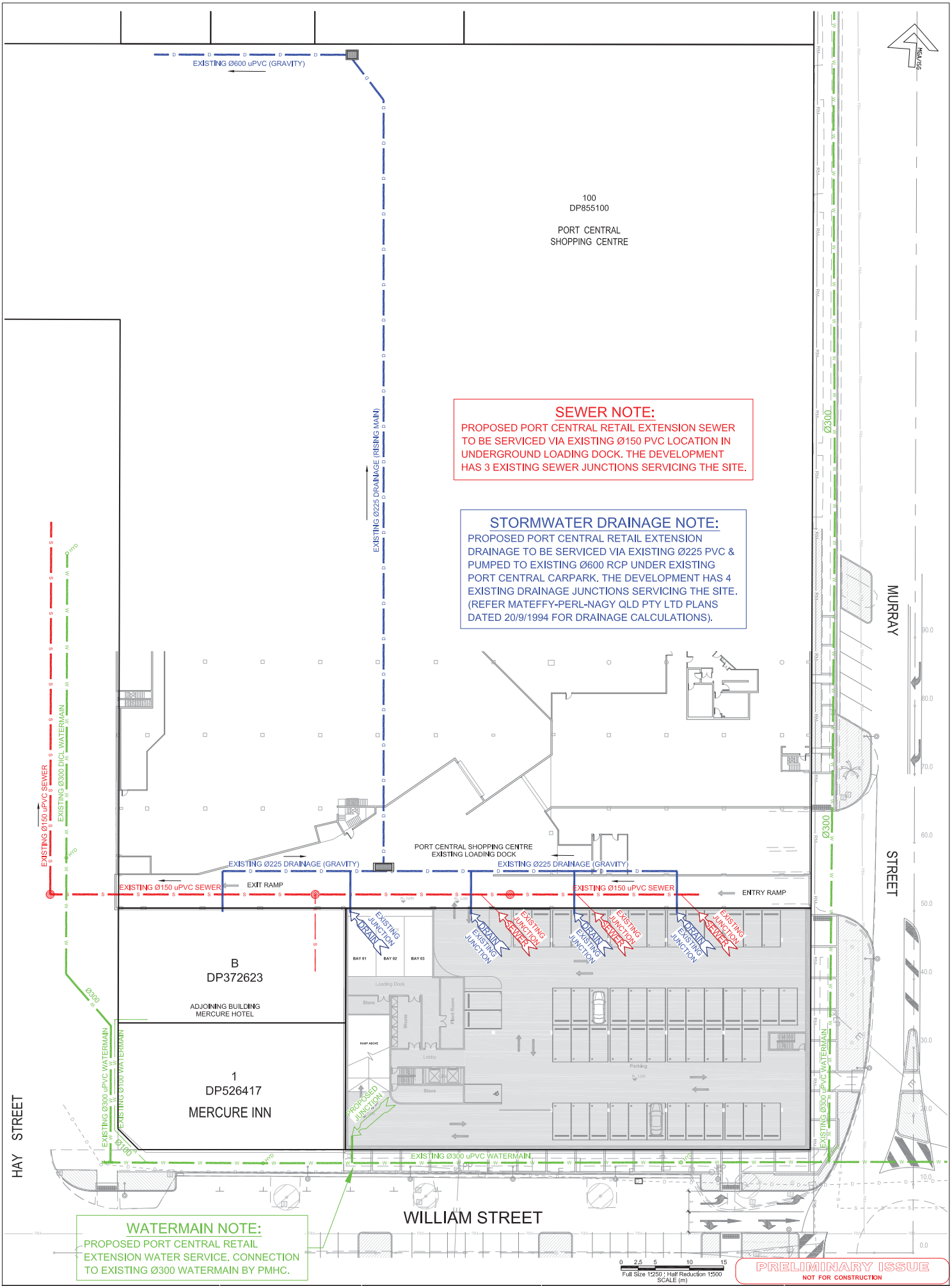
6. Conclusion

The proposed development is not anticipated to have any detrimental environmental impacts. The proposal complies with relevant planning policies, statutory instruments and plans that pertain to the site including the Port Macquarie Hastings LEP 2011, and DCP 2013.

The proposed development will not have any negative effect on the locality in terms of social or economic impacts, visual amenity, nor generate any other impacts to the natural or built environment. Rather, the proposal will have a positive impact on the social connectivity within the CBD, will activate an important street frontage of the town's retail/commercial core. The redevelopment of this priority site will significantly improve the visual amenity of the neighbourhood, and will complement the present commercial core and neighbouring Church precinct.

The retail / commercial development meets required parking and traffic management guidelines, introduces a surplus of additional public parking spaces, and provides safe vehicular, cycling and pedestrian access to the site. The local road network and neighbouring intersections have adequate capacity to cater for the small increase in vehicle trips generated by the development with minimal impacts to the traffic environment.

The proposed development is considered to be directly suitable for this property and compatible with the context of the commercial site. It is respectfully requested the development proposal be favourably considered by Council at its earliest opportunity.



No.	DATE	REVISIONS	BY
A	25/10/2018	ISSUED FOR INFORMATION	SB

HOPKINS CONSULTANTS PTY LTD
Suite 1 / 109 William Street • PO Box 1556
Port Macquarie NSW 2444 • ABN 27 055 060 878
Telephones 02 6583 6722 • Facsimile 02 6584 9009 Email: mail@hopcon.com.au
DEVELOPMENT MANAGERS • SURVEYORS ENGINEERS • PLANNERS

PROPOSED PORT CENTRAL RETAIL EXTENSION
LOT 1, DP1012667, WILLIAM ST, PORT MACQUARIE,

SERVICES COMPILATION PLAN

DRAWING NUMBER/REFERENCE: 7261-002			REV.: A
DESIGNER: KH	ORIGIN OF LEVELS: -		DATE: 25/10/2018
SURVEYOR: -	HEIGHT: -		SHEET SIZE: A1
DRAFTING: SB	DATUM: AHD		SHEET NO.: 1
APPROVED: KH	SCALE: 1:250		TOTAL: 1

Cad File: S:\Projects\7261 Gowings Port Central\DWGS\7261-002.dwg, Layout: 001, Plotted By: kevin, Date: 26/10/18 - 10:17,

