



Town Centre Master Plan Sub-Committee

Business Paper

date of meeting: Thursday 26 May 2016

location: Emergency Operations Centre
Central Road
Port Macquarie

time: 8.00am

Note: Council is distributing this agenda on the strict understanding that the publication and/or announcement of any material from the Paper before the meeting not be such as to presume the outcome of consideration of the matters thereon.

Town Centre Master Plan Sub-Committee

CHARTER

1. ROLE

- 1.1 The Committee has the responsibility to make recommendations regarding the development, review and amendment as required of the Town Centre Master Plan.
- 1.2 To recommend works priorities – Capital and Maintenance - to Council for the implementation of the Town Centre Master Plan.
- 1.3 To act as a communication conduit between Council and the CBD stakeholders in respect to the Town Centre Master Plan.
- 1.4 Advocate for the Town Centre Master Plan to the community.
- 1.5 To recommend an annual Works Program and Budget to be adopted by Council as part of the IP&R Framework.
- 1.6 To review expenditures of funds raised externally to Council.

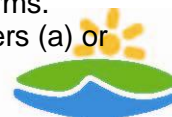
2. DELEGATED AUTHORITIES

- 2.1 To oversee appropriately authorised funds allocated to the Town Centre Master Plan Sub-Committee by Council within the approved budget.
- 2.2 To raise funds other than rates and loans to fund the objectives of the Sub-Committee through partnerships with other stakeholders i.e. Port Macquarie Chamber of Commerce; Tourism Board.
- 2.3 To promote the advantages of the CBD inside and outside the area.
- 2.4 To propose Press Releases promoting, informing and supporting the Town Centre Master Plan project.
- 2.5 From any external funds raised by the Sub-Committee purchase, manufacture, obtain and supply material for the promotion of the CBD.
- 2.6 Establish Working Parties as deemed appropriate.

3. SUB-COMMITTEE MEMBERSHIP

- 3.1 Sub-Committee members will comprise of:
 - Councillor (Chairperson)
 - Council Director Infrastructure & Asset Management
 - Council Group Manager Infrastructure Delivery
 - Council Group Manager Transport & Stormwater Network
 - 1 Community member (b)
 - 2 CBD Landowners (1a + 1b)
 - 1 Port Macquarie Chamber of Commerce representative (a)
 - 1 CBD Trader (a)
 - 1 CBD Trader/Landowner with demonstrated relevant technical expertise (b).
 - 1 Port Macquarie-Hastings Access Sub-Committee representative (a)
 - Non Council Members will be appointed for a two (a) / three (b) year terms. Terms will be staggered so that every year expressions for new members (a) or (b) will be called depending on rotation.

- 3.2 The Councillor appointed to the TCMP will hold the position of Chairperson



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HASTINGS**

- 3.3 The role of the Chairperson shall be:
- Chairperson of meetings of the Town Centre Master Plan Sub-Committee
 - Representative of Sub-Committee, as appropriate
 - Attend Council Sub-Committee meetings, as appropriate
- 3.4 Additional people with specialised relevant background and expertise may be invited to assist the Committee with specific projects and/or time periods as determined by the Committee. These attendees will have no voting rights.

4. MEETINGS

- 4.1 Meetings will be held monthly depending on demand.
- 4.2 Topics for the agenda should be forwarded to the Chairperson no later than 14 days prior to the meeting date.
- 4.3 Meeting agendas will be circulated to members at least 7 days prior to the meeting.
- 4.4 Minutes from TCMP meetings will be circulated to members within 7 days of the meeting having taken place.
- 4.5 Members must declare, in writing, any interest in any report and/or agenda item before the meeting.

5 QUORUM

- 5.1 A quorum will consist of at least 50% plus one members of the committee, at least one of whom must be a full time Council Employee and at least 3 of whom must not be Council members.

6 VOTING

- 6.1 Voting on recommendations are made by consensus and all decisions regarding the allocation of funding for works must be stated precisely for inclusion in the minutes.

7 COMMUNICATION

- 7.1 Members of the Sub-Committee are not permitted to speak to the media as representatives of the Committee unless approved by the Chairperson.
- 7.2 Where approval has been sought from (and granted by) the Chairperson, views and opinions expressed are those of the Town Centre Master Plan Sub-Committee and not of Port Macquarie-Hastings Council.
- 7.3 When endorsement is required from Port Macquarie-Hastings Council, approval must be sought through the formal process.

8 PARENT COMMITTEE

- 8.1 Ordinary Council Meeting.

9 CODE OF CONDUCT

- 9.1 All members of the Committee are to abide by Council's Code of Conduct.



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Town Centre Master Plan Sub-Committee

ATTENDANCE REGISTER

Member	22/04/15	27/05/15	24/06/15	22/07/15	26/08/15
Councillor G Hawkins	A	A	A	✓	✓
Councillor M Cusato (alternate)	✓	✓	A	✓	✓
Councillor R Turner			✓		
Jeffery Sharp	✓	✓	✓	✓	✓
Gary Randall	✓	✓	✓	✓	✓
Brian Buckett	X	✓	A	✓	✓
Brian Tierney	✓	A	✓	✓	✓
Jeff Gillespie	✓	✓	✓	✓	A
Michael Mowle	A	A	A	✓	✓
Michelle Love	✓	✓	✓	✓	✓
Tony Thorne	✓	✓	A	✓	✓
Michaela Sisk (non-voting)	✓	✓	A	X	✓

Member	23/09/15	29/10/15	26/11/15	25/02/16	28/04/16	
Councillor G Hawkins	A	✓	✓	A	✓	
Councillor M Cusato (alternate)	✓	A	✓	✓	✓	
Councillor R Turner						
Jeffery Sharp	✓	✓	✓	✓	✓	
Gary Randall	✓	✓	A	✓	✓	
Jeff Gillespie	✓	✓	✓	✓	✓	
Michael Mowle	✓	A	✓	A	✓	
Michelle Love	✓	✓	A	✓	✓	
Tony Thorne	✓	A	✓	✓	✓	
John Gowing	A	✓	A	A	A	
Sharon Beard	✓	✓	✓	✓	✓	
Les Bailey	-	✓	✓	✓	✓	
Michaela Sisk (non-voting)	✓	✓	✓	✓	A	

Key: ✓ = Present

A = Absent With Apology

X = Absent Without Apology



**PORT MACQUARIE
HASTINGS**

Town Centre Master Plan Sub-Committee Meeting

Thursday 26 May 2016

Items of Business

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**PORT MACQUARIE
HASTINGS**

Item: 01**Subject: ACKNOWLEDGEMENT OF COUNTRY**

"I acknowledge that we are gathered on Birpai Land. I pay respect to the Birpai Elders both past and present. I also extend that respect to all other Aboriginal and Torres Strait Islander people present."

Item: 02**Subject: APOLOGIES**

RECOMMENDATION

That the apologies received be accepted.

Item: 03**Subject: CONFIRMATION OF PREVIOUS MINUTES**

RECOMMENDATION

That the Minutes of the Town Centre Master Plan Sub-Committee Meeting held on 28 April 2016 be confirmed.

