

ORDINARY COUNCIL

Wednesday 21 July 2021

Ordinary Council Meeting

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Items of Business

Item	Subject	Page
09.03	INVESTMENTS - JUNE 2021	
	Attachment 1: Port Macquarie-Hastings Council Investment Report - June 2021.....	4
	Attachment 2: Port Macquarie-Hastings Council Valuation Report - June 2021	25
09.04	DEBT RECOVERY POLICY REVIEW - POST EXHIBITION	
	Attachment : Revised Debt Recovery Policy	31
09.05	LOANS TO INCORPORATED SPORTING BODIES & INCORPORATED COMMUNITY GROUPS POLICY REVIEW - POST EXHIBITION	
	Attachment : Current Loans to Incorporated Sporting Bodies and Incorporated Community Groups Policy	35
09.07	DRAFT COMMUNITY STRATEGY PLAN	
	Attachment 1: CSP Engagement Report Summary April 2021	37
	Attachment 2: Draft Community Strategic Plan	51
10.02	RECOMMENDED ITEMS FROM THE MAYOR'S SPORTING FUND SUB-COMMITTEE - JUNE 2021	
	Attachment : Resolution - Item 06 Mayor's Sporting Fund Sub-Committee Meeting 2021 06 24	98
12.05	FERNBANK CREEK AND SANCROX VILLAGES STRUCTURE PLAN	
	Attachment : Gateway Determination - Le Clos Sancrox Planning Proposal	100
12.06	AMENDMENT TO PORT MACQUARIE-HASTINGS LOCAL ENVIRONMENTAL PLAN 2011 - NATURAL DISASTERS RECOVERY CLAUSE UNDER SECTION 3.22 OF THE EP&A ACT 1979	
	Attachment : DPIE Natural Disasters LEP Clause - Guidance for Implementation	104
12.07	POLICY REVIEWS - BEACH DRIVING AND DOGS IN PUBLIC OPEN SPACES	
	Attachment 1: Beach Driving Policy - Adopted 14 08 2018	107
	Attachment 2: Draft Policy - Beach Driving	113
	Attachment 3: NPWS Submission - PMHC vehicles on beaches policy review (undated)	119
	Attachment 4: NPWS Submission - RE Draft Beach Driving Policy (undated).....	125
	Attachment 5: Community Engagement Report - Review of Policy Beach Driving - 15 02 2021	127
	Attachment 6: Public Exhibition Report - Draft Beach Driving Policy - 24 06 2021	160

1 Leadership and Governance

What we are trying to achieve

A community that works together in decision making that is defined as ethically, socially and environmentally responsible.

What the result will be

We will have:

- A community that has the opportunity to be involved in decision making
- Open, easy, meaningful, regular and diverse communication between the community and decision makers
- Partnerships and collaborative projects, that meet the community's expectations, needs and challenges
- Knowledgeable, skilled and connected community leaders
- Strong corporate management that is transparent

How we will get there

- 1.1 Inform and engage with the community about what Council does using varied communication channels
- 1.2 Maintain strong partnerships between all stakeholders - local, state and federal — so that they are effective advocates for the community
- 1.3 Demonstrate leadership
- 1.4 Use innovative, efficient and sustainable practices
- 1.5 Ensure strong corporate and financial management that is transparent and accountable



Monthly Investment Report

June 2021

 IMPERIUM MARKETS	Imperium Markets Pty Ltd ABN: 87 616 579 527 Authorised Representative of Libertas Financial Planning Pty Ltd AFSL 429 718 Phone: +61 2 9053 2987 Email: michael.chandra@imperium.markets Level 9 Suite 02, 3 Spring Street, Sydney NSW 2000



Executive Summary

Compliance

Compliance Measure	Within Policy Limits (Y/N)	Reason if Not Compliant
Term to Maturity	Yes – Compliant	n/a
Counterparty	Yes – Compliant	n/a
Credit Quality	Yes – Compliant	n/a

Performance

As at 30/06/2021	1m (actual)	1m (% p.a.)	FYTD (actual)	FYTD (% p.a.)
AusBond Bank Bill Index	0.00%	0.03%	0.06%	0.06%
Council's Portfolio[^]	0.15%	1.86%	2.05%	2.05%
Outperformance	0.15%	1.83%	1.99%	1.99%

[^]Total portfolio performance excludes Council's cash account holdings. Overall returns would be lower if cash was included.

Impact of COVID-19 to Council's Portfolio

COVID-19 has adversely impacted financial markets, which in turn, has also affected Council's investment portfolio. We provide a quick summary in this section.

With regards to financial markets, shares (equities) experienced a significant correction in March 2020 but have since, recovered substantially due to the unprecedented fiscal and monetary policy support from global central banks and governments. **The RBA cut rates to record lows on 3rd November 2020 to 0.10%.** Despite the Delta variant causing renewed restrictions across several countries (including Australia), equities markets have continued their rally over the course of 2021 driven by the multiple vaccines available and ongoing fiscal and monetary policy easing measures. Longer-term bond yields have risen since the start of the calendar year on the prospects of higher inflation over coming years.

With regards to the medium-longer term outlook for financial markets, of importance is the RBA's outlook and expectations for the Australian economy. They would like to see the following three economic indicators improve before they even consider increasing interest rates:

1. The unemployment rate to drop to around 4.5% (currently it sits at 5.1% and has not been below 4.5% since 2008);
2. "Until actual inflation is sustainably within the 2-3% target range" (it has not been within their target band for the past 5 years); and
3. Wage growth to surpass +3% (it has not been above this level for the past 8 years).

Their current forward guidance suggests conditions for a rate rise are "**unlikely to be until 2024 at the earliest**".

The biggest impact to Council's investment portfolio is with regards to its largest exposure being assets held in bank term deposits, which accounts for around ~91½% of Council's total investment, and cash (~7½% of the total investment portfolio). **The biggest risk that PMHC faces over the medium-longer**



term in this environment is not the potential loss of capital (given all the banks are well capitalised and regulated by APRA), but the rapid loss of interest income as interest rates have plummeted.

Council's term deposit portfolio was yielding 1.78% p.a. at month-end, with a weighted average duration of around 708 days or 1.9 years. **This average duration will provide some income protection against the low interest rate environment over the next 18 months.** As existing deposits mature however, they will inevitably be reinvested at much lower prevailing rates.

We note the current interest rates in the term deposit market:

- The highest deposit rate from any rated ADI in the market is now ~1.50% p.a. for 5 years;
- The highest deposit rates amongst the "AA-" rated ADIs (major banks) is now yielding between 0.40%-1.30% p.a. (depending on term);
- The highest deposit rates amongst the "A" rated ADIs was yielding between 0.70%-1.50% p.a. (depending on term);
- The highest deposit rates amongst the "BBB" rated ADIs was yielding between 0.40%-1.10% p.a. (depending on term).

Given official rates have fallen to record lows, Council is likely to see a rapid decline in interest income over future financial years. Its budgeted income over the medium-longer term needs to be revised to reflect the low interest rate environment. Returns between 0.40%-0.80% p.a. may potentially be the "norm" over the next few financial years, especially if rolling the majority of surplus funds for terms less than 2-3 years. Yields may in fact be lower if electing to invest for terms under 12 months.



Council's Portfolio

Asset Allocation

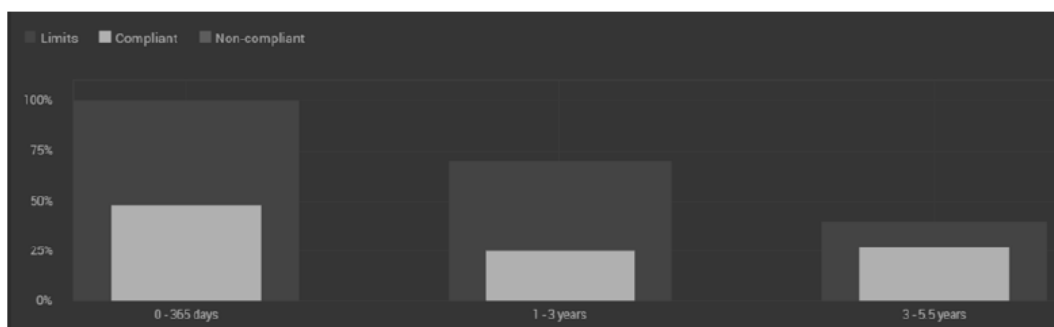
The portfolio is predominately directed to fixed term deposits (91.40%). The remainder of the portfolio is directed to the overnight cash account with Westpac (7.70%) and the single FRN with Bendigo-Adelaide (0.90%).

With the RBA cutting interest rates in November 2020 to 0.10%, the priority should be to lock in any remaining attractive medium-longer dated fixed deposits or senior fixed bonds that may still be available to address reinvestment risk as margins continue to compress.



Term to Maturity

All maturity limits (minimum and maximum) comply with the Investment Policy. Medium-Term (3-5½ years) assets account for around 27% of the total investment portfolio, with capacity of around \$44m at month-end.



Where there is (counterparty) capacity to invest in attractive 3-5½ year investments, we recommend this be allocated to new any remaining attractive fixed term deposits (refer to respective sections below).



Compliant	Horizon	Invested (\$)	Invested (%)	Min. Limit (%)	Max. Limit (%)	Available (\$)
✓	0 - 365 days	\$165,112,871	48.19%	0%	100%	\$177,553,517
✓	1 - 3 years	\$84,500,000	24.66%	0%	70%	\$155,366,472
✓	3 – 5½ years	\$93,053,517	27.16%	0%	40%	\$44,013,038
✓	5½ - 10 years	\$0	0.00%	0%	10%	\$34,266,639
		\$342,666,388	100.00%			

Counterparty

As at the end of June, Council did not have an overweight position to any single ADI. Overall, the portfolio is diversified across the investment grade credit spectrum (rated BBB- or higher), with no exposure to unrated ADIs.

Compliant	Issuer	Rating	Invested (\$)	Invested (%)	Max. Limit (%)	Available (\$)
✓	NAB	AA-	\$87,000,000	25.39%	30.00%	\$15,799,917
✓	WBC (St George)	AA-	\$78,612,871	22.94%	30.00%	\$24,187,045
✓	Rabobank	A+	\$8,000,000	2.33%	20.00%	\$60,533,278
✓	ICBC Sydney	A	\$62,000,000	18.09%	20.00%	\$6,533,278
✓	ING Bank Aus.	A	\$15,500,000	4.52%	20.00%	\$53,033,278
✓	Aus Military Bank	BBB+	\$7,500,000	2.19%	10.00%	\$26,766,639
✓	BOQ	BBB+	\$27,000,000	7.88%	10.00%	\$7,266,639
✓	Bendigo	BBB+	\$3,053,517	0.89%	10.00%	\$31,213,122
✓	Auswide	BBB	\$24,000,000	7.00%	10.00%	\$10,266,639
✓	MyState	BBB	\$13,000,000	3.79%	10.00%	\$21,266,639
✓	Newcastle PBS	BBB	\$17,000,000	4.96%	10.00%	\$17,266,639
			\$342,666,388	100.00%		

We remain supportive of the regional and unrated ADI sector (and have been even throughout the GFC period). They continue to remain solid, incorporate strong balance sheets, while exhibiting high levels of capital – typically, much higher compared to the higher rated ADIs. Some unrated ADIs have up to 25-40% more capital than the domestic major banks, and well above the Basel III requirements.

RBA Governor Lowe has commented that they have not seen any signs of stress in the financial system and that unlike during the GFC, the banks (all ADIs) now have cash, are well capitalised and are acting as “shock absorbers” in the current crisis.

Overall, the lower rated ADIs (BBB and unrated) are generally now in a better financial position than they have been historically (see the Capital Ratio figure below). We believe that deposit investments with the lower rated ADIs should be continued going forward, particularly when they offer ‘above market’ specials. Not only would it diversify the investment portfolio and reduce credit risk, it would also improve the portfolio’s overall returns.

In the current environment of high regulation and scrutiny, all domestic (and international) ADIs continue to carry high levels of capital. There is minimal (if any) probability of any ADI defaulting on



their deposits going forward – this was stress tested during the GFC. APRA's mandate is to "*protect depositors*" and provide "*financial stability*".

The biggest single risk that depositors face in the current low interest rate environment is not capital or credit risk, but reinvestment risk. Interest rates are now at their effective lower bound of 0.10%.





Fossil Fuel Investments

What is Council's current exposure to institutions that fund fossil fuels?

Using the following link <http://www.marketforces.org.au/banks/compare>, based on the Council's investment portfolio balance as at 30/06/2021 (\$342.67m), we can roughly estimate that ~61% of the investments have some form of exposure.

How would Council modify its Investment Policy to cater for divestment of fossil fuels?

If the major banks were withdrawn from investments, some members of the community may look at that remaining list of ADIs (banks) and say *"Why the do we have all our money with those no-name institutions? I've never even heard of them. We don't want to take risks with our money after councils lost \$100's of millions speculating in the GFC"*. It will be difficult to please everyone. We suggest starting the discussion with all Councillors asking *"are you comfortable investing all the money with the lower rated regionals and credit unions?"* If not, then a full divestment campaign will be complicated.

Some ways to potentially 'make changes' to the policy, or at least have a discussion, includes:

- *"Where possible within policy and without compromising the risk and return profile, we favour..."*
- *"We have not yet made a decision to divest because it will have implications on credit quality, ratings and income, but we are actively discussing..."*

What would be implications on our portfolio credit rating?

By adopting a free fossil fuel policy or an active divestment strategy, this would eliminate the major banks rated "AA-" as well as some other "A" rated banks (AMP, BoQ and ING). Council would be left with a smaller sub-sector of banks to choose to invest with.

What would be risks and implications on Council's portfolio performance?

Some implications include:

- High concentration risk – limiting Council to a selected number of banks;
- Increased credit/counterparty risk;
- May lead to a reduction in performance (most of the senior FRN issues are with the higher rated ADIs) which could result in a significant loss of income generated – could be in excess of hundreds of thousands of dollars per annum;
- Underperformance compared to other Councils.

It may be contrary to Council's primary objective to preserve capital as the investment portfolio's risk would increase (all things being equal). Council may not be maximising its returns – this is one of the primary objectives written in the Investment Policy.



Council's exposure is summarised as follows:

Counterparty	Credit Rating	Funding Fossil Fuel
NAB	AA-	Yes
WBC (St George)	AA-	Yes
Rabobank	A+	No
ICBC, Sydney	A	No
ING Bank Australia	A	Yes
Australian Military	BBB+	No
BoQ	BBB+	Yes
Bendigo-Adelaide	BBB+	No
Auswide	BBB	No
MyState Bank	BBB	No
Newcastle Permanent	BBB	No

^^The underlying exposure in these managed funds includes the domestic major banks.

Source: <https://www.marketforces.org.au/info/compare-bank-table/>

Summary	Amount	Invested %
Yes	\$208,112,871	61%
No	\$134,553,517	39%
	\$342,666,388	100%



Credit Quality

The portfolio remains diversified from a credit ratings perspective. The portfolio is entirely directed to the investment grade ADIs (BBB- or higher), with zero allocation to unrated ADIs. There is high capacity to invest in the higher rated ADIs (A or higher), particularly after the downgrades of BoQ and Bendigo-Adelaide Bank in May 2017.

There is currently substantial capacity to invest with the "BBB" rated ADIs (~\$28m remaining at month-end), although most ADIs in this sector are currently full on liquidity due to the combination of low credit growth and the term funding facility (TFF) provided by the RBA (access to cheap funding).

If there are any attractive deposits being offered in the "BBB" rated sector (outside of BoQ, which Council is close to maximum limits), we will inform Council to take advantage and invest accordingly.

All ratings categories are within the current Policy limits:

Compliant	Credit Rating	Invested (\$)	Invested (%)	Max. Limit (%)	Available (\$)
✓	AA Category	\$165,612,871	48.33%	100%	\$177,053,517
✓	A Category	\$85,500,000	24.95%	60%	\$120,099,833
✓	BBB Category	\$91,553,517	26.72%	35%	\$28,379,719
✓	Unrated ADIs	\$0	0.00%	5%	\$17,133,319
		\$342,666,388	100.00%		



Performance

Council's performance for the month ending 30 June 2021 is summarised as follows:

Performance (Actual)	1 month	3 months	6 months	FYTD	1 year
Official Cash Rate	0.01%	0.02%	0.05%	0.15%	0.15%
AusBond Bank Bill Index	0.00%	0.01%	0.01%	0.06%	0.06%
Council's T/D Portfolio	0.15%	0.46%	0.95%	2.06%	2.06%
Council's FRN Portfolio	0.08%	0.25%	0.50%	1.03%	1.03%
Council's Portfolio[^]	0.15%	0.46%	0.94%	2.05%	2.05%
Outperformance	0.15%	0.45%	0.93%	1.99%	1.99%

[^]Total portfolio performance excludes Council's cash account holdings. Overall returns would be lower if cash was included.

Performance (Annualised)	1 month	3 months	6 months	FYTD	1 year
Official Cash Rate	0.10%	0.10%	0.10%	0.15%	0.15%
AusBond Bank Bill Index	0.03%	0.04%	0.02%	0.06%	0.06%
Council's T/D Portfolio	1.87%	1.88%	1.92%	2.06%	2.06%
Council's FRN Portfolio	1.03%	1.01%	1.00%	1.03%	1.03%
Council's Portfolio[^]	1.86%	1.87%	1.91%	2.05%	2.05%
Outperformance	1.83%	1.83%	1.88%	1.99%	1.99%

[^]Total portfolio performance excludes Council's cash account holdings. Overall returns would be lower if cash was included.

For the month of June, the total portfolio (excluding cash) provided a solid return of +0.15% (actual) or +1.86% p.a. (annualised), outperforming the benchmark AusBond Bank Bill Index return of +0.00% (actual) or +0.03% p.a. (annualised). For the FY2020-21, the portfolio returned a very strong +2.05% p.a., outperforming bank bills by 1.99% p.a. We estimate that up to two-thirds of all NSW councils have earned closer to 1-1¼% p.a. for the past financial year i.e. around half the return what PMHC has produced.

The strong performance continues to be driven by the handful of deposits still yielding above 3% p.a. However, some of these individual deposits are approaching maturity and will be reinvested at much lower prevailing rates.

We are pleased that PMHC remains amongst the best performing Councils in the state of NSW where deposits are concerned, earning on average, around \$2,800,000 in additional interest income compared to its peers (refer to our April 2021 rankings). We have been pro-active in our advice about protecting interest income and addressing reinvestment risk for many years and encouraged to maintain a long duration position. This is now reflected by the high performance of the investment portfolio. Of the 78 individual deposits PMHC held, 15 are still yielding higher than 3.00% p.a. That is, around 19% of outstanding deposits held is earning an interest rate that is thirty times the prevailing cash rate of 0.10%.



Council's Term Deposit Portfolio & Recommendation

As at the end of June 2021, Council's deposit portfolio was yielding 1.78% p.a. (down 8bp from the previous month), with an average duration of ~1.9 years. Where possible, we recommend Council extends or at least maintains this average duration. In the low interest rate environment, the biggest collective risk that the local government sector has faced over the post-GFC era has been the dramatic fall in interest rates - from 7¼% to the historical low levels of 0.10%.

As the past decade has highlighted (post-GFC era), we have seen too many portfolios' roll a high proportion of their deposits between 3-6 months, resulting in their deposits being reinvested at lower prevailing rates. That is, depositors have overpaid for liquidity and generally not insured themselves against the low interest rate environment by diversify their funding across various tenors (out to 5 years) but rather placed all their 'eggs in one basket' and kept all their deposits short. **Reinvestment risk has collectively been and continues to be the biggest detriment to depositors' interest income over the post-GFC period.**

At the time of writing, we see value in:

ADI	LT Credit Rating	Term	T/D Rate
ICBC, Sydney	A	5 years	1.50% p.a.
WBC	AA-	5 years	~1.30% p.a.
NAB	AA-	5 years	1.25% p.a.
ICBC, Sydney	A	4 years	1.25% p.a.
WBC	AA-	4 years	~1.05% p.a.
NAB	AA-	4 years	1.00% p.a.
ICBC, Sydney	A	3 years	0.96% p.a.
WBC	AA-	3 years	~0.82% p.a.
NAB	AA-	3 years	0.75% p.a.
ICBC, Sydney	A	2 years	0.70% p.a.
NAB	AA-	2 years	0.60% p.a.

The above deposits are suitable for investors looking to provide some income protection and mitigate reinvestment/rollover risk in the low interest rate environment.

For terms under 12 months, we believe the strongest value is currently being offered by the following ADIs (dependent on daily funding requirements):



ADI	LT Credit Rating	Term	T/D Rate
Judo Bank	Unrated ADI	12 months	~0.75% p.a.
ME Bank	BBB	12 months	0.50% p.a.
BoQ	BBB+	7-8 months	0.45% p.a.
CBA	AA-	12 months	~0.44% p.a.
BoQ	BBB+	9-12 months	0.40% p.a.
Westpac	AA-	12 months	~0.36% p.a.
NAB	AA-	12 months	0.35% p.a.
AMP Bank	BBB	9-12 months	0.35% p.a.^
Bendigo	BBB+	9-12 months	0.35% p.a.

[^] AMP T/Ds – contact us to receive an additional 0.20% p.a. rebated commission on top of the rate shown

Amongst the investment grade sector, short-dated term deposits (maturing less than 12 months) are yielding under 0.50% p.a. (most are under 0.40% p.a.). We believe there is not much value being offered in short-dated deposits.

In contrast, there is an upward pick-up in yield for investors that can take advantage of 2-5 year fixed T/Ds whilst official rates are stuck at depressed levels at least for the next two to three years. For those investors that do not require high levels of liquidity and can stagger their investments longer-term, they will be rewarded over coming years if they roll for a minimum term of 2 years (we note some investors tend to roll for 3-5 years), potentially yielding, on average, more than double the return compared to those investors that purely invest in short-dated deposits.



Senior FRNs & Recommendations

Over June, amongst the senior major bank FRNs, physical credit securities marginally widened at the long-end of the curve. Secondary market securities remain relatively expensive on the back of the RBA announcing its \$200bn quantitative easing (QE) package (doubled in Feb 2021).

A new 5 year senior major bank FRN would now be issued around the +52bp, which remains tight on a historical basis. We may finally see some primary issuances in Q3-Q4 this year from the major banks as the RBA's term funding facility (TFF) draws to an end as of June 2021. The lack of supply from new (primary) issuances has played a major role with the rally in credit markets over the past year.

Amongst the "A" and "BBB" rated sector, the securities were marked around 3bp tighter at the long-end of the curve, driven by some new issuances over the month, including:

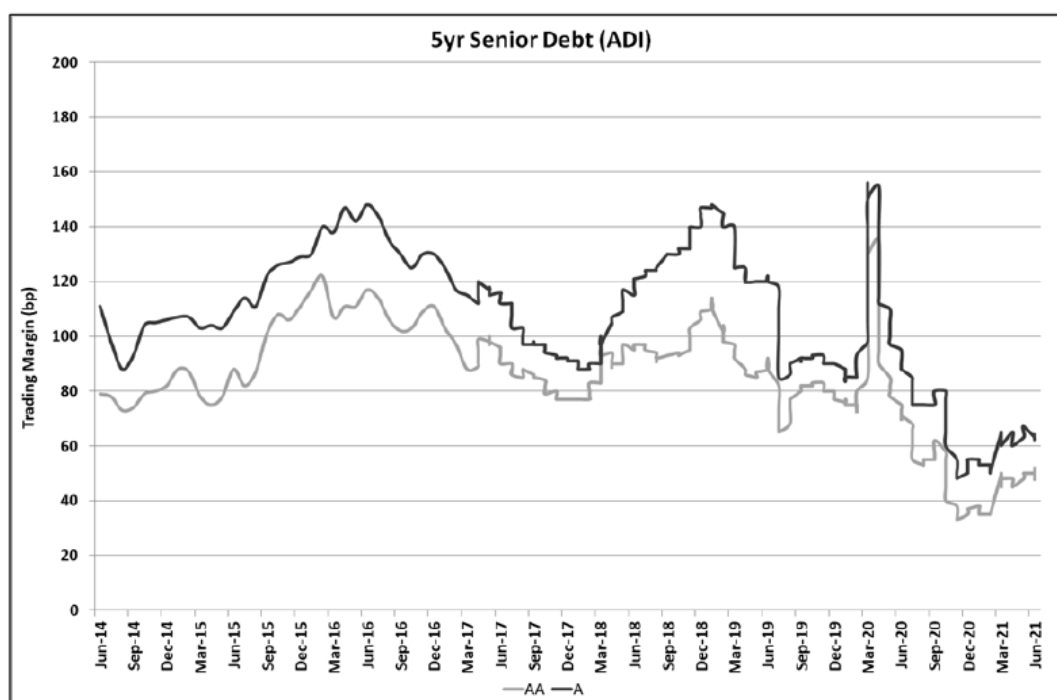
ADI	Rating	Volume	Term	Maturity Date	Priced	Initial Guidance
Teachers Mutual	BBB	\$100m	5yrs	16/06/2026	+68bp	+ [70-73]bp
Bendigo	BBB+	\$225m	5yrs	18/06/2026	+65bp	+ [65-67]bp
ICBC	A	\$500m	5yrs	18/06/2026	+66bp	+ [72]bp

While turnover in the secondary market is still predominately dominated by commonwealth, semi-government and major bank senior paper, given the lack of supply, we have started to observe that even a handful of regional bank senior paper has sometimes been trading inside "mid" levels over recent months.

Credit securities remain tight on a historical level but are looking slightly more attractive following the widening experienced since the start of the calendar year. FRNs will continue to play a role in investor's portfolios mainly on the basis of their liquidity and the ability to roll down the curve and gross up returns over ensuing years (in a relatively stable credit environment).

Senior FRNs (ADIs)	30/06/2021	31/05/2021
"AA" rated – 5yrs	+52bp	+50bp
"AA" rated – 3yrs	+25bp	+27bp
"A" rated – 5yrs	+64bp	+67bp
"A" rated – 3yrs	+42bp	+45bp
"BBB" rated – 3yrs	+52bp	+55bp

Source: IBS Capital



Source: IBS Capital

We now generally **recommend switches** ('benchmark' issues only) into new attractive primary issues (or longer-dated alternatives), out of the following senior FRNs that are maturing:

- On or before mid-2024 for the "AA" rated ADIs (domestic major banks);
- On or before mid-2022 for the "A" rated ADIs; and
- Within 12 months for the "BBB" rated ADIs (consider case by case).

Investors holding onto the above senior FRNs ('benchmark' issues only) in their last 1-2 years are now generally holding sub-optimal investments and are not maximising returns by foregoing realised capital gains. In the current low interest rate environment, any boost in overall returns should be locked in when it is advantageous to do so.

In late August 2019, Council placed a bid of \$3m into the new Bendigo (BBB+) 5 year FRN at +97bp maturing 06/09/2024 (ISIN: AU3FN0050019). This FRN should be viewed as a 3½-4 year holding period, with the ability to 'roll down the curve', realise capital gains which would boost the overall return of the investment portfolio. The security was marked around +40bp (from +41bp the previous month) or a capital price ~\$101.78 at month-end. We recommend Council holds this FRN.



Senior Bonds - Northern Territory Treasury Corporation (NTTC)

We are aware of the following senior retail bond offering from Northern Territory Treasury Corporation (NTTC) effective 1st July 2021:

Maturity Date	Rate % p.a. [^]	Interest Paid
15/12/2022	0.40%	Annually
15/12/2023	0.60%	Annually
15/12/2024	1.00%	Annually
15/12/2025	1.20%	Annually
15/12/2026	1.50%	Annually

^{^^}The rates offered in the above table can be reviewed and changed at any time from Treasury. The rate for broker sponsored applications will be dropped by 0.20% p.a. effective 1 October 2020.

Any investor interested in this product should avoid placing through the broker channel and contact Imperium Markets to receive the full commission of 0.25% (plus GST) on the face value of the investment, in the form of an additional rebate. If placed through the brokers, they are likely to keep the 0.25% commission (on the face value of the investment).

Overview	Description
Issuer	Northern Territory Government
Credit Rating	Aa3 (Moody's), which is AA- equivalent (S&P)
Type	Fixed senior (retail) bonds
Program	Territory Bonds Issue 111
Date for applications	01/07/2021 – 30/11/2021
Liquidity	Weekly redemptions available, subject to the prevailing market rate and administration costs ^{^^}

^{^^} Note given this is a retail bond offering (min. parcel size of \$5,000), for wholesale investors, we would not consider this to be a liquid investment (the largest redemptions to date have only been \$200-\$300k).

The product should be viewed as a hold-to-maturity product, noting there are significant penalty costs including admin fees, the prevailing market interest rate, and factors in any associate commissions that were previously paid. Given the longer-term outlook for official interest rates, **any investor with capacity should consider placing a small parcel (up to \$5m) in the 15/12/2024, 15/12/2025 and 15/12/2026 maturities through Imperium Markets** to receive an effectively higher rate, once factoring in the rebated commission.



Economic Commentary

International Market

Equity markets continued their positive momentum in June, despite ongoing concerns of rising inflationary pressures leading to upward revisions of central bank rate hikes. Concerns have grown globally around the Delta variant with many countries instituting travel restrictions or restricting travel to those who are now fully vaccinated.

In the US, the S&P 500 Index gained +2.22%, while the tech-heavy NASDAQ Index surged +5.49%. Equities finished positively across Europe's main indices, led by France's CAC (+0.94%), Germany's DAX (+0.71%) and UK's FTSE (+0.21%).

The US Fed's meeting in June revealed their latest 'dot plot' which showed that the median FOMC member now forecasts two Fed rate hikes in 2023, versus none in the March iteration (13 of the 18 person FOMC see rates rising in 2023 versus only six previously). The Fed repeated its April line in that "inflation has risen, largely reflecting transitory factors", while making no changes to their key policy rate or its US\$120bn/month bond buying pace.

US inflation continued its sharp rise in May with the headline reading up +0.6% m/m taking the annual reading to +5.0%. The core reading rose +0.7% m/m, lifting the annual reading to +3.8%. The past 3 month rise in core US inflation was the highest recorded since August 1982.

The US unemployment rate fell by 0.3% to 5.8% in May but remained well above the pre-pandemic level of 3.5%.

The UK's GDP rose by a strong +2.3% m/m in April, putting the economy on track to rebound in Q2 as restrictions eased. UK CPI came in higher than expected at +2.1% y/y, with core inflation at +2.0% so hitting the BoE's 2% target for the first time since 2018. Euro area annual CPI inflation hit +2% for the first time since 2018 but the core increase was much lower at +0.9%.

Canada's GDP in Q1 was weaker than expected but was still up a strong annualised +5.6%, fuelled by a record contribution from residential investment. The Bank of Canada kept all its policy settings unchanged and said it would maintain its bond buying at \$3b/week, although the market expects a further tapering to be announced at next month's meeting.

On the back of vaccine optimism and US fiscal stimulus, the OECD upgraded its forecasts for global growth to 5.8% this year and 4.4% next year from 5.6% and 4.0% respectively back in March.

The MSCI World ex-Aus Index rose +1.46% for the month of June:

Index	1m	3m	1yr	3yr	5yr	10yr
S&P 500 Index	+2.22%	+8.17%	+38.62%	+16.49%	+15.41%	+12.52%
MSCI World ex-AUS	+1.46%	+7.33%	+37.07%	+13.21%	+12.93%	+8.77%
S&P ASX 200 Accum. Index	+2.26%	+8.29%	+27.80%	+9.59%	+11.16%	+9.29%

Source: S&P, MSCI



Domestic Market

The RBA's meeting in June did not provide any new forward guidance given they had previously flagged that it will review its unconventional policy settings in July. **At the July meeting, the RBA will decide on whether to extend their 3yr yield target from the April 2024 bond to the November 2024 bond, and whether to undertake a 3rd round of QE.**

The subsequent Minutes remained overwhelmingly dovish, which suggests the RBA is in no hurry to follow the RBNZ or BOC in flagging higher rates in 2022. The RBA still notes inflation is unlikely to be sustainably within the 2-3% band "until 2024 at the earliest".

Q1 GDP rose by +1.8% (and +1.1% y/y) and is now 0.8% above pre-COVID levels. Overall, the data showed that the rebound was uninterrupted by the tapering in some fiscal support in Q1 and that brief periods of virus-related shutdowns have not stalled the recovery.

The unemployment rate fell 0.4% to 5.1% in May and is now back to pre-pandemic February 2020 levels. Headline employment rose 115.2k to a record high 13.1m. Employment gains were led by full-time (+97.5k), with part-time also strong (+17.7k).

Credit growth slowed in April to 0.2% m/m from 0.4% m/m in March (consensus +0.4%). Growth was again driven by housing credit (+0.5% m/m) with business credit declining (-0.3% m/m) after the previous month's increase.

Australian dwelling price rose +2.2% m/m in May, taking the annual change in dwelling prices to +10.6% y/y. New housing loan approvals rose strongly in April, up +3.7% m/m with growth driven by both owner-occupiers (+4.3% m/m) and investors (+2.1% m/m).

Australia's AAA rating was retained by S&P, with the outlook moving from negative to stable, citing the "strong" economic rebound, giving greater confidence in the deficit narrowing towards 3% of GDP over the next 2-3 years.

June saw the re-emergence of low levels of local transmission of COVID-19 in Australia, first in Melbourne, and most recently concentrated in Sydney, with both resulting in circuit-breaker lockdowns (two weeks announced for Greater Sydney).

The Australian dollar fell -2.68%, finishing the month at US75.18 cents (from US77.25 cents the previous month).

Credit Market

The main credit indices marginally tightened over June. The indices now trade back to their levels experienced in late 2020:

Index	June 2021	May 2021
CDX North American 5yr CDS	48bp	51bp
iTraxx Europe 5yr CDS	47bp	50bp
iTraxx Australia 5yr CDS	58bp	59bp

Source: Markit



Fixed Interest Review

Benchmark Index Returns

Index	June 2021	May 2021
Bloomberg AusBond Bank Bill Index (0+YR)	+0.00%	+0.00%
Bloomberg AusBond Composite Bond Index (0+YR)	+0.69%	+0.26%
Bloomberg AusBond Credit FRN Index (0+YR)	+0.08%	+0.07%
Bloomberg AusBond Credit Index (0+YR)	+0.33%	+0.22%
Bloomberg AusBond Treasury Index (0+YR)	+0.99%	+0.30%
Bloomberg AusBond Inflation Gov't Index (0+YR)	+0.79%	+0.90%

Source: Bloomberg

Other Key Rates

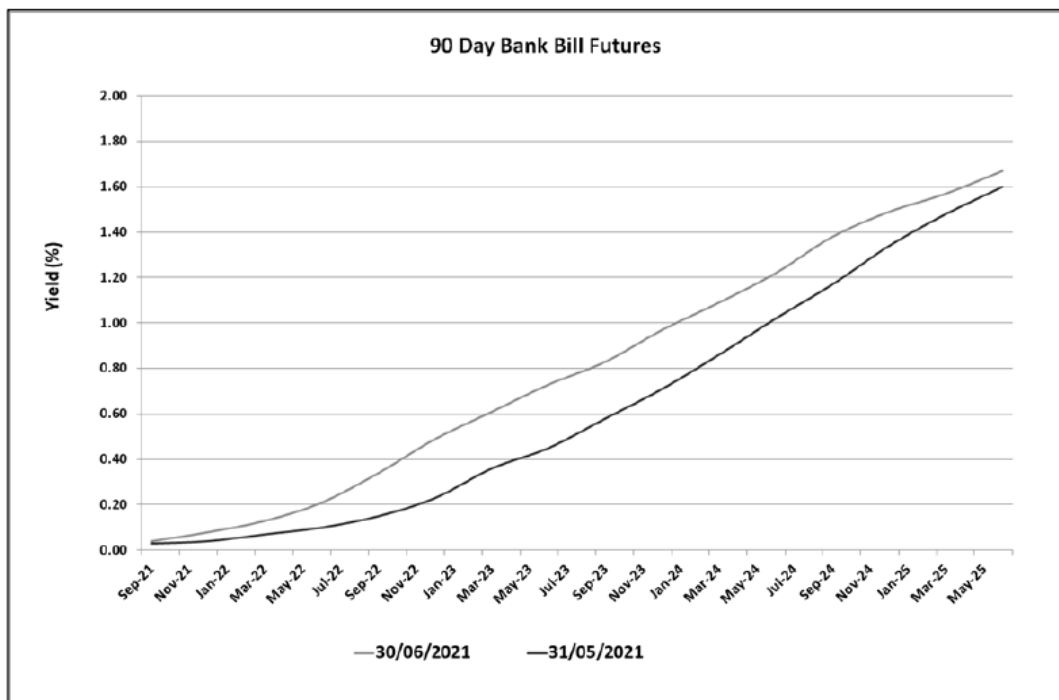
Index	June 2021	May 2021
RBA Official Cash Rate	0.10%	0.10%
90 Day (3 month) BBSW Rate	0.03%	0.04%
3yr Australian Government Bonds	0.20%	0.10%
10yr Australian Government Bonds	1.49%	1.61%
US Fed Funds Rate	0.00%-0.25%	0.00%-0.25%
10yr US Treasury Bonds	1.45%	1.58%

Source: RBA, AFMA, US Department of Treasury



90 Day Bill Futures

Over June, bill futures rose across the board as rising inflationary pressures, as well as the end of the RBA's TFF and potential withdrawal or tapering of its QE programme later this. Overall, bill futures continue to depict a low rate environment over the long-run, despite the steepening curve in recent months:



Source: ASX



Fixed Interest Outlook

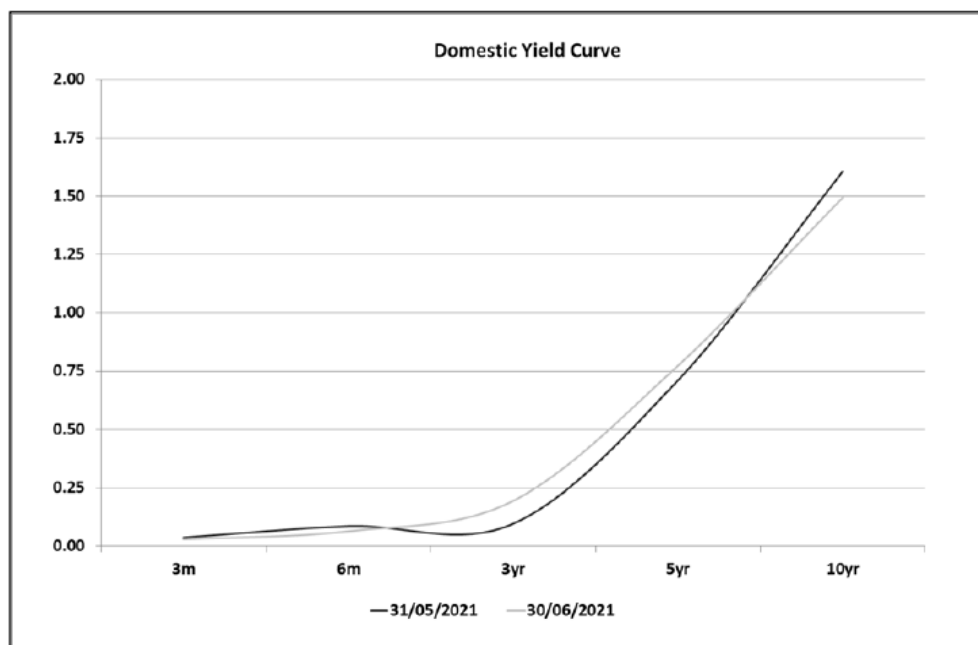
While bond yields have marched higher since the start of the calendar year, price actions have suggested that inflation may not be as big a risk as many market participants are suggesting. Central banks have continued to dismiss the current and expected rise of inflation as 'transitory', citing deep scars from the pandemic that are at work to add to the pre-existing structural downward pressures on inflation.

