ACKNOWLEDGEMENT OF COUNTRY

Port Macquarie-Hastings Council proudly acknowledges our Aboriginal community as the area’s first peoples.

We acknowledge that we, the community of Port Macquarie-Hastings, gather in Birpai Land. We pay respect to the Birpai elders both past and present. We also extend that respect to all other Aboriginal and Torres Strait Islander people, their rich culture and we embrace the spirit of reconciliation.

This volume of the Urban Growth Management Strategy is intended to be read in conjunction with Volume 2, which contains greater detail.
Welcome

Port Macquarie has been identified as a Regional City and is a focus for employment and housing growth on the NSW North Coast.

With our population forecast to grow by more than 1,000 people per year to around 104,000 people by 2036, we will face new opportunities and challenges in the coming 20 years.

We will have opportunities to diversify our economy, including development linked to the Port Macquarie Base Hospital and education facilities, such as the new Charles Sturt University campus.

There will also be opportunities to better connect with other regions and the rest of the world, taking advantage of new highway, airport and communications infrastructure.

The challenge is to plan for growth in consultation with the community in a way that enhances the character of our local area.
WHAT DOES THIS STRATEGY DO?

This Strategy was conditionally approved by the NSW State Government on 2 November 2018. The government’s letter of approval can be viewed on Council’s website: www.pmhc.nsw.gov.au/ugms.

In this Strategy, our goal is to identify opportunities for new economic development and housing that will meet the future needs of our growing community.

The aim is to achieve well planned growth in the right places, to create a more diverse and prosperous economy and maintain a healthy environment and great places to live.

This Strategy is a review of the 2011 Urban Growth Management Strategy (UGMS). There are two volumes: Volume 1 (this document) provides a summary of the key facts and proposed short term actions; Volume 2 provides a more detailed discussion regarding urban growth issues and actions to 2036.

The early parts of both documents provide important background to the Strategy, including information on the North Coast Region, our forecast population growth and our local environment. We look at key issues such as the ageing of our population, the types of housing that will be needed and our options for long-term growth, beyond 2036.

In Parts 3 and 4 of the Strategy, we consider in more detail the actions necessary to plan for our environment, housing and employment growth and, in Part 5, we look at the infrastructure and community planning required to service development and protect the character of our area.

The Strategy is intended to provide our community with a framework to help make decisions related to business, housing and infrastructure.

THE COMMUNITY VISION FOR THE PORT MACQUARIE-HASTINGS IS:

“ A SUSTAINABLE HIGH QUALITY OF LIFE FOR ALL ”
The population of the North Coast region is expected to increase by around 76,200 people by 2036. More than two thirds of this growth is expected to take place in the regional cities of Port Macquarie, Coffs Harbour, Lismore and Tweed Heads.

The NSW State Government has signalled that it will prioritise investment to the regional cities and that it will coordinate the preparation of a Regional City Action Plan for Port Macquarie.

Port Macquarie, one of four regional cities in the North Coast region, will be a major focus for jobs, housing and regional investment to 2036.
This Strategy is focussed on the coastal area and our major towns and villages where urban growth is expected to take place in the coming 20 years.

Our aim is to guide and manage urban growth to protect the unique qualities of these centres.

This includes key public spaces such as the Kendall, Laurieton and Wauchope town centres and the Hastings River Foreshore in Port Macquarie.

OUR LOCAL PLACES

Clockwise from top:
Kendall, Port Macquarie Town Green,
Hastings Street at Wauchope
The population of the Port Macquarie-Hastings is expected to grow, on average, by around 1,200 people per year from around 81,000 people in 2017 to 104,000 people in 2036.

This growth is expected to be concentrated in our major towns and villages, particularly in Port Macquarie, which provides a wide range of jobs, services and entertainment. The number of people aged over 60 is forecast to reach 37,000 by 2036, or 36% of the population. This is significantly higher than the NSW State average.

