

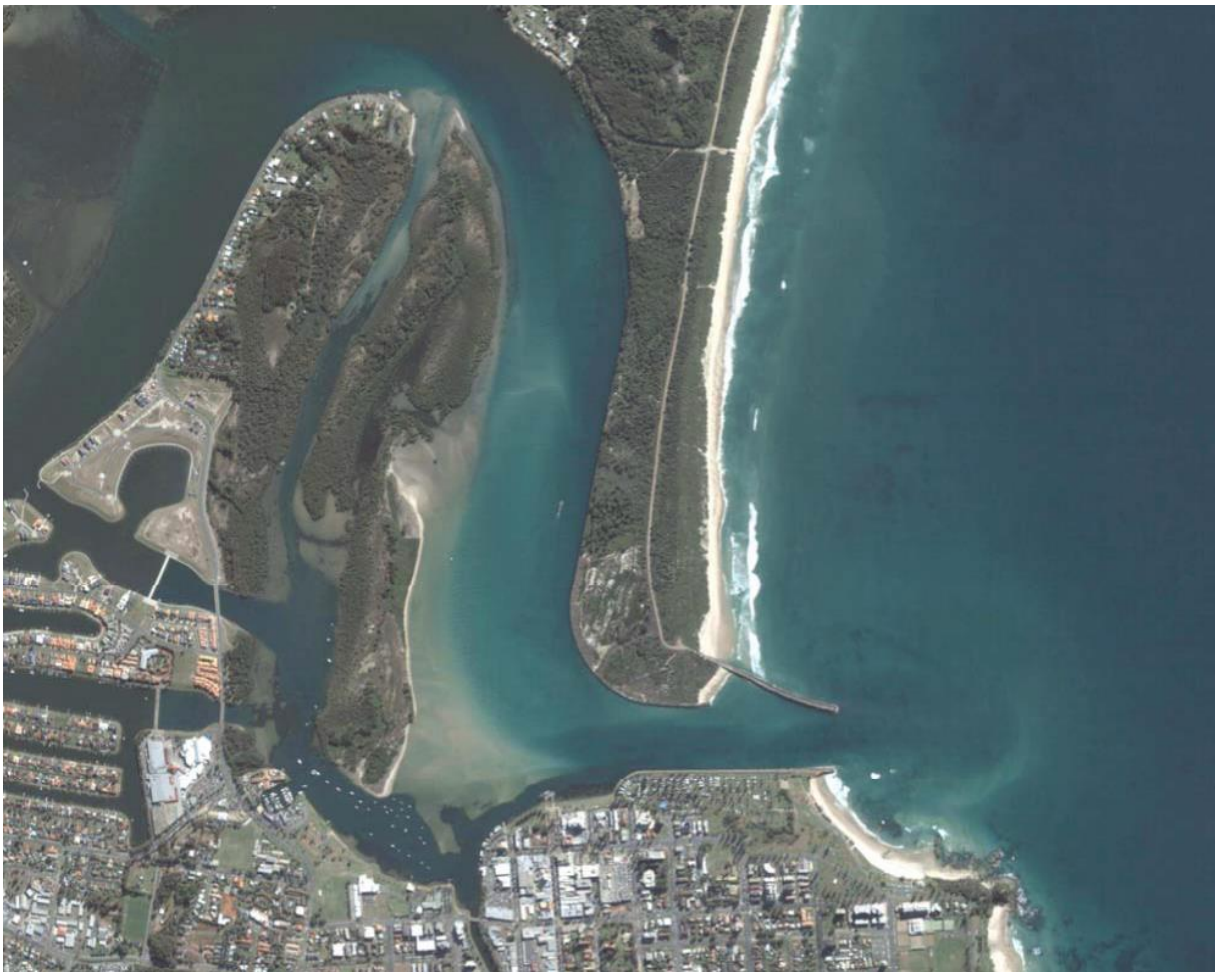


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Crown Lands

Hastings Regional Crown Reserve - Precinct A

Plan of Management

December 2014



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Executive Summary

The Hastings Regional Crown Reserve (Reserve R 1012048) covers an extensive tract of Crown land on the NSW Mid North Coast. The Reserve was established by notification in the Government Gazette on 4 September 2006 for the public purposes of Access and Public Requirements, Tourism Purposes and Environmental and Heritage Conservation. The Regional Crown Reserve includes Crown land located in and around Port Macquarie, Laurieton, Dunbogan and Northhaven.

Regional Crown Reserves (RCR) were established to aggregate Crown land into larger precincts, allowing holistic planning as well as balanced and sustainable management. RCRs allow for multiple purpose usage, generating improvements in the environmental, economic and social fabric of the area.

This Plan of Management (PoM) has been prepared in accordance with the *Crown Lands Act 1989* to provide a framework for the future management, use and development of the reserved Crown land known as 'Precinct A' in Port Macquarie.

Port Macquarie-Hastings Council is the Trust Manager appointed with day-to-day responsibilities for the care, control and management of much of the Crown land parcels in Precinct A. NSW Trade & Investment, Crown Lands oversees the management of Crown land in NSW and manages the balance of Crown land parcels in Precinct A.

The vision of the PoM is:

To develop and sustainably manage Precinct A in Port Macquarie
as a vibrant and interactive destination
that is recognised as an Australian icon and strengthens the local economy.

The PoM outlines a management direction for the next 5 – 10 years for Precinct A. The PoM establishes objectives, strategies and actions required to meet the needs and expectations of the local and wider community. The PoM builds on an extensive body of work undertaken for the Port Macquarie foreshore over the last decade. Council, the Foreshore Lands Advisory Group (FLAG) and the community have provided considerable input to the PoM.

In 2014, Crown Lands commissioned an independent review of the PoM that has resulted in this revised version being prepared. The revised PoM maintains the positive intent and direction as articulated in earlier versions of the document. It has however been considerably updated in consultation with input from FLAG and Port Macquarie-Hastings Council to ensure a strategic, clear and consistent approach.

A revised draft PoM was placed on public exhibition from 10 October 2014 to 7 November 2014. Feedback from submissions received during this period (see Appendix 3) was analysed and then considered by Crown Lands, FLAG and Port Macquarie-Hastings Council prior to preparing the final Plan of Management.

Future development and management of Crown land in Precinct A must be consistent with this Plan of Management.

Introduction

This document forms the Plan of Management (PoM) for Crown land within Precinct A of the Hastings Regional Crown Reserve (HRCR). NSW Trade & Investment, Crown Lands prepared the Plan with significant input from the Foreshore Lands Advisory Group (FLAG) and Port Macquarie Hastings Council (Council).

Crown Lands oversee the management of all Crown land in NSW. Crown Lands is responsible for the administration of Crown land including, where appropriate, the sale, lease, licensing or other dealings in Crown land as authorised by the Minister. Crown Lands is also responsible for the reservation of Crown land and the leasing and licensing by a reserve trust manager.

Council is the Trust Manager appointed with day-to-day responsibilities for the care, control and management of most of the Crown land parcels in Precinct A. Crown Lands is the manager of the balance of Crown land parcels in Precinct A.

The PoM is a strategic planning document that will provide a framework to guide the future development and management of Precinct A.

The PoM has evolved from consideration of the site, its landform and its significant commercial, cultural, environmental and recreational values and attributes. The PoM reflects the potential of the foreshore, as a sustainable social, environmental and commercial hub that will cater for the future needs of Port Macquarie businesses, residents, and visitors.

