

ATTACHMENTS UNDER SEPARATE  
COVER

ORDINARY COUNCIL MEETING  
12 MARCH 2024



**PORT STEPHENS**  
C O U N C I L



# INDEX

Item No	Attach. No	Attachment Title	Page No
2	2	PLANNERS ASSESSMENT REPORT.	4
3	1	SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.	54
4,5&6	1	COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.	90



# DEVELOPMENT ASSESSMENT REPORT

## APPLICATION REFERENCES

<b>Application Number</b>	16-2023-379-1
<b>Development Description</b>	Demolition of existing buildings, tree removal and construction of a 6 storey residential flat building development with basement car parking
<b>Applicant</b>	EMK ARCHITECTS
<b>Land owner</b>	MR J & MRS D MAVRODONTIDIS
<b>Date of Lodgement</b>	19/07/2023
<b>Value of Works</b>	\$8,117,720.00
<b>Submissions</b>	3

## PROPERTY DETAILS

<b>Property Address</b>	5 Donald Street NELSON BAY
<b>Lot and DP</b>	LOT: 49 DP: 15998
<b>88B Restrictions on Title</b>	-
<b>Current Use</b>	Residential dwelling
<b>Zoning</b>	R3 MEDIUM DENSITY RESIDENTIAL
<b>Site Constraints</b>	Acid Sulfate Soils – Class 5; Koala Habitat – Mainly Cleared Land and Supplementary; Coastal Management – Coastal Environment and Coastal; Use Area; and Stormwater Drainage Requirement Area
<b>State Environmental Planning Policies</b>	State Environmental Planning Policy (Resilience and Hazard) 2021; State Environmental Planning Policy (Biodiversity and Conservation) 2021; and State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development.

<b>PLANNERS PRE-ASSESSMENT CHECKLIST</b>		
<b>OWNERS CONSENT</b>	<b>YES</b>	<b>N/A</b>
Land owners consent	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If the land owned by a corporation/company, relevant signatures have been provided (sole director, or director/director / director/company secretary).	<input type="checkbox"/>	<input checked="" type="checkbox"/>
For works occurring outside property, neighbouring consent provided.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
For works occurring on common property within Strata, owner's consent from Strata body provided (common seal).	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>DA FORM AND AUTHORITY</b>		
Applicant's description of proposal consistent with DA plans.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DA description correct in Authority (i.e. LEP definition).	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DA lodged over all affected properties and Authority correct.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Satisfactory cost of works.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>NOTIFICATION</b>		
Application notified correctly (i.e. check properties notified).	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>REFERRALS</b>		
Check referrals are correct and identify if additional required: i.e. Integrated Development (send within 14 days section 42 (2) EPA Regs 2021	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Call applicant and send email acknowledgement.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**PROPOSAL**

The application seeks consent for construction of a six (6) storey residential flat building (RFB) comprising five (5) apartments, ground floor lobby, basement carpark and strata subdivision. Specific, details of the proposal include:

- Removal of an existing 2 storey dwelling, ancillary structures (retaining walls, shed and concrete driveway) and vegetation (14 trees);
- Construction of a 17.5m RFB containing 5 x 3-bedroom units (located throughout levels 1-6);
- Ground / basement level containing pedestrian entrance, lobby, lift, utility rooms, communal area and 12 space carpark; and
- Site works, installation of services and landscaping throughout each level.

Photomontages and a site plan of the proposal are depicted in **Figures 1-2** below.



**Figure 1.** Photomontages of building as viewed from streetscape and rear boundary

16-2023-379-1

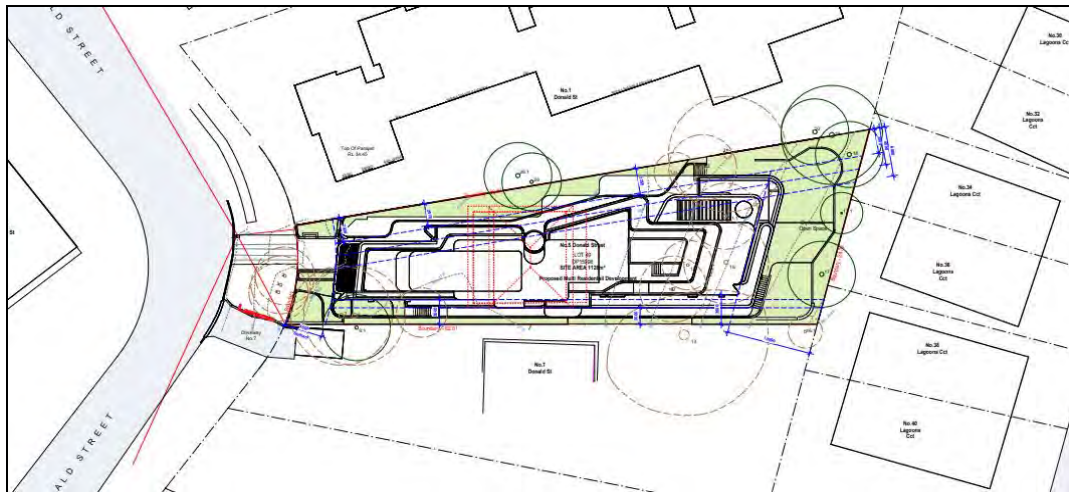


Figure 2. Proposed site plan

### SITE DESCRIPTION

The subject site is located at 5 Donald Street, Nelson Bay, legally identified as Lot: 49 DP 15998 (**Figure 3**). The site is an irregular 'wedge' shaped allotment with a 12.3m curved frontage to Donald Street, southern and northern boundary lengths of 62.81m and 68.81m respectively and a rear boundary of 24.39m totalling an area of 1,128m<sup>2</sup>. The site slopes away from its central portion to the front boundary with a fall of approximately 2m, and from its central portion to the rear boundary – south-eastern corner, with a fall of approximately 5m.

The site is located on the eastern side of Donald Street, within a well-established residential area comprising older apartment stock in the form of three and four storey walk-up residential flat buildings, single dwellings and modern high density infill developments. The site is largely undeveloped with a double storey weatherboard dwelling and ancillary metal shed located over the central portion of the site. A number of large trees with significant retention value, are located within the front and rear portions of the site.

Development within the immediate vicinity consists of a range of built form elements, including:

North – To the north of the subject site at 1 Donald Street is a four-storey brick apartment complex.

South – To the south of the subject site at 7 Donald Street is a single storey weatherboard cottage, with a four-storey brick apartment complex located at 9 Soldiers Point Road.

West – To the west of the subject site at 2 and 4 Donald Street are three and four storey walk-up residential flat buildings.

East – To the east of the subject site is the Lagoons Estate, which is a community title subdivision comprising one and two storey semi-detached dwellings.



Figure 3: Site aerial

**SITE HISTORY**

There is one historic record of a combined BA/DA for 'ten (10) home units' (7-1980-116-1) which was refused by Council staff on 4/02/1981.

**SITE INSPECTION**

A site inspection was carried out on 24 August 2023.

The subject site can be seen in **Photographs 1 – 8 below:**



16-2023-379-1



**Photograph 1 & 2:** Street frontage of 5-7 Donald Street, Nelson Bay



**Photograph 3 & 4:** Existing dwelling on 5 Donald Street, as viewed from front and rear



16-2023-379-1

**Photograph 5 & 6:** Northern coastal views of Nelson Bay, and existing vehicular access as viewed from centre of site



**Photograph 7 & 8:** Site interface with Lagoons Estate to the west, and 7 Donald Street to the south

#### **PLANNING ASSESSMENT**

The application was assessed, and comments provided, by the following external agencies and internal specialist staff:

##### **Internal**

**Development Engineer** – Council's Development Engineer issued a request for further information (RFI) in relation to sight distances, waste management strategy and stormwater management. Amended civil plans and reports were prepared in response to this RFI, specifically addressing Chapters B4 and B8 of the Port Stephens Development Control Plan 2014 (the DCP). Non-standard conditions of consent relating to the stormwater management system were recommended, ensuring outstanding drainage design issues are addressed prior to issue of any Construction Certificate.