In Australia, sporadic outbreaks are likely to be controlled via short-lived restrictions until vaccination lifts to around the 80% level. The RBA has factored in these snap lockdowns as part of their economic projections. They have continued to reaffirm their view that official rates are unlikely to rise **"until 2024 at the earliest"**. They would like to see the following three economic indicators improve before they even consider increasing interest rates:

1. The unemployment rate to drop to around 4.5% (currently it sits at 5.1% and has not been below 4.5% since 2008);
2. *"Until actual inflation is sustainably within the 2-3% target range"* (it has not been within their target band for the past 5 years); and
3. Wage growth to surpass +3% (it has not been above this level for the past 8 years).

Governor Lowe recently commented that "inflationary pressures remain subdued and are likely to remain so", whilst also not mentioning any scenarios that would see a hike earlier than 2024.

The domestic bond market continues to suggest a prolonged low period of interest rates. Over the month, yields fell around 12bp at the long-end of the curve, while the 3-year part of the curve rose around 10bp on expectations the RBA will taper QE over coming months:

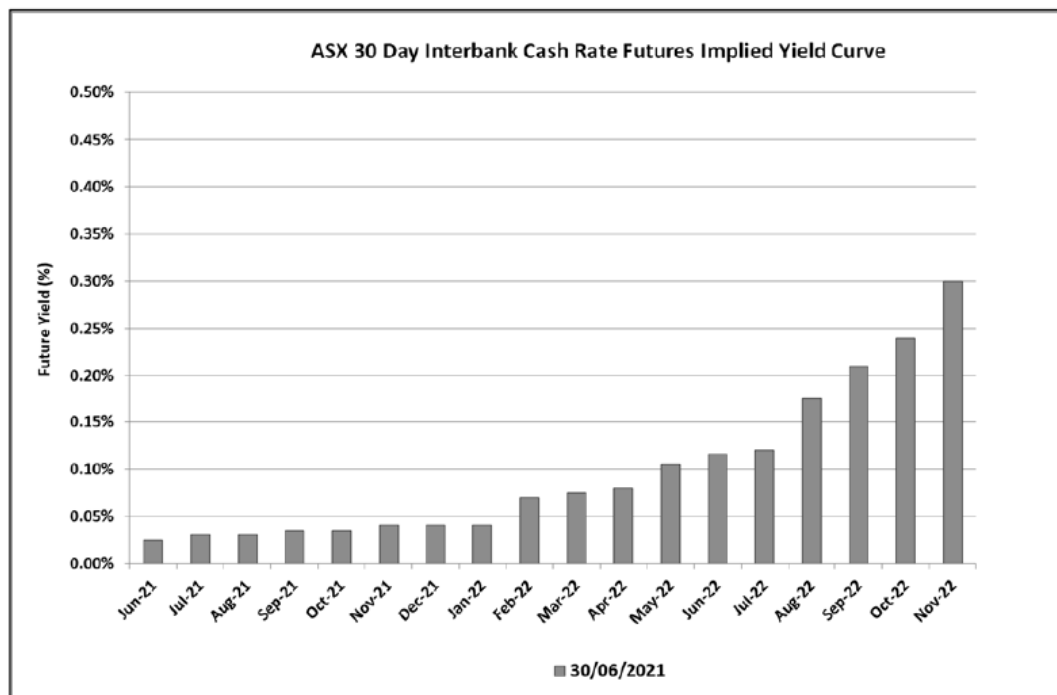


Source: AFMA, ASX, RBA



RBA Deputy Governor Debelle reiterated that the RBA would be looking for actual, rather than forecast wages growth and inflation when deliberating on monetary policy. Their current forward guidance remains poised for a rate hike in 2024 at the earliest.

The market is currently fully pricing in a 15bp rate hike by the end of 2022:



Source: ASX

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Investment Report

01/06/2021 to 30/06/2021



Portfolio Valuation as at 30/06/2021

Issuer	Rating	Type	Alloc	Interest	Purchase	Maturity	Rate	Value	Accrued	Accrued MTD
NAB	AA-	TD	GENERAL	Annual	03/07/2018	06/07/2021	3.0000	3,000,000.00	89,506.85	7,397.26
Westpac	AA-	TD	GENERAL	Quarterly	17/07/2018	13/07/2021	3.0400	5,000,000.00	30,400.00	12,493.15
NAB	AA-	TD	GENERAL	Annual	26/07/2018	20/07/2021	3.0400	4,000,000.00	112,938.08	9,994.52
Westpac	AA-	TD	LOCAL BRANCH	Annual	24/07/2019	23/07/2021	1.7500	4,000,000.00	65,589.04	5,753.42
NAB	AA-	TD	GENERAL	Annual	02/08/2018	03/08/2021	3.0700	5,000,000.00	139,201.37	12,616.44
Westpac	AA-	TD	GENERAL	At Maturity	21/01/2021	23/08/2021	0.2000	20,000.00	17.64	3.29
ICBC Sydney Branch	A	TD	GENERAL	Annual	30/08/2019	30/08/2021	1.6200	5,000,000.00	67,463.01	6,657.53
NAB	AA-	TD	GENERAL	Annual	31/08/2020	31/08/2021	0.8000	5,000,000.00	33,315.07	3,287.67
NAB	AA-	TD	GENERAL	At Maturity	31/08/2020	31/08/2021	0.8000	5,000,000.00	33,315.07	3,287.67
Westpac	AA-	TD	GENERAL	Quarterly	13/09/2018	14/09/2021	2.8800	5,000,000.00	6,312.33	6,312.33
NAB	AA-	TD	GENERAL	Annual	27/09/2018	28/09/2021	3.0500	5,000,000.00	115,315.07	12,534.25
Auswide Bank	BBB	TD	GENERAL	Annual	30/09/2019	30/09/2021	1.7500	4,000,000.00	52,547.95	5,753.42
Westpac	AA-	TD	GENERAL	Quarterly	13/09/2018	12/10/2021	2.8900	5,000,000.00	6,334.25	6,334.25
Auswide Bank	BBB	TD	GENERAL	Annual	23/10/2019	25/10/2021	1.6500	5,000,000.00	56,732.88	6,780.82
Auswide Bank	BBB	TD	GENERAL	At Maturity	25/11/2019	25/11/2021	1.7000	5,000,000.00	136,000.00	6,986.30
ICBC Sydney Branch	A	TD	GENERAL	Annual	05/12/2018	07/12/2021	3.0100	4,000,000.00	67,951.78	9,895.89
ICBC Sydney Branch	A	TD	GENERAL	Annual	16/12/2019	16/12/2021	1.5700	4,000,000.00	33,894.79	5,161.64
ING Direct	A	TD	GENERAL	Annual	30/01/2020	31/01/2022	1.6500	5,000,000.00	34,582.19	6,780.82



Issuer	Rating	Type	Alloc	Interest	Purchase	Maturity	Rate	Value	Accrued	Accrued MTD
Newcastle Permanent	BBB	TD	GENERAL	Quarterly	07/02/2019	08/02/2022	3.0500	4,000,000.00	18,383.56	10,027.40
Westpac	AA-	TD	GENERAL	Annual	21/02/2017	21/02/2022	3.6100	2,000,000.00	25,517.26	5,934.25
NAB	AA-	TD	GENERAL	Annual	21/02/2017	21/02/2022	3.4600	5,000,000.00	61,142.47	14,219.18
ING Direct	A	TD	GENERAL	Annual	02/03/2020	02/03/2022	1.5000	5,000,000.00	24,863.01	6,164.38
BOQ	BBB+	TD	GENERAL	Annual	15/03/2017	15/03/2022	3.8000	2,000,000.00	22,487.67	6,246.58
Newcastle Permanent	BBB	TD	GENERAL	Quarterly	12/03/2019	22/03/2022	2.9000	4,000,000.00	5,084.93	5,084.93
Newcastle Permanent	BBB	TD	GENERAL	Annual	27/03/2019	29/03/2022	2.8000	5,000,000.00	36,054.79	11,506.85
Newcastle Permanent	BBB	TD	GENERAL	Quarterly	18/04/2019	19/04/2022	2.7000	4,000,000.00	21,600.00	8,876.71
Westpac	AA-	TD	LOCAL BRANCH	At Maturity	21/05/2021	23/05/2022	0.2500	10,000.00	2.81	2.05
BOQ	BBB+	TD	GENERAL	Annual	28/05/2019	30/05/2022	2.4000	4,000,000.00	8,942.47	7,890.41
BOQ	BBB+	TD	GENERAL	Annual	02/06/2021	02/06/2022	0.4000	5,000,000.00	1,589.04	1,589.04
Rabobank Australia Branch	A+	TD	GENERAL	Annual	08/06/2017	07/06/2022	3.2200	5,000,000.00	10,145.21	10,145.21
Australian Military Bank	BBB+	TD	GENERAL	Annual	19/06/2020	20/06/2022	1.1500	2,000,000.00	630.14	630.14
Australian Military Bank	BBB+	TD	GENERAL	Annual	19/06/2020	20/06/2022	1.1500	2,000,000.00	630.14	630.14
Westpac	AA-	TD	GENERAL	Quarterly	23/06/2020	23/06/2022	1.0100	3,500,000.00	774.79	774.79
Australian Military Bank	BBB+	TD	GENERAL	Annual	23/06/2020	23/06/2022	1.0500	3,500,000.00	805.48	805.48
Westpac	AA-	TD	GENERAL	Quarterly	24/06/2020	24/06/2022	1.0200	5,000,000.00	978.08	978.08
NAB	AA-	TD	GENERAL	Annual	02/08/2018	02/08/2022	3.2200	4,000,000.00	116,802.19	10,586.30
NAB	AA-	TD	GENERAL	Annual	16/08/2018	16/08/2022	3.0500	4,000,000.00	106,290.41	10,027.40
ICBC Sydney Branch	A	TD	GENERAL	Annual	28/08/2019	29/08/2022	1.6400	5,000,000.00	68,969.86	6,739.73



Issuer	Rating	Type	Alloc	Interest	Purchase	Maturity	Rate	Value	Accrued	Accrued MTD
Auswide Bank	BBB	TD	GENERAL	At Maturity	06/09/2019	06/09/2022	1.8000	3,000,000.00	98,235.62	4,438.36
Rabobank Australia Branch	A+	TD	GENERAL	Annual	13/09/2017	13/09/2022	3.3800	3,000,000.00	80,564.38	8,334.25
Westpac	AA-	TD	LOCAL BRANCH	Annual	13/09/2017	13/09/2022	3.4100	3,000,000.00	81,279.45	8,408.22
Westpac	AA-	TD	GENERAL	Quarterly	29/09/2020	29/09/2022	0.7200	5,000,000.00	197.26	197.26
MyState Bank	BBB	TD	GENERAL	Annual	29/09/2020	29/09/2022	0.8500	5,000,000.00	32,020.55	3,493.15
Auswide Bank	BBB	TD	GENERAL	Annual	30/09/2019	30/09/2022	1.7500	4,000,000.00	52,547.95	5,753.42
ICBC Sydney Branch	A	TD	GENERAL	Annual	23/10/2019	24/10/2022	1.7000	3,000,000.00	35,071.23	4,191.78
ICBC Sydney Branch	A	TD	GENERAL	Annual	31/10/2019	31/10/2022	1.7300	5,000,000.00	57,824.66	7,109.59
ING Direct	A	TD	GENERAL	Annual	27/02/2020	27/02/2023	1.6000	2,500,000.00	13,698.63	3,287.67
BOQ	BBB+	TD	GENERAL	Annual	28/05/2019	29/05/2023	2.5500	4,000,000.00	9,501.37	8,383.56
BOQ	BBB+	TD	GENERAL	Annual	19/06/2020	19/06/2023	1.3500	2,000,000.00	739.73	739.73
BOQ	BBB+	TD	GENERAL	Annual	27/06/2019	27/06/2023	2.2000	5,000,000.00	904.11	904.11
MyState Bank	BBB	TD	GENERAL	Annual	14/09/2020	14/09/2023	0.9000	4,000,000.00	28,602.74	2,958.90
MyState Bank	BBB	TD	GENERAL	Annual	14/09/2020	14/09/2023	0.9000	4,000,000.00	28,602.74	2,958.90
ICBC Sydney Branch	A	TD	GENERAL	Annual	27/11/2019	27/11/2023	1.7600	6,000,000.00	62,492.05	8,679.45
ICBC Sydney Branch	A	TD	GENERAL	Annual	16/12/2019	18/12/2023	1.8100	4,000,000.00	39,076.16	5,950.68
Auswide Bank	BBB	TD	GENERAL	At Maturity	02/03/2020	04/03/2024	1.7500	3,000,000.00	69,904.11	4,315.07
BOQ	BBB+	TD	GENERAL	Annual	18/06/2020	18/06/2024	1.4500	3,000,000.00	1,549.32	1,549.32
ING Direct	A	TD	GENERAL	Annual	23/06/2020	24/06/2024	1.2500	3,000,000.00	821.92	821.92
Bendigo and Adelaide	BBB+	FRN	GENERAL	Quarterly	06/09/2019	06/09/2024	0.9950	3,053,517.00	1,962.74	1,962.74



Issuer	Rating	Type	Alloc	Interest	Purchase	Maturity	Rate	Value	Accrued	Accrued MTD
BOQ	BBB+	TD	GENERAL	Annual	27/09/2019	27/09/2024	2.0000	2,000,000.00	30,246.58	3,287.67
NAB	AA-	TD	GENERAL	Annual	16/10/2020	16/10/2024	0.8000	5,000,000.00	28,273.97	3,287.67
NAB	AA-	TD	GENERAL	Annual	18/11/2020	18/11/2024	0.7000	5,000,000.00	21,575.34	2,876.71
NAB	AA-	TD	GENERAL	Annual	29/01/2021	29/01/2025	0.7200	4,000,000.00	12,072.33	2,367.12
NAB	AA-	TD	GENERAL	Annual	02/03/2021	03/03/2025	0.9500	4,000,000.00	12,597.26	3,123.29
ICBC Sydney Branch	A	TD	GENERAL	Annual	18/06/2020	18/06/2025	1.7500	2,000,000.00	1,246.58	1,246.58
ICBC Sydney Branch	A	TD	GENERAL	Annual	16/10/2020	16/10/2025	1.2000	5,000,000.00	42,410.96	4,931.51
ICBC Sydney Branch	A	TD	GENERAL	Annual	17/11/2020	17/11/2025	1.3000	6,500,000.00	52,320.55	6,945.21
NAB	AA-	TD	GENERAL	Annual	17/11/2020	17/11/2025	0.8500	3,500,000.00	18,420.55	2,445.21
ICBC Sydney Branch	A	TD	GENERAL	Annual	03/12/2020	03/12/2025	1.2000	5,000,000.00	34,520.55	4,931.51
NAB	AA-	TD	GENERAL	Annual	07/12/2020	08/12/2025	0.9000	5,000,000.00	25,397.26	3,698.63
ICBC Sydney Branch	A	TD	GENERAL	Annual	07/12/2020	08/12/2025	1.2000	5,000,000.00	33,863.01	4,931.51
NAB	AA-	TD	GENERAL	Annual	29/01/2021	29/01/2026	0.9100	4,000,000.00	15,258.08	2,991.78
NAB	AA-	TD	GENERAL	Annual	02/03/2021	02/03/2026	1.2100	4,000,000.00	16,044.93	3,978.08
Westpac	AA-	TD	GENERAL	Quarterly	09/03/2021	09/03/2026	1.2500	5,000,000.00	3,767.12	3,767.12
NAB	AA-	TD	GENERAL	Annual	16/03/2021	16/03/2026	1.2500	5,000,000.00	18,321.92	5,136.99
NAB	AA-	TD	GENERAL	Annual	26/05/2021	26/05/2026	1.2500	5,000,000.00	6,164.38	5,136.99
NAB	AA-	TD	GENERAL	Annual	02/06/2021	02/06/2026	1.3000	2,500,000.00	2,582.19	2,582.19
ICBC Sydney Branch	A	TD	GENERAL	Annual	02/06/2021	02/06/2026	1.4000	2,500,000.00	2,780.82	2,780.82
Westpac	AA-	TD	GENERAL	Quarterly	23/06/2021	23/06/2026	1.3200	5,000,000.00	1,446.58	1,446.58



Issuer	Rating	Type	Alloc	Interest	Purchase	Maturity	Rate	Value	Accrued	Accrued MTD
Westpac	AA-	TD	GENERAL	Quarterly	23/06/2021	23/06/2026	1.3200	5,000,000.00	1,446.58	1,446.58
Westpac	AA-	CASH	GENERAL	Monthly	30/06/2021	30/06/2021	0.3500	26,082,871.42	7,501.27	7,501.27
TOTALS								342,666,388.42	2,696,967.20	412,168.81



Authorised by: <authority>
Authorised date: DD/MM/YYYY
Effective date: DD/MM/YYYY
Next review date: DD/MM/YYYY
File Number: #####

Debt Recovery Policy

1. INTRODUCTION

This policy provides a framework and consistency for making decisions regarding debt recovery.

2. POLICY STATEMENT AND SCOPE

The objectives of the Debt Recovery Policy are:

- To provide a framework for the efficient and effective collection of outstanding debts and to fulfil statutory requirements in relation to the recovery of rates, charges, fees and other debts.
- Recover monies owing to Council in a timely and effective manner and ensure effective cash flow management.
- Provide a process that is ethical, transparent, compliant with legal obligation and legislation, whilst being open and accountable.
- Whilst carrying out this responsibility, Council will treat all customers fairly and consistently, with respect and sensitivity in considering their circumstances. All matters will be treated confidentially under this policy.

RATES

Rates & Charges Notice

Rates and charges notices are issued in July each year and are payable in four instalments on 31 August, 30 November, 28 February and 31 May each financial year. A rate instalment notice is issued 30 days before each instalment is due.

Instalments

If an instalment is overdue for greater than 14 days, a reminder letter will be sent as soon as practicable.

Following the reminder notice, if the amount remains overdue, as soon as practicable, a demand letter will be issued to the ratepayer advising:

- The amount of any overdue rates and charges.
- Confirm that interest charges are applying to the overdue amount.
- That the ratepayer should contact Council to make an alternative payment arrangement if they are not in a position to pay all of the overdue rates and charges.
- That if payment is not received by a nominated date, recovery proceedings may commence without further notice.

Recovery Action

The use of external debt recovery agencies shall be used where appropriate and cost effective for Council.

After the expiry of 14 days and if a payment or a suitable arrangement has not been made, further legal action may be pursued.

To ensure fairness, the following will be used to guide if further recovery action is warranted:

- The amount of the outstanding debt should be greater than \$1,100.
- The assessment should have more than one instalment outstanding.

Arrangements

Payment arrangements may be made where financial difficulties are being experienced.

A ratepayer may at any time make arrangements to pay off their outstanding rates and annual charges by regular payments, subject to the following guidelines and Council's Rates and Charges Hardship Policy.

- Arrangements can be made on a weekly, fortnightly or monthly basis.
- Payment arrangements should be finalised where possible prior to the next rates being levied so the problem is not compounded, and will be negotiated so that all outstanding arrears as well as any current rates and charges are cleared within a 12-month period.
- Extenuating circumstances can be taken into consideration if either of the above two conditions cannot be met, but must be referred to the Water and Debtors Team Leader / Debtors Officer for approval.

All ratepayers who enter into an arrangement will continue to have interest charged on the outstanding amount, unless approved otherwise under Council's Rates and Charges Hardship Policy.

Where a ratepayer has not honoured a previous arrangement Council staff, with the appropriate delegation, have the discretion as to whether to accept a new arrangement or continue with further recovery action without further notice. Any new arrangement cannot be accepted until a payment is received to show good faith or all outstanding arrears from the previous arrangement are brought up to date.

All payments will be applied towards the rates and charges account in the order which they become due.

Should the arrangements not be maintained as agreed, legal action for the recovery of the debt will commence. If legal action has already been taken, further recovery action will be considered.

Sale of Land

Under the Local Government Act 1993 (NSW), Council has the right to sell land for unpaid rates. This course of action will only be used when all other recovery options have been exhausted.

Pensioner Accruals

Council will not allow any further pensioners to accrue their rates as a debt against their property or Estate.

SUNDRY DEBTORS

Recovery action will commence when amounts are outstanding 60 days and over.

Arrangements to pay off outstanding amounts by regular payments may be made where appropriate at the discretion of Council staff with the appropriate delegation.

WATER

Recovery action is in line with Council's Water Supply Policy 2015 and in accordance with clause 31 of the Local Government (Water, Sewerage and Drainage) Regulations 1993 and Council's procedure titled "Debt Recovery - Recovery of Outstanding Water Charges by Restriction/Disconnection of Water Supply".

Arrangements to pay off their outstanding water by regular payments may be made where appropriate at the discretion of Council staff with the appropriate delegation.

WRITE-OFF OF ACCOUNTS

Accounts that the Group Manager, Financial Services considers not to be cost-effective to recover shall be written-off provided that the account cannot be attached to a larger debt or carried forward and included in subsequent accounts.

In accordance with Council's "Instrument of Delegation to the Chief Executive Officer", the Chief Executive Officer can approve the writing off of debts up to the amount of \$5,000.

Requests for the writing off of debts exceeding \$5,000 must be approved by Council resolution.

LEGAL COSTS AND INTEREST CHARGES

The ratepayer will be liable for all debt recovery costs and fees associated with any legal action which will be a charge on the property until paid.

Under Section 566 of the Act, interest will accrue on overdue rates and charges at the maximum allowable rate set by the Minister by notice published in the Gazette each year.

3. RESPONSIBILITIES AND AUTHORITIES

The following Council officers are responsible and accountable for the implementation and communication of this Policy.

- Water and Debtors Team Leader;
- Debtors Officer; and
- Rates & Revenue Co-ordinator.

The following Council officers are responsible for the adherence, monitoring compliance and ensuring this policy is reviewed and updated to meet external compliance:

- Rates & Revenue Co-ordinator; and
- Group Manager Financial Services.

4. REFERENCES

This policy must conform to the following:

- Making Council Policy;
- Instrument of Delegation to the Chief Executive Officer;
- Civil Claims Act 1970;
- Local Government Act 1993 (NSW) (Sections 562, 566, 568, 713);
- Council's procedure titled "*Debt Recovery – Recovery of Outstanding Water Charges by Restriction/Disconnection of Water Supply*";
- Local Government (General) Regulations 2005 (NSW) (Regulation 144, 131, 213); and
- Local Government (Financial Management) Regulations 1999.

5. DEFINITIONS

Chief Executive Officer - A 1st tier management position and titled as such

Director - A 2nd tier management position and titled as such

Group Manager - A 3rd tier management position and titled as such

Council officer - A member of Council staff

6. PROCESS OWNER

Group Manager, Financial Services

7. AMENDMENTS

Changes that have been made in reference to the last version (16/08/2017) include:

- Changes to Staff titles.
- Minor grammatical changes.

- Update of Chief Executive Officer's delegation of authority to write off debts to \$5,000 from \$2,500.
- Inclusion of objectives section.
- Inclusion of detail on interest charges.

DRAFT



Authorised by: Exec Group
Authorised date: 11/04/2017
Effective date: 11/04/2017
Next review date: 11/04/2019
File Number: D2017/090894

LOANS TO INCORPORATED SPORTING BODIES & INCORPORATED COMMUNITY GROUPS POLICY

1. INTRODUCTION

This Policy allows Council to issue loans to applicable sporting bodies and community groups.

2. POLICY STATEMENT AND SCOPE

This policy will allow sporting bodies and community groups to apply for funds to cover emergency repairs or emergency rectification works on Council owned assets which are located on Council owned land.

This policy applies to all loans to sporting bodies and community groups, whether funds are borrowed by Council and on-lent or provided from Council's own reserves.

To qualify the following must apply:

- 1) The body or group must be an incorporated body.
- 2) A maximum loan of \$200,000 may be issued in any one financial year to any single sporting body or community group, unless otherwise agreed by Council
- 3) The total amount of loans issued in any one financial year shall not be more than \$400,000.
- 4) The total amount of loans issued or unpaid at any one time shall not exceed \$500,000.
- 5) The loan will be only for emergency repairs or rectification works on Council owned assets which are located on Council owned land.
- 6) The term of the loan is not to exceed 10 years.
- 7) All applicants must supply a business case to support their capacity to repay both principle and interest on the loan required. Council may require security over the loan either against any assets owned by the applicant or from a personal guarantee by members or directors of the sporting Body or Group.

If Council deems the business case is not viable then it may

- a) reject the request for the loan; or
 - b) ask the body or group to resubmit a business case should Council consider there may be merit in a revised business case with altered terms and conditions.
- 8) Council will not advance loan funds to a group or body without first approving the submitted business case.
 - 9) All loan terms and conditions will be agreed before the loan is approved, including loan repayments. These terms and conditions will be set out in a written agreement.
 - 10) If the Incorporated Sporting Body or Incorporated Community Group defaults on the loan, then interest shall be charged at the rate of 2% greater than the local government borrowing rate.
 - 11) The interest rate payable for the loan will be determined by Council at the time the agreement is approved. Unless otherwise agreed by Council and the applicant, the interest rate will be based on the current local government borrowing rate.

- 12) The applicant Body or Group is to pay the cost of preparation of the loan agreement and any security documents.

3. RESPONSIBILITIES AND AUTHORITIES

The Chief Financial Officer is responsible and accountable for the implementation, communication, adherence, monitoring compliance and ensuring this policy is reviewed and updated to meet external compliance of this Policy.

4. REFERENCES

Making Council Policy
Local Government Act 1993 (NSW), as amended, (Sections 356)
Local Government Regulations 2005 (NSW)

5. DEFINITIONS

General Manager - A 1st tier management position and titled as such
Director - A 2nd tier management position and titled as such
Group Manager - A 3rd tier management position and titled as such
Council officer - A member of Council staff

6. PROCESS OWNER

Chief Financial Officer

7. AMENDMENTS

Changes that have been made in reference to the last version (ORD 25/07/2012) include:

- Transfer of content to a new template.
- Changes to Staff titles.
- Review of policy wording to meet 'plain english' requirements, where appropriate.



PORT MACQUARIE-HASTINGS
COUNCIL



Community Strategic Plan 2050

COMMUNITY ENGAGEMENT SUMMARY REPORT

APRIL 2021



Project name			
Project manager			
Consultant			
Engagement Officer			
Operation Plan #		CM Reference	

TABLE OF CONTENTS

1. INTRODUCTION	3
1.1. What are your hopes for Port Macquarie-Hastings Region? What excites you? What concerns you?	
1.2. Engagement process	3
1.3. Engagement timeframe	4
2. WHAT WE HEARD	5
3. INSIGHTS FROM ENGAGEMENT	6
4. Key theme: Liveable	8
5. Key theme: Resilient	9
6. Key theme: Sustainable	10
7. Key theme: Connected	11
8. Key theme: Thriving	12
9. Key theme: Representative	13

1. INTRODUCTION

1.1. What are your hopes for Port Macquarie-Hastings Region? What excites you? What concerns you?

Everyday 85,000 people live, work and do business, go out and study within the region of Port Macquarie Hastings (PMH). It is one of the four regional cities on the North Coast with targeted migration and visitation destination. It has been a key place for both the Aboriginal custodians of the land and the migration of Port Macquarie-Hastings newest residents.

As part of the regions planning for 2050, all of these people who have an interest in the future of our region have been invited to have their say in the development of the new community strategic plan through a range of engagement opportunities.

At the foundation of every Community Strategic Plan are the hopes, visions and aspirations of its community.

For this consultation, the region wanted to explore the high-level themes, values and issues that people saw as important to the development of a new community strategic plan for Port Macquarie-Hastings 2050. We asked the community what are your hopes for our region, what excites you, and what concerns you about the future of Port Macquarie-Hastings Region.

1.2. Engagement process

This engagement was all about asking questions. It was an exploration between the Region and community to identify the community's values and aspirations for the future of PMH. Consultation took place from December 2020 to February 2021.

The outcomes of this process will be used to inform the content development of the PMH new community strategic plan for 2050.

Throughout the consultation process we have worked with the community to check, validate and explore areas of action for PMH regions future.

The engagement process is guided by the Council's Community Engagement Strategy and the IAP2 framework.

Over **1800** people provided feedback across **20** engagement activities:

HYS	Post cards	Online survey	Focus Groups	School activities	Online Symposium	Round Table sessions	Aspirations & Vision Survey
Dedicated Have Your Say PMHC webpage	Feedback cards distributed across the LGA	Online survey	1hr workshops allowing for discussion on six themes	School Virtual summits and Minecraft competition	Keynote speakers and community panellists' live FaceBook discussion	Two workshops were participants helped refine the themes, visions, priorities and actions	Online survey to help refine community aspirations and visions
More than 1100 visits	More than 269 received	339 surveys completed	232 people attended	120 students involved	270 people joined live 4000+ people viewed	270 people attended	336 surveys completed (general public and PMH staff)

1.3. Engagement timeframe

Engagement purpose	What's involved	Output/s	Timeframe
Phase 1 - Engagement Planning	Council scopes and collaboratively plans the engagement: <ul style="list-style-type: none"> ▪ Key activities ▪ Engagement planning ▪ Stakeholder mapping ▪ Council's senior leadership/Councillors 	Community engagement plan and communications plan and collateral	December 2019 to January 2020.
Phase 2 - Wider Engagement Phase	All PMH community members and stakeholders are invited to share their ideas for PMH 2050. <ul style="list-style-type: none"> ▪ Engagement activities ▪ Online survey ▪ Online symposium ▪ Online interactive engagement activities 	Wider engagement summary report	January 2020 to February 2021.
Phase 3 - Themes and Vision	Council develops the draft Community Strategic Plan 2050 based Community feedback. Draft document presented to current PMHC Councillors.	Approved PMH Draft Community Vision 2050	March to April 2021
Phase 4 - review the draft CSP	Public exhibition of the Draft CSP. The community is encouraged to provide feedback and make a submission.	Public exhibition	April 2021
Phase 5 - public exhibition	Following adoption of the Draft CSP. The Final CSP will be presented to the Council elected body in September 2021. A further review may be required and then the CSP will be on public exhibition.	<ul style="list-style-type: none"> • Final CSP adopted • CSP submitted to the NSW Office of Local Government. 	June 2022

During the community engagement period, the THINK2050 campaign was implemented to raise awareness of the project and community engagement opportunities.

Dedicated Council webpage	Social media	Media opportunities	Enewsletters
More than 4000 visits	Over 117 posts	A number of media releases and regular Mayoral updates	Over 27 newsletters sent to databases

2. WHAT WE HEARD

The key themes which have emerged from the community, and which will be used to inform the Draft CSP, include:

- Desire for improvements to infrastructure, with an emphasis on using our natural resources efficiently;
- Ensuring the natural environment is protected and that Council supports the community to develop climate friendly initiatives;
- Creating a thriving circular economy which showcases and supports our local businesses and industries;
- Managing growth and change while protecting the lifestyle which makes living in Port Macquarie-Hastings region unique;
- Incorporating sustainable development principles and methods into all new housing and development including regenerative practices;
- Providing strategies to ensure living in Port Macquarie-Hastings region is affordable for locals and future generations, and to ensure young people don't have to move from the area due to lack of employment or housing options;
- Investigating opportunities and strategies to improve active (footpaths, shared paths, and cycle ways) and public transport modes across the region;
- Providing opportunities and support for greater levels of community lead involvement and empowerment in local decision making;
- A lack of trust in Council decision making, and a feeling that past feedback has been ignored or not acted upon by elected Councillors and staff;
- A feeling of inequitable resource allocation across the region, with a feeling that Port Macquarie receives more resourcing and service than other parts of the region; and
- Greater support and promotion of arts and cultural programs across the region.

The key themes were common across all types of engagement, whether it be surveys, postcards, focus groups, round table sessions or face-to-face. The local community are very passionate about maintaining the friendly, relaxed, natural lifestyle, which makes Port Macquarie-Hastings's region unique. People feel strongly about the themes and issues listed above and their potential to affect this lifestyle.

Across the engagement activities, a lack of trust from the community with Council did emerge, with the key reason for this being lack of response, action and long-term strategic planning. There was also a perception or feeling that resources were not fairly distributed across the region, with a sense that Port Macquarie receives a greater, unproportioned share of services and infrastructure than other parts of the region.





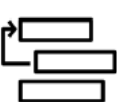
The community is also passionate about being involved in the decision-making process, and there were many instances where a community lead approach to achieving long term aspirations was put forward; community groups, mentoring programs, resource sharing and initiatives, among other suggestions. The community would like to be involved in opportunities to collaborate with Council to achieve the desired aspirations for the region through being progressive, innovative and partnerships between community and Council through lateral thinking.

3. INSIGHTS FROM ENGAGEMENT

From the THINK2050 Survey, respondents have identified some recurring ideas and challenges, listed in order of frequency, across all the questions of the survey.

Priority ideas from respondents	Challenges for Future from respondents:
<ul style="list-style-type: none"> • Sustainability, natural environment, plants, trees • Use resources efficiently (water, energy, waste) • Public transport and active transport 	<ul style="list-style-type: none"> • Loss of natural environment • Population growth • Impacts of climate change (natural disasters)







The following key findings and themes were identified from across the survey and online interactive sessions.