It reflects and builds upon a range of planning and related initiatives, notably:

- Waterfront Consultation Report 2006 (Chamber Of Commerce)
- Port Macquarie Foreshore Vision and Masterplan 2009
- Settlement City Precinct DCP 2014
- Westport Park Crown Land Plan of Management
- Port Macquarie CBD Masterplan 2013

Legislative basis

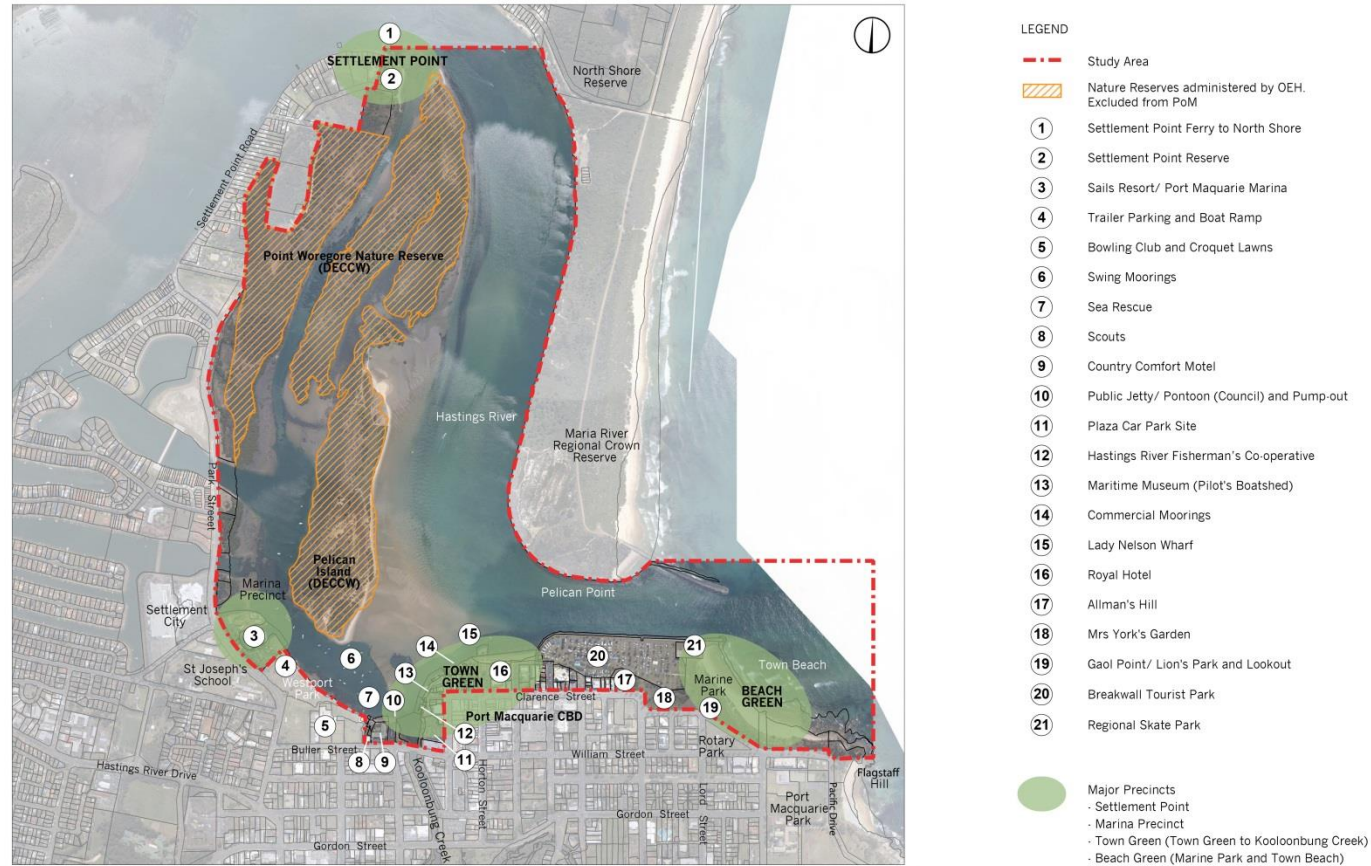
The PoM has been prepared in accordance with the Crown Lands Act 1989. Further detail about the Act is provided in Section 4.

Land to which the plan applies

The Crown land in Precinct A is located along the Port Macquarie foreshore, from Settlement Point in the north to Flagstaff Hill to the east and includes the bed of the Hastings River (see Figure 1).

The Plan excludes Westport Park which is covered by the Westport Park Plan of Management, endorsed by the Minister on 30 July 2012.

Figure 1: Study area overview



Hastings Regional Crown Reserve Precinct A - Plan of Management

Illustration No. 1 02.12.2014

STUDY AREA OVERVIEW



Chronology of significant events

- The Reserve was established by notification in the Government Gazette on 4 September 2006 for the public purposes of Access and Public Requirements, Tourism Purposes and Environmental and Heritage Conservation.
- In November 2008 PMHC resolved to accept the offer from the Minister for Lands to jointly prepare a Draft Plan of Management (PoM) for Precinct A
- In July 2009 the Government Architects Office (GAO) which was appointed to prepare the plan, submitted a draft PoM for Precinct A to the Foreshore Lands Advisory Group (FLAG)
- The draft PoM went on public exhibition in January 2010 and was subsequently revised by GAO in November 2010.
- In January 2012 The Westport Park Plan of Management (6.2 hectares within Precinct A) was prepared (effectively removing that detail from the Precinct A PoM) and was adopted by the Minister on 30 July 2012.
- In October 2012 Port Macquarie-Hastings Council was contracted to revise the Precinct A PoM.
- In January 2013 the revised draft PoM was placed on Public Exhibition.
- In August 2013 the draft PoM was submitted for adoption but did not progress further.
- In April 2014, the Deputy Premier advised that Crown Lands would continue to review and finalise the draft PoM for Precinct 'A'.
- In July 2014 Creating Growth was contracted by Crown Lands to revise the PoM, in consultation with FLAG and Council.
- In October 2014 Minister Humphries approved public exhibition of the draft Hastings Regional Crown Reserve Plan of Management. The Public Exhibition period concluded on 7 November 2014.
- The final Plan of Management was prepared in December 2014.

Rationale for revising the plan

In 2014, it was identified as necessary to review and revise the PoM to:

- Provide a more strategic document than the previous plans
- Deliver a more succinct and simpler structure
- Reduce the overall scale of the document
- Reduce repetition and inconsistencies
- Remove operational matters
- Retain the intent of the previous plans
- Provide a clear direction for future management of Precinct A.

Site description

History

Prior to European settlement, the Port Macquarie area was occupied by at least five Aboriginal tribes who had access to abundant food sources from the region's land and waterways.

Port Macquarie was first established as a secondary penal settlement in 1821, following favourable reports on the potential of the natural port, the waterways and agricultural potential of the area. The waterfront has been an area of key importance from the outset of settlement. It was here where both convicts and essential provisions from Sydney arrived to supply the settlement, and where buildings such as stores and granaries were constructed in order to securely store food.

In 1831, Port Macquarie was opened for private settlement. From that point on the waterfront came to be used for commercial purposes and associated facilities such as boat sheds, wharves, repair yards and warehouses. After the opening of the settlement to private settlers, the layout of the town was reconfigured into the formal grid layout that generally persists today. Many of the earliest structures and penal buildings that had followed the shoreline of the Hastings River were demolished in the process.

Subsequently, Port Macquarie has grown to become a major regional coastal centre. It is important to the long-term social and economic well-being of the people of the Mid North Coast of NSW. As one of the few regional town centres located directly on the water's edge, Port Macquarie has also developed into a prime tourist destination.



View across the Town Green from Clarence Street

Natural setting

The topography of land covered by this PoM ranges from coastal wetlands and beaches to the Hastings River Floodplain and dunes and rocky headlands. The Hastings River floodplain has been reduced in scale through engineering works such as the breakwater and reclamation works but still includes parts of the Port Macquarie waterfront and Town Centre area.

The Hastings backchannel is subject to sand deposition and is very shallow. Wetlands are concentrated in the northwestern part of the Study Area. They feature seagrass beds, salt marshes and mangroves, with native dune vegetation of forest and scrubland on slightly higher ground such as in Woregore Nature Reserve. Further to the east is the prominent rocky headland of Flagstaff Hill.

In the southern part of the Precinct, steeper hills and grassed slopes are the key feature and are home to important cultural items (St Thomas Anglican Church, Allman's Hill graves and Gaol Point, and a prominent lookout over Town Beach, the Hastings River and the northern coastline.

South of Buller Street and Warlters Road, the elevated areas have developed as key residential and tourist accommodation locations. Apart from the wetlands and native vegetation communities in Woregore Nature Reserve, little original vegetation remains in the Study Area. There are however, remnants of native vegetation still seen off Town Beach and the Flagstaff Hill headland. The low-lying areas along the Hastings River are mapped as potential acid sulphate soils.

Current land use

The foreshore area identified within the PoM adjoins and forms part of the Port Macquarie Central Business District (CBD), which is the commercial and tourism focal point of Port Macquarie.

The foreshore and locations immediately surrounding it support a variety of recreational and general commercial uses, which include retail, professional services, restaurant, tourism and recreational boating.