PLAN FORM 1

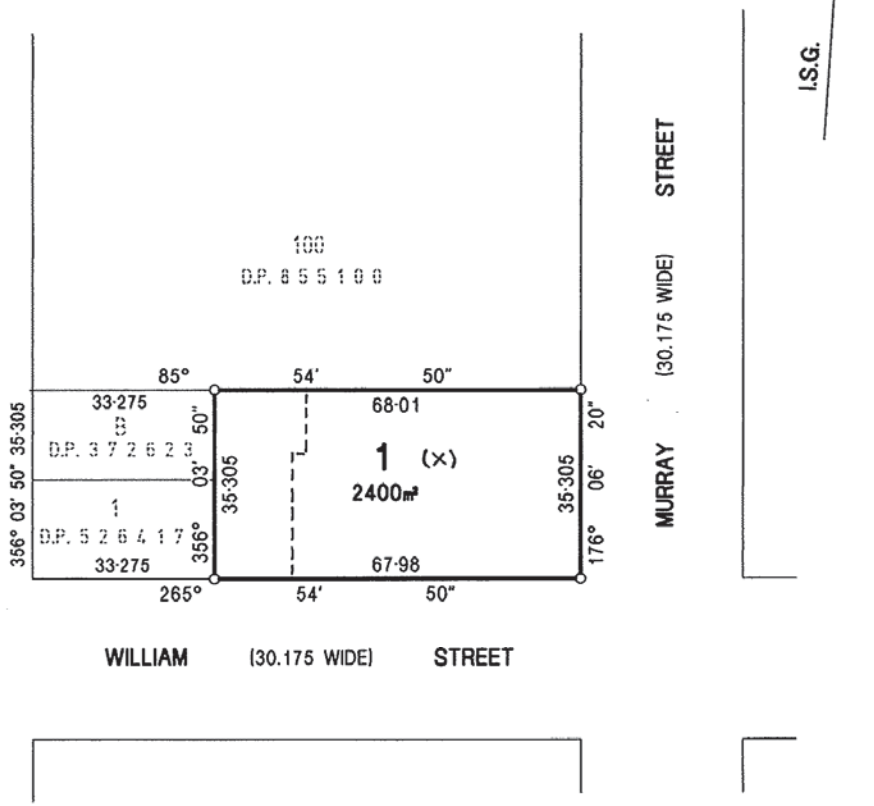
Plan Drawing only to appear in this space

DP1012667

SIGNATURES, SEALS AND STATEMENTS of intention to dedicate public roads, to create public reserves, drainage reserves, easements, restrictions on the use of land or positive covenants

MALIBU SPRINGS RESORT PTY LIMITED Common Seal A.C.N. 003 422 008

Mortgages under Mortgage No. 6348775A
Signed at Sydney this 2nd day of March 2000 for National Australia Bank Limited ACN 004 044 937 by Fiona Mary FERGUSON its duly appointed Attorney under Power of Attorney No. 549 Book 3534
Manager
Witness/Bank Officer
255 George Street, Sydney NSW Bank Officer



(X) BENEFITED BY RIGHT OF WAY 3 WIDE

Registered: 18.4.2001

C.A.: SEE CERTIFICATE

Title System: TORRENS

Purpose: CONSOLIDATION ~~SUBDIVISION~~

Ref.Map: ~~PARISH~~ Y9115-11

Last Plan: DP845429 DP372623

PLAN OF ~~SUBDIVISION~~ OF LOT C D.P.372623 & LOTS 1, 2 & 3 D.P.845429 & CONSOLIDATION

Lengths are in metres. Reduction Ratio 1:1000

LGA: HASTINGS

Suburb/Locality: PORT MACQUARIE

Parish: MACQUARIE

County: MACQUARIE

Plans used in preparation of ~~survey~~/compilation.

D.P.372623, D.P.845429, D.P.855100

Crown Lands Office Approval

PLAN APPROVED ..... Authorised Officer

Land District .....

Paper No. .....

Field Book ..... pages .....

Council's Certificate

I hereby certify that -
(a) the requirements of the Local Government Act, 1919 (other than the requirements for the registration of plans), and

*(b) the requirements of * Part 3 Division 2 of the Water Board Act 1987, or part 5 Division 7 of the Hunter Water Board (corporatisation) Act 1991

have been complied with by the applicant in relation to the proposed ..... SUBDIVISION ..... (insert "new road", "subdivision" or "consolidated lot") set out herein

Subdivision No. ..... SX 99/0174 .....

Date ... 30-11-99 .....

(Signature) .....
General Manager/Authorised Person

Council File No. .. D.1.00.10.99.174 .....

*This part of certificate to be deleted where the application is only for a consolidated lot or the opening of a new road or where the land to be subdivided is wholly outside the areas of operations of the Water board and the Hunter Water Corporation Ltd

* delete if inapplicable

Survey Certificate

Surveyors (Practice) Regulation 1996

I, SYDNEY WALTER HOPKINS .....

of HOPKINS CONSULTANTS, PORT MACQUARIE .....

a surveyor registered under the Surveyors Act 1929, hereby certify that the survey represented in this plan is accurate, has been made in accordance with the Surveyors (Practice) Regulation 1996 and was completed on 14.10.1999 .....

The survey relates to COMPILATION OF LOT 1

Signature .....
Surveyor registered under the Surveyors Act 1929

Datum Line of Azimuth D.P.845429

Zone: Suburban/~~Country~~

10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 Table of mm

SURVEYOR'S REFERENCE: 5401 CHECKLIST "COMP. APPROVAL No.99-426"

WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION

Lot 1 DP 1012667

99 William Street, Port Macquarie

Waste Management Strategy

NSW EPA Better Practice Guidelines for Waste Management and Recycling in Commercial and Industrial Facilities indicates average daily waste generation for Office premises is 8.0 L waste and 6.0 L recyclable material per 100 m^2 and 80 L waste and 70 L recyclable material per 100m^2 of Retail area.

The proposed commercial development (1037m^2) should therefore average 83 L per day of 'waste' and 62 L per day recyclable material. The Retail component (945m^2) will generate an average of 756 L per day of 'waste' and 662 L per day recyclable material.