The growth in population will create demand for about 10,000 new dwellings by 2036.

It is important that we provide education and employment opportunities for younger age groups to help balance our population and maintain a prosperous economy.
In this Strategy, we have mapped high value environmental land so that we can better understand our options for growth in the long term. We have identified National Park, State Forest and areas of high biodiversity, including known koala habitat.

We have also identified land with important natural resources, such as quarries, and areas that are subject to flooding, coastal risks and potential climate change impacts.

The aim is to promote growth outside these areas of high environmental value and risk, to limit the impact of future urban development and protect the quality of our environment for future generations.

Council is preparing a Biodiversity Strategy to help guide environmental management outcomes at the local level.
**Key Action**

**Koala Planning**

The Port Macquarie-Hastings has significant coastal populations of koalas. Council is preparing a Koala Plan of Management to manage threats such as habitat loss, vehicle strike and attack by domestic dogs, to help sustain our koala populations in the long term.

Clockwise from main: Wilson River, Azure Kingfisher, Koala and Green-thighed Frog
By 2036, it is expected that about two in every three homes will have only one or two occupants. So it is important that we provide a range of housing types and an increase in the number of smaller dwellings, to better meet the future needs of our community. The housing model on page 11 shows the choices that are available to accommodate our growing community.

We already have a large supply of detached dwellings in established and developing residential estates throughout the Port Macquarie-Hastings and medium to high density opportunities in the coastal areas in Port Macquarie, from Flynns Beach to Settlement City, including the City Centre. There are also a number of large lot residential estates which provide opportunities for rural residential development.

We aim to promote a range of housing types between detached houses and high rise apartments in central, well-connected locations, like the proposed Health and Education Precinct in Port Macquarie. The aim is to ensure that we have a range of housing options to meet the needs of residents at different stages of their lives and to help retain options for future growth in the longer term by limiting the need for new ‘greenfield’ growth.

Rainbow Beach – Planning is in place for around 2,000 dwellings, a local town centre, upgrades to water, sewerage and road infrastructure, sports fields, parks, walking trails, beach access, community facilities and environmental corridors.
Housing choice at a glance

Rural Living
- Furthest from CBDs
- Very low density

Suburban Living
- Majority of residential area
- To provide housing within a low density residential environment
- To provide for low density housing that does not compromise the environmental, scenic or landscape qualities of land

Town Living
- Closer to CBD, activity centre or high amenity
- Mix of housing types and density
- To provide a variety of housing types within a low to medium rise residential environment
- To provide for a variety of housing types and densities

Apartment Living
- Adjacent CBD and activity centres
- Higher densities and building heights
- To provide housing within a medium to high rise residential or mixed use environment

Activity Centres and CBD
- To provide housing within a low, medium or high rise urban commercial environment as appropriate to the character and function of the centre

Rural Living
- To provide housing in a rural setting while preserving, and minimising impacts on, environmentally sensitive locations and scenic quality

Typical Zones
- R5 Rural Living

What to Expect
- Low set – single storey
- Detached dwellings
- Very large lots
- A rural setting
- Limited to no change

Housing Objectives
- To provide housing within a low density residential environment
- To provide for low density housing that does not compromise the environmental, scenic or landscape qualities of land

Typical Zones
- R2 Low density residential
- R1 General Residential
- E4 Environmental Living

What to Expect
- Low set – one or two storey
- Predominantly detached dwellings
- Lots generally above 450 square metres in size with some dual occupancies and a few townhouses
- Suburban setting
- Limited to no change

Housing Objectives
- To provide a variety of housing types within a low to medium rise residential environment
- To provide for a variety of housing types and densities

Typical Zones
- R1 General residential
- R3 Medium density residential

What to Expect
- Low to medium rise - one to three storey
- A mix of detached dwellings, townhouses, villas and occasional low rise apartments
- Dwellings on a mix of lot sizes generally less than 450 square metres in size
- Higher expectation of change