A significant number of tourism developments around the foreshore provide important economic, recreational and social benefits and create a foreshore environment that is a very popular destination for visitors as well as local residents.

Major infrastructure on Crown lands in Precinct A includes:

- Break walls, reclamations, training walls and boardwalk
- Port facilities including a loading wharf and moorings to benefit the local commercial fishing fleet
- Maritime facilities including the Port Macquarie Marina, CBD Commercial moorings (occupied by charter operators), the Lady Nelson Wharf and four public boat ramps
- Commercial recreation and tourism facilities including the Port Macquarie Marina and the Sundowner Breakwall Tourist Park which are operated under a commercial lease
- A number of structures/ buildings with commercial or community uses including the Settlement Point Boatshed, the Marine Rescue NSW building (Westport Park), the Pilot's Boatshed and Town Beach Kiosk.

- Informal and formal active recreation areas, including Town Beach Reserve behind Town Beach, the Town Green, Westport Park, Settlement Point Reserve and croquet lawns next to the Westport Club (itself situated on freehold land)
- Public access paths and open space improvements such as seating, fish cleaning tables, playgrounds, a skate park and landscaping/ cultural plantings
- Public car parking.

The Precinct also includes a number of business/ community facilities (including the Police Station) and heritage items such as the Historic Court House and the Maritime Museum in the former Pilot's Boatshed Building.

There are numerous other community/ heritage items such the Town Green War Memorial, the graves on Allman's Hill, the former well at Gaol Point Lookout and the Pilot's Memorial and flagstaff on Flagstaff Hill.

Key focal areas

The PoM has identified four focal areas within Precinct A for recreational and commercial activity:

- 1) Settlement Point
- 2) The Marina
- 3) (a) Kooloonbung Creek Harbour
(b) Town Green
- 4) Beach Green

Focal area 1 | Settlement Point

Crown land in the north and west of Precinct A includes the small Settlement Point Reserve that is a popular local recreation destination especially for young families, featuring a playground, amenities block, tree plantings and car parking.

Access to the reserve is by road or water and is a popular destination for cyclists of all levels, although there is no continuous cycle (or pedestrian) path to the CBD.

The calm shallow waters and sandy beaches of the backchannel provide a safe opportunity for swimming and water play, including for small children.

The Settlement Boat Shed is managed under licence from Crown Lands and offers recreational equipment for hire, including kayaks, small runabouts and BBQ boats.

Focal area 2 | The Marina

The Port Macquarie Marina is operated under a commercial lease from Crown Lands.

Erected on the wet area is a marina facility comprising three floating fibreglass and timber finger wharves comprising a total of 42 berths of various sizes? All jetties have service bollards providing the use of power and water outlets on a shared basis.

The marina also comprises a fuel wharf, car parking slipway and commercial building comprising a mixture of shops office, restaurants and service facilities. Community clubs, including the Game Fishing Club, the Port Macquarie Blue Water Fishing Club and the Outriggers Club, have co-located on the site under separate agreement with the marina lessee.

Whilst covered in its own separate PoM, Westport Park (to the east and adjoining the Marina) provides potential flow on benefits to Marina uses.



View of Sails Resort and Marina from the Marina Car Park

Focal area 3 (a) | Kooloonbung Creek Harbour

Town Green is the largest focal area and stretches almost a kilometre from Kooloonbung Creek around to the Sundowner Breakwall Tourist Park. Unlike the other Focal points this area presents a mix of activity points and has strong commercial and recreational linkages to the Town Centre. This focal area starts at the Marine Rescue building takes in the Kooloonbung Creek area and around to the Fish Co-op building and Wharf and ending at Short Street.

The Kooloonbung Creek Harbour is the result an earlier dredging / reclamation project and its frontage is controlled by a rock retaining walls lined with a small strip of grassed open space.

At the mouth of Kooloonbung Creek, the western side houses a Council public wharf with sewage pump-out facilities and further west is Westport Park. The eastern side is characterised the Fisherman's wharf and the Plaza Car park. Other features of this area are the innovative reuse of the former Pilot's boatshed, now housing the Mid North Coast Maritime Museum, the pedestrian footbridge that now leads across the creek and the car parking off Clarence Street. Many of the buildings and wharf in the eastern portion of the site are in need of considerable investment to refurbish or redevelop.

The waterfront CBD boardwalk between the Fisherman's Wharf and Short Street currently provides mooring for the majority of Port Macquarie commercial and charter vessels, which cater for a range of tour cruises, and other tourism ventures. The area provides a commercial interface for these operations as well as being a very popular walking path.

The existing wharf and mooring infrastructure is in need of upgrade works and currently has no capacity for expansion.

Focal Area 3 (b) | Town Green

The Town Green focal area includes a number of nodes with different functions. The land along the foreshore between Short Street and Murray Street is known as “Town Green”. It features large areas of lawn, picnic tables/benches, plantings of Norfolk Island Pines, a war memorial and a playground. Public toilets are provided in a building facing the Town Green off the western side of Horton Street. Off the end of Horton Street is the Lady Nelson Wharf; a large public wharf structure that is used for mooring of visiting vessels, fishing and as a lookout over the Hastings River.

The Sundowner Breakwall Tourist Park occupies the Crown land along the foreshore between Murray and Lord Streets, offering camping, caravanning and cabin hire. In front of the caravan park is the Hastings River southern Breakwater, a significant Crown infrastructure investment maintained and upgraded by Crown Lands.

The Breakwater is a major engineering work that has stabilised the navigation channel through the mouth of the Hastings River for shipping / boating access and is identified as an item of heritage significance.

Focal Area 4 | Beach Green

In the easternmost part of Precinct A, lies Town Beach, a very popular swimming and surfing location close to residential areas and well serviced with roads and car parking. The beach area is a hub of activity for beach events and Gaol Point is a popular and spectacular lookout featuring a small shelter, memorial and information services. There is a direct link from the lookout to the beach and park below.

Between Town Beach and Flagstaff Hill, there are a series of small sculptures and Commemorative plaques that form part of the displays of the Mid North Coast Maritime Museum, housed in a heritage-listed cottage in William Street. North of Gaol Point and east of Town Beach is Town Beach Reserve, an open grassed area occasionally used for events and which includes a modern and popular skate park.

At the southern end the Town Beach Kiosk is host to the local control centre for Marine Rescue NSW as well picnic settings and play equipment.



View from the Southern End of Town Beach

Statutory and Policy Framework

This PoM has been prepared in accordance with the *Crown Lands Act 1989* to provide a framework for the future management, use and development of Precinct A in Port Macquarie. The planning framework is also influenced by other NSW legislation and a large number of statutory policies and plans.

Crown Lands Act 1989

The objects and principles of Crown land management are listed in Sections 10 and 11 of the *Crown Lands Act 1989* and form the starting point for the preparation of Plans of Management. The principles of Crown land management are:

- a) That environmental protection principles be observed in relation to the management and administration of Crown land,
- b) That the natural resources of Crown land (including water, soil, flora, fauna and scenic quality) be conserved wherever possible,
- c) That public use and enjoyment of appropriate Crown land be encouraged,
- d) That, where appropriate, multiple use of Crown land be encouraged,
- e) That, where appropriate, Crown land should be used and managed in such a way that both the land and its resources are sustained in perpetuity, and
- f) That Crown land be occupied, used, sold, leased, licensed or otherwise dealt with in the best interests of the State consistent with the above principles.

The Act sets out specific requirements in relation to the referral, display and adoption of a PoM. The Act requires that the draft PoM be placed on public display for not less than 28 days and that the Minister must consider timely comment before adopting the plan. The Minister may adopt a PoM without alteration or with such alteration as the Minister thinks fit.

Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) provides the statutory basis for the development consent process in NSW. Section 79C of Part 4 of the EP&A Act outlines the factors that must be considered when a Development Application is assessed.

Other Legislation

A number of other pieces of legislation and associated policies that are relevant to the PoM are listed in Appendix 1.

The role of the plan of management

A PoM is a statutory planning document prepared in accordance with the Crown Lands Act 1989.

This PoM only relates to Crown land within Precinct A. The PoM is however also important in the overall planning context for the entire Precinct, including surrounding lands, as it identifies development and usage intentions. This PoM aims to create a strategic and holistic approach to the future management and development of commercial, recreation and other activities within Precinct A.

The PoM defines uses and directions for land within Precinct A consistent with the stated purpose of the various Crown reserves and also in accordance with existing tenures (leases and licences) in place for various parcels of Crown land within the Precinct. The Plan of Management, contractual agreements and or leases or licenses specifically define those land uses over Crown land.

