

D8: HIGHWAYS GATEWAY SITES

Application

Section D8 applies to the land highlighted in Figure 214 below.



Figure 214: Land subject to Section D8

Strategic Context

Council strategy identifies the gateway sites on the western side of the interchange of the Pacific and Oxley Highways as key sites at the main road entry to Port Macquarie and Wauchope.

State government policy also identifies that a Highway Service Centre may be suitable on one of the Gateway sites.

The following development controls have been informed by a visual impact assessment and urban design analysis prepared on behalf of Council by Envisage Consulting Pty Ltd (Nov 2018) to guide the form and visual presentation of future development on the Highway Gateway Sites.

Purpose

The purpose of these provisions is to ensure that new development respects the visual prominence of these sites at an important Gateway entry to Port Macquarie (to the east) and Wauchope (to the west). The intent is that future development provides good urban design and visual amenity outcomes for the community, visitors and the travelling public alike.

These provisions supplement the relevant provisions in Parts B and C of the Port Macquarie Development Control Plan. Where there is inconsistency between the Locality Specific Provisions in this Part, for the extent of the inconsistency these Locality Specific Provisions prevail.

Note: The figures shown in this plan are conceptual, not to scale and show indicative locations only.

Development Guide

Documentation

335. Objective

- b) To ensure that any proposed development responds to the context of the site.
- c) To ensure a high quality of documentation is provided that is clear, accurate and can be easily understood by the general public.

Development Provisions

- a) Documentation submitted with the Development Application should include:
 - A formal urban design/landscape analysis with a set of architectural diagrams explaining the design, and how it responds to the site context. The site analysis is also to include an evaluation of existing trees for protection and retention.
 - Detailed cross-sections through the entire site, including through the location of main access points and across the highway boundaries. The cross-sections are to be of a scale that can be clearly read and indicate:
 - The existing and proposed landform in separate colours and line form (e.g. use a dashed line for proposed)
 - Areas of cut and fill
 - Reduced Levels (RLs) of main features and heights of any buildings and structures such as signs
 - Location of existing and proposed vegetation, defining where any vegetation is proposed for removal.
- b) Photomontages to illustrate the development proposal as accurately as possible and produced in accordance with the NSW Land and Environment Court's Use of Photomontages document as available on their website. In addition, the photomontages are to:
 - Be approximately from the following locations indicated in Figure 215 (viewpoints B and D applicable to the southern site and viewpoints E and G applicable to the northern site). In addition, a photomontage is to be included from wherever the main access will be from the Oxley Highway, looking into the site.
 - Photomontages are to include an image of the development immediately following construction (i.e. with any new landscaping shown as immature) and at approximately 5-7 years post construction (i.e. showing new landscaping with estimated growth likely to be achieved in that timeframe).

Vehicular Access (also refer DCP Section B4)

336. Objective

- To plan and locate access so that the Southern Site and the Northern Site are both considered and that the arrangement does not negatively constrain future development options or lead to an unfair burden in terms of cost.

Development Provisions

- a) In consultation with Council and the Roads and Maritime Services, a four-way intersection will need to be provided at the intersection of the Oxley Highway with Billabong Drive to service the likely future needs of development to the north and south of the Oxley Highway. The intersection design will need to be approved by the NSW Roads and Maritime Services, and Council.
- b) Prior to development of the Southern Gateway Site, provide detailed information demonstrating that the 'Access Land Dedication Land' referred to in the Highway Service Centre Planning Agreement is appropriately located and can be constructed to current AUS SPEC standards.

Site Layout and Boundary Treatment

337. Objective

- To achieve a well-considered layout that nestles the built elements and any parking areas within a generously landscaped environment.
- To ensure an attractive site boundary is achieved which balances a commercial need for highway exposure with a public expectation of a 'gateway' that is of high scenic quality and retains the most desired elements of the existing landscape character.

Development Provisions

- a) Locate car and truck parking areas so that extensive areas of hard pavement are broken-up and articulated with landscaping, different materials/colours and level changes and sites buildings so as to contribute to screening views of car parking from outside views.
- b) Provide a 40m minimum setback to all buildings from the Pacific Highway frontage, and 20m from the Oxley Highway frontage.
 - The general requirements for this setback in terms of landscaping and the siting of hard surface areas is shown diagrammatically in Figure 216 and Figure 217.
 - If it can be shown that the Roads and Maritime Services can guarantee the retention of the majority of large trees within the existing road reserves along the highway boundaries in the long term (over 20 years) then consideration could be given to reducing the requirement for the Pacific Highway boundary setback to 20m, including a reduced landscape buffer to 10m. Such a scenario and its implications would need to be negotiated with Council.
- c) In consultation with Council and the Roads and Maritime Services, road access points from either the Pacific Highway or Oxley Highway are to be designed, as far as possible, to maintain the natural integrity of existing landform, vegetation and drainage systems. Structural drainage elements should be used in preference to mass fill embankments.