LOVE 	<p>When asked what the people of our region wanted to keep in the future, the top three themes related to the local environment:</p> <ul style="list-style-type: none"> • Beaches/coastline/foreshore • Walking trails/open spaces • Trees/koalas/vegetation
CHANGE 	<p>When asked what the people of our region wanted to change in the future, the <u>top three</u> themes related to local sustainability:</p> <ul style="list-style-type: none"> • The extent of development/over development • Traffic congestion and increase public and active transport modes • Address climate change/carbon emissions/respect and protect the environment
CONCERNS 	<p>When asked what the people of our region are concerned for in the future, the top three themes related to local sustainability and how we approach the future:</p> <ul style="list-style-type: none"> • How we manage population growth • Over development/loss of natural environment • Water security
VISION 	<p>Sustainable, innovative and liveable</p> <p>When participants were asked about their vision for their community, by 2050, the top three themes related to local sustainability:</p> <ul style="list-style-type: none"> • A sustainable future with a focus on the environment • Provide a region where people can walk, ride or catch public transport • A sustainable developed community
PRIORITIES 	<p>In terms of priorities for the future, the most commonly mentioned themes were related to environment/green action and active transport:</p> <ul style="list-style-type: none"> • Respect and protect bushland and nature • Creation of active transport opportunities • Manage growth sustainably • Thriving circular economy supporting local business and investment



	<ul style="list-style-type: none"> • Creation of active transport opportunities • Manage growth sustainably
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The six key themes emerged from the engagement findings.

	SUSTAINABLE	A responsive and sustainable region.
	RESILIENT	A welcoming, inclusive community that is resilient, healthy and safe.
	THRIVING	We have a diverse economy, which supports flourishing local business and employment.
	CONNECTED	We live in accessible communities supported by smart, sustainable infrastructure.
	LIVEABLE	A great place to live.
	REPRESENTATIVE	We live in a region where leaders proactively represent the interest of the community and are open, transparent and accountable.

4. Key theme: Liveable

People want a vibrant region, weaving its natural beauty, unique character and relaxed lifestyle through the workings of the villages and towns. The want to maintain a green region that has quality and vibrant public spaces. It is a socially supportive community that is safe and inclusive. The region is known for its pristine environment and relaxed lifestyle.

Access to green spaces and a commitment to environmental policy have been the recurring themes of this engagement phase. There is resounding enthusiasm for a green city. People love native trees and plants in their backyards as well as in public spaces, and hope to see **more trees and green along their streets and verge gardens**. People care and believe it is important to protect our native wildlife and increasing the koala population within our region.

Green in the towns and villages is also seen as a sign of a healthy community. People want **green public spaces** as a place to be active, to recharge their mental health, and to gather and socialise in their community. Throughout all the engagement activities, people repeatedly mentioned green, open space, pristine beaches and coastline, parks and playgrounds and trees in their hopes for Port Macquarie-Hastings's region future.

55% OF RESPONDENTS WANTED A
GREEN REGION WITH PARKS, TREES AND
NATURE

- Survey

55% There should be places for
ENTERTAINMENT, CULTURAL AND CREATIVE
ACTIVITIES

68% of respondents said there should be
QUALITY OPEN SPACE TO MEET THE NEEDS OF
A GROWING POPULATION

Kids want

- Self-sufficiency
- Sports and Recreation opportunities
- Marine Centre of Sea Life

There should be quality **open spaces and recreational facilities** to cater for the growing population, and for all ages and abilities.

"Recreational facilities, which promote fitness, e.g., heated swimming pools in the areas outside Port Macquarie".

"Sustainable places that embrace public art, creativity free outdoor gym-style equipment and dog playgrounds"

"Community Gardens and parks with small places for groups and children's playgrounds. Multicultural features and info"

There was serious discussion about the idea of everyone being able to prosper in our region. There were concerns highlighted about opportunities for young people, better services for the elderly, more social activity and access to public health services. To create opportunities for intergenerational sharing and connection through activities, events and groups.

The region should also be a friendly and safe region. A vibrant community allows people to feel safe in public spaces and people are not at risk of social isolation.

Safety is the foundation of a liveable region. People see safety in having more activity in public spaces and better street lighting. Safety for people when using active transport modes.

"Smaller private homes, higher density, allowing more public open space. Clean, safe, inviting public gardens everywhere."



People spoke about being respectful and learning from the Aboriginal and Torres Strait Islander community members and being truthful about our past, learning from the past and connecting people in the future.

"A region that is led by First Nation culture, is known as a creative and cultural economy, is collaborative and is vibrant".

"A place that honestly show cases our unique history through art".

"Utilising technology to bring art and history to life. A smart city".

5. Key theme: Resilient

People want to ensure that we are a resilient community, which can respond positively to crises. The ability of a community to adapt to pressures and transform itself in a way, which makes it more sustainable in the future.

With the recent natural disasters including the bushfires and floods, the community want to continue to build resilience in the community, by coming together to create sustainable links within their community. They want Council to advocate to State Government and develop strong partnerships with organisations to deliver efficient and good services. They would like support from Council to develop community leadership skills so that community groups can thrive and have a broader reach.

When referring to resilience the community also mean in terms of being able to withstand and respond to natural disasters, having smart and innovative infrastructure and being able to adapt.

"An attractive resilient highly liveable environment that builds community".

A supportive and collaborative region is key to a resilient community. People spoke about resilience in terms of managing natural resources and having innovative new buildings that are regenerative. In addition,

With the rise of development, the provision of community facilities, such as libraries, community halls and open space nearby was also a suggestion to ensure that quality of lifestyle is provided and accommodates people.

"Balance with the environment. Changing culture, smaller homes and more community living like gardens, social and active spaces"

"A place known for sustainable, thoughtful development that is accessible, affordable and welcoming"

"Co-housing with intergenerational living. To incorporate open spaces and community gardens".

Housing affordability was a key concern. People are concerned about the availability and is a barrier to a diverse and equitable region. They would like to see the way we design housing to change e.g. regenerative, co-housing, smaller size houses.

They want the region to be a place that is inclusive of people regardless of your age, gender and cultural background, and what you do as a job and how much you earn.

71% HOUSING GROWTH SHOULD AIM TO MINIMISE IMPACT ON LOCAL FLORA AND FAUNA - survey

"All houses to have solar power & underground water tanks" - survey

SUPPORT SERVICES FOR DISADVANTAGED GROUPS (73%)

SUPPORT GREATER ACCESS TO EDUCATION IN OUR LOCAL AREA 68%

"There is a balance between population size and resources available"

"Ability to use the nature strip outside your home for gardening or establishing native plantings"

We heard from the community that it was important to manage the population growth to maintain the quality of lifestyle. To grow the population at a sustainable rate to make sure we have the infrastructure and natural resources to cope with the increased population. People want to protect our environment and the quality of lifestyle in our region.

6. Key theme: Sustainable

People overwhelmingly wanted a response to climate change. They want a region with sustainable waste management and use of resources. People want to see a reduction in emissions, greater recycling and reusing of products and changes to how we use our region to reduce our impact on the environment.

Climate change is an important issue for everyone. The community felt that the region should be investing and advocating addressing climate change.

How we manage our environment and climate change is a top priority for young people. Young people are concerned about climate change effects such as heatwaves, bushfire, floods and storms affecting our region's future. Primary school students wanted their voices heard about the environment because Port Macquarie-Hastings in 2050 will be their future.

<i>"Carbon neutral LGA that incorporates sustainable development with green initiatives" - survey</i>	<i>"Leading as a sustainable coastal town"</i>
<p>THEY ARE POSITIVE ABOUT:</p> <p><i>Opportunities for communal food production and socialising (64%)</i></p> <p><i>A region that uses resources - water, energy and waste - efficiently (51%)</i></p>	<p>THEY SAID THEY WOULD:</p> <ul style="list-style-type: none"> – Recycle products rather than them going to landfill – Stop using single-use plastic – Choose to buy local – Install rainwater tanks/solar power

"Stop developers from mass development that does not consider sustainable infrastructure or green spaces".

"Attractive, diverse, sustainable with funky architecture and encourages connections between people and our environment".

It is important to many people that we are prepared for the future and have enough natural resources to accommodate the population. How we manage water in the future is a high concern

for the community. Many participants were eager to see more education programs and initiatives that encourage people to use water wisely, water restrictions all year round as well as the region initiating new technologies to manage water and use water more efficiently.

The idea of using innovative technology to re-use our resources and implement regenerative practices including how we recycle water, energy and waste.

There is a strong desire to source local produce within a 100km radius with ideas such as investing in agriculture, verge and community gardens.

The community is passionate about being sustainable and self-sufficient; they would like to see Council take action to help address climate change to mitigate the impact of natural disasters in our region.

7. Key theme: Connected

People want to be using public transport, walking and bikes to move around. There is a reduction of cars, where streets and public spaces are easily accessible to people. The region is welcoming, and people can connect between the different regions.

Frequent, reliable and increased public transport routes appeared as a priority, expressing a desire for a network that **integrated walking and cycling**. Part of this desire came from a concern about worsening traffic and congestion.

Residents are excited by an integrated and efficient transport system to use throughout the region, with the possibility of cycle routes connecting different towns and villages.

"They want streets that are green, with native trees and have footpaths and cycle paths. Residents want to see streets used for walking, playing and public transport".

51% of respondents CONCERNED ABOUT TRAFFIC CONGESTION AND INADEQUATE PUBLIC TRANSPORT - survey

63% of respondents are excited about MORE STREETS ARE CLOSED TO CARS AND SPACE IS ALLOCATED TO PEOPLE FOR WALKING, RIDING BIKES AND PLAYING - survey

"Improve the road network and connect the villages and towns"

"A bicycle-friendly city with unique outdoor spaces for youth all with a sustainable focus".

"More emphasis on environmental improvements and protection, interconnected cycle and walking ways, provisions for hydrogen or electric vehicles".

"More emphasis on cycle ways as a functional and economically sustainable public transport system is unlikely to be achieved in the short or medium term".

People want to be able to access the region through different transport options. Respondents are excited of the idea that our region's future would include being able to have improved shared paths and options for walking or riding your bike. They also want the region to be more easily connected.

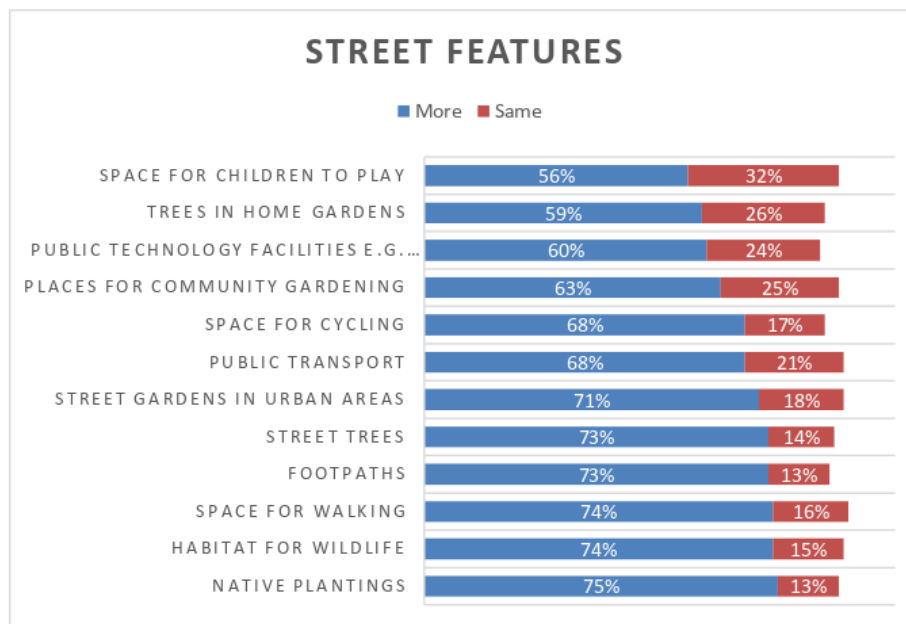
An accessible region with good public transport opportunities was considered an effective way to reduce traffic congestion and increased happiness and health.

"A well planned and designed built environment"

*"Safe, easy to get around town and regional area. Supporting life and business. Family oriented.
"Appeals to all age groups and encourages a more active approach to maintaining a healthy lifestyle".*

People would like to see part of the CBD allocated for car free days to activate the area and help facilitate social connection and healthy lifestyle. They would also like to pool cars available for hire at a general location to help reduce use of vehicles on the road.

What would you like to see more of in your local streets? - survey



They want streets that are green and pleasant, have trees and are free of congestion. They want to protect habitat for wildlife and have more native planting, they want the urban environment to shape around the natural environment. Residents want to see streets used for walking, playing and public transport.

8. Key theme: Thriving

People want a region that is diverse and that sustains the changing trends. Business owners are most excited about a region with vibrant local businesses and showcases our tourism. People feel that it is important that the region support the local economy and jobs.



Young people are concerned about limited career opportunities in the region. There is opportunity to collaborate with the university and health sector and to look at innovative business opportunities to diversify our economy.

With the recent COVID situation, some see this as a unique opportunity to attract businesses to our region with incentives. There is opportunity to expand our primary industries to support our local economy.

76% Respondents agree that it is important to SUPPORT LOCAL ECONOMIC GROWTH AND JOBS	74% Respondents are excited to see LOCAL MARKETS AND FESTIVALS
<i>"Employment based on natural resources, ecotourism, renewable energy resources, science and technology associated from the unis as hubs and multi-cultural tourism"</i>	50% respondents feel that COMMUNITIES SHOULD HAVE ACCESS TO LOCAL MAIN STREETS AND CENTRES WITH SERVICES AND STRONG LOCAL ECONOMIES

"More job growth, better health care options, more waste facilities, more activities for teens and tourists".

"Taking advantage of our regional beauty, tourism and agricultural potential".

We need to support our creative culture where there are artist spaces, rehearsal spaces, maker spaces and local markets to show-off our creative practice. People want to see night markets so they can enjoy the vibrant feel of our community and build social connection.

PMH 2050 should be a vibrant region that is friendly, active and creative. Locals and visitors can gather at events/festivals and enjoy the outdoors. While the restaurants, markets and entertainment, libraries and cinemas continue to be popular, people want to be entertained with more local and international artists and performances, art exhibitions and festivals.

"Reimagining our space as we can create a unique diet. A food bowl of under 100km. Transition town principles - no oil-based economy"

"A diverse economy is a more resilient economy. A cultural and creative economy leads to greater social cohesion".

From the survey respondents there was a mix of excited by a future that uses innovation and technology to improve our lives. However, two thirds were concerned or not sure about emerging technologies such as the use of drones and artificial intelligence to help make decisions.

They are supportive of smart technology being used for resource management (e.g. waste, water, energy) and environmental, biodiversity management and monitoring.

Business owners want a region that is globally connected, with a technology-agile economy, a more flexible workforce. This agility was seen as supporting the region to be experimental, driving increased diversity of talent, industries and community.

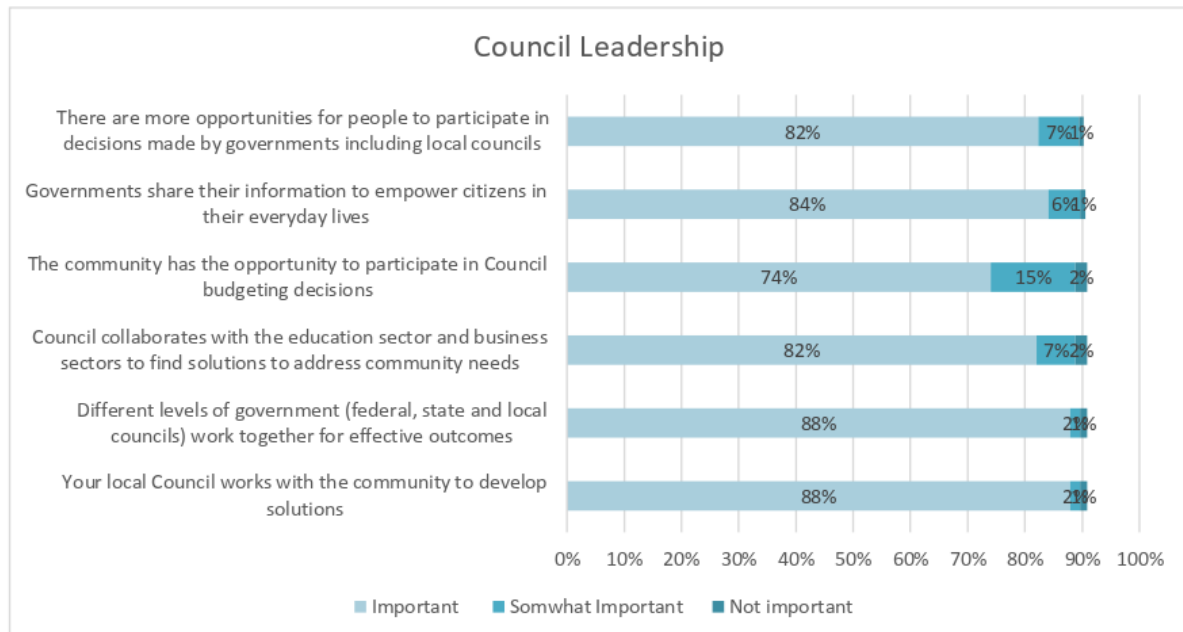
Across the region, there is concern about the lack of adequate digital infrastructure such as fibre access and Wi-Fi.

9. Key theme: Representative

The importance of working together

There is an expectation by everyone consulted that local Council should work together with the local community to develop solutions.

In the future, how important, if at all, is it that.... - survey



Different levels of government should be working together to achieve effective outcomes. There is also strong agreement that the region should be collaborating with the education and business sectors to create solutions to address community needs for Port Macquarie-Hastings Regions future.

"Councils need to be transparent while enabling citizens and businesses to do things easier and faster"

"The collaboration between Council and Community/residents is especially desirable but has been sorely lacking".

Across the engagement activities a lack of trust from the community with Council did emerge, with the key reason for this being lack of response, action and long-term strategic planning. There was also a perception or feeling that resources were not fairly distributed across the region, with a sense that Port Macquarie receives a greater, unproportioned share of services and infrastructure than other parts of the region.

The community is also passionate about being involved in the decision-making process, and there were many instances where a community lead approach to achieving long term aspirations was put forward, community groups, mentoring programs, resource sharing, initiatives, among other suggestions. The community would like to be involved in opportunities to collaborate with Council to achieve the desired aspirations for the region through being progressive, innovative and partnerships between community and Council through lateral thinking.

Imagine2050

Port Macquarie Hastings Community Strategic Plan





Acknowledgement of Country

Yii Biiray Barray

This is Birpai Country

Nyura yii-gu mara-la barray-gu, nyaa-gi, ngarra-gi

You have come here, to the country to see, listen and remember

Gathay Nyiirun Wakulda

Let's all go together as one

We acknowledge that we are on Birpai country and pay respects to all elders past, present and emerging. We acknowledge the ongoing connection to the Traditional Owners and Custodians of the lands and waters of the Port Macquarie Hastings Region.



Thank you

Imagine2050 is the culmination of the extensive **Think2050** community engagement which sought to understand our community's priorities and aspirations for the future through a range of different activities and opportunities over a 15 month period between 2019 and 2021.

Thank you to all the people and organisations who contributed their time, energy and ideas to the development of **Imagine2050**, Port Macquarie Hastings Community Strategic Plan.

*Photos: Lindsay Moller Productions;
Matt Cramer; Think2050 Ambassadors;
Council staff*

Contents

04	Message from our Council & CEO
06	Imagine2050
07	Our engagement journey
08	Guiding principles
09	Our place
10	Our people
12	Community sentiments
13	We want
14	Our vision
15	Six themes support our vision
16	Sustainable
20	Resilient
24	Connected
28	Liveable
32	Thriving
36	Authentic
40	Implementing Imagine2050 (IP&R)
41	Council's role
43	The big picture
44	Our role in the global community

Message

From our Mayor and Councillors

Will be inserted after new Council is elected in September 2021

From our CEO

Will be inserted after new Council is elected in September 2021

Imagine2050 is the roadmap devised by our community for the future of the Port Macquarie Hastings region

The culmination of extensive community input, **Imagine2050** defines our community's vision and provides a description of the route we need to take to reach this vision, without being prescriptive about the itinerary on how to get there.

Deliberately ambitious, **Imagine2050** seeks to capture the aspirations of our community whilst also providing a flexible blueprint for action that remains relevant over the next decade.

Imagine2050 is one of the most important planning documents for the Port Macquarie Hastings region. It sets the direction for how our community, Council and other levels of government may work together to make the vision a reality.

Our engagement journey

Imagine2050 has been informed by the **Think2050** community engagement program.

We sent **1500 postcards** seeking feedback; received responses to **675 surveys**; held an online symposium which attracted more than **270 live views** and **4,000 post views**; had **1100 online visits** to our dedicated **Think2050** website; **120 students** joined us at our Schools Virtual Summit or participated in our Minecraft Competition; our **Think2050 15 local Ambassadors** spoke with and listened to their communities; we met with **232 focus group residents** who attended our visioning and theme-setting workshops; and collaborated with **270 round table participants** to refine the vision and themes.



Note: Some **Think2050** engagements were limited by COVID-19 restrictions and those that proceeded were conducted in a COVID-safe manner

Guiding principles

Social justice

Preparation of **Imagine2050** has been guided by the following social justice principles:



Equity

There should be fairness in decision making, prioritising and allocation of resources, particularly for those in need



Access

All people should have fair access to services, resources and opportunities to improve their quality of life



Participation

Everyone should be given genuine opportunities to participate in decisions which affect their lives



Rights

Equal rights should be established and promoted, with opportunities provided for all people from all backgrounds

The Quadruple Bottom Line (QBL)

The QBL addresses social, environmental, economic and civic leadership (governance) considerations. The social justice principles (above), together with the QBL, ensures an holistic balanced approach is applied to all aspects of **Imagine2050**.



Social sustainability (social wellbeing)

Support cohesive, inclusive, diverse and dynamic communities



Environmental sustainability

Protect the natural, social, cultural and built heritage
Decrease the consumption of resources



Economic sustainability

Maintain a strong and stable local economy
Ensure the delivery of services, facilities and infrastructure is financially sustainable



Civic leadership (governance)

How Council engages with the community
How community will be involved in helping to deliver **Imagine2050**
Transparency and accountability in decision-making

Our place

Our region is loved by locals for its beautiful natural environment, our history and our people

We are one of the fastest-growing regional centres in NSW. Port Macquarie Hastings is home to over 84,525 residents living in 34 communities spread across the coast and hinterland, in urban, suburban and rural environments.

We are located about 420 kilometres north of Sydney and 510 kilometres south of Brisbane. Our region spans 3,686 square kilometres and extends west from the areas surrounding the mouth of the Hastings and Camden Haven rivers, through the verdant hinterland to the Great Dividing Range.

Our population is concentrated in the main centres of Port Macquarie, Laurieton and Wauchope. Smaller villages and neighbourhoods are important centres for people who live outside of the main centres.

Our communities care for each other and our beautiful environment.

Early industry was centred on dairying, cattle farming, timber and fishing. Now our region enjoys a diverse economy, with growing business districts as a result of the ongoing investment in health, education, construction and tourism sectors.

An environmentally rich area with a wide variety of plants, animals and ecosystems, we are home to a number of threatened species and a nationally significant population of koalas. Our natural and rural landscapes form part of our cultural heritage and 'sense of connection' for our community.

Our growing population brings both challenges and opportunities for our future.



Our people

**Population****84,525 people**

18.6% born overseas
7.4% need disability assistance
4% Aboriginal or Torres
Strait Islander

52% female
48% male

**Age**

48 years (average age)
13.1% aged 12-24 years
34.8% aged 60+ years

Life expectancy

(at time of birth calculation)

86 years female
82 years male

**Households****34,050 total households**

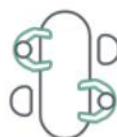
26.4% with mortgage
22.9% renting
3.5% social housing
0.3% homeless

**Household types**

32.1% couples without children
28.5% single person
23.2% couples with children
10.6% single-parent
5.5% extended family or group

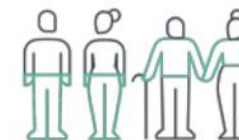
**Education**

36.1% completed year 12
25.9% vocational qualification
13.4% university education

**Employment**

48.6% in workforce
6.8% unemployed

Forecast

**Population increase**

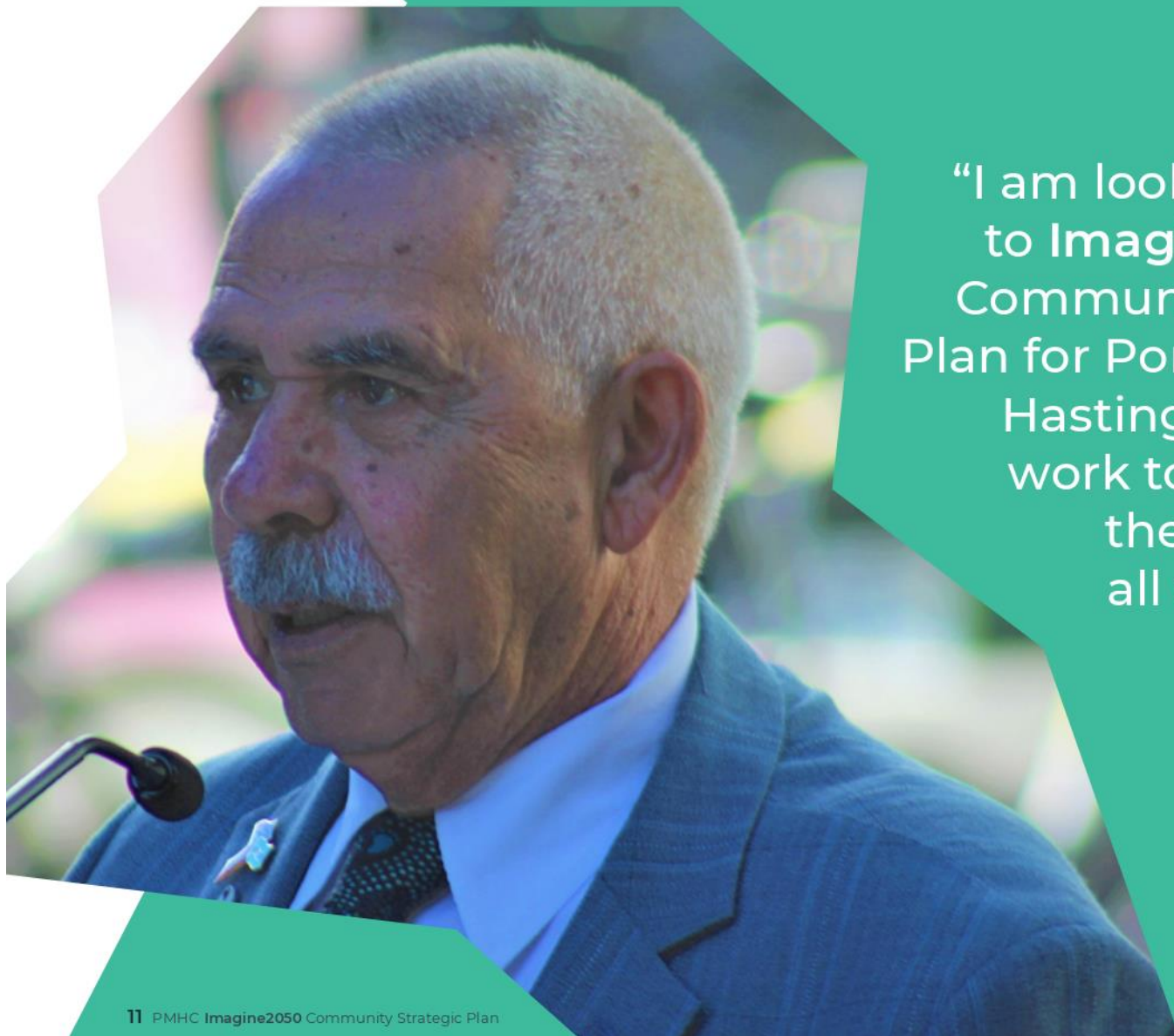
+18,900 people by 2041
(+23.6%; estimated total 98,950)

66% increase for aged 65+ years

**Additional households**

+11,950 households by 2041
(+31.7%; estimated total 46,000)

single person households
increasing to 42.5%



“I am looking forward to Imagine2050, the Community Strategic Plan for Port Macquarie Hastings, as we can work together with the inclusion of all community”

Uncle Bill

Community sentiments



Love

beaches, coastline and foreshore
walking trails and open spaces
natural landscape and of course our koalas!
unique villages and hinterland towns
community connections and support



Wants

reduced traffic
stable infrastructure
improved pathways
protected environment
affordable living
thriving economy
inclusive community
collaboration
transparency
Quality of life



Value

amenity and quality of life
social cohesion and inclusion
affordable lifestyle
technology, creativity and innovation
the natural environment



Concerns

population growth and change
protecting our unique lifestyle
loss of our natural environment
sustainable use of our resources
water security
impacts of climate change
housing affordability
employment opportunities
inequitable resource allocation
across the region
whether Council is authentic



We want



reduced traffic
less congestion
with a clear transport
network approach to
address present and
future needs



stable infrastructure
a solid infrastructure
approach that
ensures sewer, water,
stormwater capability
now and in the future



improved pathways
footpaths, shared
paths, cycleways
and access to public
transport across
our region



environment
protection for our
natural environment
and support for climate
friendly initiatives



affordable living
current and future
generations to have
access to affordable
lifestyles (eg housing)



thriving economy
initiatives which
support local jobs
and business



inclusive community
opportunities to celebrate
our history, work alongside
our First Nations people
and build community spirit



collaboration
a greater level of
trust between the
community and
decision-makers



transparency
clear understanding and
demonstration of how
resources are allocated
across the region



quality of life
quality amenities and
effective management
of assets to ensure good
quality of life outcomes

Our vision

The most liveable, sustainable
and innovative place in Australia



Six themes support our vision



sustainable

we have a healthy natural environment
that is resilient to the impacts of natural
hazards and environmental change



resilient

we are a welcoming, safe and inclusive
community that nurtures healthy
minds and bodies



connected

we live in accessible communities
with a range of options for
connecting with each other



liveable

we are a well-designed, diverse and
vibrant region which offers a range of
lifestyles and great places to live



thriving

we have a diverse and flourishing local
economy which provides employment
opportunities for people of all
ages and abilities



authentic

we have leaders who represent the best
interests of our community and
are engaged, open, transparent
and accountable

Sustainable

Our objectives:

We have a healthy natural environment that is resilient to the impacts of natural hazards and environmental change.

We treat our natural assets, bushlands and waterways with respect.

We conserve and enhance our biodiversity and our visual landscape.

We use our natural resources wisely.

Our built environment is developed in line with best practice sustainability principles.

Our community said they want to

protect our natural environment including our native flora and fauna (particularly our koalas!)

manage our waste

efficiently use our natural resources (water and energy)

reduce our carbon emissions and respond to climate change

care for our rivers and waterways

reduce our dependency on cars

ensure water security for our future

encourage the development of more sustainable buildings

develop climate-friendly initiatives





“We are so lucky... we have a huge obligation to protect the ocean, national parks and local wildlife... this is our home and we really need to work together to protect this incredible natural environment we are so blessed to have as part of our lifestyle”

Shalise



Sustainable

How to achieve our objectives



Strategies

What we will do
to realise our objectives

Ensure integrated land use planning balances the environmental, social and economic needs of present and future generations

Protect and enhance our beaches, waterways, bushland, wildlife corridors, inland areas and the diversity of our local native species

Address climate change and its impacts through careful planning and collaboration with our community

Manage our water and waste efficiently and sustainably, using innovative technology, recycling and regenerative practices where possible to help us achieve this

Educate and encourage all areas of our community to adopt sustainable practices in their daily activities and support active community participation in local environmental projects

Encourage sustainable development and building practices



Everyone

What we all can do to help
achieve our objectives

Learn more about environmental issues and how to improve our environmental sustainability

Walk, cycle or use public transport

Recycle right, compost and avoid excess packaging

Buy green, grow our own or local food

Stop using single-use plastic

Plant and preserve native trees on our own property

Use bins or take your rubbish with us

Join a bush care group

Invest in a water tank and go solar

Feed birds with native plants – not bread or unwanted food

Report people polluting, dumping or littering



Allies

Who can help
attain our objectives

Port Macquarie Hastings Council (PMHC)

NSW Dept Environment, Industry and Planning (DPIE)

NSW National Parks and Wildlife Service (NPWS)

NSW Environment Protection Authority (EPA)

Regional Catchment Management Committees

Water and energy providers

MidWaste Regional Waste Forum

Development industry

Local environment groups



Guides

Council frameworks that will guide our direction

Biodiversity Management Strategy

Waste Strategy 2017-2024

Long-Term Energy Strategy

Flood Management Policy

Climate Change Response Strategy
(under development)

Koala Recovery Strategy

Koala Plans of Management

Vegetation Management Plans



Measures

How we will measure our progress

Council and community CO₂ emissions

Water and air quality measures

Recycling and waste statistics

Number of participants in environmental events and projects

Our tree canopy

Number of development applications that include sustainability measures beyond minimum requirements



Motivations

To be effective, we must continually consider these key questions

How can we protect our environment for future generations?

How do we protect local threatened species and ecologically endangered communities without inhibiting regional growth?

How do we best minimise our contribution to climate change and minimise its effects?

How do we manage invasive species?

How do we reduce local energy consumption and increase the use of renewable resources?

How do we ensure people can continue to access and experience our natural areas without damaging them?

How do we better manage demand for limited water resources?

How do we reduce waste and increase reuse and recycling?





Resilient

"I want to tell our kids that we faced the challenges to grow a safe and prosperous place... our community was courageous, smart, creative, we cared for each other to create this amazing place you have now!"

Rachel



Resilient

Our objectives:

We are a welcoming, safe and inclusive community that nurtures healthy minds and bodies.

We support each other in hard times and can effectively respond to and recover from emergency events.

We have strong community leadership and partnerships.

Our neighbourhoods inspire social interaction and support community wellbeing.

We have respect for the Birpai people, and embrace and celebrate the combined culture and history of our place.

Our community said they want

to build their leadership **skills** so that community groups are better able to support others

to be able to **respond** effectively and positively to crises

the region to be a place that is **inclusive** of people regardless of age, gender and cultural background, occupation or level of income

support **services** for the elderly and disadvantaged groups

to **create** our own 'food bowl' so that we become less dependent on food sourced from outside the region

to be **safe** (particularly at night)





Resilient

How to achieve our objectives



Strategies

What we will do
to realise our objectives

Deliver and support initiatives, activities and programs that build community resilience, encourage intergenerational sharing, wellbeing and safety

Help our communities to prepare for and lessen the impacts of extreme weather events and build resilience to emergencies, with a focus on those most vulnerable

Acknowledge the Birpai people as traditional custodians of this land and work together towards shared goals

Support and advocate for all people and communities to celebrate their histories and identities and encourage mutual understanding

Identify those people in the community who are most disadvantaged, excluded and vulnerable, and provide and support activities that reduce social isolation and build social cohesion

Recognise and celebrate the contribution of volunteers and unpaid workers



Everyone

What we all can do to help
achieve our objectives

Volunteer – share some time
or lend a hand

Have a good work-life balance

Enjoy the local community centre

Get to know our neighbours

Show mutual respect
and acceptance of others

Become a mentor to a young person

Create or join a community garden

Learn a new skill or take up
a new hobby

Report your concerns – see
something, say something

Be physically active – walk,
cycle or play a sport

Participate in cultural
and community events



Allies

Who can help
attain our objectives

Port Macquarie Hastings
Council (PMHC)

NSW Police Local Area
Commands

State Emergency Services

NSW Dept of Family and
Community Services

NSW Dept of Justice

Non-government agencies
such as Liberty, Red Cross,
Lifeline, Community Housing

Neighbourhood Centres

Businesses

Volunteer organisations



Guides

Council frameworks
that will guide our direction

Community Inclusion Plan

Disability Inclusion Action Plan

Reconciliation Action Plan

Emergency Response Plans
(to be developed)



Measures

How we will
measure our progress

Use of community buildings

Number of community organisations
and membership

Domestic violence reoffending rates

Improved socio-economic indicators

Reduced crime rates in top offending
categories

Number of volunteers

Number of households with
emergency response plans



Motivations

To be effective, we must continually
consider these key questions

How do we ensure everyone is valued?

How do we ignite a passion for volunteering
as our population ages?

How will we protect, manage, enhance
and conserve our indigenous and
non-indigenous cultural heritage?

How do we ensure people feel safe
and included in our community?

How do we best prepare our residents
for the impacts of climate change?

How do we create opportunities
for intergenerational connections?

How do we enable everyone to
participate and prosper?



Resilient

Connected

Our objectives:

We live in accessible communities with a range of options for connecting with each other.

Our community can safely and efficiently travel within and beyond our region.

Our transport networks and services are convenient, reliable and well-maintained.

Our green streets and public spaces are safe and prioritise people.

Our community can easily connect and communicate through reliable communication technologies.