The Port Central Shopping centre currently benefits from basement loading docks with waste management facilities established to cater for the existing retail areas. The docks are configured into separate streams and operate as follows;

General Retail

Refuse Type	Number of bins	Collection
General Waste	2x 4.5m skip bins (nominal capacity of each bin up to 4.5 cubic metres depending on waste composition)	6 days a week (no Sunday)
Cardboard recycling	2x 4.5m skip bins (nominal capacity of each bin up to 4.5 cubic metres depending on waste composition)	Twice weekly

IGA and Target

Separate waste and recycling facilities.

Waste from the proposed new Retail and Commercial floors will be collected after hours and transferred through the Shopping Centre to the existing Loading Dock waste area.

The dual general waste bins in the existing Loading Dock, with daily collections will have adequate capacity to cater for the additional 839 L/ day waste generation from the proposed Commercial and Office development.
No additional recycle bins will be required in the loading dock area to cater for the extra 724 L / day expected from the new Commercial and Retail development with recycle bin pickups currently occurring every second day, additional pickups will be arranged if required.

Storage and manoeuvring space for a green waste bin will also be allocated in the loading dock to service the likely nominal generation of organic waste from the Office development.

Ref: Better Practice Guidelines for Waste Management and Recycling in Commercial and Industrial Facilities December 2012 NSW EPA

Port Central Retail Extension
99 William Street
Development Application

Gowing Bro's Ltd
29.05.2018

CRONE
ARCHITECTS

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Sydney NSW, Australia 2000
E ——— info@crone.com.au
T ——— + 61 2 8295 5300

00 Contents

01 —————— Design Statement

The Urban Gesture

A series of stepped glazed forms on the horizon, broken by bronzed wave indents create a continually changing facade dependent on orientation. The expressed verticality of the wave indents gives an elegance to the facade while breaking down the overall mass.

The facade is made up of a series of primary and secondary glazed forms, the secondary recessive forms adds depth to the facade allowing an acceptance to the public domain. The expressed mullion fins unify the facade and its architectural language.

'Taking a holistic design approach'.

An holistic design approach to form ensures a strong architectural statement, that responds to context, adds a restrained and elegant architectural language.

This design proposal integrates these qualities into its architecture and weaves them into the existing city fabric, and contribute to the rich and vibrant history, culture and life of the city.

02 Project Context

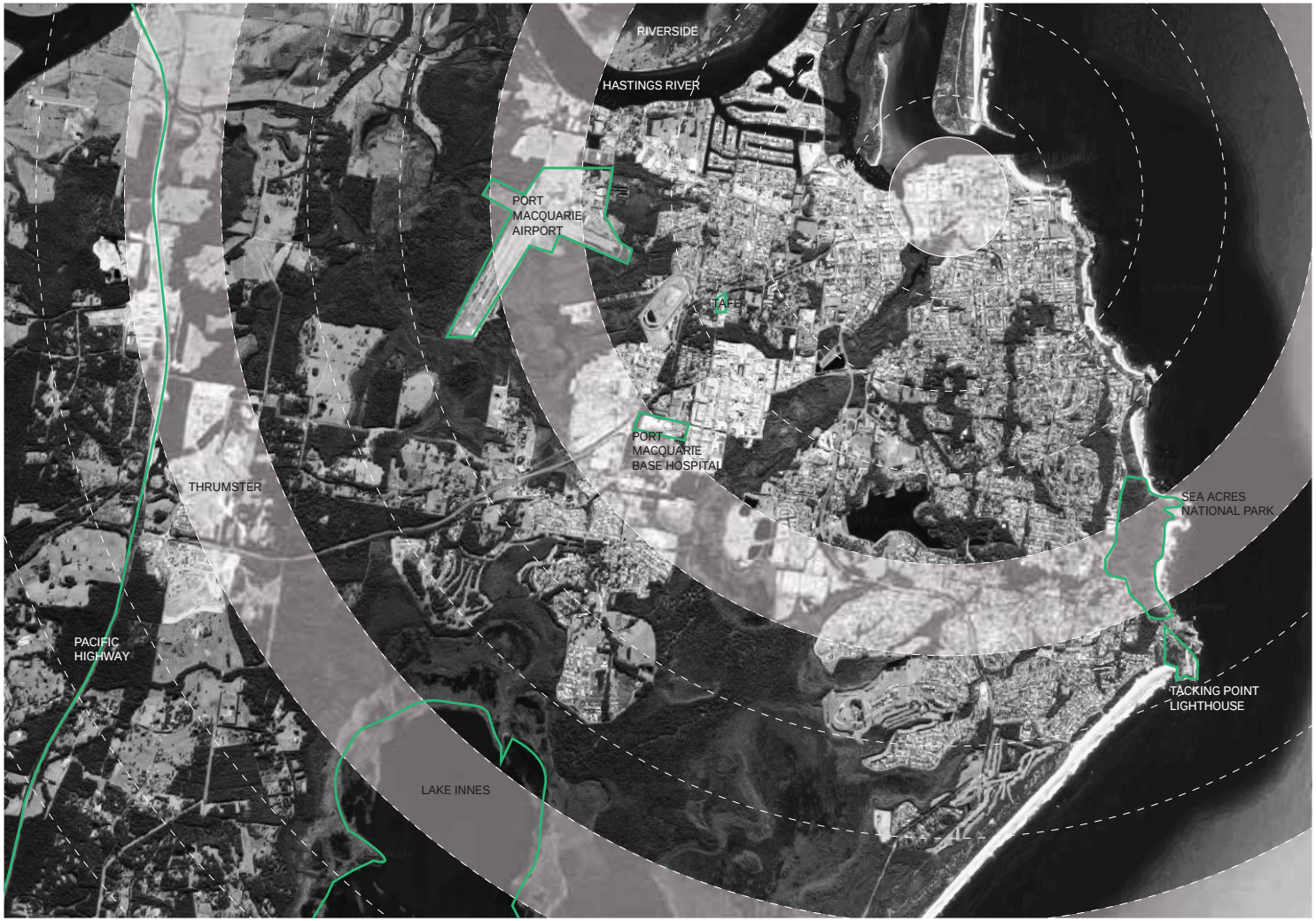
Project Context
Site Location

The site of Port Macquarie was first visited by Europeans in 1818 when John Oxley reached the Pacific Ocean from the interior, after his journey to explore inland New South Wales. With its position inland on the river at a point where salt water became fresh water. It was essential in providing much-needed food for a growing colony.

Today, Port Macquarie is a lively city, a hub of dining, shopping, commerce and entertainment.