Housing Objectives
- To provide housing within a medium to high rise residential or mixed use environment

Typical Zones
- R3 Medium density residential
- R4 High density residential
- B4 Mixed Use

What to Expect
- Medium to high rise – two to six storeys
- A mix of townhouses, row houses and apartments
- Highest expectation of change

Housing Objectives
- To provide housing within a low, medium or high rise urban commercial environment as appropriate to the character and function of the centre

Typical Zones
- B1 Neighbourhood Centre
- B2 Local Centre
- B3 Commercial Core
- B4 Mixed Use

What to Expect
- Low to high rise depending on centre character – two to six storeys
- Apartments above ground floor businesses
- A mix of permanent residential and short term accommodation
The population of the Port Macquarie-Hastings has grown from around 12,000 people in 1945 to around 80,000 in 2017. In Port Macquarie, the population has grown from 2,900 to about 50,000 in the same period, as shown in the following map sequence.
Housing supply

In 2017, we have over 1,000 hectares of undeveloped residential land, with capacity for around 9,000 new dwellings.

The main areas planned for new residential development are located in Port Macquarie, Lake Cathie/Bonny Hills and near Kew in the Camden Haven. Planning is also in train for a new residential area at Yippin Creek, near Wauchope.

Collectively, these areas have capacity to provide a 18 year housing supply based on current take up and projected demand.

Locally, in July 2017, the estimated supply is:
> 16.4 years in Port Macquarie
> 19.7 years in Lake Cathie/Bonny Hills
> Over 30 years in the Camden Haven, and
> 10 years in Wauchope (increasing to around 30 years once planning for the Yippin Creek area has been completed).

The aim is to maintain a 15 year supply of zoned residential, ready for development in each of these areas and to provide a range of housing choice for purchasers.
Long term growth

Growth is being directed to the west of Port Macquarie due to natural constraints to the north and south, such as flood-prone land and National Parks. Options for further growth exist at Fernbank Creek, Sancrox and at Lake Innes Drive.

If we continue to develop westwards to accommodate projected population growth, using land for residential growth at current rates for every new dwelling created, areas of potential long term growth around Port Macquarie could be exhausted by 2070.

We therefore need to make good use of land that is suitable for future development so that options for housing and employment remain for future generations.
Key highway gateway site

Potential long term growth area as modelled in hypothetical future growth scenario

- Existing Employment Land
- Existing Urban
- Undeveloped Urban
- Large Lot Housing
- Undeveloped Large Lot Housing
- Urban Growth Area Boundary

Notional take-up rate in hypothetical 'business as usual' scenario

(Modelled March 2017)
### Housing actions

The following actions are proposed in the first 5 years of this Strategy, from 2017/18 to 2022/23.

