Plan of Management

Hastings Regional Crown Reserve Precinct A

By the NSW Government Architect's Office

Trade & Investment
Crown Lands

Public Works
Government Architect's Office

Reviewed and updated by Port Macquarie-Hastings Council

10 November 2010 October 2012

[Version 1011]
Contents

List of Illustrations........................................................................................................... v
List of Abbreviations and Acronyms ............................................................................ vi

EXECUTIVE SUMMARY ............................................................................................... VII

1. INTRODUCTION ...................................................................................................... 1
   1.2. BACKGROUND ..................................................................................................... 1
   1.3. PLANNING PRINCIPLES ...................................................................................... 4

2. SITE DESCRIPTION .................................................................................................... 6
   2.1. HISTORY ............................................................................................................... 6
   2.2. NATURAL SETTING ............................................................................................ 6
   2.3. CURRENT LAND USE AND FACILITIES ............................................................ 8
       2.3.1. Focal Area 1 (Settlement Point) ................................................................. 9
       2.3.2. Focal Area 2 (River Green/The Marina) .................................................... 9
       2.3.3. Focal Area 3 (Town Green) ....................................................................... 10
       2.3.4. Focal Area 4 (Beach Green) ..................................................................... 12

3. PLANNING CONTEXT ............................................................................................... 14
   3.1. OVERVIEW .......................................................................................................... 14
   3.2. NSW PLANNING AND POLICY FRAMEWORK ................................................. 15
       3.2.2. Environmental Planning and Assessment Act 1979 ................................. 15
   3.3. PORT MACQUARIE HASTINGS COUNCIL PLANNING FRAMEWORK .......... 16
       3.3.2. Port Macquarie Hastings DCP 20 Port Macquarie Town Centre 2009–2011..... 17
       3.3.3. Settlement City Precinct Structure Plan 2009 ............................................. 18
       3.3.4. Port Macquarie Foreshore Vision and Masterplan 2009 ......................... 19
       3.3.5. Draft Port Macquarie-Hastings Local Environment Plan 2010 and
       Draft Port Macquarie-Hastings Development Control Plan 2010 ................. 20
   3.4. OTHER DOCUMENTS ..................................................................................... 22
       3.4.1. Waterfront Consultation Report, Port Macquarie Chamber of Commerce
       October 2006 ...................................................................................................... 22
3.4.2. Crown Lands Policy for Marinas and Waterfront Commercial Tenures (2005) ........................................... 22

4. BASIS FOR PLANNING ................................................................................................................................. 24
4.1. COMMUNITY VALUES ................................................................................................................................. 24
4.2. SITE ANALYSIS, ISSUES AND OPPORTUNITIES .................................................................................... 24
4.2.1. Views ..................................................................................................................................................... 25
4.2.2. Play Facilities ......................................................................................................................................... 25
4.2.3. Landscape Character and Vegetation ..................................................................................................... 26
4.2.4. Art and Interpretation .............................................................................................................................. 26
4.2.5. Temporary Event Facilities ..................................................................................................................... 27
4.2.6. Commercial Uses .................................................................................................................................... 27
4.2.7. Water-Based Uses and Recreation .......................................................................................................... 28
4.2.8. Parkland Interface .................................................................................................................................... 30
4.2.9. Pedestrian Access and Linkages ............................................................................................................. 31
4.2.10. Bicycle Access and Parking .................................................................................................................. 32
4.2.11. Vehicular Access and Parking ............................................................................................................... 32

5. MANAGEMENT FRAMEWORK .......................................................................................................................... 34
5.1. OVERARCHING PRINCIPLES .................................................................................................................... 34
5.2. SPECIFIC MANAGEMENT OBJECTIVES – PRECINCT A ........................................................................ 34
5.3. 7 YEAR VISION ............................................................................................................................................. 35
5.3.1. Focal Areas for Enhancement .................................................................................................................. 36
5.4. MANAGEMENT ROLES ................................................................................................................................... 42
5.5. SALE, LEASES AND LICENCES ................................................................................................................ 43
5.6. AUTHORISED USES UNDER THE CROWN LANDS ACT 1989 ...................................................... 43
5.6.1. Leasing, Settlement Boatshed Precinct .................................................................................................... 44
5.6.2. Existing License for Quality Sails Resort Pontoon .................................................................................. 44
5.6.3. Leasing, Port Macquarie Marina Precinct (inc. EOI Site 1) .................................................................... 44
5.6.4. Existing License for Investigation of Marina Expansion ....................................................................... 46
5.6.5. Existing License to Maritime Rescue NSW ............................................................................................ 46
5.6.6. Leasing, Hastings River Fishermen’s Co-operative Precinct ................................................................ 46
5.6.7. Leasing, Mid North Coast Maritime Museum ......................................................................................... 47
5.6.8. Licenses for Commercial CBD Moorings ............................................................................................... 47
5.6.9. Existing License for Lady Nelson Wharf ................................................................................................ 48
5.6.10. License for Historic Port Macquarie Court House ............................................................................... 48
1.1.1. List of Illustrations

(For illustrations, refer Appendix 4 unless stated otherwise)

- Illustration 1 – Hastings Regional Crown Reserve - Overview
- Illustration 2 – Study Area Overview
- Illustration 3 – Topography, Flooding and Wetlands
- Illustration 4 – Vegetation
- Illustration 5 – Land Use Zoning - Hastings LEP 2001 - Extract From Sheet No. 06/23
- Illustration 6 – Views: Existing and Future Opportunities
- Illustration 7 – Landscape Character: Existing and Future Opportunities
- Illustration 8 – Art and Interpretation: Existing and Future Opportunities
- Illustration 9 – Commercial Activities: Existing and Future Opportunities
- Illustration 10 – Water-Based Uses: Existing and Future Opportunities
- Illustration 11 – Water-Based Recreation: Proposed Public Boating Network
- Illustration 12 – Active and Inactive Edges: Existing
- Illustration 13 – Active and Inactive Edges: Future Opportunities
- Illustration 14 – Pedestrian and Bicycle Access and Linkages: Existing and Future Opportunities
- Illustration 15 – Vehicular Access and Parking: Existing
- Illustration 16 – Vehicular Access and Parking: Future Opportunities
- Illustration 17 – Strategic 7 Year Vision

- Illustration 18 – EOI Site 1 – Potential Land Use Analysis – Part A
- Illustration 19 – EOI Site 1 – Potential Land Use Analysis – Part B
- Illustration 20 – EOI Site 1 – Potential Land Use Analysis – Part C (Concept Design)
- Illustration 21 – EOI Site 2 – Kooloonbung Creek Harbour EOI Site - Concept Design (Only)
- Illustration A – Crown Reserves in the HCR, including Leases and Licences (Map Sheets 1 and 2), refer Appendix 1
- Illustration B – Crown Reserves in the HCR, Including Leases and Licences (Map Sheets 2a and 3), refer Appendix 1
List of Abbreviations and Acronyms

CBD  —  Central Business District
DA   —  Development Application
DCP  —  Development Control Plan
OEH  —  NSW Department of Environment, Climate Change and Water
EOI  —  Expression of Interest
FLAG —  Foreshore Lands Advisory Group
GAO  —  Government Architect's Office, Public Works, NSW Department of Services, Technology and Administration
HRCR —  Hastings Regional Crown Reserve
LEP  —  Local Environmental Plan
LGA  —  Local Government Area
LPMA —  Land and Property Management Authority (formerly the NSW Department of Lands)
PMHC —  Port Macquarie-Hastings Council
PMM  —  Port Macquarie Marina
PoM  —  Plan of Management
SCPSP — Settlement City Precinct Structure Plan
SEPP —  (NSW) State Environmental Planning Policy
T&I CL —  NSW Trade & Investment Crown Lands (formerly Department of Lands)
EXECUTIVE SUMMARY

The Hastings Regional Crown Reserve covers an extensive tract of Crown land on the NSW Mid North Coast (see Illustration 1). It 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.

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

This Plan of Management (PoM) follows the progressive adoption of Plans of Management over other Regional Crown Reserves including the adoption of Maria River Regional Crown Reserve PoM for coastal Crown lands between Crescent Head and North Shore, Port Macquarie. The PoM covers Crown land in Precinct A of the Hastings Regional Crown Reserve (HRCR), with the exception of Westport Park which is covered by a separate Plan of Management. It has been prepared by the NSW Government Architect’s Office (GAO) and reviewed and updated by Port Macquarie-Hasting council, for the Land- and Property Management Authority (LPMA) Crown Lands, in accordance with the provisions of the Crown Lands Act 1989 and other relevant legislative requirements.

Preparation of this PoM was identified by the LPMA Crown Lands as the most suitable process to integrate planning and development of Crown lands within Precinct A, building on the extensive body of work undertaken for the Port Macquarie foreshore by previous consultancies. Future development and management of Crown land in Precinct A must be consistent with this PoM.

A presentation of the design principles for the land use concepts was delivered to the Minister for Lands’ Port Macquarie Foreshore Lands Advisory Group (FLAG) on 8th July 2009 by the GAO. FLAG includes representation from LPMA Crown Lands (Regional Director, North Coast), Port Macquarie Hastings Council (General Manager), Port Macquarie Chamber of Commerce, Port Macquarie Tourism and four community representatives.

This PoM is divided into several sections, namely:

1. Introduction
2. Planning Context
3. Basis for Management
4. Management Framework

5. Appendix 3 – Dredging Strategy

More detail on these sections and respective key findings is provided within the PoM.

The POM Vision

The development of this PoM was guided by the LPMACrown Lands’ vision:-

“to develop the Port Macquarie CBD waterfront as vibrant and interactive, that is recognised as an Australian icon and strengthens the local economy.”

The vision and associated planning principles seek to transform the Precinct into a sustainable social, environmental and economic hub that will better cater for the existing and future needs of Port Macquarie, including the permanent population and visitors.

LPMA’s Crown Lands Objectives for Precinct ‘A’.

Since 2006 the Authority’s Objectives for this Precinct have been:

- to better utilise valuable lands with frontage to the Hastings River for tourism, hospitality, entertainment, accommodation, recreation and related purposes;
- to improve and integrate pedestrian and visual links to and along the waterfront and associated areas of open space;
- to support and enhance the demand for retail, accommodation and hospitality in the area by increasing opportunities, attractions and services for residents and tourists; and
- to improve boat moorings and boating facilities in the Hastings River and to open sections of the water body for active water based recreation.

Basis for Planning

The issues, values and opportunities in respect of Crown land in Precinct A are derived from two sources: a review of Council’s recent planning for the Port Macquarie foreshore and the Settlement City Precinct, and a review of the LPMACrown Lands’ objectives and a site analysis undertaken by GAO specifically in response to the brief for this PoM.

Together with the planning context, the identified issues, values and opportunities inform the management framework developed for Precinct A.
Site Analysis

A site analysis reveals considerable overlap between the values and issues identified by the local community through Council’s planning process and the issues and opportunities identified by the GAO site analysis. These include views; foreshore access; vibrancy of the foreshore including the interface with adjoining land uses; a sense of place and local identity; provision for recreation including play, social interaction and maritime activities; access; the landscape setting and the need for a consistent “look & feel”.

This PoM focuses on strategic opportunities and recommendations which identify the major interventions and improvements required to achieve the objectives for Precinct A. The key outcome in this regard is the establishment of three major nodes or centres of activity at Westport Park, the Port Macquarie Marina, Kooloonbung Creek harbour and at Marine Park Town Beach Reserve. Development of the foreshore between these nodes will remain relatively low key. The attraction of the nodes themselves will activate the foreshore by stimulating the movement of people between them.

Management Framework

The “Management Framework” provides the strategic framework for the future development and management of Precinct A. It incorporates the vision, management objectives and principles. It provides a foreshore vision and outlines the uses of the land authorised by this PoM (including leases and licences). It also identifies management roles and potential sources of funding. The final component is the Management Action Plan which identifies actions that need to be taken to implement the PoM, including an indication of timing/priority.

Management Action Plan

The Management Action Plan identifies the actions that need to be taken to implement the PoM. Actions include a timeframe which indicates the degree of urgency and priority as either short (< 3 years), medium or long term (> 7 years). Actions are grouped into three broad categories: Natural and Cultural Heritage, Social and Recreational Needs and Use, and Funding, Management and Monitoring.

Dredging Strategy

The purpose of this strategy (Appendix 3) is to set a positive and clear strategic direction for future and ongoing actions (specifically dredging) within Precinct A to ensure that maritime vessels have optimal access within the Port and connectivity to
the foreshore, estuary and ocean. The strategy also addresses potential opportunities for recreational and conservation projects.

**KEY FINDINGS**

*Management Vision, Objectives and Principles*

- The Vision, Objectives and Principles provide for a series of well connected waterfront open spaces maximising recreational, tourism and commercial opportunities for residents and visitors to Port Macquarie and transforming Port Macquarie into a major maritime destination on the east coast of Australia.

*Reserve Character and Key Focal Areas*

- The four Focal Areas in Precinct A are:
  - 1) *Settlement Point*: at Settlement Point;
  - 2) *River Green-The Marina*: from the Quality Sails Resort to Short Street; the area around the Port Macquarie Marina;
  - 3) *Town Green*: from Short Street to Marine Park; *Town Beach Reserve*;
  - 4) *Beach Green*: includes Town Beach and Flagstaff Hill.

*Planning Principles*

*Planning and Assessment Act 1979 and EP&A Regulations 2000*

- Joint Regional Planning Panels *Port Macquarie-Hastings Council* are likely to be the consent authority for major redevelopment in Precinct A

- Joint Regional Planning Panels are likely to be the consent authority for any major redevelopment in Precinct A

- The Infrastructure SEPP may apply to some works identified in the PoM

*Hastings Local Environment Plan 2001*

- Subject to overriding legislations and state policies the *Port Macquarie-Hastings Local Environment Plan 2011* (LEP) regulates the development and use of land through zoning. Development *needs to consider consistency and must be consistent* with the provisions of the relevant zone, or seek rezoning.

- The identification of a potential archaeological zone east of Kooloonbung Creek and of heritage items’ significance places limitations on development or the management of development processes.
Port Macquarie-Hastings DCP 2011 Port Macquarie Town Centre 2009 (PMHC)

- The DCP provides a series of structure plans and detailed development controls for the Plaza Car Park Site and for foreshore public land. A major requirement for the Plaza Car Park Site is the creation of a public plaza on the waterfront.

Settlement City Precinct Structure Plan 2009 (PMHC)

- The Settlement City Precinct Structure Plan (SCSP) provides a concept structure plan and associated development controls for land including the Port Macquarie Marina and Westport Park west of Park Street (EOI Site 1). The Structure Plan has no legal status but instead communicates Council’s intent in respect of future outcomes unless incorporated into a DCP or Council’s LEP. This plan also considers potential local issues related to Climate Change which, for the purposes of this PoM, have been interpreted across the whole of the PoM study area.

- Council’s position in its SCSP identifies a desire for a view corridor through Port Macquarie Marina and for public access through the Marina in the form of a “Marina Square” (facilitating the view corridor) and a continuous foreshore pedestrian link. Council’s position requires demolition and removal of a significant portion of the existing commercial shopping complex within the marina which in turn impacts on the commercial viability of the marina and rent returns to Government. However Council/SCSP does provide that:

  “where public access benefits are secured in any redevelopment of the marina site in accordance with this Plan, Council will consider the consequential corresponding offset onto the adjacent EOI site, subject to a Plan of Management, and only where such offset is not at odds with other objectives of this Plan” (p. 45). 

  This PoM considers the realisation of public access and view benefits only as part of an overall redevelopment proposal for the Marina and the EOI Site 1.

Port Macquarie Foreshore Vision and Masterplan 2009 (PMHC)

- The Port Macquarie Foreshore Vision and Masterplan were developed with the aim of facilitating increased tourism visitations, community enjoyment, and active use of the area, while simultaneously obtaining good environmental and water quality outcomes. The Vision contained in the Masterplan is essentially compatible with the LPMACrown Land’s Vision for Precinct A.
Waterfront Consultation Report, Port Macquarie October 2006  (Chamber of Commerce)

This Report is significant insofar as it summarises the outcomes of an extensive stakeholder consultation process. It identifies the need for an integrated vision for the Port Macquarie foreshore, and identifies the “Port Macquarie Promenade” as the key feature in realising this vision. As such it is consistent with many of the LPMACrown Lands’s objectives for Precinct A.

Draft Port Macquarie Hastings Local Environment Plan 2010 and Development Control Plan 2010 (PMHC)

- New draft environmental planning instruments (EPIs) were exhibited in early 2010. While they may change prior to final adoption, exhibition of the EPIs lends statutory weight to these instruments.