Its location is as important today as it was in 1818, with the centre point of conjunction for major arterials located here.

- South to Newcastle & Sydney via Pacific Highway.
- North to Coffs Harbour Via Pacific Highway.
- Northwest to Tamworth via Oxley Highway.
- Southwest of city situates Tacking Point Lighthouse.



Greater Port Macquarie Area Diagram

Project Context
Site Location

The project site fronts William and Murray Streets, principal axes of the city, located in the heart of Port Macquarie.

Port Macquarie is in a prime position to capitalise on its important geographic and economic environment. New developments can accommodate this through increased density and population, to encourage further growth and prosperity.

The main frontages of the site is in close proximity to major retail such as Port Central Shopping Centre and Horton Street, and main arterial links to larger surrounding suburbs.

99 William Street provides a unique opportunity to key into an existing retail fabric and to enhance the City of Port Macquarie's vision for revitalisation in the heart of its commercial core.

Existing Site Context

Legend

- Site Boundary
- Project Site
- Building Context

Context Analysis
Proximity Diagram

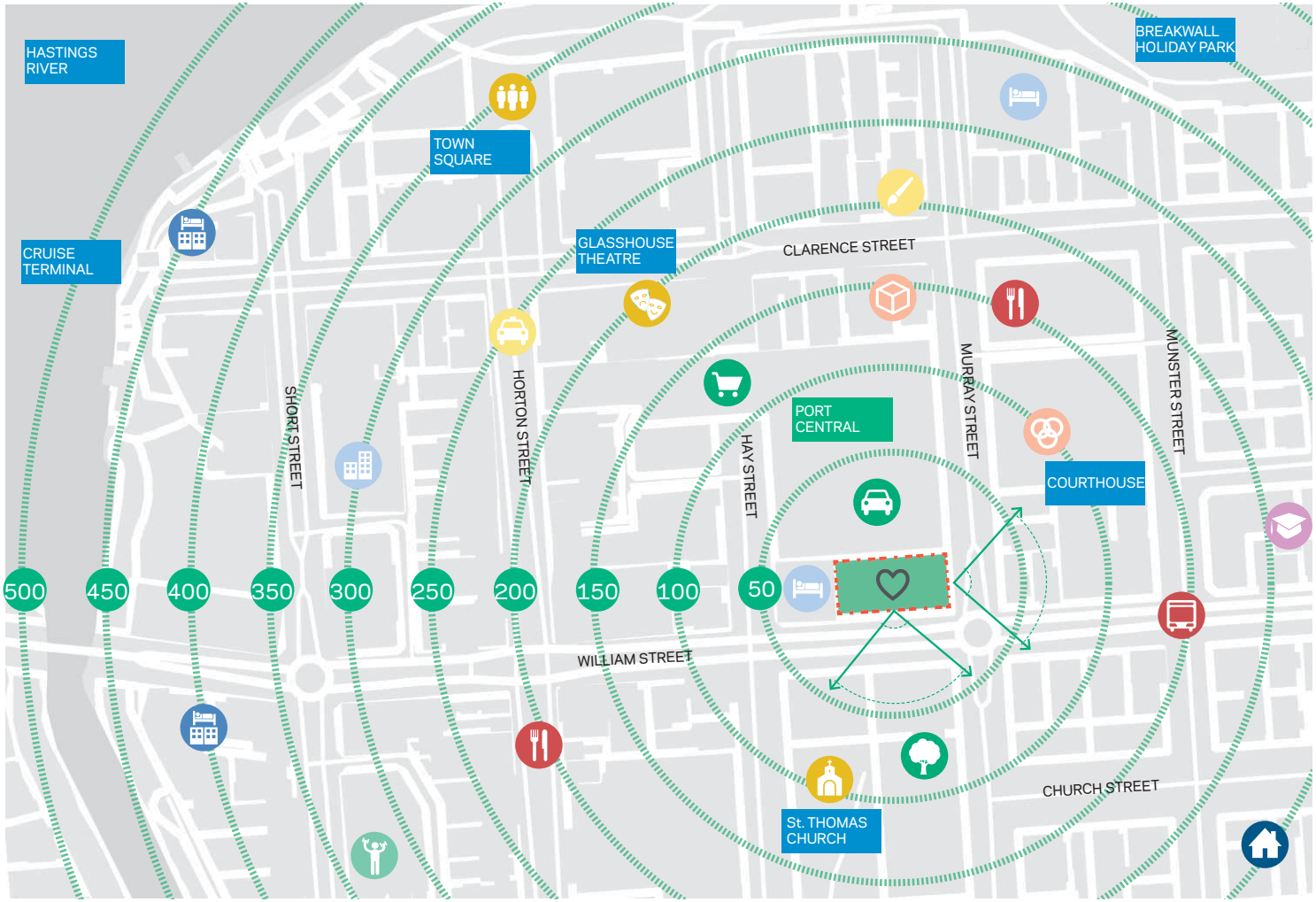
99 William Street is located in the centre of the Port Macquarie and is in close walking proximity to the other high traffic amenities the Cits has to offer.

The City includes a range of regionally significant facilities and amenities, namely the Port Central Shopping Centre, St, Thomas Anglican Church, the Glasshouse Theatre and various other civic amenities.

Key Sites

The City includes significant retail, commercial, education and services facilities, which are all located within proximity to the site, these include:

- Port Central Shopping Centre
- Hay Street
- St. Thomas Anglican Church
- The Glasshouse Theatre
- Horton Street
- Clarence Street
- Port Macquarie Town Square
- Breakwall Holiday Park



Proximity Diagram

Legend

X Distance away from project site (meters)

Context Analysis
Transport & Pedestrian Traffic

Transportation
Port Macquarie is highly accessible by bus, ferry and road networks. The transport infrastructure allows it to easily reach the outskirts of the city as well as the surrounding districts.

Pedestrian Traffic
99 William Street is in a unique location fronting the major arterial roads of the city with options to access multiple, bus, services in the precinct. The intermodal change of transport options will generate and increase foot traffic not only to and from 99 William Street but also traffic passing through the development from both William and Murray Street.

Transport & Traffic Diagram

Legend

- Project Site
- Pedestrian High Foot Traffic Zone
- Pedestrian route
- Future Potential High Foot Traffic Zone
- Bus Route

Context Analysis
Active Street Frontages

The streetscape surrounding the project location is comprised primarily amenities servicing the larger retail and commercial offerings with the addition of public spaces and small scale retail frontages, with some commercial lobbies.