PRESENT

Members:

Councillor Geoffrey Hawkins
Councillor Michael Cusato (alternate)
Jeffery Sharp
Gary Randall
Jeff Gillespie
Michael Mowle
Michelle Love
Tony Thorne
Sharon Beard
Les Bailey

Other Attendees:

Peter Jenkins - Senior Works Engineer
Lucilla Marshall - Group Manager Community Place

The meeting opened at 8.04am.

01 ACKNOWLEDGEMENT OF COUNTRY

The Acknowledgement of Country was delivered.

02 APOLOGIES

CONSENSUS:

That the apologies received from John Gowing and Michaela Sisk be accepted.

03 CONFIRMATION OF MINUTES

CONSENSUS:

That the Minutes of the Town Centre Master Plan Sub-Committee Meeting held on 25 February 2016 be confirmed.

04 DISCLOSURES OF INTEREST

There were no disclosures of interest presented.

05 BUSINESS ARISING FROM PREVIOUS MINUTES

CONSENSUS:

That the Sub-Committee:

1. Request the Director Infrastructure and Asset Management follow up with the General Manager's Office the letter from the Boat Shed / Maritime Museum.
 2. Request the Director Infrastructure and Asset Management provide a report on the Council adoption of the Foreshore Walkway Concept Plan to the next meeting.
 3. Request the Director Infrastructure and Asset Management consider ideas for hoarding around the property on the corner Murray and William Street in conjunction with Council's Property and Community Place sections and investigate current maintenance regime and compliance requirements.
 4. Support the distribution of the TCMP CBD books to the Heritage and Maritime Museums for their sale and collection of profits through the Chair and agree to retain approximately 80 books at Council for the use of the Sub-Committee.
-

06 WORKING PARTY UPDATES

CONSENSUS:

That the Sub-Committee receive and note the verbal updates provided by the Group Manager Infrastructure Delivery.

07 TOWN SQUARE UPDATE

CONSENSUS:

That the Sub-Committee:

1. Request the Director Infrastructure and Asset Management provide a report to the next meeting regarding project signage to promote the Town Square project, noting that this may fit into a larger community engagement program.
 2. Include the Town Square Project in future Business Arising to the Sub-Committee to report on the progress of project studies and risks.
-

08 TCMP PROJECT PRIORITISATION

CONSENSUS:

That the Sub-Committee:

1. Request this report become a standing item to lead all future agendas.
2. Request the Director Infrastructure and Asset Management reassess the structure and purpose of the Working Groups and present a refined program for review at a future Sub-Committee meeting.

09 CURRENT FOOTPATH SPECIFICATIONS AND OPTIONS FOR ENSURING QUALITY FINISHES

CONSENSUS:

That the Sub-Committee request the Group Manager Infrastructure Delivery pursue ensuring Development Conditions relating to CBD footpath works include the review of a test panel.

10 CLARENCE STREET LANDSCAPING PLAN

CONSENSUS:

That the Sub-Committee:

1. List Clarence Street Landscaping upgrades as a future TCMP project.
2. Move forward with landscaping upgrades to revitalise Short Street utilising current budget allocations to progress replacement of vegetation species within the existing infrastructure footprint, including the provision of low lying vegetation to limit pedestrian access.
3. Request the Director Infrastructure and Asset Management provide a report to a future meeting regarding an overall landscaping plan for the entire CBD.

11 GENERAL BUSINESS

There has been a reimbursement of funding for the cleaning of paint works to the southern end of Hay street.

Jeff Gillespie proposes that the Sub-Committee invite Brian Tierney to assist the Sub-Committee with the progression of the Town Square and Town Green projects through his expertise in these areas.

EOI for a community member, CBD landowner and CBD trader/landowner with demonstrated relevant technical expertise will be advertised in June 2016. Membership for the Sub-Committee is subject to Council approval.

The meeting closed at 10.20am.

Item: 04
Subject: DISCLOSURES OF INTEREST

RECOMMENDATION

That Disclosures of Interest be presented

DISCLOSURE OF INTEREST DECLARATION

Name of Meeting:

Meeting Date:

Item Number:

Subject:
.....

I, declare the following interest:

☐**Pecuniary:**

Take no part in the consideration and voting and be out of sight of the meeting.

☐**Non-Pecuniary - Significant Interest:**

Take no part in the consideration and voting and be out of sight of the meeting.

☐**Non-Pecuniary - Less than Significant Interest:**

May participate in consideration and voting.

For the reason that:

.....

Signed: Date:

(Further explanation is provided on the next page)

Further Explanation

(Local Government Act and Code of Conduct)

A conflict of interest exists where a reasonable and informed person would perceive that a Council official could be influenced by a private interest when carrying out their public duty. Interests can be of two types: pecuniary or non-pecuniary.

All interests, whether pecuniary or non-pecuniary are required to be fully disclosed and in writing.

Pecuniary Interest

A pecuniary interest is an interest that a Council official has in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to the Council official. (section 442)

A Council official will also be taken to have a pecuniary interest in a matter if that Council official's spouse or de facto partner or a relative of the Council official or a partner or employer of the Council official, or a company or other body of which the Council official, or a nominee, partner or employer of the Council official is a member, has a pecuniary interest in the matter. (section 443)

The Council official must not take part in the consideration or voting on the matter and leave and be out of sight of the meeting. (section 451)

Non-Pecuniary

A non-pecuniary interest is an interest that is private or personal that the Council official has that does not amount to a pecuniary interest as defined in the Act.

Non-pecuniary interests commonly arise out of family, or personal relationships, or involvement in sporting, social or other cultural groups and associations and may include an interest of a financial nature.

The political views of a Councillor do not constitute a private interest.

The management of a non-pecuniary interest will depend on whether or not it is significant.

Non Pecuniary – Significant Interest

As a general rule, a non-pecuniary conflict of interest will be significant where a matter does not raise a pecuniary interest, but it involves:

- (a) A relationship between a Council official and another person that is particularly close, for example, parent, grandparent, brother, sister, uncle, aunt, nephew, niece, lineal descendant or adopted child of the Council official or of the Council official's spouse, current or former spouse or partner, de facto or other person living in the same household.
- (b) Other relationships that are particularly close, such as friendships and business relationships. Closeness is defined by the nature of the friendship or business relationship, the frequency of contact and the duration of the friendship or relationship.
- (c) An affiliation between a Council official an organisation, sporting body, club, corporation or association that is particularly strong.

If a Council official declares a non-pecuniary significant interest it must be managed in one of two ways:

1. Remove the source of the conflict, by relinquishing or divesting the interest that creates the conflict, or reallocating the conflicting duties to another Council official.
2. Have no involvement in the matter, by taking no part in the consideration or voting on the matter and leave and be out of sight of the meeting, as if the provisions in section 451(2) apply.

Non Pecuniary – Less than Significant Interest

If a Council official has declared a non-pecuniary less than significant interest and it does not require further action, they must provide an explanation of why they consider that the conflict does not require further action in the circumstances.