- Of relevance to this PoM these documents may ultimately supersede Hastings LEP 2001 and DCP 20 (see above).

- The provisions of Council’s Settlement City Precinct Structure Plan, as basically replicated in this POM, have not as yet been incorporated into the Draft EPIs by Council.

- New land use zones would apply throughout the whole of Precinct A. The majority of new zone provisions are simply a “best fit” roll over from existing land use zone provisions.

- At this time a number of land use zones proposed under the draft EPIs may not currently support some of the current or intended future uses as outlined in this PoM and in Council’s foreshore planning. These include proposed zones for Settlement Point Reserve, the Port Macquarie Fisherman’s Coop, the Sundowner Caravan Park land and Marine Park. LPMA has a submission before Council to address these anomalies. Existing use rights would remain irrespective of zoning changes.

- Development controls for the two EOI sites (Westport Park and the Plaza Car Park site) remain essentially the same.

- The draft EPIs do not substantially alter the objectives and planning framework.

7 Year Vision

The 7 Year Vision presents direction, outcomes and presentation for the Crown foreshore lands to be realised within seven years from the adoption of the PoM. In particular, it highlights the key areas of importance for improvements to the public
domain, to achieve the desired vision of a series of well connected waterfront open spaces that provide recreational, tourism and commercial opportunities for residents and visitors to Port Macquarie.

**General**

- **River Green through to Beach Green** The entire foreshore to be linked by an improved foreshore promenade.

- A network of public pontoons to provide boating access to locations on both sides of the Hastings River.

**Desired outcomes and uses within the four focal areas are as follows:**

- **Focal Area 1 – Settlement Point**
  Settlement Point Reserve is to remain as a primary destination for (young) families. It also has the potential to become a short-term destination for touring users, including cyclists and recreational boaters.

- **Focal Area 2 – River Green The Marina**
  The potential of Westport Park The Marina Precinct to function as a vibrant centre of activity to be assisted through the creation of a key hub of recreational, tourism, commercial and maritime/boating activity including through the option of redevelopment and expansion of the Port Macquarie Marina. This should be complemented by other facilities including improved park landscaping, the Westport Club, the boat ramp and trailer car park, a relocated and updated playground and the Croquet club.

- **Focal Area 3 – Town Green**
  Kooloonbung Creek harbour to become the new hub on the Port Macquarie waterfront. It will be a centre for maritime uses focused on the harbour and supported by commercial and recreational facilities that will assist in transforming the area into a vibrant and iconic centre of activity adjoining the CBD. This will be facilitated by redevelopment of the Plaza Car Park, the Fish Co-op and CBD boardwalk moorings, as well as by the development of the western edge of the harbour.
  Town Green will remain a centre for civic activities and functions, as well as general community recreation.

- **Focal Area 4 – Beach Green**
  Development of Marine Park Town Beach Reserve with a regional playground as the central feature will transform the Beach Green into a family destination with recreation opportunities for all ages, realising the potential of the Beach Green to function as a vibrant and well-used centre of activity. Supporting facilities (including demand for refreshments and amenities) will be provided by the redeveloped Town Beach Kiosk and small food outlet at Marine Park Town Beach Reserve.
 Desired Future Uses

☐ The PoM authorises the following broad types uses of Crown land in Precinct A: public recreation, port facilities, maritime and boating uses, tourism facilities and associated services, urban and community services, business purposes, parking, and nature conservation. Certain uses are limited to particular areas within Precinct A.

PLANS OF MANAGEMENT UNDER THE CROWN LANDS ACT 1989

A Plan of Management (PoM) is a document that provides the framework for future management and direction of a Crown Reserve.

Plans of Management over RCR’s ensure Crown land remains relevant to the needs of modern local communities and continues to fulfill the Authority’s Crown’s commitment to making land available for the people of NSW. This complements the NSW Government’s State Plan.

Management/ Administration

The Crown Lands Act 1989 provides for the management of Crown reserves, including by Reserve Trusts. The Act further provides that management by a Trust may be undertaken by corporate Reserve Trust Managers.

Parts of the Reserve are under trust management (including Port Macquarie– Macquarie-Hastings Council). There are sections of the reserve and land uses within reserves that are also subject to the Crown Lands Reserve Trust. Any Crown land not subject to trust management is also directly managed by the Land and Property Management Authority-Crown Lands.

A reserve trust manager may, with the approval of the Minister for Lands, delegate any of its functions as reserve trust manager to any other person or body.

Reserve Trust Managers will be required to implement this Plan of Management on adoption by the Minister. Alteration of the adopted Plan of Management may be undertaken from time to time and may be required after a period of five years. This will ensure the Plan remains relevant by catering for the changing expectations and requirements of the community, and by keeping up to date with government policy.
Implementation, Improvement and Development

The managing trusts and the Land and Property Management Authority (Crown Lands) shall implement the Plan in accord with the vision, objectives, outcomes and actions outlined. Decisions on future use shall take into account the Reserve values, the vision and guiding objectives.

Both the Minister and Trust(s) may enter into a lease or licence for the whole or part of the lands administered /managed to which this PoM applies provided that:

- The use and/or occupation of the land is in accordance with this PoM and relevant Crown land management policies
- The use and/or occupation of the land is consistent with the purpose of the land and is considered to be in the public interest.
- Minister’s consent is granted to any lease or licence under the Crown Lands Act provisions.

Any lessee of sites will be responsible for undertaking activities in accordance with this Plan. The Lessee(s) will be required to report, on an annual basis, compliance with each relevant strategy contained in the Plan. This will be specified in the terms of the lease along with courses of action in the event of non-compliance.

Communication and Community Involvement

The Land and Property Management Authority (Crown Lands) and/or Managing trust(s) will actively liaise with reserve users, affected agencies and stakeholders in the development of management plans, expression of interest proposals and development plans flowing from this Plan.

A Community Advisory Committee (CAC) may be established to assist with the management of the Precinct. This could include a review of the Foreshore Lands Advisory Group (FLAG) format and Terms of Reference.

Managing trusts will recognise good neighbour responsibilities and seek to develop cooperative arrangements with both private and public adjacent landowners.

Funding and Resources

This Plan aims to make Precinct A of the Regional Crown Reserve socially, environmentally and financially sustainable. Income sourced from initiatives are proposed to fund necessary implementation works, as well as contributing to
maintenance of infrastructure and improvements to public facilities generally. This is to be accomplished by:-

- promoting sustainable development (including commercial ventures) where environmental and social circumstances permit,
- reviewing existing commercial uses to ensure that management is efficient
- ensuring appropriate and fair fees and charges are levied.

In addition, external funding and resources may be available, particularly concerning environmental objectives, where plans comply with the targets and objectives of other State and Federal authorities. Funding sources as identified in PMHC’s Foreshore Master Plan will also be investigated with Council.
1. Introduction

1.2. Background

This document forms the Plan of Management (PoM) for Crown land within Precinct A of the Hastings Regional Crown Reserve (HRCR). The HRCR covers an extensive tract of Crown land on the NSW Mid North Coast (refer Illustration 1). Regional Crown Reserves (RCR) have been established to aggregate Crown land into larger precincts, allowing holistic planning as well as balanced and sustainable management. Regional Crown Reserves (RCR’s) allow for multiple purpose usage, generating improvements in the environmental, economic and social fabric of the area.

**LPMA Crown Lands** has an active program for the preparation of Plans of Management for its RCR. This PoM follows the progressive adoption of Plans of Management over other Regional Crown Reserves including the 2009 adoption of Maria River Regional Crown Reserve PoM for Crown lands between Crescent Head and North Shore, Port Macquarie.

Plans of Management will follow for Precinct B of the HRCR, covering the suburban Crown lands around Port Macquarie, and then for Precinct C which covers the remainder of the Port Macquarie Hastings LGA.

A separate PoM has been completed for Westport Park following community advocacy for the preservation of this area of the Crown Reserve as open space.

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 (within the area identified in Illustration 2). Currently, port, commercial and public facilities on Crown lands within the Precinct are in need of significant upgrading works.

This PoM has been prepared by the NSW Government Architect’s Office (GAO), reviewed and updated by Port Macquarie-Hastings Council for **the NSW Crown Lands Land and Property Management Authority (LPMA)** in accordance with the provisions of the **Crown Lands Act 1989** and other relevant legislative requirements.

The Dredging Strategy (refer Appendix 3) was prepared by **LPMA’s the NSW Trade & Investment Infrastructure & Coastal Directorate Coast and Estuaries Infrastructure Unit.**
Preparation of this PoM was identified by the LPMA as Crown Lands as the most suitable process to integrate planning and development of Crown lands within Precinct A, connecting to the Maria River RCR PoM and building on the extensive body of work undertaken for the Port Macquarie foreshore by previous consultancies.

Key points of difference between this PoM and PMHC’s recent planning include:

- A broader, strategic view of the waterfront in favour of detailed, design resolutions
- A clearer focus on balancing economic with social and environmental sustainability
- Consideration of the waterfront, including maximised and efficient use and sustainable management
- A greater focus on LPMA requirements and consideration of issues raised by LPMA stakeholders, lessees and licensees

The PoM provides the framework to guide the future development and management of the Port Macquarie Crown foreshore and waterway (i.e. submerged Crown lands), with the aim of upgrading port, commercial, recreation and public facilities along the waterfront. Future development and management of Crown land in Precinct A must be consistent with this PoM.

The overall aims of this PoM are to:

- Meet local community (including commercial sector) needs and expectations.
- Better prepare the Precinct in its growing role as a premier tourism location.
- Progress Port Macquarie as a major maritime destination on the east coast of Australia.

This PoM incorporates LPMA’s Crown Lands key objectives with regard to Crown land within the study area. These are:

- to better utilise valuable lands with frontage to the Hastings River for tourism, hospitality, entertainment, accommodation, recreation and related purposes;
- to improve and integrate pedestrian and visual links to and along the waterfront and associated areas of open space;
- to support and enhance the demand for retail, accommodation and hospitality in the area by increasing opportunities, attractions and services for residents and tourists;
- to improve boat moorings and boating facilities in the Hastings River and to open sections of the water body for active water based recreation.

The management framework of this PoM builds on and responds to:
1) An analysis and assessment of the site's physical, cultural, environmental, historical, recreational and economic values and opportunities in relation to current and future uses.

2) A review of relevant legislation and planning documents.

3) Early masterplanning work completed by Integrated Site Design on behalf of the then Department of Lands.

4) Detailed planning work undertaken by the Government Architect’s Office for the then Department of Lands, investigating the redevelopment potential and options for the Plaza Car Park Site (“Port Macquarie Waterfront”, 2007).

5) Master planning work, including exhibition plans, completed in 2009 for the Port Macquarie foreshore and the Settlement City Precinct by GMU, MacroPlan Australia and UrbanHorizon for PMHC and incorporating extensive public consultation.

6) The 2009 edition of the Port Macquarie Town Centre Development Control Plan 20 prepared for PMHC and detailed by GMU and the Urban Design Advisory Service.

7) Consultations with key LPMA stakeholders Crown Lands stakeholders including lessees and licensees.

8) Consultation with and feedback from the Port Macquarie Foreshore Lands Advisory Group (FLAG) appointed by the Minister for Lands. Comments from PMHC representative on FLAG during the drafting of the POM have also been considered. A presentation of the design principles for the land use concepts was also delivered to the FLAG meeting on 8th July 2009.

9) Exhibition of the Draft Plan of Management during the period from 17th March 2010 to 13th April 2010, including analysis of community feedback received in response.

The Plan of Management seeks to realise the potential of the foreshore as a sustainable social, environmental and economic hub that will cater for the current and future economic, employment, commercial and recreation needs of the permanent and tourist population of Port Macquarie, including maritime users and visiting vessels.
1.3. Planning Principles

In 2006, LPMA (then the Department of Lands) and Crown Lands and PMHC held a shared vision with the Port Macquarie Chamber of Commerce for Crown lands within Precinct A, as follows:

“to develop the Port Macquarie CBD waterfront as vibrant and interactive, that is recognised as an Australian icon and strengthens the local economy.”

The vision being for a revitalisation process to realise the potential of Crown lands (including waterways) in and adjacent 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 the permanent population of Port Macquarie and its visitors, including maritime visitors.

Further, Crown Lands LPMA has identified that there is a need to place the planning and any redevelopment for Crown lands within the study area into an achievable yet integrated foreshore plan building on the prior work by Integrated Site Design, the GAO, MacroPlan and PMHC. The area consists of unique waterfront nodes that have current and future potential to provide a range of recreational, commercial and tourism related experiences contributing to the social and economic development of the local area. The Precinct is also under pressure to improve both public and commercial boating facilities, mooring/storage and marina capacity for recreation and commercial boating and the demands of tourism (including visiting/touring vessels).

In order to ensure that the planning and management of the Crown lands can move forward and that respective processes remain focused on meeting the needs and aspirations of all stakeholders, the following non-negotiable principles have been established by LPMA and Crown Lands:

Core Principle 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.

Core Principle 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 the local community and its visitors; providing job opportunities for residents; supporting the economic development of the area; and providing a source of revenue that can improve and sustain public infrastructure and public recreation facilities on the Crown lands.
The overarching POM principles are the principles of Crown land management, Section 11, *Crown Lands Act 1989*. Supporting principles include:

a) provide for development opportunities that work to achieve the vision of a revitalised self-sustaining harbour.

b) strike an appropriate balance between environmental, social and economic sustainability

c) positively contribute to economic development, local employment, local recreation services and facilities.

d) promoting tourist and recreational facilities/ opportunities

e) grow investment and employment through tourism, commercial, retail, business and other local employment generating developments.

f) promote water based activities, including expansion of marina area and related maritime/ commercial activities and mooring/ boat storage capacities

g) maintain and improving navigation channels

h) consider Climate Change issues in pursuing and designing an active waterfront and ongoing management of Crown assets.

i) offer a range of experiences and opportunities for all residents and visitors..

j) improve people movement, pedestrian/cycleway promenades to encourage walking and cycling.

k) encourage a healthy lifestyle

Inherent in these principles is the need to fulfill all obligations imposed under statutory or other law including current and future environment obligations, and the principles of Crown land management.

Waterway specific management issues and recommendations, such as the need (and means) to improve and enhance safe Port services to attract larger vessels and to maintain and enhance navigation channels, are dealt with as required within the body of the PoM and referenced to the Dredging Strategy in Appendix 3.
2. Site Description

2.1. History

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.

Prior to European settlement, the area was occupied by at least five Aboriginal tribes who would have had access to food sources provided by the area's waterways, as well as abundant wildlife.

The Port Macquarie 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 here 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 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 considered to be of strategic importance to the long term social and economic well being of the people of the Mid North Coast of NSW. It is also one of the few centres located directly on the water's edge. As a result, it has also developed into a prime tourist destination.

2.2. Natural Setting

The Port Macquarie area is known for having a warm temperate climate, with the mean maximum temperature ranging between about 18°C in July to about 26°C in February. Maximum daily temperatures rarely range above 30°C or below 15°C. Mean annual rainfall is about 1,500 mm.
The topography of land covered by this PoM ranges from coastal wetlands and beaches to dunes and rocky headlands (refer Illustration 3). It also includes the floodplain of the Hastings River which has been modified through urban development and associated filling and land reclamation, significantly altering the original shoreline.

The Hastings River floodplain would originally have extended across much of this reclaimed land, but has been reduced through engineering works and interventions such as the breakwater. It still includes parts of the Port Macquarie waterfront, as can be seen by the extent of the 1 in 100 year flood event (refer Illustration 3).

Wetlands are concentrated in the north-western part of the Study Area. They include large areas to either side of the backchannel, a narrow waterway which extends from Westport Park to Settlement Point (refer Illustration 3 and 4). They feature seagrass beds, salt marshes and mangroves, with native dune vegetation of forest and shrubland on slightly higher ground such as in Woregore Nature Reserve (including Pelican Island). The backchannel itself is subject to sand deposition and very shallow as a result. Further to the east is Flagstaff Hill, a rocky headland prominently located at the end of Town Beach and which affords views of the harbour mouth and along the north and south of the Pacific coastline.

In the southern part of the Precinct, steeper hills and sand dunes rise to provide a prominent backdrop to the Port Macquarie waterfront (refer Illustration 3 and photo on Illustration 4). They feature important cultural items such as the St Thomas Anglican Church and the Allman’s Hill graves and cultural plantings of Norfolk Island Pines along Stewart Street. The ridge culminates at Gaol Point, the site of the former gaol and a prominent lookout over Town Beach, Marine Park Town Beach Reserve, the mouth of the Hastings River and the coastline to the north. South of Buller Street and Warlterts Road, the natural topography provides the setting for valuable residential areas with views towards the Hastings River and beyond.