<table>
<thead>
<tr>
<th>Action</th>
<th>Description</th>
<th>Indicative timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Review Local Environmental Plan (LEP) and Development Control Plan (DCP) provisions to promote appropriate housing choice options</td>
<td>A review of the key planning zones and policies that are available to guide residential development. This review is intended to take place as a first step to help inform the actions below.</td>
</tr>
<tr>
<td>2</td>
<td>Review planning for the Wauchope CBD and adjoining mixed use area</td>
<td>The character of the Wauchope CBD needs to be carefully considered when planning for new development.</td>
</tr>
<tr>
<td>3</td>
<td>Undertake neighbourhood planning in Kendall</td>
<td>To consider the appropriate mix of housing and to enhance the unique character of Kendall.</td>
</tr>
<tr>
<td>4</td>
<td>Review LEP and DCP provisions to promote development of the Yippin Creek Urban Release Area</td>
<td>To implement the adopted Structure Plan for the Yippin Creek area and provide opportunities for new housing in Wauchope.</td>
</tr>
<tr>
<td>5</td>
<td>Investigate options for development and review LEP and DCP provisions in the West Lake Cathie Investigation Area</td>
<td>Planning for potential residential growth to the west of Lake Cathie as an extension of current growth areas at Rainbow Beach</td>
</tr>
<tr>
<td>6</td>
<td>Preparation of an Outline Plan (Stage 1 investigations) for the Fernbank Creek and Sancrox potential future growth areas</td>
<td>Preliminary Stage 1 planning for potential future growth at Fernbank Creek and Sancrox</td>
</tr>
<tr>
<td>7</td>
<td>Investigate options for limited rural residential development at Telegraph Point and review LEP and DCP provisions</td>
<td>Investigations for rural residential development are proposed to the north of the existing village of Telegraph Point</td>
</tr>
<tr>
<td>8</td>
<td>Review LEP provisions for small lots around nominated rural villages and the merits of permitting detached dual occupancy with consent in all rural zones</td>
<td>To consider whether there should be scope for dwellings on small rural lots near larger rural villages and whether dual occupancy should be permitted in all rural zones.</td>
</tr>
<tr>
<td>9</td>
<td>Monitor rates of subdivision and development in the LGA</td>
<td>Council monitoring of growth to inform local and regional planning</td>
</tr>
<tr>
<td>10</td>
<td>Review LEP and DCP provisions for land at West Lindfield, previously deferred from the Thrumster urban release area</td>
<td>A review of land that was deferred from rezoning at West Lindfield in Port Macquarie</td>
</tr>
<tr>
<td>11</td>
<td>Commence Stage 1 investigations and the preparation of an Outline Plan for the West Bonny Hills investigation Area</td>
<td>Preliminary planning for potential future urban growth to the west of Bonny Hills</td>
</tr>
</tbody>
</table>

Note: Actions are not in order of priority. Timing is indicative only and will be confirmed in Council's annual operation plans. All actions will be reviewed in the next Strategy review in 2022.
A key aim in this Strategy is to promote economic development and employment to create a prosperous and diversified economy.

To achieve this, we need an ample supply of business and industrial land in locations that best serve the needs of businesses and users and that are well connected to one another.

In this Strategy we review retail and industrial development trends, such as the growth in online retail, and the status of our planning for employment areas to ensure that we have the right opportunities for growth in the right places.
Key Action

The Port Macquarie CBD

It is proposed that Council review the planning for the Port Macquarie CBD to ensure that it is recognised as the primary retail and business centre in the Port Macquarie-Hastings and as a centre of regional significance on the NSW North Coast.

Retail & Business

There is an established hierarchy of retail centres in the Port Macquarie-Hastings, with centres ranging from the Port Macquarie Central Business District (CBD) at the top to small, neighbourhood shops at the bottom of the hierarchy. These centres all have important functions for residents.

The review of retail planning in this Strategy concludes that the existing hierarchy of retail centres is generally well placed to meet the needs of our community in the next 20 years. Steady growth in retail demand is forecast due to population growth and our centres are generally well placed to meet this growth in demand.

The changing economic climate, particularly the growth in online retail will be monitored in future reviews of this Strategy.

At the top of the hierarchy, the Port Macquarie CBD and Settlement City provide a vibrant mix of shopping, offices and entertainment. The CBD is an important focal point for the Port Macquarie-Hastings community. It is a major drawcard for tourism and events in our area.

Council will continue to support new development in the CBD to enhance the connections from the centre to the adjoining river foreshore and to promote a healthy and vibrant city centre.
It is also proposed to support the function of local town centres, such as those in Wauchope and Laurieton. These centres have a unique identity and provide important shopping and services to communities to the west of Port Macquarie and in the Camden Haven.

At the local level, there are a range of smaller centres that provide opportunities for quick, convenient shopping.

There is also capacity for Specialised Retail Premises (Bulky Goods retail), which involves the sale, hire or display of larger goods like white goods, in the B5 Business Development zones in Port Macquarie, fronting Lake Road and Hastings River Drive.

