



Port Macquarie Regional City Action Plan

Submissions Summary and Engagement Report

July 2021



Acknowledgment of Country

The Department of Planning, Industry and Environment acknowledges the Traditional Owners and Custodians of the land, the Birpai people, and pays respect to Elders past, present and future.

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1. Introduction

The NSW Government, in collaboration with Port Macquarie-Hastings Council, has developed the Port Macquarie Regional City Action Plan (RCAP). The plan establishes a vision, objectives and actions to guide the growth of Port Macquarie city. The RCAP was developed to provide a framework to manage and shape the city's future growth so it conforms with the requirements of the *North Coast Regional Plan 2036* (Regional Plan).

Development of the RCAP is a priority action of the Regional Plan, which was released in March 2017 by the Minister for Planning. The Regional Plan outlines an ambitious vision for the North Coast to be the best region in Australia to live, work and play thanks to its spectacular natural environment and vibrant communities, and sets out four specific goals to guide that work.

A key finding of the Regional Plan under *Goal 2 – A thriving, inter-connected economy* is that three quarters of growth in population and a majority of housing across the North Coast over the next 20 years will occur in Port Macquarie, Coffs Harbour, Lismore and Tweed. The RCAP will be an important tool to plan for the changes we expect to see in these cities towards 2036. The success of these cities will go a long way towards achieving the vision and goals of the Regional Plan.

The RCAP will:

- ensure planning provisions promote employment growth and greater housing diversity;
- promote new job opportunities that complement existing employment nodes around education, health and airport precincts;
- identify infrastructure constraints and public domain improvements that can make areas more attractive for investment; and
- deliver infrastructure and coordinate the most appropriate staging and sequencing of development.

The Port Macquarie RCAP has been prepared in collaboration with council and reflects a coordinated approach across local and state government planning.

Once finalised, the plan will be implemented through the planning and delivery activities of council and agencies. This will provide ongoing scope for council to work directly with their communities within the framework set out by the plan.

1.1 Port Macquarie Regional City Action Plan Vision and Map

The Port Macquarie Regional City Action Plan area map (Figure 1) illustrates the area to which the RCAP applies too. The Port Macquarie RCAP boundary is located south of the Hastings River, east of the Pacific Highway, north of Lake Innes and west of the Pacific Ocean.