**Building Surveyor** – The application was supported subject to standard conditions, requiring compliance with the NCC and BCA to be demonstrated in detailed plans.

**Development Contributions** – The application was referred to Council's Development Contributions Officer. A monetary contribution is required to be paid to Council for the provision of 4 additional dwellings, pursuant to Section 7.11 of the *Environmental Planning & Assessment Act 1979* and the Port Stephens Local Infrastructure Contributions Plan 2020. Should the application be supported, a condition for the payment of s7.11 contributions prior to issue of a Construction Certificate will be included in the consent.

**Environmental Health** – The application was referred to Council's Environmental Health Officer to assess the potential noise impacts of the development. A Noise Impact Assessment (NIA) was submitted with the application, which confirmed background noise level (RBL) and ambient noise levels for the site were appropriate for projected noise levels generated by the development.

Page 7 of 50

## ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.

16-2023-379-1

Council's Environmental Health Officer noted sufficient monitoring had been undertaken to verify the development will have no negative noise impacts to sensitive receivers (adjoining residential premises to North, South, East and West of the site) by way of noise from use of common areas, car parks, open space balconies, swimming pools, private terrace access, automated garage door and mechanical plant associated with AC units and swimming pools. The application was supported by Council's Environmental Health Officer, provided all recommendations listed in the NIA be implemented during detailed design and construction, and that conditions regulating offensive noise be included as conditions of consent.

Natural Resources - Council's Environmental Planner identified various areas that contain ecological value over the site including hollow bearing trees, trees of significance and threatened status. Due to the presence of these trees, further information and design amendments were requested. Amended architectural and landscaping plans were prepared to incorporate the recommendations of Council's Environmental Planner where possible including; retention/translocation of the Cabbage Tree Palms, compensatory nest boxes to offset hollow bearing tree removal and compensatory plantings to offset removal of threatened species. The application was consequently supported subject to implementation of Arborist Report recommendations and bespoke conditions of consent.

Waste Management - Supported unconditionally. The development will remain rated for residential waste services as required, though the applicant will use a private waste contractor to service the development.

### External

Ausgrid – The proposal includes works within 5m of an exposed overhead electricity power line, and was therefore referred to Ausgrid per Section 2.48 of *State Environmental Planning Policy (Transport and Infrastructure) 2021*. Ausgrid agency advice was provided regarding electrical design, supply and guidelines for working in proximity of network assets. Agency conditions and recommendations have been included as conditions of consent.

### **Environmental Planning and Assessment Act 1979**

#### ***Section 4.46 - Integrated development***

Section 4.46 EP&A Act provides that development is integrated development if in order to be carried out, the development requires development consent and one or more other approvals. The proposed development is integrated as it requires approval under the following Acts:

**Department of Planning and Environment (DPE) - Water** – The proposal includes dewatering for basement level construction and was referred to DPE Water per 90(2) of the *Water Management Act 2000*, for a water supply work approval. After reviewing all information submitted with the application, WaterNSW provided General Terms of Approval (GTA's) which advised that for the purposes of the *Water Management Act 2000*, no further investigation is required by this agency.

#### ***Section 4.14 – Consultation and development consent (certain bushfire prone land)***

The proposed development is not mapped as bushfire prone land.

#### ***Section 4.15 - Matters for consideration***

Page 8 of 50

**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

The proposal has been assessed under the relevant matters for consideration detailed in Section 4.15 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

***Section 4.15(a)(i) - any environmental planning instrument***

An assessment has been undertaken against each of the applicable environmental planning instruments (EPI's), as follows:

**State Environmental Planning Policy (Sustainable Buildings) 2022**

The Sustainable Buildings SEPP was made on August 2022 and became effective from 1 October 2023. The Sustainable Buildings SEPP encourages the design and construction of more sustainable buildings across NSW.

Section 4.2 of the Sustainable Building SEPP provides savings and transitional provisions stipulating that this policy would not apply to a development application submitted on the NSW planning portal but not finally determined before 1 October 2023. The application was lodged prior to 1 October 2023 and by virtue of these savings provisions, the State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 is the applicable instrument. SEPP BASIX has been addressed below.

**State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004**

State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 (SEPP BASIX) was enacted to ensure that dwellings are designed to utilise less potable water and to minimise greenhouse gas emissions by setting energy and water reduction targets for residential houses and units.

A valid BASIX certificate (certificate no. 1398351M\_02, dated 27 June 2023) has been submitted with the development application which demonstrates that the water, thermal comfort and energy requirements for the proposal have been achieved. The proposal is considered to satisfy the relevant provisions of SEPP BASIX.

**State Environmental Planning Policy (Biodiversity and Conservation) 2021****Chapter 2 Vegetation in Non-Rural Areas**

Chapter 2 Vegetation in Non-Rural Areas of the Biodiversity and Conservation SEPP aims to protect the biodiversity values and preserve the amenity and other vegetation in non-rural areas of the State. The chapter works in conjunction with the Biodiversity Conservation Act 2016 and the Local Land Services Amendment Act 2016 to create a framework for the regulation of clearing of native vegetation in NSW.

Part 2.3 of the chapter contains provisions similar to those contained in the former (now repealed) clause 5.9 of Port Stephens Local Environmental Plan 2013 and provides that Council's Development Control Plan can make declarations with regards to certain matters. The chapter further provides that Council may issue a permit for tree removal.

An Arborist Report was prepared by Assurance Trees. The Arborist Report determined that of the 25 trees assessed over the subject and adjoining sites, 14 trees will require removal or relocation under the proposed design. Of these trees identified for removal, findings of the Arborist Report and Environmental Planner review identified various ecological features including, hollows, landscape

Page 9 of 50

**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

significance and threatened species status. Landscaping plans have been updated to incorporate recommendations of the Arborist Report and advice from Council's Environmental Planner where possible including; retention/translocation of the Cabbage Tree Palms, compensatory nest boxes to offset hollow bearing tree removal and compensatory plantings to offset removal of threatened species. Furthermore, recommendations have been included in the Arborist Report relating to the protection of tree root zones during construction.

Both Arborist Report recommendations and conditions of consent have been included to ensure vegetation is properly managed over the site during and post construction.

Chapter 4 Koala Habitat Protection 2021

This policy aims to encourage the conservation and management of areas of natural vegetation that provide habitat for koalas to support a permanent free-living population over their present range and reverse the current trend of koala population decline.

The site is mapped as being clear of koala habitat and no koala feed trees were identified on the site. The proposal is therefore considered unlikely to impact koalas and is consistent with this policy.

**State Environmental Planning Policy (Resilience and Hazards) 2021**Chapter 2 Coastal Management

The subject land is located within the Coastal Environment and Coastal Use Areas; as such the following general matters are required to be considered when determining an application.

Section 2.10 Development on land within the coastal environment area

In accordance with Section 2.10 of Chapter 2 of the Resilience and Hazards SEPP, development consent must not be granted for development within the coastal environment area unless the consent authority has considered whether the development will cause impact to the integrity of the biophysical and ecological environment, the values and natural coastal processes, marine vegetation, native vegetation and fauna and existing public open space and access to and along the foreshore.

The proposed development is sufficiently setback from the coastal environment area, being the Port Stephens – Great Lakes Marine Park, by approximately 230 metres. Water runoff from the building will be managed through site stormwater management measures and directed to the existing public stormwater network along Donald Street, as will sediment runoff during the construction process.

Section 2.11 Development on land within the coastal use area

In accordance with Section 2.11 of Chapter 2 of the Resilience and Hazards SEPP, development consent must not be granted for development unless the consent authority has considered existing and safe access to and along the foreshore, overshadowing and loss of views, visual amenity and scenic qualities and heritage values. The consent authority must also be satisfied that the development is designed and sited to avoid adverse impacts and to ensure the development has taken into account the surrounding built environment in its design.