SPECIAL DISCLOSURE OF PECUNIARY INTEREST DECLARATION

By <i>[insert full name of councillor]</i>	
In the matter of <i>[insert name of environmental planning instrument]</i>	
Which is to be considered at a meeting of the <i>[insert name of meeting]</i>	
Held on <i>[insert date of meeting]</i>	
PECUNIARY INTEREST	
Address of land in which councillor or an associated person, company or body has a proprietary interest (<i>the identified land</i>) ⁱ	
Relationship of identified land to councillor [Tick or cross one box.]	<input type="checkbox"/> Councillor has interest in the land (e.g. is owner or has other interest arising out of a mortgage, lease trust, option or contract, or otherwise). <input type="checkbox"/> Associated person of councillor has interest in the land. <input type="checkbox"/> Associated company or body of councillor has interest in the land.
MATTER GIVING RISE TO PECUNIARY INTEREST	
Nature of land that is subject to a change in zone/planning control by proposed LEP (<i>the subject land</i>) ⁱⁱⁱ [Tick or cross one box]	<input type="checkbox"/> The identified land. <input type="checkbox"/> Land that adjoins or is adjacent to or is in proximity to the identified land.
Current zone/planning control [Insert name of current planning instrument and identify relevant zone/planning control applying to the subject land]	
Proposed change of zone/planning control [Insert name of proposed LEP and identify proposed change of zone/planning control applying to the subject land]	
Effect of proposed change of zone/planning control on councillor [Tick or cross one box]	<input type="checkbox"/> Appreciable financial gain. <input type="checkbox"/> Appreciable financial loss.

Councillor's Signature: Date:

Important Information

This information is being collected for the purpose of making a special disclosure of pecuniary interests under sections 451 (4) and (5) of the *Local Government Act 1993*. You must not make a special disclosure that you know or ought reasonably to know is false or misleading in a material particular. Complaints made about contraventions of these requirements may be referred by the Director-General to the Local Government Pecuniary Interest and Disciplinary Tribunal.

This form must be completed by you before the commencement of the council or council committee meeting in respect of which the special disclosure is being made. The completed form must be tabled at the meeting. Everyone is entitled to inspect it. The special disclosure must be recorded in the minutes of the meeting.

-
- i. Section 443 (1) of the *Local Government Act 1993* provides that you may have a pecuniary interest in a matter because of the pecuniary interest of your spouse or your de facto partner or your relative^{iv} or because your business partner or employer has a pecuniary interest. You may also have a pecuniary interest in a matter because you, your nominee, your business partner or your employer is a member of a company or other body that has a pecuniary interest in the matter.
- ii. Section 442 of the *Local Government Act 1993* provides that a **pecuniary interest** is an interest that a person has in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to the person. A person does not have a pecuniary interest in a matter if the interest is so remote or insignificant that it could not reasonably be regarded as likely to influence any decision the person might make in relation to the matter or if the interest is of a kind specified in section 448 of that Act (for example, an interest as an elector or as a ratepayer or person liable to pay a charge).
- iii. A pecuniary interest may arise by way of a change of permissible use of land adjoining, adjacent to or in proximity to land in which a councillor or a person, company or body referred to in section 443 (1) (b) or (c) of the *Local Government Act 1993* has a proprietary interest—see section 448 (g) (ii) of the *Local Government Act 1993*.
- iv. **Relative** is defined by the *Local Government Act 1993* as meaning your, your spouse's or your de facto partner's parent, grandparent, brother, sister, uncle, aunt, nephew, niece, lineal descendant or adopted child and the spouse or de facto partner of any of those persons.

Item: 05

Subject: BUSINESS ARISING FROM PREVIOUS MINUTES

Item:	5	Date:	13/07/2015
Subject:	Foreshore Walk		
Action Required:	<ul style="list-style-type: none"> • Director Infrastructure & Asset Management investigate the current Caravan Park Lease with regards to foreshore plans. • Director Infrastructure & Asset Management follow up with General Manager's Office the letter from Boat Shed / Maritime • Director Infrastructure & Asset Management report on Council adoption of Foreshore Walkway Concept Plan 		
Current Status:	MAY 16 <ul style="list-style-type: none"> • Letter received from Mid-North Coast Maritime Museum re Pilot Boatshed. Listed for discussion with DPI - Lands at meeting 2 June 2016. 		
	APR 16 <ul style="list-style-type: none"> • A report was submitted to 20 April 2016 Council meeting following the public exhibition period. Submissions received had minimal impact on the Concept Plan. 		
	FEB 16 <ul style="list-style-type: none"> • Project did not meet National Stronger Regions Fund criteria. • TCMP funds to be used as Council funding component. 		

Item:	5	Date:	27/4/2016
Subject:	Fencing of worksite Cnr William and Murray Streets		
Action Required:	Request the Director Infrastructure and Asset Management consider ideas for hoarding around the property on the corner Murray and William Streets in conjunction with Council's Property and Community Place sections and investigate current maintenance regime and compliance requirements.		
Current Status:	<ul style="list-style-type: none"> • Ongoing 		

Item:	5	Date:	27/4/2016
Subject:	TCMP CBD Books		
Action Required:	Support the distribution of the TCMP CBD books to the Heritage and Maritime Museums for their sale and collection of profits through the Chair		
Current Status:	<ul style="list-style-type: none"> • Chair arranged distribution to Heritage Museum 		

Item:	7	Date:	27/4/2016
Subject:	Town Square Update		
Action Required:	Include the Town Square Project in future business arising to the Sub-Committee to report on the progress of project studies and risks.		
Current Status:	<u>REPORT</u> <ul style="list-style-type: none"> • Geo-tech report • Concept lighting/electrical design • Cultural Heritage Assessment Awarded • Lighting / electrical design and construction tender prepared • Civil Design completion furniture palette • Cultural Assessment complete • Lighting / electrical design and construction tender awarded • Construction 	<u>DUE</u> <ul style="list-style-type: none"> • Mid Apr • Late Apr • Apr • Late Apr • Late May/Jun • May/Jun • July • TBC 	<u>STATUS</u> <ul style="list-style-type: none"> • Complete • Complete • Late May • Complete • On track • On track • On track • On track

Item:	9	Date:	27/4/2016
Subject:	Current footpath specifications and options for ensuring quality finishes		
Action Required:	Request the Group Manager Infrastructure Delivery pursue ensuring Development Conditions relating to CBD footpath works include the review of a test panel		
Current Status:	• Ongoing		

Item: 06

Subject: COMMUNITY FEEDBACK ON FORESHORE PROJECT

Presented by: Infrastructure and Asset Management, Jeffery Sharp

RECOMMENDATION

That the Sub-Committee note the information provided in this report.

Discussion

At the 25 February 2016 TCMP Sub-Committee meeting it was resolved that:

The Project Manager provide a summary of community feedback received on the Foreshore Project to report back to the Sub-Committee.

At the 27 April 2016 TCMP Sub-Committee meeting it was resolved that:

The Director Infrastructure and Asset Management provide a report on the Council adoption of the Foreshore Walkway Concept Plan to the next meeting.

In line with this resolution this report is to provide a summary of the comments received from the public.

At the 20 April 2016 Ordinary Council meeting a report on the community feedback received during the exhibition period of the Foreshore Walkway Concept Plan was presented.

The public exhibition, 7 January to 19 February 2016, saw 14 written submissions received. The Council report is attached for the Sub-Committee review.