Apart from the wetlands and native vegetation communities in Woregore Nature Reserve, little of the original vegetation remains in the Study Area (refer Illustration 4). There are limited important seagrass beds in the waterway while remnants of native vegetation are limited to the eastern end of Town Beach and the Flagstaff Hill headland. A limited amount of revegetation has taken place behind Town Beach and on the steep slopes behind the Sundowner Caravan Park.

The low-lying areas along the Hastings River are mapped as potential acid sulphate sulfate soils.
2.3. Current Land Use and Facilities

The foreshore within and beyond the CBD currently supports a variety of recreational and general commercial uses. Major infrastructure on Crown lands includes:

- breakwalls, reclamations, training walls and boardwalk
- **LPMA’s port** facilities i.e. housing the local commercial fishing fleet - the Hastings River Fisherman’s Co-operative
- 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 major leases of Port Macquarie Marina and the Sundowner Breakwall Tourist Park
- a number of structures/buildings with commercial or community uses including the Settlement Point Boatshed, the Maritime Rescue NSW building (Westport Park), the Pilot’s Boatshed and Town Beach Kiosk formal and formal/active recreation areas, including **Marine Park** 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 including parking associated with commercial business.

Also included are 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 (refer Illustration 8).

Land uses adjoining Crown lands in the Precinct include commercial, recreation, tourism and tourism accommodation. Examples of such uses are Quality Sails Resort, Country Comfort Inn, Westport Club (recreation and bowling club), **Woolworths supermarket**, the Royal Hotel etc.

The following sections provide a more detailed description of current land uses and facilities on Crown land (also refer Illustration 2).
2.3.1. **Focal Area 1 (Settlement Point)**

Crown land in the north and west of the Precinct for the most part is improved. It includes the small Settlement Point Reserve which is a popular local recreation destination especially for young families, featuring a playground, an 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 under licence from [LPMA-Crown Lands](#) offers recreational equipment for hire, including kayaks, small runabouts and BBQ boats.

2.3.2. **Focal Area 2 (River GreenThe Marina)**

The foreshore of the River Green is popular with Port Macquarie residents and visitors who enjoy a range of basic active and passive recreation activities. There is also a limited number of commercial interactive experiences involving retail, restaurant/hospitality and tourism. However, growing levels of patronage of the foreshore is placing increased demands on existing public and commercial infrastructure within the foreshore precinct, particularly during holiday periods. Much of the recreational infrastructure is in need of rehabilitation and enhancement.

At the western end of the River Green, the [The Port Macquarie Marina is privately managed under lease from [LPMA-Crown Lands](#) which includes a small harbour, limited parking and commercial outlets along Park Street. It also houses, without commercial consideration, a number of community clubs including the Game Fishing Club, the Port Macquarie Blue Water Fishing Club and the Outriggers Club. The marina provides storage facilities, including some dry-stacking of recreation vessels and of dinghies used to access swing moorings in the Hastings River.

East of the marina, [within Westport Park](#) is a large boat trailer car park associated with a public boat ramp offering the major facility for launching vessels close to the Hastings River entrance. Foreshore facilities include fish cleaning tables, a playground, seating and pathways linking to the CBD. **While covered under a separate PoM for Westport Park, these facilities are closely related to Marina uses and need to be considered in that context. Westport Park is an open grassed area catering for large commercial and community events e.g. Port Macquarie Ironman Australia Triathlon. An amenities block is situated along Park Street.**
2.3.3. **Focal Area 3 (Town Green)**

**Kooloonbung Creek Harbour**

At the mouth of Kooloonbung Creek, the western side of the harbour is partly occupied by a Council public wharf with sewage pump-out facilities. The eastern side is home of the Hastings River Fisherman’s Co-operative complex (including a fuel facility not currently in use). South of the complex is a public boat ramp which is seldom used. The associated fish cleaning table whilst regularly used is a visually unattractive structure and its use creates a conflict with surrounding uses.

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. Beyond this, car parking in Hollingsworth Street, the Plaza Car Park and at the Fish Co-operative dominates the visual character of the waterway. The harbour’s waterfront buildings i.e. Woolworths’ Food for Less building and the Fish Co-operative are significantly run down and in need of considerable investment to repair and/or redevelop. This environment presents an immediate opportunity to revitalise and create a new and interactive waterfront destination for Port Macquarie’s CBD.

The waterfront CBD boardwalk between the Fisherman’s Co-operative and Short Street currently moors the majority of Port Macquarie commercial and charter vessels catering for local tour cruises, whale-watching, fishing charters, parasailing and other tourism ventures. It is a narrow “pinch point” with conflict between pedestrian access and commercialism yet with a distinct maritime focus. However, its overall presentation is low key, disorganised and punctuated by numerous floating ticket offices, hawkers and array of signage.
The area has a history of aggressive conflicts and disputes which is perceived as detrimental to the tourism interests of Port Macquarie. LPMANSW is currently liaising with other agencies to introduce a Government Code of Conduct has been introduced for these charter operators as a short term option for the benefit of local tourism.

For building purposes, LPMA has been informed that if the ticket offices associated with these tourism operators are classified by Council as “offices associated with water based tourism” under the LEP.

The existing CBD wharf has no capacity for expansion of water based tourism. The existing site is in need of major upgrading works including stabilisation of retaining walls and renewal of the boardwalk, moorings and landscaping of the adjacent reserves.

Management and presentation of a commercial wharf for the CBD requires complete change in the short term. Addressing change now will prepare Port Macquarie for an expansion of water based tourism for the longer term. As an interim response, Crown Lands is developing a mooring plan in consultation with Port Macquarie-Hastings Council and Roads & Maritime Services to assist management.

The heritage listed Pilot’s Boatshed building houses the Mid North Coast Maritime Museum. North of Clarence Street is a car park, located on Crown and PMHC land, accessed by a one way traffic via Short Street. Also accessible from Short Street is a boat ramp which has been cordoned off from public use.

Town Green

Between Short Street and Murray Street, land along the foreshore is locally known as “Town Green”. It features large areas of lawn, picnic tables and benches, cultural tree plantings of Norfolk Island Pines, a war memorial and a playground. Public toilets are provided in a relatively recent apartment building facing the Town Green of the western side of Horton Street. A hard paved area terminating Horton Street and outside the Royal Hotel features seating, flag poles, planter beds and boxes, sculptures, lighting and bins and is used for community functions and events including the Anzac Day service. The Royal Hotel also has outdoor seating which overlooks and activates the Town Green. Off the end of Horton Street is the Lady Nelson Wharf, a large public wharf structure. Following the removal of the “Alma Doepel” ship to Melbourne, its primary use is structure that is used for mooring of visiting vessels, fishing and as a lookout over the Hastings River.

Beyond the foreshore, Crown lands include the eastern side of Sunset Parade. They contain the historic Court House on the corner of Clarence Street, as well as the current and former (historic) Police Station building, including the historic lock-up and residence.
Crown land along the foreshore between Murray and Lord Streets is largely occupied by the Sundowner Breakwall Tourist Park. The park is considered an iconic tourism destination and facility offering camping, caravanning and cabin hire. It also stages a controlled number of popular focused events each year, including the Festival of the Sun and Schoolies Week.

In front of the caravan park is the Hastings River southern breakwall, a Crown infrastructure investment maintained and upgraded by Crown LandsLPMA. The breakwall is susceptible to wave/storm damage and ready access for heavy machinery etc is essential at all times. The breakwall itself is a major engineering works which has stabilised the mouth of the Hastings River for shipping/boating access. It is identified as an item of heritage significance on the Hastings Local Environmental Plan. A public path behind the breakwall links Town Green with Marine Park and Town Beach. It is a popular location for promenading along the waterfront, with extensive views of the Hastings River, foreshore and hinterland.

Crown public reserves along Clarence and Stewart Streets includes Mrs York’s Garden and Allman’s Hill. Both of these feature open grass area, seating and cultural plantings of Norfolk Island Pines. Allman’s Hill was the site of the first, albeit informal, cemetery dating back to 1821. It is believed seven burials are contained on the sloping land, three of which are visible today.

### 2.3.4. Focal Area 4 (Beach Green)

In the eastern part of Precinct A, Town Beach is well developed for beach access, including roads and car parking. The beach area is a hub of activity for beach events. Gaol Point is a popular and spectacular lookout featuring a small shelter, canon memorial and an information plaque that outlines the main features of the panoramic view enjoyed from here. However, there is no a direct formal stairway link to the beach and park below.

Town Beach Kiosk is a small building at the southern end and houses the local control centre for Maritime Rescue NSW. A Development Application (DA) is current applying for the it is proposed to redevelopment of the building site to create include a beach side restaurant, function area and surf lifesaving facilities. There is no other commercial, maritime or tourism development along Town Beach. However, a small number of cafes are located on the ground floor of relatively recent residential apartment developments on the southern side of William Street.

Between Town Beach and Flagstaff Hill, a series of small sculptures and commemorative plaques are located in a lawn and form part of the displays of the Mid
North Coast Maritime Museum, housed in a heritage listed cottage on the southern side of William Street.

North of Gaol Point and east of Town Beach is Marine Park Town Beach Reserve, an open grassed area occasionally used for events. The main structure here is a modern skate park facility of regional significance.
3. Planning Context

3.1. Overview

The planning Context for Precinct A is provided by a large number of NSW legislation, statutory and policy documents, as well as and local planning documents, policies and plans. They include the following documents:

**NSW Planning and Policy Framework**

- Commonwealth Native title Act 1993
- Aboriginal Land Rights Act 1983 No 42
- 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 ProjectsDevelopments) 2005
- SEPP (Infrastructure) 2007

**Port Macquarie Hastings Council Planning Framework**

- Port Macquarie-Hastings Local Environment Plan 2001
- Port Macquarie-Hastings DCP Port Macquarie Town Centre 20092011
- Settlement City Precinct Structure Plan 2009
- Port Macquarie Foreshore Vision and Masterplan 2009
- Draft Port Macquarie-Hastings Local Environmental Plan 2010 and Draft Port Macquarie-Hastings Development Control Plan 2010

**Other Documents**

- Waterfront Consultation Report, Port Macquarie Chamber of Commerce October 2006

*Detailed information on these documents is provided in Appendix 2.*

### 3.2. NSW Planning and Policy Framework


The *NSW Crown Lands Act 1989*, together with the *Crown Lands Regulation*, provides for the administration and management of Crown Land in the Eastern and Central Division of the State.

Crown land must be managed in accordance with the principles of Crown land management, as defined in Section 11 of the *Crown Lands Act 1989*. These principles provide the overarching principles for the management framework for Crown lands in the *PoM (see section 5.1).*

#### 3.2.2. Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* has established the current system of environmental planning and assessment in New South Wales. The Act is administered by the Department of Planning & Infrastructure (DoP&I). The objects of the Act are detailed in *Appendix 2.*
3.3. Port Macquarie Hastings Council Planning Framework

3.3.1. Hastings Local Environment Plan 2001-2011

The Port Macquarie-Hastings Local Environment Plan 2001-2011 (LEP), although currently under review, remains the main planning instrument regulating the development and use of land in the Port Macquarie-Hastings LGA. It has consolidated previous planning documents into a single LEP for the whole LGA. The objectives are relevant to this PoM areas follows:

(a) to protect, conserve and sustainably manage the ecological biodiversity and natural environment of the Port Macquarie-Hastings area,

(b) to facilitate a strong and diverse local economy within the Port Macquarie-Hastings area,

(c) to manage and coordinate the orderly, equitable and economic use and development of land within the Port Macquarie-Hastings area,

(d) to facilitate the provision and coordination of community services and facilities within the Port Macquarie-Hastings area,

(e) to facilitate adaptive planning for natural hazards and risks, including flooding, erosion, inundation, land stability, bush fire risk and acid sulfate soils within the Port Macquarie-Hastings area,

(f) 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,

(g) to ensure the effective management of public assets within the Port Macquarie-Hastings area,

(h) 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,

(i) 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,

(j) to identify and protect features of environmental, cultural or visual importance within the Port Macquarie-Hastings area

—— to provide a legal basis for development control plans which provide more detailed local planning policies,

—— protect areas which are environmentally sensitive, and

—— manage the urban areas of the local government area by strengthening retail hierarchies, promoting appropriate tourism development, guiding urban form, providing for the protection of heritage items and precincts and controlling the development of flood liable land.

Subject to general and special provisions, development of land is controlled by zoning. Within Precinct A, there are several zones as shown in Illustration 5. The bed of the Hastings River remains unzoned. The following zones apply to various sections of the study area. The objects of the Zones are detailed in Appendix 2.
- Zone 2.1 R1 General Residential:
  Land at Settlement Point, including Settlement Point Reserve.

- Zone 2.1SP3 Residential Tourist:
  Land around the Port Macquarie Marina.

- Zone B3(t) Tourist-Business Commercial Core:
  Land adjoining Crown land along the CBD foreshores and the Plaza Car Park site and opposite the Marine in the Settlement City Precinct.

- Zone R4 High Density Residential
  Land adjoining the foreshore opposite Westport Park and the Town Beach area.

- Zone 6(a) Open Space RE1 Public Recreation:
  Land between Sails Resort and The Governor’s Way, Marina, and to foreshore land between Westport Park and the Sundowner Caravan Park Flagstaff Point.

- Zone 7(a) Environment Protection — Wetlands E2 Environmental Conservation:
  Land between Sails Resort and the canal entrance, in the vicinity of Settlement Point, Pelican Point and around Flagstaff Point on either side of the backchannel, including SEPP 14 wetlands and the islands in the Hastings River (Woregore Nature Reserve).

- Zone 7(t) Environment Protection — Coastal E1 National Parks & Nature Reserves:
  Land comprising the Woregore Nature between the breakwall and Clarence, Stewart and William Streets, including all of the Sundowner caravan Park, Marine Park, Town Beach and Flagstaff Hill.

--- Zone W1 Natural Waterways
  The waterway comprising the Back Channel within Precinct ‘A’.

--- Zone W2 Recreational Waterways
  The remainder of the Hastings River within Precinct ‘A’.
3.3.1.1. Heritage and Archaeology

The LEP also identified heritage items, including items of state and local significance. The only items of State significance within the study area are the historic Port Macquarie Court House, on the corner of Clarence Street and Hay Street (Sunset Parade).

Items of (local) heritage significance are:

- Former Pilots Boatshed Building, Clarence St
- War Memorial, Town Green
- Graves, Allman's Hill
- Training Walls and Breakwall
- "Ballina" paddle steamer wreck, off the Hastings River entrance
- Pilots Memorial, Flagstaff Hill
- Former Police Station, lock-up and residence in Hay Street (Sunset Parade)
- “The Cross” navigational marker, off Park Street and south of The Governor's Way

In addition to the nominated heritage items, the LEP also identifies land east of Kooloonbung Creek as a potential archaeological site. In respect of this land, clause 37(2) of the LEP states:

"Where the consent authority receives an application for consent to carry out development involving the excavation or filling of land, or the erection or demolition of buildings on land, to which this clause applies, it must not grant consent unless it has considered a report which includes an assessment of how the proposed development would affect the archaeological significance of the site."

3.3.2. Port Macquarie Hastings DCP 20 Port Macquarie Town Centre 2009 2011

Port Macquarie Development Control Plan 20 (DCP20) contains precinct specific provisions that aim to provide a framework that will influence the future development of Port Macquarie 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 controls to help achieve its vision of the Town Centre as the vibrant, beautiful, commercial heart of greater Port Macquarie.
The DCP applies to Crown land including all of the foreshore land between the Buller Street bridge over Kooloonbung Creek and the Sundowner Breakwall Tourist Park. Although not legally binding on decision-makers assessing projects, it is an important consideration in the preparation of this PoM.

Key elements to be considered in the DCP are local heritage and views (in particular to and from Church Hill).

Suggested outcomes with potential implications for foreshore land include the Plaza Car Park site, particularly relating to views, and the open space outcomes on the western portion of the Sundowner Breakwall Tourist Park.

Further implications arise from the DCP’s provisions for the foreshore in general (“Blocks 6 and 14”). The key outcome for the Plaza Car Park site will be the provision of a public plaza between waterfront public space on the eastern side of Kooloonbung Creek and new developments situated along the Short Street edge. The DCP also applies no special parking requirements at the site.

3.3.3. Settlement City Precinct Structure Plan 2009

The “Settlement City Precinct Structure Plan” (SCPSP) provides a concept structure plan and associated development controls for the Settlement City Precinct. Although it is not a statutory planning document or Environmental Planning Instrument under the Environmental Planning and Assessment Act 1979, it clearly communicates PMHC’s intent with respect of the desired future for the land covered by the Plan. The SCPSP provides a guideline and planning framework for future development which encompasses land uses, road hierarchy and function, built form design, views, open spaces, and public realm.