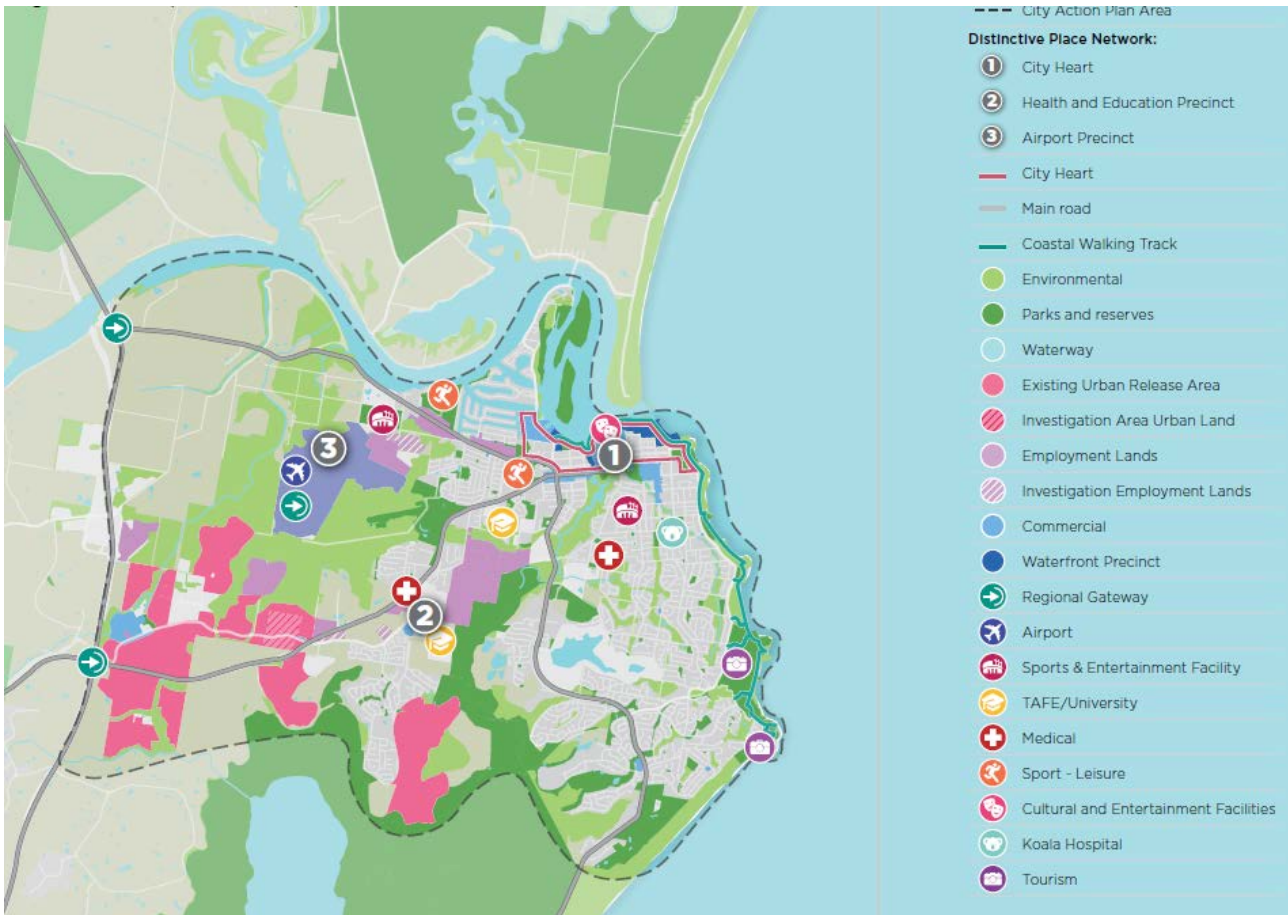


Figure 1: Port Macquarie Regional City Action Plan area map

2. Engagement

Community and stakeholder engagement of the Coffs Harbour RCAP was carried out in March and April 2021. Due to Covid-19, all community engagement activities were conducted via an online platform with the aim to reach the wider Port Macquarie community as well as more in-depth conversations with key stakeholders. Targeted consultation with the Port Macquarie Chamber of Commerce, Micro Business Forum, Greater Port Macquarie Tourism Association, Charles Sturt University, University of New South Wales, Birpai Local Aboriginal Land Council and Mid North Coast Health has also been undertaken to inform the development of the plan.

The feedback gathered through the consultation period will be used to inform the development of the final Regional City Action Plans.

2.1 Overview of engagement activities

The Draft Port Macquarie RCAP 2036 community consultation and engagement consisted of a formal public exhibition period, online community survey, targeted workshops and stakeholder interviews with a total of 240 participants (Table 1).

Under the formal public exhibition period, the Draft Port Macquarie RCAP was made available on the Department's Planning Portal for public and agency comment between 9 March to 30 April 2021. The exhibition period was extended from the original deadline to 30 April 2021 resulting in an exhibition period of 53 days (7.5 weeks).

Cred Consulting was contracted by the Department of Planning, Industry and Environment (DPIE) to support the public exhibition of the Draft Port Macquarie Regional City Action Plan. Cred Consulting and the Department conducted four targeted workshops, stakeholder interviews and

managed an online survey which was available on the Planning Portal which attracted 208 responses. Survey respondents and workshop participants were asked to provide feedback to ground test the draft RCAP vision and drivers and to prioritise the draft RCAP goals they see as most important for the future of Port Macquarie City.

A paid social media campaign was conducted from 9 March to 30 April 2021 to raise awareness of the RCAP and encourage the community to provide their feedback. Sentiment was mostly neutral/negative. Neutral/negative sentiment is common for campaigns seeking feedback on large-scale development plans, due to perceived risk for overdevelopment. Overall it is considered that the social media campaign performed exceptionally well, exceeding KPI objectives for reach by 770%. Factors that contributed to the campaign's success included having the appropriate budget for geo-location targeting, the use of high quality visual creative, and clear, concise copy. The cost per click was also nearly 54% lower than the 2020 average, making it a cost-effective, as well as high performing, campaign.

Table 1 - Overview of engagement activities

Type	Dates	Details/location	Submissions/participants
Formal public exhibition period	9 March – 30 April 2020	Accessed via Planning Portal	38
Online community survey	9 March – 30 April 2020	Accessed via Planning Portal	208
Invited community workshops	9 March – 30 April 2020	Online video call	16
Invited Government and Agencies workshop	14 and 21 April 2021	Online video call	12
Stakeholder interviews & meetings	14 April – 4 May 2021	Online video call	Port Macquarie Chamber of Commerce; Micro Business Forum, Greater Port Macquarie Tourism Association; Charles Sturt University; University of New South Wales, Birpai Local Aboriginal Land Council; Mid North Coast Health District.
Social media campaign	9 March – 30 April 2020	Facebook Ads	Reach – 104,411 Click throughs – 6,708

2.2 Summary of survey respondents and workshop participants

RCAP vision and drivers: Key Findings

Overall, workshop participants and survey respondents were supportive of the draft Port Macquarie RCAP vision. The natural environment and in particular the river and beaches are important characteristics of Port Macquarie now and the community expressed a strong desire a continuation of the natural environment being intrinsic to the future identify and place character of Port Macquarie

Live

The 'Live' goal was important to participants across all engagement activities, as they value living in a welcoming and happy city that is in balance with the natural environment. Most felt that the key focus for this goal was about keeping people 'healthy and well'. Through the online survey, this goal was considered, overall, the top priority for 32% of respondents, which was the highest proportion of responses.

A key concern of participants was future growth and overdevelopment in Port Macquarie at the expense of the environment. Housing affordability was an issue, as was the increasing pressure on housing availability within Port Macquarie from future population growth. Although participants were concerned about overdevelopment, they saw delivering a more compact city as a key to healthy living, as well as increasing housing density to provide greater housing diversity.

Work

The 'Work' goal was ranked second as a priority for the draft RCAP by survey respondents (23% or 41 responses). Along with community and stakeholder workshop participants, survey respondents considered this goal important to the future growth of Port Macquarie. Across all activities, participants discussed the importance of this goal for giving young people opportunities and for supporting local business. Tourism and the visitor economy, as well as the local education and health sectors, were the focus of workshop and stakeholder interview discussions.

Across the workshops and interviews, one-quarter of survey respondents confirmed that they felt that no additions were required. Multiple comments suggested the RCAP should include supporting local business to grow regional diversity and resilience, as well as support for the creative community.