The proposed development will not impact the existing and safe access along the Nelson Bay foreshore. Furthermore, the proposed development has been designed to mitigate its impacts upon the views of adjoining properties towards the foreshore. The proposal has a contemporary design

Page 10 of 50

**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

that is compatible with the coastal environment and with a contemporary built form including a flat roof with landscaping treatment to soften the built form when viewed from the waterway. The proposed materials and finishes selected will complement the scenic qualities of the foreshore. The view impacts of the proposal are considered acceptable with respect to vistas from Nelson Bay.

2.12 Development in coastal zone generally—development not to increase risk of coastal hazards

Section 2.12 of Chapter 2 of the SEPP requires consideration to whether the development would increase the risk of coastal hazards. The proposed development is positioned within an established residential streetscape with no direct physical works to the coastal shoreline. Therefore, the proposed development is suitably designed and located to not increase risk to coastal hazards.

The proposal satisfies the objectives of Chapter 2 of this SEPP and other matters for consideration stipulated under Sections 2.10, 2.11 and 2.12, and can therefore be supported.

Chapter 4 Remediation of Land

Section 4.6 of Chapter 4 of the Resilience and Hazards SEPP requires the consent authority to consider whether land is contaminated, is in a suitable state despite contamination, or requires remediation to be made suitable for the proposed development.

The NSW list of contaminated sites and list of notified sites published by the EPA does not identify the site as being contaminated, nor has previous record of contamination in Council's system and the site has historically be utilised for residential purposes which is not a contaminating land use. The land is not within an investigation area, there are no records of potentially contaminating activities occurring on the site, and the proposed residential use is not listed as a possible contaminating use, per Table 1 of the Contaminated Land Guidelines. Noting this, the proposed development satisfies the requirements of Chapter 4 of this SEPP.

State Environmental Planning Policy No. 65 – Quality Design of Residential Apartment Development

State Environmental Planning Policy State Environmental Planning Policy No. 65 – Quality Design of Residential Apartment Development (SEPP 65) aims to improve the quality of residential apartment development and provides an assessment framework ('the Apartment Design Guide) to facilitate the assessment of 'good design'. This policy applies, as the development is for a residential flat building that is more than three storeys in height and contains at least four dwellings. The application was referred to Councils Urban Design Panel (UDP) for assessment against the ADG and the principles of Schedule 1 of this policy.

The application was initially reviewed by Council's UDP on 14 September 2023, following lodgement of the DA. The UDP initially did not support the original design noting *'although in many respects the design of the building is of a very high standard and would be a welcome addition to the area if it had a larger site, the narrowness of the actual site, combined with the building's height and scale, and corresponding lack of separation and useful deep soil landscape capacity, represent an unacceptable imposition on the surrounding context'*.

Page 11 of 50

16-2023-379-1

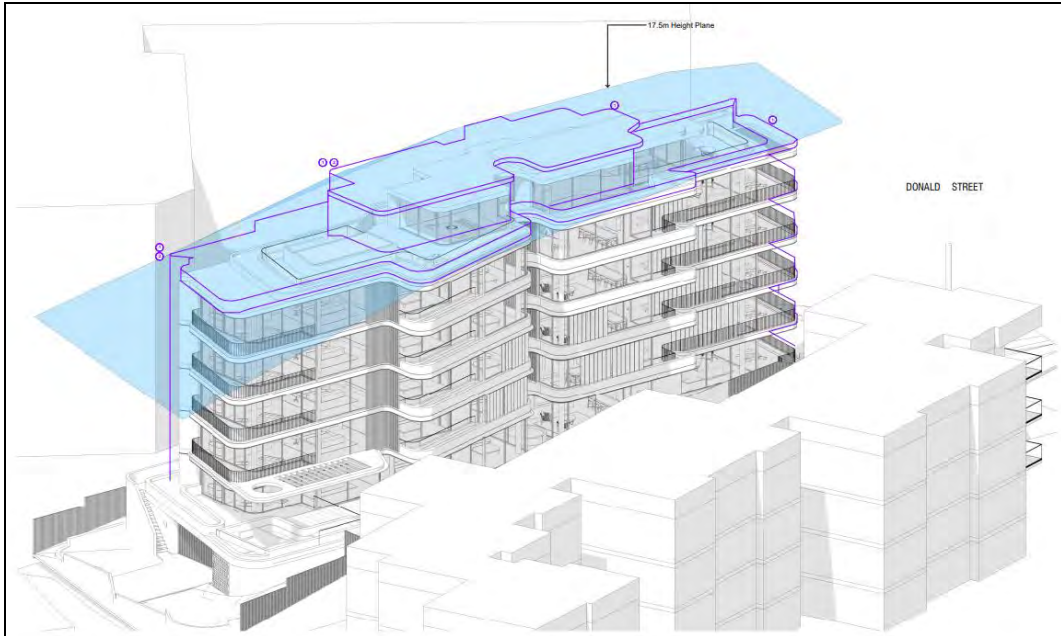


**Figure 4:** Original Height Plane Analysis Plan reviewed by UDP

In response, the applicant revised the design and the UDP subsequently reviewed the proposal as amended on 28 November 2023. The amended design incorporated changes as suggested by the UDP including:

- Building height reduced to comply with the 17.5m PSLEP height control. The previously proposed lift access to the upper-most level of the development (second storey of Apartment 5) was deleted and the proposed floor levels of each storey reduced to reduce the height of the building.
- Increased building separation provided to the side and rear boundaries of the site, with the central portions of the southern elevation further reduced to provide a non-habitable setback of 3m to the southern boundary (excluding lift and stair core).
- Excess parking spaces within the basement carpark have been deleted providing a reduction in basement footprint along the northern side boundary of the site, allowing for additional deep soil landscape areas.
- Deep soil landscaping has been improved on the site, with the proposed landscaping amended to relocate the cabbage tree palms on the site, provide 6 x compensatory tree plantings and include 2 x new street trees to be planted on Council's grass verge.
- The proposed entry breezeway and residential lobby have been amended to address CPTED principles by way of reducing opportunities for concealment and entrapment spaces.

Page 12 of 50



**Figure 5: Revised Height Plane Analysis Plan reviewed by UDP**

The UDP also acknowledged that attempts were made to purchase the adjoining property to the south in accordance with the planning principle established in *Karavellas v Sutherland Shire Council [2004] NSWLEC 251*. The UDP were also satisfied with the prospective design and block models provided for 7 Donald Street, demonstrating the adjoining site is still capable of being developed without consolidation. It was demonstrated the proposed development will not sterilise the future development potential of the adjoining property at 7 Donald Street.

In light of the above changes the UDP provided support for the design.

The proposal has been assessed against the nine design quality principles of SEPP 65 and the ADG below.

<b>SEPP 65 Schedule 1 - Design quality principles</b>	
<b>Quality design principles</b>	
<b>Principle</b>	<b>Assessment</b>
Principle 1: Context and neighbourhood character	<p>Principle 1 identifies that good design responds and contributes to its context, with context being established by the key natural and built features of an area. Responding to context involves identifying the desirable element of an area's existing or future character.</p> <p>The site is located on Donald Street, Nelson Bay, east of the town centre. Nelson Bay is an established urban centre that is undergoing a transition from low-density residential to medium-rise multi-dwelling and Residential Flat Building</p>



**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

(RFB) apartment typologies in accordance with Council's strategic vision for the locality. The site falls steeply from the middle of the block down to Donald Street, and also falls to its eastern boundary, which adjoins a residential gated community 'Lagoons Estate'. The Nelson Bay foreshore exists further to the north of the site with a commercial precinct to the east. Development within this locality must be compatible with the natural coastal setting whilst considering important view corridors to or from the foreshore.

Across all viewpoints, photomontages demonstrate that the building will be appropriately screened by the urban form and tree canopy of the Nelson Bay Centre locality, whilst presenting a well-articulated and horizontally proportioned built form. The proposal has a contemporary design that is compatible with the coastal environment and displays a contemporary built form. The development is therefore consistent with the character envisaged by the planning controls for the site when viewed from both Donald Street and important viewpoints.