Importantly the plan also considers potential local and foreshore issues related to Climate Change which, for the purposes of this PoM, have been interpreted across the whole of the study area, adjusted to current State and Federal government guidelines.

Components of the SCPSP have been applied via the PMH LEP 2011 including the B3 Commercial Core zoning of land in the precinct, height controls for building development as well as view line controls across the former St Josephs School site in Walters St. DCP provisions applying to the precinct have also be publically exhibited and are awaiting finalisation.

It is intended that the SCPSP will be incorporated into a comprehensive LEP for the LGA, as well as be included as part of a comprehensive DCP. It includes the Port Macquarie Marina and sections of Westport Park-West of Park Street (also known as COL Site 1).
It identifies two key views critical to this PoM being existing view corridors along Park Street towards the Hastings River, and from Walters Street towards the Port Macquarie Marina. In particular the latter has been identified as having great potential for improving the visual connection with the foreshore and the water, through the land occupied by the existing Port Macquarie Marina. The SCPSP further seeks to formalise
the latter through the provision of a public square ("local urban space") at the head of the harbour in the Port Macquarie Marina. It also stipulates maximum heights for future developments and seeks to introduce public access (including shared pedestrian cycle access) along the foreshores of the privately managed Port Macquarie Marina.

3.3.3.1. Impact on Port Macquarie Marina

The marina is a key regional site. Its potential should be reasonably supported to accommodate a significant expansion of capacity. This will ensure that the objective identified by LPMA for Crown Lands for Port Macquarie to become a major maritime destination can be realised. However, the

While the provisions of the SCPSP have the potential to impact significantly diminish this opportunity, it is possible to examine alternative development controls that achieve the aims of the Structure Plan while providing flexible options for maximizing the future use and therefore viability of the Marina site through best practice urban design.

The Structure Plan removes sections of the current commercial shopping complex within the Port Macquarie Marina lease for the creation of open space i.e. the "Marina Square". The Plan also identifies removal of further commercial Crown lands from within the lease for public access in the form of foreshore boardwalks.

This has reduced the commerciality of these Crown lands and the return to government. In particular, this reduces the capacity of the marina to support growth in maritime and tourism related activities.

In recognition of these concerns, the Settlement City Precinct Structure Plan provides that

"where public access benefits are secured in any redevelopment of the marina site in accordance with this Plan, PMHC will consider the consequential corresponding offset onto the adjacent EOI site, subject to a Plan of Management, and only where such offset is not at odds with other objectives of this Plan" (p. 45).

This principle has been considered in assessing future land uses and redevelopment opportunities for the area, including Port Macquarie Marina and the EOI Site 1.
3.3.4. 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 outlines the proposed vision and character statements. It provides PMHC’s basis for discussions with the LPMA Crown Lands.

The Masterplan identifies the following Vision

“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).

This vision is essentially compatible with the LPMA Crown Lands’ identified Vision for Precinct A.

3.3.5. Draft Port Macquarie-Hastings Local Environment Plan 2010 and Draft Port Macquarie-Hastings Development Control Plan 2010

Between March and May 2010, PMHC exhibited a new Draft Local Environmental Plan (Draft LEP 2010) and Draft Development Control Plan 2010 (Draft DCP 2010). These documents were prepared to meet the requirements resulting from State Government changes to the planning system.

While the Draft LEP and DCP are undergoing a process of refinement and finalisation, the public exhibition of the documents lends statutory weight to the documents as draft Environmental Planning Instruments (EPI). The following is a brief summary of a comparison relative to current EPIs.

3.3.5.1. Land Use Zoning

The Draft LEP 2010 is, in essence, a “best fit” roll over of existing land use zones to the new LEP template which has a different set of land use zones and associated objectives. The most notable change is the inclusion of zones for all waterways. The majority of zones for land in Precinct A would be consistent with current zoning provisions however, both LPMA and Council have identified a number of anomalies affecting current land use and the respective direction of each agency’s planning—
These include:

- ‘General Residential’ zoning which now precludes certain types of boating and recreation facilities, limiting the potential for redevelopment and expansion of the Settlement Point Boatshed, as well as for public wharves.
‘Public Recreation’ zoning currently precludes food and drink premises and thereby impacts on premises such as the Hastings River Fisherman’s Coop and limits the potential for redevelopment of the facility.

‘Environmental Management’ zoning may prohibit caravan parks which would impact on such sites as the Sundowner Breakwall Tourist Park. While existing use rights remain, this may limit the potential for the caravan park to redevelop or diversify.

‘Environmental Management’ zoning which permits residential development while precluding outdoor recreation facilities (such as skate parks). This limits the potential for Marine Park to become a more significant recreational destination.

3.3.5.2. Other Development Controls

A major change under the Draft LEP 2010 is the inclusion of floor space ratios (FSR) and heights of buildings (HoB). Of particular relevance to the PoM are the FSRS and HoBs prescribed for the Port Macquarie Marina/Westport Park (EOI 1) and the Plaza Car Park (EOI 2) sites.

Development controls for the EOI Site 2 (Plaza Car Park site) remain the same, with DCP 20 having been integrated into the Draft EPIs unchanged. For both EOI sites, land use zoning, number of allowable storeys and Floor Space Ratios are similar under Draft EPIs, or allow for greater development intensity relative to current EPIs.

The provisions of the SCPSC have not, as yet, been incorporated into the Draft EPIs.

Specifically, provision of a view corridor and public access through the Port Macquarie Marina (PMM) has not been elevated through inclusion in Council’s formal environmental planning instruments.

3.3.5.3. Heritage and Archaeology

There are a number of changes to heritage and archaeological items/sites. The most significant change is the elevation of the graves at Allman’s Hill to a heritage item of state significance. With regards to the Historic Court House, the existing state heritage significance is being extended to include the mature Norfolk Island Pines.

Another change is the reclassification of a number of heritage items as ‘archaeological sites’, including the training walls and breakwalls in the Hastings River. The archaeological zone has been more closely refined but still applies to much of the CBD.

None of the proposed changes would significantly alter the planning framework.
3.4. Other Documents

3.4.1. Waterfront Consultation Report, Port Macquarie Chamber of Commerce October 2006

A consultation project by the Port Macquarie Chamber of Commerce and the Greater Port Macquarie Tourism Association was undertaken to identify possible outcomes for the Port Macquarie waterfront.

The key findings, widely supported by the participants, 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”.

Key opportunities were identified for the waterfront and are detailed in Appendix 2.

The report also identifies the need to secure the vision and potential outcomes through a clear mandate that protects the waterfront and foreshore area from over-development, including development that would be contradictory to the realisation of a vibrant waterfront.

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


This Policy was developed to guide the creation of new and renewed tenures for marinas and waterfront commercial facilities in accordance with the requirements of the Crown Lands Act 1989, the principles of Crown Land Management, and the wider considerations such as competition and probity. It sets out considerations that apply to existing Crown tenures, as well as new development sites.

The intent of the Policy is to:

- ensure that the commercial leasing and licensing of Crown lands is consistent, transparent, fair and impartial;
- encourage the sound environmental management of New South Wales’ waterways
- and foreshores;
encourage the ongoing development and improvement of existing and new waterfront sites to ensure the availability of high infrastructure for the storage, maintenance, repair and use of watercraft by the boating public;

- encourage the use of waterfront land for public use and enjoyment; 46

- secure a market return from the commercial use of Crown land and the best outcome for the State;

- provide certainty for the holders of Crown tenures in a commercially secure environment; and

- promote and encourage the operation of market forces in the development and operation of Crown tenures


This Policy was developed to guide the creation of new and renewed tenures for Tourist & Associated Facilities in accordance with the requirements of the Crown Lands Act 1989, the principles of Crown Land Management, and the wider considerations such as competition and probity. It sets out considerations that apply to existing Crown tenures, as well as new development sites.

The intent of the Policy is to:

- ensure that the commercial leasing and licensing of Crown lands is consistent, transparent, fair and impartial;

- encourage the sound environmental management of Crown land in New South Wales;

- encourage the ongoing development and improvement of existing and new tourist facilities to ensure the availability of high quality infrastructure and accommodation for tourists;

- encourage the use of suitable crown land for public use and enjoyment;

- secure a market return from the commercial use of Crown land and the best outcome for the State;

- provide certainty for the holders of Crown tenures in a commercially secure environment; and

- promote and encourage the operation of market forces in the development and operation of Crown tenures.
4. Basis for Planning

The basis for planning for Precinct A is derived from two sources:

- Community Values
  Issues and values identified through a review of earlier studies, including PMHC’s recent planning for the Port Macquarie foreshore and the Settlement City Precinct.

- Site Analysis, Issues and Opportunities
  Issues and opportunities derived from a review of the LPMA’s objectives and Crown Land objectives and a site analysis undertaken by GAO specifically in response to the brief for this PoM.

Together they form the basis of the strategic framework, including the conceptual direction and management framework.

4.1. Community Values

Community Values, as summarised, include

- Visual Quality and Views
- Continuous Foreshore Access
- Activation of the Foreshore
- Sense of Place
- Play, Social and Recreation Opportunities
- Improved Boating and Water Access
- Opportunity for Special Events
- Improved Landscape Setting
- Sustainability and Responsiveness to Climate Change

4.2. Site Analysis, Issues and Opportunities

In addition to LPMA’s Crown Lands key objectives, and issues identified through the review of recent planning, an analysis of the study area has identified a series of site values, issues and opportunities. The following provides a summary of the key findings of the analysis.
4.2.1. Views

A balance in providing and maintaining views to and along the foreshore is of key importance in communicating the presence and proximity of the waterfront to both locals and visitors to the area. Without clear view lines to the foreshore, there would be little sense of the proximity of the waterfront. Views along the foreshore and across the Hastings River are also important as they connect the Precinct to its larger landscape setting.

Maintaining and, where possible, improving view lines to the foreshore is therefore considered to be of great importance. Opportunities for future improvement include (refer Illustration 6):

- Support redesigning the public domain of streets in the CBD to improve views and sight lines to the water.
- Relocation of large maritime structures obstructing views of the water from the CBD street system such as the moorings at the western end of Clarence Street.
- Designing for sight lines/ view corridors in potential redevelopment sites, including the Port Macquarie Marina and the Plaza Car Park Site.
- Enhancing existing lookouts

4.2.2. Play Facilities

The foreshore currently features a number of playgrounds to cater for children’s play. Opportunities for future improvement include (refer Illustration 17 and ‘Current Land Use and Facilities’

- Support the concept of a hierarchy of playgrounds, catering for all ages (including older children) and abilities and 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 of beach sports, including beach cricket, soccer and volley ball
- Support the concept of a regional playground as a destination play area, catering for a wide range of ages and abilities. Subject to investigation, the preferred location is within Focus Area 4 which is well served by car parking and would complement the existing skate park facility.
4.2.3.  Landscape Character and Vegetation

The natural setting of the Precinct has been described in detail earlier. In general terms, there are three distinct areas in terms of landscape character, as defined by its vegetation (refer Illustration 7):

- 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 but is void of remnant vegetation.
- The eastern end of Town Beach and Flagstaff Hill which feature native revegetation including heavily modified remnants.

Opportunities in terms of the landscape character include (refer Illustration 7):

- Require a consistent foreshore planting theme, incorporating existing significant cultural plantings such as rows of Norfolk Island Pines.
- Relocate the line of young “Centenarian Trees”, so they have the long term opportunity to become an integral part of the foreshore landscape while addressing other site pressures.

4.2.4.  Art and Interpretation

Art and interpretation installations are an obvious and popular means to communicate, interpret and share an area’s sense of place. The Port Macquarie Waterfront already features a number of art and interpretation facilities, including memorials, plaques, plantings, museums and community artworks. Potential sources of inspiration for future art, interpretation or celebratory elements include (refer Illustration 8):

- The alignment of the original shore line, including in Westport Park, along Kooloonbung Creek and, to a lesser extent, in Marine Park.Town Beach Reserve
- The original settlement layout/ town grid, linking back to Port Macquarie’s beginnings as a penal settlement.
- The Lady Nelson Wharf.
- The breakwall itself as a significant engineering structure securing entrance to the Port Macquarie harbour.
- Significant landscape plantings including mature Norfolk Island Pines that define the foreshore and dune.

Community artwork on the breakwall is viewed as “temporary”. Maintenance of the breakwall by LPMA.Crown.Lands will constantly disturb and remove such artwork. This Permanency and/or maintenance of this artwork cannot be supported by LPMA should the community expect maintenance to preserve.
such artworks, thereby compromising given the primary function of the breakwall i.e. to protect the Hastings River entrance.

4.2.5. Temporary Event Facilities

There are three key sites where events can be held along the Port Macquarie waterfront: Westport Park, Town Green and Marine Park. Key opportunities to encourage greater event use are:

- Servicing sites: including power, sewerage and water
- Improving the potential for events on the Town Green by providing an improved and enlarged civic space.
- Flexible events i.e. not constructing permanent stages, instead allowing event organisers to bring in their own facilities

4.2.6. Commercial Uses

Foreshore lands are integral to the economy of Port Macquarie as they support commercial, maritime and tourism related activities that contribute to the social and economic well-being of Port Macquarie, by providing job opportunities and revenue for both local business and the broader local community (refer Illustration 9 for existing commercial opportunities).

Precinct A has significant potential for the provision of additional commercial uses that can further support the sustainable economic development of Port Macquarie. Commercial developments are also a key source of funding to provide additional port and recreational infrastructure including Crown improvements to the foreshore. Commercial opportunities include (refer Illustration 9):

- Upgrading of the existing pontoon at the Quality Sails Resort, to allow for increased temporary access from the water for day visitors.

- Development in the area of the Port Macquarie Marina within the existing site to reinstate the Crown’s commercial lands and to maximise commercial potential, including as an option, the potential expansion of the Marina berths into the Back Channel waters into Westport Park and waters beyond Westport Park.

- Provision of an outdoor seating and dining area to the Westport Club

- Development of the Kooloonbung Creek harbour, including redevelopment of the Plaza Car Park Site for retail/commercial and tourism uses, and new commercial/maritime development on the western side of the harbour. This is to include the
redevelopment of the Fishing Co-op and inclusion of a additional commercial components such as a restaurant.

- Expanding short-term mooring opportunities.
- Negotiating adaptive re-use of existing facilities and infrastructure including commercial/ income-generating uses as part of an integrated development proposal for the whole within the area covered by the PoM.
- Allowing use of the Lady Nelson Wharf by visiting vessels.
- Possible restructure Future investigation of possible of harbour management to encourage visiting pocket cruise ships.
- Working with the Sundowner Caravan Park to continue to meet changing tourism demand and increase tourism use and revenue.
- Provision of a kiosk (temporary or permanent) in Focus Area 4, associated with a regional play facility (refer “Play Facilities” above).
- Redevelopment of Town Beach Kiosk to provide a restaurant and function venue, as well as services for beach goers (i.e. amenities, showers) and Maritime Rescue NSW.
- LPMACrown Lands/Trust to limit and license exclusivity of mobile commercial operators such as surf schools, fitness activities, personal trainers, vendors etc by a formal tender process which also identifies areas limited for such operations.
- Investigating activities as tabled in the Dredge Strategy (page 10) – see Appendix 3.

4.2.7. Water-Based Uses and Recreation

The Port Macquarie waterfront plays an ongoing and important role as a safe harbour for recreational and tourism related boating activities. It also maintains a role in commercial fishing and ports operations, although commercial fishing is generally declining in the area.

There are also a number of clubs and community facilities with a focus on the waterway. They include the Game Fishing Club, the Port Macquarie Blue Water Fishing Club and the Outrigger Club, as well as the Sea Scouts and Sea Rescue. Individual water-based pursuits include swimming, fishing, surfing and sea-kayaking (refer Illustration 10).