Landform Considerations (also refer DCP Section B2)

338. Objective

- To ensure that any development responds sensitively to the existing landform of the site and seeks to minimise visual impacts as far as possible.

Development Provisions

- a) Any batters and retaining walls must be treated to reduce visual impacts and stabilise the landform.
- b) As a general rule, batters should be kept to a maximum gradient of 1V:2.5H (i.e. 1m vertical to 2.5m horizontal) and terraced so as to avoid a high single batter and allow trees of at least 5m mature height to be established on the terraces and base of the batter. Total maximum vertical height of any batter to be 8m.
- c) Excessive retaining walls are to be avoided, with a maximum height of 8m permitted.
- d) Alternative batter and retaining wall treatments may be considered providing that it is clearly shown that the objective of this provision is achieved.

Landscape Works (also refer DCP Section C4)

339. Objective

- To achieve a final landscape that is attractive, has generous areas of landscape planting and provides aesthetic and general amenity benefits such as shade.
- To create parking areas that are as attractive as possible and provide shade.

Development Provisions

- a) Within the setback along the Pacific Highway and Oxley Highway boundaries design for a corridor of vegetation along the boundary of at least 15m wide (at ground level) for the Pacific Highway frontage and 10m wide for the Oxley Highway frontage.
- b) The corridor is to apply to at least 60% of the length of the boundary with coverage of at least one plant per m².
- c) Design for a mix of: 20% canopy trees (with a mature height over 20m); 30% mid-storey shrubs/small trees (mature heights 3–10m); and a 50% understorey of small shrubs/groundcovers (mature heights under 3m).
- d) Canopy trees are to be relatively evenly spread; yet mid-storey shrubs/small trees may be grouped as appropriate if a glimpse through vegetation from highways is desired.
- e) Once plants are well-established, if increased highway exposure is desired it should be achieved by:
 - Selective pruning of lower tree limbs up to a maximum height of 6m
 - Ongoing management of existing and new vegetation.
- f) Design for a mix of garden areas, tree groups (of 10-20m in mature height) and open grassed areas that combined, produce pleasant spaces for public seating and use, shade, separation of different use areas and variety.
- g) Any proposal for a highway service centre should include consideration of opportunities for public recreation facilities in conjunction with the highway service centre use.
- h) Select plant species that are suitable for the growing environment and relatively low maintenance. The majority of plant species are to be locally native species. Exotic species may be suitable in certain locations, particularly those with some cultural

relationship to the local area that can be used to draw attention to parts of the site, or for playgrounds and public seating areas.

- i) Within parking areas, development should include supply, installation and maintenance of at least one advanced (minimum height of 2m at planting) clear trunked broad canopy tree (with a minimum mature height of approx. 10m) for every eight at-grade car parking spaces and one for every three truck parking spaces.
- j) Each landscape planting area should include at least one medium to large tree species with suitable ground covers or low shrubs below and have a minimum width of 3m and include measures to protect trees from vehicle damage.

Built Form

340. Objective

- Achieve a high-quality built form design with demonstrated architectural merit and attention to detail.
- Ensure that the height of buildings does not cause negative visual impact or overly dominate the surrounding character of the local landscape.
- Ensure signage achieves a balance between providing appropriate directions and notification to travellers yet does not overly dominate the surrounding character of the local landscape.
- Provide for a high quality of amenity for site users.
- Provide for an integrated and site appropriate lighting scheme.
- Avoid the dominance of fencing and create an attractive site.

Development Provisions

- a) Design a suite of buildings and structures with a complementary visual relationship that are of a high-quality architectural design.
- b) Consider the roof form, particularly when viewed from the Pacific Highway and Oxley Highway. Design a roof form that is aesthetically pleasing and of elegant form.
- c) Consider building articulation, architectural features and the presentation of the façade. Buildings with minimal articulation will not be accepted.
- d) The location of loading bays, garbage storage and collection should be such that these cannot be seen from the Pacific or Oxley Highways.
- e) Buildings should not be visible above the dominant existing and future tree-line (i.e. approx. 20m) when viewed from the locations indicated in Figure 215 (viewpoints B, D and H applicable to the southern site and Viewpoints E, F and G applicable to the northern site).
- f) Signage is required to satisfy State Environmental Planning Policy 64 - Advertising and Signage.
 - In addition, proposed signage should be shown in the photomontages and be demonstrated to achieve the objectives of this area based DCP.
- g) In general, signs should not be visible above the dominant existing tree-line (evident at the time of this DCP commencing, i.e. mature trees in place alongside highway boundaries) when viewed from the locations indicated in Figure 215 (viewpoints B and D applicable to the southern site and viewpoints E and G applicable to the northern site). If the majority of trees within the highway reserve are removed, then a maximum permitted height of 15m applies.