The PoM is a high level strategic document. Implementation of initiatives identified in the PoM will require additional details, processes and approvals. Any of the development opportunities, if progressed, will undergo the traditional approval process through the *Environmental Planning and Assessment Act 1979*.

Port Macquarie Hastings Council

Port Macquarie Hastings Council is the local government planning authority with a range of development assessment instruments that dictate how development may occur in Port Macquarie, including for lands covered by this PoM. The key instruments are the Port Macquarie-Hastings Local Environment Plan 2011 and Development Control Plan 2011. The intent is that these planning instruments provide support to one another in seeking to encourage development that is consistent with the PoM.

Key planning instruments and documents

1. *Plan of Management*

The PoM is a strategic planning document that will provide a framework to guide the future development and management of Precinct A.

2. *Port Macquarie Hastings Local Environment Plan 2011*

The Local Environment Plan 2011 (LEP) remains the main planning document regulating the development and use of land in the Port Macquarie-Hastings LGA.

3. *Port Macquarie Hastings Development Control Plan 2011*

The DCP provides a set of development guidelines and a planning framework for the future development that encompasses land uses, road hierarchy, built form design, views, and open spaces

Basis for planning

The basis for the PoM is derived from two key sources:

1. Community Values – are the issues and values identified by the community through a number of previous planning processes that led to the development of the Waterfront Consultation Report, Port Macquarie Foreshore Vision and Masterplan, PMHC DCP 2011 and Port Macquarie CBD Masterplan
2. Site Analysis, Issues and Opportunities - which have been identified through a site analysis and an assessment against the Plan's objectives.

Together they inform the strategic framework and direction for the PoM.



Lady Nelson Wharf on the edge of Town Green

Community values

The following values describe the most important aspects about the site. They indicate the qualities that the community and other stakeholders have identified as important and / or requiring protection. The values, which have been taken into account when formulating this PoM are grouped under four headings:

Visual quality

- The site has very high scenic values due to its foreshore setting and its visual relationship as a scenic adjunct to the adjoining township.
- The site has a mix of natural landforms and historical and later day built form.
- Outstanding water views are available from the site.
- The site includes a magnificent waterway, which should be managed to retain its environmental and commercial diversity.

Social/recreational

- The site provides a variety of active and passive recreational activities linked to retail, restaurant and tourist related experiences.
- The site is an important and accessible tourist meeting and recreational destination.
- The site provides safe anchorage and mooring for recreational and tourism related boating activities.
- The site provides an essential recreational resource for the local community.

Economic

- The site is important to the local and regional economy as it supports a variety of retail, restaurant and tourist related activities.
- The retail, tourism and related commercial activity at the site provide job opportunities for the local community

Environmental

- The site is part of a well-balanced marine environment that supports a diverse marine ecosystem
- The site hosts' significant physical features including islands, estuary wetlands and a river and creek system that support a wide range of flora and fauna.
- The site provides a link for visitors and residents to these ecological features

Cultural heritage

The site has many contemporary (cultural) landscapes and man-made features including the marina, caravan park, commercial precinct, landscaped areas and parkland that include both native and introduced species. These features reflect the rich history of the region including links to:

- The traditional Aboriginal landowners who resided in the area before and during early white settlement
- Settlement by Europeans through the establishment of a secondary penal colony in the early 1800's and some of the significant heritage features that represent that era.

- The evolution of the town through free settlement and the establishment of the fishing industry
- The much more recent growth and reliance on the tourism sector and service based economy



Public wharf/ pontoon at Westport Park



View across Kooloonbung Creek to the Plaza Car Park

Site Analysis, issues and opportunities

An analysis of the site has identified a series of issues and opportunities. The following provides a summary of the key findings of the analysis.

Views

Maintaining and, where possible, improving view lines to the site are considered to be of great importance. Opportunities include:

- Relocation of large maritime craft and advertising structures obstructing views of the water from the CBD street system.
- Maintaining view corridors across and/or through potential redevelopment sites on Crown land.
- Enhancing existing lookouts.

Play facilities

The site features a number of playgrounds to cater for children's play. Opportunities include:

- The concept of a hierarchy of play grounds offering a wide range of equipment/ play opportunities.
- Promote playgrounds to take advantage of nearby facilities (creating synergies).
- Promote opportunities for safe and easily accessible water play/ interaction.
- Promote Town Beach as a hub for a wide range of beach sports.
- Support the concept of a destination play area at Town Beach, catering for a wide range of ages and abilities, to complement the existing skate park facility.

Landscape character and vegetation

There are three distinct areas in terms of landscape character:

- The northern and western precinct, characterised by remnant native vegetation
- The central foreshore between the Port Macquarie Marina and Town Beach which features extensive cultural plantings
- The eastern end of Town Beach and Flagstaff Hill that feature native revegetation including heavily modified remnants

Opportunities in terms of the landscape character include:

- Develop a consistent foreshore-planting theme that recognises and retains existing views, incorporating existing plantings such as rows of Norfolk Island Pines. Look at existing tree relocation to assist improve site lines, so that they can be retained as part of the foreshore landscape.

Art and interpretation

Art and interpretation installations are an obvious and popular means to communicate, interpret and share an area's sense of place. Opportunities include:

- The alignment of the original shoreline, including in Westport Park, along Kooloonbung Creek and, to a lesser extent, in Town Beach Reserve
- The original settlement layout/ town grid, linking to penal settlement history
- The Lady Nelson Wharf
- The Breakwall and its role in securing entrance to the Port Macquarie harbour
- Significant landscape plantings that define the foreshore area

Temporary event facilities

Key opportunities to encourage greater event use of precinct A are:

- Servicing sites: including power, sewerage and water
- Provide improved and enlarged civic spaces.
- Target flexible self-equipped events that minimise built infrastructure

Bicycle access and parking

There are a number of opportunities to improve bicycle access to and through the area encouraging greater bicycle use as a sustainable mode of transport including:

- Off-road paths through identified reserve areas where potential conflict with other users can be minimised.
- Improve the bicycle link between Settlement City, Marina and the Kooloonbung Creek node.
- Establish bicycle path access in the vicinity of the Breakwall

Pedestrian access and linkages

The precinct foreshore provides a very popular and picturesque venue for recreational and fitness walking and jogging as it is serviced by continuous public access along the foreshore between Westport Park and Flagstaff Hill including the breakwall promenade. Opportunities include:

- Integrate the foreshore walk with the "Port Macquarie Coastal Walk" and the Crown Lands Coastal Walk to Crescent Head.
- Investigate potential extension of the foreshore walk along the backchannel foreshore by providing a mangrove boardwalk or similar path system.
- Improve connections between each section of paths along the foreshore.
- Investigate public access around the Port Macquarie Marina and Sails Resort as part of future developments.
- Ensure pedestrian facilities are upgraded to be disabled access compliant.
- Support the provision of safe pedestrian crossing points from adjoining lands into public open space areas. (These are outside the study area, therefore beyond the scope of this PoM).
- Improve foreshore access along the frontage of the Waters Edge Motel.

Commercial uses

Precinct A has significant potential to provide additional commercial uses that can contribute to the social and economic well being of Port Macquarie.

Opportunities include:

- Redevelopment of the Port Macquarie Marina site, including the potential expansion of the Marina berths, new boat maintenance facilities, tourist and residential accommodation.
- Development of the Kooloonbung Creek Harbour for retail, commercial and / or tourism uses.
- Development of the Plaza Car Park site for retail, commercial and / or tourism uses.
- Expanding short-term mooring opportunities
- Negotiating adaptive re-use of existing facilities/infrastructure.
- Allowing use of the Lady Nelson Wharf by visiting vessels.
- Investigate encouraging visiting pocket cruise ships
- Support the Sundowner Breakwall Tourist Park to innovate to respond to changing tourism demand and tourist products.
- Provision of kiosk facilities to service existing and proposed activity nodes.
- Redevelopment of the Town Beach Kiosk to meet the needs of residents, visitors and Maritime Rescue NSW.
- Formalise a licensing and operating protocol for mobile commercial operators such as surf schools, fitness activities and vendors to secure amenity in public spaces in the Precinct.
- Construction of the North Town Beach kiosk and amenities.