The aim in this Strategy is to protect the integrity and function of all of these centres. We want vibrant, active centres that make us feel good to be in. Centres that function well in terms of basic needs, like parking and pedestrian movement. We also want to highlight unique, local characteristics, like the heritage buildings in Wauchope and the river foreshore in the Port Macquarie CBD.
Health and Education

Total employment in the health care and social assistance sectors has more than doubled in the Port Macquarie-Hastings over the past 10 years.

The Port Macquarie-Hastings Base Hospital is now the major health care anchor for the subregion servicing Taree to Nambucca. There are also three major tertiary institutions in the Port Macquarie-Hastings, offering qualifications in a range of fields, including a full time medical degree from the University of NSW.

The new campus of Charles Sturt University (CSU) in Port Macquarie is planned to expand to service around 5,000 equivalent full time students by 2036.

The growth of the health and education sectors presents an opportunity to increase the number of young people in our community, diversify our economy, increase labour force participation and build on Port Macquarie’s growing status as a regional city.
Council will coordinate the development of a Precinct Plan for the area surrounding the Base Hospital and CSU campus. The Precinct Plan will be developed with input from key stakeholders and the community.

The early vision for the Precinct is that it will provide opportunities for:

> future expansion of key facilities like the Base Hospital and CSU
> a mix of associated business uses and support services
> housing (e.g. for key workers and students)
> vibrant public spaces
> safe and efficient connections (e.g. footpaths and cycleways)
> public transport
> new infrastructure, and
> protection of local environmental values.

It is expected that demand for local shopping and entertainment will increase. The Precinct Plan will look at opportunities for additional small-scale, mixed-use retail in addition to the Major Innes Shopping Centre, to help create an active, vibrant and well-connected Precinct in the future.
Council has completed planning for the Sancrox and Fernbank Creek industrial zones since 2011. This has substantially increased the supply of industrial land and has created new opportunities for large scale, transport and logistics-related employment on the Pacific Highway, with good access to key markets and a skilled labour force.

Planning has also been completed for an expansion of the Birdon Marine industrial precinct, which has direct access to the Hastings River.

The new industrial land adds to existing opportunities in the Port Macquarie-Hastings, which include Heavy Industrial land near Herons Creek and General and Light Industrial areas in Wauchope and the Camden Haven.

The creation of the new industrial areas increased the total supply of vacant industrial land in the Port Macquarie-Hastings to around 290ha (2015), and we are therefore well placed to provide opportunities for industry and employment, in a range of different locations, in the coming 20 years.

Investigations are proposed to identify suitable land for local service industry for the Lake Cathie and Bonny Hills communities.
Airport Business Park

Port Macquarie Airport is a major regional airport and gateway for visitors to the North Coast. The Airport, which is owned and operated by Council, received a $20.5 million runway upgrade in 2013 and now has capacity to accommodate 180 seat B737/A320 aircraft, servicing Sydney, Brisbane and other regions.

The Master Plan for the Airport provides for continued expansion of Airport facilities and projects passenger numbers will double by 2036.

It is proposed to expand the existing Business Park at the entry to the Airport to create opportunities for business technology, aviation-related businesses and service industry.

Council is also investigating the potential for new link roads from the Airport to the road network to the south as part of orbital road investigations in this Strategy. Such links will provide important connections between key employment hubs.

Key Action

Port Macquarie Airport Business Park

Council will undertake planning for an expansion of the Airport Business Park to build on the key role of the Airport as a regional hub and transport gateway. The aim is to create opportunity for a technology and campus style business park, aviation related uses and service industry.
Tourism

The Port Macquarie-Hastings is a major destination for tourism and events on the NSW North Coast. Between 2011 and 2016, the Port Macquarie-Hastings welcomed around 730,000 domestic over-night visitors. There were also around 57,000 international visitors and almost 700,000 day trip visitors, generating a total estimates spend of $460 million annually.

Tourism is our third largest industry employment sector. It is one of the fastest growing and most important economic sectors in the Port Macquarie-Hastings.