Move

The 'Move' goal, and the issue of transport, connectivity, and movement to, from and throughout Port Macquarie, was a key discussion point at the community workshops and with stakeholders. Respondents ranked this goal as the third highest when asked which goal was the priority for the draft RCAP (20% or 35 responses). Many participants spoke about the importance of active transport connections and the current lack of adequate walking and cycling infrastructure between the city centre, schools, the university, and hospitals. Respondents considered these important to increasing the ease of movement, as well as contributing to the overall health and wellbeing of residents.

During the engagement period for the draft RCAP, Transport for NSW publicly exhibited a road proposal for potential upgrades to the Oxley Highway that garnered a lot of attention locally. This may have contributed to the focus on transport in RCAP discussions and the survey responses.

Play

The 'Play' goal was seen as a priority for only 15% of survey respondents and there was little discussion in the community workshops and stakeholder interviews about this goal. Engagement participants saw the open spaces, natural assets and the welcoming community as the focus for this goal. Most linked liveability with the natural environment, more so than having things to do. Transport and connectivity were also a strong theme that participants discussed in relation to achieving this goal.

Meet

The 'Meet' goal was seen as the lowest priority of all for survey respondents. There was also little discussion in the community workshops about it. This goal was, however, the focus of discussions with the Local Aboriginal Land Council, who offered suggestions to improve the objectives, specifically to increase awareness and visibility of the local Aboriginal culture. Several respondents considered this goal and linked its importance to other goals. For example, one participant

commented that ‘Work, Play and Move are very important also, but Meet is the most important although we are not going to meet everyone, so local hubs that have room to grow and add to diversity of businesses and experiences are essential’.

Figure 2

Characteristics that reflect the future vision for Port Macquarie (% of 208 survey responses)

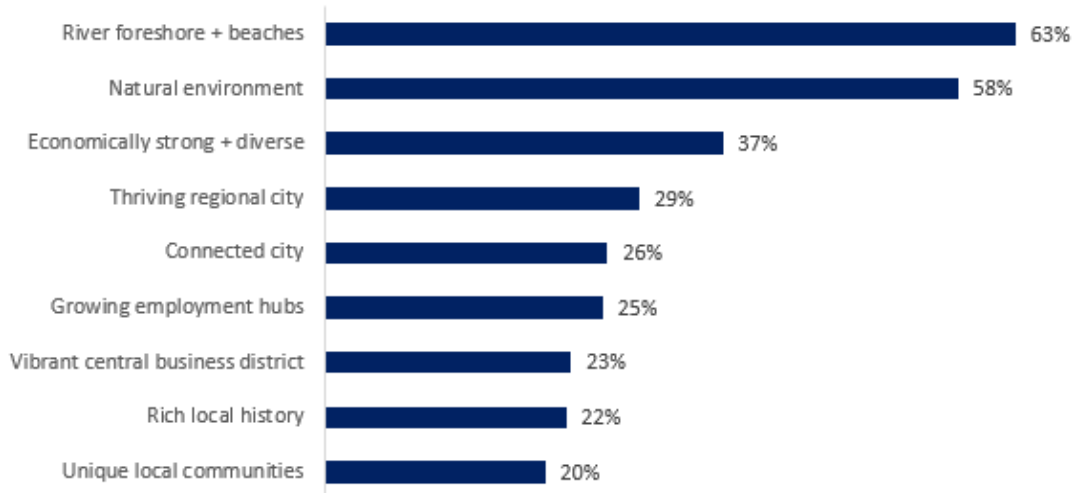
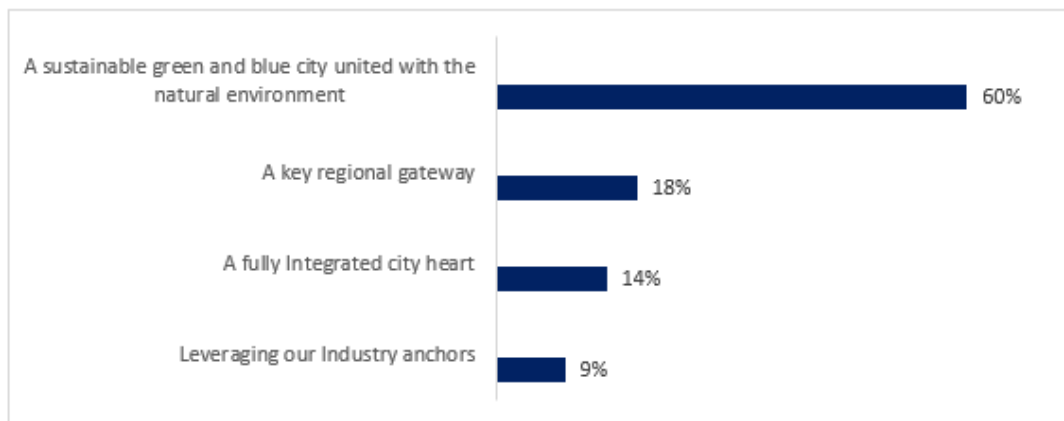


Figure 3

The community’s view about the most future drivers for Port Macquarie (% of 208 survey responses)



2.3 Summary of submissions

Under the formal public exhibition 38 submissions were received from individuals, community groups and government agencies. Overall there is general support of the Draft Plan. From the submissions that were received there were 30 comments and suggestions regarding the RCAP and 8 submissions which raised concerns with aspects or sections of the RCAP.

The following subsections detail the agency, council and community/interest group submission received and the department’s responses. It is noted that a number of general amendments have been made to the Port Macquarie RCAP to respond to comments, suggestions and concerns raised during the community consultation and engagement activities. Attachment 1 outlines the detailed changes to the Port Macquarie RCAP.