Street Activation

To support the new growth in the City, active street frontages are critical for the success of a vibrant urban landscape. Street activation encourages pedestrian visitation and builds vibrant locals, communities and economies.

Fine-Grain - Small Scale Tenancy

99 William Street has the opportunity to extend the fine street characters along the belts of William and Murray Street.; whilst also promoting the activation of Hay Street.

To further increase the activation along existing retail and arterial streets, there are opportunities to implement fine grain retail tenancy. Smaller scale business provides a necessary layer of diverse and specialised offerings within the precinct.

Street Frontage Analysis Diagram

Legend

- Project Site
- Active Street Frontages
- Semi-Active Street Frontages
- Future Potential Active Street Frontages

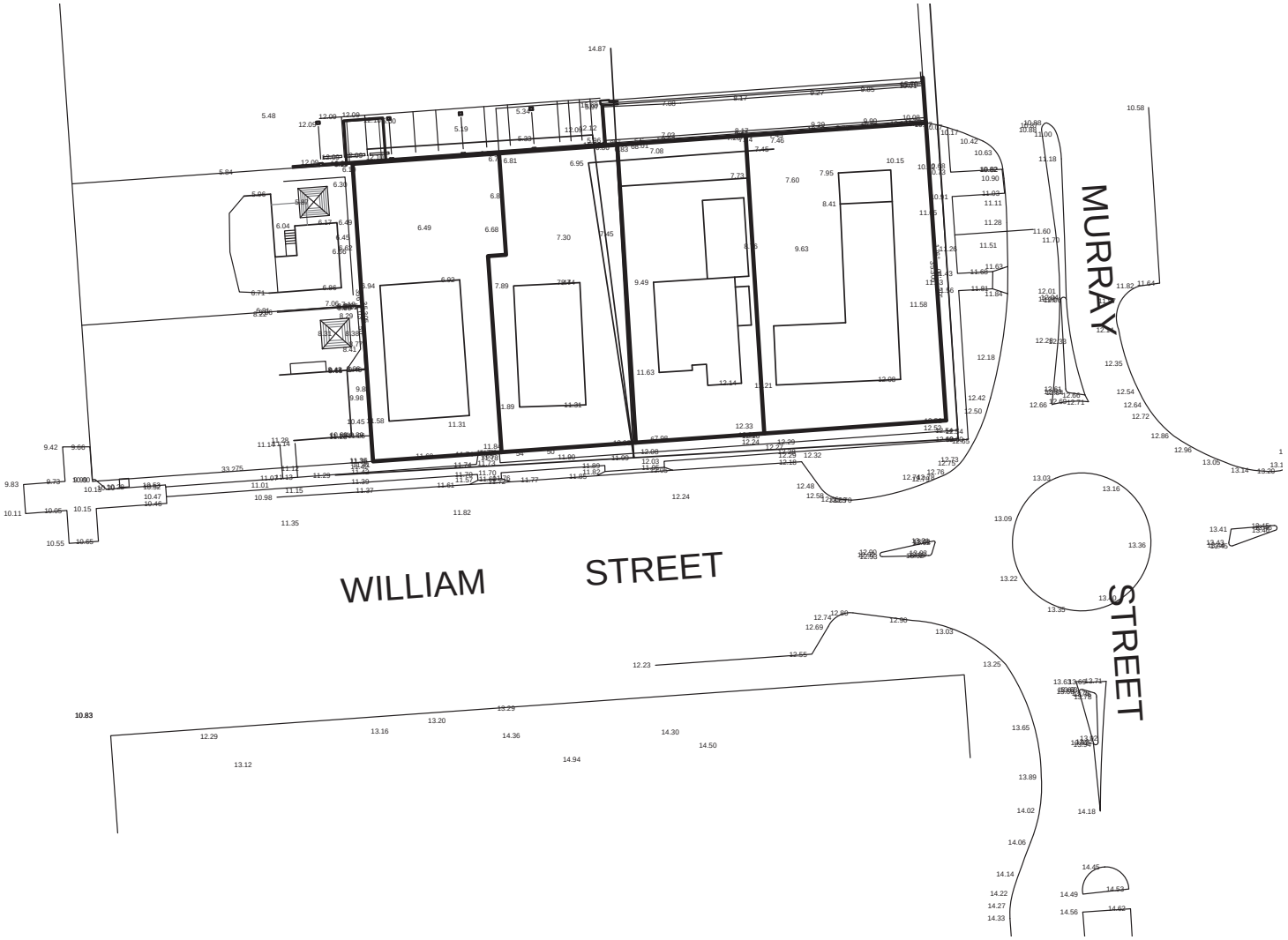
Project Context
Site Survey

The project site address:
99 William Street, Port Macquarie NSW 2444

The site is located at William Street & Murray Street, the project site comprises the following allotment:

01. Lot 1 DP 1012667 (99 William Street);

Reference:
Survey information provided by LRS.



Project Context
Site Location & Controls

The site is positioned at the intersections of William and Murray Streets, with full site lengths exposed at street level.

The site is adjacent to two adjoiing property boundaries. The Port Central Shopping Centre Car Park to the North and the Mecure Hotel to the West.

Height
In accordance with clause 4.3 of LEP 2011 a maximum building height of 19m applies to the area of the site.

Floor Space Ratio
In accordance with clause 4.4 of LEP 2011 a maximum Floor Space Ratio (FSR) of 3.5:1 applies to the area of the site.