Principle 2: Built form and scale

Principle 2 identifies that good design achieves a scale, bulk and height appropriate to the existing or desired future character of the street and surrounding buildings. Good design also achieves an appropriate built form for a site and the building's purpose in terms of building alignments, proportions, building type, articulation and the manipulation of building elements.

The overall height and scale of the development is consistent with that anticipated within the R3 Medium Density Residential zone as the proposal complies with the 17.5m height and 2.5:1 FSR PSLEP development standards which apply to the site. The built form on the site and concept plans for the adjoining property demonstrate an acceptable planning outcome for both properties that allow for a high level of residential amenity for both sites, adequate solar access to both sites in accordance with the Apartment Design Guidelines (ADG). Appropriate landscaping and building separation that has been proposed is acceptable on planning merit and having regard to the respective control objectives. Noting the building footprint has been designed to widen at portions of the site with a lot width greater than 15m; the proposed building is consistent with the scale and density of development anticipated by the planning controls and strategic planning framework of increasing density in the Nelson Bay Town Centre.

Principle 3: Density

Principle 3 stipulates that good design achieves a high level of amenity for residents and each apartment, resulting in a density appropriate to the site and its context.

The proposed development has a floor space ratio (FSR) of 1.49:1 which is below the PSLEP permitted FSR of 2.5:1 for

Page 14 of 50

**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

the site. Each apartment has a large floor area, appropriate solar access and private open space which will provide suitable amenity for future residents. The built form on the site and concept plans for the adjoining property demonstrate an acceptable planning outcome for both properties that allow for a high level of residential amenity for both sites, adequate solar access to both sites in accordance with the Apartment Design Guidelines (ADG). Noting the building footprint has been designed to widen at portions of the site with a lot width >15m; the proposed building is consistent with the scale and density envisaged for the locality.

Principle 4: Sustainability

Principle 4 identifies that good design combines positive environmental, social and economic outcomes. Further, that good sustainable design includes use of natural cross ventilation and sunlight for the amenity and liveability of residents.

A valid BASIX certificate has been submitted with the development. Each unit achieves sufficient solar access and ventilation to reduce powered heating and cooling demand. Roof-mounted solar panels have been incorporated into the design, with options for future installation of electric vehicle (EV) charging stations within the basement carpark identified.

Principle 5: Landscape

Principle 5 specifies that good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in attractive developments with good amenity.

The area of deep soil provided is 282.74m<sup>2</sup> (25%) of the site area, compliant with the 7% requirement. Minimum dimension requirements of 3m are provided across the rear boundary, with some mature vegetation retained within this setback. Deep soil landscaping has been improved on the site, with the proposed landscaping amended to relocate mature cabbage tree palms on the site, provide compensatory tree plantings of native vegetation and include street trees. Subject to the recommended conditions requiring native tree plantings and maintenance of landscaping in perpetuity, the proposal provides acceptable landscaping.

Principle 6: Amenity

Principle 6 provides that good design positively influences internal and external amenity for residents and neighbours. Good amenity combines appropriate room dimensions and shapes, access to sunlight, natural ventilation, outlook, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas, and ease of access for all age groups and degrees of mobility.

All apartments are provided appropriate amenity through generous floor areas, balconies and rooms of suitable size with access to natural light and ventilation. A well designed

**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

communal open space has been provided on the ground floor of the building.

The design of the development maximises the external glazing opportunity for natural ventilation of the units, whilst preserving acoustic and visual privacy by orientating private open space areas towards the north-west and north-east and adequately separated from the windows of the northern adjoining property at 1 Donald Street, Nelson Bay.

Principle 7: Safety

Principle 7 identifies that good design optimises safety and security within the development and public domain.

The proposal has been designed to optimise safety for future residents and the community. The proposed apartments are provided with balconies orientated to the east/west which provide casual surveillance of the street frontage, vehicular access, and communal areas of the site. Access control will be provided to the residential lobby, basement carpark, and internal areas of the building. Secure fencing and gates will be provided across the site, with lift access controlled via apartment key.

Principle 8: Housing diversity and social interaction

Principle 8 specifies that good design achieves a mix of apartment sizes, providing housing choice for different demographics, living needs and household budgets.

The proposed development provides limited diversity or housing choice. The development only includes single level three bedroom apartments with no choice for different demographics, living needs or household budgets. Notwithstanding, the scale of the building allows for the proposed apartment composition.

The proposed communal open space located on the ground floor of the development is considered to be suitable for the proposed development and will encourage social interaction between future residents.

Principle 9: Aesthetics

Principle 9 provides that good design achieves a built form that has good proportions and a balanced composition of elements, reflecting the internal layout and structure. Good design also uses a variety of materials, colours and textures.

The design incorporates differing materials and colours providing visual interest to the building.

<b>Assessment Criteria</b>	
<b>Control / Requirement</b>	<b>Compliance / Comment</b>
<p>3A-1 – <i>Site analysis</i></p> <p>Site analysis illustrates that design decisions have been based on opportunities and constraints of the site</p>	<p>A site analysis plan was provided outlining the existing site conditions and constraints.</p>

**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

conditions and their relationship to the surrounding context.

**3B-1 Orientation**

Building types and layouts respond to the streetscape and site while optimising solar access within the development.

The site is an irregular wedge shape with a narrow curved street frontage that widens as the allotment extends to the rear. The building footprint has been designed to widen at portions of the site with a lot width >15m, ensuring the perceptible building width when viewed from the public domain is increased. Apartments have been orientated to the north to maximise solar access and views towards Nelson Bay.

**3B-2 Overshadowing**

Overshadowing of neighbouring properties is minimised during mid-winter.

Shadow diagrams have been submitted with the application. Given the orientation of the building, overshadowing is primarily limited to residential development to the south. The existing dwelling at 7 Donald Street, is notably impacted by overshadowing from the proposed development during mid-winter. Notwithstanding, a concept building envelope prepared for No.7 Donald Street demonstrates that a built form can still achieve the required solar access being 2 hours solar access to east-facing living rooms and balconies of all units in midwinter in accordance with Part 4A of the ADG.

**3C-1 Public Domain Interface**

Transition between private and public domain is achieved without compromising safety and security.

The vehicular and pedestrian entries to the building are clearly defined along the Donald Street frontage. The landscaping structures and planting direct people throughout the spaces, and have been designed to avoid areas of concealment. Passive surveillance has been incorporated into the design through a ground level lobby, with street-facing balconies incorporated throughout each level.

**3C-2 Public Domain Interface**

Amenity of the public domain is retained and enhanced.

The provision of a landscaped transition area between the front entry of the development and Donald Street will contribute to the streetscape.

**3D-1 Communal and Public Open Space**

An adequate area of communal open space is provided to enhance residential amenity and to provide opportunities for landscaping.

The communal open space is provided on Ground Level, amounting to 288.48m<sup>2</sup> of exterior space. This provides 25.5% of the total site area in communal open space, compliant with the 25% requirement. The communal open space achieves good solar access equating to more than 50% direct sunlight for a minimum of 2 hours between 9:00am and 3:00pm on 21 June (midwinter) as illustrated on the shadow diagrams.

Numerical design criteria:

- Communal open space has a minimum

**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

area equal to 25% of the site area.

- Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9am and 3pm on 21 June (midwinter).

*3D-2 Communal and Public Open Space*

Communal open space is designed to allow for a range of activities, respond to site conditions and be attractive and inviting

The communal open space has been situated within the ground floor of the development. Pedestrian access is provided through the basement carpark to the rear communal open space. The communal open space includes seating, recreation area and BBQ facilities thus catering for a range of activities.

*3D-3 Communal and Public Open Space*

Communal open space is designed to maximise safety.

Passive surveillance of open spaces is provided from all apartments with rear balconies incorporated throughout each level.