- h) Balance the type and level of lighting to address the safety and needs of users, the potential for negative visual impact to surrounding viewpoints and any desire for highway exposure.
- i) Sensitively designed lighting could be used to enhance the gateway role of the sites, particularly along the highway edges, yet the effect and potential visual impact would need to be demonstrated to be aesthetically pleasing and have a public benefit.
- j) Avoid fencing where unnecessary; and where unavoidable, use aesthetically pleasing alternatives in terms of materials, colours, lower heights and integrated landscaping such as planting and mounding.

Public Art

341. Objective

- To make a positive contribution to the built environment of the Port Macquarie-Hastings region and promote the inclusion and integration of public art work that responds to and reflects the local culture and character, including the area's indigenous cultural history and traditions, European heritage and contemporary culture, as well as the area's unique natural environment.
- Ensure any new intersection along the Oxley Highway is attractive and consider the potential to create a design that acknowledges this location as part of the approach to Wauchope.

Development Provisions

- a) The development should provide quality artwork(s) in publicly accessible location(s) and take into account links and connections between the development and the area's natural and cultural heritage.
- b) The public art is to be 1% of the total cost of the development to provide works of art for appreciation from the public domain, including the Pacific Highway and/or the Oxley Highway (NSW Roads and Maritime Services approval may be required).
- c) Specifically designed lighting may be appropriate as either an integral part of any public art or to highlight it.
- d) In consultation with Council, develop an appropriate response to the Oxley Highway intersection that could include specific landscape planting and/or a public art element.



Figure 215: Main viewpoint locations to Gateway

40m minimum set-back to buildings from Pacific Highway boundary

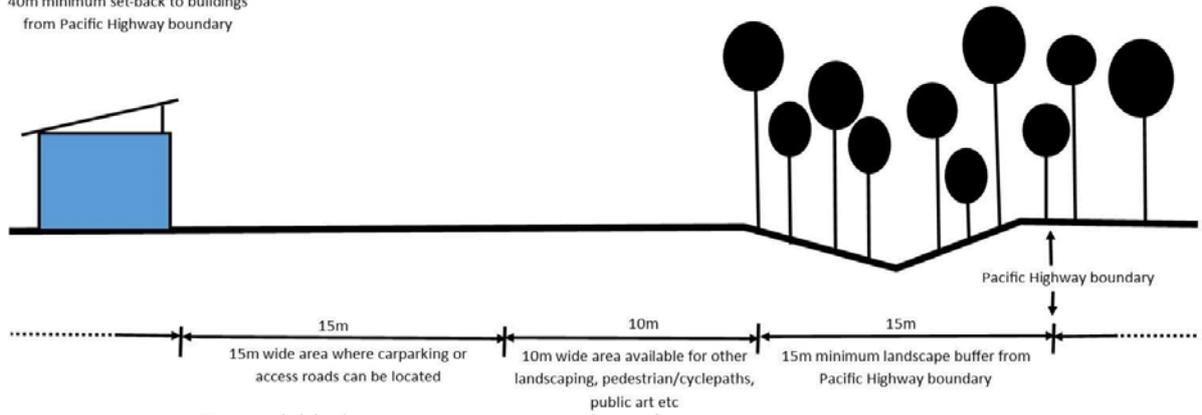


Figure 216: Conceptual diagram of Pacific Highway boundary treatment

20m minimum set-back to buildings from Oxley Highway boundary

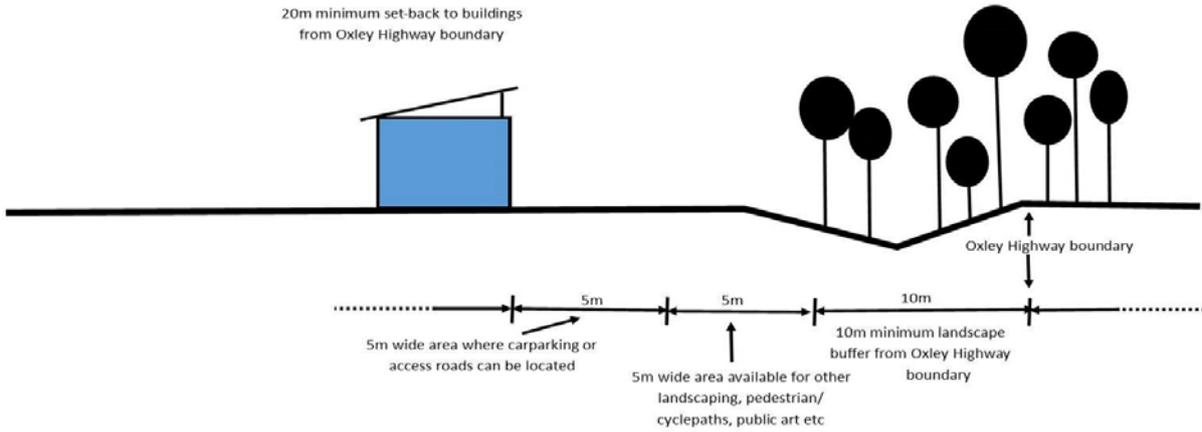


Figure 217: Conceptual diagram of Oxley Highway boundary treatment