Council resolved at this meeting:

1. *Note the submissions for the Concept Plan for the Foreshore Walkway Town Green to Kooloonbung Creek footbridge and the impact of them on the exhibited concept plan.*
2. *Adopt the Foreshore Walkway Town Green to Kooloonbung Creek footbridge plan.*

Attachments

1 [View](#). Council report April 2016

2 [View](#). Foreshore Walkway Concept Plan

AGENDA

ORDINARY COUNCIL
20/04/2016

Item: 13.05Subject: CONCEPT DESIGN FORESHORE WALKWAY TOWN GREEN TO
KOOLONBUNG CREEK FOOTBRIDGEPresented by: Infrastructure and Asset Management, Jeffery Sharp

Alignment with Delivery Program

5.1.1 Plan, investigate, design and construct road and transport assets which include pedestrian, cyclist and vehicular needs.

RECOMMENDATION**That Council:**

1. Note the submissions for the Concept Plan for the Foreshore Walkway Town Green to Kooloonbung Creek footbridge and the impact of them on the exhibited concept plan.
2. Adopt the Foreshore Walkway Town Green to Kooloonbung Creek footbridge plan.

Executive Summary

A project for the detailed design of a foreshore walkway from Town Beach to the Kooloonbung Creek footbridge was initiated by the Town Centre Master Plan (TCMP) Sub-Committee. The concept design has been exhibited on the section of walkway between Town Green and the Kooloonbung Creek footbridge.

It was originally proposed to separate Council and Department of Primary Industries - Lands (DPI - Lands) initiatives, however, following recent confirmation from DPI - Lands of their support of a unified design, the initiatives have been combined.

At the 16 December 2015 Ordinary Council meeting in item 13.02, Council resolved:

That Council:

1. Note the information contained in this report relating to the preparation of the Concept Plan for the Foreshore Walkway Town Green to Kooloonbung Creek footbridge.
2. Place the Concept Design for the Foreshore Walkway Town Green to Kooloonbung Creek footbridge on public exhibition for the period of 7 January 2016 to 19 February 2016.

Accordingly, the concept was exhibited between 7 January and 19 February 2016.

This report presents the community submissions and comments from Council staff and DPI - Lands in response to those submissions, however overall, the concept plan appears to have been well received by the community.

AGENDA

ORDINARY COUNCIL

20/04/2016

Discussion

The public exhibition saw 14 written submissions ranked from positive - 5, constructive or neutral - 2, and specifically negative - 2, the results of which are provided below.

Options

Council can accept, reject or amend these recommended responses.

Community Engagement & Internal Consultation

Submission	Issue
1. Rosalie McIlrick	Improvement to the area is to be commended but I feel it is a great shame to lose the Fisherman's Coop. An aspect that puzzles me is the raised walkway through Town Green. An improved path would be an asset and would not interfere with the look of the area. If people are sitting on the grass behind the raised walkway would their view be obstructed? At present there is a natural line from the grass to the water making it a pleasant place for picnics and just enjoying the view. A raised walkway would also cause problems with grass cutting and maintenance. The safety of children playing nearby and on the walkway seems to be a new issue that does not exist with the path. Thank you for the opportunity to comment.
Response / Comment:	<i>Whilst the 'Town Green' will be the subject of a future exhibition, the concept plan identifies connection to a proposed raised walkway fronting the River. The raised walkway is required to ensure minimal impact is imposed on the root system of the existing Norfolk Pines. No impact on concept plan.</i>
2. Ron Tisdell	That's right more money for port, While we put up with bad roads the council can always find money for port.
Response / Comment:	<i>There are currently no commitments to complete the improvement works from Council's revenue. No impact on concept plan.</i>
3. Diane & Denis Boyce	We would like to see as part of the foreshore development some kind of water feature for the children. Similar attractions at Cairns and Townsville are very popular and free. At the moment there is nothing like this on the north coast, The Entrance has a wonderful water park for children and it is extremely well used and no lifeguard is necessary. There are not enough free things for families to do in and around Port and we think this water park would be a great addition to Port Macquarie and would like it to be considered in the planning. More parking is also required around Port Macquarie, especially for tourists with caravans, at the moment there is no where for travellers to stop and enquire, the tourist information centre at the glasshouse is not suitable, and should be moved to where caravan can safely stop and get information. Perhaps council could think about this suggestion also as tourists are a major part of the community and town. Could parking be arranged at the old

AGENDA

ORDINARY COUNCIL
20/04/2016

Submission		Issue
		woolworths site (food for less) to accommodate caravans, perhaps in the foreshore development, Thank you
	Response / Comment:	<p><i>Comments regarding the water park have been noted.</i></p> <p><i>Council continues to investigate opportunities for parking efficiency including caravan users.</i></p> <p><i>Council recognises some loss of parking in the area however, are seeking to minimise this impact by rationalising the remaining parking in the area outside the concept plan footprint. Parking will be further developed during detailed design.</i></p> <p><i>No impact on concept plan.</i></p>
4.	Sarah Rowsell	<p>I would just like to know where you are going to accommodate the car parks that you are removing. This area is the only place people can park in order to access the foreshore and town particularly those that are disabled or have children. You say you are making it more accessible, however you are taking away the main necessity for people to access this area, parking. It is already an issue when there is an event or if it is a weekday, and you are going to make it worse by diminishing the amount of car parking spaces. I do not agree with taking out car parks for more cafes as it will just cause more congestion around this area.</p>
	Response / Comment:	<p><i>Council recognises some loss of parking in the area however, are seeking to minimise this impact by rationalising the remaining parking in the area outside the concept plan footprint. Parking will be further developed during detailed design.</i></p> <p><i>Overall it is considered that improved foreshore access and embellishment will allow patrons to park and access the area via the new walkway. Impacts on parking are noted, however overall embellishment is considered more positive than the modification to parking in the immediate area.</i></p> <p><i>No impact on concept plan.</i></p>
5.	Steven & Karen Burt (Commercial Fishing)	<p>I supply attached rough drawings for consideration. These documents have also been forwarded to Phil Fogarty of the Crown Lands Department in Coffs Harbour. The drawings, measurements and layout are not to scale and are what I can envisage as workable for blending with the foreshore needs and the future growth of the Commercial Fishing industry. After discussing this matter with Mr Fogarty, I am hoping to meet with Crown Lands Wharf Engineer in the near future and also I offer my services to an Engineering Committee that I believe is being set up along with a harbour user group. Please contact me if this is not clear. Kind Regards Steven Burt</p>
	Response / Comment:	<i>Crown lands will consult Mr Burt about design of wharf refurbishment.</i>
6.	Port Macquarie Chamber of Commerce	<p>The Port Macquarie Chamber of Commerce welcomes the opportunity to respond to the Port Macquarie Foreshore Walkway: Town Green to Kooloonbung Creek Footbridge Concept plan which is currently on public exhibition.</p> <p>The Chamber has long been an advocate for both the Foreshore activation and generating a vibrant CBD experience with more "feet</p>