Aerial Perspective of Site

MurrayStreet view towards site

William Street view towards site

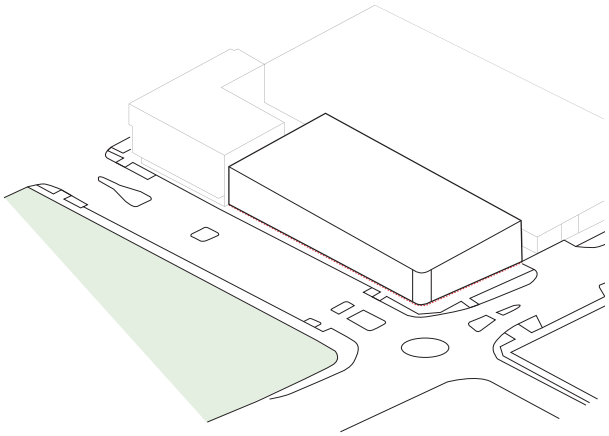
Legend

- Project Site
- Port Central Shopping Centre

03 Design Response

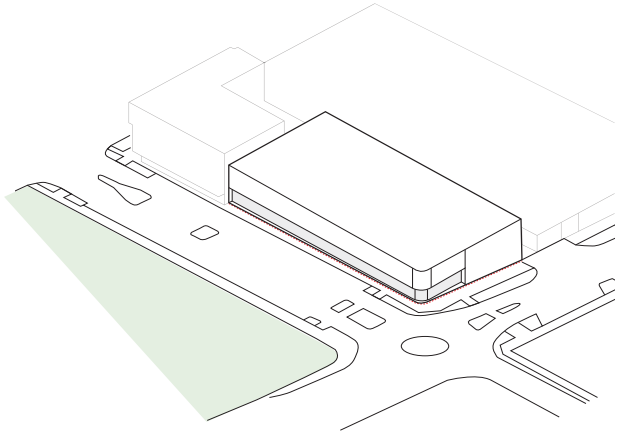
Design Response

Building Envelope Analysis



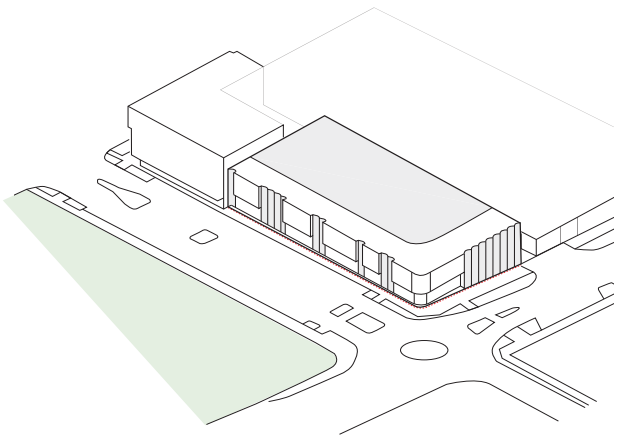
Addressing the Site

Maintaining solar access to its surroundings as well as adapting to the adjoining amenity determine the height of the envelope.



Creating Public Domain

Considering ground plane activation and pedestrian movement; providing amenity and outlook.



Breaking the Building Mass

Vertical articulation will break down the width and provide relief to the primary facade.

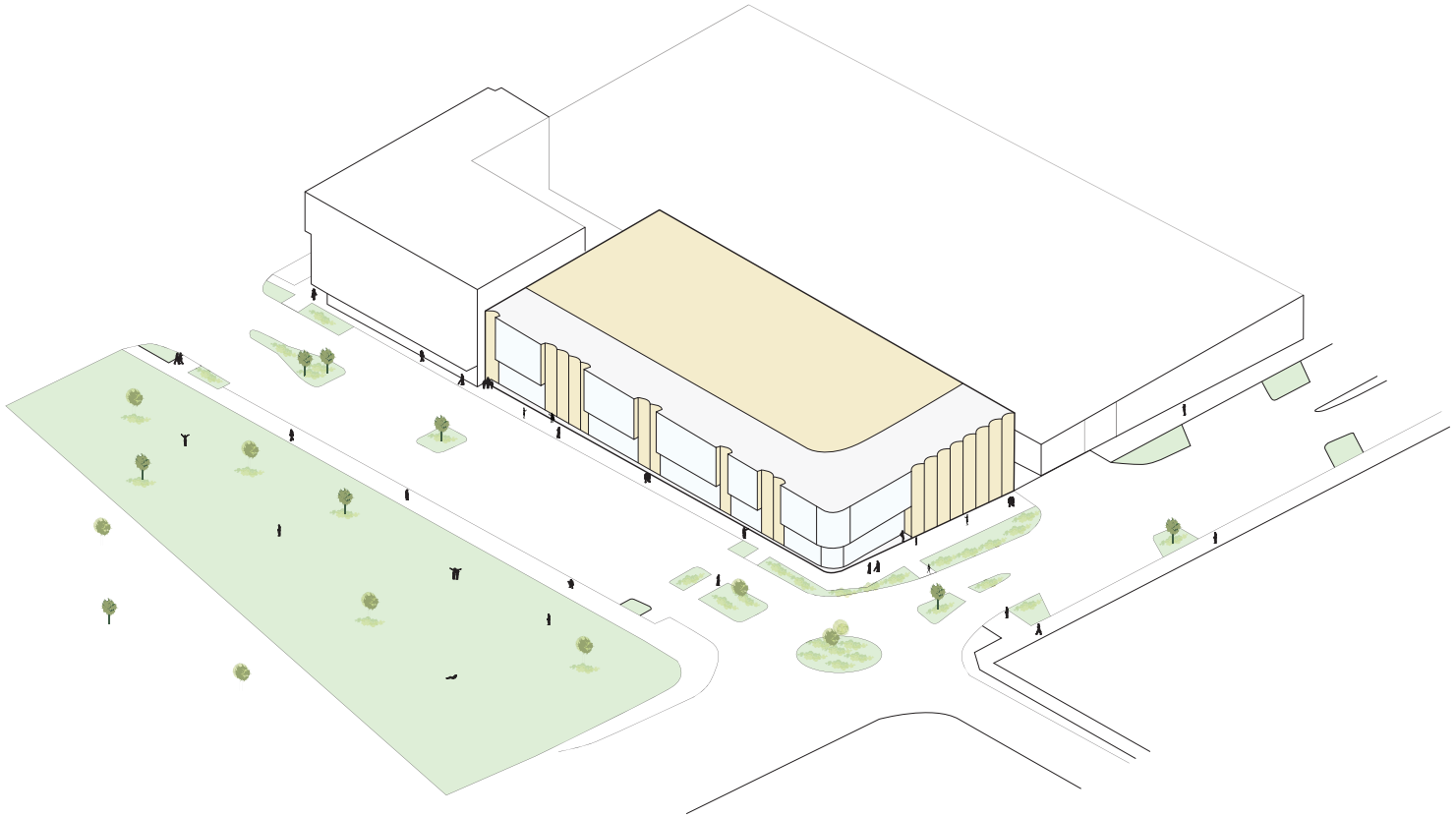
Design Response
Building Envelope Analysis

To support the projected growth the City of Port Macquarie has identified there is a need to maintain ground plane activation and increase retail offerings thorughout the area.