*3D-4 Communal and Public Open Space*

Public open space, where provided, is responsive to the existing pattern and uses of the neighbourhood.

N/A – no public open space is provided.

*3E-1 Deep Soil Zones*

Deep soil zones provide areas on the site that allow for and support healthy plant and tree growth. They improve residential amenity and promote management of water and air quality.

The area of deep soil provided is 282.74m<sup>2</sup> (25%) of the site area, compliant with the 7% requirement. Minimum 3m dimension requirements are provided across the rear boundary, with some mature vegetation retained within this setback.

Numerical design criteria:

- Site area less than 650m<sup>2</sup> – no minimum dimension and 7% of site area.

However, the design criteria may not be possible on some sites including:

- Central business district.
- Constrained sites.
- High density areas.
- Commercial centres.
- Where there is 100% site coverage or non-residential uses at ground floor.

**3F-1 Visual Privacy**

Adequate building separation distances are shared equitably between neighbouring sites, to achieve reasonable levels of external and internal visual privacy.

Numerical design criteria:

- Building height up to 12m (4 storeys):
- Habitable rooms and balconies - 6m.
- Non habitable rooms – 3m.
- Building height up to 25 metres (5-8 storeys):
- Habitable rooms and balconies - 9m.
- Non habitable rooms – 4.5m.
- Building height over 25m (9+ storeys):
- Habitable rooms and balconies - 12m.
- Non habitable rooms – 6m.

The proposed development provides the following minimum setbacks:

**North (side setback) – Habitable rooms and balconies**

Building height up to 12m (4 storeys):

- Ground Level / Basement (non-habitable): 0.3m – 1.8m
- Level 1: 0.45m – 3.255m
- Level 2 – 4: 2.67m – 3.255m

Building height up to 25 metres (5-8 storeys):

- Level 5 – 6: 2.67m – 3.255m
- Roof: 5.4m

**South (side setback) – non-habitable rooms**

Building height up to 12m (4 storeys):

- Ground Level / Basement: 0.8m
- Level 1: 2m – 3.58m
- Level 2 – 4: 2m – 3.58m

Building height up to 25 metres (5-8 storeys):

- Level 5 – 6: 2m – 3.58m
- Roof: 2.8m – 5m

**East (rear setback) - Habitable rooms and balconies with an additional 3m separation required as adjacent to R2 zone**

Building height up to 12m (4 storeys):

- Ground Level / Basement (non-habitable): 7m - 8m
- Level 1: 7m – 8.7m
- Level 2 – 4: 10m

Building height up to 25 metres (5-8 storeys):

- Level 5: 10m
- Level 6: 14m
- Roof: 27.5m

## ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.

16-2023-379-1

- No separation is required between blank walls.
- An additional 3 m separation is required when adjacent to a different zone which permits lower density residential development to provide a transition in scale and increased landscaping.

The proposed development does not achieve the design criteria contained at Objective 3F-1 of the ADG with respect to building separation (habitable and non-habitable setbacks to the adjoining property boundaries). In particular, the proposed habitable setback (average balconies of 3m to the northern boundary), (average non-habitable setback of 2m to the southern boundary) and habitable setback at the upper level to the eastern boundary do not achieve the required separation criteria. The proposed development has incorporated the design guidance of Part 3F of the ADG with respect to building separation and the proposed building separation is considered acceptable based on the following:

**North (side setback) – Habitable rooms and balconies**

- The building separation is acceptable for an infill development and the northern side elevation has been designed with screen elements at the building line where needed to preserve the amenity of the adjoining property at 1 Donald Street.
- The upper level balconies have been designed with an outlook to the north-east and west to mitigate any overlooking across the northern side boundary, with the balconies at the front and rear recessed from the northern building line to provide further separation to the northern side boundary.
- The proposal has a separation of 12m-15m from the existing residential flat building at 1 Donald Street, providing the required distance envisioned by the ADG with respect to separation between residential flat buildings. The existing canopy trees on this adjoining property, and proposed tree plantings within the northern side setback will further obscure any potential sightlines across the northern side boundary.

**South (side setback) – non-habitable rooms**

- The proposed non-habitable setback at the southern boundary of 2m does not present any visual privacy impacts noting it is designed with non-habitable conditions, with the windows at this elevation designed with slender vertical proportions to minimise direct sightlines across the side boundaries of the site. The varying element at this elevation does not extend across the length of the building, rather the proposed central circulation corridor and southern building line are recessed to a setback of 3m-3.5m with landscaped planters proposed at Level 1 and Level 5 which soften the visual impact of this elevation.
- The southern adjoining property at 7 Donald Street, Nelson Bay is unable to be amalgamated for inclusion in the development site and attempts were made to acquire the site in accordance with the planning principle set out in *Karavellas v Sutherland Shire Council*. A concept plan for this site was submitted to Council confirming that the

Page 20 of 50

**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

orderly and economic development of both sites separately can still be achieved in this instance despite being developed as two separate parcels. The proposed concept plans demonstrate that a separation of 4m-6m can be provided at 7 Donald Street to its northern boundary (subject property), and a separation of 3m-4.5m can be provided to its southern boundary. The combined building separation across site boundaries demonstrates that an appropriate built form for a residential flat building can still be accommodated on the adjoining site with building-to-building separations of 6m-9m between non-habitable conditions and 9m-12m between habitable. This form establishes reasonable building separation that would satisfy the objectives of Part 3F of the ADG.

**East (rear setback) - Habitable rooms and balconies with an additional 3m separation required as adjacent to R2 zone**

- The proposed setback to the rear boundary is acceptable noting the development has been designed with an additional 3m separation beyond that required for habitable spaces where a site adjoins a lower density residential zone. The variation to the required design criteria results from the level 5 balcony which has a setback of 10m from the eastern boundary. The existing and proposed canopy tree plantings within the rear boundary serve to obscure direct sightlines towards the adjoining low density residential zone to the east.

Council's UDP noted the development has been designed to respond to the geometry of the lot, confirming acceptable inter-property privacy relationships with all adjoining sites.

*3F-2 Visual Privacy*

Site and building design elements increase privacy without compromising access to light and air and balance outlook and views from habitable rooms and private open space.

As outlined above, apartments have been designed to respond to the geometry of the lot. Furthermore, design elements have been incorporated to achieve acceptable inter-property privacy relationships with adjoining sites whilst maximising solar access and views towards Nelson Bay.

*3G-1 Pedestrian Access and Entries*

Building entries and pedestrian access connects to and addresses the public domain.

The proposed development includes a clearly defined entry lobby off Donald Street. Landscaping is provided within the front setback to provide a transition between the public domain and the subject site.



**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

<p><i>3G-2 Pedestrian Access and Entries</i></p> <p>Access, entries and pathways are accessible and easy to identify.</p>	<p>As noted above, the entry lobby has been clearly defined, this has been achieved through the use of landscaping and differing coloured materials to distinguish the entrance point to the building.</p>
<p><i>3G-3 Pedestrian Access and Entries</i></p> <p>Large sites provide pedestrian links for access to streets and connection to destinations.</p>	<p>Pedestrian access to the street is provided from the entry lobby located along the sites southern boundary providing a pedestrian link to Donald Street.</p>
<p><i>3H-1 Vehicle Access</i></p> <p>Vehicle access points are designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create high quality streetscapes.</p>	<p>The proposed vehicle access point and pedestrian access via the entry lobby are separated appropriately.</p>
<p><i>3J-1 Bicycle and Car Parking</i></p> <p>Car parking is provided based on proximity to public transport in metropolitan Sydney and centres in regional areas.</p> <p>Numerical design criteria:</p> <ul style="list-style-type: none"> <li>• on sites that are within 800m of a railway station or light rail stop in the Sydney Metropolitan Area; or</li> <li>• on land zoned, and sites within 400m of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a nominated regional centre</li> </ul> <p>The minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement</p>	<p>As per Chapter B8 of the DCP, a total of 12 car parking spaces are required. The proposed development provides a total of 12 spaces and therefore complies. Further discussion is provided against Chapter B8 of the PSDCP.</p>

**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

prescribed by the relevant council, whichever less.