Our community said they want

frequent, **reliable** and increased public transport routes

less traffic congestion

an **integrated** network of footpaths and cycling paths

streets that are **green** with native trees and plantings

better (and different) **connections** between our towns and villages

equitable and reliable access to digital infrastructure and telecommunications services





“Connecting Camden
Haven safely is the
unifying purpose behind
the construction of the
beach-to-beach shared
pathway... we are working
collaboratively to achieve
this incredible 11km project
which will better connect
our communities”

Penny



How to achieve our objectives



Strategies

What we will do
to realise our objectives

Effectively plan, upgrade and maintain our network of roads, bridges, cycleways, footpaths, walkways and street lighting

Promote road safety and accessibility initiatives

Prioritise solutions for walking and cycling integrated with public transport

Investigate and implement technology solutions to improve transport infrastructure and experiences

Support the greening of our transport infrastructure



Everyone

What we all can do to help
achieve our objectives

Ride a bike for transport, fun
and health

Travel off peak

Walk or cycle those short
journeys – don't drive

Try out the many local
walking trails

Car pool or car share

Support and advocate for
on-demand local buses

Think safe, travel safe –
pedestrians, cyclists and drivers

Volunteer on key pathway projects

Join a walking or running group

Keep footpaths clear of parked
cars and overhanging vegetation

Report unsafe conditions on roads



Allies

Who can help
attain our objectives

Port Macquarie Hastings
Council (PMHC)

Bus service providers

Community groups

Community transport
providers

Cycling groups

NSW Police Local Area
Commands

Running groups

Transport for NSW

Walking groups



Guides

Council frameworks
that will guide our direction

Regional Integrated Transport
Strategy (under development)

Pedestrian and Mobility Plans

Bike Plan

Regional Road Corridor Strategy

Port Macquarie Airport Master Plan



Measures

How we will
measure our progress

Use of public transport

Length of cycleways and pathways

Journey to work ratios by cycling,
walking and public transport

Satisfaction with travel times
between key destinations

Number of journeys by non
fossil-fuelled vehicles

Walkability Index

Traffic incidents resulting
in death or serious injury

Level of satisfaction with roads



Motivations

To be effective, we must continually
consider these key questions

How do we most effectively improve
connectivity between our towns and villages?

How do we maintain community satisfaction
with the condition of our community assets
(particularly our large road network)?

How do we improve community transport
for our elderly and those without their
own transport options?

How do we ensure our region has access
to existing and emerging technology?

How do we best transition to more
sustainable forms of transport?



Connected



“Understanding
by everyone the
importance of green
space, connected
neighbourhoods
and reduced
reliance on cars.”

Trish



Liveable

Our objectives:

We are a well-designed, diverse and vibrant region which offers a range of lifestyles and great places to live.

Our villages and towns weave together their natural beauty and unique character.

We have a diversity of quality housing to meet our current and future needs.

We value our easy access to our blue and green places across the region.

We enjoy a range of entertainment, sporting, cultural and creative activities.

Our community said they want

to **protect** the unique Port Macquarie Hastings lifestyle

quality **open** spaces and recreational facilities to cater for our growing population and for all ages and abilities

sustainable places that **embrace** public art and foster creativity

a wider range of housing so that access to **affordable** housing is not a barrier to a diverse and equitable region





How to achieve our objectives



Strategies

What we will do
to realise our objectives

Responsibly manage growth and development, with respect for the environment, heritage and character of our suburbs, towns and villages

Ensure neighbourhoods, streets and public spaces provide a range of quality places and facilities where people can enjoy education, recreation, socialising, healthy living and other activities and events

Provide access to green and blue spaces for recreation, relaxation and enjoyment and foster enhanced community stewardship of these areas

Offer a mix of high-quality, affordable and adaptable housing options supported by effective infrastructure

Foster a creative community that celebrates arts and culture



Everyone

What we all can do to help
achieve our objectives

Comment on local planning issues and participate in public forums

Talk to Council before you build

Keep our public spaces clean

Visit the local beaches or pools

Become a library member

Visit local parks often

Take the kids to the playground

Play a social or recreational sport



Allies

Who can help
attain our objectives

Port Macquarie Hastings Council (PMHC)

NSW Dept Planning, Industry and Environment (DPIE)

Department of Housing

Joint Planning Panel

Joint Organisation

Education and training Institutions

NSW Office of Sport and Recreation

Ministry of Health and Local Health Districts

Local schools

TAFE NSW

Businesses

Local sporting and cultural organisations and clubs



Liveable



Guides

Council frameworks
that will guide our direction

Local Strategic Planning Statement

Infrastructure Strategy
(under development)

Integrated Water Cycle
Management Strategy
(under development)

Urban Growth Management
Strategy

Housing Strategy

Recreation Action Plan

Community Plans

Events Plan

Cultural Plan

Library Strategic Plan

Glasshouse Plan



Measures

How we will
measure our progress

Satisfaction with local facilities
and public spaces

Housing Affordability Index

Liveability Index

Social Infrastructure Index

Library Membership

Visitation to sporting and
recreational facilities

Event participation



Motivations

To be effective, we must continually
consider these key questions

How do we adapt to changes in population
and the way people live and still retain the
unique character and identity of our towns
and villages?

How can we make sure that everyone has
access to affordable accommodation?

How do we accommodate our growing
population in a way that minimises the
need to travel for our daily needs?

How do we encourage participation in
community life as our community
changes and develops?

Thriving

Our objectives:

We have a diverse and flourishing local economy which provides employment for people of all ages and abilities.

Our local businesses thrive in an environment that supports traditional and new industries, innovation and new ways of doing business.

Our towns, villages and centres attract a diverse range of businesses, providing opportunities for work, education and leisure.

Our economy provides opportunities that match the skills and needs of the population.

We embrace technology, creativity and innovation to solve complex problems and improve our environment and the way we live, work and play.

Our community said they want

a **thriving** circular economy which showcases and supports our local businesses and industries

to keep up with **technology** and support flexible working practices

career and **job** opportunities especially for our young people

greater range of tertiary **education** opportunities

to **showcase** our tourist attractions and develop our agri-tourism potential

to **develop** our creative industry and support our primary industries





“We are stronger together –
Council and the business
community must work
together to foster a diverse
economy that supports
job creation, local business
growth, economic
prosperity and
innovation for the
benefit of all in
our community”

Alistair



How to achieve our objectives



Strategies

What we will do
to realise our objectives

Facilitate diversified job growth

Foster innovation and partnerships to develop local entrepreneurs and emerging industry and creative sectors

Inspire new ways of doing business

Advocate for investment in local education and learning pathways to support accessible learning for people at all ages and stages of life

Enhance and extend opportunities for a sustainable visitor economy across the region

Support businesses to build capability to use new technology in order to realise economic opportunities

Promote flexible work options to reduce commuting and to boost our local centres



Everyone

What we all can do to help
achieve our objectives

Support local business – buy locally and employ locally

Support local creativity – attend local cultural events and activities or buy a local work of art

Pursue tertiary education or take a local community education course

Access advice on starting our own business

Help newcomers to learn about our local businesses

Be friendly to visitors and tourists

Be a tourist in our own town
visit portmacquarieinfo.com.au



Allies

Who can help
attain our objectives

Port Macquarie Hastings Council (PMHC)

Chambers of Commerce and peak bodies

Create NSW

Destination NSW

Education and training institutions

Ministry of Health or Local Health Districts

Department of Industry

Department of Infrastructure

Local businesses and Business Networks

Tourism Association

Event organisers

Regional Economic development bodies



Guides

Council frameworks
that will guide our direction

Economic Development Strategy

Smart Community Roadmap

Port Macquarie Hastings

Destination Management Plan



Measures

How we will
measure our progress

Number of new businesses that employ
one or more people

Employment growth

Number of social enterprises and
co-operatives

Number of visitors (day visits and
overnight stays)

Number of people completing tertiary
education

LGA's Gross Regional Product (GRP)

Diversity of employment across industries

Number of volunteers

Availability of digital technology across
the LGA



Motivations

To be effective, we must continually
consider these key questions

How do we address a skilled labour shortage?

How do we create a larger, diverse,
sustainable local economy?

How do we ensure people can access
the education, services, jobs and activities
they require?

How do we reduce the number of people
leaving the region for work or study?

How do we build on the success of Port
Macquarie Hastings as a tourist destination
without compromising the values that
make our home special?

How do we encourage and recognise
innovation?



Thriving



Authentic

“Create inclusive, safe, respectful and meaningful engagement processes to include all community voices in working together to develop and deliver achievable outcomes that will benefit community and future generations”

Aunty Rhonda



Authentic

Our objectives:

We have leaders who represent the best interests of our community and are engaged, open, transparent and accountable.

Our leaders are active stewards of our community's vision and can be trusted to make decisions that are well informed and reflect our values.

Our community actively contributes to decision-making.

We champion community-led approaches to achieve our long-term aspirations.

Collaboration between all sectors of our community delivers real solutions.

Our community said they want

us all to work together to develop **solutions** (particularly across the three levels of government)

equitable access to services

a better level of **trust** between Council and the community

to have support for **community-led** approaches and initiatives

information to be shared so that we are all empowered to **participate** in decision-making





Authentic

How to achieve our objectives



Strategies

What we will do
to realise our objectives

Provide a range of ways and opportunities for our community to access information and become engaged in decision-making

Ensure effective, responsible and ethical leadership and decision-making, reflective of community needs and aspirations

Utilise research, evaluation and data effectively to inform decision-making and respond to trends and changes

Involve the community in the identification and delivery of opportunities and projects that support our community's vision



Everyone

What we all can do to help
achieve our objectives

Get involved – take an interest
in civic affairs

Attend a Council meeting

Attend or comment on public
consultations

Volunteer

Join a Community Group

Get involved in decision making

Exercise your right to vote



Allies

Who can help
attain our objectives

Port Macquarie Hastings
Council (PMHC)

NSW Dept of Premier
and Cabinet

Businesses

Community leaders

Non-government
agencies and community
organisations

Australian and NSW
Government, Members
of Parliament

IPART

Office of Local Government



Guides

Council frameworks
that will guide our direction

Community Engagement Strategy

Communications Strategy

Education Framework

Customer Experience Strategy

Resourcing Strategy: Asset
Management Plan; Workforce
Management Plan; Long Term
Financial Plan



Measures

How we will
measure our progress

Levels of community engagement in
projects, strategy development, policies

Number of community-initiated,
community-led and shared projects

Levels of satisfaction with leadership
and opportunities to participate in
decision-making

Community involvement in Council
meetings



Motivations

To be effective, we must continually
consider these key questions

How do we ensure our leaders are
empowered to deliver the services and
infrastructure the community requires?

How do we ensure accountability and
transparency in decision making?

How do we effectively embrace change?

How do we ensure that leaders and decision
makers have the information they need?

How do we improve communication
processes and ensure open dialogue
in and with the community?



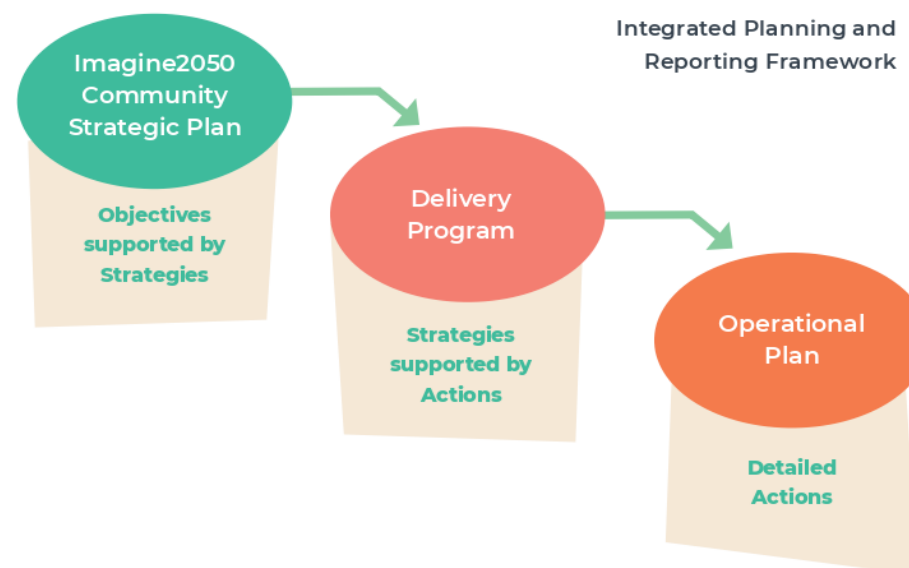
Authentic

Implementing Imagine2050

The NSW Government requires local Councils to undertake long-term planning, based on comprehensive community engagement and resourced by robust plans for finances, assets and workforce. This is known as the Integrated Planning and Reporting Framework.

This framework lays out where we are heading as a community in the long term, supported by detailed plans for the short and medium-terms, which provide the community, Council and other stakeholders with a clear picture of our future direction. **Imagine2050** is the first element of this framework.

The Delivery Program and Operational Plan are the main instruments Council uses to implement **Imagine2050**. It is in these Plans that Council details specific projects and actions that will be undertaken to work towards the high-level objectives outlined in **Imagine2050**.



Document	Purpose
Imagine2050 Community Strategic Plan (CSP)	States the community's vision and aspirations for the next 10 years for our society, environment, economy and civic life
Delivery Program	Outlines Council's response to Imagine2050 over a four-year period and has a companion Resourcing Strategy (addresses Council's finances, workforce and assets)
Operational Plan	Sets out what Council will do over the next 12 months to address the goals outlined in the Delivery Program
Strategic documents	Inform the priorities and actions in the Delivery Program and Operational Plan. An example is the Local Strategic Planning Statement (LSPS) which reflects Council's land use vision, principles, priorities and actions

Council's role

Council does not have the sole responsibility for implementing or resourcing all of the community aspirations identified within **Imagine2050**. Many aspects of **Imagine2050** fall beyond the direct control of local government (eg public transport).

Council takes a lead role in the development and implementation of **Imagine2050**; however, responsibility for achieving our long-term objectives rests with the collective commitment of all levels of government, businesses, industry groups, community organisations and individuals.

A guide to the types of roles Council performs is given overleaf.

Council's role in the delivery of services, facilities and programs is detailed in the Delivery Program and Operational Plan as well as a range of Council strategies and plans (which have been identified under each of the community themes in **Imagine2050**). Everything that Council commits itself to via these plans, programs and projects must be informed by community input and refer back to **Imagine2050**.

Key to Council's role is understanding our community's desired level of service and demand for key facilities and programs via authentic engagement. The desired level of service is the balance between the service provided; the level of service the community expect and what the community is prepared to pay for. The desired level of service will inform and the actions within all of Council's plans.

Accountability

Council is accountable to the community on progressing towards the community's vision. The annual and six-monthly reports detail progress against the actions in the Delivery Program and the Operational Plan.

Imagine2050 is also evaluated in an End of Term report which is produced at the end of each Council Term. **Imagine2050** will also be updated at the commencement of each Council term to ensure it remains relevant and reflects community ambition over its lifespan.

41 PMHC **Imagine2050** Community Strategic Plan

“Collaboration and partnerships are crucial to achieving long-term goals”

Feedback from **Think2050** Survey

Council's roles

To action **Imagine2050**, Council will undertake various roles to enact the community's vision and themes:



Leader

Identifies key community issues; **mobilises** stakeholders to collaborate on diverse interests; **invites** consensus; **plans** direction via policy and practices; **navigates** any obstacles; **guides** the way forward to achieve our community's vision



Custodian

Acts as a guardian of aspirations for the future; **shares** the community's vision; **cares** for our people and places – now and into the future



Service Provider

Provides infrastructure, services, facilities and programs to meet community needs; **ensures** resources are responsibly managed and maintained



Planner

Consults with community stakeholders; **evaluates** ways to resolve identified issues; **delivers** professional solutions for community requirements



Regulator

Implements legislative provisions and sustainable management; **aims** to achieve current and future community and environmental wellbeing



Partner

Collaborates with providers, suppliers and other interests to deliver products and services which meet communities needs



Facilitator

Encourages involvement in activities which enhance the community's quality of life; **coalesces** diverse interests; **activates** easeful processes to achieve desired outcomes



Capacity Builder

Mentors community groups; **motivates** invested communities to achieve agency or resources; **assists** in developing aligned partnerships



Advocate

Voices community interests and concerns to all levels of government and stakeholders; **upholds** our community's vision; **speaks up** for community needs



Educator

Informs stakeholders; **cultivates** understanding of community priorities; **empowers** community with appropriate skills to help achieve their vision



Funder

Sources funding for desired community outcomes; **Secures** grants to community groups for projects and activities which align with the community vision



Monitor

Checks the progress of community priorities; **reports** the status of deliverables; **references** key plans and strategies; **ensures** integrity of the community vision

The big picture

How **Imagine2050** fits in with other plans and strategies



Global issues

Impact our people
and our future

Includes: environmental
and social issues; political,
health, or economic crises

United Nations
Sustainable
Development Goals

Sendai Framework for
Disaster Risk Reduction

United Nations Habitat III
The New Urban Agenda

Paris Agreement



National needs

Impact Australians
as a nation

Includes: defence,
immigration, taxation,
communications, trade

Places for People:
An Urban Protocol for
Australian Cities

Social Inclusion Agenda

Australia's Biodiversity
& Conservation Strategy

National Digital
Economy Strategy

Infrastructure
Australia Strategy



State needs

Impact residents
of New South Wales

Includes: health, care
(aged, child, disability),
transport, education,
employment, police,
development (>\$5m)

State Plan

NSW Housing Strategy

NSW Biodiversity Strategy

Future Transport
Strategy 2056

State Infrastructure
Strategy

NSW State Health Plan

Premier's Priorities

NSW SES Strategic Plan



Regional needs

Impact the mid and
north coasts of NSW

Includes: regional
planning, health
and wellbeing, water
catchment management

North Coast Regional
Plan 2036

Mid North Coast Local
Health District Plan

Regional City Action
Plan for Port Macquarie

North Coast Regional
Water Strategy



Local needs

Impact the Port Macquarie
Hastings LGA

Includes: local roads, parks,
waterways, waste, libraries,
events, community
wellbeing & facilities,
development (<\$5m)

Integrated Planning &
Reporting Framework
featuring our **Imagine2050**
(Port Macquarie Hastings
Community Strategic Plan)

Port Macquarie Hastings
Council Policies, Strategies
and Plans

Our role in the global community



In 2015, Australia joined 192 other countries and committed to a global roadmap

The Sustainable Development Goals (SDGs) were developed by the United Nations to provide a global roadmap for all countries to work toward a better world for current and future generations.

These international, interconnected goals promote prosperity while protecting the planet, and work towards a more sustainable future for everyone. Port Macquarie Hastings Council has adopted the SDGs as a framework and a reference for its planning, benchmarking and sustainability reporting.

Our role in a global community is demonstrated in the themes that underpin this **Imagine2050** Community Strategic Plan.





“I see our area growing rapidly... we need a balanced approach to the development of the region, that considers everyone’s needs”

Kellon



Contact

Port Macquarie Hastings Council

pmhc.nsw.gov.au

council@pmhc.nsw.gov.au

PO Box 84 Port Macquarie NSW 2444

Tel 6581 8111

Socials @pmhcouncil



2 Your Community Life

What we are trying to achieve

A healthy, inclusive and vibrant community.

What the result will be

We will have:

- Community hubs that provide access to services and social connections
- A safe, caring and connected community
- A healthy and active community that is supported by recreational infrastructure
- A strong community that is able to identify and address social issues
- Community participation in events, programs, festivals and activities

How we will get there

- 2.1 Create a community that feels safe
- 2.2 Advocate for social inclusion and fairness
- 2.3 Provide quality programs, community facilities and public spaces, for example, community halls, parks and vibrant town centres
- 2.4 Empower the community through encouraging active involvement in projects, volunteering and events
- 2.5 Promote a creative and culturally rich community

06 MAYOR'S SPORTING FUND - APPLICATIONS RECIEVED**CONSENSUS:**

That the Mayor's Sporting Fund Sub-Committee:

1. Note the three applications for consideration were received prior to the competitions listed but have not been presented to the Sub-Committee due to an administrative oversight.
2. Recommend to Council the allocation of :
 - a) \$350 to Laura Reynolds to support her attendance at the 2021 Australian Junior Beach Volleyball Championship in Coolangatta QLD which were held on 26 - 29 April 2021
 - b) \$350 to Charlie Beard to support his attendance at the Youth Beach Phoenix Program to compete against Queensland in the National Youth Beach Championships on the 25 - 29 April 2021.
 - c) \$500 for Bayden Smith to support his attendance at the Under 18 Men's Australian Hockey Championships on 8 - 16 April 2021 in Launceston, Tasmania.

4 Your Natural and Built Environment

What we are trying to achieve

A connected, sustainable, accessible community and environment that is protected now and into the future.

What the result will be

We will have:

- Effective management and maintenance of essential water, waste and sewer infrastructure
- A community that is prepared for natural events and climate change
- Sustainable and environmentally sensitive development outcomes that consider the impact on the natural environment
- Accessible transport network for our communities
- Infrastructure provision and maintenance that meets community expectations and needs
- Well planned communities that are linked to encourage and manage growth
- Accessible and protected waterways, foreshores, beaches and bushlands
- An environment that is protected and conserved for future generations
- Renewable energy options that are understood and accessible by the community

How we will get there

- 4.1 Provide (appropriate) infrastructure and services including water cycle management, waste management, and sewer management
- 4.2 Aim to minimise the impact of natural events and climate change, for example, floods, bushfires and coastal erosion
- 4.3 Facilitate development that is compatible with the natural and built environment
- 4.4 Plan for integrated transport systems that help people get around and link our communities
- 4.5 Plan for integrated and connected communities across the Port Macquarie-Hastings area
- 4.6 Restore and protect natural areas
- 4.7 Provide leadership in the development of renewable energy opportunities
- 4.8 Increase awareness of issues affecting our environment, including the preservation of flora and fauna



Planning,
Industry &
Environment

PP-2021-2733 / IRF21/1562

Dr Clare Allen
General Manager
Port Macquarie-Hastings Council
PO Box 84
PORT MACQUARIE NSW 2444

Via email: kieran.metcalfe@pmhc.nsw.gov.au
council@pmhc.nsw.gov.au

Dear Dr Allen

Planning proposal PP-2021-2733 to amend Port Macquarie-Hastings Local Environmental Plan 2011

I am writing in response to Council's request for a Gateway determination under section 3.34(1) of the *Environmental Planning and Assessment Act 1979* (the Act) in respect of the planning proposal to amend the Port Macquarie-Hastings LEP 2011 to rezone Lots 1-52 DP 776681, Sancrox (collectively known as Le Clos Sancrox) from RU1 to R1, R3, B2, E2, E3, E4 and RE1 and amend the applicable minimum lot size, floor space ratio and height of buildings provisions that apply.

As delegate of the Minister for Planning and Public Spaces, I have now determined that the planning proposal should proceed subject to the conditions in the enclosed Gateway determination.

I have also agreed, as delegate of the Secretary, the planning proposal's inconsistency with 9.1 Directions 1.1 Business and Industrial Zone, 1.2 Rural Zones, 1.5 Rural Lands, 2.1 Environment Protection Zones, 2.2 Coastal Management, 2.3 Heritage Conservation, 2.6 Remediation of Contaminated Land and 5.10 Implementation of Regional Plans are justified in accordance with the terms of the Direction. No further approval is required in relation to these Directions.

Council may still need to obtain the agreement of the Secretary to comply with the requirements of relevant section 9.1 Directions 1.3 Mining, Petroleum Production and Extractive Industries and 4.4 Planning for Bushfire Protection, Council should ensure this occurs prior to public exhibition / the plan being made.

It is noted that Council has requested to be authorised as the local plan-making authority. I have considered the nature of Council's planning proposal and have conditioned the Gateway for Council not to be authorised as the local plan-making authority.

The amending local environmental plan (LEP) is to be finalised within 12 months of the date of the Gateway determination. Council should aim to commence the exhibition of the planning proposal as soon as possible. Council's request for the Department of Planning, Industry and Environment to draft and finalise the LEP should be made eight weeks prior to the projected publication date.

The state government is committed to reducing the time taken to complete LEPs by tailoring the steps in the process to the complexity of the proposal, and by providing clear and publicly available justification for each plan at an early stage. In order to meet these commitments, the Minister may take action under section 3.32(2)(d) of the Act if the time frames outlined in this determination are not met.

I also take this opportunity to advise that the Department has received correspondence from an adjoining landowner raising concerns in relation to the structure plan. Due to these concerns, it is recommended that Council separate the the planning proposal from the structure plan.

Should you have any enquiries about this matter, I have arranged for Ms Gina Davis to assist you. Ms Davis can be contacted on 5778 1487.

Yours sincerely



13/5/2021

Jeremy Gray
Director, Northern Region
Local and Regional Planning

Encl: Gateway determination



Planning, Industry & Environment

Gateway Determination

Planning proposal (Department Ref: PP-2021-2733): to amend Port Macquarie-Hastings LEP 2011 to rezone Lots 1-52 DP 776681, Sancrox (collectively known as Le Clos Sancrox) from RU1 to R1, R3, B2, E2, E3, E4 and RE1 and amend the applicable minimum lot size, floor space ratio and height of buildings provisions that apply.

I, the Director, Northern Region at the Department of Planning, Industry and Environment, as delegate of the Minister for Planning and Public Spaces, have determined under section 3.34(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that an amendment to the Port Macquarie-Hastings Council Local Environmental Plan (LEP) 2011 to rezone Lots 1-52 DP 776681, Sancrox (collectively known as Le Clos Sancrox) from RU1 to R1, R3, B2, E2, E3, E4 and RE1 and amend the applicable minimum lot size, floor space ratio and height of buildings provisions that apply, should proceed subject to the following conditions:

1. Prior to community consultation, the planning proposal is to be updated to:
 - (a) amend the property details on page 5 to reflect the correct DP number;
 - (b) detail in Part 1 the zones that the subject land will be rezoned to;
 - (c) provide greater detail in Part 2 how the objectives and intended outcomes in Part 1 will be achieved by listing the current and proposed zones, minimum lot size, floor space ratio and height of building provisions; and
 - (d) include in Part 3 (B) (4) a discussion on the consistency of the planning proposal with Council's Local Strategic Planning Statement.
2. Public exhibition is required under section 3.34(2)(c) and schedule 1 clause 4 of the Act as follows:
 - (a) the planning proposal must be made publicly available for a minimum of **28 days**; and
 - (b) the planning proposal authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in section 6.5.2 of *A guide to preparing local environmental plans* (Department of Planning and Environment, 2018).
3. Consultation is required with the following public authorities/organisations under section 3.34(2)(d) of the Act and/or to comply with the requirements of relevant section 9.1 Directions:
 - (a) NSW Department of Education
 - (b) Transport for NSW
 - (c) Mid North Coast Health
 - (d) NSW Police
 - (e) NSW Ambulance

- (f) NSW Fire and Rescue
- (g) NSW Department of Justice
- (h) Department of Planning, Industry and Environment - Biodiversity and Conservation Division
- (i) Department of Primary Industries - Agriculture
- (j) Essential Energy
- (k) Birpai Local Aboriginal Land Council
- (l) NSW Heritage
- (m) Department of Regional NSW - Mining, Exploration and Geoscience Division

Each public authority/organisation is to be provided with a copy of the planning proposal and any relevant supporting material and given at least 21 days to comment on the proposal.

- 4. A public hearing is not required to be held into the matter by any person or body under section 3.34(2)(e) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).
- 5. The time frame for completing the LEP is to be **12 months** following the date of the Gateway determination.

Dated 13 day of May 2021.



Jeremy Gray
Director, Northern Region
Local and Regional Planning Department
of Planning, Industry and Environment

Delegate of the Minister for Planning and
Public Spaces

PP-2021-2733 (IRF 21/1562)

Natural Disasters Clause

Guidance for Implementation



November 2020

Natural Disasters Local Environmental Plan Clause

Introduction

Clause 5.9 of the Standard Instrument Order (the clause) was introduced to support homeowners whose homes have been damaged or destroyed by natural disasters. The clause applies to development applications (DAs) where development consent is sought to repair or replace a dwelling house or secondary dwelling that was damaged or destroyed by a natural disaster.

The clause was prepared in response to regulatory challenges faced by homeowners seeking to rebuild homes following natural disasters where planning controls in Local Environmental Plans (LEP) have changed over time.

The clause will ensure that development consent can be granted for the repair or replacement of a dwelling that was damaged or destroyed by a natural disaster despite any provisions in the relevant LEP which would otherwise prevent the consent authority from doing so.

The clause intends to eliminate the need for applicants to:

- Prepare formal requests to vary a development standard; or
- Demonstrate the continuance of an existing use in circumstances where dwelling houses or secondary dwellings are no longer permitted with consent in the relevant zone (applicants will need to demonstrate that the existing dwelling was lawfully erected).

Natural Disasters

Natural disasters are naturally occurring, rapid onset events that cause serious disruption to life or property in a community or region, such as floods, bushfires, earthquakes, storms, cyclones, storm surges, landslides and tsunamis. A natural disaster can include a state of emergency declared under section 33 of the *State Emergency and Rescue Management Act 1989*.

The rebuilding or repair of damage or destruction caused by or because of any of these events is development to which the clause applies.

Varying Development Standards

The clause states that consent can be granted to the specified development in a zone where the clause applies despite any other provision of the relevant LEP. For this reason, it is not necessary for applicants to submit a request to vary a development standard where a development standard is contravened. DAs will still undergo a merit assessment to ensure that dwelling houses and secondary dwellings are of an appropriate size, location and design in the context of the site.

In situations where key planning controls or development standards have changed over time, removing the need to formally request a variation under clause 4.6 of the relevant LEP will save time and resources for applicants and consent authorities.

Merit Assessment

For DAs where the clause applies, the consent authority cannot refuse a DA on the basis it does not comply with a development standard or other provision in the applicable LEP.

The proposed development will be assessed on its merits against the relevant considerations under section 4.15 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and any other applicable legislation.

Natural Disasters Clause

Guidance for Implementation



Any standards or provisions outlined in a State Environmental Planning Policy (SEPP) that are relevant to the DA continue to apply (including any concurrence or referral requirements). Development Control Plan (DCP) provisions also continue to apply.

Evaluation under section 4.15 of the *Environmental Planning and Assessment Act 1979* where the clause applies

For DAs where the clause applies, LEP provisions themselves must not be used as a reason for refusal. However, if the consent authority considers that the risk, or other environmental impact associated with the proposed development is inconsistent with the relevant considerations of section 4.15, the consent authority can refuse the application on that basis.

Example

Due to a period of local severe rains, a river floods and destroys two homes. Although this natural event is not subject to an emergency declaration under section 33 of the *State Emergency and Rescue Management Act 1989*, it is still considered to be a natural disaster and accordingly, the natural disasters clause could potentially be applied to rebuild the destroyed dwelling houses.

Council is unable to refuse the DA to rebuild the destroyed dwelling on the basis that it does not comply with a development standard in the applicable LEP – however, council will be able to undertake a merit assessment under section 4.15 of the EP&A Act. If council considers the site is unsuitable for redevelopment under section 4.15(1)(c) due to flooding concerns, then the DA may be rejected on this basis.

Other Applicable Legislation

The requirements of other applicable legislation referred to in a SEPP, or in the EP&A Act continue to apply to DAs where the clause applies. For example, section 4.14 of the EP&A Act continues to apply for development of bushfire prone land and all relevant requirements of *Planning for Bushfire Protection 2019* must be satisfied.

State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017 and the *Biodiversity Conservation Act 2016* will also continue to apply to development involving clearing of vegetation and development of land with high biodiversity values. Any relevant assessment and offsetting requirements under that Act must also be met.

Replace and Repair

The clause refers to the *repair* or *replacement* of a lawfully erected dwelling house or secondary dwelling that was damaged in a natural disaster. There is no requirement for the *replacement* or *repair* subject of a DA to be identical to the original dwelling which was destroyed or damaged.

Development consent can be granted for dwelling houses and secondary dwellings that are of a different size, location or design to the original dwelling under the clause. Changes to the design and location of a proposed dwelling may be required to meet the relevant provisions of a DCP, other environmental planning instruments, associated legislation or the requirements of the National Construction Code.

Lawfully Erected

To be a lawfully erected dwelling house or secondary dwelling, it must have been constructed under a valid development consent, building approval or another lawful planning pathway under the EP&A Act or equivalent historical planning legislation.

Natural Disasters Clause

Guidance for Implementation



Further Information

For more information:

Web: www.planningportal.nsw.gov.au/natural-disasters-clause

Phone: 1300 73 44 66

Email: disaster.recovery@planning.nsw.gov.au



Authorised by: Executive Group
Authorised date: 14/08/2018
Effective date: 14/08/2018
Next review date: 14/08/2019
File Number: D2018/189031

Council Policy BEACH DRIVING POLICY

1. INTRODUCTION

This Policy has been developed by Council to manage the use of recreational vehicles on beaches and adjacent reserves in the Port Macquarie-Hastings Local Government area, so as to protect:

- a) Beach users engaged in recreational activities not involving motor vehicles;
- b) The environment.

2. POLICY STATEMENT AND SCOPE

The purpose of this policy is:

- To provide permits which allow the recreational use of motor vehicles on the beaches and adjacent reserves in the Port Macquarie Hastings Local Government Area.
- To utilise income generated through the sale of permits for maintenance of beach access points and associated infrastructure
- To enforce compliance with the Beach Driving Guidelines (Appendix 1)

This policy applies to all motor vehicles other than those used by:

- a) Emergency services, surf lifesaving clubs, lifeguards and other persons during bonafide rescue operations.
- b) Authorised servants of Local, State and Commonwealth Governments in performance of their duties.
- c) Rangers appointed by Council in the performance of their duties.
- d) Commercial fishers.

3. RESPONSIBILITIES AND AUTHORITIES

3.1 Roles and Responsibilities

The following Council officers are responsible for the implementation of this Policy:

- Administration Officer, Recreation & Buildings (Applications for Beach Permits)
- Regulatory Services Staff (Enforcement)

The following Council officers are responsible for the adherence to this Policy:

- Group Manager Recreation & Buildings
- Group Manager Regulatory Services

In implementing this Policy, Council will liaise with the following stakeholders in any manner considered necessary by Council to achieve the Policy objectives:

- NSW Police
- The Land and Property Management Agency
- The Department of Environment
- Climate Change and Water
- The Department of Primary Industries/Fisheries
- Or any one or more of such bodies

3.2 Support and Advice

The following Council officers may provide support and advice on this Policy:

- Parks Management Officer
- Administration staff (Recreation & Buildings, Regulatory Services)
- Customer Services staff

3.3 Communication

Policy will be communicated utilising the Port Macquarie-Hastings Council Making of Council Policy process.

3.4 Procedures and Forms

The following application is required to be completed in order for Port Macquarie-Hastings Council to issue a beach permit:

3.4.1 Port Macquarie-Hastings Council Beach Driving Permit Application Form

3.5 Guidelines

The following guidelines provide further information on Council issued Beach Driving Permits and the associated requirements permit holders must abide by:

- 3.5.1 Port Macquarie-Hastings Council Beach Driving Guidelines (Appendix 1)
- 3.5.2 Port Macquarie-Hastings Council *Vehicles on Beaches* brochure

4. REFERENCES

Local Government Act 1993
Recreational Vehicles Act 1983
Port Macquarie-Hastings Council Making of Council Policy
Port Macquarie-Hastings Council Beach Driving Permit Application Form
Port Macquarie-Hastings Council Beach Driving Guidelines
Port Macquarie-Hastings Council *Vehicles on Beaches* Brochure

5. DEFINITIONS

Motor Vehicle any motor car, carriage, motor cycle, or other vehicle propelled wholly or partly by any means other than human or animal power and includes a trailer.

6. PROCESS OWNER

The Group Manager Recreation & Buildings is responsible for this Policy.

7. AMENDMENTS

Appendix 1 has been amended from the previous version of this policy to include a map which provides reference to the beach driving areas and restrictions within the Port Macquarie-Hastings local government area.

BEACH DRIVING GUIDELINES

APPENDIX 1

APPLICATION

Beach Driving Permits

A permit is required for all vehicles intended to be used on beaches or adjoining reserves within the Port Macquarie-Hastings Council area.

The owner of the vehicle must make written application on the prescribed form to Council and pay the annual fee as determined by Council.

A copy of the current certificate of registration must be provided at the time of application as evidence of registration of the motor vehicle and third party insurance.

The permit is in the form of a label which is to be displayed on the inside bottom left hand side of the windscreen of motor vehicles and near the registration label on motor cycles. The permit is valid from 1 July to 30 June each year.

Reciprocal Beach Driving Permits - Kempsey and Nambucca Shire Councils

Arrangements have been made for permits issued by this Council to be accepted by Kempsey and Nambucca Shire Councils. Permits issued by those Councils will be accepted in lieu of a permit issued by this Council.

Persons who reside in the Port Macquarie-Hastings area must obtain their permit from Port Macquarie-Hastings Council and similarly, person residing in Nambucca Shire or Kempsey Shire must apply for their permit in the Local Government area in which they live.