View west along the breakwall adjacent to the Sundowner Breakwall Tourist Park

Water-based uses and recreation

The Port Macquarie waterfront plays an important role as a safe harbour for recreational and tourism related boating activities and is home to a number of clubs and facilities with a focus on the waterway. It also provides a key location for individual water-based pursuits like swimming, fishing, surfing and sea-kayaking.

Opportunities include:

- Expansion /redevelopment of the Settlement Boatshed
- Maximise public boating, kayaking and touring potential by providing a network of publicly accessible pontoons and short- term mooring opportunities
- Maintenance and improvement of navigation channels where appropriate with dredging works
- Investigate the relocation of swing moorings to provide more efficient use of the waterway
- Create additional marina (berthing) spaces to meet growing demand
- Investigate alternative berthing options to replace inefficient swing moorings.
- Creating mooring opportunities to improve access to waterfront facilities by boat.
- Investigation of relocation options for commercial moorings, including improved public and service access and integrated ticketing facilities to reduce visual clutter (including signage proliferation).
- Improve standards of and access to existing boat ramps
- Use existing and create new infrastructure to create boating “hubs” at the Marina and the CBD.
- Support or complement beach-based activities at Town beach.
- Increase safe opportunities for the launching of small watercraft (kayaks etc).
- Increase opportunities for individual water based activities, including wading, swimming, and fishing.

Vehicular access and parking

The use of the foreshore land for roads and parking affects the visual quality of the foreshore and diminishes the recreational and commercial potential of valuable land. A significant portion of foreshore land in Port Macquarie is currently dedicated to parking or roadways that provide for commercial and residential uses in the area.

A number of potential options to improve the amenity / recreational potential of public foreshore land have been identified, including improved pedestrian access and connectivity and an improved visual character along the foreshore.

Opportunities include:

- Increasing existing car park capacity through improved layout efficiency
- Investigate innovative parking solutions that provide potential to be integrated into any new building design and visually separated from public foreshore land.
- Consolidate parking in key locations to reduce paved areas in public open space.

- Rationalise car parks / roads not covered by existing agreements
- Restricting vehicular access to and through some specific foreshore lands.
- Catering for increased parking demand during special events through the use of grassed areas for overflow parking. This would need to be managed and arranged individually for each event by the events' organisers.
- Analyse the impacts of long term parking by mooring holders on parking capacity and develop and implement a strategy to minimise potential impacts.

Parkland interface

Public land in the Precinct is influenced and impacted by the connection it has with surrounding landholdings and development structures. The development nature of those buildings has a direct impact on the perception of the foreshore land.

Active building facades encourage direct physical and visual links between the buildings, reserves and the waterfront. Active building facades include windows, doors and open areas that help to generate direct links and activity through the parkland as well as providing visibility, increasing the actual and perceived safety of open space.

The key opportunity for the Precinct is to direct new development or redevelopment towards addressing the parkland and waterfront with active building facades.

By increasing interaction, these areas will develop into more attractive destinations that offer a greater variety of recreational opportunities and potential mutual benefits.

Focal Areas and Potential Opportunities

Four centres of activity have been identified, each of which could consist of:

- A primary, commercially-oriented node,
- A secondary, non-commercial activity node with community and recreation facilities.
- Interaction between these nodes will increase activation of the foreshore, contributing to a more vibrant waterfront.

The four identified Focal Areas and potential opportunities include:

1. Settlement Point

- The primary node would be focused on the Settlement Point Boatshed and would involve potential redevelopment to provide increased services. This would be linked to the reserve and improvements in facilities and plantings as well as the preservation of environmentally sensitive remnant vegetation and mangroves.

2. The Marina

- The primary node would be focused on the Marina precinct and would involve redevelopment for mixed uses to provide expanded commercial shopping and improved links to Settlement City, and improved / expanded facilities for marina berths and boat maintenance.
- Continuing access to the foreshore and links to Settlement City and the recreational features of Westport Park will provide the secondary node:
- Potential redevelopment of the Port Macquarie Marina
- Enhanced maritime, recreational, commercial, retail and related uses

3. a) Koolumbung Creek

- The primary node would be focused on a redeveloped Kooloonbung Creek harbour. Surrounding sites such as the Fish Co-op and Plaza Car Park also have the potential for redevelopment. Developments should overlook the harbour. Ground floor developments would address the waterfront through active facades to transform the harbour into a vibrant hub of activity.
- Retaining public foreshore access through open reserves and recreational pathway links will provide the secondary node.
- Potential redevelopment of sites such as Plaza Car Park, Fish Co-op and CBD moorings.
- Continuous public foreshore access around the harbour.

3. b) Town Green

- The secondary node being the Town Green itself, providing civic and recreational facilities and the linkages to other activity nodes through the foreshore walks and open recreational spaces.
- Potential relocation of commercial moorings to Kooloonbung Creek harbour.
- Potential provision of additional public moorings near the existing commercial moorings and at Lady Nelson Wharf.

4. Beach Green (Town Beach and Town Beach Reserve)

- The Town Beach Kiosk and the North Town Beach Kiosk and Amenities building will provide the primary nodes for a revitalised Town Beach providing a commercial venue, as well as meeting community needs, like catering, toilets and showers.
- The secondary node would be provided in Town Beach Reserve, with improvements like seating, shade and picnic facilities as well as public amenities and the proposed playground development.
- The combination of land and water-based activities would increase the focus on Town Beach Reserve as a destination for a wide cross-section of the community. This increased level of activity will support the proposed commercial operation of the North Town Beach Kiosk and Amenities. Movement between these facilities and Town Beach Reserve would further serve to activate the park and foreshore.
 - Provision of a regional playground incorporating the existing skate park
 - Redevelopment of town Beach Kiosk and Construction of the North Town Beach Kiosk
 - Open green space maximised
 - Improved bicycle and pedestrian linkages
 - Increased shade and plantings



Town Beach Reserve Looking toward the Southern end and car park

Vision, Principles and Objectives

Vision

The vision reflects the intent to realise the potential of Crown lands (including waterways) in and adjacent to Port Macquarie's CBD, with a focus on Precinct A, as a sustainable social, environmental and economic hub that will better cater for the future needs of Port Macquarie.

*To develop and sustainably manage Precinct A in Port Macquarie
as a vibrant and interactive destination,
that is recognised as an Australian icon and strengthens the local economy.*

Principles

The following principles have been established to ensure that the planning and management of Precinct A remains focused on balancing the needs and aspirations of all stakeholders.

Principal 1

Community access to, and use of, the foreshore is a right that must be encouraged and further developed through the provision of enhanced facilities that provide for public safety, enjoyment and a range of recreational and consumer related experiences.

Principal 2

Business and tourism activities have a legitimate and important role to play at the foreshore providing a range of retail, leisure and tourism experiences for our community and our visitors; providing job opportunities for our residents; supporting the economic development of the area; and providing a source of revenue that can improve and sustain public recreation facilities on Crown land.

Objectives

The following specific objectives have been developed:

1. To better utilise lands with frontage to the Hastings River for tourism, hospitality, entertainment, accommodation, recreation and related purposes.
2. To improve and integrate pedestrian and visual links to and along the waterfront and associated areas of open space.
3. To identify opportunities to increase attractions and services for residents and tourists.
4. To improve boat moorings and boating facilities in the Hastings River and to open sections of the water body for active water based recreation.

Implementation & Review

This PoM has been prepared in accordance with the *Crown Lands Act 1989* to provide a framework for the future management, use and development of the reserved Crown land known as 'Precinct A' in Port Macquarie.

Roles and responsibilities

NSW Trade & Investment, Crown Lands

On adoption of the Plan, all management authorities will be required to implement the Plan pursuant to Section 114 of the *Crown Lands Act 1989*.

Implementation of the Plan must be in accordance with the management objectives and strategies. Decisions on future use are to take into account the values, vision and management objectives expressed within the plan.

Crown Lands is responsible the administration of Crown land including, where appropriate, the sale, lease, licensing and other dealings in Crown land as authorised by the Minister. Crown Lands is also responsible for the reservation of Crown land and the leasing and licensing by a Reserve Trust Manager.

Changes to the Plan may be required from time to time in order to remain consistent with changes to legislation and policies, to meet community needs, and to remain current and relevant. The process of making amendments must be undertaken in accordance with Section 115 of the *Crown Lands Act 1989*.

Port Macquarie Hastings Council

As Reserve Trust Manager, Port Macquarie Hastings Council is responsible for the day-to-day management of most of the Crown reserves in Precinct A. As Reserve Trust Manager Council must make decisions and take actions concerning those reserves in the interests of the reserve itself and the people of NSW.