The car parking need for a development must be provided off-street.

*3J-2 Bicycle and Car Parking* Four (4) spaces for bicycle parking is provided on the ground floor / basement level.  
 Parking and facilities are provided for other modes of transport.

*3J-3 Bicycle and Car Parking* Access control will be provided to the residential lobby, basement carpark, and internal areas of the building. Secure fencing and gates will be provided across the site.  
 Car park design and access is safe and secure.

*3J-4 Bicycle and Car Parking* The design includes a semi-basement level car park, which aids in concealing much of the visual bulk associated with bicycle and car parking. Furthermore, the ground level Visual and environmental impacts of underground car parking are minimised. component will be largely screened from the streetscape through a combination of building design features including material changes, privacy screens and landscaping.

*3J-5 Bicycle and Car Parking* The on-grade car parking will be largely screened from the site's road frontage, through a combination of building design Visual and environmental impacts of on-grade car parking are minimised. features including; material changes, layout design, privacy screens and landscaping.

*3J-6 Bicycle and Car Parking* The application includes a semi-basement level car park, which aids in concealing much of the visual bulk associated with bicycle and car parking. Furthermore, the ground level Visual and environmental impacts of above ground enclosed car parking area minimised. component will be largely screened from the streetscape through a combination of building design features including material changes, privacy screens and landscaping.

*4A-1 Solar and Daylight Access* All five (5) units receive >2 hours of solar access to living areas during the mid-winter solstice.

To optimise the number of apartments receiving sunlight to habitable rooms, primary windows and private open space.

Numerical design criteria:

- In all other areas (i.e. areas outside Sydney metropolitan area, Newcastle and Wollongong local government areas),

**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 3 hours direct sunlight between 9 am and 3 pm at mid-winter

- A maximum of 15% of apartments in a building receive no direct sunlight between 9 am and 3 pm at mid-winter.

**4A-2 Solar and Daylight Access**

Daylight access is maximised where sunlight is limited.

Solar access is abundant to the units due to their orientation, siting of balconies and windows. Furthermore, solar access will be enhanced due to the height of surrounding developments, which do not create areas that will block or obstruct sunlight.

**4A-3 Solar and Daylight Access**

Design incorporates shading and glare control, particularly for warmer months.

The windows are generally setback from the balconies, which provides some shading from the roof, and also assists in glare control to reduce direct exposure, mainly on the east, north and west aspects. Louvres have been included on the northern façade to manage midday glare.

**4B-1 Natural Ventilation**

All habitable rooms are naturally ventilated.

All habitable rooms have openable windows or sliding doors providing natural ventilation.

**4B-2 Natural Ventilation**

The layout and design of single aspect apartments maximises natural ventilation.

There are no single aspect apartments.

**4B-3 Natural Ventilation**

The number of apartments with natural cross ventilation is maximised to create a comfortable indoor environment for residents.

More than 60% of the units have cross ventilation with dual or multiple aspects. The use of openable windows and sliding doors optimises natural ventilation.

Numerical design criteria:

- At least 60% of apartments are naturally cross ventilated in the first

**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

nine storeys of the building.

- Overall depth of a cross-over or cross-through apartment does not exceed 18m, measured glass line to glass line.

**4C-1 Ceiling Heights**

Ceiling height achieves sufficient natural ventilation and daylight access.

Habitable rooms on each floor display a ceiling height of 2.7m.

Numerical design criteria:  
Measured from finished floor level to finished ceiling level, minimum ceiling heights are:

- Habitable rooms – 2.7m.
- Non-habitable rooms – 2.4m,
- Two storey apartments – 2.7m for main living area floor and 2.4 m for second floor where it does not exceed 50% of the apartment area.
- Attic spaces – 1.8m at the edge of the room with a 30 degree minimum ceiling slope.
- If located in mixed use areas – 3.3m for ground floor and first floor to promote future flexibility of use.

**4C-2 Ceiling Heights**

Ceiling height increases the sense of space in apartments and provides for well-proportioned rooms.

Ceiling heights of 2.7m meet the minimum requirement and effectively create a sense of space in apartments.

Page 25 of 50

**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

*4C-3 Ceiling Heights*

Ceiling heights contribute to the flexibility of building use over the life of the building.

The building is not in a commercial area and therefore flexible use design is not considered necessary.

*4D-1 Apartment Size and Layout*

The layout of rooms within an apartment is functional, well organised and provides a high standard of amenity.

The units achieve the minimum internal size required by the ADG as outlined below (excludes balconies):

**Table 1:** Internal floor areas of proposed dwellings

Level	3-br dwelling(s)
Level 1	307.46m <sup>2</sup>
Level 2	307.46m <sup>2</sup>
Level 3	307.46m <sup>2</sup>
Level 4	307.46m <sup>2</sup>
Level 5 & 6	421.05m <sup>2</sup>

Numerical design criteria: Apartments are required to have the following minimum internal areas:

- Studio – 35 m<sup>2</sup>
- One bedroom – 50 m<sup>2</sup>
- Two bedroom – 70m<sup>2</sup>
- Three bedroom – 90m<sup>2</sup>
- An additional 5m<sup>2</sup> is required for apartments with more than one bathroom.
- An additional 12m<sup>2</sup> is required for a fourth, and further additional bedrooms.
- Every habitable room must have a window in an external wall with a total minimum glass area of not less than 10% of the floor area of the room. Daylight and air may not be borrowed from other rooms.

All units are compliant with the required minimums. Each habitable room has a window included to comply with the BCA.

**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

*4D-2 Apartment Size and Layout*

Due to the open plan layout and multiple aspects of units, every habitable room complies with the habitable room depths and spacing from windows.

Environmental performance of the apartment is maximised.

Numerical design criteria:

- Habitable room depths are limited to a maximum of 2.5 x the ceiling height.
- In open plan layout (where the living, dining and kitchen are combined) the maximum habitable room depth is 8m from a window.

*4D-3 Apartment Size and Layout*

Proposed master bedrooms have a minimum area of 10m<sup>2</sup> and all other bedrooms have been provided with a minimum area of 9m<sup>2</sup>.

Apartment layouts are designed to accommodate a variety of household activities and needs.

All bedrooms have a minimum dimension of 3m (excluding wardrobe space).

All living rooms have a minimum width of 4m.

Numerical design criteria:

- Master bedrooms have a minimum area of 10m<sup>2</sup> and other bedrooms 9m<sup>2</sup> (excluding wardrobe space).
- Bedrooms have a minimum dimension of 3m (excluding wardrobe space).
- Living rooms or combined living/dining rooms have a minimum width of:
  - One bedroom apartments - 3.6m.

Page 27 of 50

**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

- Two or three bedroom apartments – 4m.
- The width of cross-over or cross-through apartments are at least 4m internally to avoid deep narrow apartment layouts.

***4E-1 Private Open Space and Balconies***

Apartments provide appropriately sized private open space and balconies to enhance residential amenity.

Numerical design criteria – all apartments are required to have primary balconies as follows:

- Studio apartments – 4m<sup>2</sup>.
- One bedroom apartments – 8m<sup>2</sup> with a depth of 2m.
- Two bedroom apartments – 10m<sup>2</sup> with a depth of 2m.
- Three + bedroom apartments – 12m<sup>2</sup> with a depth of 2.4m.
- For apartments at ground level or on a podium or similar structure, a private open space is provided instead of a balcony. It must have a minimum area of 15m<sup>2</sup> and a minimum depth of 3m

All units are provided with balconies that exceed 12m<sup>2</sup> in area and 2m in depth. All units are therefore compliant in this regard.

**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

*4E-2 Private Open Space and Balconies*

Each unit includes a balcony that is accessible via stacked sliding doors from open plan living/dining areas and private bedrooms in some units.