The site has the ability to complete the retail and commercial zone around the city; encouraging growth to the potential main artery of the Hay Street precinct.

Maintaining activation at ground level is critical to complete the streetscape. With uninterrupted views south to St. Thomas Church and its parklands the site has the oppertunity to offer a high quality amenity.

This vision for this site helps to shape the architecture that will intern help to shape the future city.



Arial Precinct

Design Response
Building Envelope Analysis

The design intent of the project is to create a development formally sensitive to the site location and city skyline with consideration of the future urban character of Port Macquarie. The project is to be catalyst for growth of the new Central Business District.

Key Design Principles

01. High permeability of the public domain
    The seamless ground plane transition help promote walk-ability and accessibility between William & Murray Street to the rest of the City.
02. Fine grain retail activation
    Street activation is highly critical to achieve the success of the ground plane and maintain vibrancy all around the development.
03. Articulated podium streetscape
    The facade design recognises the adjacent low scale heritage character within the city and responds to the adjacent scale at podium level and maintains a good street alignment and continuity.
04. High-quality amenity
    Amenities is provided throughout the building, including interconnecting floor access, parking availability, commercial space including end of trip facilities.

"The proposed development strives to achieve a high quality urban response for the site, its surrounding context and the greater CBD precinct."

Aerial Perspective

04 Design Proposal

Design Proposal
Urban Response

Form and Massing

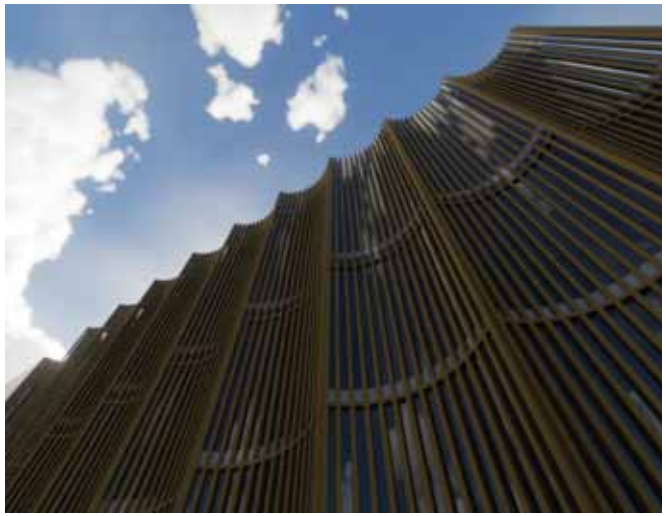
99 William Street is designed from the ground up to be sympathetic with its greater context. The form responds to the existing streetscape and extends the active frontage towards major streets.

The proportion of the facade fenestration has a direct relationship to the dimensions of the adjacent low rise built fronts along William & Murray Street.T

The waved articulation in the facade allow the visual connection to maintain accross the facade while creating some relief to the overall mass. The waves are also sympathestic to the loaction, allowing the portside feel of the City to be resembled without comprimising the design aestetic.

he double height activated frontages along with the architectural framing assist in addressing the pedestrian scale and streetscape continuity.

William & Murray Street Perspective



Murray Street Perspective

William Street Perspective

Design Proposal
Streetscape Relationship

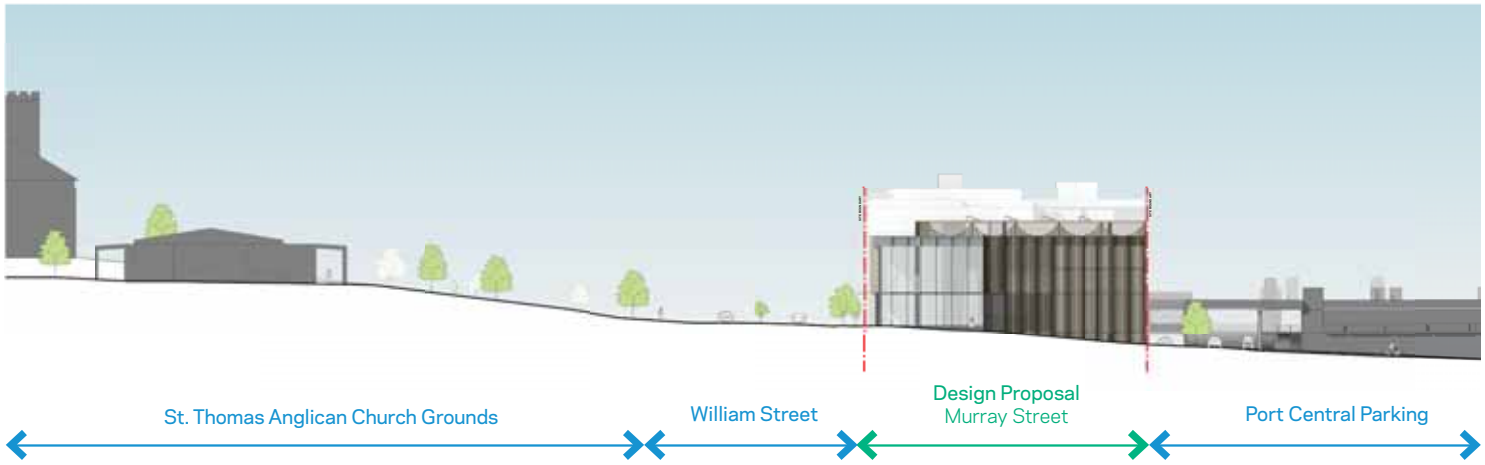
William Street is a major east west avenue in the Port Central CBD. It is identified as a possible route for proposed new retail and commercial offerings which will form a new tree-lined boulevard for cars and pedestrians.

The existing character of William Street is low rise shopfronts and commerical fontages. The proposed design relates to these shopfronts through the scale of the ground plane.

Murray street is considered to have a strong future retail offering within the development of the Port Central Shopping Centre. the amenity of the existing car park means murray street is a hub for those arriving into the City.

Murray Street also provides pedestrian access from the foreshore directly to the St. Thomas Anglican Church Grounds. This historic site is visited in abundance. The design response it sensitive to this allowing uninterupted views to the foreshore from the church.