2.3.1 Government agencies

One Government Agency submission was received from the Department of Education – School Infrastructure NSW. The government agency submission provided comments on the Draft Port Macquarie RCAP and did not object to the plan.

The key matters raised in the submission were:

- recommended that all public and high schools be identified as critical community infrastructure;
- that Collaboration Opportunity No.5 be amended to specifically list Transport for NSW and the Department of Education as key stakeholders; and
- any infrastructure provision within the vicinity of schools should consider pedestrian safety measures such as physical separation kerb outstands and refuges crossings, access for all ages and abilities such as ambulant disabilities and prams.

2.3.2 Community/interest groups

A total of 37 submissions were received from individuals and interest groups including:

- Shelter NSW
- Climate Change Australia
- Greater Port Macquarie Tourism Association
- Arts Mid North Coast
- Revive Lake Cathie Inc
- Residents of Heavenly Ridge
- Sancrox Employment Landowners
- Sancrox Proposed Residential Landowners

A detailed submission summary and department response to submissions is located in Attachment 2. The key broad themes raised in the formal submissions during the public exhibition period are summarised in Table 2. A discussion of the key issues raised are discussed in section 3 of this report.

Table 2 - Summary of broad themes raised by community and interest groups

Issues/comment themes	% of submissions
Transport, Traffic, Car Parking and Active Transport	24%
Urban Development Issues	14%
Infrastructure	12%
Housing Affordability	9%
Planning, Recognition and Connection to Smaller Centres	7%
Health, Ageing and Youth	7%
Tourism	5%
Environment	3%
Climate Change and Sustainability	3%
Water Security	3%
Impact of Tree Changers	3%

3. Key Themes - Response

This section discusses and responds to the key themes identified in formal submissions regarding the Draft Port Macquarie RCAP that were received by the Department during public exhibition.

Transport, Traffic, Car Parking and Active Transport

The need to address transport, traffic, car parking and active transport issues was the most common theme in submission and was raised by 24% of submissions (14 submissions). The main points raised within the submissions included:

- traffic congestion is getting worse and road infrastructure is not keeping up with new development;
- need to ensure effective transport connections between Port Macquarie and the surrounding towns and villages in the LGA;
- need improved and additional pedestrian and cycleways and infrastructure;
- improved public transport;
- more CBD car parking; and
- a number of site specific traffic congestion hot spots and recommended actions to resolve.

Department response

The importance of transport issues is highlighted under Objective 15 – Develop a transport network that delivers a connected Port Macquarie. The matters raised in submissions will also be considered in specific detail with the implementation of Collaboration Opportunity No.5. Objective 15 has been updated to make specific reference to transport options within the city and to the surrounding towns and villages, along with the need to ensure improved traffic, parking, pedestrian and cycling infrastructure.

Urban development Issues

A number of submission (14% or 8 submissions) raised urban development issues ranging from the location and need for additional unconstrained greenfield urban land, the development of certain key sites, providing infill development with incentives, to keeping the scale of buildings appropriate to maintain Port Macquarie's current character.

Department response

The Port Macquarie RCAP goal 'Live' aims to support housing diversity, supply and affordability while respecting Port Macquarie's history, natural environment and character. This includes supporting Council's intention to prepare a housing strategy to investigate targeted locations or precincts for various housing types assist supply of cost efficient new dwellings. Objective 9 has also been amended to highlight the need for high quality buildings 'that are of a size and scale appropriate to their surroundings and the character of Port Macquarie'.

Infrastructure

A number of submissions (12% or 7 submissions) included comments relating to infrastructure such as the current delivery backlog and specific infrastructure to support resident and tourist needs.

Department response

Objective 1 of the RCAP highlights the importance of aligning the delivery of infrastructure with population and housing growth and the need for Council to develop and implement its Integrated Water Cycle Management Strategy, Regional Integrated Transport Strategy, Social Infrastructure Strategy and Smart Community Roadmap.

General discussion

In addition to the three key themes discussed above the remaining submissions including comments focused on a number of other themes as listed above in Table 2.

It is considered that the majority of comments made within the submissions were generally covered by the Draft RCAP that was public exhibited. The Port Macquarie RCAP has been further refined to include additional references to many of these matters, in particular water security, climate change and sustainability, tourism, other centres of the LGA, the environment and heritage.

4. Next steps

The Regional City Action Plan will be implemented through the planning and delivery activities of councils and agencies. Progress will be monitored in conjunction with the wider implementation of the *North Coast Regional Plan 2036* through the North Coast Delivery, Coordination and Monitoring Committee.

5. Attachments

Attachment 1 – Detailed changes to Port Macquarie RCAP

Section	Changes made
Structure	Move goal has been relocated to before the Meet and Play goals to better reflect the importance of this issue for the community. Move goal descriptor also amended to include reference to active transport options
Vision	The vision has been amended to refer to Port Macquarie as a regional city due to concerns about Port Macquarie becoming a 'metropolitan' city like Sydney or Newcastle.
Vision Map	Le Clos Fernbank Creek Road residential investigation area removed as it is not identified in the North Coast Regional Plan 2036.
Delivery Framework	Framework updated to define short term, medium term and long term delivery for the collaboration areas
Delivery Framework – Table 1: Port Macquarie Regional City Action Plan Collaboration Areas	Collaboration opportunity 5 has been updated to specifically include the Department of Education as a key partner at their request. Tertiary education partners also identified as a key partner due to the importance of the Health and Education Precinct for this matter.
Objective 1	Updated to: <ul style="list-style-type: none"> highlight that 40 percent of new housing should be in the form of dual occupancies, apartments, townhouses, villas or dwellings on lots less than 400 square metres by 2036; Council is to investigate suitable locations for increased housing density and to help housing diversity and affordability for all age groups; and Investigation of appropriate funding mechanisms to help support the delivery on services and infrastructure required to support growth
Objective 2	Action 2.4 amended and broadened to reference sustainable living by promoting building design principles that respond to Port Macquarie's changing climate and encourage smart electricity, stormwater and waste systems.
Objective 3	Updated to: <ul style="list-style-type: none"> reference that affordable housing should be facilitated for all age groups, including young people and students; Collaboration Opportunity 2 amended to be a short-term action and to reference housing affordability and for all levels of government to collaborate and explore opportunities to help deliver affordable housing and housing affordability