All actions in this PoM relating to day-to-day management and improvement of their responsibility areas in Precinct A rest with Council as Reserve Trust Manager.

As the local government authority, Port Macquarie Hastings Council is the determining authority for development applications that relate to the Precinct.

Individual leases and licenses

Crown Lands has a range of lease and licence agreements with businesses and organisations that manage individual Crown land assets in Precinct A.

Lease and licence holders have an obligation to manage those assets in accordance with the terms of their lease.

Appendix 2 lists current leasing arrangements (as at December 2014).

Authorised uses under the *Crown Lands Act 1989*

The PoM and the supporting planning context governed by the *Crown Lands Act 1989* and the Port Macquarie-Hastings Local Environment Plan 2011 guide future development and use of the Crown Reserves within Precinct A.

In relation to the *Crown Lands Act 1989*, authorised uses are governed by:

- The existing declared purposes under the Crown reserve and issued tenures;
- Purposes additional to the declared purpose if authorised by this Plan of Management;
- Purposes additional to the declared purpose if authorised by the Minister by order published in the NSW Government Gazette;
- Under section 34A the Minister may also grant a lease, license or permit in respect of a Crown reserve for the purposes of any facility or infrastructure or for any other purpose the Minister thinks fit provided he is satisfied that it is in the public interest to do so and has had due regard to the principles of Crown land management;
- A reserve trust may, in respect of the whole or any part of a reserve, grant a temporary (maximum one year) licences.



The commercial centre moorings and Foreshore from Westport Park

Funding

Funding arrangements for delivery of this PoM will need to address recurrent costs of management and maintenance together with capital costs for upgrading works.

Potential funding sources to support implementation of the PoM include:

- Income generated from commercial activities, including leases, licences and sale proceeds.
- Development contributions and funding arrangements as identified by PMHC
- Public Reserve Management Fund (Crown Lands)
- Funding or grants from local, State or Federal Governments
- Contributions / sponsorship from the private sector.
- Fundraising by Community Groups

All work will need to be staged having regard to funding availability and priorities.

Action Plan

The PoM is a high level strategic document.

The Action Plan identifies strategies and actions aimed at implementing the PoM.

The actions do not contain all the detail that will be required to enable them to be implemented. Implementation will require additional details, processes and approvals.

It will be the responsibility of the lead agency to consider and progress each action, according to priorities and resourcing.

The timeframe columns indicate the degree of urgency and priority of the action. In broad terms, indicative timeframes are:

urgency	timeframes
Short	0 – 3 years
Medium	3 – 6 years
Long	> 7 years
Ongoing	An ongoing action



Town Green / commercial precinct links at the Royal Hotel

Objective 1: To better utilise lands with frontage to the Hastings River for tourism, hospitality, entertainment, accommodation, recreation and related purposes.

Strategy	Actions	Who	Timing
1. Redevelopment of existing key activity hubs to maximise commercial, social and recreational opportunities	Facilitate the redevelopment and expansion of the Port Macquarie Marina including: (a) Potential to expand CBD moorings into PMM area (b) Retention of public access to the foreshore during and following expansion (c) Increasing the current level of commercial activity (d) Ensure development recognises the potential of climate change imperatives	Crown Lands	Short
	Facilitate the expansion of existing developments and secure increased commercial and social opportunities from Kooloonbung Creek Harbour: <ul style="list-style-type: none"> Development potential from existing infrastructure Foreshore activation through site sympathetic development Focus on commercial and recreational boating and fishing opportunities 	Crown Lands	Short - Medium
	Facilitate the ongoing operations and improvement of the Sundowner Caravan Park recognising: <ul style="list-style-type: none"> The need to support the potential of existing and new events and facilities 	Crown Lands	Ongoing
2. Public reserves enhancement to encourage increased usage	Make provision for an extension of infrastructure and facilities at Town Beach reserve which facilitates increased participation of social and recreational activities: <ul style="list-style-type: none"> Provide a diverse range of play and entertainment based equipment that encourages learning, exercise, social & recreational activities Provide development to encourage small scale commercial activities that directly support /encourage recreational reserve users Expanded Town Beach and new North Town Beach kiosk facilities 	PMHC	Short-Medium
	Expand the Settlement Point Reserve to increase recreational usage options through the expansion of the reserve to incorporate additional land adjacent it.	PMHC	Short
	Continue the rollout of Foreshore Reserve equipment and facilities including a range of active and passive playground equipment in specific locations and provision of seating, furniture and facilities at identified locations	PMHC	Ongoing
	Address ongoing erosion of Settlement Point Reserve at the back channel interface	PMHC	Short term

Objective 1: To better utilise lands with frontage to the Hastings River for tourism, hospitality, entertainment, accommodation, recreation and related purposes.			
Strategy	Actions	Who	Timing
3. Enhance the visitor experience of the foreshore and surrounding areas.	Explore opportunities to: <ul style="list-style-type: none"> • Reduce the amount of public land along the foreshore devoted to parking • Improve the existing parking configurations to maximise parking volumes • Develop overflow parking (in reserves strategy) for specific events • Adopt multi use strategies for facilities to encourage activities • Develop a specific canoe/kayak launch area 	PMHC	Ongoing
	Improve access to the foreshore for pedestrian and bicycle users by: <ul style="list-style-type: none"> • Better connection of the activity nodes with boardwalk/ footpath strategies • Explore the “ Port Promenade Concept” (from Waterfront Consultation Report) • Implement low speed traffic signage to support pedestrian and cycle traffic • Seek to formalize existing cycle and walkways • Ensure that localised walk and cycle ways integrate with regional facilities • Ensure ongoing community access along foreshore in front of Waters Edge Motel 	PMHC	Ongoing
	Provide for increased tourism and recreation interest through the interpretation of the site’s history and natural environment; <ul style="list-style-type: none"> • Focusing on the natural and scenic values • Ensure public art placement strategies are sympathetic to the setting and incorporate historical values • Support integration of awareness signage relating to key historical focal points, consistent with the precincts existing form and values • Coordination between stakeholders to develop interpretive environmental education / engagement options that build participation in the natural environment 	PMHC	Ongoing
	Investigate the potential relocation and redevelopment of existing CBD moorings to create an area that includes passive recreation including: <ul style="list-style-type: none"> • Relocation of some of the moorings to a more appropriate location • Development of a public recreation area that offers short term recreational moorings and a small event area as well as passive recreation space 	Crown Lands	Short - Medium

Objective 1:			
To better utilise lands with frontage to the Hastings River for tourism, hospitality, entertainment, accommodation, recreation and related purposes.			
Strategy	Actions	Who	Timing
4. Ensure that the environmental values of the precinct are retained and enhanced	<p>Ensure environmental assessments address all environmental factors including:</p> <ul style="list-style-type: none"> • Detailed analysis of the potential impacts on flora and fauna species of any proposed development activity during the planning / implementation phase • Ensuring that all operational conditions reduce potential polluting impacts • Ensure that design principles mitigate the potential risks from water and waste management activities including dredging 	PMHC Crown Lands	Ongoing

Objective 2: To improve and integrate pedestrian and visual links to and along the waterfront and associated areas of open space.

Strategy	Actions	Who	Timing
5. Improve the aesthetic appeal of the waterfront and foreshore through the creation of more effective visual links and the reduction of infrastructure that has a negative impact on visual appeal.	Improve the visual amenity of the Foreshore through development works and controls including: <ul style="list-style-type: none"> Retain the view corridor through the marina as part of any future marina redevelopment 	PMHC	Ongoing
	<ul style="list-style-type: none"> Ensure moored vessels don't obstruct commercial precinct/street water views, and large vessels move to appropriate locations in the redeveloped Kooloonbung Creek Harbour Ensure foreshore-planting densities and species recognise the importance of views. Retain a healthy balance between securing water views and user activity/ amenity (shade/ seating) Ensure site redevelopments meet the visual amenity aspirations of the PMHC-DCP 2011, and that all new commercial developments integrate innovative "hidden" parking options 	Crown Lands	Ongoing
6. Enhance pedestrian and recreational user access to and along the foreshore	Improve connectivity of links and pathways including: <ul style="list-style-type: none"> Support improved pedestrian connections through Crown land, connecting the surrounding pedestrian path system to the foreshore promenade. Support surrounding landholders to develop additional access linkages Ensure development proposals on Crown land incorporate publicly accessible pedestrian links to the foreshore and promenade Maximise cycle pathways in any redevelopment proposals 	PMHC and Crown Lands	Ongoing
	<ul style="list-style-type: none"> Redevelopment of Commercial Boardwalk 	Crown Lands	Short - Medium

Objective 3: To identify opportunities to increase attractions and services for residents and tourists.