AGENDA

ORDINARY COUNCIL
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Submission	Issue
	<p>on the street".</p> <p>The Chamber applauds the plan's objectives to create an attractive pedestrian walkway that provides for a variety of users, while enhancing the amenity of the space and to encourage improvements and enhancements of the wharf and mooring area. The proposed plan does consider and respect the visual aspects of the area and improves pedestrian connectivity adding to our sense of place as a desirable destination and supports further activation of the Foreshore and CBD with provisions for events and increased pedestrian traffic. The plan indicates the revision and potential removal of parking spaces. The Chamber encourages the Council to retain parking spaces as a priority given the ongoing stress on parking in the CBD particularly during peak tourism times.</p> <p>A shared ticket office appears to be of concern to some current water operators who have made significant investment to develop independent ticketing services. Further investigation into a shared ticketing service should be undertaken with consideration of the impact on water operators.</p> <p>Coach / bus movement and parking should also be considered in the plan for future tourism development and to increase transport linkages.</p> <p>The Chamber supports the water operators to remain in current positions with direct alignment with the CBD, as we have stated previously in our Foreshore Plan of Management Submission. The Chamber also supports future planning for increased activity on the waterfront both with increased moorings, along with access for fishing and other recreational activities.</p> <p>The Chamber strongly encourages good communication with the Business and wider community and timing of works are considered to ensure assist in minimising access issues and disruption to business.</p> <p>Overall, the Chamber supports the progression of this plan and recognises the work of Council, the TCMPC and local operators in activating the waterfront and planning for continued growth and improved services in this regard.</p> <p>The Chamber would like to highlight the role of the TCMPC as an integral part of keeping our CBD vibrant and attractive to live, work and play and support any future involvement the TCMC may play in progressing the implementation of the overall Foreshore Master Plan.</p>
Response / Comment:	<p><i>Crown Lands and Council staff note strong objection to the notion of a central ticketing office and concede that without support of the commercial operators then the concept could not be successfully implemented.</i></p> <p><i>It is understood that the idea of a central ticketing office was in response to longstanding conflict on the water front between commercial operators and complaints of soliciting. These problems have been resolved through the appointment of a head licensee over all 17 moorings.</i></p> <p><i>Crown Lands and council staff are satisfied that the CBD moorings should remain because there are no suitable alternative locations to relocate the vessels and the commercial vessels activate the space and create a point of interest for visitors. The style of moorings will</i></p>

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	<p>remain unchanged because the cat walks provide the most economic use of available space noting the proximity to the navigation channel which eliminates the option for floating pontoons. The TCMP will continue to play a strong role in the development of plans and potentially delivery of improvements along the foreshore. Council recognises some loss of parking in the area however, are seeking to minimise this impact by rationalising the remaining parking in the area outside the concept plan footprint. Parking will be further developed during detailed design. Concept Design, impact on ticketing office.</p>
<p>7. Paul Dirago</p>	<p>Port Macquarie Foreshore Walkway Concept Plan - February 2016</p> <p>Essential improvements to the Foreshore Walkway are overdue so the Concept Plan is welcomed as an important step. Comments and Questions: Attractive lighting for pedestrian access is vital to making the most of a rare opportunity. There are many examples where other Councils have done it well by creating a safe and attractive atmosphere for people. Some are Cardwell and Caloundra where bollard lights feature on timber walkways. There should be an opportunity for people to fish from the foreshore walkway and wharf. Where is there provision for a replacement fresh seafood outlet? The number of seats could be increased with all having adequate sun protection. How certain are the proposed line of sight protections against a development on the public car park affecting the walkway? The public consultation process has not addressed the many uncertainties about the intentions of Crown Lands in areas of their control, for example, details of a new marina and the important question of public access to it. Where is the parking for visitors with caravans? One al fresco café is not enough. What are the project costs and timeframe? What commitment from the State Government? Any provision in Council's draft 2016/2017 Budget and operating plan? Information on these points and on progress plans would be appreciated.</p> <p>Response / Comment: <i>The concept proposes a schematic layout only. Details about final design, environmental assessment and planning approval and investment of public and or private funds have not yet been considered.</i></p> <p><i>DPI lands as the asset owner is committed to refurbishing the wharf after demolition of the Fisherman's Co-op building.</i></p> <p><i>Lighting is to be considered in the detailed design; however attractive lighting will be an essential component.</i></p> <p><i>Building height controls are currently managed under the Port Macquarie-Hastings Local Environmental Plan 2011 (LEP). The LEP has more statutory weight than Council's Development Control Plan. Any variation to building height greater than 10% of a standard has to be determined by full Council. The impact on view lines would be a key consideration for any development of the car park site.</i></p> <p><i>No impact on concept plan.</i></p>
<p>8. Port Macquarie-Hastings Access Sub-</p>	<p>The Port Macquarie-Hastings Access Sub-Committee reviewed the proposal at the Committee meeting on Mon 15 February 2016. The Committee are unanimously supportive of the proposal and congratulate the Council team and TCMP on this plan. The Committee are delighted to see that the proposal improves access for people with disability. Please ensure that the footpath complies to</p>

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	Committee	Australian Standards in regards to cross-fall. There was some discussion about if there was a need for kerb rail along the river side of the footpath, however this was deemed to be a possible tripping hazard and if the cross-fall is compliant then this was not needed. The Committee requests involvement in the design of any future plans that include al fresco dining as the Committee champions the inclusion of an accessible (wheelchair friendly) public toilet to be installed on site. Thank you
	Response / Comment:	<i>All detailed designs will incorporate and comply with applicable Australian Standards. No impact on concept plan.</i>
9.	Port Jet Anthony & Jodi Heeney	12th February 2016 Submission in relation to the Port Macquarie Foreshore Walkway concept plan. * We object STRONGLY to the idea of a central ticket office this would definitely not work here in Port Macquarie . We need to operate from our berth as this is where we board from, especially important is that we need to operate from our berth for our jet ski park is directly behind our berth and our office staff need to be in a line of sight of the park. There is no way a central booking office would be viable to any of the tourism operators in the commercial moorings, our businesses add to the vitality of the area, tourists love to walk down and have a look at our operation and have a chat. *It is important that there are no parking spaces sacrificed, there is already a dire lack of parking in the cbd area. In summary we are all for the beautification of the foreshores, our only objection is to the central ticketing office this would not work and there is no way this can go ahead. Thank You Anthony and Jodi Heeney PORT JET
	Response / Comment:	<i>Crown Lands and Council staff note strong objection to the notion of a central ticketing office and concede that without support of the commercial operators then the concept could not be successfully implemented. It is understood that the idea of a central ticketing office was in response to longstanding conflict on the water front between commercial operators and complaints of soliciting. These problems have been resolved through the appointment of a head licensee over all 17 moorings. Concept Design, impact on ticketing office.</i>
10.	Michael Forster	Any upgrade of the Town Green to Kooloonbung Creek Footbridge would be incomplete without extending it beyond the footbridge towards Gordon Street and Kooloonbung Creek Nature Reserve. Incorporating the excellent boardwalk with Kooloonbung Creek NR with the foreshore walkway will improve access and appreciation of Port Macquarie's unique town-centre nature reserve.
	Response / Comment:	<i>Comments noted, this is the subject of separate design and construction works being undertaken by the TCMP Sub-Committee.</i>
11.	Frank Stramlic	I have noted that the Foreshore Walkway has necessitated the complete removal of the boat ramp, boat trailer parking and fish cleaning facilities currently available. This will put even more pressure on the Westport Park ramp especially during the increasingly more regular times when this area is being utilised for