Section	Changes made
Objective 4	<p>Updated to:</p> <ul style="list-style-type: none"> • Include reference to bushfire as a natural hazard being affected by climate change; • Highlight the need to mitigate climate change and not only adapt; • Include reference to the importance of investigating water management options to maximise water security for the city into the future; • Include mitigation and adaption examples such as installation of water, power and water savings measures; • Include reference to the Strategic Guide to Planning for Natural Hazards in NSW being developed by the NSW Government; • Include reference to new development and infrastructure actively reducing exposure to natural hazards; and • Highlighting the opportunity for Council to potential investigate smart city outcomes through the implementation of its Smart Community Roadmap.
Objective 5	Updated to include reference to sustainable employment and training opportunities for all age groups
Objective 6	<p>Updated to include reference to:</p> <ul style="list-style-type: none"> • the role of retail precincts in enhancing visitor experiences; • the contribution of the natural environment along with the attractions of the surrounding towns, villages, and countryside to the appeal of Port Macquarie as a visitor destination; and. • Highlighting the opportunities around agri-tourism, village markets and improved visitor signage that can all be maximised to help attract visitors to Port Macquarie and its hinterland.
Objective 7	<p>Updated to:</p> <ul style="list-style-type: none"> • add Action 7.4 Support and encourage the growth of small business to cater for the local everyday and lifestyle needs of a growing population and changing demographic; and • include reference to the importance of employment lands outside of the RCAP footprint to the development of Port Macquarie.
Objective 8	Amended to include specific reference to creating a pedestrian friendly environment
Objective 9	<p>Updated to:</p> <ul style="list-style-type: none"> • identify that buildings are of a size and scale appropriate to their surroundings and the character of Port Macquarie; and • that heritage buildings are actively protected, including the development of a heritage or cultural precinct
Objective 10	No change

Section	Changes made
Objective 11	Updated to: <ul style="list-style-type: none"> • ensure Aboriginal culture is embedded in everyday life; and • include reference to the Aboriginal cultural significance of the Town Green Area in which ancestral remains are present.
Objective 12	No change
Objective 13	Updated to include reference to Westport Park as a best practice playspace example.
Objective 14	Amended to refer to also artisan food and drink premises
Objective 15	Updated to: <ul style="list-style-type: none"> • simplify and plain English the objective title to developing a transport network that delivers a connected Port Macquarie; • simplify and plain English Action 15.1 to integrate improved and enhanced public and active transport systems to increase connectivity across the city; • highlight the importance of providing more convenient transport options not only within the city but also to the surrounding towns and villages; • supporting public transport networks with appropriate car parking facilities in key locations; • having connected and where possible segregated cycleways with associated end of journey infrastructure; and • that pedestrian facilities should cater for access for all ages and abilities, and any infrastructure provision within the vicinity of schools should in particular consider pedestrian safety measures such as physical separation, kerb outstands and refuge crossings.
Objective 16	No change
Objective 17	Updated to: <ul style="list-style-type: none"> • Remove reference to investigating river transport for commuters; and • Include reference to Council investigating and supporting changing transport technology such as smart street lighting, parking, traffic management systems and an electric vehicle charging strategy.
Glossary	Include a definition of housing affordability
Figure 7	Remove east – west Kooloonbung Creek Track which is located on private property

Attachment 2 – Submission summary

Submission themes	Submission summary	Department response
Transport, Traffic, Car Parking and Active Transport	Traffic congestion is getting worse	No change to RCAP. To be addressed through Collaboration Opportunity 5 and the preparation of a regional integrated land use and transport strategy
	Need more parking to support town centre	Objective 15 amended to include reference to the provision of car parking
	Roundabouts don't work and need traffic lights	No change to RCAP. To be addressed through Collaboration Opportunity 5 and the preparation of a regional integrated land use and transport strategy
	Need segregated cycleways, greater cycleway connectivity, intermodal transport hubs with facilities for cyclists, end of journey facilities for cyclists	Objective 15 amended to include greater reference to the provision of cycleways and infrastructure
	<ul style="list-style-type: none"> • Boundary Street needs upgrading • Sherwood Road needs traffic lights • Wrights Road intersection needs fixing • Oxley Highway congestion needs fixing • road verges unkept • Hastings River Drive should be the main traffic entry to take pressure off the Oxley Highway • need a roundabout at the Oxley Highway / John Oxley Drive / Philip Charley Drive; • need a footpath / cycleway along Settlement Point Road to the ferry; • need relief to Lake Road through the industrial area and provision of an alternate route around the industrial area (eg orbital road) is paramount • The duplication of Ocean Drive should be delayed until Lake Road and the lights at the intersection of Lake Road and Ocean Drive are upgraded. Proceeding with the duplication would only deliver traffic faster to a critical area of delay. Improvements needed before any duplication should occur include: <ul style="list-style-type: none"> ○ lengthening the left lane slip from Ocean Drive to Lake Road ○ Provide 4 lanes for the full length of Lake Road between Ocean Drive and the Oxley Highway ○ Provide an increase in size of Central Road Roundabout to provide two lanes through. ○ Increase the length of the right turn lanes from Lake Road to Ocean Drive ○ provide a median strip for the full length of Lake Road to stop right turn movements into businesses, thereby making vehicles use the roundabouts and only having left in and left out to businesses. 	No change to RCAP as site specific traffic matters are beyond the scope of the plan and are more appropriately considered in processes such as Collaboration Opportunity 5 and the preparation of a regional integrated land use and transport strategy