Primary private open space and balconies are appropriately located to enhance liveability for residents.

*4E-3 Private Open Space and Balconies*

Balconies have been designed to respond to the natural elements of the coastal area. All balconies are contemporary in form with a mix of glazing and light painted render, with an articulated façade that includes a central recess that breaks-up the density of the built form when viewed from the waterway.

Private open space and balcony design is integrated into and contributes to the overall architectural form and detail of the building.

*4E-4 Private Open Space and Balconies*

The design does not incorporate features that would encourage climbing of balconies, and incorporates CPTED measures suggested by the UDP.

Private open space and balcony design maximises safety.

*4F-1 Common Circulation and Spaces*

The maximum number of apartments off a circulation core on a single level is 1.

Common circulation spaces achieve good amenity and properly service the number of apartments.

Numerical design criteria:

- For buildings less than ten storeys in height the maximum number of apartments off a circulation core on a single level is eight.

*4F-2 Common Circulation and Spaces*

Common circulation are of a size that will provide for social intersection and promote safety. The original breezeway and residential lobby was amended to reduce opportunities for concealment and entrapment spaces.

Common circulation spaces promote safety and provide for social interaction between residents.



**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

*4G-1 Common Circulation and Spaces*

Each unit is provided with a minimum of 10m<sup>2</sup> of storage with 50% of this provided in the carpark storage area.

Adequate, well designed storage is provided in each apartment.

Numerical design criteria –in addition to storage in kitchens, bathrooms and bedrooms the following storage is provided:

- Studio apartments – 4m<sup>2</sup>.
- One bedroom apartments – 6m<sup>2</sup>.
- Two bedroom apartments – 8m<sup>2</sup>.
- Three + bedroom apartments – 10m<sup>2</sup>.
- At least 50% of the required storage is to be located within the apartment.

*4G-2 Common Circulation and Spaces*

Additional storage is located within the car park and will be nominated for individual apartments and easily accessible.

Additional storage is conveniently located, accessible and nominated for individual apartments.

*4H-1 Acoustic Privacy*

Noise transfer is minimised through the siting of buildings and building layout.

The building is adequately separated from adjoining neighbours, reducing the transmission of noise across sites. Primary noise sources including car movements, balconies and mechanical plant equipment are located and designed in a manner to preserve acoustic amenity within the locality. Based on the predicted noise levels, the proposed development has a low risk of impacting nearby receptors on the condition recommendations listed in the Noise Impact Assessment (REF: 3261-AC-01-A) are implemented.

Page 30 of 50

**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

<p><i>4H-2 Acoustic Privacy</i></p> <p>Noise impacts are mitigated within apartments through layouts and acoustic treatments.</p>	<p>Each unit concentrates the living and main trafficable areas together and the bedrooms and less trafficked areas together. This provides separation between the noisier and quieter areas of the units. Recommendations listed in the Noise Impact Assessment (REF: 3261-AC-01-A) will address adverse acoustic impacts during construction and occupancy of the building.</p>
<p><i>4J-1 Noise and Pollution</i></p> <p>In noisy or hostile environments the impacts of external noise and pollution are minimised through the careful siting and layout of buildings.</p>	<p>The locality is residential and experiences higher traffic through the seasonal peaks due to its location near Nelson Bay Town Centre. However, the area is not considered a noisy or hostile environment and no additional treatment is considered necessary to mitigate against external noise impacts outside of the proposed building setbacks.</p>
<p><i>4J-2 Noise and Pollution</i></p> <p>Appropriate noise shielding or attenuation techniques for the building design, construction and choice of materials are used to mitigate noise transmission.</p>	<p>Appropriate noise shielding measures are recommended for the AC plant room to reduce noise transmission. No further attenuation measures were required based on ambient noise levels and modelling undertaken as part of the Noise Impact Assessment.</p>
<p><i>4K-1 Apartment Mix</i></p> <p>A range of apartment types and sizes is provided to cater for different household types now and into the future.</p>	<p>The proposal does not provide housing diversity and is of a typology which stacks large single dwellings vertically. Given the small number of apartments proposed, the UDP did not consider that a variety in apartment types was unacceptable.</p>
<p><i>4K-2 Apartment Mix</i></p> <p>The apartment mix is distributed to suitable locations within the building.</p>	<p>The largest apartment is located at the top of the building, with smaller apartments located on lower floors.</p>
<p><i>4L-1 Ground Floor Apartments</i></p> <p>Street frontage is maximised where ground floor apartments are located.</p>	<p>N/A - no ground floor apartments are proposed.</p>
<p><i>4L-2 Ground Floor Apartments</i></p> <p>Design of ground floor apartments delivers amenity and safety for residents.</p>	<p>N/A - no ground floor apartments are proposed.</p>
<p><i>4M-1 Facades</i></p>	<p>The building has been thoughtfully designed to include visual interest on all elevations. The western façade to Donald Street has been designed to provide an inviting entrance with</p>

**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

Building facades provide visual interest along the street while respecting the character of the local area.

a range of landscaping and mixture of materials. The other elevations all use a combination of materials and stepping in of the building.

Council's UDP were supportive of the aesthetic design of the facades.

*4M-2 Facades*

Building entries are clearly defined.

Building functions are expressed by the façade.

*4N-1 Roof Design*

The roof structure is a flat form with overhang elements. It allows the roof to be centralised within the floor plate, setback from the building elevations reducing height and bulk at both the human scale and from the foreshore.

Roof treatments are integrated into the building design and positively responds to the street.

*4N-2 Roof Design*

Roof space has not been utilised for these purposes. However, given the generous amount of private and communal open space available, rooftop open space is not considered necessary.

Opportunities to use roof space for residential accommodation and open space are maximised.

*4N-3 Roof Design*

The roof incorporates solar PV panels per BASIX certificate recommendations.

*Roof design incorporates sustainability features.*

*4O-1 Landscape Design*

Updated landscape plans in response to the UDP comments were provided to Council, and incorporated additional compensatory tree plantings and relocation of cabbage tree palms on the site. The landscaping design as proposed is viable and sustainable.

Landscape design is viable and sustainable.

*4O-2 Landscape Design*

The landscape design provides for consolidated deep soil areas, which will contain large mature canopy trees to ensure the development is viewed within a landscaped setting.

Landscape design contributes to the streetscape and amenity.

*4P-1 Planting on Structures*

The proposed landscaping plan indicates appropriate soil profiles are provided.

Appropriate soil profiles are provided.

*4P-2 Planting on Structures*

The planting schedule included in the landscaping plans was assessed as adequate by the UDP.

Plant growth is optimized with appropriate selection and maintenance.

**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

<p><i>4P-3 Planting on Structures</i> Planting on structures contributes to the quality and amenity of communal and public open spaces.</p>	<p>The planting proposed will create a quality environment for public and private spaces.</p>
<p><i>4Q-1 Universal Design</i> Universal design features are included in apartment design to promote flexible housing for all community members.</p> <p>Numerical design criteria:</p> <ul style="list-style-type: none"> <li>• A benchmark of 20% of the total apartments incorporate the Liveable Housing Guidelines silver level universal design features.</li> </ul>	<p>A 'Liveable Housing Design Guidelines Assessment Report' prepared by Design Confidence (reference: P222_471-2 (LHA) RT, dated 13 June 2023) was provided to Council. As outlined in the report, all apartments are capable of incorporating the Liveable Housing Guidelines silver level universal design features, subject to implementation of report recommendations where necessary.</p>
<p><i>4Q-2 Universal Design</i> A variety of apartments with adaptable designs are provided.</p>	<p>Every apartment (100%) will incorporate the Liveable Housing Guideline's silver level universal design features.</p>
<p><i>4Q-3 Universal Design</i> Apartment layouts are flexible and accommodate a range of lifestyle needs.</p>	<p>The apartment layouts are flexible and can accommodate a range of lifestyle needs.</p>
<p><i>4R-1 Adaptive Reuse</i> New additions to existing buildings are contemporary and complementary and enhance an area's identity and sense of place.</p>	<p>Not applicable.</p>
<p><i>4R-2 Adaptive Reuse</i> Adapted buildings provide residential amenity while not precluding future adaptive reuse.</p>	<p>Not applicable.</p>