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	<p>other activities or is completely closed for use. There are times when it is impossible to park a car and boat trailer at Westport Park due to the amount of cars taking up spaces. The other ramp at the eastern end of Westport Park is useless with no turning facilities and McInerney Park has very limited parking. There seems to be a real lack of respect by this and previous councils for the contribution the local and visiting boating public make to the economy of our town. This is the only major town that I know of in NSW that does not have a dedicated boat launch and parking facility. The current state of the car park at Westport and surrounds is well below adequate with muddy areas during rain and uneven surfaces. It is also a dangerous area as pedestrians are funnelled off a footpath right into the path of vehicles reversing onto the boat ramp. In my opinion if you are going to take away a public facility then you need to put it back somewhere else or expand the current alternatives to make up for the loss. There needs to be an urgent review of Westport Park Boat ramp and car park well before the entire Westport area is investigated as part of the foreshore redevelopment. I will be more than happy to discuss my ideas on this with anyone that is willing to listen.</p>
Response / Comment:	<p><i>Roads and Maritime Services have engaged project managers to assess potential launch sites on the Hastings River. An initial assessment was conducted by Council staff in early April to commence site evaluation as part of Stage 2 of the broader boating plan. This will be the subject of future engagement separate to this proposal.</i></p> <p><i>No impact on concept plan.</i></p>
<p>12. Greater Port Macquarie Tourism Association</p>	<p>The Greater Port Macquarie Tourism Association thanks Council for the opportunity to provide input into the concept plan for the Port Macquarie Foreshore Walkway: Town Green to Kooloonbung Creek Footbridge.</p> <p>We are appreciative and supportive of Council's initiative with the concept plan and wish to thank the Town Centre Master Plan group for their involvement. We are also appreciative of the professional role Ariadne have played in their management of the Town Wharf precinct.</p> <p>Following the meeting on the 8th February involving water operators, the Lands Department and Council we wish to highlight the following points on behalf of the tourism industry and our waterfront operators:</p> <ul style="list-style-type: none"> • At the meeting of the 8th February, were informed that operator's boats will stay in their current location for the foreseeable future. • The need or otherwise for a centralised ticket office was discussed and deemed not practical and most waterfront operators have their offices located on the floating pontoons attached to their operation. It is not practical to have a community booking office. There have been significant capital costs outlaid by operators in the existing structures (floating wharfs, ramps etc.) that have been built specifically for these offices. • There are currently no allocated spots for bus companies to park when trying to access waterfront operators which make it extremely difficult to promote bus tours to the waterfront.

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	<ul style="list-style-type: none"> • It is requested that consideration be given to providing coach parking facilities that are appropriately located and easily accessible for the waterfront. • We support any enhancements that encourage more moorings for casual visitors near the fuel wharf adjacent to the Waters Edge property. • There have been a number of instances of vandalism in the water front vicinity and whilst the proposed development will attract more foot traffic which may likely reduce the incidence of antisocial behaviour it is requested that council install security cameras for night time surveillance. • It would be appreciated if Council can make all waterfront operators aware of the timing of any works to be carried out and in the planning stage take into account the impact on each of the businesses with a view to minimising disruption and access problems.
Response / Comment:	<p><i>Crown Lands and Council staff are satisfied that the CBD moorings should remain because there are no suitable alternative locations to relocate the vessels and the commercial vessels activate the space and create a point of interest for visitors. The style of moorings will remain unchanged because the cat walks provide the most economic use of available space noting the proximity to the navigation channel which eliminates the option for floating pontoons. Crown Lands and Council staff note strong objection to the notion of a central ticketing office and concede that without support of the commercial operators then the concept could not be successfully implemented.</i></p> <p><i>It is understood that the idea of a central ticketing office was in response to longstanding conflict on the water front between commercial operators and complaints of soliciting. These problems have been resolved through the appointment of a head licensee over all 17 moorings.</i></p>
13. Leigh Mansfield	<p>I am writing this submission to the General Manager regarding the proposed upgrading along the Foreshore Walkway Town Green to Kooloonbung Creek Footbridge.</p> <p>The following sections correlate to the numbered yellow circles on the plan below.</p> <p><u>Section 1 Footpath beside Motel</u></p> <p>The location of this footpath will travel through an area of raised ground, over underground main sewerage outlet which would have to be redeveloped and could also affect the foundations of the fence of the motel.</p> <p>A total waste of thousands of dollars which could be better spent. The path which is there now that is running through the park should stay where it is and not be moved, just improved.</p> <p><u>Section 2</u></p> <p>2013 Flood</p> <p>This red line represents where the 2013 Flood reached. As you can see any development along the wharf between this red line and the river would go underwater.</p> <p>Therefore, no one would be able to access the information centre or other businesses.</p>

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	<p><u>Section 3</u> No Cement Footpaths There is NO REASON WHY there needs to be a footpath placed at this location. When the object is for beautification (<i>less cement in parklands</i>) along the foreshores. And I wonder why it has been placed there on the plan having numerous cement footpaths within 20 metres of each other? Unless this footpath has been <u>planned for some reason other than use by members of the public?</u> Why waste money on this particular footpath. In your plan you show "ramp down to existing boardwalk level", <u>so who would benefit from this footpath?</u> THIS BOATRAMP HAS BEEN DECOMMISSIONED SO NO ACCESS IS NEEDED FROM THE ROAD! The whole area around No.3 should be only grass with no cement. We need parkland not cement. The present Town Green Park is all grass at the moment in this area, so why change it? The best place for a footpath is as shown on the plan, the path heading north from the North West corner of the Mid Pacific Motel, straight to the current path through the Town Green Park.</p> <p><u>Section 4</u> Western End of Clarence Street & Northern End Short Street Trucks travel down these road numerous times a day delivering goods to the many businesses that are located there. If this construction goes ahead large signs need to be placed at the intersection of Short Street and Clarence Street informing that no vehicle over 6m can enter this area due to the fact that they will not be able to turn around. This will cause massive disruption to existing businesses in this area.</p> <p><u>Section 5</u> NO – One Stop Ticketing Office Having a one stop ticket office will never work. There are numerous businesses operating along the foreshore section who offer numerous different activities. All these businesses run separate businesses from their individual locations, so you could not have a one stop ticket office. Plus, any buildings built at this location does go underwater when the Hastings River floods. Thus stopping any access to the building. If this development ever did go ahead, you would have to have a building to accommodate at least 20 to 25 people representing all the business. Also the Port Macquarie Hastings Council would have to employ these people as the businesses could not afford it. You would have to have this many people to make it impartial to all businesses that operate along the foreshores. Having this one stop ticket office would cost the local ratepayers a large amount of money that would be better spent elsewhere.</p> <p><u>Section 6</u> Less Car Parking Area Again with all these wonderful developments in Port Macquarie, I can see the local Council still cutting car park areas. At the moment (February 2016) there is no car park areas left and most are totally full each day. I have been informed that within the next 10 years Port Macquarie's population could grow by another 15,000 people. You can spend \$50 — \$100 million on development along the</p>