Opportunities to improve or expand boating and other water-based recreation include (refer Illustration 10):
- Expansion or redevelopment of the Settlement Boatshed to provide for increased catering, boating and other water craft activities.
- Security of tenure for community facilities and clubs.
- Maximising the public boating, kayaking and touring potential of the Hastings River by providing a network of publicly accessible pontoons as well as increased short-term mooring opportunities (refer Illustration 11).
- Improving navigation channels through maritime enhancements including dredging (refer to Appendix 3 – Dredging Strategy).
- Promoting the relocation of swing moorings to a more efficient use of the waterway such as a formal berthing arrangement in the expanded marina and/or to move the remaining moorings further upstream on the western side of Pelican Island. This will free up and better utilise available waterways for active water-based recreation.
- Creating additional marina (berthing) spaces (including expansion and more efficient use of the existing Port Macquarie Marina) to meet growing demand and provide an alternative berthing option to replace space-inefficient swing moorings.
- Creating mooring opportunities to meet increasing demand for access to waterfront facilities (including CBD facilities, restaurants, reserves, etc) by boat.
- Relocation of commercial moorings, including improved public and service access and integrated ticketing facilities to reduce visual clutter (including signage proliferation).
- Removing currently un-used poorly located and difficult to access boat ramps (in CBD Plaza site).
- Consolidating boat launching facilities (including ramps and trailer parking) in Westport Park. New upstream locations to also be investigated.
- Build on existing infrastructure to create boating “hubs” around the Port Macquarie Marina and between the Kooloonbung Creek harbour and the CBD. Boating activities will be supported and complemented by land-based facilities and development.
- Support or complement beach-based activities at Town beach.
- Increase safe opportunities for the launching of small watercraft (kayaks etc).
- Increase opportunities for accessing and interacting with the water’s edge, including wading, swimming, splashing or other related interaction with the water’s edge such as fishing.
The Hastings River is a Recreational Fishing Haven (RFH). In 2002, commercial fishing effort was removed from 30 locations (including lakes and rivers) along the NSW coast to improve recreational fishing opportunities. More information on RFHs can be found at www.fisheries.nsw.gov.au.

4.2.8. Parkland Interface

Public land in the Precinct is influenced to a large degree by the nature of the interface with adjoining lands. The nature of adjoining buildings can significantly affect the perception of waterfront land. Of particular importance is the nature of building facades fronting onto public land, and the degree to which they are activated. There is also a concern about commercialisation of public land without return to the Crown.

An active building edge features openings (windows and doors) that encourage direct physical and visual links between the building and parkland. It can help to generate activity and movement through the parkland as well as provide passive surveillance, increasing the actual and perceived safety of open space through over-looking.

The major opportunity for Precinct is to direct new development or redevelopment towards addressing the parkland and harbour/waterfront respectively. By increasing interaction with the public domain, these areas could develop into more attractive destinations that offer a greater variety of recreational opportunities and uses to visitors. Associated with this is the potential for synergistic benefits.

Accordingly, three key centres of activity and development have been identified (refer Illustration 13). Each centre would consist of an extended node incorporating a primary, more strongly commercially-oriented node, and a secondary activity node with community and recreation facilities and a lesser commercial component. Movement between the primary and secondary node would also increase activation of the foreshore, contributing to a vibrant waterfront. The extended nodes are (refer Illustration 13):

4.2.8.1. The Marina River Green (Westport Park):

The primary node would be focused on the Port Macquarie Marina precinct and would involve redevelopment of the Park Street frontage to provide improved connectivity with the Settlement City precinct. A commercial eastern edge within EOI Site 1, the existing site would also be encouraged to provide an active frontage to Westport Park incorporating commercial, retail, and maritime related shopping such as boating or fishing supplies (or other shops based on commercial demand and viability).
4.2.8.2. **Town Green (Kooloonbung Creek):**

The primary node would be focused on a redeveloped Kooloonbung Creek harbour, incorporating development that overlooks the harbour on both sides. The plaza site offers the main development opportunity on Crown land that would need to be designed to ensure maximum benefit to the public domain of the foreshore. In particular ground floor development would address the waterfront and attract visitors to commercial and tourism or recreation facilities, to transform the harbour into a vibrant hub of activity. Incorporation of continuous public foreshore access would be the key to meeting the demand for access and recreation potential along the waterfront.

The primary node at Kooloonbung Creek harbour and the Plaza Site would be linked via the CBD moorings to the secondary node on the Town Green, with its existing civic function and recreational facilities such as the playground and picnic tables. Activation of this node is provided by commercial enterprises in adjoining freehold land, such as the Royal Hotel with its associated outdoor seating.

4.2.8.3. **Beach Green (Town Beach and Marine Park Town Beach Reserve):**

The primary node of a revitalised Town Beach would be the redeveloped Town Beach Kiosk which could provide a commercial venue as well as cater for community needs, including a food outlet and facilities for beach users such as change rooms, toilets and showers (also refer “Commercial Uses”).

The secondary node would revolve around an increased range of recreational opportunities provided in Marine Park Town Beach Reserve, including a regional playground (refer “Play Facilities’). Other improvements may include additional seating, shade and picnic facilities as well as public amenities. These would complement existing beach-based activities, so that the combination of land and water-based activities would transform Marine Park Town Beach Reserve into a destination suitable for all day use and by a wide section of the community. Demand for food and drink may be seasonally or permanently high enough to support the provision of a kiosk, café or other small food outlet. This is to be located in Marine Park Town Beach Reserve and with management by private sector under a commercial tenure. Alternatively if demand was considered too low or during off-peak periods, the redeveloped Town Beach Kiosk or mobile vendors could provide this service. Movement between these and Marine Park Town Beach Reserve would further serve to activate the park and foreshore.

4.2.9. **Pedestrian Access and Linkages**

While the pedestrian network generally is fairly limited can be improved, there is already continuous public access along the foreshore between Westport Park and Hastings Regional Crown Reserve Precinct. A Plan of Management...
Flagstaff Hill (refer Illustration 14). The breakwall promenade is a particularly well established and popular walking destination, as well as an icon of the Port Macquarie waterfront.

Major opportunities for improved pedestrian access are (refer Illustration 14):

- Integrating the foreshore link with the larger “Port Macquarie Coastal Walk” and the LPMA Coastal Crown Lands Coastal Walk to Crescent Head.
- Working with DECCWOEH & PMHC to investigate extending the foreshore walk along the backchannel foreshore by providing a mangrove boardwalk or similar path system.
- Designing improved connections between individual sections of paths/promenades along the foreshore
- Providing a boardwalk or bridge link around Kooloonbung Creek harbour (associated with the EOI development of the harbour and provided as public benefit works as part of the development). This proposal is currently being progress by PMHC with funding from the Federal Government.
- LPMA to negotiate Crown Lands and PMHC to negotiate a public access foreshore link through/around the Port Macquarie Marina and Sails Resort as part of future developments.

Ensuring 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. (Note: these are outside the study, therefore beyond the scope of this PoM).

### 4.2.10. Bicycle Access and Parking

There are currently few paths that are suitable for bicycle use (refer Illustration 14). However, there are other opportunities to improve bicycle access to Crown land, and encourage greater bicycle use as a sustainable mode of transport. These are (refer Illustration 14):

- Catering for off-road paths through reserve areas only where the potential for conflict with other reserve users can be minimised.
- Improving the foreshore bicycle link between Westport Park the Settlement City and Marina precinct and the Plaza Car Park Site
- Providing a bicycle path parallel to the breakwall, along Breakwall Drive within the Sundowner Breakwall Tourist Park.
- Restricting bicycle use in narrow foreshore areas with increased potential for conflict with other users.
4.2.11. Vehicular Access and Parking

A significant portion of foreshore land in Port Macquarie is currently dedicated to parking or roadways (refer Illustration 15). Much of this provides for the parking needs of commercial and residential uses in and adjacent to the CBD. The use of the foreshore land for parking affects the visual quality of the foreshore and diminishes the recreational and commercial potential of valuable foreshore land.

A number of opportunities have been identified that would improve the amenity and recreational potential of public foreshore land, in particular with regard to improved pedestrian access and connectivity and an improved visual character along the foreshore (refer Illustration 16):

- Prohibiting further expansion of paved parking areas into parklands.
- Review options to increase car parking capacity through improved layout efficiency of existing parking/paved areas.
- For any redevelopment proposal, including the Port Macquarie-Marina/EOI Site 1 precinct and the Plaza Car Park site, requiring parking to be integrated with the building design (structured, underground or internal courtyard parking) and visually separated from public foreshore land.
- Consolidating parking in key locations to reduce paved areas in public open space.
- Removing car parks and roads not covered by existing agreements such as the Westport Club eastern car park.
- Restricting vehicular access to and through 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.
- Monitoring the need for long term parking by mooring holders, in particular with regard to the impact long-term parking has on car parking capacity. There may be a need to limit or control the parking duration to ensure fair and equal access for all users.
5. Management Framework

5.1. Overarching Principles

Crown land must be managed in accordance with the principles of Crown land management. These principles are defined under Section 11 of the Crown Lands Act 1989, as follows:

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.

In addition Core Principles 1 and 2, as stated on page 3, are particularly relevant in the outcomes of this PoM.

5.2. Specific Management Objectives – Precinct A

Specific management objectives were identified by the LPMA–Crown Lands for Precinct A, building on the statutory principles of Crown land management and the overall objectives for the HRCR. They are:

- to better utilise valuable lands with frontage to the Hastings River for tourism, hospitality, entertainment, accommodation, recreation and related purposes;

- to improve and integrate pedestrian and visual links to and along the waterfront and associated areas of open space;

- to support and enhance the demand for retail, accommodation and hospitality in the area by increasing opportunities, attractions and services for residents and tourists; and
- to improve boat moorings and boating facilities in the Hastings River and to open sections of the water body for active water based recreation.

5.3. 7 Year Vision

The 7 Year Vision provides the direction, outcomes and presentation of the Crown foreshore lands within seven years from adoption of the PoM. In particular, it highlights the key areas of importance for improvements to the public domain, to achieve the desired vision of a series of well connected waterfront open spaces that provide recreational, tourism and commercial opportunities for residents and visitors to Port Macquarie. It provides details on the types of recreational, commercial and sustainability infrastructure and activities that should occur within the entire foreshore reserve system, including water-based activities.

The PoM’s 7 Year Vision consists of five components:

1) Description of outcomes for Crown land, with a focus on outcomes at four identified key sites (the Focal Areas)

2) Plan for the 7 Year Vision (refer Illustration 17).

3) **A concept design plan and supporting diagrams for the EOI Site 1 (i.e. land adjoining the Port Macquarie Marina and featuring the current boat trailer car park and boat ramp), including supporting diagrams. This analysis responds to PMHC’s Settlement City Precinct Structure Plan (page 45).** (refer Illustrations 18 to 20).

4) A concept design plan for the Kooloonbung Creek harbour, including the Plaza Car Park Site (EOI Site 2), the theme of which is seen to be in keeping with prior LPMJA Crown Lands planning, PMHC’s DCP 2011 (Port Macquarie – Town Centre) and its Foreshore Masterplan (refer Illustration 24).

5) A Dredging Strategy, provided in Appendix 3.

The 7 Year Vision is an integral component of this Plan of Management. Any development proposed in Precinct A must be consistent with the 7 Year Vision, as well as the PoM’s management objectives and the overarching principles of Crown land management.
5.3.1. Focal Areas for Enhancement

Four main areas for development and enhancement of foreshore land in the Precinct, have been identified. These are the focal areas, namely (refer to Illustration 2)

1) Settlement Point

2) River Green

3) Town Green (including Koolooibung Creek Harbour)

4) Beach Green

The 7 Year Vision sees these areas as linked by a continuous and improved foreshore promenade, consistent with the recommendations of the Port Macquarie Chamber of Commerce “Waterfront Consultation Report” and PMHC’s planning for the foreshore. This would involve upgrading and widening of the existing path system between the Port Macquarie Marina and Flagstaff Hill as identified in the Basis for Management. The promenade can be extended between the Port Macquarie Marina and Settlement Point to include a boardwalk or similar low environmental impact link, subject to consent and funding from DECCWOEH.

In terms of boating access a network of public pontoons would provide access to key sites within the Precinct (refer Illustration 11).

The following sections provide more detail on the desired development outcomes and future uses within the four focal areas.

5.3.1.1. Focal Area 1 – Settlement Point

This focal area encompasses the portion of Settlement Point Reserve currently developed for recreational purposes, including the Settlement Point Boatshed.

The desired future use of this area is to remain as a primary destination for families, in particular young families. It also has the potential to become a short-term destination or stop-over for touring users, including cyclists and recreational boaters.

Key Outcomes for the area include:

- Improved transport links to the Reserve through the provision of a public wharf or pontoon to encourage visitation by boat (refer Illustration 11).

- Provision of additional facilities and upgrading of existing facilities including BBQ’s, picnic tables, seats, and wharf (including to support kayaking).
- Increased shade through additional plantings of shade trees or the provision of shade over the playground.
- An expanded or redeveloped boathed in an easterly or northerly direction to meet demand for refreshments (sale of coffee tea and light snacks) and maximise opportunities for water-based recreation and tourism activities.
- Conservation of environmentally sensitive areas including stands of remnant vegetation and mangroves. Facilitating public access and appreciation of these areas through the provision of low-environmental-impact structures such as boardwalks and bird-viewing platforms or hides may be subject to consent and funding from DECCW/EH.

5.3.1.2. Focal Area 2 – River GreenThe Marina

This focal area encompasses the Crown land between the Port Macquarie Marina and Hollingsworth Streets surrounding. It includes the Port Macquarie Marina as a key hub of recreational, tourism, commercial and maritime activity. The secondary hub is provided by the Westport Bowling Club as a centre for community activity and recreation, operating on a commercial basis from freehold land. These two hubs frame Westport Park and will assist in activation of the Park, as well as increased safety through passive surveillance. Other points of community interest and activity include the boat ramp and trailer car park, the Westport Park playground and the croquet club along Buller Street. These facilities will combine in realising the potential of Westport Park to function as a vibrant centre of activity along the Port Macquarie foreshore.

Accordingly, the desired future use of this area is to cater for a wide range of users and activities, while minimising the potential for conflict. Uses will include maritime uses (boating, fishing and kayaking, to a lesser extent due to the potential for conflict, informal swimming/wading/water play), formal and informal active recreation (including organised sports, walking, personal training, croquet, etc), children’s play, passive recreation (reading, relaxing, enjoying the view) and major commercial, retail and tourism related uses (dining at the Club and accessing shops in the Port Macquarie Marina, tourism accommodation, etc). They will also include special events such as the Iron Man Championship. Users will encompass all age groups and levels of physical ability.

Key Outcomes for the area include (also refer Illustrations 18-20):
- Redevelopment of the Port Macquarie Marina into a modern functional facility to cater for current and future trends including commercial, retail, tourist accommodation, conference facilities and public access.
- Any redevelopment of the precinct shall be structured in line with MacroPlan’s research for the Settlement City Structure Plan. This includes limited development adjoining the marina. It should also consider that Plan’s allowance for land-based effects, encroaching into EOI Site 1 in return for realising public open space and community needs identified within adjoining Crown commercial lands i.e. the Port Macquarie Marina lease.

- Realisation of increased and more efficient mooring capacity to meet growing demand. This will include an extension of the Port Macquarie Marina into waters off Westport Park, opposite the trailer car park (subject to detailed investigations) and within the boundaries of the current investigation license (refer “Additional Uses Authorised by this Plan”).

- Funding of public benefit works through expansion of commercial opportunities. These will include, where possible, providing multi use community facilities (housing local community based clubs) as well as the funding of improvements to and upgrading of existing Crown infrastructure.

- Redesigned and consolidated boat launching and associated parking at the existing boat ramp and trailer car park at EOI Site 1 (also refer Illustration 20). Peak boat launching demand will be met through widening of the existing boat ramp. Parking demand is to be met through a more efficient trailer parking layout that minimises the area of parkland taken up by parking infrastructure/hard pavements while maximising capacity. Paved surfaces limited to core trailer parking demand, accommodating peak demand/overflow parking on grassed areas.

- An active frontage to the Westport Park trailer car park in any redevelopment of the Port Macquarie Marina.

- Activation of the Westport Club frontage onto Westport Park through limited areas of outdoor dining overlooking the Park and foreshore.

- Consolidation of Westport Club parking within western (structured) car park, utilising the existing public access covenant. Provision of a link path to the foreshore promenade from both car parks.

- Removal of the existing eastern service road and car park to the Westport Club and return the area to parkland.

- Relocation of the existing pontoon to support an enlarged boat ramp.

- Increased temporary mooring capacity at the Quality Sails Resort for on water restaurant patrons to arrive by boat.

- Continued provision of a children’s playground catering to a local/neighbourhood park level.
5.3.1.3. Focal Area 3 – Town Green (Kooloonbung Creek – Town Green)

This focal area extends from Hollingsworth Street to the eastern boundary of the Sundowner Caravan Park. It incorporates the Kooloonbung Creek harbour as a future hub of commercial charter boating, community recreation and retailing of fresh seafood (Fish Co-Op). Town Green, as an important public civic space, provides the secondary hub in the Port Macquarie CBD. It would be a centre for civic activities and functions (including special events), as well as general community recreation. General recreation would largely be passive recreation, including picnicking, walking, reading, enjoying the view. Other activities would include children’s play, outdoor dining, busking or other informal forms of entertainment and interaction with the water’s edge. There is also the potential for large visiting vessels to moor at the Lady Nelson Wharf.