Special Occasional Use

Council will give consideration to the organisers of sporting or other special events to take nominated vehicles onto restricted areas having first obtained Council's written approval.

Licensed Professional Fishermen, Beach Haulers and Licensed Bait Gatherers

Licensed professional fishermen, beach haulers and licensed bait gatherers, whilst working in the Port Macquarie-Hastings local government area, are permitted to drive on all permissible areas listed below without obtaining a beach driving permit. In addition, they are permitted to drive on North Beach from the North Shore Drive beach access point south to the breakwall.

Access to beaches by motor vehicles is restricted to properly constructed motor vehicle access points which are signposted accordingly:



21	North Beach	Length 10.0km restricted to permit holders between North Shore Drive access and Point Plomer access.
22	North Beach	Length 2.0km closed to all vehicles south from North Shore Drive access to Breakwall.
23	Town Beach	Closed to all vehicles.
24	Oxley Beach	Closed to all vehicles.
25	Flynns Beach	Closed to all vehicles.
26	Lighthouse Beach	Length 2.0km closed to all vehicles from Tacking Point Headland to Matthew Flinders Drive access. Length 6.0km restricted to permit holders between Matthew Flinders Drive access to Dirah Street access.
27	Cathie Beach	Length 1.0km closed to all vehicles between Dirah Street and Middle Rock Road.
28	Rainbow Beach	Length 2.0km restricted to permit holders between Middle Rock Road and Duchess Creek.
29	Bonny Hills Beach	Closed to all vehicles.
30	Shark Beach	Closed to all vehicles.
31	Grants Beach	Length 2.0km restricted to permit holders between Grants Head and access point 1km north of river entrance.
32	North Haven Beach	Closed to all vehicles.
33	Dunbogan Beach	Length 8.0km. Northern 1km closed to all vehicles – remainder restricted to permit holders.
34	Diamond Head	Access.

Motor vehicles, other than those detailed in Part 1 of this policy, are prohibited from the beaches, frontal dunes and adjacent reserves at all times in the following restricted areas:

- North Beach from North Shore Drive south to breakwall (2km)
- Town Beach
- Oxley Beach
- Flynns Beach
- Shelly Beach
- Lighthouse Beach from Tacking Point headland to Matthew Flinders Drive Access (2km)
- Cathie Beach - Ocean Drive access near Dirah Street to Middle Rock Road access (1km)
- Rainbow Beach Bonny Hills south of Duchess Creek
- Sharkies Beach
- North Haven Beach
- Dunbogan Beach - northern end (1 km)

Temporary Prohibition

In the event of any beach being unsuitable for motor vehicle use following short-term damage due to storm conditions, then the Council, the Department of Land & Water Conservation and where necessary, the appropriate land management authority, shall have authority to temporarily close the beach to permit the return of sand and dunal vegetation.

REGULATIONS

Unregistered Vehicles

Motor vehicles not displaying a current certificate of registration as defined under the *Road Transport (Vehicle Registration) Act 1997* and *Road Transport (Vehicle Registration) Regulation 2007*, are prohibited from all beaches at all times.

Disabled drivers MAY apply for a special licence under RTA unregistered vehicles provision.

Unlicensed Drivers

All persons driving or riding motor vehicles must be licenced in accordance with the *Road Transport (Driver Licensing) Act 1998* and *Road Transport (Driver Licensing) Regulation 1999*.

Maximum Speed

A speed limited of 50 km/h applies and vehicles are required to slow to a speed of not more than 25 km/h when within 100 metres of people on beaches.

Surf Patrol Areas

Vehicles are not permitted to drive through a surf patrol area unless arrangements are made with the patrol captain on duty.

Defined Areas

Motor vehicles are prohibited from traveling above the high water mark on all beaches within the Port Macquarie-Hastings Local Government area, except when crossing the beach to and from officially constructed motor vehicle access points and specifically designated boat launching sites.

If when driving on the beach below high water, a section is encountered that cannot be passed because of sand drift situations, drivers are to turn around and not proceed through the drift section

Motor vehicles may only be parked on the section of beach between the high water mark and the front of the dunal system (immediately above high tide mark).

The operation of a vehicle on the vegetated dune area of any beach is prohibited at all times.

Beach Users

Beach users engaged in recreational activities, not involving the use of motor vehicles, have right of way over any vehicles at all times except at officially defined vehicle access points. Motor vehicles shall be kept a reasonable and safe distance from other beach users.

Unattended Vehicles

Vehicles and trailers are not to be left on the beach whilst fishermen are actively engaged in ocean (deep sea) fishing. Persons beach fishing or surfing may park between the high tide mark and the front of the dunal system (immediately above the high tide mark).

OFFENCES

It is an offence to operate a vehicle on the vegetated dune of any beach.

It is an offence carrying a \$110 on-the-spot fine to drive on any beach (except at boat launching sites) without a current beach-driving permit.

The permit holder is to ensure that the sticker is displayed as required - breach of this policy carries a \$110 on-the-spot fine.

Any person driving in restricted or prohibited areas will be considered to be in breach of the *Recreation Vehicles Act 1983* which provides for penalties of up to \$500, or a breach of the *Local Government Act 1993* which provides for penalties of up to \$550.

Port Macquarie-Hastings Council reserves the right to withdraw the beach driving permit from vehicles found contravening this policy.

ENFORCEMENT

The following persons are authorised to enforce this policy:

- Officers of the NSW Police Force
- Authorised Officers as defined under the *Recreational Vehicles Act 1983*
- Council Rangers
- Council Beach Inspectors
- Officers of the National Parks and Wildlife Service
- Managers of Council operated caravan parks and camping areas

Legal Action

Port Macquarie-Hastings Council will determine all breaches of this policy and the course of action to be taken except in the situation where an on-the spot fine is issued.

In the event of non-payment of on-the-spot fines as set out in the Infringement Notice issued for breach of this policy, legal proceedings will be instigated automatically without further advice from Council.

SIGNS AND STRUCTURES***Locations***

Signs are erected at main public beach locations so as to clearly indicate Council's requirements in relation to the use of vehicles on beaches.

Acting contrary to signs erected by Council is a breach of the Local Government Act 1993 and will be subject to action indicated in Section 632 (1) and (2) of the Act.



Authorised by:
Authorised date:
Effective date:
Next review date:
File Number:

Council Policy BEACH DRIVING POLICY

1. INTRODUCTION

This Policy has been developed by Council to provide a framework for the management of recreational vehicles on beaches in the Port Macquarie-Hastings Local Government area, with the aims of:

- a) Establishing a consistent approach to regulating beach access by vehicles on beaches
- b) Protecting the coastal environment
- c) Ensuring the safety of all beach users
- d) Allowing for sustainable and equitable recreational use of the beaches

Beaches and dunal ecosystems are highly valued by the local community and the many visitors to the Port Macquarie-Hastings region.

Improper use can compromise this valuable resource. Projected population increase in the Port Macquarie-Hastings Local Government Area will place increased pressures on our beaches, with higher levels of competing use and the need for clear guidelines for all users.

2. POLICY STATEMENT AND SCOPE

The purpose of this policy is:

- To provide permits which allow the recreational use of motor vehicles on the beaches and adjacent reserves in the Port Macquarie Hastings Local Government Area.
- To enforce compliance with the Beach Driving Guidelines
- To utilise income generated through the sale of permits for maintenance of beach access points and associated infrastructure

This policy applies to all motor vehicles other than those used by:

- Emergency services, surf lifesaving clubs, lifeguards and other persons during bonafide rescue operations.
- Authorised servants of Local, State and Commonwealth Governments in performance of their duties.
- Commercial fishers with a valid fishing license.

3. BEACH DRIVING PERMITS

- 3.1 All 4WD users must hold, or obtain, a valid permit prior to accessing any designated beach within the Port Macquarie-Hastings Council, Kempsey Shire or Nambucca Valley Council areas.
- 3.2 Beach Driving Permits can be purchased online using the PayStay App, via Council Customer Service Offices, the Glasshouse Information Centre or nominated Outlets.
- 3.3 Beach Driving Permits are not transferrable between vehicles.
- 3.4 Council will maintain a register of valid permits issued via the PayStay App.
- 3.5 Permit fees are variable based on permit timeframes, currently 30-day permits, Yearly Permits, and Pensioner Yearly Permits. Permit fees are determined by Council each financial year.
- 3.6 Fees from Beach Driving Permits are allocated towards improved signposting, access tracks for vehicles and pedestrians, dunal fencing and revegetation works.

4. BEACH DRIVING GUIDELINES

The following guidelines provide further information on Council issued Beach Driving Permits and the associated requirements permit holders must abide by:

4.1 New South Wales road rules apply

Vehicles accessing beaches must be registered and their drivers must hold a valid drivers licence. Laws relating to drug and alcohol use on NSW roads are applicable to beaches. Disabled drivers may apply for a special licence under RTA unregistered vehicles provision.

4.2 Maximum Speed

A speed limited of 40 km/h applies and vehicles are required to slow to a speed of not more than 25 km/h when within 100 metres of people on beaches.

4.3 Defined Areas

Vehicles are prohibited on the vegetated dune area at all times.

Vehicles are to drive between the low and high tide marks (where the sand is firmer) except when entering or exiting the beach. Enter or exit via designated, signposted access points only. Access is prohibited outside these areas. Fines may apply.

Access may be reviewed/closed at any time due to a change in environmental conditions which may affect safety or circumstances ie. Severe weather events, shorebird breeding periods. If when driving a section is encountered that cannot be passed safely, drivers are to turn around and not proceed through the section.

4.4 Beach Users

Pedestrians and other beach users engaged in recreational activities have right of way all times, except at officially defined vehicle access points.

Motor vehicles shall keep a reasonable and safe distance from other beach users.

4.5 Parking on the beach

Vehicles must only park on the section of beach between the high water mark and the front of the dunal system (immediately above high tide mark) at least 25 metres from a beach access point, unless signage advises otherwise.

Vehicles must park responsibly away from dunes, vegetation or threatened species.

Vehicles and trailers are not to be left on the beach whilst actively engaged in ocean (deep sea) fishing.

4.6 Surf Patrol Areas

Vehicles are not permitted to drive through a surf patrol area, unless arrangements are made with the patrol captain on duty.

4.7 Share the Shore

Our 4WD accessible beaches are important nesting habitat for many threatened species, who nest from September to March on the beach above the high tide mark. Help save these species from extinction by acting responsibly, being alert to sign-posted nesting sites, staying away from the dunes and controlling your pets.

5. RECIPROCAL RIGHTS - KEMPSEY SHIRE AND NAMBUCCA VALLEY COUNCILS

Reciprocal beach permit rights have been established between Port Macquarie-Hastings, Kempsey Shire and Nambucca Valley Councils. Holders of current beach permits issued by any of these Councils are valid at the nominated beaches within the Port Macquarie-Hastings, Kempsey and Nambucca Council areas. (see Mid North Coast beach access Map as Attachment 1)

Residents in the Port Macquarie-Hastings area must obtain their permit from Port Macquarie-Hastings Council, or nominated outlets, and similarly, person residing in the Kempsey or Nambucca Valley Shires must apply for their permit in the Local Government area in which they live.

6. SPECIAL OCCASIONAL USE

Council will give consideration to the organisers of sporting, cultural or other special events to take nominated vehicles onto restricted areas with Council's prior written approval.

Applications for special occasional beach usage must be made to Council in writing at least 21 days prior to the requested beach access. Applications will be considered on merit having regard for the public interest.

Vehicles must access via designated access points and abide by the Beach Driving Guidelines.

7. COMMERCIAL FISHERS

Commercial Fishers, who hold a valid fishing licence, are permitted to drive on all permissible areas listed below without obtaining a beach driving permit, whilst working in the Port Macquarie-Hastings local government area. In addition, they are permitted to drive on North Beach from the North Shore Drive beach access point south to the breakwall.

8. TEMPORARY PROHIBITION

In the event of any beach being unsuitable for motor vehicle use following short-term damage due to storm conditions, then the Council, the Department of Land & Water Conservation and where necessary, the appropriate land management authority, shall have authority to temporarily close the beach to permit the return of sand and dunal vegetation.

9. ENFORCEMENT

It is an offence to operate a vehicle on the vegetated dune of any beach.

It is an offence to drive or park on any beach (except at boat launching sites) without a current beach driving permit. Any person contravening the Policy will be considered to be in breach of the *Local Government Act 1993*, which provides for penalties of up to \$1,100. On-the-spot fines of \$110 may also be issued for failing to comply with a notice.

The permit holder must be able to provide evidence of a valid beach driving permit, either by displaying a valid permit sticker or showing details in the PayStay App. Breach of this policy carries a \$110 on-the-spot fine.

Any person driving in restricted or prohibited areas will be considered to be in breach of the *Recreation Vehicles Act 1983*, which provides for penalties of up to \$500, or a breach of the *Local Government Act 1993*, which provides for penalties of up to \$550. Driving in restricted or prohibited areas resulting in injury to a person or animal, or disturbing or removing plants in a public place carries a maximum penalty of \$2200.

Port Macquarie-Hastings Council reserves the right to withdraw the beach driving permit from vehicles found contravening this policy.

10. ENFORCEMENT

The following persons are authorised to enforce this policy:

- Council Rangers
- Officers of the NSW Police Force

NPWS Officers are authorised to enforce the National Parks and Wildlife Regulation 2019 on NPWS estate. This includes all of North Shore Beach within Limeburners Creek National Park and Dunbogan Beach within Crowdy Bay National Park above the high water mark.

10.1 Legal Action

Port Macquarie-Hastings Council will determine all breaches of this policy and the course of action to be taken except in the situation where an on-the spot fine is issued.

In the event of non-payment of on-the-spot fines as set out in the Infringement Notice issued for breach of this policy, legal proceedings will be instigated automatically without further advice from Council.

11. SIGNS AND STRUCTURES

Signs are erected at the designated beach access locations to indicate Council's requirements in relation to the use of vehicles on beaches.

Acting contrary to signs erected by Council is a breach of the Local Government Act 1993 and will be subject to action indicated in Section 632 (1) and (2) of the Act.

12. RESPONSIBILITIES AND AUTHORITIES

12.1 Roles and Responsibilities

The following Council officers are responsible for the implementation of this Policy:

- Administration Officer, Recreation, Property & Buildings (Asset owner)
- Customer Service Officers (selling of Beach Permits)
- Regulatory Services Staff (Enforcement)
- Community Engagement team (Education)
- Communications team (Social media, promotion of policies)

The following Council officers are responsible for the adherence to this Policy:

- Group Manager Recreation, Property & Buildings
- Group Manager Environment and Regulatory Services

In implementing this Policy, Council will liaise with the following stakeholders, if required, in any manner considered necessary by Council to achieve the Policy objectives:

- NSW Police
- The Land and Property Management Agency
- NSW National Parks & Wildlife Services (Office of Environment & Heritage)
- Climate Change and Water
- The Department of Primary Industries/Fisheries
- Crown Lands
- Aboriginal Land Council
- Or any one or more of such bodies

12.2 Support and Advice

The following Council officers may provide support and advice on this Policy:

- Parks Management Officer
- Administration staff (Recreation, Property & Buildings, Regulatory Services)
- Customer Service Officers

12.3 Communication

The Policy will be communicated utilising the Port Macquarie-Hastings Council website, social media, various education plans, the 'Vehicles on Beaches' brochure and signage.

13. REFERENCES

Local Government Act 1993 and Regulations
Roads Act 1993
Recreational Vehicles Act 1983
Road Transport (Vehicle Registration) Act 1997
Road Transport (Vehicle Registration Regulation) 2007
Road Transport (Driver Licensing) Act 1998
Road Transport (Driver Licensing Regulation) 1999
Port Macquarie-Hastings Council 'Vehicles on Beaches' brochure

14. DEFINITIONS

For the purpose of this policy:

4WD Vehicle: means a road registered four wheel drive or all wheel drive car including SUVs, Landrovers, utilities and the like. For the purposes of this definition a 4WD vehicle may include a boat trailer.

Beach Access: the designated access provided to the beach by way of public road or land under the control of Council, or another public land management authority.

Commercial Fishers hold a commercial fishing licence under the Fisheries Management Act 1994 authorised to operate in the Ocean Hauling or Estuary General hand gathering share managed fisheries.

High water mark: A point that represents the maximum rise of a body of water over land. A mark left on a beach by wave wash at the preceding high water/high tide.

Dunal Area: the vegetated area comprising the fore and hind dunes. Dunal areas are critical for the protection of beaches. They are natural 'buffer zones' that reduce the impact of fluctuations of the shoreline and erosion by the sea.

Council Rangers: Officers employed by Local Government Areas to enforce the by-laws of those local governments and a limited range of state laws. Rangers are responsible for enforcing off-road vehicles laws by patrolling bush lands, beaches and reserves to protect sensitive areas from unauthorised off-road vehicle use.

Emergency Services: refers to any recognised government or community group providing rescue operations or disaster relief, including, but not limited to Surf Life Saving Service, Marine Rescue, State Emergency Service (SES), Police, Ambulance, National Parks and Wildlife Services (NPWS), Rural Fire Services (RFS), and the like.

NPWS: National Parks and Wildlife Services (NSW Office of Environment & Heritage)

15. PROCESS OWNER

The Group Manager Recreation, Property & Buildings is responsible for reviewing this Policy three (3) years after the commencement date of the Policy, in conjunction with other key stakeholders.

Mid North Coast beach access

Beaches are changing environments. Access may be restricted at times due to safety, conservation, severe weather or environmental changes. Beach access permit holders must comply with the beach driving rules at all times.



Reciprocal permits Your beach access permit is valid at nominated 4WD beaches within the Port Macquarie-Hastings, Kempsey and Nambucca Council areas.



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Our ref: DOC21/114675

Dr Clare Allen
Chief Executive Officer
Port Macquarie-Hastings Council
17 Burrawan St
PORT MACQUARIE NSW 2444

Dear Dr Allen

Subject: RE: PMHC vehicles on beaches policy review

Thank you for the opportunity to provide input to the Port Macquarie-Hastings Council's (PMHC) beach driving policy review. The National Parks and Wildlife Service (NPWS) manage beach access points and beaches included in this policy and are committed to working with PMHC to achieve a sensible outcome that balances biodiversity conservation responsibilities with community expectations.

Background

1. NPWS has a statutory responsibility to manage its estate in accordance with the *National Parks and Wildlife Act 1974 (NPW Act)*, *National Parks and Wildlife Regulation 2019 (NPW Regulation)* and approved plans of management.
2. The purpose of reserving land as a national park (*NPW Act*) is to protect a wide variety of native plants and animals and their habitats, as well as our historic and cultural heritage. A national park should be managed for the conservation of biodiversity and protection of cultural heritage values.
3. PMHC issues permits for beach driving on the intertidal zone within or adjacent to the following national parks in the PMHC LGA:
 - **Limeburners Creek National Park – North Shore Beach**
 - Declared nature reserve in 1971
 - Reclassified as national park in 2010
 - **Gazetted to low water on the beaches – beach included in national park**
 - **Crowdy Bay National Park – Dunbogan Beach (gazetted to high water)**
 - Declared national park in 1972
 - Gazetted to high water – **beach below high water is Crown land.**
4. NPWS manage vehicle access points on behalf of PMHC at Queens Head and Diamond Head to facilitate vehicle beach driving.



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5. The NPW Act requires that a plan of management be prepared for each national park. A plan of management is a legal document that outlines how an area will be managed in the years ahead:
 - The Limeburners Creek National Park Plan of Management (1998 – currently under review) allows vehicles to drive on North Shore Beach within the intertidal zone and south of Queens Head vehicle access point only.
 - The Crowdy Bay National Park Plan of Management (1987) identifies an action to remove vehicles from Dunbogan Beach, only allowing access for boat launching, commercial fishing and emergency access.
6. The PMHC coastline provides valuable habitat for a range of threatened species. Species listed as threatened under the NSW *Biodiversity Conservation Act 2019* that are known to occur on beaches within and adjacent to NPWS estate include:
 - North Shore Beach, Limeburners Creek National Park
 - Little tern – endangered
 - Pied oystercatcher – endangered
 - Loggerhead turtle – endangered
 - Green turtle – vulnerable
 - Sooty oystercatcher – vulnerable
 - Sanderling - vulnerable
 - Eastern osprey – vulnerable
 - White-bellied sea eagle – vulnerable
 - Dunbogan Beach, Crowdy Bay National Park
 - Little tern – endangered
 - Loggerhead turtle – endangered
 - Sooty oystercatcher – vulnerable
 - Eastern osprey – vulnerable
 - White-bellied sea eagle – vulnerable
7. The PMHC coastline also provides habitat for 30 regular East Asian-Australasian Flyway (EAAF) migratory shorebird species. The Australian Government's *Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)* protects migratory species under section 209 of the Act. These migratory species are also listed under international agreements, including the Convention of Migratory Species of Wild Animals (the Bonn Convention) and bilateral agreements with China (CAMBA), Japan (JAMBA) and the Republic of Korea (ROKAMPA).



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Issues

Safety of pedestrians at beaches

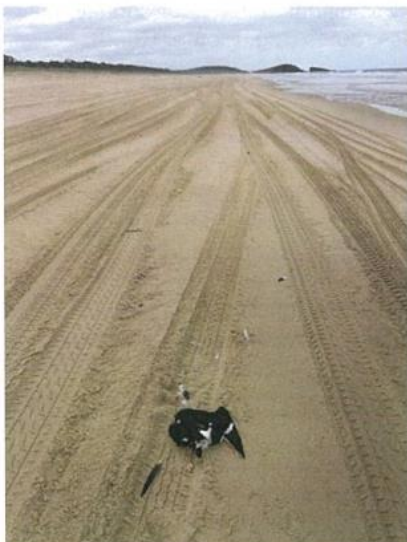
Diamond Head campground and picnic area is very popular for locals and visitors to the region. The southern vehicle access point to the Dunbogan Beach intertidal zone in Crowdy Bay National Park traverses a very popular section of beach for pedestrians, including many with young children. NPWS have witnessed and received multiple reports of near misses involving pedestrians and vehicles on the beach at Diamond Head. Compliance with beach driving regulations is not enforced by PMHC and there are often conflicts between vehicles-based beach users and pedestrians (as per photo). There is an expectation from the community that NPWS and PMHC will close off vehicle access to this beach.



There is an established pedestrian safe zone on the northern corner of North Shore Beach at Queens Head to provide a safe zone for beach users, however as this photo indicates, this is not very well understood by many beach drivers. Vehicles in pedestrian zones are leading to many near miss incidents, including with children. NPWS have actively installed signage and patrolled this section of beach to enforce regulations but have received very limited support from PMHC as the beach driving administering authority to assist with compliance enforcement.



Impacts to threatened species



Beach driving poses a major threat to beach-nesting shorebirds and turtles, particularly over the nesting period from August to March. Nests are established on the sand above the mean high-water mark and are impossible to see from a car. This results in eggs and chicks being crushed and killed by vehicles. Additionally, the wheel tracks created by vehicles on beaches can trap turtle hatchlings, preventing them from making their journey to the ocean. This image of a struck pied oystercatcher was taken recently on North Shore Beach and highlights the impacts of beach driving on endangered species.

Beach driving also has devastating impacts on tiny animals that live among the grains of sand, including pipis and molluscs. These are often relied upon for ecosystem functionality – providing a source of food for many shorebird species.

PMHC have a statutory and moral obligation to ensure visitor use regulations do not impact on threatened and



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migratory species on beaches and must develop a beach driving policy that reflects consistency with these obligations.

Exacerbation of coastal erosion

The integrity of coastal dunes in Limeburners Creek and Crowdy Bay national parks is being severely impacted by beach driving activities. There is no beach left on Dunbogan Beach and very little on the southern end of North Shore Beach at high tide, so vehicles are driving on the dunes. Regulations require beach drivers to stay below the high-water mark, but many drivers disregard this regulation on high tide or to undertake illegal camping above the high tide mark in the dunes. These activities are further accelerating the impacts of coastal erosion, leading to further shoreline recession during storm events.



Damage to cultural sites

The sand dunes of the PMHC coastline contain cultural heritage sites important to the Birpai people. These include ancient middens, burials and ceremonial sites. The beaches also provide a source of traditional food, with many local Aboriginal families often on the beach collecting pipis. Beach driving damage to sand dunes and beaches are impacting important cultural sites and reducing pipi populations along the coast. Dune impacts are largely associated with illegal camping, lack of beach availability at high tide and poor condition of alternative access routes (e.g. Plomer Road).

Lack of support for compliance and resources for maintenance of beach access points

PMHC are the administering authority of the vehicles on beaches policy and regulations and earn revenue from the collection of beach driving permit fees. NPWS are the most active compliance agency along our beaches and manage two vehicle access points on behalf of PMHC. NPWS receive very limited on ground compliance support from PMHC and no resources for the maintenance of beach access points. It is likely that recent increases in revenue from beach access permits coincided with new NPWS signage and additional compliance patrols from NPWS to manage the increasing impacts on park values from beach driving activities.

Lack of maintenance of Plomer Road

The current condition of Plomer Road north of Corella Estate to Limeburners Creek NP is appalling and contributing towards impacts on North Shore Beach. Many drivers are forced onto the beach to avoid the shocking condition of Plomer Road. PMHC have maintained this road in the past but have ceased maintenance, despite it providing access to rate payers at the Broken Bit and being a



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popular public access route by many Port Macquarie residents to access Point Plomer and Queens Head.

Increase in the number of vehicles on beaches

NPWS are witnessing a significant increase in the number of vehicles using beaches throughout the area. The dual cab 4WD market is now the leading category of sales in Australia and more people are visiting the area and taking vehicles onto beaches. This is exacerbating impacts to threatened species, cultural heritage and coastal erosion and management of such needs careful consideration in future policy development.

Recommendations

1. PMHC provide additional resources to patrol and monitor the compliance of the beach driving regulations across all beaches included in the policy, including those within or adjacent to NPWS estate. This will reduce the risk of beach user injury or death and avoid impacts to threatened species.
2. PMHC should consider removing vehicles from Dunbogan Beach given the increasing conflicts and risks to pedestrian safety.
3. PMHC should reduce the current speed limits of 50km/h or 25km/h when within 100m of other vehicles or people, to 40km/h and 15km/h, in line with MidCoast Council limits.
4. PMHC should develop an online permit purchasing system with inbuilt map(s), check boxes and/or pop up questions that applicants must acknowledge or answer correctly before a permit is issued.
5. PMHC should consider introducing tidal limits for beach access by vehicles, with vehicles prohibited from driving on the beaches for at least 1 hour leading into and after the high tide. Given regulations require vehicles to remain below the high-water line there is no need for vehicles to be on the beach on high tide and this would reduce impacts on nesting shorebirds and turtles and alleviate pressure on coastal dune erosion and Aboriginal sites.
6. PMHC should develop guidelines for closures of vehicle beach access points during high seas and east coast low events due to the dangers of highly eroded sections of beaches and the potential impacts to sand dune areas by beach drivers attempting to avoid these hazards. → See #8 Temp Closure
7. PMHC should retain regulations requiring vehicles to remain out of pedestrian safe zones and requiring vehicles drive below the high-water mark apart from entering and exiting the beach at designated vehicles access points. NPWS supports the cancellation of permits for any repeat offenders.
8. PMHC should contribute resources towards the maintenance of beach access points within NPWS estate given revenue generated and support received by NPWS for monitoring compliance with this policy.
9. PMHC should consider using revenue generated from beach access permits to develop a shorebird strategy and monitoring program to monitor shorebird populations and impacts



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associated with threats from human disturbance (beach driving, domestic dogs), vertebrate pests and coastal inundation. Neighbouring councils at Kempsey and MidCoast have established such a monitoring program.

10. The policy should be updated to identify that NPWS Officers are not authorised to enforce a policy under the *Local Government Act 1993*, however are authorised to enforce the *National Parks and Wildlife Regulation 2019* on NPWS estate. This includes all of North Shore Beach within Limeburners Creek NP and Dunbogan Beach within Crowdy Bay National Park above the high water mark. ✓
11. NPWS thanks PMHC for including environmental information on its recent beach driving brochure and would welcome the opportunity to partner with PMHC to promote a 'Share the Shore' campaign to increase awareness of natural values on our beaches and encourage visitors to help protect threatened species. This model has been successfully implemented in other LGAs, including MidCoast Council.

Thank you for the opportunity to provide comment to this important vehicles on beaches policy review. If you have any questions about this, please do not hesitate to contact Ben Stevenson, Team Leader Rangers, via Benjamin.Stevenson@environment.nsw.gov.au.

Yours sincerely

Shane Robinson

Area Manager – Hastings Macleay
National Parks and Wildlife Service
Environment, Energy and Science

cc: Liam Bully, Group Manager, Recreation, Property and Buildings
Debbie Archer, Group Manager, Environment and Regulatory Services
Rosanne Gossner, Recreation, Property and Buildings



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Our ref: DOC21/443607

Dr Clare Allen
Chief Executive Officer
Port Macquarie-Hastings Council
17 Burrawan St
PORT MACQUARIE NSW 2444

Dear Dr Allen

Subject: RE: Draft Beach Driving Policy

Thank you for the opportunity to review the Port Macquarie-Hastings Council (PMHC) Draft Beach Driving Policy. The National Parks and Wildlife Service (NPWS) manage multiple beach access points and beaches included in this policy and are an active agency in monitoring compliance with beach driving regulations across the Port Macquarie-Hastings coastline.

NPWS provided a detailed response to PMHC on 25th February 2021 to support the development of the draft policy. We are pleased that many of these recommendations have been adopted, and that PMHC have included key messages regarding the environmental impact of beach driving in both the draft policy and the recently updated beach driving brochure.

Please find below additional comments for your consideration upon finalising the policy:

Section 3: Beach Driving Permits

- 3.6: Fees from beach driving permits should also be allocated towards threatened species research, in particular development of a shorebird monitoring program and protection strategy, and increased investment in a Turtlewatch monitoring program.

Section 4: Beach Driving Guidelines

- 4.3 Defined areas:
 - Add "Vehicles are prohibited in the identified pedestrian zone north of the vehicle access point at Queens Head". This is signposted and enforced by NPWS.
 - NPWS urge PMHC to reconsider the need for vehicles on the beach at Diamond Head due to increasing conflicts with pedestrians and a high risk of an incident occurring. Perhaps a reasonable compromise may be to prohibit vehicles on the southern 2km stretch of this beach (this section is heavily eroded anyway) with a turnaround point signposted and a one-way access point at Dunbogan.
- 4.5 Parking on the beach:
 - The first paragraph permits vehicles to park on the section of beach between the high-water mark and the dunes. This is not permitted on NPWS Estate as this is the area where shorebirds and turtles nest. All vehicles must always park below the high-water mark on NPWS Estate.



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- Add "Vehicles must not park within 100m of the Diamond Head beach access point" This is currently signposted onsite and enforced by NPWS above the high-water line.
- However it is preferable that vehicles are prohibited from Diamond Head beach as outlined in dot point 4.3 above.

Section 7: Commercial Fishers

- Add "Commercial Fishers are subject to conditions listed in access permits provided by NPWS and NSW Crown lands and must comply with these conditions".

Section 8: Temporary Prohibition

- Remove reference to Department of Land and Water Conservation (no longer exists). Replace with NPWS & NSW Crown lands.

Section 9: Enforcement

- Add "National Parks & Wildlife Regulations apply on NPWS Estate".
- Note – there are two sections titled "Enforcement". These could be merged together.

Section 12: Responsibilities and Authorities

- Remove reference to "Office of Environment and Heritage" (no longer exists).
- Correct spelling for NPWS is National Parks and Wildlife Service (not Services).

Thank you for the opportunity to provide comment on the Draft Beach Driving Policy. If you have any questions regarding this matter please do not hesitate to contact Elizabeth Jude, A/Team Leader Rangers, via elizabeth.jude@environment.nsw.gov.au.

Yours sincerely

Ben Stevenson

**A / Area Manager – Hastings Macleay
National Parks and Wildlife Service
Environment, Energy and Science**

Date:



PORT MACQUARIE-HASTINGS
COUNCIL

Review in Policy: Beach Driving

COMMUNITY ENGAGEMENT REPORT

15/02/2021



Project name	Review in Policy: Beach Driving		
Project manager	Rosane Gossner		
Consultant			
Engagement Officer	Olivia Lawler		
Operation Plan #		CM Reference	SF20/4558

TABLE OF CONTENTS

1. INTRODUCTION	3
1.1. Background.....	3
1.2. Engagement approach.....	3
1.3. Consultation focus	4
2. ENGAGEMENT ACTIVITIES, TIMELINES & RESULTS	5
2.1. Facebook Survey	5
2.2. Email to interest groups.....	5
2.3. Have Your Say.....	6
2.4. Results	6
2.5. Communications	9
3. RESULTS SUMMARY/CONCLUSION	9
4. NEXT STEPS	9
5. APPENDIX	9

1. INTRODUCTION

1.1. Background

Council's Beach Driving Policy aims to manage the use of recreational vehicles and adjacent reserves in the LGA to protect beach users and the environment. The current Beach Driving Policy was adopted on 14/08/2018. The project aim was to review and update the current Beach Driving Policy with amended legislations or change of use, taking into account stakeholder feedback and community demand for updated information. Initial community engagement was undertaken to inform the development of a Draft Policy.

1.2. Engagement approach

Engagement activities were undertaken to **consult** with the community from Friday 22 January to Friday 5 February 2021. The intent of the community consultation was to better understand how the community uses and enjoys the beaches across our region with specific focus on driving on beaches and our Beach Driving Policy. Consultation also identified where there is misinformation and knowledge gaps for the community regarding Beach Driving and the need for education to be undertaken.

Stakeholders

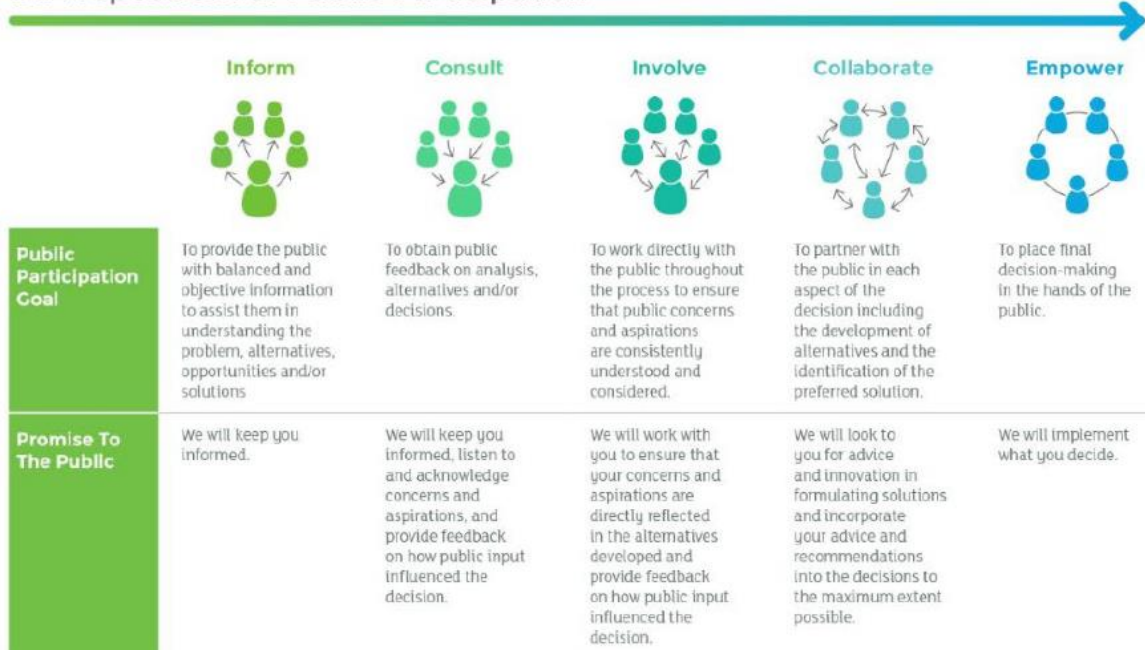
External:

- NSW Police
- The Land and Property Management Agency
- The Department of Environment
- Climate Change and Water
- The Department of Primary Industries/Fisheries
- Broader Community
- 4WD Clubs
- Fishing Clubs
- Surf Life Saving Clubs
- Commercial Users

Internal:

- Group Manager, Recreation Property and Buildings - Liam Bulley
- Group Manager, Regulatory Services - Debbie Archer
- Group Manager, Community - Lucilla Marshall
- Project Manager - Rosane Gossner
- Community Engagement Team - Liz Brennan, Olivia Lawler

IAP2 Spectrum of Public Participation

**1.3. Consultation focus**

The community were asked multiple questions which related to both individuals who drive on beaches and those who use beaches for other recreational purposes to assist in better understanding how our beaches are used. Beach drivers were asked a number of questions relating to their beach driving experiences.