Strategy	Actions	Who	Timing
7. Improve the economic prosperity of the foreshore area through encouragement and development of sustainable commercial opportunities that fit with the identified vision for the precinct.	<p>Increase the commercial capacity of the precinct by attracting more potential customers through:</p> <ul style="list-style-type: none"> • A potential consolidation of lands on the eastern side of Kooloonbung creek to maximise the development potential of the site. • Consider and develop a formal process to engage developers to facilitate appropriate development of Fisherman's Wharf precinct. • Evaluate and facilitate appropriate redevelopment of the Kooloonbung Creek Harbour Precinct. • Development of the Plaza Car Park site for retail, commercial and / or tourism uses. • Potential commercial activation of the Court House precinct that retains the historical structure and is sympathetic to its heritage elements and incorporates ongoing public access. • A suitable redevelopment of the Police station site should the opportunity arise. • A redevelopment / leasing of the Town Beach Kiosk that provides public benefit amenities through an enhanced commercial operation. • Review of all existing lease arrangements to foster increased capacity to meet growing tourism demand – Settlement Boatshed. • Support the commercial activation of the eastern edge of any redevelopment at PMM site. • Improve connectivity between activity nodes to ensure enhanced recreational and commercial benefits throughout the precinct. 	PMHC Crown Lands	Medium
8. Ensure planning controls support the current and future intended use of Crown land in PoM.	<p>Ensure effective cooperation in the development and implementation of policies and framework that guides the development of the precinct; including:</p> <ul style="list-style-type: none"> • Ensure that development of any new Planning provisions, including rezoning of land and SEPP provisions evolve recognising the importance of the PoM. • That all development takes account of access to people with a disability • That public benefits and access are delivered as part of revised leases and new developments • Public amenity is maintained on beaches through operational licensing and operational and controlled use agreements • That all developments demonstrate sustainability and generate income to perpetuate further development in the precinct. 	PMHC And Crown Lands	Ongoing

Objective 4: **To improve boat moorings and boating facilities in the Hastings River and to open sections of the water body for active water based recreation.**

Strategy	Actions	Who	Timing
9. Foster opportunities that enhance maritime based commercial and recreational opportunities	<p>Improve the standard, availability and quality of moorings and water based services in the Hastings river as part of the Plan of management with actions including:</p> <ul style="list-style-type: none"> • Create opportunities to secure increased tourism access by river through the establishment of temporary moorings to allow for patrons drop off and collection from commercial establishments. • Seek expansion to the Marina within the existing leasing arrangement. Subject to the development proposal meeting statutory and regulatory planning expectations including the PoM. • Investigate future commercial moorings options and potential future relocations. • Prioritise access to the Town Green foreshore for large visiting vessels • As part of any potential relocation of CBD commercial moorings, explore the concept of a “one stop single ticket office”, kiosk/ restaurant and client waiting facility - seek to establish this system as part of a Kooloonbung Harbour development • Investigate the extension of public pontoon network to create more short-term public moorings • Investigate the conversion of the CBD mooring facility and Lady Nelson Wharf for short-term moorings and for large visiting vessels. • Provide short and long-term moorings on the east edge of the Kooloonbung Creek harbour • During the detail design process for the Kooloonbung Creek Harbour redevelopment, liaise with (commercial) vessel operators in relation to the siting / new location of vessels. • Investigate and where appropriate facilitate dredging to ensure waterfront development effectiveness, noting the need for detailed planning and approvals as part of any dredging proposal) 	Crown Lands	Medium

Objective 4: **To improve boat moorings and boating facilities in the Hastings River and to open sections of the water body for active water based recreation.**

Strategy	Actions	Who	Timing
10. Improve other water and waterside based infrastructure to add value to the capacity of the Hastings River to build on recreational usage	<p>Investigate, develop, plan and implement infrastructure that meets the needs of the waterways recreational users including:</p> <ul style="list-style-type: none"> • Development of safe convenient launching areas for small watercraft including canoes and (sea) kayaks. (Marina) • Consult relevant stakeholders during the detail design for the Kooloonbung Creek Harbour redevelopment, about needs, and most suitable locations for water access and facilities. • Provide/upgrade accessories for recreational fishing such as fishing platforms and cleaning tables. • Investigate the River's capacity to handle more larger vessels and provide better recreational boating uses by dredging and other maritime enhancements and • Investigate relocating some of the swing moorings to the backchannel North of Sails Resort or as part of the Marina development 	Crown Lands PMHC	Medium

Appendix 1 | Planning and policy framework

NSW Planning and policy framework

- Crown Lands Act 1989 and Crown Lands Regulations 2006 (as amended)
- Commonwealth Native title Act 1993
- Aboriginal Land Rights Act 1983
- Environmental Planning and Assessment Act 1979
- Local Government Act 1993
- National Parks and Wildlife Act 1974 (as amended)
- NSW Heritage Act 1977
- Fisheries Management Act 1994
- The NSW Threatened Species Conservation Act 1995
- Water Management Act 2000
- Protection of the Environment Operations Act 1997
- Maritime Services Act 1935
- SEPP 1 Development Standards
- SEPP 14 Coastal Wetlands
- SEPP 71 Coastal Protection
- SEPP (Major Developments) 2005
- SEPP (Infrastructure) 2007
- NSW Coastal Policy 1997
- Coastal Design Guidelines for NSW 2003

Regional Planning Framework

- Mid North Coast Regional Strategy 2006

Port Macquarie Hastings Council Planning Framework

Port Macquarie-Hastings Council is the local government authority for the Port Macquarie-Hastings Local Government Area (LGA), including Precinct A. Council has a range of planning and related documents that regulate the development and use of land in the LGA:

- Port Macquarie-Hastings Local Environment Plan 2001
- Port Macquarie-Hastings DCP 2011
- Settlement City Precinct DCP 2014
- Port Macquarie Foreshore Vision and Masterplan 2009
- Town Centre Masterplan (2013)

Hastings Local Environment Plan 2011

The Port Macquarie-Hastings Local Environment Plan 2011 (LEP) is the key-planning instrument regulating the development and use of land in the Port Macquarie-Hastings LGA. The objectives within the LEP that are relevant to this PoM are as follows:

- To protect, conserve and sustainably manage the ecological biodiversity and natural environment of the Port Macquarie-Hastings area,
- To facilitate a strong and diverse local economy within the Port Macquarie-Hastings area,
- To manage and coordinate the orderly, equitable and economic use and development of land within the Port Macquarie-Hastings area,
- To facilitate the provision and coordination of community services and facilities within the Port Macquarie-Hastings area,
- To facilitate adaptive planning for natural hazards and risks, including flooding, erosion, inundation, land stability, bush fire risk and acid sulphate soils within the Port Macquarie-Hastings area,
- To reinforce the role of the Port Macquarie-Hastings area's settlement hierarchy, centred on Port Macquarie and supported by its surrounding towns and villages,
- To ensure the effective management of public assets within the Port Macquarie-Hastings area,
- To provide a land use framework for development within the Port Macquarie-Hastings area that is safe, inclusive and equitable, and caters for the housing, employment, entertainment, cultural, welfare and recreational needs of residents and visitors,
- To ensure that development does not conflict with the hierarchy of business and retail centres in the Port Macquarie-Hastings area and the role of the Greater Port Macquarie Central Business District as the focal point for subregional functions and service delivery,
- To identify and protect features of environmental, cultural or visual importance within the Port Macquarie-Hastings area

Subject to general and special provisions, zonings control development of land

Precinct A: Applicable Planning Zones.

- Zone R1 General Residential: Land at Settlement Point, Settlement Point Reserve.
- Zone SP3 Tourist: Land around the Port Macquarie Marina.
- Zone B3 Commercial Core: Land adjoining Crown land along the CBD foreshores, Plaza Car Park site and opposite the Marina in the Settlement City Precinct
- Zone R4 High Density Residential; Land opposite Westport Park and the Town Beach
- Zone RE1 Public Recreation: Crown land between the Marina, and Flagstaff Point.