Kooloonbung Creek harbour will become the new hub on the Port Macquarie waterfront. Its dual focus will be as a centre for maritime uses focused on the harbour and supported by commercial and recreational facilities that will assist in transforming the area into a vibrant and iconic centre of activity adjoining the CBD.
Consistent with the transformation of the site into a new tourist/ retail/ civil/ maritime development envisaged by DCP 20 – Port Macquarie Town Centre, uses and activities will include commercial moorings, launch (and potentially storage) facilities for small craft, commercial outlets facing the foreshore promenade and plaza (including retail, hospitality and accommodation), short-term moorings to facilitate boating access to the CBD, viewing decks and other opportunities for relaxation and enjoyment of the foreshore, including seating and improved landscaping. This will be facilitated by redevelopment of the Plaza Car Park, Fish Co-op and CBD moorings sites, as well as by the development of the western edge of the harbour.

DCP 20 has no requirement for parking in the redevelopment of the Plaza Car park site (refer controls for Block 6). However, parking needs generated by the redevelopment will need to be accommodated within the building redevelopment footprints to ensure activation and revitalisation of the foreshore. Parking will need to cater for the existing parking stock in addition to any demand by redevelopment.

The Kooloonbung Creek harbour and Town Green will be linked by a foreshore boardwalk. Casual moorings will continue to be located here, taking advantage of the deep main navigation channel and maintaining the colourful maritime character of the area. This will support and encourage the continued movement of people along the foreshore between the two hubs.

Key Outcomes for the area include (also refer Illustration 2418):

- Redeveloped Plaza Car Park, Fish Co-Op and CBD Moorings sites, including the existing commercial wharf (and possibly the Woolworths site) as a unified development. Development footprints should consider PMHC’s prior planning result in the creation of a waterfront public plaza on the eastern side of the harbour. Development should face/ address this plaza.

- Continuous public foreshore access around the harbour, including a public boardwalk around the head of the bay (or along the Buller Street bridge) and public wharves. The boardwalk should be located to ensure maximum activation of the harbour foreshore, including interaction with new (commercial) developments.

- Commercial moorings relocated to the western side of Kooloonbung Creek harbour, together with reconfiguration of Hollingsworth Street to provide for parking and service access needs, while maximising views to the waterfront. Provision of supporting infrastructure to commercial moorings include a central/ integrated ticketing office, kiosk, café or small restaurant, and a small plaza and seating. This arrangement will enhance the maritime feel within the redeveloped harbour while allowing solutions to current safety, site presentation and management issues.

- Retention of the seaplane service in its existing location, with ticketing integrated with the centralised ticketing office for all commercial operators.
- Provision of additional public pontoons near the existing commercial moorings and at the Lady Nelson Wharf.

- Relocated and/or redeveloped housing for the Hastings River Fisherman’s Co-op as part of a larger commercial footprint just south of Clarence Street, incorporating additional commercial ventures with viewing/dining deck over the water and terminating Clarence Street.

- Provision of a mix of short/long-term moorings along the eastern edge of the harbour, including the location of the existing commercial moorings. This would enable boating users, including visiting vessels to access facilities and services in the CBD and in the redeveloped Kooloonbung Creek harbour hub.

- Provision of structured car parking internal to building envelopes, to accommodate parking needs generated by the redevelopment.

- Transformation of the land between Clarence and Short Streets from a car parking into waterfront parkland, with the potential for small special events such as markets.

5.3.1.4. Focal Area 4 – Beach Green

This focal area concentrates on Town Beach and Marine Park Town Beach Reserve, in particular the lower areas at the bottom of the dune. It includes Town Beach Kiosk as a key hub of commercial activity and community facilities. Marine Park Town Beach Reserve will provide the secondary hub. Both hubs will support and complement the current focus on Town Beach and its water-based uses by providing for increased use, activity and enjoyment of adjoining land. In particular, the redeveloped Town Beach Kiosk (under lease issued from the Reserve Trust) will house amenities for beach-goers (change rooms, toilets, showers), a café/restaurant and a venue for functions. A regional playground catering for all ages will be developed in Marine Park Town Beach Reserve, complementing the existing skate facility to establish Marine Park Town Beach Reserve as a family destination with recreation opportunities for all ages. These facilities will combine to realise the potential of Marine Park Town Beach Reserve to function as a vibrant and well-used centre of activity along the Port Macquarie foreshore.

Desired future uses of the park and beach include water-based activities such as swimming, water play surfing and sea kayaking and land-based activities such as play (babies to teenagers), skating, fitness activities, walking, relaxing, reading and enjoying the view. There is also the potential for the park to cater for a wider range of special events or community festivals. This could build on the adjoining slope of the dune which provides a natural amphitheatre for seating. Refreshments and dining opportunities would be provided at the Town Beach Kiosk, with the potential for a small café or kiosk that could cater for the regional playground. The latter may operate
on a temporary basis during periods of peak demand. There may be also a need for public amenities in Marine Park Town Beach Reserve.

Another important facility is the Gaol Point lookout. This will be upgraded to reflect its natural and scenic significance. This will need to complement PMHC's upgrading of Rotary Park. It will include a review of the existing car park to improve amenity at the lookout with the potential to compensate for any loss of spaces through the provision of angled parking in the street system in consultation with PMHC.

Key Outcomes for the area include:

- Provision of a regional playground incorporating the existing skate park, catering to all age groups and possibly incorporating a café/kiosk and public amenities. Car parking demand could be accommodated within the existing beach car parks and access road.

- A redeveloped Town Beach Kiosk incorporating public amenities (including showers and change rooms), an external food outlet servicing beach and park users and an upgraded premises for Marine Rescue NSW.

- Open green space maximised through the review and reconfiguration of car parking requirements, while maintaining existing parking capacity. There will be no further expansion of car parking areas behind Town Beach. Beach parking capacity/number of parking spaces may be increased through more efficient layouts.

- Improved bicycle and pedestrian linkages into the park, in particular links from Gaol Point lookout and the surrounding street system. This may involve the provision of dedicated lanes, or the identification of the beach access road as a shared zone.

- Provision of park facilities including BBQ's, picnic tables, paths and seats.

- Increased shade through additional plantings of shade trees or the provision of shade structures over the playground (in particular toddler areas).

5.4. Management Roles

Management of individual reserves, tenures and infrastructure within the HRCR is largely undertaken either directly by LPMA Crown Lands or by its Reserve Trust network.

Trusts are generally responsible for the day to day management of the Crown reserves in Precinct A and will need to implement recommendations of this PoM in accordance with its Vision and Objectives and Strategies. The strategies and actions contained in the Management Action Plan provide guidance in respect of implementing the PoM.
Port Macquarie Hastings Council is a significant Reserve Trust manager within Precinct A.

LPMA's Crown Lands, subject to receiving the approval of the Minister for Lands administering the Crown Lands Act 1989, also has the statutory capacity, under the provisions of Section 34A of the Crown Lands Act 1989, to issues leases, licenses and permits for commercial and other activities on the Crown lands.

5.5. Sale, Leases and Licences

Sale of waterfront Crown land is generally not favoured by LPMA. Leasing, licensing and reservation are LPMA's preferred options.

5.6. Authorised Uses under the Crown Lands Act 1989

Subject to an amending application to the relevant determining authority future development and use of the various Crown reserves covered by this Plan are restricted to:

a) those permissible uses under the *Port Macquarie-Hastings Local Environment Plan 2010*;

b) the existing declared purposes under the Crown reserve and issued tenures;

c) purposes additional to the declared purpose if authorised by this Plan of Management (see sec. 112, *Crown Lands Act 1989*);

d) purposes additional to the declared purpose if authorised by the Minister by order published in the NSW Government Gazette (see se. 121A of the *Crown Lands Act 1989*).

Under section 34A of the *Crown Lands Act 1989* 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 for any of the purposes referred to at sec 108 *Crown Lands Act 1989* and sec 31 *Crown Lands Regulation 2006*:

---

Hastings Regional Crown Reserve Precinct A | Plan of Management
Prepared by GAO | Version 10 | October 2012 to November 2013 | Page 43
5.6.1. Leasing, Settlement Boatshed Precinct

Settlement Point Boatshed currently holds a licence for the boatshed and jetty at Settlement Point adjoining Lot 565 DP 754434.

In keeping with LPMACrown Lands practices there is a necessity to convert the existing licence to a lease and to allow diversification of the site’s use, including increased capacity to cater for greater recreational demand. This option should be investigated.

It would include expansion or redevelopment of the Boatshed to provide for increased boating and other water craft activities and to meet demand in the area for refreshments. It will need to be consistent with the capacity of Settlement Point Reserve, in particular with regard to access and parking limitations. Generally, expansion will be limited to the north, with minor potential for expansion to the east.

5.6.2. Existing License for Quality Sails Resort Pontoon

Quality 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 public drop-off and temporary moorings for restaurant patrons. This would be subject to market rent and the provision and maintenance of adequate navigation access.

5.6.3. Leasing, Port Macquarie Marina Precinct (inc.-EOI-Site-1)

Port Macquarie Marina currently operates under a lease for the purposes of Commercial Marina over Lot 639 DP257052 and Lot 1 DP1061495 and Lot 7002 DP96365.

Port Macquarie Marina also holds an investigation license over adjoining waterways (refer “License for Investigation of Marina Expansion” below). This would need to be integrated into the proposed development of the existing site.

The Port Macquarie Marina makes an important contribution in meeting the commercial boating, water-based recreation and associated needs of the Port Macquarie area. In the broader vision, Port Macquarie has the potential to become a major maritime destination along the east coast of Australia. The Port Macquarie Marina is well positioned to support and realise that vision.

The Settlement City Precinct Structure Plan has already compromised impacted LPMACrown Lands’s return from these valuable Crown lands i.e. the Port Macquarie Marina lease, which in turn...
may reduce the marina's overall ability to support growth in the regions maritime activities. The recommendations of this PoM attempt to support many principles within the SCPSP but only where the existing and future commercial potential and viability of these commercial Crown lands are not compromised.

An analysis—addressing Council’s position—has been made to identify the Crown’s way forward—position i.e. to identify a limited development footprint/area on the EOI Site 1 adjacent to the Port Macquarie Marina to realise desired public access benefits within the marina lease.

The outcome (see Illustrations 18, 19 & 20) acknowledges all that has gone before—addresses relevant planning and community considerations—retains the current eastern boundary of the developed car park yet allows for limited development within the western side EOI Site 1. As the design responds to planning constraints the outcome is not dissimilar to the original drafts of the SCSPC and Foreshore Masterplan as prepared by MacroPlan and exhibited by PMHC—but with a strong focus to retain the current eastern boundary of the existing car park without encroachment into Westport Park proper.

In addition to the commercial side of Port Macquarie Marina, it currently offers a community service through the provision of facilities for use by local fishing and boating clubs, without fee. Provision of these facilities is not a condition of its lease. This PoM supports the inclusion of a multiuse community facility, catering for such organisations. This would need to be integrated into the proposed development area of the existing site and be provided as a public benefit work associated with any redevelopment of a larger footprint.

Any development into the EOI Site 1 will similarly be focussed to ensure boating/recreation demand is met and complemented by the provision of public benefit works. Subject to feasibility, realignment of the current eastern “commercial” boundary into the EOI Site 1 will provide the financial basis for open space benefits (upgraded public infrastructure on Crown land, including upgrading of the boat trailer car park). Public benefit works will be implemented as part of any expansion, to ensure maximum positive outcomes for the general community and their recreation needs.

A new long term lease for the integrated redevelopment will need to be processed under the provisions of the Crown Lands Act 1989.
5.6.4. Existing License for Investigation of Marina Expansion

Port Macquarie Marina currently holds a license for the purposes of site investigations for submerged land adjoining Westport Park and the existing Marina (adjoining Lot 1 DP 1061495 and Lot 7002 DP 96365).

This license enables the undertaking of detailed investigations into the feasibility of expanding the extent of the marina berths into the Hastings River. The proposed ultimate use for marina purposes is consistent with the objectives of this PoM. Final authorisation will be subject to current legislative planning processes and approvals.

Subject to the investigation addressing environmental and planning constraints as well as navigation issues LPMACrown Lands enter into leasing negotiations with the marina lessee. Continued public access to and enjoyment of the full length of the foreshore in Westport Park will also need to be maintained. Negotiations to include provision of public benefit works, as discussed above.

5.6.5. Existing License to Maritime Rescue NSW

Maritime Rescue NSW currently holds a licence for a jetty, pontoon and slipway adjoining its headquarters at Westport Park adjoining Lot 1 DP 1064060.

This body provides an important community function. Should the organisation seek to consolidate to its Westport Park complex LPMA/Reserve Trust to consider any additional requirements.

5.6.65. Leasing, Hastings River Fishermen’s Co-operative 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. It has been issued as a 5-year license expiring in 2012 pending completion of planning for the area including the adjacent Crown reserves.

LPMACrown Lands, in issuing the licence, recognises the important role of the Co-op in the community. Research also recognises that the local fishing industry is in decline. This may be due to a number of reasons including the creation of coastal Marine Parks and other restrictions on commercial fishing, and is evidenced by the number of Co-Op moorings recently relinquished in the area.

The current building is affected by structural issues and will require major renovation and or complete rebuilding. The Fish Co-Op, although diminishing in membership, mooring requirements and harvesting zones, has indicated the desire for housing
within an expanded premise with increased catering opportunities, including a
restaurant on the waterfront and with provision for short-term mooring for patrons.
Security of tenure by way of lease may assist the Co-Op here but an alternative wider
focused commercial EOI including the Plaza car park, must initially be the
preferred option. That EOI will still provide for the Co-Op and the community’s wish to
retain a Co-Op interest).

This PoM, initially at least, supports the latter and proposes that provision for a new
Co-Op premises be made within the broader EOI proposal for this precinct (refer to
Illustration 21–18 for a concept design, including the desired location for the new
facility). It is further recommended that LPMACrown Lands closely control any
commercial leasing and rent arrangements involving the Co-Op while still recognising
that ongoing rents should reflect the current market value of the proposed location.

5.6.76. Leasing, 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.
However, it is noted that there is some overlap between this museum and the second
Mid North Coast Maritime Museum housed in a cottage at the eastern end of Stewart
Street, above Town Beach. The potential to consolidate the two facilities into a single
museum venue should be investigated.

The historic significance and presence of the Pilot Boatshed will be retained
irrespective of any changes to the tenancy.

5.6.87. Licenses for Commercial CBD Moorings

A number of licences currently exist for business purposes, including for commercial
tour operators (refer “Land to Which this Plan Applies” for detailed information). These
licences were issued as 2-year licences pending completion of planning of this PoM
and expired on 31 March 2011. Interim licenses have been issued.

In the medium to long term, it is recommended that all licences in relation to the CBD
moorings (Part Lot 7082 DP 1095799) be discontinued or withdrawn. This is
consistent with the proposed relocation of commercial moorings to the western edge of
Kooloonbung Creek harbour. It is recommended that the future release of licences for
new commercial moorings be through a tender process or linked to the broader
concepts for the area with private sector involvement.
Licences for commercial operator moorings on the eastern side of the Kooloonbung Creek harbour may be an option that may be considered on a merit basis. A strong commercial case would need to be demonstrated and granting of such a licence would consider the context of achieving an integrated development outcome.

Future licences should include clauses to prohibit on-site ticketing and re-enforce ticket sales through a single common ticket office which will be managed independently from tour operators/ licensees. Alternatively to using the integrated ticketing office on the western side of Kooloonbung Creek harbour, LPMA Crown Lands may consider proposals by operators to ticket from commercial premises in the Plaza Car Park site redevelopment if a strong commercial case can be demonstrated, such as potentially greater passing trade.

The existing commercial wharf may retain its ticketing function as an interim solution until a central ticket facility is established through the redevelopment of the western side of the Kooloonbung Creek harbour, and LPMA Crown Lands can demonstrate that commercial viability will not be compromised by a new integrated ticketing office.

5.6.98. Existing License for Lady Nelson Wharf

PMHC currently holds a licence for the Lady Nelson Wharf, Lot 718 DP 1066284.

This license should be reviewed in the short term. This is to ensure the realisation of the desired future use of the wharf as a temporary mooring facility for large visiting vessels. However, potential future uses need to be negotiated with PMHC in recognition of the structures high public access and use as a viewing platform together with its prominent location at the seaward entry to Port Macquarie.

No permanent mooring of vessels should be permitted alongside the wharf.