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	<p>foreshores, but if people have nowhere to park their cars <u>THEY WILL NOT COME!</u></p> <p>The only way out I can obtain the parking area south of Officeworks (which I think is owned by Coles) and build a three level car park there with a grass park on the roof (great views). Or the vacant parcel of land just behind Target in William Street should be a car park linked to Targets car park.</p> <p>If Council could obtain both parcels of land and build car parks on each, it would increase 500 plus car spaces within the CBD.</p> <p><u>Section 7</u></p> <p>DOLPHIN SANCTUARY</p> <p><i>It is well known and documented that the back channel and Kooloonbung Creek is an area where the local dolphins feed, have their babies, teacher babies and sleep during the night. The Department of Primary Industries is fully aware of the marine ecosystem in this area from submissions sent to them in the past. And that the whole area should be fully protected, and listed as a <u>MARINE SANCTUARY</u> all the way around Pelican Island.</i></p> <p>Before any development goes ahead within the foreshore area a Full Three Year Marine Ecosystem Study <u>MUST BE COMPLETED</u> with public input all the way through it. Department of Primary Industries is fully aware that this studies needs to be completed. There are many more marine animals that visit and live in this section of the Hastings River and Kooloonbung Creek. Just some of these animals are Loggerhead Turtle; Leather Back Turtle; Australian Fur Seal; New Zealand Fur Seal; Fairy Penguins and numerous bird life.</p> <p>Also, it is well known that seahorses live within the sea grasses running along the foreshores. <u>Note – seahorses are fully protected under both State and Federal legislation.</u></p> <p><u>Section 8</u></p> <p>Flood Debris Kooloonbung Creek Harbour</p> <p>This so-called harbour area at the entrance to Kooloonbung Creek had logs and debris floating in the area for over 10 weeks after the floods started. Due to tidal flows. Thus, any businesses operating from wharves within this area will have to stop operations during this time, due to Public Safety.</p> <p>By building wharves here and having a flood, damage to any boats parked at these wharves would be excessive, and the PMHC and Department of Primary Industries would be fully accountable for these damages. You have to be aware that floods will come from the Back Channel; the main Hastings River and Kooloonbung Creek. Thus, a very large amount of water within Kooloonbung Creek Harbour area.</p> <p><u>Section 9</u></p> <p>Kooloonbung Creek Harbour Dredge Area</p> <p>If these new wharves go in the flow of water will be greatly changed and you will find that the silt will build up so much weekly at the entrance to the creek.</p> <p>Has Council, spent any money in building a small-scale harbour to see exactly what water will do when redirected by the wharves. Any wharves built on the western side of this harbour will create a</p>

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	<p>nightmare for any boating as sediment will build up in front of them very quickly.</p> <p>Looking at the size of this harbour, you would only be able to allow vessels under the length of 10m to berth there. All larger vessels will have to berth along the foreshores north of Clarence Street.</p> <p>Council should call a meeting with all known skippers of the commercial boats that are operating in Port Macquarie along this foreshore and ask them on what they think and how the boats behave in this area.</p> <p>The proposed development will affect the operation of their vessels.</p>
Response / Comment:	<p><i>Crown Lands and Council staff note strong objection to the notion of a central ticketing office and concede that without support of the commercial operators then the concept could not be successfully implemented.</i></p> <p><i>It is understood that the idea of a central ticketing office was in response to longstanding conflict on the water front between commercial operators and complaints of soliciting. These problems have been resolved through the appointment of a head licensee over all 17 moorings.</i></p> <p><i>The concept proposes a schematic layout only. Details about final design, environmental assessment and planning approval and investment of public and or private funds have not yet been considered.</i></p> <p><i>Planning approval is necessary prior to any works construction and will require detail environmental assessment including a period of public exhibition.</i></p> <p><i>Whilst the 'Town Green' will be the subject of a future exhibition, the concept plan identifies connection to a proposed raised walkway fronting the River. The raised walkway is required to ensure minimal impact is imposed on the root system of the existing Norfolk Pines. Comments regarding the amount of concrete on Town Green are noted and will be reviewed in the detailed design phase.</i></p> <p><i>Council recognises some loss of parking in the area however, are seeking to minimise this impact by rationalising the remaining parking in the area outside the concept plan footprint. Parking will be further developed during detailed design.</i></p>
<p>14. John Fowler Port Macquarie Cruise Adventures</p>	<p>CONCEPT PLAN for Port Macquarie Foreshore Walkway Submission by John Fowler, Cruise boat operator.</p> <p>I am owner/ operator of Port Macquarie Cruise Adventures. I have operated commercial passenger vessels in the Hastings since 1990.</p> <p>In regard to the LAND COMPONENT of the foreshore walkway, it is satisfactory as the concept shows, with the following provisos;</p> <p>1. Full length bench seating needs to be re-installed along the commercial wharf boardwalk adjacent to the passenger carrying commercial operators. PMH Council has a policy of confiscating any temporary chairs placed by operators alongside the boardwalk for elderly or disabled passengers. This policy was initiated by the head of compliance, Tim Atherton and should be revoked in the interim period until permanent seating is installed.</p> <p>2. The current tender process and commencement of a professional wharf manager is working well and the previous management by</p>

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	<p>Taree Lands office must never be allowed to return to Port Macquarie waterfront.</p> <p>3. Current commercial mooring tenants with an established ticket office should not be moved. There has been a proven lack of performance by the current booking system with little or no bookings generated by the Glasshouse since it opened. It is doubtful that impartial central booking staff could understand the complexities of all water based businesses. An information booth (perhaps a brochure display area and courtesy phone to contact operators directly) would assist all tourist businesses but without commission ticket selling. I am sure all cruise boat operators would support this and assist in providing up to date information, brochures, timetables etc. on a display board.</p> <p>4. Businesses with an existing floating office have small vessels and need office storage space for the vast range of equipment needed for their operation.</p> <p>5. In the case of passenger vessels, it is a maritime (RMS) requirement to board vessels via a floating dock, and boarding from a fixed timber wharf is deemed no longer suitable. Charter fishing boats without a floating boarding platform should be moved to a new floating wharf to reduce risk to passengers boarding the vessel.</p> <p>As far as the OVER-WATER COMPONENT of the concept plan I have this to say.</p> <p>The Kooloonbung Harbour project should be scrapped once and for all. The area is simply NOT SUITABLE FOR THE PLAN put forward by the Lands Department (Department of Primary Industries) Plan of Management or the PMH Council. These time wasting plans have been on public display for 15 or more years. In 2011 purchased my business, and then known as Water Bus Co after receiving false and misleading advice from the Council. At the time was a large artists painting of Kooloonbung Harbour displayed in the Council foyer. I discussed the project and architects plan with Trevor Sergeant, the Economic Development Officer at the time. He said it would be completed "within 5 years". I relied on that wrongful advice at the time in deciding to purchase my business.</p> <p>The current Concept Plan and adopted Plan of Management still fail to address many essential issues as follows;</p> <ol style="list-style-type: none"> 1. The feasibility or viability of having a marina in Kooloonbung Harbour for vessel moorings, in particular; <ol style="list-style-type: none"> a. Dredging up the toxic sludge and disturbance of acid sulphate sediment b. Effects on seagrass and the documented existence of seahorses, dolphins and sea turtles in Port Macquarie Harbour c. Size of future vessels. d. Depth required for moorings e. Manoeuvring area required for each vessel in an area of strong tidal and stormwater flow rates. Effects of wind on each vessel. Damage to vessels. f. Future siltation of the waterway by incoming beach sand and stormwater runoff. g. Flood debris, (note the well documented 2013 flood disaster). 2. A toxicology report of the sludge has been requested by Phil Fogarty, Department of Industry, Coffs Harbour office. Where is it?