- Zone E2 Environmental Conservation: Land between the Sails Resort and canal entrance, near Settlement Point, Pelican Point and around Flagstaff Point.
- Zone E1 National Parks & Nature Reserves: The Woregore Nature.
- Zone W1 Natural Waterways: The waterway comprising the Back Channel.
- Zone W2 Recreational Waterways: The remainder of the Hasting River within the precinct.

Port Macquarie Hastings Development Control Plan (DCP) 2011

Although only a guide to development controls, The Development Control Plan contains precinct specific development provisions that aim to provide a framework that will influence the future development of the Port Macquarie Town Centre. They provide a framework that delivers consistency and offers both existing and new developers and stakeholders some certainty about the future form of any development. The PMHC DCP aims to guide development of the Town Centre as a major regional centre, consistent with the Mid North Coast Regional Strategy.

The document specifies built form controls and identifies urban design mechanisms to help achieve its vision of the Town Centre as the vibrant, functional, commercial heart of greater Port Macquarie.

The DCP applies to privately owned and Crown land including all of the foreshore land between the Buller Street Bridge over Kooloonbung Creek and the Sundowner Breakwall Tourist Park. The DCP is an important consideration in the development of all objectives within this PoM

Key elements to be considered in the DCP are the retention of local heritage and the maintenance of views (managed by structure placement and building height limitations). Other elements include the provision for access, car parking and services that are critical to the effective commercial and recreational operation of the precinct.

The DCP seeks to provide guides that balance the expectation of development, the resulting provision of infrastructure (like parking) to service those developments and the potential impacts on visual amenity of traditional large open car parking areas.

A number of potential development aspects within the PoM will be influenced by the DCP, as potential implications on views and heritage are key components that relate to stakeholder amenity within the Plan.

Settlement City Precinct DCP 2014

In July 2014 Port Macquarie Hastings Council amended its DCP to include a revision of the "Settlement City Precinct Structure Plan" with the inclusion of the Settlement City precinct DCP. Although it is not a statutory planning document or Environmental Planning Instrument, it clearly communicates PMHC's intent with respect of the desired future for the land covered by this Plan.

The DCP provides some changes from the earlier SCPSP which provides more flexibility around the Marina site enhancing the capacity for Maritime development within that precinct.

Port Macquarie Foreshore Vision and Masterplan 2009

The Port Macquarie Foreshore Vision and Masterplan acknowledges and incorporates elements from the large number of previous studies prepared for various foreshore areas, as well as community feedback received during the exhibition phases of the plan. It applies to foreshore areas between the Port Macquarie Marina and Flagstaff Hill.

The “Port Macquarie Foreshore - Final Vision and Masterplan” report adopts a vision that is compatible in intent with that proposed in this plan.

“The foreshore of Port Macquarie, from Town Beach to Settlement City including Kooloonbung Creek is iconic, vibrant, safe and a connected foreshore area.

It provides nodes of interest and activity that creates a foreshore promenade which is a major coastal destination that locals and tourist are proud of because of its environmental and social sustainable amenity” (p31).

Town Centre Masterplan (2013)

The principal objectives of the Town Centre Masterplan are to identify ideas and opportunities for improvements to the Town Centre to be implemented over the next 20 years.

The intention of this plan is to facilitate improvements to the public domain. The plan brings together collaborative action to identify for implementation, streetscape and infrastructure improvements to enhance the function and amenity of the Town Centre. The commercial and recreational functions of the plan have an impact on the immediate surrounds.

Aspects of the Town Centre Masterplan like traffic management; services and place management have a direct relationship to outcome delivery in the foreshore precinct.

The projects adopted in this plan and how they are delivered create direct benefits, impacts and opportunities in the PoM precinct, meaning there needs to be a connection in the documents to ensure consistency of application.

Waterfront Consultation Report, Port Macquarie Chamber of Commerce October 2006

This consultation report captures a range of opportunities for the foreshore and was conducted by the Port Macquarie Chamber of Commerce and Greater Port Macquarie Tourism Association. The key findings provide a consistent picture of waterfront improvements considered important to the local economy as well as the whole community. A vision was developed that;

“The waterfront should be developed as vibrant and interactive, that is recognised as an Australian icon and that strengthens our local economy”.

This Report’s vision and key opportunities are essentially compatible with the vision and management objectives identified in this PoM.

Appendix 2 | Leases and licences

Leasing arrangements

1. Settlement Boatshed Precinct

Settlement Point Boatshed currently holds a licence for the boatshed and jetty at Settlement Point adjoining Lot 565 DP 754434. Conversion of the existing licence to a lease and to allow diversification of the site's use should be investigated.

2. Sails Resort Pontoon

Sails Resort currently holds a licence for a pontoon and walkway adjoining Lot 638 DP 257052. There is the potential to renegotiate the licence to allow for increased public boating access, including drop-off and temporary moorings.

3. Port Macquarie Marina Precinct

Port Macquarie Marina currently operates under a lease for the purposes of Commercial Marina over Lot 639 DP257052 and Lot 1 DP1061495. The Port Macquarie Marina makes an important contribution to meeting the commercial boating and water-based recreation needs of the Port Macquarie area.

4. Hastings River Fishermen's Wharf Precinct

The Port Macquarie Fisherman's Co-op currently holds a licence for business purposes for its current premises at the eastern edge of the Kooloonbung Creek harbour over Lot 702 DP 29806.

5. Mid North Coast Maritime Museum

PMHC currently holds a lease for the Maritime Heritage Museum in the historic Pilot's Boatshed over Lot 713 DP 823795. The museum provides an educational resource for the community, and visitors.

6. Commercial CBD Moorings

A number of licences currently exist for business purposes, including for commercial tour operators at the CBD moorings (Part Lot 7082, DP 1095799).

7. Lady Nelson Wharf

PMHC currently holds a licence for the Lady Nelson Wharf, Lot 718 DP 1066284. This license will be reviewed as part of seeking to achieve the desired future use of the wharf as a temporary mooring facility for large visiting vessels.

8. Historic Port Macquarie Court House

PMHC currently holds a licence for the purposes of Access & Buildings for the Port Macquarie Court House, Lot 675 DP 722652. PMHC currently maintains the Court House and grounds.

9. Sundowner Breakwall Tourist Park Precinct

The Sundowner Tourist Park is currently held under commercial lease for the purposes of Business, Camping and Caravan Sites over Lot 655 DP 48549.

Other potential dealings

10. Areas surrounding Kooloonbung Creek Harbour

Redevelopment of the Kooloonbung Creek Harbour (including sites such as Plaza Car Park Site, Fish Co-Op, CBD Moorings and the western edge of the harbour) would require substantial commitment and financial investment to provide the intended commercial and tourism uses and associated public domain improvements along the waterfront.

This PoM supports Crown Lands entering into dealings for the sites mentioned above. Granting of such dealings will be through one of a number of processes outlined in the *Crown Lands Act 1989* and associated policies and guidelines.

11. Kiosk at Town Beach Reserve

This PoM supports the issuing of an appropriate tenure to a private operator for the management of a café, kiosk or mobile vending facility at the proposed regional playground in Town Beach (North) Reserve facility.

12. Westport Club

The provision of outdoor dining at the Westport Club is supported in principle by this PoM.

13. Tender Mobile Activities

This PoM supports the licensing of mobile commercial operators such as surf schools, fitness activities, personal trainers, vendors and the like, by a formal tender process which also identifies areas limited for such operations.

Appendix 3 | Submissions – Public Exhibition Period

The following submissions were received during public exhibition of the draft Plan of Management from 10 October 2014 to 7 November 2014. Feedback from these submissions was analysed and then considered by Crown Lands, FLAG and Port Macquarie-Hastings Council prior to preparing the final Plan of Management.

Group or Association Submissions

Port Macquarie Hastings Foreshore Protection Association

Greater Port Macquarie Tourist Association

Port Macquarie Game Fishing Club: supported by

- The Port Macquarie Blue Fishing Club Inc
- Port Macquarie – Maroro Outrigger Canoe Club Inc.
- Flamm’ Dragons Port Macquarie Inc.
- Port Macquarie Yacht Club.

Port Macquarie Chamber of Commerce

Port Macquarie-Hastings Council

Port Macquarie Maroro Outrigger Canoe Club

Individual Submissions

Bill Rosendahl

Leigh Mansfield

Lloyd Stevens

Shane Stelzar