Questions asked included:

- Email
- How do you use beaches?
- Are you a member of a 4WD, Fishing Club or other recreation groups that uses our beaches?
- Do you currently have a beach driving permit for your vehicle or have you had one in the past? If so, what type?
- Where do you normally buy your permit?
- Which of the following access points at our beaches for you use?
- PMHC Beach Driving Permits are also valid at nominated beaches in Kempsey Shire and Nambucca Valley Council areas. Do you use your Beach Driving Permit in these areas?
- Do you have a permit to access any other Mid North Coast beaches? If so, which one/s?
- The current maximum speed limit on our beaches is 50km/hr and 25km/hr when within 100m of people or other vehicles. Do you support a reduction in the speed limit? Provide comment.
- Do you have any concerns about vehicles impacting your enjoyment of our beaches?
- Do you have any other feedback regarding the use of vehicles on our beaches?

2. ENGAGEMENT ACTIVITIES, TIMELINES & RESULTS

2.1. Facebook Survey

A Facebook survey was created and distributed for community feedback via Council's Facebook page, EngagePMH Facebook Group and ConnectPMH Instagram. The aim was the capture the active and passionate audience on Facebook instantly and, by providing a survey on the same platform, make it more appealing and efficient to participate in the survey and featured the same questions as the 'Have Your Say' survey. A total of 346 responses were received. (See appendix 1).

2.2. Email to interest groups

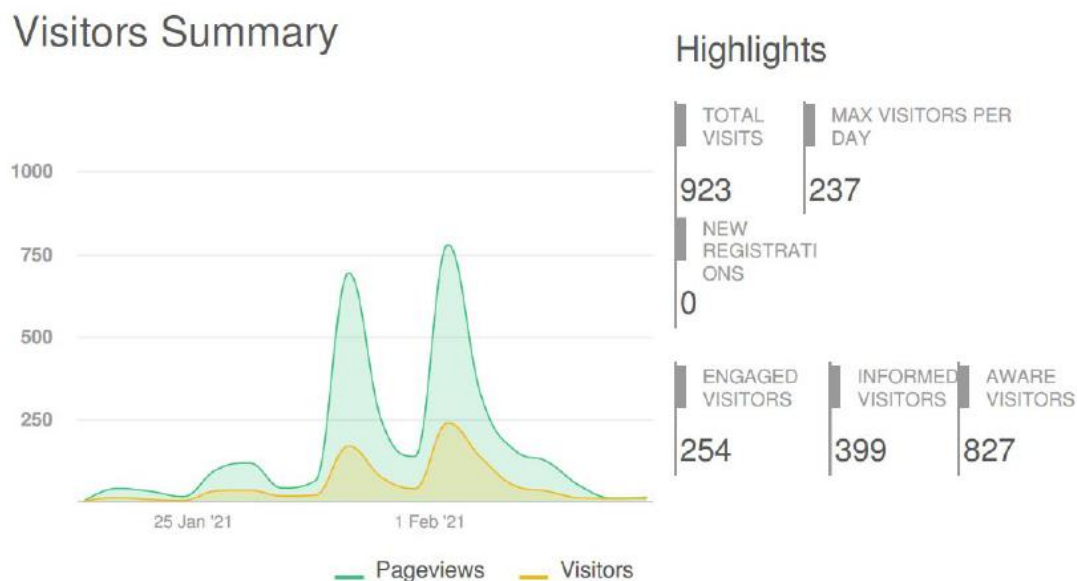
A total of 19 interest groups were contacted via email to encourage them to provide feedback and share with their networks. (See appendix 2). Groups included:

- 4x4 Together
- Self-Drive Adventures
- Port Macquarie & District 4WD Club
- Port Macquarie Camel Safaris
- Port Macquarie C.B.C Angling Club
- Port Macquarie Game Fishing Club
- Port Macquarie Surf Lifesaving Club
- Wauchope-Bonny Hills Surf Lifesaving Club
- Camden Haven Surf Lifesaving Club
- Discover 4WD Mid North Coast Tours
- Hastings Fly Fishing
- Port Macquarie Long Boarding Club
- Port Macquarie Surf School
- Port Macquarie Bodyboarding Association
- Camden Haven Junior Boardriders
- Laurieton Hotel Fishing Club
- North Haven Boardriders
- Tacking Point Surf Lifesaving Club
- Mid Coast 4WD Centre

2.3. Have Your Say

A total of 254 responses were received through the Have Your Say (HYS) survey with 44 downloads of the current Beach Driving Policy. The survey was available from Friday 22 January until Friday 5 February 2021. (See appendix 3).

2.4 Results



Feedback received was substantial and displayed a divide between 4WDers and other beach users regarding driving on beaches. Responses from both the HYS and Facebook survey have been collated to provide a more cohesive analysis of data. See all feedback at links below.



Document - Review
in Policy Beach Driv



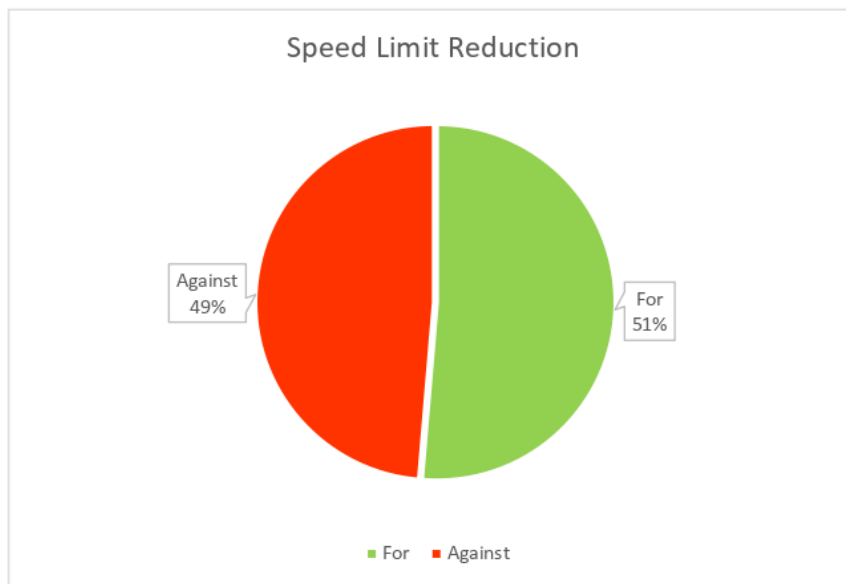
Document - Review
in Policy Beach Driv

A reduction in the speed limit was favoured slightly in the responses with the main reasons being:

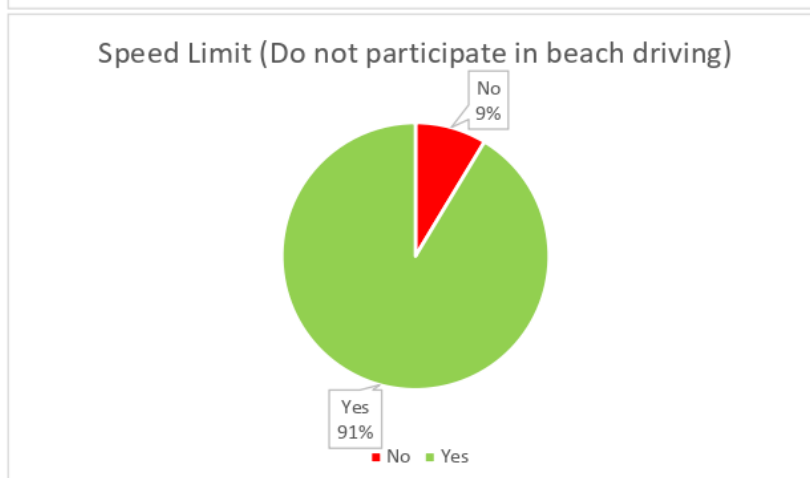
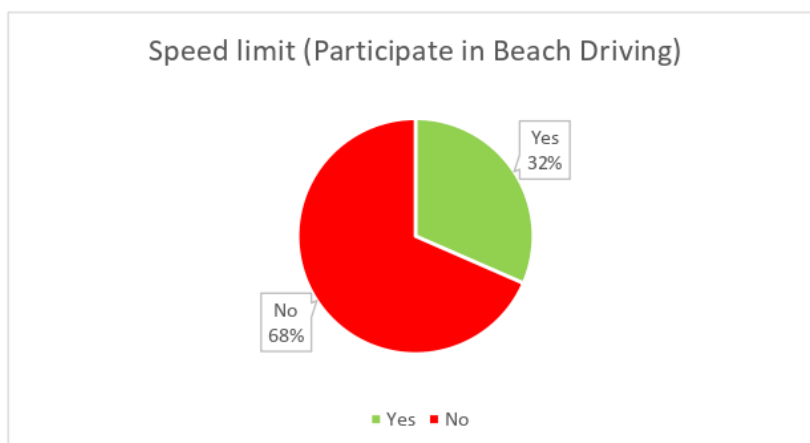
- Pedestrian safety in relation to speeding and dangerous driving
- Supported reduction in speed with no comment
- Environmental impacts
- Respondent against beach driving

Reasons respondents **did not support** a reduction in the speed limit included:

- Not seeing an issue with the current limit and believe a reduction is not warranted.
- Usability issues
- Enforcement needed

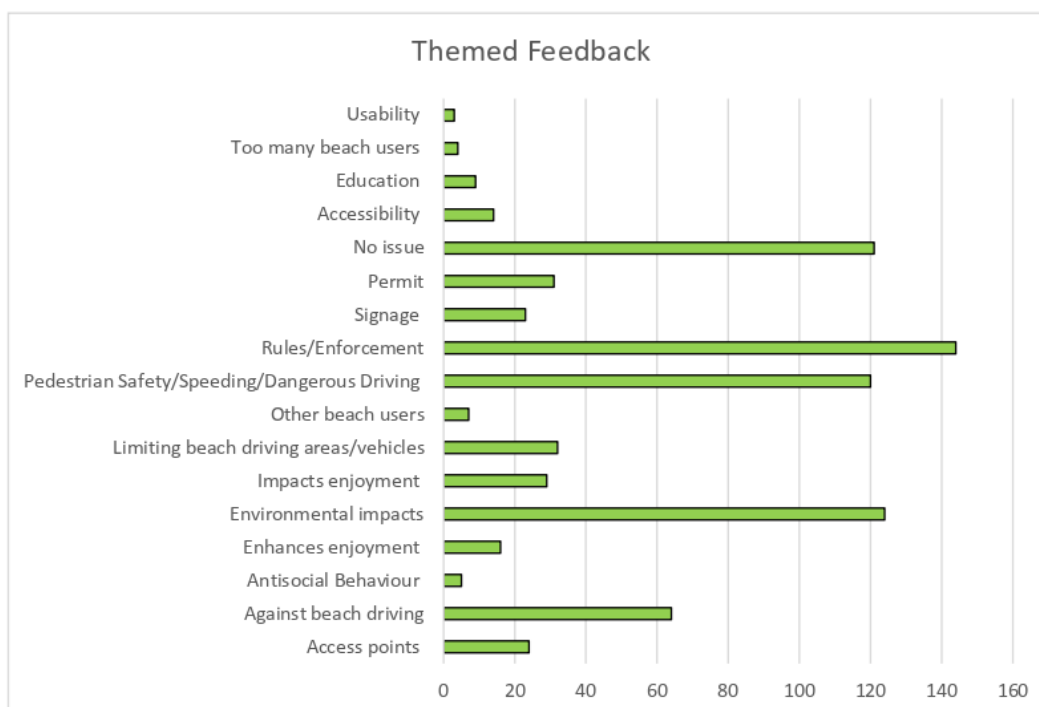


This was then broken down into individuals who do participate in beach driving and those that do not.

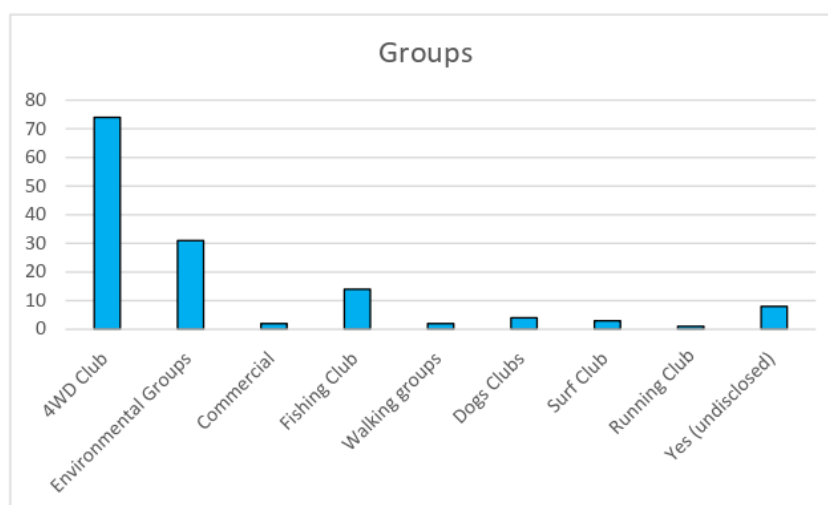


Responses were broken down into themes to address feedback. The most prevalent topics include:

- Perceived lack of enforcement for breaking rules
- Environmental impacts (sand dunes, nesting birds, compacting sand, pipis)
- Pedestrian safety in relation to speeding and dangerous driving
- Do not see any issues with the current beach driving situation
- Respondents against beach driving all together.



In relation to clubs and interest groups who participated in the surveys, 4WD clubs were the most prominent followed by a variety of environmental groups.



2.5 Communications

Communications activities for this consultation included promoting the ‘Have Your Say’ and Facebook Survey on social media through Council’s corporate Facebook Page, EngagePMH Facebook Group and Instagram. Commentary from these posts were collated from these posts as well as those shared in public groups and pages to assist in understanding the sentiment of the community towards beach driving. (See appendix 4).

3 RESULTS SUMMARY/CONCLUSION

Feedback shows that 51% of respondents are in support of a speed reduction in the beach driving speed limit against 49% who are not in favour of this change. A reduction in the speed is supported with the intent to enhance pedestrian safety against speeding and dangerous driving while maintaining the current limit is supported by the respondents considering the current speed safe, reasonable and they have not had or seen any issues with beach driving to warrant a reduction.

Education and consideration must also be given to the highly sensitive environmental impacts associated with our beaches and the potential damage vehicles on beaches cause including driving on the sand dunes, disturbing nesting birds, compacting sand and destroying habitats. There is a perceived lack of enforcement of the policy and rules which should also be considered an education opportunity regarding the enforcement duties associated with beach driving.

Overall, the feedback received displayed an evident knowledge gap and need for education regarding beach driving, the associated policy and the way in which all beach users co-exist in these spaces. A speed limit reduction is favoured, however only slightly, by the community and any changes should be accompanied by these educational measures.

4 NEXT STEPS

From this feedback, a Draft Beach Driving Policy will be developed to go on Public Exhibition in March 2021. A Public Exhibition Report will be developed and provided to the project team for further development of the Policy which will then be put to Council in July 2021 for approval.

5 APPENDIX

Review in Policy - Beach Driving

In our region, beach driving requires a permit which, in accordance with the PMHC Beach Driving Policy, sets out the rules and conditions for driving on our beaches.

We are currently reviewing these rules and conditions. By sharing your thoughts and experiences of beach driving, we will better understand how the community uses and enjoys our beaches.

For more information on taking your vehicle on our beaches and to view the current Policy visit, <https://www.pmhc.nsw.gov.au/Facilities-Recreation/Outdoor-Spaces/Beaches-Waterways/Vehicles-on-Beaches>

* Email

How do you use the beaches? Tick all that apply.

☐ Swimming, sunbathing, surfing etc.

☐ Exercise

☐ 4WD beach driving

☐ Dog walking/exercise

☐ Fishing

☐ Boat launching

☐ Commercial use

☐ Other: _____

Are you a member of a 4WD, Fishing Club or other recreation group that uses our beaches?

☐ Yes

☐ No

If so, which one/s?

Do you currently have a beach driving permit for your vehicle or have you had one in the past?

☐ Yes

☐ No

If so, which type?

☐ Annual

☐ 30 days

Where do you normally buy your permit?

☐ Council Offices

☐ Visitor Information Centre at the Glasshouse

☐ Outlet (ie. Midcoast 4WD Centre, North Haven Takeaway & General Store, Holiday Coast Marine, Laurieton General Store).

☐ Other: _____

Which of the following access points at our beaches do you use? Tick all that apply.

- | |
|---|
| <input type="checkbox"/> North Shore - Queens Head |
| <input type="checkbox"/> North Shore - North Shore Drive |
| <input type="checkbox"/> Lighthouse Beach - Mathew Flinders Drive |
| <input type="checkbox"/> Lighthouse Beach - Dirah Street |
| <input type="checkbox"/> Rainbow Beach - Middle Rock Road |
| <input type="checkbox"/> Grants Beach - Ocean Drive access (1km north of breakwall) |
| <input type="checkbox"/> Dunbogan Beach - The Boulevard via Waste Facility turnoff |
| <input type="checkbox"/> Dunbogan Beach - Via Diamond Head campground |

PMHC Beach Driving permits are also valid at nominated beaches in Kempsey Shire and Nambucca Valley Council areas. Do you use your Beach Driving Permit in these areas?

- | |
|---|
| <input type="checkbox"/> Yes, Kempsey Shire |
| <input type="checkbox"/> Yes, Nambucca Valley |
| <input type="checkbox"/> No |

Do you have a permit to access any other Mid North Coast beaches?

- | |
|---------------------------|
| <input type="radio"/> Yes |
| <input type="radio"/> No |

If so, which one/s?

--

The current maximum speed limit on our beaches is 50km/h and 25km/h when within 100m of people or other vehicles. Do you support a **reduction** in the speed limit?

☐ Yes

☐ No

Please provide comment on why/why not you support a reduction in speed limit.

Do you have any concerns about vehicles impacting your enjoyment of our beaches?

Do you have any other feedback regarding the use of vehicles on our beaches?

Send

Powered by [Surveys for Pages](#)

This survey is in no way sponsored or administered by Facebook. The information you provide will only be used for the purposes of this survey.

Good afternoon,

We're currently reviewing our Beach Driving Policy and we would love to hear your thoughts!

Our Policy aims to effectively manage the use of recreational vehicles on our beaches, and adjacent reserves, to protect beach users and the environment. As you are a sporting/community group who use our beaches, we encourage you, and members of your group to share your thoughts and experiences of beach driving to assist us in better understanding how the community uses and enjoys our beaches.

You can see our current Beach Driving Policy and take our short survey at <https://haveyoursay.pmhc.nsw.gov.au/beach-driving-policy>

We look forward to hearing from you.

Thank you.

[Home](#) » [Review in Policy - Beach Driving](#)

Review in Policy - Beach Driving



We're currently reviewing our Beach Driving Policy to effectively manage the use of recreational vehicles on our beaches and adjacent reserves, to protect beach users and the environment.

Permits to drive on our beaches are issued in accordance with the Beach Driving Policy which sets out the rules and conditions for driving on our beaches.

Whether you drive on our beaches or not, we would love for you to provide your feedback through our short survey below to help us understand how our beaches are used. You can view the [current Beach Driving Policy](#) in the document library to the right (or below if viewing this page on a mobile device).

Your feedback should be received no later than **Friday, 5 February 2021**.

DRIVING ON BEACHES SURVEY

Driving on beaches survey

Whether you drive on our beaches or not, we would love for you to provide your feedback through our short survey below to help us understand how our beaches are used.

Survey closes **5 February 2021**.

CLOSED: This survey has concluded.



REGISTER to get involved!

Who's listening

Olivia Lawler
Engagement Officer



Phone 65518111
Email Olivia.Lawler@pmhc.nsw.gov.au


Rosane Gossner
Recreation Property and Buildings



Phone 65518111
Email rosane.gossner@pmhc.nsw.gov.au

Document Library


Current Beach Driving Policy (adopted August 2018) (237 KB) (pdf)

 **Elizabeth Brennan** shared a link.
Admin · January 22 at 6:46 PM · 🌐


Are you into beach driving? 🚗




We're currently reviewing our Beach Driving Policy which sets out the rules and conditions for driving on our beaches to protect all beach users and the environment.






Whether you drive on the beach or long walks are more your style, we'd love for you to share your thoughts and experiences so we can better understand how our community uses and enjoys our beaches. ... [See More](#)



[SURVEY.APP.DO](https://survey.app.do)
SURVEY: REVIEW IN POLICY - BEACH DRIVING
Permits to drive on our beaches are issued in accordance with the PMHC Beach Driving Policy. ...

 Jane Gwalter Brennan and 4 others 4 Shares

 Like  Comment  Share

 Write a public comment...    

2/10/2021

(2) Creator Studio

Photo Post Details

Published on 01/23/2021 6:00 AM



connectpmh



connectpmh Do you go beach driving? 🚗

In our region, beach driving requires a permit which, in accordance with our Beach Driving Policy, sets out the rules and conditions of driving on our beaches.

We're currently reviewing this policy to ensure we manage recreational vehicles on our beaches to protect all beach users and the environment.

Whether you drive on the beach or not, by sharing your thoughts and experiences we can better understand how our beaches are enjoyed across our region.

Have your say by visiting, <https://haveyoursay.pmhc.nsw.gov.au/beach-driving-policy> [Less](#)

Jan 23, 2021

Post Performance

18 0 0

Interactions

3

Actions taken from this post

Profile Visits 3

Discovery

327

Accounts reached
2% weren't following you

Follows	--
Reach	327
Impressions	340
From Home	326
From Profile	8
From Explore	4
From Other	2

Go to Post

Edit Post

Done


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1/1

2/10/2021


(17) Creator Studio

Post Details Reported stats may be delayed from what appears on posts


Port Macquarie-Hastings Council
 23 January ·

We're currently reviewing our Beach Driving Policy (the rules and conditions for driving on our beaches to protect all beach users and the environment), and we want to know what your beach driving experiences are like on our beaches?!

Get involved and take our short survey here <http://bit.ly/BeachDrivingPolicyReview> Be quick, it closes Fri 5th Feb.




28,589
 People reached

4,263
 Engagements


Boost Post

Jeff Cole, Ernesto Giosa and 35 others · 50 Comments · 32 shares


Like
 Comment
 Share


 Comment as Port Macquarie-Hastings Council

All comments


Graham Smith I have a beach permit which would allow me to use it about 130kms away up in the Nambucca shire around the Valla beach area or in the Kempsey shire but if I want to use it 26kms away on Kylie's Beach in the Crowdy Bay Area my permit isn't valid. Why can't council/s combine our permits to cover the closer southern area ?

Like · Reply · Message · 1w


Steve Smith The drivers don't obey the rules. The Council won't police them. On Lighthouse Beach you have walkers, dogs and camels. It's too dangerous.

2

Performance for your post

28,589 People Reached

268 Reactions, comments & shares

79 Like	36 On post	43 On shares
3 Love	0 On post	3 On shares
1 Haha	1 On post	0 On shares
1 Wow	1 On post	0 On shares
1 Angry	0 On post	1 On shares
151 Comments	127 On Post	24 On Shares
32 Shares	32 On Post	0 On Shares

3,995 Post Clicks

47 Photo views	469 Link clicks	3,479 Other Clicks
--------------------------	---------------------------	------------------------------

NEGATIVE FEEDBACK

6 Hide post	1 Hide all posts
0 Report as spam	0 Unlike Page

Reported stats may be delayed from what appears on posts

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1/16

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Like · Reply · Message · 2w



Lisa Harrison I believe it should be prohibited. It is sad you have to watch for traffic ON A BEACH!!!! And lately, Lighthouse Beach is so torn up with track marks. It is just wrong

Like · Reply · Message · 2w

17



Nicole Elsa-Jane Lisa Harrison I agree. Cars get too close to children, drive past where they're suppose too, and race along that beach. It's F%^in' dangerous. Allow car access to less busy beaches. As 1 of 2 dog friendly family beaches in port, keep cars off lighthouse.

Like · Reply · Message · 2w · Edited

2



Kimarie Meyers Lisa Harrison agree

Like · Reply · Message · 2w



Lachlan Barker Lisa Harrison your surely joking

Like · Reply · Message · 2w

9



Stuey McIntosh Lisa Harrison really when you get a big tide all the tracks go haha it's sand and plus why would you have kids up that end where it's not patrolled it's nice up there but unsafe for kids why not just enjoy the patrolled part of lighthouse beach and stop complaining about people wanting to enjoy a drive up the beach so they can go fishing aw have other fun

Like · Reply · Message · 2w

4



Reply as Port Macquarie-Hastings Council



Liam McCarthy Ban the angry old people with there little yappy dogs

Like · Reply · Message · 2w

13



Jackie Reid Would be nice if the permit fees were used to pay for council to patrol the beach.
Very few drivers adhere to the 25kph speed limit or 100m distance rule when passing beach users.
I think the greater problem is that most drivers don't have permits anyway.
The signage at entry points should be bigger and clearer regarding speed and distance from beach users.

Like · Reply · Message · 2w

3



Chris Evans The speed limit is 50 kph and With in 100m of people its 25kph

Like · Reply · Message · 2w



Jackie Reid Chris Evans that's what i said.

Like · Reply · Message · 2w



Chris Evans Oh ok. I thought you where saying drivers had to stay 100m from people . I agree need better signs and maybe surveillance cameras on 4wd access to get the people with out a permit.

Like · Reply · Message · 2w · Edited


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2/16


2/10/2021

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 Reply as Port Macquarie-Hastings Council


 **Julia Bowett** It should not be allowed. 5

Like · Reply · Message · 2w

 **Grant Whitby** Julia Bowett but its ok to tie a rope to a protected sharks tail and get a photo?

Like · Reply · Message · 2w


 Reply as Port Macquarie-Hastings Council


 **Phil O'shea** Some of us respect the beach and all that use it , I was up the beach towards Plomer a couple weeks ago and the amount of idiots in their 4wds doing way over the legal 50 km/h beach speed limit was amazing , But in saying that go to Fraser Island and it happens up there as well but they have police who will escort you (after issuing a fine) off the island if your caught doing the wrong thing .

Like · Reply · Message · 2w · Edited


 **Stephen Dibbs** Phil O'shea The difference is, you are not allowed to cross the ferry to Fraser Island with out a permit. Here they just drive on to the beach. No permit, no knowledge of the local Rules and no experience either .

Like · Reply · Message · 2w

 Reply as Port Macquarie-Hastings Council

 **Frances Smith** One estimate puts 75% of drivers with out permits . Is this right ?


Like · Reply · Message · 1w

 **Stephen-Trudy Carlin** As with many things in this world it's the small minority who do the wrong thing which ruins it for the rest of us- the majority.


Like · Reply · Message · 2w

 **David Rupert** We have become an intolerant complaining society

Like · Reply · Message · 2w

 **Andrew Hatton** Allow access to the northern & southern ends of beaches! These are the best bits in windy conditions! Put in a speed limit/ rules to abide by! Prime example is queens head, can no longer park there and the whole beach is no good on a northerly except that last 100m!

Like · Reply · Message · 2w

 **Jason Warneken** Put up some signs to tell people not to sit near the beach 4WD access points.

Like · Reply · Message · 2w · Edited

 **June Walker** Be a he's Re

Like · Reply · Message · 2w

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3/16

2/10/2021

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Jacquie Dalrymple There is no reason for non commercial vehicles to be permitted on our beaches. Our beaches are one of our best assets and should be protected not destroyed by vehicle damage. The damage to the dunes is irreparable. Last Easter there were 15 illegal campsites from North Shore Beach to Plomer. There are no facilities and there are no designated access points or camp spots. The vehicles just drive off the beach and on to the dunes. Green sea turtles and loggerhead turtles have been found nesting in our dunes the last few years. How they have survived is a miracle. Council should ban all non commercial vehicles from our beaches. There are plenty of tracks, ie, the non designated road adjacent to Plomer, where 4WD can access and enjoy and there are numerous 4WD tracks in our shire. There are too many people now living and locating to our shire/area - who use the beach for exercise, sport, fishing or relaxation - and non commercial vehicles should not impact this enjoyment. Protect our beaches now, before they become nothing more than roadways.

Like · Reply · Message · 2w · Edited

9



Petina Alexander Jacquie Dalrymple points very well made. I'm in complete agreement.

Like · Reply · Message · 2w

1



Jason Warneken Jacquie Dalrymple not all of us drive in the dunes. Most do the right thing. People also walk over the dunes and do not use proper access points.

Like · Reply · Message · 2w · Edited

4



Petina Alexander Jason Warneken I don't think you can compare the footprint left by a vehicle to the human foot.

Like · Reply · Message · 2w

1



Jason Warneken Petina Alexander I teach Geography and Coastal Management and have pictures that would say otherwise.

Like · Reply · Message · 2w



Jason Warneken You also seemed to have missed my point which is most do the right thing which is driving between the high and low water mark.

Like · Reply · Message · 2w

6



Reply as Port Macquarie-Hastings Council

**Beck Street Chris Hopkinson**

1

Like · Reply · Message · 2w

**Alan Walker** Beaches are for people Roads r for

1

Like · Reply · Message · 1w



Kathy Brian In Queensland, road rules and various speed limits apply on the beach as they do on roads.

Like · Reply · Message · 2w

**Clare Wilson Renee Stackman**

Like · Reply · Message · 2w

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4/16

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**Cass Rynkowski Ben**

Like · Reply · Message · 2w

**Trevor J Martin** If I am allowed within 1 metre of the high water mark on any property (tidal waterways) does council have authority there or is it state government if state why do I need council approval or permission to do this

Like · Reply · Message · 2w

**Dillin Cooper** Why do we pay for an earth that we already own!

Like · Reply · Message · 2w

**Jasmine Cook** Dillin Cooper you don't own the beach

Like · Reply · Message · 2w

**Dillin Cooper** I think you must have mistaken my statement.
We are human beings we were born of this earth like apple grows on a tree. We are part and one with the earth as we really have no where else to be, each and every human owns this earth beaches and all. Just like the animals own the earth as well.

But no myself I dont own the beach but together as a human race we do

Like · Reply · Message · 2w

**Brad Lawder** Jasmine Cook neither does the council

Like · Reply · Message · 2w

**John Forcier** Dillin Cooper With that reasoning the human race is a pox on the planet.

Like · Reply · Message · 2w

**Mary Stokes** John Forcier speak for yourself,

Like · Reply · Message · 2w

**John Forcier** Mary Stokes Thanks for the permission Mary...

Like · Reply · Message · 2w

**Mary Stokes** John Forcier permission to denigrate yourself but definately not permission to speak for me under your generilisation of the human race, you DO NOT know all of the human race to be able to speak for them

Like · Reply · Message · 2w

**Richard Mann** Definitely a pox on the planet !

Like · Reply · Message · 2w

**John Forcier** Mary Stokes Make yourself a camomile tea and have rest petal.

Like · Reply · Message · 2w




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 **Alyson O'Shea Phil O'shea**
Like · Reply · Message · 2w


 **Samantha Ferris Ben Ferris**
Like · Reply · Message · 2w


 **Dane Flinn Casey Christian** 1
Like · Reply · Message · 2w

 **Lexie Wilson Fletcher Kristian Fletcher**
Like · Reply · Message · 2w


 **Michael Birtwistle Aaron Groom** 1
Like · Reply · Message · 2w

 **Jen Hagelstein** I agree Lois, we have witnessed them all the way down to the lake mouth too and with young kids it can be quite dangerous as they are often driving faster than they should be.
Like · Reply · Message · 2w 3

 **Author**
Port Macquarie-Hastings Council Thanks for raising this Jen Hagelstein! We encourage you to report this to our customer service team who can notify the Rangers
Like · Reply · Commented on by Jane Le Gall · 2w


 Reply as Port Macquarie-Hastings Council

 **Emma Dixon Adam Barnes** that you?
Like · Reply · Message · 2w

 **Ange Cairns Christina Mulukin** 1
Like · Reply · Message · 2w

 **Leelee Campbell Luke**
Like · Reply · Message · 2w

 **Stephen Dibbs** As a regular driver on our beaches (with a current permit), I have observed that most of the vehicles on our beaches are not displaying a permit on their windscreens. Guess the rest of us are paying for them
Like · Reply · Message · 2w 9

 **Carolyn Mifsud Morley Stephen Dibbs** I have one I keep in my glove box.. but definitely know of many people driving in the beach without them.
Like · Reply · Message · 2w 1

 **Author**
Port Macquarie-Hastings Council Hi Stephen Dibbs You're right, it's not fair on those that are doing the right thing. Our rangers regularly patrol beaches across the region, working alongside National Parks and Wildlife Service and the NSW Police. But if you also come across someone doing the wrong thing, contact our customer service team so they can alert the rangers.

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6/16

2/10/2021

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[Like](#) · [Reply](#) · Commented on by Jane Le Gall · 2w 2[Author](#)

Port Macquarie-Hastings Council Carolyn Mifsud Morley
Please display it in your window when you're driving on the beach. This helps our rangers identify who has and hasn't bought a permit.

[Like](#) · [Reply](#) · Commented on by Comms Admn · 2w · Edited[Top fan](#)

Kaz Garrett **Port Macquarie-Hastings Council** Have never seen one ranger patrolling ever and witnessed a mother having to grab her young son on Grants beach recently as 5 4WDs sped past nearly hitting him.

[Like](#) · [Reply](#) · Message · 2w 2

Vivianne Searle **Port Macquarie-Hastings Council** what Rangers?

[Like](#) · [Reply](#) · Message · 2w 2

Reply as Port Macquarie-Hastings Council



Kym Moffatt Vehicles driving way too fast when there are people around, particularly with young children who may be running too from the water and vehicles parking up in the dunes.

[Like](#) · [Reply](#) · Message · 2w 5[Author](#)

Port Macquarie-Hastings Council Kym Moffatt please would you mind taking a few minutes to fill out our survey, and include this information, as well as the location you've witnessed this. It's really important to us to address these issues, as you know speeding is not only very dangerous but it's an offense, and we take your safety very seriously

[Like](#) · [Reply](#) · Commented on by Jane Le Gall · 2w 1

Reply as Port Macquarie-Hastings Council



David Bax Vehicles should only be allowed on a beach in an emergency. If you dont want to walk to your favorite fishing spot, then get a new fishing spot.

[Like](#) · [Reply](#) · Message · 2w · Edited 3[Lee Burton](#)2[Like](#) · [Reply](#) · Message · 2w

Brea Bax **David Bax** woah! We go on the beach! Just do it safely and have considerations for others and the environment and it's fine we just grew up seeing the idiots but not everyone is like that

[Like](#) · [Reply](#) · Message · 2w 2

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7/16

2/10/2021

(17) Creator Studio



June Walker Beaches are for people to enjoy either sunbathing, walking, ball games etc. No vehicular traffic

[Like](#) · [Reply](#) · [Message](#) · 2w

7



Lee Burton

1

[Like](#) · [Reply](#) · [Message](#) · 2w



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Carolyn Mifsud Morley Don't drive in the Dunes they say, don't drive on the flat because of people they say, My Gosh people this is Australia. Be safe and considerate, have fun and enjoy.

[Like](#) · [Reply](#) · [Message](#) · 2w

3



Kellie Taylor Carolyn Mifsud Morley precisely be safe have fun and enjoy our precious coast as our parents and grandparents did for most of us that was NOT IN A CAR ON THE BEACH. Worked Beautifully for Centuries.

[Like](#) · [Reply](#) · [Message](#) · 2w

2



Lee Burton Kellie Taylor unlike your obvious boring time growing up, a lot of us grew up driving on the beaches and fishing and enjoying the experience of travelling in the back of the Ute or being towed by the 4x4 in the water. It was my parents and grandparents that encouraged us to do these things.

[Like](#) · [Reply](#) · [Message](#) · 2w

1



Kellie Taylor

Clearly you have N.F.I. x 2.

[Like](#) · [Reply](#) · [Message](#) · 1w



Reply as Port Macquarie-Hastings Council



Top fan

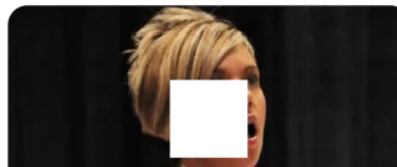
Kaz Garrett I see them all racing each at Grants beach and going down the wrong end of the beach they aren't allowed. They don't care who is in their way.

[Like](#) · [Reply](#) · [Message](#) · 2w

2



Cameron Goldie Where's the manager



GIPHY

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8/16

2/10/2021

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Like · Reply · Message · 2w



Author

Port Macquarie-Hastings Council Hi Kaz Garrett, this is a real shame to hear! We encourage you to report this to our customer service team at the time you witness this. They will then notify our rangers.

Like · Reply · Commented on by Jane Le Gall · 2w



Top fan

Kaz Garrett Cameron Goldie



TENOR

Like · Reply · Message · 2w



Reply as Port Macquarie-Hastings Council



Christopher Varley Do not withdraw our use of the beach by vehicles.