Council plays an important coordinating role in relation to tourism and events like the Port Macquarie Ironman, which have a major impact on our economy.

In this Strategy, Council will promote tourism in our major centres by facilitating a range of tourist uses, including large-scale tourism facilities. This will include planning for the ‘gateway sites’ at the intersection of the Pacific and Oxley Highway.

A review of planning for tourism in rural areas will also be undertaken to look at opportunities for small to medium scale tourist development in rural and environmental zones.
### Economic Development Actions

The following actions are proposed in the first 5 years of this Strategy, from 2017/18 to 2022/23:

<table>
<thead>
<tr>
<th>Action</th>
<th>Description</th>
<th>Indicative timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>Review local environmental plan and development control plan provisions for the Port Macquarie CBD</td>
<td>To ensure that the CBD is recognised as the primary retail and business centre in the Port Macquarie-Hastings and as a centre of regional significance on the NSW North Coast</td>
</tr>
<tr>
<td>13</td>
<td>Council led precinct planning for the proposed health and education precinct</td>
<td>To coordinate development and create opportunities for a mix of uses associated with key medical and education facilities</td>
</tr>
<tr>
<td>14</td>
<td>Develop a new Destination Management Plan for the Port Macquarie-Hastings</td>
<td>To help coordinate and promote tourism in the Port Macquarie-Hastings</td>
</tr>
<tr>
<td>15</td>
<td>Planning for the development of a Business Park at the Port Macquarie Airport</td>
<td>To expand the existing Business Park at the entry to the Airport to create opportunities for technology and airport related businesses</td>
</tr>
<tr>
<td>16</td>
<td>Planning for the ‘gateway sites’ at the intersection of the Pacific and Oxley Highways in Port Macquarie</td>
<td>Consider proposals to plan for ‘Highway Service Centre’ and associated tourist uses, subject to landowner investigations</td>
</tr>
<tr>
<td>17</td>
<td>Investigate the capacity of land at the intersections of Ocean Drive with Houston Mitchell Drive for light industrial use and at the intersection of Ocean Drive with Bonny View Drive for light industrial development or for use as a school</td>
<td>To identify suitable land for local service industry to service the Lake Cathie and Bonny Hills communities and to consider the potential use of land at the intersection of Ocean Drive and Bonny View Drive for use as a school</td>
</tr>
<tr>
<td>18</td>
<td>Investigate options for future service industrial land in the Camden Haven</td>
<td>To inform the next review of the Urban Growth Management Strategy</td>
</tr>
<tr>
<td>19</td>
<td>Review planning controls for rural and environmental areas in relation to recreation, agri-business and nature-based tourism</td>
<td>To look at opportunities for small to medium scale tourist development in rural and environmental zones consistent with local character and compatible with the values and potential use of surrounding land</td>
</tr>
</tbody>
</table>

Note: Actions are not in order of priority. Timing is indicative only and will be confirmed in Council’s annual operation plans. All actions will be reviewed in the next Strategy review in 2022.
By State and regional standards, the Port Macquarie-Hastings is well-placed to meet the needs of a growing population in the coming 20 years. We have large, master planned areas ready for housing and businesses in areas where development will have a relatively low environmental impact. We also have coordinated planning in place for infrastructure to these areas, including road, stormwater, water supply and sewerage infrastructure, community, open space and recreation facilities.

However, there is still a lot to do to manage forecast growth and implement the growth actions in this strategy. The management of new areas for development involves coordination within Council as well as collaboration with landowners, State agencies, community interest groups and the community as a whole to ensure that new development and infrastructure is well planned, coordinated and funded.

The aim in this Strategy is to provide an overarching planning framework to help inform decisions by all parties and provide the right outcomes for the community of the Port Macquarie-Hastings.
Council is responsible for over $1 billion in water, sewerage and stormwater infrastructure and is developing an Integrated Water Cycle Management (IWCM) Strategy to look at water, sewerage and stormwater needs in the next 20 years.