Submission themes	Submission summary	Department response
	No more housing until traffic issues fixed	No change to RCAP. To be addressed through Collaboration Opportunity 5 and the preparation of a regional integrated land use and transport strategy
	Need improved public transport, including access to the train station at Wauchope, which will have significant environmental and community benefits	No change to RCAP. To be addressed through Collaboration Opportunity 5 and the preparation of a regional integrated land use and transport strategy
	Need to remove the east-west Kooloonbung Creek Walking Track from the RCAP as it crosses private property	Figure 7 of the RCAP amended to remove the track.
	Need to develop and fund a city wide bicycle infrastructure plan	No change to RCAP. Objective 15 already identifies the need for Council to review its Bike Plan and it is anticipated that this issue will also be addressed through Collaboration Opportunity 5 and the preparation of a regional integrated land use and transport strategy
	Port Macquarie should have an electric vehicle charging strategy	Objective 17 amended to include a recommendation that an electric vehicle charging strategy be prepared
	Sancrox interchange should be identified as the third gateway to the city	No change to RCAP. It is not considered that the Sancrox interchange currently serves this purpose as it does not have direct access to major thoroughfare on the eastern side of the Pacific Highway. Can also be considered in the future through Collaboration Opportunity 5 and the preparation of a regional integrated land use and transport strategy
Urban Development Issues	Scale of buildings needs to remain the same and not have high rise development	Objective 9 amended to include reference to buildings needing to be of a size and scale appropriate to their surroundings and the character of Port Macquarie
	Need more unconstrained land which includes land with scattered timber where no meaningful environmental outcome is possible	No change to RCAP. Identifying additional unconstrained land for development is outside the scope of the RCAP and more appropriately considered by Council in its Local Strategic Planning Statement and Growth Management processes
	Hotels shouldn't be able to build a glass conference room in the middle of town	No change to RCAP as site specific development matters are beyond the scope of the plan

Submission themes	Submission summary	Department response
	The former Food for Less site should become a permanent under cover local growers market	No change to RCAP as site specific development matters are beyond the scope of the plan
	The RCAP should be expanded to include the Sancrox employment area	Objective 7 updated to reference the importance of employment lands in other areas of the LGA in supporting the city. The Pacific Highway is considered to be the current natural western boundary of the city and its urban area for the lifespan of the RCAP to 2036. This matter could be reviewed in the future depending on land use change in the Greater Sancrox Area.
	The RCAP should be expanded to include the Sancrox area west of the southern gateway as a future residential investigation area	No change to RCAP. The Pacific Highway is considered to be the current natural western boundary of the city and its urban area for the lifespan of the RCAP to 2036. Identifying additional potential urban land is also outside the scope of the RCAP and more appropriately considered by Council in its Local Strategic Planning Statement and Growth Management processes
	Need to expand the 'urban forest' and have more greening strategies for the city	No change to RCAP. This issue is addressed under Objective 2
	The centre of Port Macquarie should become a car free pedestrian zone similar to European cities	Objective 8 updated to make reference to the creation of pedestrian friendly environments
Infrastructure	Port Macquarie is suffering from a significant backlog in infrastructure delivery	Objective 1 already addresses the need to plan and provide for the infrastructure required to support Port Macquarie's growth and has been amended to also reference to need to explore appropriate funding models to deliver required services and infrastructure to support growth.
	Should identify all public and high schools as critical community infrastructure on the RCAP maps	Noted. Not considered necessary to identify all schools as critical infrastructure
	Any infrastructure provision within the vicinity of schools should consider pedestrian safety measures such as physical separation, kerb outstands and refuges crossings, access for all ages and abilities such as ambulant disabilities and prams	Objective 15 updated to identify the need to plan for appropriate infrastructure within the vicinity of schools
	An electric vehicle charging strategy for Port Macquarie should be prepared	Objective 17 updated to make reference to the investigation of an electric vehicle strategy