Like · Reply · Message · 2w

2



Liam McCarthy The beach is a place for everyone including drivers

Like · Reply · Message · 2w

8



Lois Donnelly Now that sand has covered the coffee rock near Lake Cathie we have numerous 4WDs coming all the way down to the lake entrance. I don't think they realise they are past the point where they are permitted and possibly don't have a permit anyway.

Like · Reply · Message · 2w · Edited

3



Author

Port Macquarie-Hastings Council Thanks Lois Donnelly for raising that to our attention!

Like · Reply · Commented on by Jane Le Gall · 2w



Linda Bishop Port Macquarie-Hastings Council maybe put up a big obvious sign that says no vehicle access past this point. There are always vehicles driving south of the beach access point at Lake Cathie.

Like · Reply · Message · 2w

1

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9/16

2/10/2021

(17) Creator Studio



Author

Port Macquarie-Hastings Council Linda Bishop thanks for your suggestion! We encourage you to contact our customer service team when you see vehicles breaking the rules, they will notify our rangers

Like · Reply · Commented on by Jane Le Gall · 2w

1



Linda Bishop Port Macquarie-Hastings Council will do in future

Like · Reply · Message · 2w

1



Reply as Port Macquarie-Hastings Council



Maree Lamb Once a government body creates and takes on permit, licensing or regulatory systems there is an obligation to provide and maintain. And then of course there is a cost of monitoring. For what purpose is the beach license system? Could it be to provide separated (people and vehicles) and safe access points? Cars are already under state government licensing. I am interested to understand.

Like · Reply · Message · 2w

1



Author

Port Macquarie-Hastings Council Hi Maree Lamb, thanks for your question! We have a legislative and custodial responsibility to make sure that both other beach users and the environment are protected. We also maintain beach access points and dune rehabilitation. Car licensing is different. This relates to public roads. Hope this helps answer your question. If you'd like to know more information please visit <http://bit.ly/VehiclesOnBeaches>



PMHC.NSW.GOV.AU

Vehicles on Beaches - Port Macquarie-Hastings Council

Like · Reply · Remove Preview · Commented on by Jane Le Gall · 2w



Reply as Port Macquarie-Hastings Council



Carolyn Mifsud Morley Separate access tracks and better signage for walking. People are always walking on the 4wd access at lighthouse beach however there is walking access right next to it.

Like · Reply · Message · 2w

12



Author

Port Macquarie-Hastings Council Carolyn Mifsud Morley thanks for your feedback. We encourage you to fill out our survey with this info

Like · Reply · Commented on by Jane Le Gall · 2w



Reply as Port Macquarie-Hastings Council



Petina Alexander The majority of vehicles accessing Northshore Beach do not have permits and there is little or no patrolling by

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council rangers. It is used by many to access the National Park north and these people think that because they have a booking that gives them the right to access the beach as a way of getting to and from there. Last week I saw a 4WD towing a very large heavy caravan off the beach and the attempts and final mess made of the access point to get off was more than entertaining. Time to remove the privilege of Vehicle access to our beaches because most drivers are now beyond being responsible. Time to return the beaches to foot access only if vehicle access cannot be responsibly managed.

Like · Reply · Message · 2w

6



Author

Port Macquarie-Hastings Council Petina Alexander

we're sorry to hear you feel we're not patrolling the beaches enough. If you could spare a few minutes to fill out our survey and share your thoughts. We value your feedback.

Regarding last week's incident, did you report this incident from last week to either us or the police?

Like · Reply · Commented on by Jane Le Gall · 2w



Petina Alexander Port Macquarie-Hastings Council no I didn't. Was going to photograph it but was busy pulling in a fish. Have you ever been to Northshore Beach patrolling? I've already filled in the survey. I really given up hope reporting incidences as nothing seems to be happening about preventing illegal vehicles on the beach and in fact beach driving is getting worse. On 6 June 2020 there was a whole string of vehicles driving south along the beach on dusk/ almost dark, from Plomer. What hope has any fisher person got trying to safely fish along Northshore beach.

Like · Reply · Message · 2w · Edited

2



Reply as Port Macquarie-Hastings Council



James Grech What is the permit money spent on?

Like · Reply · Message · 2w

1



Andrew MacDonald James Grech recovering Mitsubishi outlanders

Like · Reply · Message · 2w · Edited

3



James Grech Andrew MacDonald touch wood I haven't sunk up to my doors

Like · Reply · Message · 2w



Andrew MacDonald James Grech

Like · Reply · Message · 2w



Author

Port Macquarie-Hastings Council James Grech thanks for your question! The permit money is goes towards ranger staffing, visitor management, beach driving safety education programs, fencing, signage, compliance and beach access, amongst other things.

To learn more about what we budg... [See more](#)
https://business.facebook.com/creatorstudio/content_posts

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Operational Plan & Budget - Port Macquarie-Hastings Council

Like · Reply · Remove Preview · Commented on by Comms Admin · 2w

Reply as Port Macquarie-Hastings Council

Brent Steep Who actually is allowed to patrol the beach , council or police

Like · Reply · Message · 2w

1

Author

Port Macquarie-Hastings Council Brent Steep both

Like · Reply · Commented on by Jane Le Gall · 2w

Brent Steep Port Macquarie-Hastings Council really I was down there all day today not one ranger or police

Like · Reply · Message · 2w

2

Reply as Port Macquarie-Hastings Council

Peter Palmer Why do we pay for a permit... council does nothing for the beach..

Like · Reply · Message · 2w

2

Peter Palmer Council could use the money on plomer Rd.. might take some traffic off the beach..

Like · Reply · Message · 2w

3

Angie Hogan Peter Palmer valid point.

Like · Reply · Message · 2w

Author

Port Macquarie-Hastings Council We're sorry to hear you feel we've let you down **Peter Palmer**,

Point Plomer Road is a complex one. It's a shared road between us, NPWS, and Crown. Maria River Road responsibility is shared between us and Kempsey Shire Council. With this in mind, we do work closely with these key stakeholders to try and improve this area wherever possible. If you wouldn't mind taking a few minutes to fill out our survey and share this feedback. Your ideas are important to us.

The beaches are actually Crown land and are managed by the state. Our responsibility is to keep you, the community, safe. For example, we hire lifeguards to patrol the beaches and will clear debris when it is a safety hazard. We do value your feedback and welcome your ideas on how we can improve our services to you.

Like · Reply · Commented on by Jane Le Gall · 2w · Edited

Dylan Welsh itd a pity Kempsey's end is better maintained then Port's end of Maria river rd

2

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Like · Reply · Message · 2w



Author

Port Macquarie-Hastings Council Dylan Welsh sorry to hear you feel we're not keeping up with our part of the responsibility.

We encourage you to take a look at how we prioritise our road maintenance and repairs. Head to our website where we share all the details...

<https://www.pmhc.nsw.gov.au/Services/Roads-and-Bridges>

Our maintenance and repairs are budgeted within the operational costs, but we try our best to seek funding for as many extra projects as we can



PMHC.NSW.GOV.AU

Roads and Bridges - Port Macquarie-Hastings Council

Like · Reply · Remove Preview · Commented on by Jane Le Gall · 2w



Frances Smith Dylan Welsh not at the moment, Port Macquarie end is much better than the Kempsey end

Like · Reply · Message · 2w

2



Dylan Welsh Frances Smith that be a first

Like · Reply · Message · 2w



Reply as Port Macquarie-Hastings Council



Jasmine Cook The access in Lake Cathie needs to be reconsidered. As others mentioned vehicles are using that access to drive to restricted areas including the lake. Also the beach south of middle rock has far more pedestrians with the new estates and will only get busier. It is getting very dangerous having vehicles there with all the children playing and will only get more dangerous when further houses / appartments are complete & more people living there walking / playing on that part of the beach. There are plenty of safer stretches of beach in our area for 4WDDriving

Like · Reply · Message · 2w

4

Hide 11 Replies



Nat Latham **Jasmine** nothing wrong with driving on the beach at rainbow, drive with consideration of others and every body gets along why take something away from someone like this. No defernt to driving the estate with kids playing on the road. Its awesome to be able to cruse up the beach pick a spot and set up the awning and let the kids run around while you fish or swim. Feels like your on Fraser.

Like · Reply · Message · 2w

7



Author

Port Macquarie-Hastings Council **Jasmine Cook** & **Nat Latham** thanks for both of your insights. You both raise some interesting points. If you wouldn't mind taking a few minutes to fill out our survey to provide us your feedback

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[Like](#) · [Reply](#) · [Commented on by Jane Le Gall](#) · 2w**Nat Latham** Port Macquarie-Hastings Council done[Like](#) · [Reply](#) · [Message](#) · 2w

1

**Michael Coghlan** [Jasmine Cook](#) well perhaps the parents should tell their children that vehicles drive on the beach. Bit like not playing on ocean road[Like](#) · [Reply](#) · [Message](#) · 2w

3

**Jasmine Cook** **Nat Latham** it's extremely dangerous to drive like Fraser on that stretch of beach. The beach on Fraser is the official highway and isolated. That stretch isn't & now has 100's of new residents living on it with more to come. Board walk makes it easy to 'cruise up' by foot and no need for a vehicles racing past people pretending it's Fraser[Like](#) · [Reply](#) · [Message](#) · 2w

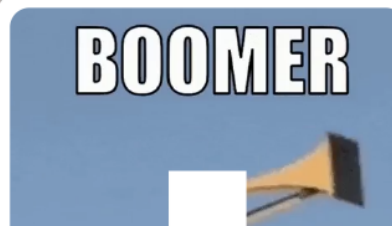
1

**Jasmine Cook** **Michael Coghlan** the road isn't for playing the beach is so it's not like that at all. Plus it's a leash free area for dogs and roads not. Totally different[Like](#) · [Reply](#) · [Message](#) · 2w**Nat Latham** Never seen how many people are actual on the beach of Fraser Island?[Like](#) · [Reply](#) · [Message](#) · 2w

1

**Michael Coghlan** [Jasmine Cook](#) vehicles are allowed on the beach so as well as the vehicle operators being responsible, so should the parents of kids on the beach.[Like](#) · [Reply](#) · [Message](#) · 2w

3

**Michael Coghlan** [Jasmine Cook](#) this may help you as well as the vehicle operators - <https://www.pmhc.nsw.gov.au/.../vehicles-on-beaches...>[Like](#) · [Reply](#) · [Message](#) · 2w**Jasmine Cook** **Nat Latham** yes but usually because they have pulled up at sandy area much wider than Rainbow Beach! Fraser doesn't have families using a boardwalk near their home to walk their dogs and let their children play and Rainbow Beach is much narrower and not the official road... totally different. If you like Fraser go to Fraser[Like](#) · [Reply](#) · [Message](#) · 2w**Cameron Goldie**https://business.facebook.com/creatorstudio/content_posts

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GIPHY

Like · Reply · Message · 2w



Reply as Port Macquarie-Hastings Council



Chris Hopkinson Before we question the beach being used by 4wders, let's ask the council where the last 5 years of beach access permit money has been spent... This money was surely intended to be spent maintaining the access points! Perhaps if the police patrolled the beaches ever to enforce speed limits and target dangerous drivers we wouldn't need to punish those who enjoy nothing more than a quiet drive with friends/family and a BBQ

Like · Reply · Message · 2w

23



Author

Port Macquarie-Hastings Council Hi Chris Hopkinson, just to clarify, are you referring to the 4X4 access points? Or the pedestrian access points?

Like · Reply · Commented on by Jane Le Gall · 2w



Chris Hopkinson 4x4 access, who's users pay yearly for their upkeep

Like · Reply · Message · 2w

6



Sally Nixon and if police did enforce speed limits social media would be full of whining 4wd drivers...

Like · Reply · Message · 2w



Reply as Port Macquarie-Hastings Council



David Elford Have the fee for the permit based on how long you will have the permit for why should I pay for a full 12 months when I want to buy 1, 6 months into the financial year

Like · Reply · Message · 2w



Graham Smith David Elford did you know you can buy them for a period of 1 month?

Like · Reply · Message · 1w



Reply as Port Macquarie-Hastings Council



Gus Ponman Can't do anything anymore by the sound of this bunch . Can't wait to see 2035 ,won't even be able to peel ya own potatoes without some bunch protesting it. Till then ,see yas on the beach

Like · Reply · Message · 1w

5


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Josh Aylward Gus Ponman



MEDIA1.TENOR.CO

Like · Reply · Message · Remove Preview · 1w

Gus Ponman Josh Aylward



MEDIA1.TENOR.CO

Like · Reply · Message · Remove Preview · 1w

Reply as Port Macquarie-Hastings Council

Write a comment...

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PORT MACQUARIE-HASTINGS
COUNCIL

Draft Beach Driving Policy

PUBLIC EXHIBITION REPORT

24 June 2021



Project name	Draft Beach Driving Policy		
Project manager	Rosane Gossner/Gary Hill		
Consultant			
Engagement Officer	Olivia Lawler		
Operation Plan #		CM Reference	SF20/4558

TABLE OF CONTENTS

1. INTRODUCTION	3
1.1. Background.....	3
1.2. Engagement approach.....	3
1.3. Consultation focus	4
2. ENGAGEMENT ACTIVITIES, TIMELINES & RESULTS	4
2.1. Email to Stakeholders.....	4
2.2. Pop-up Stands	4
2.3. Online Community meeting	4
2.4. Submissions	4
2.5. Communications	8
3. RESULTS SUMMARY/CONCLUSION	8
4. NEXT STEPS	8
5. APPENDIX	8

1. INTRODUCTION

1.1. Background

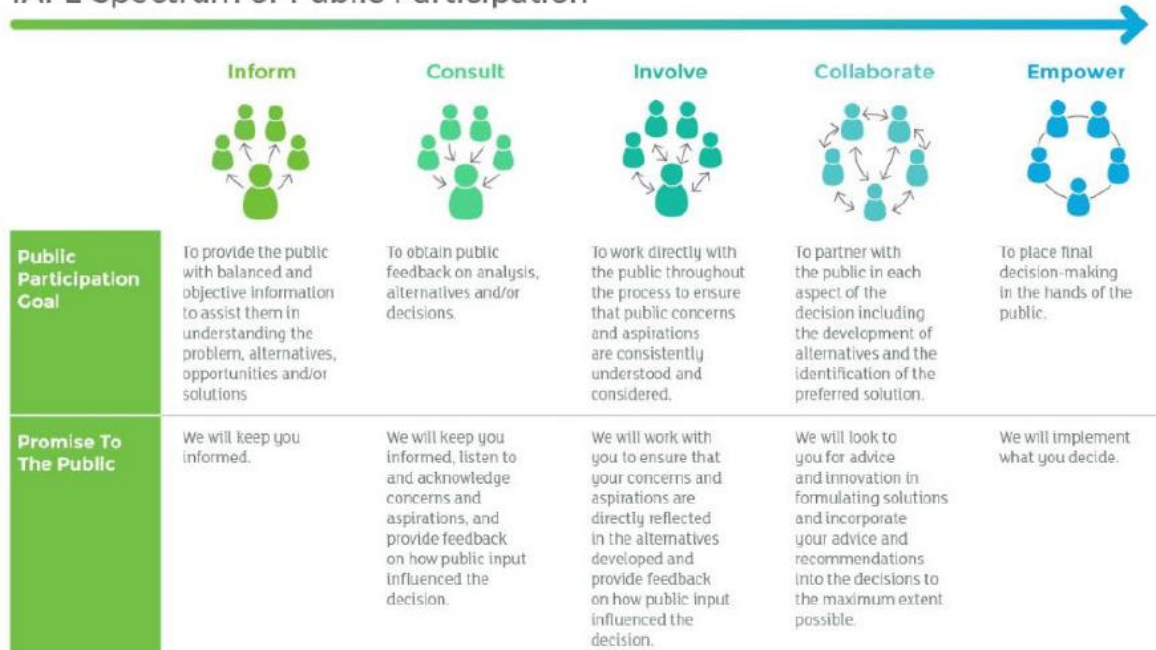
The Beach Driving Policy assists Council in managing recreational vehicles on beaches and adjacent reserves while protecting other beach users and the environment. The current Policy was last updated in 2018 and is a part of Council's broader review of beach management. Earlier this year, we asked our community about their experiences with vehicles on beaches to assist in reviewing the Policy. From this feedback, a Draft Policy was developed and shared with the community. The proposed changes to the policy are:

- Reduction in speed limit from 50km/h to 40km/h
- Parking restriction of at least 25m away from beach access points
- Beach driving permits will now be available for purchase via the PayStay App and annual permits will be valid for 12 months from date of purchase.

1.2. Engagement approach

The Draft Beach Driving Policy was on Public Exhibition from Monday 24 May to Monday 21 June 2021. Engagement activities were undertaken during this period to **consult** with both the community and stakeholders to understand their experiences and opinions of beach driving in our region. Key stakeholders included 4WD clubs, commercial businesses operating on the beach, fishing clubs, permit outlets, and National Parks and Wildlife Services.

IAP2 Spectrum of Public Participation



1.3. Consultation focus

The intent of the consultation was to gather feedback from the community and stakeholders on the proposed changes and inform them of the feedback from the initial engagement and how this contributed to the policy review. The intent was also to understand whether these proposed changes correctly addressed the main concerns of both the community and key stakeholders.

The questions asked in the survey were:

- Age
- Are you a member of a 4WD club, fishing club or other recreational group that uses our beaches? If so, which group?
- Please provide your feedback on the Draft Beach Driving Policy.

2. ENGAGEMENT ACTIVITIES, TIMELINES & RESULTS

2.1. Email to Stakeholders

Emails detailing the summary of engagement results from the previous consultation and the proposed changes to the Draft Beach Driving Policy were sent to key stakeholders and previous survey respondents to encourage their involvement and feedback. Emails were sent on Tuesday 25 May 2021. (See appendix 1).

2.2. Pop-up Stands

Two pop-up stands were hosted to create awareness and an opportunity for the community to have their questions answered and provide their feedback directly to Council's Engagement Team. The pop-ups involved both the Draft Beach Driving Policy and the Draft Dogs in Public Open Spaces Policy.

The first pop-up was held at Lighthouse Beach, Port Macquarie at the vehicle access point on Saturday 5 June from 11am-1pm. Twenty community members, particularly residents from Mathew Flinders Drive, attended to find out more information and fill in a feedback form.

The second was at Washhouse Beach in Dunbogan on Tuesday 15 June from 1:30pm-3:30pm. Sixty community members attended however, only a few feedback forms were completed in relation to beach driving.

2.3. Online Community meeting

An online community meeting hosted via Zoom was held on Tuesday 15 June from 5pm-7pm with 18 community members attending. A presentation was given detailing both the Draft Policies followed by a Q&A/Discussion of the proposed changes.

2.4. Submissions

A total of 27 responses were received for the Have Your Say Survey with 183 total visits to the webpage. There were 26 views/downloads of the Draft Beach Driving Policy, 13 views/downloads of the Engagement Summary Infographic and 3 of the current Beach Driving Policy. A total of 18 submissions were received via email and hard copy feedback forms. (See appendix 2).



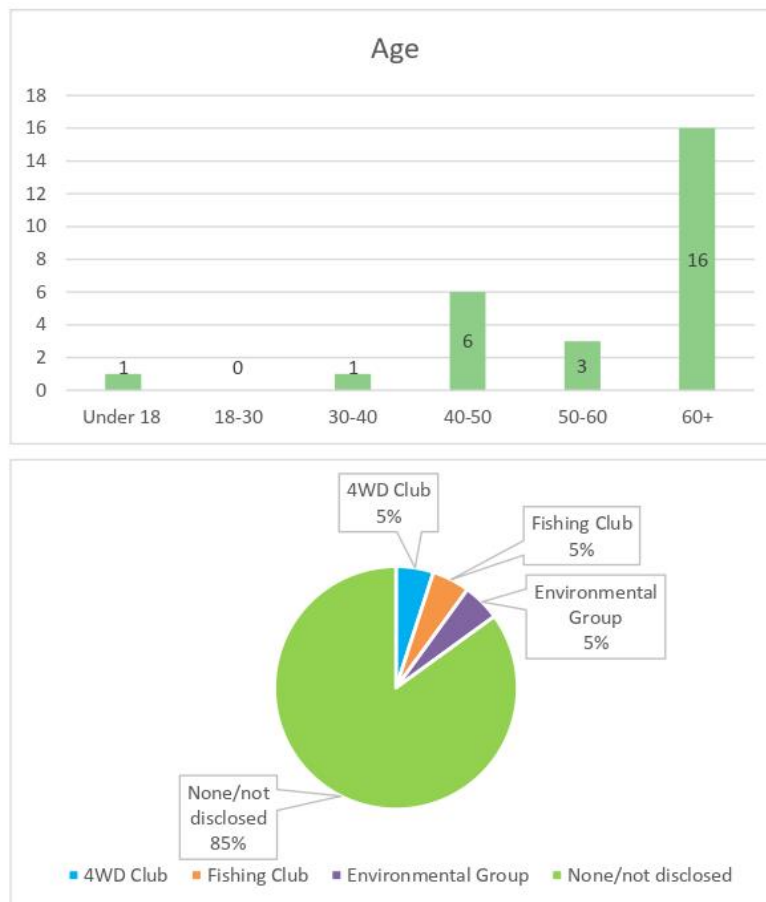
Visitors Summary



Highlights

TOTAL VISITS	183	MAX VISITORS PER DAY	21
NEW REGISTRATIONS	1	ENGAGED VISITORS	31
		INFORMED VISITORS	71
		AWARE VISITORS	172

From the HYS survey, the majority of respondents were in the 60+ age group with only 2 respondents being under 40 years of age. Most respondents were not a part of a fishing, 4WD or other recreational club which use the beaches.



Each submission has been broken down into their key points with each point being given a label as per the following table.

Label	Description
Against beach driving	Comments which do not support vehicles on beaches.
Policy infringements/dangerous driving	Concerns of policy infringements, particularly in regards to dangerous driving, driving in prohibited areas/sections, speeding, antisocial behaviour etc.
Environmental impacts	Impacts of beach driving on the environment including both fauna and flora, particularly with regards to National Parks.
Against speed reduction	Comments which do not support the proposed reduction in speed limit.
Enforcement	Comments regarding the perceived lack of enforcement and need for increased policing of the policy.
Reduce speed limit	Comments in support of a further reduction in speed limit.
Access points/parking	Suggestions and concerns regarding beach access points and 4WD parking on the beach.
Education/signage	Comments around education being the core issue causing policy infringements and the need for further education campaigns and improved signage.
For all policy changes	Comments in support of all proposed policy changes.
Speed limit within 100m	Suggestions regarding the current speed limit within 100m of people on beaches.
Ability to drive	Concerns around the impacts of being able to drive and manoeuvre on the beaches.

Table 1 Data labels and descriptions

Label	# of comments	Percentage
Against beach driving	17	20.5%
Environmental impacts	12	14.5%
Policy infringements/dangerous driving	11	13.3%
Against speed reduction	7	8.4%
Enforcement	7	8.4%
Access points/parking	6	7.2%
For all policy changes	6	7.2%
Reduce speed limit	5	6%
Education/signage	5	6%
Speed limit within 100m	5	6%
Ability to drive	2	2.4%
Total	83	100%

Table 2 Submissions data graph

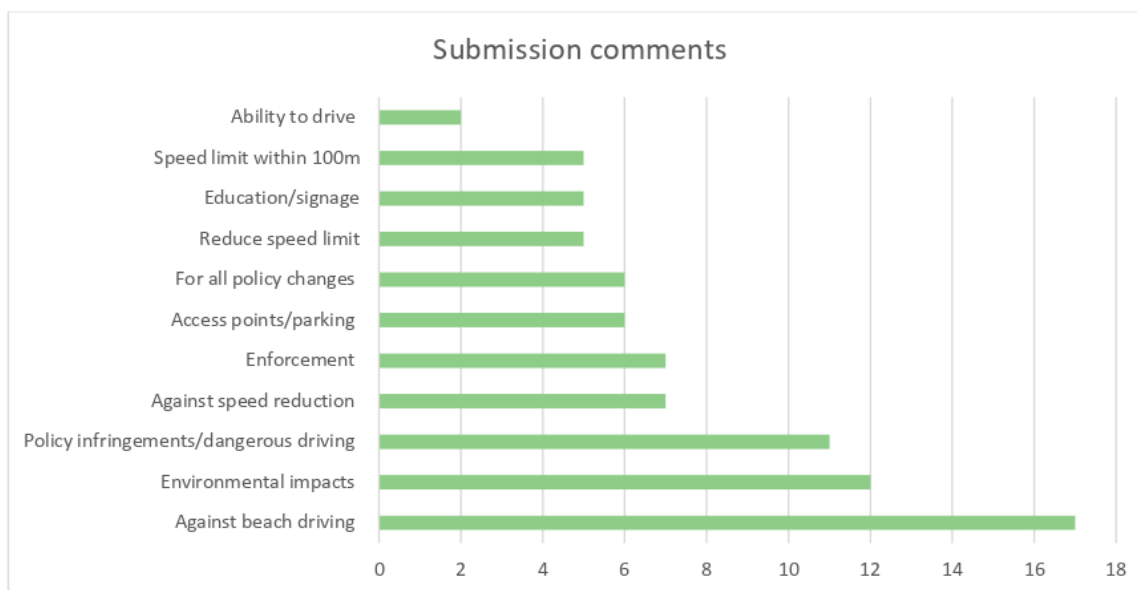


Figure 1 Submissions data graph

Detailed Feedback

The majority of respondents were against the presence of recreational vehicles on beaches due to their disruption of the environment and other beach users. Experiences with dangerous driving, antisocial behaviour and speeding were key issues raised frequently in many submissions and were typically coupled with the desire for a complete ban and/or tighter policy regulations and consequences including a further reduction in the general speed limit.

Environmental factors were also of major concern to the majority of respondents with particular regard for the adjacent National Parks, sand dunes and the potential for coastal dune erosion, nesting shorebirds, microorganisms under the sand, and other threatened and vulnerable species in these areas. A suggestion was made to consider including wildlife and domestic animals under the 'speed limit within 100m of people' rule. National Parks and Wildlife Service (NPWS) suggest that fees from beach driving permits are also allocated to research of threatened species including developing a shorebird and Turtlewatch monitoring program and protection strategy.

Submissions which did not support the policy changes, particularly the reduction in speed limit, consider the current issues to be with the (perceived) lack of enforcement and inconsiderate driving and infringement of policy by younger drivers and visitors. Respondents believe that a reduction in the general speed limit is unnecessary and that more effective enforcement and education should be considered before changes to the policy. Comments were made around the increased potential of getting bogged in soft sand both while driving and entering via the access points created by a reduction in speed.

Suggestions were also made to the relocation of access points and parking at both Lighthouse Beach in Port Macquarie and South Beach in Dunbogan to reduce environmental damage, separate vehicles from off-leash dogs and families during busy periods, and to separate 4WD's parked on the beach from other recreational users (swimmers, sunbathers, families etc).

NPWS urge for consideration of prohibiting vehicles on the southern 2km stretch of beach at Diamond Head due to increasing conflicts with pedestrians and to ensure safety. NPWS have also suggested amendments regarding policy format and updating department names.

2.5. Communications

Communication activities undertaken for this consultation included the promotion of the Public Exhibition through both social media channels including the PMHC Facebook page and Instagram as well as traditional media. Corflute signs detailing the Draft Policy were installed at the majority of locations where beach driving is permitted.

As the Draft Beach Driving and Draft Dogs in Public Open Spaces Policy were promoted together, the majority of social commentary was around the Draft Dogs in Public Open Spaces Policy being the more contentious issue. (See appendix 3).

3. RESULTS SUMMARY/CONCLUSION

Overall, the majority of responses received during the Public Exhibition were against the presence of vehicles on beaches due to the environmental impacts and disruption of other beach users. Some respondents agreed with the policy changes as a whole while others suggested further speed reductions or a complete ban.

Major concerns over the lack of education and signage as well as the perceived lack of enforcement were a key theme, suggesting further consideration of these areas in the Draft Policy review and once the policies are adopted.

The lack of education and misbehaviour of other drivers (particularly younger drivers and tourists) are considered the largest issue with respondents arguing that the policy changes are unnecessary and more focus must be given to enforcement and education before proposing further restrictions.

4. NEXT STEPS

- Draft Beach Driving Policy reviewed with consideration of community and stakeholder feedback.
- Draft Beach Driving Policy put to Council on 21 July 2021.

5. APPENDIX

From: [Community Engagement Education](#)
Bcc: PMHC Draft Beach Driving Policy - Public Exhibition
Tuesday, 25 May 2021 3:31:10 PM
[image001.png](#)

Subject:
Date:
Attachments:

Good afternoon,

Recently, we asked our community about their experiences with vehicles on beaches to assist us in reviewing our current Beach Driving Policy. From community feedback, we've developed an updated Policy and we invite you to share your thoughts!

All feedback received has been considered and will assist us with future education programs to ensure our beach driving guidelines are understood and everyone can enjoy our beaches.

The changes made in our Draft Beach Driving Policy are:

- In response to customer complaints, stakeholder feedback and 51% of survey responses supporting a reduction in speed limit, **the maximum speed limit will be reduced from 50km/h to 40km/h**. This is consistent with Mid Coast Council, RMS School Zones and recommendations from National Parks and Wildlife Services. Vehicles are required to slow to a speed of not more than 25km/h when within 100 metres of people on beaches.
- As a result of numerous complaints regarding vehicles being parked too close to beach access points and to ensure safety in high traffic areas, with support from key stakeholders, **a restriction of parking at least 25 metres away from beach access points will be implemented**.
- **Beach driving permits will now be available for purchase via the PayStay App** and will provide the option for **annual permits to be valid for 12 months from date of purchase**. Permits will continue to be sold at Council customer service centres, the Glasshouse Information Centre and nominated outlets.

The Draft Policy is on public exhibition until midnight **Monday 21 June 2021**. There are a number of ways for you to find out more and have your say.

- View the current Beach Driving Policy, Draft Beach Driving Policy and summary of results from previous engagement on our website.
- Complete our online survey
- Visit us at our pop-up on **Saturday 5 June, 11am-1pm at Lighthouse Beach** (vehicle access point end).
- Register for our online community meeting on **Tuesday 15 June, 5pm-7pm via Zoom**. This meeting will also include the Draft Dogs in Public Open Spaces Policy.

Visit, <https://haveyoursay.pmhc.nsw.gov.au/draft-beach-driving-policy>

Kind regards,

Olivia Lawler

Community Engagement Officer
Strategy and Growth



p (02) 6581 8111



Beach driving

Survey Summary Report



Most popular access points



The survey had

923
Visits

600
Reponses

Promotional channels

- Council's Facebook pages
- ConnectPMH Instagram account
- 'Have Your Say' on Council's website
- Emails to interest groups including 4WD and Game Fishing clubs, Surf Life Saving, Boardriding clubs and Surf Schools

How you use the beach

Swimming, sunbathing, surfing etc.

26%

4WD beach driving

20%

Exercise

17%

Fishing

16%

Dog walking/exercise

15%

Boat launching

3%

Other

3%

Beach drivers who have a permit

91%

9%

Of those who have a permit,
89% are annual permits

Do you support a reduction of speed limit on our beaches?



51%



49%

- Most drivers are considerate. It's the minority that ruin it.
 - Speeds are fine, people just need to follow them
- I support a reduction in the speed limit when within 100m of people
- I am in favour of reducing the speed limit for environmental reasons
- Seen way too many speeding cars near other cars and pedestrians
 - Any slower would cause cars to bogged in soft sand
- Rarely is actual speed the issue, but rather stupid behaviour

Concerns about vehicles impacting on enjoyment

- I don't like inconsiderate drivers
- Safety, noise, and damage to beach and dune structures
- They illegally camp and leave rubbish in the dunes
- Better education and policing would be a positive action
- Beach users have to dodge irresponsible 4wds whilst enjoying the beach

Other feedback

- Damage to wildlife when vehicles don't stay below the high tide mark
- I enjoy driving on the beach. It allows great access to less crowded areas to relax or fish
- Very frustrating when pedestrians use the vehicle access points
- Regulate and enforce what's currently in place
- Glad we have 4wd access just need to be consequences for not respecting people and nature



I think the reduction in the speed limit is a completely useless rule change, the problem isn't that 50km/h is too fast, the problem is there are people driving faster than that because there is nobody enforcing the law on the beaches, you could set the speed limit at 15km/h and it will have no effect on how fast people drive unless you enforce the limits. The beaches are a public road, they need to be patrolled like a public road.

If you reduce the speed limit, more vehicles will get bogged! Soft sand requires a certain amount of speed to get through it safely, slow speeds in a lot of cases increases the risk of bogging which increases the risk of vehicles being swamped by the ocean which will cause fuel, oil and rubbish to flow into the oceans and bigger vehicles like trucks and tractors driving on the beaches to rescue these vehicles.

Please don't make a decision like this if you have no experience driving on beaches. You will listen to the wrong people and you will make the problem worse not better.

Still believe 40kph is too fast but if you insist on keeping this general speed the limit of 25kph should apply if any animal, wild or domesticated, in addition to people are within 100m

There needs to be a 'beach user policy' not just a driving policy. Users other than drivers can cause difficulties and increased risks by lack of understanding / education. Eg walking down (or even sunbathing on) access ways. Even if within 100m this requires vehicles to slow to 25km/h which pending the current sand conditions can make getting off or on the beach very difficult. This is particularly relevant at middle rock where the driving access is not clearly delineated from the pedestrian access. 51% - 49 % does not seem a big enough majority to change a policy / speed limit. It would have been an interesting survey had you used an open ended question like " what do you think the speed limit should be on the beach? ". A few poorly behaved drivers, and other users, as usual cause a reaction to the squeaky wheel rather than addressing the poor behaviour. The clowns that annoy pedestrians, drive on dunes, leave a mess etc will still do so regardless of the policy. Enforcement seems very unlikely. If the behaviour isn't modified somehow, eventually we will have no access at all.

Beaches should be free of motorized vehicles. My friends and I and many more people I know go to the beaches to escape the hustle and bustle, noise, smell, environmental damage and danger caused by such vehicles.

Walking brings many health benefits. Walking to go fishing is healthier for everyone than driving on the beach to go fishing.

Many drivers of vehicles ignore speed limits, exclusion zones, right of other people to safely enjoy the beach, nature and wildlife.

Vehicles drive on vegetation of sand dunes, cause nuisance with loud music from their sound systems, drive over turtle nests and hatching turtles, pollute the environment with leaking fluids from their cars and leave rubbish and destruction behind.

There are so many roads and dirt tracks cars and motorbikes can drive on. Leave the beaches to nature and the quiet enjoyment of people who need to get away from noise and pollution. Preserve nature and raise revenue elsewhere.

If cars are allowed in beaches, pls enforce restrictions and heavily fine the ones who have no permit or don't obey rules. I have never seen a ranger on South beach having a word with and fining 4wd drivers who drive right up to Camden Head headland into the NP ignoring the rules on their permit and signs on the beach.