The IWCM Strategy will aim to establish a sustainable, secure supply of water from our river systems that maintains important environmental flows, with allowance for drought and climate change. It will establish options for continued expansion of water supply infrastructure to service future population growth, including water filtration, increased water storage, and increases in the capacity of trunk mains.

**Key Infrastructure Project**

**Thrumster Sewerage Treatment Plant**

Planning is proposed for a new sewerage treatment plant to the north of Thrumster, with capacity to serve 30,000 EP (Equivalent Persons).
GETTING AROUND – MAINTAINING AND IMPROVING CONNECTIVITY IN OUR COMMUNITY

There were more than 5,000 additional cars in the Port Macquarie-Hastings between 2011 and 2016, due to population growth and an increasing number of cars per household. This puts significant pressure on our road network and explains the increases in traffic congestion that we experience at key intersections and during peak hour periods every day.

The Oxley Highway serves our main area of urban growth between Port Macquarie and Wauchope. The highway is the responsibility of NSW Roads and Maritime Services (RMS) in consultation with Council. A Corridor Strategy for the highway was completed in 2017 to help inform decisions regarding priorities for further upgrades to the Highway in the next 10 years.

Ocean Drive will also be a critical connection as population growth takes place in coastal areas from Port Macquarie to the Camden Haven, including an estimated 2,000 new dwellings between Lake Cathie and Bonny Hills in coming years.

In response, Council is planning the staged upgrade of key sections of Ocean Drive and

Map produced May 2018
there is work underway to upgrade Houston Mitchell Drive to accommodate increased traffic using the Pacific Highway as an alternate route.

Ocean Drive is expected to remain the key road link and tourist drive between the coastal towns and villages south of Port Macquarie.

However, Council will continue to make incremental improvements to the Ocean Drive link and will work constructively with the RMS towards an improved intersection at the junction of Houston Mitchell Drive and the Pacific Highway.

Council will prepare a new Regional Integrated Transport Strategy (RITS) for the Port Macquarie-Hastings area (Action 26).

The new Strategy will maximise opportunities to address the community’s current and future needs and align our transport objectives with land use planning, the State government Future Transport Strategy and funding prospects.

In the next 20 years, Council will monitor traffic volumes and model forecast growth to determine our future infrastructure needs. Development Contributions Plans will be reviewed to provide new roads and traffic facilities to serve new growth.

Corridor planning may also include changes related to driverless cars, public transport initiatives and funding for major improvements for the State and Federal governments.

The aim in all of this planning is to deliver the best transport network possible to the community of the Port Macquarie-Hastings and to visitors to our region.

**Key Action**

Regional Integrated Transport Strategy

Council is investigating options to improve connectivity between existing areas of development and planned growth areas in the long term in Port Macquarie, connecting Ocean Drive, the Oxley Highway and Hastings River Drive. The RITS will consider orbital road planning in Port Macquarie and flood free access options to the Port Macquarie Airport. It will consider all forms of transport, including walkways, cycleways and public transport.
Community and Place

Council is committed to building partnerships with the community and local stakeholders to achieve greater community involvement in the activities and decision making processes of Council.

In addition to planning for community halls, libraries, recreation and open space facilities, Council works with local communities to create great public spaces that are uniquely designed to connect our community, meet their needs and create great places.

In 2017, over 51,500 people participated in place-related projects and events in the Port Macquarie-Hastings.