Submission themes	Submission summary	Department response
	<p>Support the delivery of new infrastructure for residents and visitors such as:</p> <ul style="list-style-type: none"> • proposed tidal pool; • more fish cleaning tables; • man made lagoon ‘ kids water park; and • new tourist and visitor information where parking for cars and caravans was easier 	<p>No change to RCAP as site specific infrastructure matters such as these are beyond the scope of the plan</p>
Housing Affordability	<p>Need more affordable housing particularly for young families and those aged over 55</p>	<p>Objective 1 updated to make specific reference to housing for young families and those aged over 55.</p>
	<p>More land supply and less regulation / taxes are needed to help housing affordability</p>	<p>Noted. No change required as the RCAP already identifies significant housing release areas that are anticipated will be adequate for the life of the plan to 2036 and changes to taxes and regulation are outside the scope of the plan</p>
	<p>Infill development needs incentives such as reduced developer contributions, less parking and heritage restrictions</p>	<p>No change to RCAP as site specific policy matters are beyond the scale of the plan and as it is considered that this matter is most appropriately considered in processes such as Collaboration Opportunity 2</p>
	<p>The RCAP should include measurable targets and outcomes to encourage greater housing choice, diversity and affordability</p>	<p>Objective 1 updated to identify that 40 percent of new housing should be in the form of dual occupancies, apartments, townhouses, villas or dwellings on lots less than 400 square metres by 2036 in accordance with the requirements of the North Coast Regional Plan 2036 and that Council is to investigate suitable locations for increased housing density.</p>
	<p>Support the introduction of more R3 Medium Density Residential zones into regional town centres and encourage that 20% of all new dwellings over the next 20 years be 1 and 2 bedrooms</p>	<p>Objective 1 updated to identify that 40 percent of new housing should be in the form of smaller housing such as dual occupancies, apartments, townhouses, villas or dwellings on lots less than 400 square metres by 2036 and Council is to investigate suitable locations for increased housing density.</p>
	<p>Objective 3 should provide guidance and support to deliver an affordability rental housing target of 5% for low and moderate income households across the region</p>	<p>No change to RCAP as it is considered that this matter is most appropriately considered in processes such as Collaboration Opportunity 2</p>

Submission themes	Submission summary	Department response
	Objective 4 should include an additional objective that DPIE work with Dept of Fair Trading to ensure tenants living in caravan parks have access to affordable housing that is secure and adequate in terms of risk from natural hazards	Noted. No change required as Objective 4 already makes reference to new development (including caravan parks) avoiding areas at high risk from natural hazards
	The Plan should identify the importance of affordable housing for young people and students	Objective 3 Deliver increased opportunities for affordable housing updated to make specific reference to young people and students
Planning, recognition and transport connection to the smaller centres	Need greater accessibility between Wauchope and Port Macquarie	Objective 15 updated to include reference to the importance of providing movement between Port Macquarie and the surrounding towns and villages
	More planning and infrastructure is required to support Lake Cathie	Noted. No change required as Lake Cathie is outside the scope of the RCAP and this matter is more appropriately considered in Council's local planning processes
	Need to acknowledge that affordable housing is also needed in the smaller towns and villages	Noted. No change required as Lake Cathie is outside the scope of the RCAP and this matter is more appropriately considered in Council's local planning processes
	Need to link small towns and villages through employment, education, training and housing not encouraging people to travel out of the area through the 'regional gateway'. Our small towns and villages are hidden and forgotten	Objective 15 updated to include reference to the importance of providing movement between Port Macquarie and the surrounding towns and villages. Objective 6 also updated to reference the importance of the small towns and villages to the appeal of Port Macquarie and tourism
	Need more educational and employment strategies for youth, particularly in Wauchope	While Wauchope is outside the scope of the RCAP, Objective 5 has been amended to address employment and training for all age groups
	Need more recognition of smaller towns and villages in the RCAP	Objective 15 updated to include reference to the importance of providing movement between Port Macquarie and the surrounding towns and villages. Objective 6 also updated to reference the importance of the small towns and villages to the appeal of Port Macquarie and tourism

Submission themes	Submission summary	Department response
Health, Ageing and Youth	Port Macquarie could be a health and ageing hub by: <ul style="list-style-type: none"> • providing more aged care, health and education jobs; • encouraging state industry relocation; • more low income housing for students; • investment in more university development and health infrastructure (ie. build a new Wauchope hospital) 	Noted. No change to RCAP required as these matters are already addressed in Objectives 3 and 5
	Shopping complexes need to be more aged friendly and accommodate all needs	Objective 8 updated to refer to the city heart needing to be accessible to people of all ages and abilities
	The Plan needs to recognise the demographic structure of Port Macquarie and its ageing population and that this is reflected in the range of housing provided, transport and means of travel, community facilities and cultural activities.	Objectives 1, 3, 8 and 14 updated to include additional references to catering for all ages
Tourism	Need greater recognition of the role of the countryside in the towns and villages in attracting tourists to Port Macquarie	Objective 6 updated to reference the importance of the countryside, towns and villages in attracting tourists to Port Macquarie
	Need more businesses, shops and food options to help attract tourists	Objective 8 updated to include reference to the importance of retail precincts
	Greater Port Macquarie Tourism Association supports the plan, the city drivers, that Council's plans need to align with the RCAP to maximise funding opportunities	Noted. No change to RCAP required
Environment	Developments identified in the RCAP will impact negatively on the environment, waterways and koala habitat	Noted. No change to RCAP as no new development outside of existing Council plans or policies is included, all development before it can proceed will be subject to environmental assessment and Objective 2 identifies the need for environmentally sustainable city growth
	Greater balance is needed to ensuring commercial outcomes can be delivered instead of always environmental outcomes	Noted. No change to RCAP required as changing the current assessment framework under the <i>Environmental Planning and Assessment Act 1979</i> is outside the scope of the RCAP
	Objection to a proposed bicycle pathway / footpath through Yaluma Reserve and these environmental areas need to be protected	Noted. No change to RCAP as site specific matters such as this are beyond the scope of the plan