<p>Reduced speed limit is a good idea but it's largely about enforcement. The people driving dangerously and speeding will keep speeding. They aren't following the existing laws so I'm not sure if there is much point changing them. More visible enforcement of the existing laws would be more effective.</p>
<p>Unfortunately too many drivers come onto the beach via the four wheel drive track just before entering Cathie and then proceed from there to middle rock along the beach and driving through the flagged area. I have asked the lifeguards about this and nothing, I have spoken to them when they stop and drive around the lake area and it apparently is their right! I maybe misinterpreting the regulations but in the over 20 years I have lived here I was under the belief of no vehicles within this area</p>
<p>I appreciate the idea to reduce the driving speed of vehicles in the area. I would even more appreciate if driving a motorised vehicle on the beach would be 30 km/h, even better: stop the driving on beaches altogether.</p> <p>Why?</p> <ul style="list-style-type: none"> - The damage done to wildlife, birds, beach, cleanliness, water by environmentally not aware drivers (90%) is substantial and could easily be avoided: just forbid it. - these hooners, often fishermen who seem to enjoy leaving plastic, beer cans and bait behind, are a major disturbance for other humans who enjoy the beach and ocean for what they are: quiet areas to enjoy nature and relax. - I can't see any reason for anyone to drive a car on the beach, except an emergency vehicle. <p>sincerely</p>
<p>I think it a great pity that vehicles are allowed on beaches at any time or anywhere except in the case of emergencies. They cause damage to dunes, beach vegetation, small animal species that live in the beach environment - from tidal areas to the high water mark and above - and disturb many bird species that feed on beaches and nest above high tide levels. In other words, beaches are an important environment for many living things. For the great majority of people who access beaches and want to walk along them without having to watch for vehicles as well as waves and tides, traffic on beaches is anathema. The great appeal of many parts of our coastline is isolation and unspoiled beauty. Unleash drivers of recreational vehicles onto beaches and you destroy much of their attraction. Walking on a beach that permits vehicle access could end up being riskier than crossing a road. Relying on the ability of drivers to limit their speed and drive sensibly and considerately in un-policed situations is a very risky policy. It's not too late to re-think this draft policy and take the radical step of excluding vehicles from every beach in the PMHC LGA!</p>
<p>I support all the proposals, only because they mean further restrictions on a totally unnecessary activity. A beach is a natural environment that should be a last refuge from vehicular traffic. If their drivers want to fish, surf, have a picnic, or just sit and contemplate the ocean, they should park their cars behind the dunes and walk onto the beach, just like everybody else. How did driving cars on beaches become some sort of inalienable right? Get rid of them, I say. #NoCarsOnBeaches</p>
<p>I am very disappointed that the issue of 4WD driving on Dunbogan Beach/Crowdy Bay National Park has not been addressed in the new policy. As NPWS can attest, infringements of the rules including refusing to abide by the no go zones at the northern end of the beach/Kattang Nature Reserve and the very southern part of the beach, plus under age drivers, unrestrained passengers, unsafe driving practices, use of the beach for doing doughnuts, harassment of beach users by trail bikers, use of pedestrian tracks onto the beach by trail bikers, carriage of dogs in vehicles to the more remote parts of the beach and failure to display permits. The problems are becoming worse and worse as NPWS can attest. In decades of</p>

<p>using this beach on a regular basis I have never seen a Council ranger, nor to the best of my knowledge has the collapsed entry point onto the beach south of Timbarra Estate that was reported to Council years ago, ever been addressed with 4WDs still using a path that they created along the dunes. This issue just has to be addressed. It is the same as with dog walkers on Washhouse Beach— where people have been given a privelege but continue to ignore and abuse the rules. I intend to take this issue further.</p>
<p>I agree with draft</p>
<p>I live near the Dunbogan Ocean beach and notice from time to time, probably when no council Rangers are on duty, their is a Hoon element who disregard all by-laws and drive at excess speed on to the vegetated Dunes, leaving behind rubbish & damage.</p> <p>I feel there is no reason for vehicles to be on any beach in the Port Macquarie area. These are sensitive areas with nesting birds and Turtles with crabs, shell fish under the sand killed by the weight of the vehicles.</p> <p>Then the real danger of a child or sun baker being run over and killed on the beach.</p> <p>This beach should have all entrances gated and locked to stop this damage to the sensitive Dune Environmental area's.</p>
<p>I understand slowing down near people on the beach is ok... with people around the entry point you can't do 25kmh when exiting or entering the beach your car will just get bogged. It should be a rule not to bathe fish or sun bake 100m from the entry/exit point of the beach</p>
<p>The speed limit dose not need to be reduced. The sources stated to support a speed reduction have little to nothing to do with beach driving, TfNSW guidance for school zones is out of context, NPWS is not a road authority, and if we are looking to other jurisdictions for guidance then there is serious merit for increasing the speed limit to 80kph given the vast and mostly sparse beaches we have.</p> <p>This policy revision is a knee jerk reaction overreach to a problem that is only present across a small physical percentage of the beach. Clearly a small percentage of beach users have the majority of influence to socially engineer our public spaces to suite their use/desire.</p> <p>There is a serious issue with PMHC in the way these sort of surveys are used to guide policy, it is not fare or inclusive or representative of the whole community. Take this engagement for example, the people who made the complaints and pushed for this change are always going to be over represented in this survey due to the fact they are more aware of the survey happening (compared to the rest of our community). It is impossible to honestly state any outcome from these surveys as being a true representation of the desires of the community.</p> <p>You are making changes that are sympathetic to the desire of a select group.</p>

Keep speed limit at 50. Lower it when within a certain distance to people.
On South Beach Dunbogan I often see 4 wheel drive vehicles on the north end of the beach. This is several hundred metres north of the signage. I have been abused by drivers when I've photographed their vehicles! The inherent threat of men in large vehicles to women walking is obvious! Also the speed of these vehicles is frightening especially when young children are on the beach.
Pour
The maximum speed limit should not be lowered to 40 km/h. It is more enjoyable to go faster on the beach. The beach is not an overly dangerous place to drive, and it is not necessary to drive that slow.
The lighthouse beach area is now too busy to be a vehicle access beach. Very few vehicles adhere to the speed limit and there's is never anyone to check for permits. Would it be possible to move the vehicle access further south so that vehicles and people/pets are kept separate. During school holidays the use of the beach by people, dogs and cars increases and it is only a matter of time before there is an accident. It is like having children and pets on a road some days and drivers are often not careful, speeding and doing "burnouts" in crowded areas. Please consider moving the vehicle access point in order to avoid any accident. Thank you.
My only concern with the draft policy is its enforcement. On a daily basis I walk for exercise and recreational fish the North Shore Beach. I have never seen a Council Ranger or Police check vehicles for their licence or permit to use the beach. Unless the drivers have a downloaded permit not visible on the windscreen, it is very rare to see any of the vehicles with a secured permit sticker on their window. I have noticed since the Covid outbreak a huge increase in the number of vehicles using the North Shore Beach and most don't have a beach driving permit visible. I have also noticed wheel tracks on the vegetated areas above the high water marks. Any compliance to speed limits is totally ignored. As previously stated, I do not have an issue with the draft policy, only its enforcement which I believe is non existent on the North Shore
I feel that there should be no driving on beaches that back on to national parks and nature reserves. Beaches and adjoining dunes are habitat for wildlife. So beach driving should not be allowed near Crowdy Bay National Park and Limeburners Creek National Park. This is especially so in Limeburners Creek National Park, as it is gazetted to the low tide mark. So the beach is actually in the national park. As a birdwatcher, I am particularly concerned about the birds that feed and breed on beaches and nearby. This includes the endangered Pied Oystercatcher and the vulnerable Sooty Oystercatcher. Cars driving on the sand can kill native birds and

<p>crush their eggs. There are also wading birds that visit our beaches that are covered by international treaties and many of these are endangered, some critically. Threats to wading birds are covered by the federal EPBC Act. There are other wildlife impacted by beach driving as well, for example turtles that breed on the beach, as well as many invertebrates that are food for birds. And there should be more enforcing of these rules. I often see them flaunted and am very concerned we will lose bird species from our beaches. There is a program, "Sharing our Shore" which I urge the council to promote in our LGA.</p>
<p>My suggestion is that access to South Beach, Dunbogan is only via Beach Street and Diamond Head. Thus making 4wd access only on the Southern part of the beach between Beach Street and Diamond Head camp ground. The environment damage to the dunes accessing the beach via Scarborough Way/Prince of Wales Drive is getting worse. 4wds drive through the dunes, where turtles nest, disrupt shore birds and destroy the dunes. The small sign on the beach stating no 4wd past this point is totally lost on 4wds to the beach who regularly drive to Lewis Rock. There is significant damage being done north of the 4wd access point where a new entry point has been carved up by 4wds. Limiting the access to the Southern part of the beach where easy road access is available would stop this damage.</p>
<p>Who is going to police this as it is not being policed now so what difference is it going to make?</p>
<p>I am opposed to driving on all beaches adjacent to national parks and nature reserves in the Port Macquarie Hastings LGA, such as Limeburners Creek National Park and Crowdy Bay NP. Vehicles damage the biodiversity of our beaches by compacting the sand and interfere with more passive forms of recreation.</p>
<p>I submit the following in relation to 4WD on Beaches policy review: 1. I would like to see all vehicles (with the exception of boat launching, commercial fishing and in emergencies) removed from Dunbogan Beach in and adjacent to Crowdy Bay National Park, closing the beach where the national northern boundary near the sand extraction business. I also encourage PMHC to implement a joint program with NPWS such as Share the Shore to increase community awareness about the impact of our beach use on flora and fauna and nature conservation. Following are the reasons for this submission:</p> <ul style="list-style-type: none"> • 4WD's in a National Park. Crowdy Bay National Park is gazetted to the mean high water mark. Allowing 4WD's to access the beach within an area gazetted as a national park is detrimental to the conservation of that environment. This beach should be managed for biodiversity and nature conservation. • 4WD on northern end of Dunbogan Beach. It is common to observe 4WD tracks right to the northern end of the beach, actually within Kattang Nature Reserve beach area. • Conservation of Habitat for Threatened / Vulnerable Species. A beach adjacent to a national park is a habitat, not a road. Micro-organisms live in the sand and are severely impacted by heavy vehicles. Just because we can't see them does not mean that they shouldn't receive the same protection as any other species in a national park. 4WD driving on this beach impacts threatened species in Crowdy Bay NP: Little tern and Loggerhead turtle are endangered; Sooty oystercatcher; Eastern osprey and White-bellied sea eagle are vulnerable. • Coastal Dune Erosion. 4WD driving on this beach is contributing to coastal dune

erosion. The integrity of coastal dunes in Crowdy Bay NP is being severely impacted by beach driving activities. Regulations require beach drivers to stay below the high-water mark, but many drivers disregard this regulation, partic. On high tides, driving on the dunes or illegally camping in the dunes. These activities accelerate coastal erosion, leading to further shoreline recession.

- Enough Access Points in the NP. There are sufficient access points within the national park for general recreation covering the length of Dunbogan Beach at Blackbutt; Cheese Tree; Geebung and Diamond Head. Park users do not need to drive along the beach to get to these places.
- Interagency Cooperation for Nature Conservation. PMHC should demonstrate a proactive, cooperative approach when it comes to working with other agencies such as NPWS. PMHC has not only have a duty of care to residents but also towards the protection of the natural environment.
- Consistent with management objectives. One of Crowdy Bay NP Plan of Management goals is the removal of vehicles from Dunbogan Beach allowing access only for commercial fishing, launching boats and in the case of emergencies. PMHC could support this goal.
- Beach User Safety. Crowdy Bay National Park, specifically Diamond Head campground and beach is often crowded with holiday makers, many of whom are families with children who appreciate the relatively safe environment the park provides close to a town. However currently there are too any conflicting uses of the beach and I am aware there have been incidents of near misses between people and 4WDs particularly. I have also observed an increase in beach 4WD driving and am concerned that there will be more such incidents in the future.
- Speed Limit Reduction. PMHC should reduce the current speed limits of 50km/h or 25km/h when within 100m of other vehicles or people, to 40km/h and 15km/h on all beaches, in line with Mid-Coast Council limits.
- Better PMHC 4WD Access Points. Could PMHC consider evaluating the suitability of the current informal 4WD access from Scarborough Way near First Fleet estate? There is no pedestrian access at this point, in an area which is becoming increasingly urbanised. Better 4WD access may be able to be provided via Beach Street which is not as populated and has better access off a formal road.
- Website Information. None of the information on PMHC's website re 4WD access is user friendly, in particular the lack of clear, hatched maps indicating where to go. There is room for new approach and information.

I submit the following in relation to 4WD on Beaches policy review:

1. I would like to see all vehicles (with the exception of boat launching, commercial fishing and in emergencies) removed from Dunbogan Beach in and adjacent to Crowdy Bay National Park, closing the beach where the national northern boundary near the sand extraction business. I also encourage PMHC to implement a joint program with NPWS such as Share the Shore to increase community awareness about the impact of our beach use on flora and fauna and nature conservation. Following are the reasons for this submission:

- 4WD's in a National Park. Crowdy Bay National Park is gazetted to the mean high water mark. Allowing 4WD's to access the beach within an area gazetted as a national park is detrimental to the conservation of that environment. This beach should be managed for biodiversity and nature conservation.
- 4WD on northern end of Dunbogan Beach. It is common to observe 4WD tracks right to the northern end of the beach, actually within Kattang Nature Reserve beach area.
- Conservation of Habitat for Threatened / Vulnerable Species. A beach adjacent to a national park is a habitat, not a road. Micro-organisms live in the sand and are severely impacted by heavy vehicles. Just because we can't see them does not mean that they shouldn't receive the same protection as any other species in a national park. 4WD driving on this beach impacts threatened species in Crowdy Bay

<p>NP: Little tern and Loggerhead turtle are endangered; Sooty oystercatcher; Eastern osprey and White-bellied sea eagle are vulnerable.</p> <ul style="list-style-type: none"> • Coastal Dune Erosion. 4WD driving on this beach is contributing to coastal dune erosion. The integrity of coastal dunes in Crowdy Bay NP is being severely impacted by beach driving activities. Regulations require beach drivers to stay below the high-water mark, but many drivers disregard this regulation, partic. On high tides, driving on the dunes or illegally camping in the dunes. These activities accelerate coastal erosion, leading to further shoreline recession. • Enough Access Points in the NP. There are sufficient access points within the national park for general recreation covering the length of Dunbogan Beach at Blackbutt; Cheese Tree; Geebung and Diamond Head. Park users do not need to drive along the beach to get to these places. • Interagency Cooperation for Nature Conservation. PMHC should demonstrate a proactive, cooperative approach when it comes to working with other agencies such as NPWS. PMHC has not only have a duty of care to residents but also towards the protection of the natural environment. • Consistent with management objectives. One of Crowdy Bay NP Plan of Management goals is the removal of vehicles from Dunbogan Beach allowing access only for commercial fishing, launching boats and in the case of emergencies. PMHC could support this goal. • Beach User Safety. Crowdy Bay National Park, specifically Diamond Head campground and beach is often crowded with holiday makers, many of whom are families with children who appreciate the relatively safe environment the park provides close to a town. However currently there are too many conflicting uses of the beach and I am aware there have been incidents of near misses between people and 4WDs particularly. I have also observed an increase in beach 4WD driving and am concerned that there will be more such incidents in the future. • Speed Limit Reduction. PMHC should reduce the current speed limits of 50km/h or 25km/h when within 100m of other vehicles or people, to 40km/h and 15km/h on all beaches, in line with Mid-Coast Council limits. • Better PMHC 4WD Access Points. Could PMHC consider evaluating the suitability of the current informal 4WD access from Scarborough Way near First Fleet estate? There is no pedestrian access at this point, in an area which is becoming increasingly urbanised. Better 4WD access may be able to be provided via Beach Street which is not as populated and has better access off a formal road. • Website Information. None of the information on PMHC's website re 4WD access is user friendly, in particular the lack of clear, hatched maps indicating where to go. There is room for new approach and information.
<p>I'd love to see the 4wd parking moved further away from swimming beaches / the entrances to swimming beaches. Diamond Head beach is a beautiful beach for swimming and picnics. 4wds are often parked right at the entrance where swimmers and families would otherwise sit. 4wd could easily drive 200m down the beach. This would allow more people to sit on the beach and avoid it feeling like a parking lot. This would help everyone enjoy the beach.</p>
<p>I don't see why cars are allowed on Lighthouse Beach at all - given the erosion due to climate change and the damage they (cars) cause. There are plenty of access sites for people to park and go fishing if they want. As well, surf skis on public beaches are outrageously noisy and intrusive. Why? Can't they have their own place - why are they allowed to destroy the peace of everyone else?</p>
<p>The main problem identified with beach driving is cars driving too fast near pedestrians on the beach but the proposed change to reduce the speed limit from 50km/h to 40km/h where there are no pedestrians does nothing to address the problem but makes it harder for complying 4WD users on the beach. The 25km/h limit around pedestrians addresses this issue already.</p>

<p>Clearer signage for 4WD and pedestrians e.g. walking from the beach exiting by "Coffee Rock". The signage is placed on the sand dune 'no walking' lots of people think it means no walking on the sand dune. Everyone leaves by the track with kids and dogs.</p> <p>4WD speed limit - very few people know the rules regarding driving distances.</p> <p>4WD young guys are here for silly driving not fishing etc.</p> <p>More dogs poo bags in the weekend and holiday times please.</p>
<p>Why reduce speed from 50 to 40km/h when away from all people and animals? The rules are there to protect and that is already in place for within 100m. Why would you ask people who don't drive on beaches what people who do drive should do in relation to speed? This change is asking people to act as the fun police. Let bogans be bogans when they are away from others.</p>
<p>Again, there is a need to limit 4WD's near national parks. People / 4WDs do not realise there is nature living beneath the sand - it's not a desert. So please limit 4WDs over time, away from our parks and reserves e.g. Crowdy Bay NP and Limeburners Creek NP.</p>
<p>Water damage to road outside my house.</p> <p>Would love to see welcome to Port posters banners a feel good welcome.</p> <p>Lighthouse Beach, camel end - prefer no 4WD access - there is a family, kids, animals area. Also it is damaging to the river close by.</p> <p>Social distance at Town Green (I call it Town Grey since we lost tree's and greenery!) Create a Social scene!.</p>
<p>Good idea RE Reduced speed limit. Should be 20km/h and 100m from dogs and people. Regular Council patrols re 4WD permits as not many have them. P Platers and L's no permits.</p>
<p>Ban beach driving!!</p>
<p>Support less beach driving South of Watonga Rocks</p>
<p>I would like to register my disappointment with the outcome of this policy engagement with the community. Changing the speed limit etc on the beaches is a waste of time. Actually enforcing the current rules and regulations would be far better. The beaches have many vehicles on them that do not have permits and at different times of the year many drivers who just ignore all the rules. Council and National Parks never have rangers on the beach and never write any infringement notices or issue fines. My guess is because they do not want to end up in court themselves. Who is going to set up a radar camera on the beach to enforce these new rules ? I suspect nobody. What a waste of time this whole process has become.</p> <p>Banning P plate drivers would be far more effective. Put Compliance Rangers with the authority to issue fines on the beach every school holiday and long weekend and you will earn enough from fines to fund a bridge over the Hastings river to the North Shore.</p>
<p>This is a great step in the right direction.</p> <p>However, I would suggest a 50 metre distance, not 25 due to safety in and around access points.</p>
<p>Thank you for the update on the new policy. A reduction in speed zone is a great idea. Can I please ask who will enforce the speed zone? Local highway patrol won't be able to get their BMWs onto the beach for enforcement and general duties police who have suitable beach going vehicles don't have access to speed measuring equipment as far as I am aware.</p>

<p>Hey just wanted to say, great work!</p> <p>I'm sure you have all sorts of people whinging about changes... but that's life.</p> <p>I particularly like the 12 month validity from purchase. I've wanted to drive on the beach a couple of times but it's been March or April and there's no way I would buy an annual pass just to have it expire in a few months. Excellent option!</p>
<p>Thank you for this information.</p> <p>The new restrictions for vehicles on our beaches do seem fair.</p>
<p>Thanks for the update, I feel this was a good result.</p>
<p>Thankyou for your email, at 25 kilometres hour this is to face going face people especially children as you come onto Diamond head beach ... all vehicles coming onto the beach should be travelling at a walking pace which is approximately 5 kilometres an hour .</p> <p>As children are playing on the beach the last thing they will expect is a car going at 25 kilometres an hour .</p> <p>I work on a lot of different construction. Mining and manufacturing sites and the spread limit for all vehicles is 5 kilometres and a 3 meter exclusion zone .</p> <p>Until someone is killed on that beach or a new beach access is put in the problem has not been fixed .</p>
<p>Having filled out a response/feedback on Sunday 6th 2021 at the 4WD track to Lighthouse Beach, I didn't mention my request for Council to reconsider an alternative 4WD track entrance further south near the golf course. My reasons area as follows:</p> <p>This is a important entry for families, and individuals to the beach, for those with pets and the important tourist attraction of the camel rides - I cannot understate the number of visitors to Port Macquarie and locals who visit this beach area for the camel rides. There are a lot of young families moving around int the area from the car parks to the 4WD track. Quite often causing a lot of concern because of the young irresponsible drivers behaving badly .</p> <p>The ridiculous amount of upkeep and financial resources required for the present location far out ways the amount of 4WD clients that actually use the track. I doubt their registration fees cover the cost of maintenance over a year, even with the extraordinary amount of flooding we have experienced this year.</p> <p>There is a creek under the track that constantly causes erosion NATURALLY right down to 'Coffee Rock' buried under a metre of sand and rubble at times.</p> <p>Pedestrians who enter the beach via the track WALK on the track coming into contact with 4WD vehicles</p> <p>Pedestrians who exit the beach via the track have no idea the signage that is in the</p>

sand dune actually relates to 'no walking on the track', they think it means 'no walking in the sand dunes.'

Why not just gate it off and only allow the Camels and people to use the track.

We could ask Landcare if they would be interested in reffen planting like on the left side of the pedestrian path, enhancing a reasonably ugly area with plants to help with the erosion

Thank you for the opportunity to review the Port Macquarie-Hastings Council (PMHC) Draft Beach Driving Policy. The National Parks and Wildlife Service (NPWS) manage multiple beach access points and beaches included in this policy and are an active agency in monitoring compliance with beach driving regulations across the Port Macquarie-Hastings coastline.

NPWS provided a detailed response to PMHC on 25th February 2021 to support the development of the draft policy. We are pleased that many of these recommendations have been adopted, and that PMHC have included key messages regarding the environmental impact of beach driving in both the draft policy and the recently updated beach driving brochure.

Please find below additional comments for your consideration upon finalising the policy:

Section 3: Beach Driving Permits - 3.6: Fees from beach driving permits should also be allocated towards threatened species research, in particular development of a shorebird monitoring program and protection strategy, and increased investment in a Turtlewatch monitoring program. **Section 4: Beach Driving**

Guidelines - • 4.3 Defined areas:

o Add "Vehicles are prohibited in the identified pedestrian zone north of the vehicle access point at Queens Head". This is signposted and enforced by NPWS.
o NPWS urge PMHC to reconsider the need for vehicles on the beach at Diamond Head due to increasing conflicts with pedestrians and a high risk of an incident occurring. Perhaps a reasonable compromise may be to prohibit vehicles on the southern 2km stretch of this beach (this section is heavily eroded anyway) with a turnaround point signposted and a one-way access point at Dunbogan.

• 4.5 Parking on the beach:

o The first paragraph permits vehicles to park on the section of beach between the high-water mark and the dunes. This is not permitted on NPWS Estate as this is the area where shorebirds and turtles nest. All vehicles must always park below the high-water mark on NPWS Estate. o Add "Vehicles must not park within 100m of the Diamond Head beach access point" This is currently signposted onsite and enforced by NPWS above the high-water line.

o However it is preferable that vehicles are prohibited from Diamond Head beach as outlined in dot point 4.3 above. **Section 7: Commercial Fishers** - Add

"Commercial Fishers are subject to conditions listed in access permits provided by NPWS and NSW Crown lands and must comply with these conditions". **Section 8:**

Temporary Prohibition - Remove reference to Department of Land and Water Conservation (no longer exists). Replace with NPWS & NSW Crown lands.

Section 9: Enforcement - • Add "National Parks & Wildlife Regulations apply on NPWS Estate".

• Note – there are two sections titled "Enforcement". These could be merged together. **Section 12: Responsibilities and Authorities** - • Remove reference to "Office of Environment and Heritage" (no longer exists).

• Correct spelling for NPWS is National Parks and Wildlife Service (not Services).

Thank you for the opportunity to provide comment on the Draft Beach Driving Policy. If you have any questions regarding this matter please do not hesitate to

contact Elizabeth Jude, A/Team Leader Rangers, via
elizabeth.jude@environment.nsw.gov.au.

Beach Driving Policy

Our Beach Driving Policy manages how recreational vehicles use our beaches and adjacent reserves, to protect beach users and the environment.

Recently, we asked you about your experiences with beach driving in our region, to assist in the review of our current Policy. From your feedback, we've developed a Draft Beach Driving Policy and would love to hear your thoughts!

Proposed changes to the Policy include:

- Reduction in speed limit from 50km/h to 40km/h consistent with Mid Coast Council, RMS School Zones and recommendations from National Parks and Wildlife Services.
- Restriction of parking at least 25 metres away from beach access points will be implemented.
- Beach Driving Permits will now be available for purchase via the PayStay App and annual permits will be valid for 12 months from date of purchase.

your say

The Policy reviews are the first step of Council's broader review of Beach Management, including signage and community education.


For more information, to view both the draft and current Policy and to have your say visit our website or use the QR Code below for a direct link.



pmhc.nsw.gov.au/beach-driving-policy





PORT MACQUARIE-HASTINGS
COUNCIL

 **Port Macquarie Hastings Council**
Published by Vanessa Lista · June 4 at 12:30 PM · 🌐

If you'd like to Have Your Say on the draft Dogs in Public Open Spaces Policy, and the draft Beach Driving Policy - join us at our pop-up tomorrow morning 🌞

We'll be at Lighthouse Beach, at the vehicle access point end from 11am - 1pm - check out the event below for more info!

If you want to find out what's changed or take short survey visit,
🐾 - <https://bit.ly/3fP6Yp5>
🚗 - <https://bit.ly/3uMWaMX>



Have your say


Draft Policies: Dogs in Public Open Spaces & Beach Driving
Pop-up session
When: Saturday 5 June, 11am-1pm
Where: Lighthouse Beach, Port Macquarie


SAT, JUN 5
Draft Policies: Beach Driving and Dogs in Public Open Spaces Pop-up
Port Macquarie, NSW
0 Went · 1 Interested

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**Port Macquarie Hastings Council**
Published by Falcon.io · June 14 at 12:30 PM · 🌐



Join us at Washhouse beach in Dunbogan, tomorrow at 1.30 – 3.30pm to Have Your Say on the draft Dogs in Public Open Spaces Policy, and the draft Beach Driving Policy!

This is your chance to ask us questions, and provide your feedback, and discuss the changes with us.


To read the draft policies, or to register for our meeting 📌




🐾 <https://bit.ly/3fP6YpS>

🚗 <https://bit.ly/3uMWaMX>





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 Write a comment...

 Lulu Arjava
How much more beautiful those vehicles look on a beach than dogs playing! NOT..

6/25/2021

(3) Facebook



3

**Port Macquarie Hastings Council**

Published by Falcon.io · May 27 at 3:30 PM ·

We currently have two Draft Policies on Public Exhibition - Beach Driving and Dogs in Public Open Spaces 🌞 These policies help us all to enjoy the outdoors - so what's changed?

Beach Driving

- ◆ The max speed limit will be reduced from 50km/h to 40km/h
- ◆ You must park at least 25 metres away from beach access points
- ◆ Permits can now be purchased via the PayStay App anytime, anywhere! And they are valid for 365 days from the date of purchase!

Dogs in Public Open Spaces

- ◆ The policy has been given a refresh for the first time since 2011
- ◆ Washhouse Beach will be reclassified from off-leash to prohibited.

If you want to give us feedback on the draft policies, take our short survey, visit us at our pop-up stand on Sat 5 June, 11am-1pm at Lighthouse Beach, or attend an online community meeting on Tues 15 June, 5pm-7pm via Zoom.

To share your feedback and register for a meeting, head to:

🐾 <https://bit.ly/3p21hrC>

🚗 <https://bit.ly/2RGtCaN>



https://www.facebook.com/permalink.php?story_fbid=4256310284420420&id=117445394973617

1/11

6/25/2021

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Write a comment...

**Lulu Arjava**

Who is going to police the beach speed limits? As if reducing the limit has any meaning or effect. Why does anyone need to be driving there at all?

Like · Reply · Message · 4w · Edited

3

**Drew Ferris**

Lulu Arjava man idk.. why on earth would anyone do something that they enjoy? Thats so odd 🤔

Like · Reply · Message · 4w

1

**Darren Coleman**

Lulu Arjava why would anyone care what others do for entrainment

Like · Reply · Message · 3w**Stef Tulli**

Lulu Arjava totally agree. Cars n motorbikes have no place on the beach. That's what roads are for. Leave the beaches as a refuge from noise and pollution.

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1



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**Bella Jané**

That is nonsense: the bigotry of a minority of cynophobes — those with an irrational fear of dogs — has been placed above the liberty of locals and visitors to take their dogs for a harmonious walk along the beach.

Completely prohibiting our dogs from our local wash house beach is heartbreaking

I am actually shocked that there are people that have spare time to complain about local dogs using Wash house beach and don't have the time to help the Dunbogan locals rebuild after the floods!

Why can't everyone enjoy the beach?

The beach is very well looked after by everyone including the local dog owners with lots of space for both dogs and people to spend some quality time.

Completely banning locals from the enjoyment of having a picnic or exercising with their dogs on Wash house is outrageous and we are completely opposed to this draft policy change.

#ourdogshaverightstoo

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6

**Cheryl Ward**

Bella Jané totally agree, well said. Walking our little dog along this beach is one of our greatest pleasures. Why is Council listening to a few self centred individuals. Our experience is that most dog owners are responsible and don't allow their d... **See More**

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**Samantha Jane**

Hi guys I have started this petition, if you object to the councils decision please sign and share this around. We deserve to have our opinions and concerns heard.. Thank you 😊
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Write a reply...

**Ron Byrnes**

Very poor work PMHC prohibiting dog walking on Washhouse Beach. No proper public consultation on the

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Write a reply...

**Claire Butler**

I'd like to see the numbers of "community complaints" against dogs on Washhouse beach. Where can we find these???

I've put in my feedback, but looking at all of these responses and others I have seen on local pages I'm wondering where this change has come from and why? Seems pretty clear to me that the majority of people are happy for dogs to stay on Washhouse.... Perhaps those that have a problem with them can speak up here and let the owners know what the problem is. Work together as a community rather than just banning our pets from open public spaces.....

15

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**Ron Byrnes**

Claire Butler. Very well said. I agree.

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**Amanda Green**

Or... they could just NOTh to the dog beach if they don't want to see dogs... it's a crazy idea but I think It could work

Like · Reply · Message · 3w

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Nicole Pelham
I hope they are clear on rights of assistance dogs to be allowed on any beach with their handler. The public seem to be unaware of this and have harrassed my client on a few occasions.

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Write a reply...

Samantha Jane
If people don't like the dogs on the beach how about to go the no dogs beach right next to wash house and stop whinging? So simple. What is happening to the world... wow 😊

Like · Reply · Message · 4w

Samantha Jane
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Write a reply...

Emma Mullard
This is ridiculous **Port Macquarie-Hastings Council**
Wash house beach should remain dog friendly for everyone to enjoy! There is plenty of other beaches for people to enjoy without dogs. Why take it away for us dog owners who do the right thing when there isn't many dog friendly beaches in this area to begin with! Very disappointed

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3

**Mark Baz**

That's good news 👍 1

Like · Reply · Message · 4w



Author

Port Macquarie Hastings Council**Mark Baz** 🙌

Like · Reply · 4w

**Trish Tweeddale**

Wash house beach?? 2

Like · Reply · Message · 4w

**Chris Bailey**

Typical Northern Rivers Council attitude to dogs - go to Evans Head and they have gone mad with dog policy.

Like · Reply · Message · 3w

**Shannon Murphy-Burt**

Where is Washhouse beach?!

Like · Reply · Message · 4w

**Bev Goodison****Shannon Murphy-Burt ..Dunbogan**

Like · Reply · Message · 4w

**Shannon Murphy-Burt****Bev Goodison** thank you!

Like · Reply · Message · 4w

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Write a reply...

**Samantha Jane****Anne Dunn** I'm so angry, dogs prohibited on wash out beach....

Like · Reply · Message · 4w



8

**Sunia van Niekerk**

Prohibiting dogs at Wash house beach is outrageous. I go there almost everyday to take my dog for a walk. The beach is quiet and not many people use it. Where am I suppose to go now? I have osteoarthritis in my feet and wash house beach is easiest to access at low tide. Beaches should be accessible for all to enjoy our beautiful town with our furry friends. I totally oppose the new proposal.

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**Dan Guthrie**

Why have a pop up stand at lighthouse beach in relation to a dog policy at washhouse beach?

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**Tennille Davidson**

Why prohibit the dogs on Washhouse Beach? If it has to be reclassified (although I'm not sure why this came about) can it at least be reclassified to allow dogs on leads? What happened to make such a dramatic change?

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**Shannon Kay**

I'd like to see more dogs on the beach. They're great.

Like · Reply · Message · 3w



3

**Bee Bee**

Sign the petition everyone.... [CHANGE.org](https://change.org)

I went there recently. I was surprised that we had been limited to the rocks area already. Now we are being banned altogether? It's the only level walking path to beach access in the Dunbogan area. People are saying to use south beach but it is a difficult track to walk, especially going back up the hill to the road. Once we get too old to walk to South beach, we would rely on wash house beach to walk our dogs and swim them... we always keep ours on leash when other dogs are around. It's not fair that locals are penalized.

Also, I dread school holidays because of the increase in traffic and population, so let's focus on ensuring that the current speed limit is followed rather than reducing it. 🙄



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**Dr Pen Fenner**

Wash House Beach Dunbogan??? 🐱

Like · Reply · Message · 4w



1

**Samantha Jane**

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Reply to Dr Pen Fenner...

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by that is easily accessible.

Dogs are not allowed on the path down to Dunbogan beach to the South of the headland. Dog owners are expected to climb over the sand dunes the next parking down. Many of the elderly dog owners that I know would be unable to make it to the beach via the dune and would be forced to use their car and drive to Seaview Ave. This is neither helpful for the environment, nor does it support the benefit of getting exercise when walking your dog. Even if people take their car and drive to the beach entrance at Seaview, there is often not enough beach left to safely walk on during high tide whilst Washouse always provides this space and is easily accessible for old and young. I myself don't want to depend on using my car to get to an area where my dogs can play off leash. I often come home from work after dark and walking on the road from the headland down to Dunbogan Beach entrance at Seaview (no footpath and overhanging trees) would be too dangerous and time consuming. I would have to turn around once I get to the beach and the dogs would have never gotten off the leash. Maybe more often than not I would just not walk the dogs then and we would all miss out on exercise. My dogs might start being barkers cause they lack exercise and stimulation. How does that help the wider community??

Besides, the current status quo on the headland strikes a good balance and has something to offer for everyone on Camden Head: dog free beach: Pilot. Go there if you don't like dogs. Dog beach: North end of Washouse (don't go there if you don't like dogs, go to Pilot or further down Washouse where dogs aren't allowed...) and protected area for wildlife: the vast rest of Washouse towards the South.

Everyone has a choice *and* a place to go.

Why would council want to upset this balance, discriminate against local dog owners and kick dogs off the only off leash area on the headland? Dog owners would have nowhere to go anymore (for off leash) on the headland.

All this because the beach gained in popularity??? I am paying rates, and let me tell you, they increase every year to a point where it is not funny anymore because of the popularity of Camden Head - should I as a rate paying local to Camden Head not have the right to walk my dogs on a tiny bit of my local beach?

What was the other argument: reduce confusion??? *I as a local* am not confused about where I can walk my dogs. What about educating and fining the ones who are 'confused' rather than punishing local dog owners for

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leave the rest in peace.

And how does it make sense that a dog beach gets closed to manage the growing canine population in the area? Would it not make sense to open up MORE spaces rather than closing down the only one we have??? Using this argument, maybe we should close the two beaches to humans because of the growing population in the area? Council over-develops the beautiful area here and is surprised that more dogs are around? WTF?

How would local dog owners be compensated in this plan if we lost Washhouse? If Washhouse needs to be closed because it is adjacent to the NP, then open up Pilot for dogs. That's not a NP. People who don't like to be near dogs can then go over on the other side of the breakwall and share the dog free beach with NP and nature there.

It is irrational and unfair to close the only easily accessible off leash area on Camden Head to dogs. Manage it better *if* it is a problem. I hardly ever see anyone doing the wrong thing. And if they do: fine those few people and the problem will be solved in no time!! The fact that people get fined rather than warned would get around like wildfire. Don't once again punish everyone else who does the right thing!

Like · Reply · Message · 3w



Ron Byrnes

Stef Tulli .Well said Stef

It just proves how out of touch PMHC and NPWS are with the community. Progressive councils are opening up more dog friendly beaches and ours are closing them down.

Like · Reply · Message · 3w



Lulu Arjava

Stef Tulli Excellently argued for the right thing, which of course the council won't acknowledge because no one there is smart enough to actually 'think' about issues.

Like · Reply · Message · 3w



Stef Tulli

Lulu Arjava I put that in as my submission anyway. Hope a lot of other people make submissions, too. We should not remain the silent majority that gets pushed around by a couple of noisy nutters.

Like · Reply · Message · 3w · Edited



Samantha Jane

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2

**Stef Tulli**

Samantha Jane Signed n shared as widely as I could... ❤️

Like · Reply · Message · 3w



2

**Samantha Jane**

Stef Tulli thank you. I'll be bringing all this out and going to the council whenever they have a meeting about this

Like · Reply · Message · 3w



2



Write a reply...



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Write a reply...

**Mandy Barr**

DISGUSTING changing washhouse councillors obviously don't use or go to washhouse beach .
 You have ruined the area by changing rules for washhouse beach
 I don't know why you can't leave the camden haven area alone.
 You spend 90 Percent of rate payers money in port macquarie area and then think you can just change camden haven when ever u like, are you going to build us a big path and park on our waterways THAT YOU WONT

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**Dale Crisdale**

Ok Port Macquarie-Hastings Council what thought process was used to say "oh let's stop people using a beach they've used for decades to walk their dogs"
 Honestly this sort of idiocy is why people have zero faith in your leadership. Surely you have far... [See More](#)

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1

1 Reply

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