Council will engage with the community regularly during the delivery of key actions in this Strategy. We welcome your input in relation to this Strategy to help plan the future for our community.
## Making it happen actions

The following actions are proposed in the first 5 years of this Strategy, from 2017/18 to 2022/23:

<table>
<thead>
<tr>
<th>Action</th>
<th>Description</th>
<th>Indicative timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>Council will review population statistics and growth forecasts annually</td>
<td>An annual update of demographic information and growth forecasts on Council’s website, to monitor and help plan for change in the Port Macquarie-Hastings</td>
</tr>
<tr>
<td>21</td>
<td>Collaboration with the NSW government to prepare a Regional Cities Action Plan</td>
<td>Input to the preparation of a Regional City Action Plan for Port Macquarie by the NSW State government.</td>
</tr>
<tr>
<td>22</td>
<td>Commence UGMS review to coincide with next review of the North Coast Regional Plan</td>
<td>The next review of this Strategy is planned to take place in 2022 following review of the North Coast Regional Plan</td>
</tr>
<tr>
<td>23</td>
<td>Review major roads contributions plan</td>
<td>An update of the existing Plan and review the costing and extent of road and traffic facilities needed to serve new development</td>
</tr>
<tr>
<td>24</td>
<td>Review open space contributions plan</td>
<td>An update of the existing Plan and review the costing and type of open space facilities needed to serve new development</td>
</tr>
<tr>
<td>25</td>
<td>Review the Water and Sewer Development Servicing Plans</td>
<td>An update of the existing Plans and review the costing and type of water and sewerage facilities needed to serve new development</td>
</tr>
<tr>
<td>26</td>
<td>Preparation of a Regional Integrated Transport Strategy</td>
<td>This action will include consideration of orbital road and corridor planning priorities</td>
</tr>
<tr>
<td>27</td>
<td>Preparation of an Integrated Water Cycle Management Strategy (IWCMS) for the Port Macquarie-Hastings</td>
<td>To determine future water, sewerage and stormwater infrastructure needs, including planning and construction of Stage 1 of the Sewerage Treatment Plant to service new development west of Port Macquarie</td>
</tr>
<tr>
<td>28</td>
<td>Complete Biodiversity Strategy and implement key actions</td>
<td>A strategy to prioritise protection and enhancement of key biodiversity areas in the Port Macquarie-Hastings</td>
</tr>
<tr>
<td>29</td>
<td>Complete strategies in relation to koala populations and implement key actions</td>
<td>A combination of strategy and policy to identify measures to protect koala populations in the Port Macquarie-Hastings</td>
</tr>
<tr>
<td>30</td>
<td>Develop Community Plans and Local Strategic Planning Statements in consultation with key communities</td>
<td>To identify the vision and character of our communities and determine priorities that can be developed by the community and included in Council’s annual Operational Plans</td>
</tr>
<tr>
<td>31</td>
<td>Review the Port Macquarie-Hastings Heritage inventory</td>
<td>An update of the existing Inventory to identify any important heritage items and consider the appropriate measures for their protection</td>
</tr>
<tr>
<td>32</td>
<td>Complete a review of the Port Macquarie-Hastings Development Control Plan</td>
<td>A staged review of the comprehensive DCP for the Port Macquarie-Hastings, to provide policy guidance for development applications</td>
</tr>
<tr>
<td>33</td>
<td>Preparation of a Coastal Management Plan</td>
<td>To consider management issues for the Port Macquarie-Hastings coastline and estuaries (e.g. coastal erosion)</td>
</tr>
</tbody>
</table>

Note: Actions are not in order of priority. Timing is indicative only and will be confirmed in Council’s annual operation plans. All actions will be reviewed in the next Strategy review in 2022.
SUMMARY MAP
> Port Macquarie

Map produced May 2018
**SUMMARY MAP**

> Telegraph Point

- Small Retail Centre
- Business Zones (Commercial and Retail)
- Preliminary Investigation Area (Stage 1)
- Proposed Urban Investigation Area
- Large Lot Housing Investigation Area
- Light Industrial Investigation Area
- Existing Urban (March 2018)
- Large Lot Housing (March 2018)
- Undeveloped Urban (March 2018)
- Industrial Land
- Urban Growth Area Boundary

Map produced May 2018

> Lake Cathie-Bonny Hills
SUMMARY MAP

> The Camden Haven

Map produced May 2018