Submission themes	Submission summary	Department response
<p>Climate Change and Sustainability</p>	<p>Need to deal with and counter act climate change through:</p> <ul style="list-style-type: none"> • air conditioning in schools • harnessing water run-of • pilot program for solar energy sustainability villages, towns and industries • subsidised planting of koala feed trees and other trees • encourage schools to install water, power and water saving measures through financial contributions, expert involvement and media promotion to educate our children on climate change and sustainability 	<p>Objective 4 updated to reference a number of the requested matters and noting that all these issues are likely to be considered in detail when undertaking Collaboration Opportunity 3</p>
	<p>Port Macquarie should develop a 'smart cities' plan that addresses:</p> <ul style="list-style-type: none"> • smart lighting, smart parking, smart waste, water management, asset tracking and environmental monitoring • development of a digital twin to allow better planning, urban design and engagement • smart traffic management system • smart power grids 	
	<p>Objective 4 should be updated to identify the need to mitigate climate change rather than only adapting and make Port Macquarie a zero carbon community over the next 10 years</p>	

Port Macquarie's resilience to climate change can be strengthened in the following ways:

- Establishment of Renewable Energy industrial and residential estates. Different criteria could apply to new and existing estates (Existing estates: commit to 100% renewable electricity within 5 years OR to 100% renewable energy – electricity plus heat – within 10 years)
- Installation of solar panels and solar hot water systems on all Government buildings, and industrial, commercial and residential where practicable
- Longer term outlook when planning any coastal, waterway, canal or river improvement to take account of climate change impacts such as increased storm and flooding intensity / frequency and sea level rise.
- Hardening of essential infrastructure such as communication networks, water supplies, sewer systems, major access routes, roads and bridges from the impacts of drought, bush fires, flooding, storm surges and sea level rise
- Regularly update modelling information for all residents, property and business owners with respect to revised flood, fire, storm surge and sea level rise risk ratings that reflect the rapidly changing impact of climate change. This should include reviewing building and zoning regulations as required to reflect changing risk profiles.
- Regularly update fire control standards regulating distance from trees, building materials, vehicle access etc
- Advocate for greater contingency funding from State and Federal Governments to reflect the increasing impact, frequency and cost of extreme climate change weather events
- Review and improve interagency emergency coordination to extreme weather events - particularly with respects to forecasting, command and control, coordination, logistics, and communication during natural disaster events. Plan, fund and train for a new normal
- Improve the quality of and rapid, seamless access to single source accurate data required by multiple agencies responding to natural disasters
- Improve communication channels with residents and visitors during natural disaster events.
- Learn from the lessons of the last two years of natural disasters, listen to the science and coordinate all levels of Government to rapidly decarbonise our economy.

Submission themes	Submission summary	Department response
	<p>A Long term Energy Strategy and Emissions Tracking should be introduced for Port Macquarie that:</p> <ul style="list-style-type: none"> • recognises the risk and need for urgent action on emissions due to the climate emergency; • to ensure new development must meet the highest levels of energy efficiency, emissions reduction and environment sustainability; • includes commencement of a local carbon emissions monitoring project • continued promotion and education for recycling, water and energy efficiency and water reduction 	
Water Security	Need a new dam for water security	Objective 4 updated to make reference to the investigation of water management options.
	Need to address water security for Port Macquarie and the quantity of water that is being used for agriculture	Objective 4 updated to make reference to the investigation of water management options. The amount of water that can be used for agriculture is however outside the scope of the RCAP
Tree Changers	People from outside the region are moving to Port Macquarie and taking local jobs and driving up house prices	Noted. No change to RCAP required as both the live and work goals already address the need for housing diversity, affordability and employment opportunities to support the growing population
	People are moving to Port Macquarie and trying to change it to be like Sydney	Noted. Objective 9 of the RCAP already identifies the importance of retaining and protecting Port Macquarie's existing character. Objective 9 also amended to include reference to future buildings needing to be of a size and scale appropriate to their surroundings and the character of Port Macquarie
Other	Port Macquarie is a town not a city	RCAP vision amended to identify Port Macquarie as a regional city rather than a metropolitan city.

Submission themes	Submission summary	Department response
	Need greater acknowledgement of the traditional Aboriginal custodians of the land in the RCAP	The traditional Aboriginal custodians are acknowledged in the RCAP vision and in particular Objective 11. Objective 11 also updated to identify the importance of embedding Aboriginal culture in everyday life and the significance of areas like the Town Green where ancestral remains are located.
	State Environmental Planning Policy are often metropolitan centric and have mapping that effects development that needs better ground truthing	Noted. No change required to RCAP. Reviewing SEPPs and ground truthing of maps is outside the scope of RCAP and other more appropriate processes are available to resolve this issue
	Need a low tax and low Government intervention environment to simulate growth	Noted. No change required to RCAP. The tax and regulation systems are outside the scope of RCAP and other more appropriate processes are available to consider these issues
	Vision could be potentially be shortened, particularly if the current version is not endorsed by the broader community	Noted. No change required to RCAP. No concerns were raised regarding the vision throughout the consultation process
	Objective 9 should be amended to make specific reference to actively protecting existing heritage buildings	Objective 9 updated to make reference to actively protecting existing heritage buildings
	Department of Education – State Infrastructure requests to be involved in any strategic planning processes that proposed new urban release areas	Noted. No change to RCAP required
	Department of Education – State Infrastructure requests that Collaboration Opportunity 5 be amended to identify Transport for NSW and the Department of Education as key stakeholders.	Table 1 of RCAP updated for Collaboration Opportunity 5 to identify Transport for NSW and the Department of Education as key stakeholders.
	RCAP delivery framework should clarify the implementation process of the plan	Noted. No change to RCAP required. Delivery of the RCAP will be done by the responsible bodies and implementation will be overseen by the North Coast Regional Plan Delivery, Coordination and Monitoring Committee