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	<p>Why has it not been made available for public comment? A simple toxicity test could be done on the oysters around Kooloonbung bridge to test previous contamination.</p> <p>3. Other possible passive recreation uses such as;</p> <p>a. A salt water swimming enclosure with detachable shark netting (dolphin friendly) reaching across the "Harbour" from adjacent to the pump out wharf, then parallel to the footbridge to the Plaza carpark side (all the shallow area now covered by seagrass). The net could be detached in periods of flooding.</p> <p>b. The existing seagrass and colourful marine life make it perfect for Swimming, paddling or snorkelling (classes),</p> <p>c. Addition of an inflatable play island for bouncing, jumping, diving with underwater viewing capability.</p> <p>d. Non-motorised hire craft.</p> <p>I reject the Concept Plan for over-water areas for the reasons above. The on-land improvements will enhance Port Macquarie waterfront sufficiently to stimulate the CBD.</p>
Response / Comment:	<p><i>Crown Lands and Council staff note strong objection to the notion of a central ticketing office and concede that without support of the commercial operators then the concept could not be successfully implemented.</i></p> <p><i>It is understood that the idea of a central ticketing office was in response to longstanding conflict on the water front between commercial operators and complaints of soliciting. These problems have been resolved through the appointment of a head licensee over all 17 moorings.</i></p> <p><i>DPI lands advised at a meeting of vessel owners that bore samples would be analysed for geotechnical assessment.</i></p> <p><i>Planning approval is necessary prior to any works construction and will require detail environmental assessment including a period of public exhibition.</i></p> <p><i>The inclusion of bench seating will be investigated during the detailed designs phase.</i></p>

DPI Lands undertook additional direct engagement with emergency service stakeholders and have further reviewed the waterside layout following that and the public comments received which highlighted.

- Likely environmental issues with a floating pontoon (flooding, navigation depth and sea grass)
- The need to separate recreational use of the public wharf from the operational aspects of loading and unloading vessels.

Accordingly the concept layout was modified slightly and has the following features:

- Public safety through separation of public recreation and vessel loading / unloading
- Generous public wharf deck area to support alfresco dining, family fishing and viewing of the waterway
- L-shaped loading wharf capable of taking vehicles up to 5t and designed to provide high water and low water access (either as a fixed structure or floating pontoon). The loading wharf joins the land at the current dis-used

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boat ramp and will therefore require no change to existing traffic circulation in that area

- Provides two extra moorings for permanent mooring of large vessels (up to 18m) accessible by catwalk
- Sacrifices the currently unusable (shallow) berth next to the co-op wharf
- Tie up for itinerant government vessels - water police and customs

The implications of those modifications are that during the detailed design phase then may be:

- A slight change to the location of the proposed new building
- One existing mooring space which is considered too shallow for practical mooring
- Eliminates the proposed floating pontoon and additional 10 berths but feasibility assessment may have eliminated these in any case

Planning & Policy Implications

The proposed concept design is in direct alignment with the Town Centre Master Plan, as previously adopted by Council.

It is anticipated that future development planning in this area will need to consider any future adopted designs.

Financial & Economic Implications

The development of the concept design has been funded by the TCMP Reserve.

There are no immediate financial and economic implications at this stage. It is anticipated however that once the final concept design has been adopted, works will be considered for more detailed design and inclusion in either future Operational Plans or via grant funding applications for project delivery.

Attachments

1. Foreshore Walkway Concept Plan

**LEGEND**

- 1 Existing 3m wide boardwalk to remain and be repaired as needed. 5m path width is achieved through an additional 2.4m concrete path extension.
- 2 New raised walkway through Town Green
- 3 Important visitor attraction, heritage listed Pilot's Boatshed, given better frontage to boardwalk including interpretive signage and external display of heritage boating items eg anchors. Investigal options to modify building to increase width of pathway and improve access to the entry.
- 4 Revise existing parking layout to give more space to foreshore area. Through access is retained to shared zone
- 5 West End of Clarence Street becomes a focal point for events. 2 centre car parks are removed to move turning head to east, allowing for shared zone at western end with large pergola for shelter over flexible use hardstand area adaptable for stage/ performance space
- 6 Shared zone for minimal parking and delivery vehicle access provides strong north-south linkage along frontages of buildings. This should continue along front of new development at 13.
- 7 Consolidated parking layout to maximise plaza space in front of new Information Centre
- 8 New raised walkway extends over waters edge (min 5m wide)
- 9 Existing mature Norfolk Island Pines to be retained and protected through development
- 10 Chunky timber wharf seating throughout area and into Town Green
- 11 Picnic Shelters
- 12 Sculptural Entry Marker includes retaining wall with strong vertical element
- 13 Footprint for new development with active frontage along entire length
- 14 Fishermen's Co-op demolished and new cafe, information centre, managers office and public toilets built to address boardwalk with sheltered outdoor kiosk dining
- 15 Fishermen's Wharf: provides generous frontage to kiosk, future entertainment space, fishing and passive recreation opportunities. Potential for large sheltered area.
- 16 New moorings for large commercial vessels with L shaped loading wharf for commercial uses, water police and customs
- 17 Option to retain existing cat walks or provide new ramps to floating pontoons
- 18 Existing western jetty provides option for relocating refuelling and other commercial uses incompatible with public access

Item: 07

Subject: TCMP PROJECT PRIORITISATION

Presented by: Infrastructure and Asset Management, Jeffery Sharp

RECOMMENDATION

That the Sub-Committee note the information provided in this report.

Discussion

At the 25 February 2016 TCMP Sub-Committee meeting it was resolved that:

The Director Infrastructure and Asset Management investigate having the TCMP determined priority projects listed within each agenda for reference.

In line with this resolution this report provides the prioritisation list as determined by the Sub-Committee in November 2015 for reference.

This will become a standing report in Sub-Committee meeting agendas from here on.

High Priority Projects:

- 41270.9999 - TCMP Signage Installation
- 41380.9999 - TCMP Landscape Upgrades
- 41385.9999 - TCMP Town Green Masterplan Stage Construction
- 41471.9999 - TCMP Preconstruction Foreshore Walkway - Town Beach to Kooloonbung Creek Bridge
- 41476.9999 - TCMP Banner Poles
- 41480.9999 - TCMP Construction Town Square
- TCMP Construction Foreshore Walkway - Town Green to Kooloonbung Creek Bridge

Attachments

Nil

Item: 08

Subject: WORKING PARTY UPDATES

Presented by: Infrastructure and Asset Management, Jeffery Sharp

RECOMMENDATION

That the Committee receive and note the updates provided by the TCMP Major Projects and Special Projects and Preconstruction Working Parties.

Discussion

Major Projects Working Party Updates

Special Projects and Preconstruction Working Party Updates

Attachments

Nil