5.6.109. License for 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. Until recently daily management was carried out by the ‘Friends of the Court House’ as a museum. This arrangement allowed the public (in return for a gold coin donation) to access and appreciate the largely intact Court House and its original interiors. Due to the ongoing high maintenance costs, in-principle adaptive re-use of the property for commercial purposes is supported for the purposes of generating an income that assists with the
ongoing maintenance and promotion of the heritage precinct (also refer 5.6.11 NSW Police Station).

Any commercial activities to be incorporated into either the Court House or the surrounding heritage precinct (including other buildings of heritage significance) must be sympathetic to the heritage significance of the site/ precinct and individual buildings.

| 5.6.110. NSW Police Station |

Reserve 210073 is currently reserved for Police purposes. The potential of the existing operative Police Station being moved has been raised, a possibility which would free up the reserve for other uses. This may involve a mix of recreation, community and commercial uses, through adaptive re-use of the buildings and where possible new purpose-built buildings (i.e. to replace the contemporary NSW Police building). It would present the opportunity for the integrated development of the eastern side of Hay Street (Sunset Parade) into a heritage precinct (also refer to 5.6.10). It further represents an opportunity for increased commercial return from these lands, including better activation and passive surveillance of community land in the Town Green.

In the event of the site being vacated by the Police, a brief for Expressions of Interest for commercial redevelopment should be considered in conjunction with major stakeholders. Outcomes of any such process would need to include the realisation and ongoing funding of maintenance of the adjoining historic Port Macquarie Court House and original Police Station. Any development proposed on the site would need to remain sympathetic to the adjoining properties of heritage significance, in terms of scale, character and use.

| 5.6.121. Leasing, 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.

In general terms, there should be ongoing liaison between LPMACrown Lands and the lessee to ensure the lease purpose remains flexible and relevant to changing tourism trends. Other items to be discussed and resolved include:

- the potential for an increased number of events permissible per year, including reviewing the types of events that may take place. This would also require consultation with PMHC and stakeholders to ensure potential concerns of
neighbours and the general community are taken into consideration and managed properly.

- resolving location, signposting and management issues with regard to the provision of dedicated cycleway within the lease generally along Breakwall Drive.

- provision of kiosk facilities at the eastern side of the park.

There may also be a need for Sundowner to engage in negotiations with PMHC regarding the maintenance of adjoining lands at the foot of Allman’s Hill and Mrs York’s Garden.

### 5.6.312. Other Potential Future Leases and Licences

#### 5.6.4312.1. Leases for Areas surrounding Kooloonbung Creek Harbour

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

This PoM supports Leases entering into leasing and other dealings for the purposes and sites mentioned above, insofar as it would support the implementation of the desired outcomes of this PoM. Granting of such land dealings will be through an EOI process having regard also to partnership agreements that may need to be resolved with other landowners in the area.

#### 5.6.4312.2. License for a Kiosk at Marine Park Town Beach Reserve

The management/operation of a café, kiosk or mobile vending facility at the proposed regional playground in Marine Park Town Beach Reserve will be under license from the Park’s Reserve Trust manager. This PoM supports the issuing of an appropriate license to a private operator for the management of the facility, as determined by an EOI process.

#### 5.6.4312.3. Lease to Westport Club

The provision of outdoor dining at the Club is supported in principle by this PoM.
5.6.4 Tender Mobile Activities

LPMA Crown Lands and/or Reserve Trust Trust to limit and license exclusivity of mobile commercial operators such as surf schools, fitness activities, personal trainers, vendors etc by a formal tender process which also identifies areas limited for such operations.

5.7. Additional Purposes Authorised on Adoption of this Plan

While the declared purpose of the Hastings Regional Crown Reserve is broad, there is a need to provide some more specific direction as regards use of some included Crown lands. To better explain and achieve the outcomes and management strategies specified in this PoM, the following additional purposes will be authorised on adoption of this Plan, in accordance with Section 112 of the Crown Lands Act 1989.

- **Reserve No. R1011488**
  (Kooloonbung Creek Harbour, western harbour foreshore and Plaza Car Park Site):
  *Port Facilities, Tourism Facilities and Associated Services; Urban Services and Business Purposes*

- **Part Reserve No. R1012048**
  (including Lease 339047 (Port Macquarie Marina), Licence 412595 (Port Macquarie Marina)):
  *Port Facilities, Tourism Facilities and Associated Services; and Business Purposes*

Any proposed uses in accord with the authorised additional purposes, will be subject to current legislative planning processes and approvals at the time of implementation.

5.8. Funding

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

Identified sources of funding for work under this Plan could include:

- Income and development contributions generated from commercial activities, including leases and licences both by LPMA Crown Lands and its Reserve Trusts. This would also include agreed public benefit works as part of commercial developments, including redevelopment of the Plaza Car Park site and redevelopment of the Port Macquarie Marina.

- Development contributions and funding arrangements as identified by PMHC in its Port Macquarie Final Vision and Masterplan 2009 (9.2 Funding and Partnerships - page 45).

- Public Reserve Management Fund (LPMACrown Lands)
- Specialised funding or grants from both State and Federal Governments e.g. Commonwealth Enviro fund etc.
- Contributions/ sponsorship from the private sector.

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

5.9. Management Action Plan

The Management Action Plan identifies strategies and actions aimed at implementing the Specific Management Objectives and 7 Year Vision for Precinct A outlined this PoM.-For the purposes of the Action Plan, the objectives have been further shortened and refined, as follows:

1) to better utilise valuable 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 support and enhance the demand for retail, accommodation and hospitality in the area; and

4) to improve boating facilities moorings and boating in the Hastings River and to open up sections of the water body for active water based recreation

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

- Short 0 – 3 years
- Medium 3 – 6 years
- Long 7 > years
5.9.1.1. **Objective 1:**

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

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Action</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Redevelop existing sites and facilities to maximise their potential to contribute to tourism, hospitality, entertainment, accommodation, recreation and related purposes. Redevelopments to address Climate Change issues and initiatives</td>
<td>1. Allow redevelopment and leasing of the Port Macquarie Marina (PMM), within the existing site, into a key hub of recreational, tourism, commercial and maritime activity. Allow limited development into EOI Site 1 (Illustration 20). This further includes provision of some multi-use community facilities, including to house those existing “water-based” community groups at PMM. This includes expansion of mooring facilities into waters off PMM and EOI Site 1. Proposals for development and leasing to provide continuous waterfront public access. The Crown and its PMM tenant to set aside land from within the PMM lease for a precinct based view corridor /public plaza where the Crown can realise the PoM outcomes for limited development within the existing site envelope identified for EOI Site 1 (see Illustration 20).</td>
<td>Short to medium</td>
</tr>
<tr>
<td>Strategy</td>
<td>Action</td>
<td>Timeframe</td>
</tr>
<tr>
<td>----------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-----------</td>
</tr>
</tbody>
</table>
| 2.       | Lease and develop the Kooloonbung Creek harbour into a vibrant and iconic hub of commercial charter boating, community recreation, tourism and retailing (including of fresh seafood). This will occur through redevelopment of the Plaza Car Park, Fish Co-op, and CBD moorings sites for retail/commercial, maritime and tourism uses, as well as the development of the western edge of the harbour for charter boating uses and supporting commercial and recreation activity. All development is to face and address the waterfront, to achieve maximum activation of the foreshore.  

* A more permanent disposal action for the narrow Short Street frontage only to be considered to allow integration with adjacent freehold lands and where the offer of sale realises significant additional public benefit works in the precinct. |
<p>|          |                                                                                                                                          | Medium    |</p>
<table>
<thead>
<tr>
<th>Strategy</th>
<th>Action</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.</td>
<td>Allow a regional playground at <a href="#">Marine Park Town Beach Reserve</a>, to complement the existing skate park and beach use. The playground will need to cater for a wide range of ages and abilities, offering equipment to support a broad range of activities, including development of physical and social skills, creative play and exploration. Make provision for a café/ kiosk building in the design for the playground. The kiosk could be constructed concurrently or following completion of the playground (once demand is greater). In the case of the latter, a mobile vendor could provide this service in the interim. Support redevelopment of the existing kiosk site, and Maritime Rescue NSW facilities, at the southern end of Town Beach in accordance with existing redevelopment proposals. Revenue to assist with the maintenance of the <a href="#">Tacking Point lighthouse Precinct A</a>.</td>
<td>Medium to long</td>
</tr>
<tr>
<td>4.</td>
<td><a href="#">LPMACrown Lands</a> to work with the Sundowner Caravan Park to ensure the whole of the site remains a local iconic destination, continues to meet changing tourism needs and works to increase tourism use and revenue. This includes investigating opportunities for additional or different types of facilities as well as additional events.</td>
<td>Ongoing</td>
</tr>
<tr>
<td>5.</td>
<td>Reconfigure existing trailer and car park east of PMM (see Illustration 20)</td>
<td>Short to medium</td>
</tr>
<tr>
<td>Strategy</td>
<td>Action</td>
<td>Timeframe</td>
</tr>
<tr>
<td>----------</td>
<td>--------</td>
<td>-----------</td>
</tr>
<tr>
<td></td>
<td>65. Maximise the recreation potential of Settlement Point Reserve through expansion of the Reserve to take advantage of available land area without impacting on adjoining natural environs and systems.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td>76. <a href="#">LPMA Crown Lands</a> to work with lessee and Mid North Coast Maritime Museum to discuss the potential for consolidating its activities, options for future land use and for funding ongoing maintenance.</td>
<td>Short</td>
</tr>
<tr>
<td>Improve the public domain along the foreshore</td>
<td>86. Provide more park furniture throughout foreshore reserves, including seating, picnic tables, and lighting.</td>
<td>Ongoing</td>
</tr>
<tr>
<td></td>
<td>97. Future playground upgrades to provide for a variety of play equipment and experience i.e. for various ages and abilities.</td>
<td>Ongoing</td>
</tr>
<tr>
<td></td>
<td>10. As part of Action 1 relocate the “Centenarian Trees”, to ensure they become an integral part of the foreshore landscape and planting theme. Relocation to ensure that key view corridors to the water are maintained.</td>
<td>Short to medium</td>
</tr>
<tr>
<td>Strategy</td>
<td>Action</td>
<td>Timeframe</td>
</tr>
<tr>
<td>----------</td>
<td>--------</td>
<td>-----------</td>
</tr>
<tr>
<td>Enhance the pedestrian experience of the foreshore by providing continuous public foreshore access in the form of the “Port Promenade”.</td>
<td><strong>148.</strong> LPMA<em>Crown Lands and/or Reserve</em> Trust to strongly support and assist in the progressive implementation of the “Port Promenade” i.e. an enhanced landscaped foreshore promenade/boardwalk connecting the many activity centres between Settlement City precinct and Town Beach.</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Reduce the areas of foreshore land and other public land used for car parking</td>
<td><strong>12.</strong> LPMA to require the Westport Club to remove its eastern car park and associated service road located on Crown land.</td>
<td>Short</td>
</tr>
<tr>
<td></td>
<td><strong>13.</strong> Accommodate public parking demand for accessing Westport Park within the reconfigured car park on the EOI Site 1 (refer Illustration 20) and within the Westport Club’s structured car park. Further development of the design for the EOI site 1 car park to include traffic engineering review to ensure safe intersection design, including safety of turning movements into and out of Park Street.</td>
<td>Ongoing</td>
</tr>
<tr>
<td></td>
<td><strong>149.</strong> Following relocation of CBD moorings to Kooloobung Creek harbour, upgrade and transform the area and its facilities for public recreation, including short term recreational moorings and low key events.</td>
<td>Medium</td>
</tr>
<tr>
<td>Strategy</td>
<td>Action</td>
<td>Timeframe</td>
</tr>
<tr>
<td>----------</td>
<td>--------</td>
<td>-----------</td>
</tr>
<tr>
<td>Reduce and minimise areas of foreshore land dedicated to roads and vehicular access.</td>
<td>Rationalise vehicle access to the foreshore by consolidating boat launching facilities adjacent to Port Macquarie Marina (see also Action 17).</td>
<td>Short to medium</td>
</tr>
<tr>
<td>Remove underused, inefficient and poorly located and/or designed infrastructure</td>
<td>Remove boat ramps (and associated road/parking infrastructure) near the CBD moorings (Town Green end) and the Hastings River Fishing Co-op/Plaza car park.</td>
<td>Short /Medium</td>
</tr>
<tr>
<td></td>
<td>Phase out the boat ramp near the Sea Rescue only when alternative facilities are provided elsewhere on the lower Hastings River. Site to be focussed as a canoe and kayak launching facility.</td>
<td>Long</td>
</tr>
<tr>
<td>Balance access to and use of the Precinct with the protection of the area's visual, environmental and recreation values</td>
<td>Seek to maximise car parking capacity in Marine Park Town Beach Reserve through improvements to layout efficiency without further increases in hard pavements.</td>
<td>Medium and ongoing</td>
</tr>
<tr>
<td></td>
<td>Allow use of grassed areas in foreshore reserves for the purposes of accommodating increased parking demand generated by special events. Management of such use would be the responsibility of event organisers/managers. Such use is only to occur on a temporary basis and will be subject to agreement by the reserves’ managers and Council approval processes, where applicable.</td>
<td>Short and ongoing</td>
</tr>
<tr>
<td>Strategy</td>
<td>Action</td>
<td>Timeframe</td>
</tr>
<tr>
<td>----------</td>
<td>--------</td>
<td>-----------</td>
</tr>
<tr>
<td><strong>Provide improved bicycle access</strong></td>
<td><strong>2015.</strong> Ensure redevelopment of the Kooloonbung Creek harbour adopts appropriate environmental controls to avoid any increased pollution of the waterways.</td>
<td>Medium and ongoing</td>
</tr>
<tr>
<td></td>
<td><strong>2016.</strong> Work with relevant agencies to ascertain sources of past and potential future pollution in Kooloonbung Creek harbour. As part of further redevelopment feasibility studies, investigate the potential environmental impact of harbour redevelopment, including but not limited to water and sediment pollution, seagrass beds and habitat, and potential acid-sulphate soils.</td>
<td>Short to medium and ongoing</td>
</tr>
<tr>
<td></td>
<td><strong>2017.</strong> Identify and work with Council to provide a foreshore bicycle link between Westport Park and the Plaza Car Park Site based on current best practice guidelines for accommodating shared use with pedestrians and minimising potential for conflict.</td>
<td>Medium Short</td>
</tr>
<tr>
<td></td>
<td>Support installation of signage to identify the foreshore as a low speed environment and to indicate pedestrians have priority.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td><strong>2017.</strong> Between Town Green and Marine ParkTown Beach Reserve, promote a separate cycle route along “Breakwall Drive”, within the lease area of the Sundowner Caravan Park (i.e. at the foot of the breakwall embankment). The route to exit the Caravan Park at its western gate to Town Green. Access may be controlled during late evening and early morning (to ensure park security).</td>
<td>Medium</td>
</tr>
<tr>
<td>Strategy</td>
<td>Action</td>
<td>Timeframe</td>
</tr>
<tr>
<td>-------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>Develop Reserve areas to maintain flexibility of use and maximise the range of activities that can take place there.</td>
<td>2418. Where practical allow existing hard paved and parking areas to provide for youth activities during periods of low use/ demand.</td>
<td>Short to medium</td>
</tr>
<tr>
<td>Provide for increased tourism and recreation interest through the interpretation of the site’s history and natural environment</td>
<td>2519. Allow improvement to Town Green as a venue for events by providing an improved civic space.</td>
<td>Long</td>
</tr>
<tr>
<td></td>
<td>2620. Ensure any development (including for interpretation and public art) along the foreshore recognises, integrates and maximises opportunities for interpreting the area’s history and cultural heritage.</td>
<td>Ongoing</td>
</tr>
<tr>
<td></td>
<td>2721. Ensure any redevelopment of Gaol Point lookout takes advantage of the topographic potential of the site and raises awareness of the site’s past use for a gaol. Proposals should be low key and emphasise the natural and scenic significance, with building development generally being considered inappropriate. Proposals should be consistent with and complement PMHC’s upgrading of Rotary Park.</td>
<td>Medium to long</td>
</tr>
<tr>
<td></td>
<td>2822. Support increasing awareness of the graves on Allman’s Hill and the site’s importance as Port Macquarie’s first cemetery - while maintaining the low key setting.</td>
<td>Medium to long</td>
</tr>
<tr>
<td>Strategy</td>
<td>Action</td>
<td>Timeframe</td>
</tr>
<tr>
<td>----------</td>
<td>--------</td>
<td>-----------</td>
</tr>
<tr>
<td>Build on the recreation and education potential of natural areas</td>
<td><strong>2923.</strong> Crown Lands and/or Reserve Trust LPMA/Trust to work with stakeholders including PMHC and DECCWOEH to investigate the potential for tourism/educational facilities in natural environments in the form of limited boardwalks, viewing platforms, bird hides and the like.</td>
<td>Medium</td>
</tr>
<tr>
<td>Protect those areas of natural setting as a key contributor to the Precinct’s recreation and tourism values.</td>
<td><strong>3024.</strong> Encourage water and waste management practices that will reduce pollutant loads in the waterway.</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Work with agencies and organisations to coordinate and integrate planning for tourism, recreation and associated facilities</td>
<td><strong>3125.</strong> Support and/or conduct dredging (including environmental dredging) and other navigational improvement activities and flood mitigation works consistent with Appendix 3.</td>
<td>Ongoing</td>
</tr>
<tr>
<td></td>
<td><strong>3226.</strong> Crown Lands and/or Reserve Trust LPMA/Trust to work with Council and other relevant agencies to ensure the foreshore promenade links to and integrates with larger regional pedestrian networks (including LPMA Crown Lands's proposed coastal walk through to Crescent Head and the “Port Macquarie Coastal Walk”).</td>
<td>Short and ongoing</td>
</tr>
<tr>
<td>Strategy</td>
<td>Action</td>
<td>Timeframe</td>
</tr>
<tr>
<td>-------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------</td>
<td>-----------</td>
</tr>
<tr>
<td>Ensure the Precinct continues to meet the current and future needs of both the permanent population and visitors to the Port Macquarie area.</td>
<td>Review this Plan of Management after a maximum of ten years.</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>
### 5.9.1.2. Objective 2:

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

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Action</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve visual links to the waterfront and integrate them with pedestrian linkages</td>
<td><strong>3428.</strong> LPMACrown Lands to work with PMM to provide an improved view corridor through the marina as part of any future marina redevelopment provided that maintains and/or improves existing commerciality.</td>
<td>Short and ongoing</td>
</tr>
<tr>
<td></td>
<td><strong>3529.</strong> As part of any future developments within PMM and elsewhere in the POM, provide a publicly accessible pedestrian link to the foreshore and foreshore promenade. This would need to consider issues such as security, public safety and no loss of commerciality to the Crown.</td>
<td>Short and ongoing</td>
</tr>
<tr>
<td>Enhance pedestrian access and linkages to the foreshore</td>
<td><strong>3630.</strong> Support improved pedestrian connections through Crown land, connecting the surrounding pedestrian path system to the foreshore promenade. In particular:</td>
<td>Short to medium</td>
</tr>
<tr>
<td></td>
<td>Through an EOI process seek to provide a boardwalk or bridge link around Kooloonbung Creek harbour, to complete this missing section of the foreshore path, and avoid people having to use the narrow and unattractive path over the Buller Street Bridge.</td>
<td></td>
</tr>
<tr>
<td>Strategy</td>
<td>Action</td>
<td>Timeframe</td>
</tr>
<tr>
<td>----------</td>
<td>--------</td>
<td>-----------</td>
</tr>
<tr>
<td>Maintain and improve views of the foreshore and waterways</td>
<td><strong>3731.</strong> Locate large vessels within the redeveloped Kooloonbung Creek harbour in locations suitable for their size. Ensure vessels moored around the harbour do not obstruct views from local streets towards the water.</td>
<td>Medium and ongoing</td>
</tr>
<tr>
<td></td>
<td><strong>3832.</strong> Balance the provision of views towards the water with the need for activity (outside seating), shade/ user amenity. The importance of views should not preclude planting along the foreshore. In turn, foreshore planting densities and species to give consideration to the importance of views.</td>
<td>Ongoing</td>
</tr>
<tr>
<td></td>
<td><strong>3933.</strong> In redevelopment proposals for the Plaza Car Park site (including redevelopment of the Fishermen’s Co-op) give attention to views identified in the PMHC <em>Town Centre DCP 2009LEP 2011 and DCP 2011.</em></td>
<td>Short to Medium</td>
</tr>
<tr>
<td>Reduce and minimise the visual and physical impacts of car parking on foreshore public lands</td>
<td><strong>4034.</strong> For any development on or adjoining public foreshore (inc. PMM) that includes the provision of car parking, encourage the provision of structured car parks i.e. all new car parking will be integrated with the building design (either underground or on parking decks) and not visible from the public domain.</td>
<td>Short and ongoing</td>
</tr>
</tbody>
</table>
5.9.1.3. Objective 3:
To support and enhance the demand for retail, accommodation and hospitality in the area.

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Action</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase opportunities, attractions and services for residents and tourists including through the provision of additional commercial uses such as activities with a focus on retail, accommodation, hospitality and tourism/recreation</td>
<td>4135. Crown Lands and/or Reserve Trust LPMA and Trust to work with stakeholders to seek to consolidate Crown lands on the eastern side of Kooloonbung Creek harbour, in order to facilitate unified development across all sites, including the Plaza Car Park, Fish Stare and CBD precinct.</td>
<td>Short to medium</td>
</tr>
<tr>
<td></td>
<td>4236. Develop a brief for Expressions of Interest for the development of the Kooloonbung Creek harbour site(s).</td>
<td>Short</td>
</tr>
<tr>
<td></td>
<td>4337. LMPA/ Licensee to work with Council and other relevant stakeholders, such as the Heritage Office, to develop options to realise a financially self sustaining Port Macquarie Court House heritage premises. Any use, commercial or otherwise, to remain consistent with the heritage significance of the property.</td>
<td>Short</td>
</tr>
<tr>
<td></td>
<td>4438. Following on from, or concurrent with, any establishment of a regional playground in Marine Park Town Beach Reserve LPMA Crown Lands to investigate and lease a kiosk or similar small food outlet at the playground on a temporary, intermittent or permanent basis.</td>
<td>Medium - Long</td>
</tr>
<tr>
<td>Strategy</td>
<td>Action</td>
<td>Timeframe</td>
</tr>
<tr>
<td>-------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>Maxime the potential of existing facilities to cater and enhance for the growing demand in retail, accommodation, tourism and hospitality</td>
<td>4539. In the event of the NSW Police vacating Crown land on which the police station (and associated heritage site) is located then work with relevant stakeholders to develop a brief for Expressions of Interest for commercial redevelopment. Outcomes will need to include the realisation and maintenance funding of a historic precinct incorporating the historic Police Station and the historic Court House.</td>
<td>Long</td>
</tr>
<tr>
<td></td>
<td>4640. Consider footprint options for the redevelop the Fishing Co-Op including as a larger commercial footprint integrated with the Plaza Car Park and Kooloonbung Creek Harbour redevelopment. Incorporate additional commercial ventures such as a restaurant with viewing/dining over the water.</td>
<td>Short</td>
</tr>
<tr>
<td></td>
<td>4741. Support commercial redevelopment and leasing of the Town Beach Kiosk (and Maritime Rescue NSW) while ensuring that redevelopment provides for publicly accessibility amenities.</td>
<td>Short and ongoing</td>
</tr>
<tr>
<td></td>
<td>4842. Encourage variation to leasing arrangements to provide for diversification and redevelopment of the Settlement Boatshed to meet tourism demands.</td>
<td>Short to Medium</td>
</tr>
<tr>
<td>Strategy</td>
<td>Action</td>
<td>Timeframe</td>
</tr>
<tr>
<td>-------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>------------</td>
</tr>
<tr>
<td>Encourage increased public access and use through activation of developments fronting foreshore lands.</td>
<td>4943. Support commercial activation of the western–eastern edge of any redevelopment at and/or adjacent to PMM. The redevelopment will provide an active frontage to the Westport Park, in the form of shops, offices (including related to marina administration) or commercial premises that are accessed from and overlook the park.</td>
<td>Medium</td>
</tr>
<tr>
<td>Establish a unique and iconic identity for the Precinct.</td>
<td>544. Crown Lands and/or Reserve Trust LPMA and its Reserve Trusts – to support Council in its development and implementation of a suite of details for the foreshore promenade and...</td>
<td>Short and ongoing</td>
</tr>
<tr>
<td>Ensure equality of access to the Precinct.</td>
<td>5245. Support the provision of dedicated parking spaces to cater for users with special needs.</td>
<td>Short</td>
</tr>
<tr>
<td>Ensure planning controls, support the current and future intended use of Crown land in Precinct A.</td>
<td>5346. Work within planning provisions, including rezoning of land (if required) and SEPP Infrastructure in progressing (with successful EOI tenderers and lessees) development and change in keeping with this PoM.</td>
<td>Short and ongoing</td>
</tr>
<tr>
<td>Strategy</td>
<td>Action</td>
<td>Timeframe</td>
</tr>
<tr>
<td>----------</td>
<td>--------</td>
<td>-----------</td>
</tr>
<tr>
<td>Use development as a key mechanism for raising the funds required for additional port and recreational infrastructure and other improvements to the public domain in the Precinct</td>
<td><strong>6447.</strong> Assist Council in improving the public domain of the Kooloonbung Creek harbour foreshore through public benefit works resulting from one or more EOI processes for the Plaza Car Park Precinct/Kooloonbung Creek Harbour Precinct and/or other sources.</td>
<td>Medium</td>
</tr>
<tr>
<td></td>
<td><strong>55.</strong> Use any EOI Site 1 development (see Illustration 20) as a means of raising funds to improve Crown infrastructure in the vicinity of PMM and Westport Park, including upgrading of the foreshore and promenade, parking and boat-launching facilities, furniture and play equipment.</td>
<td>Short to Medium</td>
</tr>
<tr>
<td></td>
<td><strong>5648.</strong> Commercial mobile activities such as surf schools, fitness activities, vendors etc be restricted both in numbers and areas of operation through a competitive tendering process. This will include a review of the existing arrangements including the terms of existing consents already issued by Council/ reserve trust managers.</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Ensure maintenance is consistent with the importance of the land</td>
<td><strong>5749.</strong> EOI s to address ongoing maintenance responsibilities and/or funding.</td>
<td>Medium</td>
</tr>
</tbody>
</table>
5.9.1.4. **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.

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Action</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximise and improve boat moorings, anchorage capacity</td>
<td><strong>5850.</strong> Provide for by way of licence an increased opportunity at Quality Sails Resort, and other similar tourism service opportunities, to allow for temporary mooring as well as public drop-off for patrons.</td>
<td>Short</td>
</tr>
<tr>
<td></td>
<td><strong>5951.</strong> Subject to negotiations provide by way of long term lease an expansion of PMM. This is to include wet berths into the Hastings River within the area covered by the Port Macquarie Marina's investigation license. Granting of any lease to follow normal planning processes and approvals under the <em>Environmental Planning and Assessment Act 1979</em> and/or <em>Infrastructure SEPP</em> which will require assessment of the full range of potential environmental impacts including on potential habitat. Where required, dredging is to comply with Appendix 3 Dredging Strategy.</td>
<td>Short to Medium</td>
</tr>
<tr>
<td>Strategy</td>
<td>Action</td>
<td>Timeframe</td>
</tr>
<tr>
<td>----------</td>
<td>--------</td>
<td>-----------</td>
</tr>
</tbody>
</table>
| Relocate commercial moorings to the western side of Kooloonbung Creek harbour and to free up the Town Green foreshore for large visiting vessels. This may include incentives to relocate. Consideration of mooring locations on the eastern side of the new harbour may also be an option that may considered on a merit basis and within the context of achieving and integrated development outcome. Development to also be considered as part of the Kooloonbung Creek Harbour EOI opportunity. Required dredging of the harbour to comply with Appendix 3 – Dredging Strategy.

Provide complementary facilities for the relocated CBD commercial moorings including a one stop single ticket office, kiosk/ restaurant and client waiting facility. As an interim measure until the new integrated ticketing facility is established and the development offers commercial exposure and satisfactory “passing trade”, the existing commercial wharf may retain its ticketing functions subject to all operators complying with the current Code of Conduct.

During the detail design process for the Kooloonbung Creek harbour redevlopment, liaise with (commercial) vessel operators in relation to the siting/ new location of vessels. | Medium |
<table>
<thead>
<tr>
<th>Strategy</th>
<th>Action</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expand maritime options by providing mooring opportunities for large vessels</td>
<td>On any relocation of commercial moorings to the western side of Kooloonbung Creek harbour, convert the existing CBD mooring facility and Lady Nelson Wharf for short-term moorings and for large visiting vessels.</td>
<td>Medium to long</td>
</tr>
<tr>
<td>Extend the network of public pontoons and short-term moorings</td>
<td>Investigate the provision of short-term public moorings at Settlement Point, North Shore Reserve, Pelican Point, CBD moorings, Kooloonbung Creek harbour and Westport Park/PMM.</td>
<td>Short to medium</td>
</tr>
<tr>
<td></td>
<td>Provide short-term and long-term moorings on the east edge of the Kooloonbung Creek harbour.</td>
<td>Short to medium</td>
</tr>
<tr>
<td>Maximise and improve boating and fishing facilities</td>
<td>Consolidate boat launching facilities (including boat ramps and car/trailer parking) to EOI-Site 1 (see Actions 15 and 17). This will involve upgrading of the existing boat-trailer parking facility. Any phasing out of the use of the boat ramp at the Sea Rescue to be subject to agreement with Council.</td>
<td>Short to medium</td>
</tr>
<tr>
<td></td>
<td>Provide/upgrade accessories for recreational fishing such as fishing platforms and cleaning tables.</td>
<td></td>
</tr>
<tr>
<td>Strategy</td>
<td>Action</td>
<td>Timeframe</td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td>Enhance the waterway to ensure maritime vessels have optimal access and open the water body to improve boating access and navigation</td>
<td><strong>6557.</strong> Improve the Port's capacity for larger vessel; recreational boating uses and navigation in the Precinct through dredging and other maritime enhancements subject to compliance with Appendix 3 – Dredging Strategy.</td>
<td>Short and ongoing</td>
</tr>
<tr>
<td></td>
<td><strong>6658.</strong> Improve boat access and navigation on the Hastings River by requiring the relocation of swing moorings to an expanded Port Macquarie Marina and/or to the backchannel north of Sails Resort. Relocation of swing moorings can be achieved at little or no extra cost. While contingent upon the dredging of the backchannel, it provides an affordable alternative to relocating inside the marina. Until navigable access is provided, existing swing moorings will be able to remain in their current locations, to avoid compromising existing boating users/ communities.</td>
<td>Short to medium</td>
</tr>
<tr>
<td>Maximise opportunities for water-based activities other than boating</td>
<td><strong>6759.</strong> Allow increased safe opportunities for the launching of small watercraft including canoes and (sea) kayaks. Locations include EOL Site 1 – Port Macquarie Marina and Sea Rescue boat ramp. Liaise with canoe and kayak tour operators and other relevant stakeholders during the detail design for the Kooloonbung Creek harbour redevelopment, to ascertain detailed needs, requirements and most suitable locations for water access and facilities.</td>
<td>Short to medium</td>
</tr>
</tbody>
</table>
6. References And Bibliography

Ariadne Australia Limited, 2007, Port Macquarie Foreshore Opportunity (Site 1) Detailed Proposal Tender Submission, 02 November 2007, prepared for the Department of Lands

Australian Bureau of Meteorology, Climate Statistics for Australian Locations, Port Macquarie (Bellevue Gardens),

Coastal Council of NSW, NSW Urban Design Advisory Service and Tourism NSW, 2003, Coastal Design Guidelines for NSW, the Council, NSW


Department of Lands, 2006, EOI Port Macquarie, NSW Close date 23 March 2007, the Department, Sydney


Heritage Design Services, Dept of Public Works and Services, Dec 1999, Port Macquarie Archaeology Interpretation Masterplan, prepared for Hastings Council (Report No. 99/12)

Department of Public Works & Services Heritage Design Services, 1999, Port Macquarie Archaeology Interpretation Masterplan. December 1999, prepared for Hastings Council

Department of Planning, 2009, Mid North Coast Regional Strategy, State of NSW South Wales through the Department of Planning
King and Campbell Pty Ltd, 2003, *Draft Port Macquarie Greater CBD Masterplan, July 2003* prepared for Hastings Council, Port Macquarie

King and Campbell Pty Ltd and Craig Teasell Architects, *Rotary Park Redevelopment*, prepared for Hastings Council, Port Macquarie


PDT Architects NSW, 2008, *Proposal for the use of a Portion of the Westport Park in Port Macquarie as an Outdoor Terrace at the existing Westport Club, to Department of Lands*, prepared for the Westport Club, Port Macquarie


Umwelt Environmental Consultants, *Figure 6.1: Proposed Town Beach Concept Plan*

Umwelt Environmental Consultants, *Figure 6.2: Hazard Management*