William Street Elevation with Design Proposal



Murray Street Elevation with Design Proposal

'The developed design proposal seeks to maintain high level of permeability and a high level of facade activation'.

Angel Place, Sydney

Galeries Victoria

Activation

Through design, a diverse range of urban frontage will collectively achieve a vibrant, intimate experience, encourage public visitation, and provide security for the community.

The proximity to major town centers and commercial district will help build critical mass along William & Murray Street, ultimately extending the active edges of Port Macquarie city.

Bank Street, Adelaide

Barangaroo Avenue, Sydney

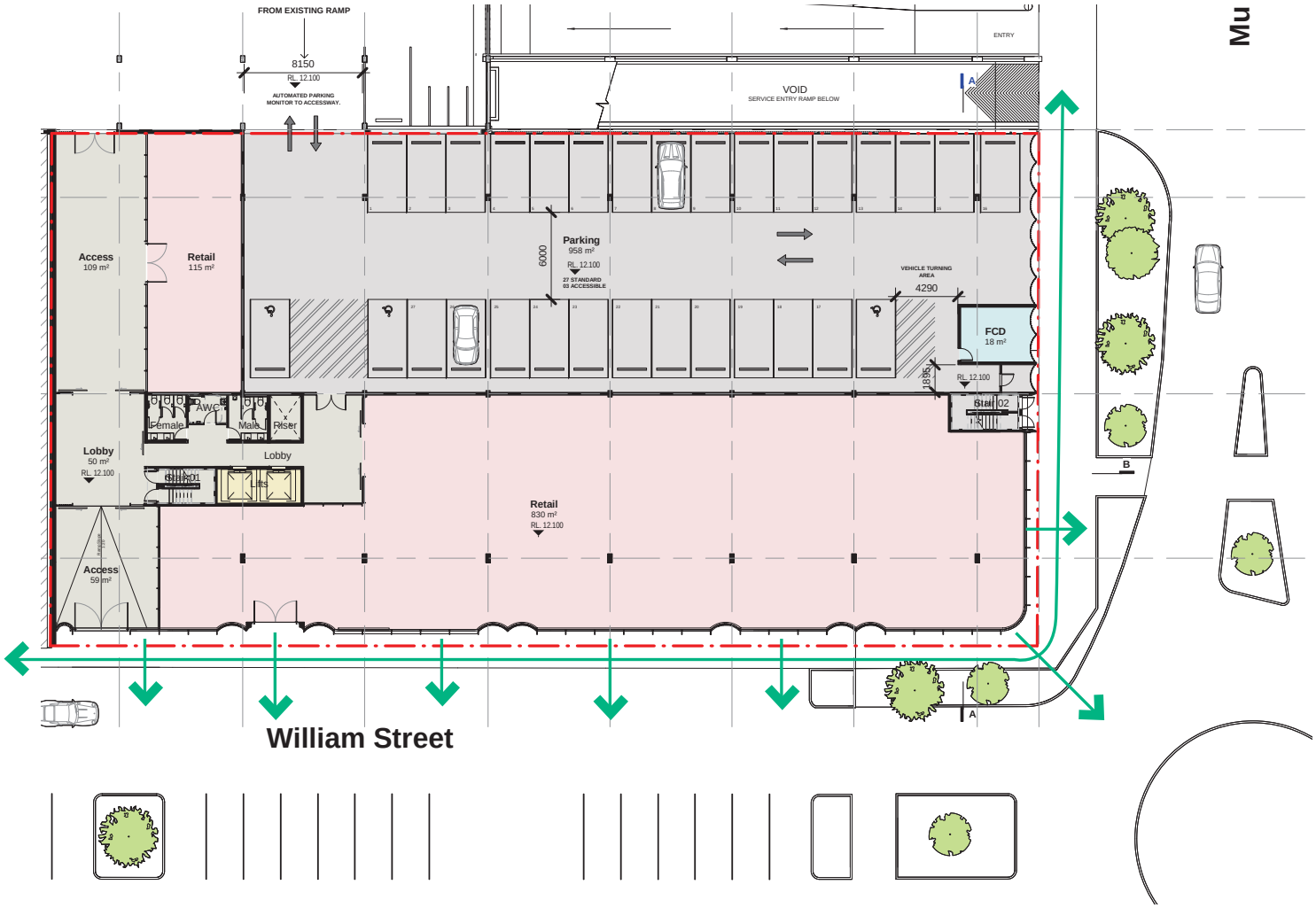
Design Proposal
Ground Plane Design

Connectivity
The ground plane design is set up to prepare for the future pedestrian linkages between William & Murray Street with the rest of the City. Visual connectivity is provided accross the whole facade to build open connection.

The overall planning prioritised active facades and minimises passive facade. This is achieved through strategic use of facade materials and discreet service and vehicular entry.

Vehicular Access
The service entry is strategically located off Murray Street currently used by the Port Central Shopping Centre to avoid extensive inactive facad.

The Vehicular Access to the parking amenity provided within the design response also uses the existing parking ramps for Port Central connecting the retail experiances. This use of existing parking circulation minimises inactive areas of facade in order to prioritise pedestrians and offer more floor space to active programs such as retail.

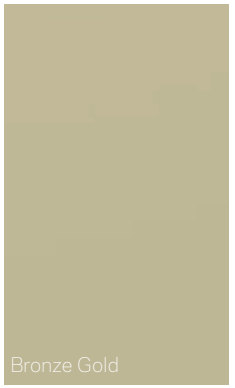


Design Proposal Ground Floor Plan

Facade Materiality and Articulation

'The developed design proposal seeks to achieve a high level of permeability and improve upon the level of facade activation.'

Glass
For all Commercial and Retail areas.



Aluminium
Grey mullions and architectural shadowlines, Stone secondary vertical elements.

Masonry
Creating a aestetic foundation and core to the built form.

Material Palette

The architectural facade expression throughout the project consists of high quality glazed panneling and a Bronze Gold and Charcoal Grey Metal colour palette. The choice of material is derived from the focus on permeability of the form as it connects with the ground plane.

Articulation of the facade is created by stepping in the ground plane encoraging the interaction of pedestrians to the proposed retail. The articulation of the curved cutouts introduce vertical Bronze Gold battens that without inturrupting the visual connectivity break down the mass of the builtform.

William Street Perspective