**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

<p><i>4S-1 Mixed Use</i></p> <p>Mixed use developments are provided in appropriate locations and provide active street frontages that encourage pedestrian movement.</p>	<p>Not applicable.</p>
<p><i>4S-2 Mixed Use</i></p> <p>Residential levels of the building are integrated within the development, and safety and amenity is maximised for residents.</p>	<p>Not applicable.</p>
<p><i>4T-1 Awnings and Signage</i></p> <p>Awnings are well located and complement and integrate with the building design.</p>	<p>An awning has been provided to the rear of Level 1, providing shading to areas of private open space. The awning has been designed to respond to the curved form of the building and integrates effectively with the building design.</p>
<p><i>4T-2 Awnings and Signage</i></p> <p>Signage responds to the context and desired streetscape character.</p>	<p>Not applicable - no signage is proposed.</p>
<p><i>4U-1 Energy Efficiency</i></p> <p>Development incorporates passive environmental design.</p>	<p>A valid BASIX certificate and Section J report was prepared for the development. Adequate natural light and ventilation is provided to habitable rooms.</p>
<p><i>4U-2 Energy Efficiency</i></p> <p>Development incorporates passive solar design to optimise heat storage in winter and reduce heat transfer in summer.</p>	<p>The development incorporates a passive solar design to optimise heat storage in winter and reduce heat transfer in summer.</p>
<p><i>4U-3 Energy Efficiency</i></p> <p>Adequate natural ventilation minimises the need for mechanical ventilation.</p>	<p>Natural ventilation is ample throughout all apartments due to the operable windows, door location and aspect orientation of apartments.</p>

**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

<p><i>4V-1 Water Management and Conservation</i></p> <p>Potable water use is minimised.</p>	<p>Water fixtures complying with BASIX requirements will be installed.</p>
<p><i>4V-2 Water Management and Conservation</i></p> <p>Urban stormwater is treated on site before being discharged to receiving waters.</p>	<p>A stormwater management plan has been provided that demonstrated stormwater is appropriately treated on site prior to discharge.</p>
<p><i>4V-3 Water Management and Conservation</i></p> <p>Flood management systems are integrated into the site design.</p>	<p>The site is not flood affected. Furthermore, driveway access to the basement level carpark has been designed to prevent road water entering through the driveway to the underground carpark.</p>
<p><i>4W-1 Waste Management</i></p> <p>Waste storage facilities are designed to minimise impacts on the streetscape, building entry and amenity of residents.</p>	<p>A waste room has been provided in the basement carpark, and is appropriately screened from the street and communal open space. A private contractor will collect waste from either within the car park or along the street.</p>
<p><i>4W-2 Waste Management</i></p> <p>Domestic waste is minimised by providing safe and convenient source separation and recycling.</p>	<p>Domestic and recycling waste bins will be provided to ensure no co-mingling.</p>
<p><i>4X-1 Building Maintenance</i></p> <p>Building design detail provides protection from weathering.</p>	<p>The designer has used materials that are durable and easily maintained or can be replaced if required.</p>
<p><i>4X-2 Building Maintenance</i></p> <p>Systems and access enable ease of maintenance.</p>	<p>Windows and glass doors can be cleaned from the balconies or internally where required.</p> <p>External scaffolding should not be required to carry out general upkeep of the building.</p>
<p><i>4X-3 Building Maintenance</i></p> <p>Material selection reduces ongoing maintenance costs.</p>	<p>The building uses a combination of stone and metal cladding and a concrete finish, as the primary external materials. These can be easily maintained and should stand the general wear and tear the building will receive.</p>

**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

Port Stephens Local Environmental Plan 2013 (LEP)

**Clause 2.3 – Zone Objectives and Land Use Table**

The site is zoned R3 Medium Density Residential. Residential flat buildings are permissible with consent in the zone. The proposal is considered to be consistent with the objectives of the zone in that it will contribute to providing a variety of housing types within the area and therefore respond to the needs of the community.

**Clause 2.6 Subdivision—consent requirements**

Clause 2.6 provides that land to which this Plan applies may be subdivided, but only with development consent. The proposed development includes strata subdivision, which is permitted, in accordance with this clause.

**Clause 2.7 – Demolition requiring development consent**

Clause 2.7 identifies that the demolition of a building or work may be carried out only with development consent, unless identified as exempt development under an applicable environmental planning instrument.

The proposal requires demolition of all built infrastructure over the site. A Pre-Demolition Hazardous Substances Management Plan (HSMP) which included a Hazardous Substances Audit (HSA), was provided for all built infrastructure. Asbestos containing material was identified within the existing double storey weatherboard dwelling. Findings from the HSMP concluded there was a low potential for asbestos and or hazardous materials to impact construction workers or neighbouring properties during construction, provided all recommendations as outlined in the HSMP are endorsed.

Accordingly, conditions of consent have been included in order to mitigate potential impacts to construction workers, adjoining properties and the locality during demolition works.

**Clause 4.1 – Minimum Subdivision Lot Size**

Clause 4.1 outlines the minimum lot size applicable to the subject sites, as identified on the minimum lot size map, to ensure that lot sizes are able to accommodate development that is suitable for its purpose and consistent with the relevant development control. The proposed subdivision is strata subdivision and therefore this clause does not apply.

**Clause 4.1B – Minimum lot sizes for dual occupancies, multi-dwelling housing and residential flat buildings**

Clause 4.1B specifies the minimum lot size required to facilitate development for the purposes of dual occupancies, multi dwelling housing and residential flat buildings in order to achieve planned residential density in certain zones.

Clause 4.1B requires residential flat buildings in R3 Medium Density Residential zoned land are required to have a minimum lot size of 450m<sup>2</sup>. The subject site has a total area of approximately 1,128m<sup>2</sup> which is compliant with the numeric standard of this clause.

**Clause 4.3 – Height of Buildings**

Page 36 of 50

**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

The proposed development has a maximum height of 17.5 metres, consistent with the maximum permissible building height of 17.5 metres specified on the Height of Buildings Map. The height is of an appropriate scale and form that is consistent with the existing and desired future character of the locality.

**Clause 4.6 – Exceptions to development standards**

The proposed development includes a variation to the minimum building street frontage control under Clause 7.23 of the PSLEP 2013. The objective of Clause 7.23 is to ensure that, visually, buildings have appropriate overall horizontal proportions compared to their vertical proportions. The strategic purpose of the street frontage standard was to encourage lot amalgamation with an aim to enhance design outcomes and density.

Given the site is zoned R3 medium density residential and is located within the Nelson Bay Precinct Area, a building erected on land to which this clause applies must have at least one street frontage of 15m or more. Noting the development standard under Clause 7.23 is 15m and the site only has a frontage to Donald Street of 12.3m, the proposal fails to comply with the numerical control of this Clause. This non-compliance represents an 18% variation to Clause 7.23.

A request to vary the minimum building street frontage control has been submitted by the applicant in accordance with Clause 4.6 of the PSLEP 2013. The proposed variation is considered to be consistent with the objectives of Clause 7.23 on the following grounds:

- The variation is a result of the inability to acquire the adjoining property to the south at 7 Donald Street to form part of the development site. In accordance with the site isolation planning principles established in *Karavellas v Sutherland Shire Council [2004]*, a formal offer was made to purchase the adjoining property that was supported by an independent property valuation, with this offer subsequently refused by the adjoining landowner. Concept development plans for the adjoining site have been submitted to Council which demonstrate that the land is capable of achieving an appropriate built form that is consistent with the zoning of the land – R3 Medium Density Residential zone, and that provides a similar development yield and density as that proposed by the subject application. In effect, the proposed development has demonstrated it will not sterilise the adjoining site.
- The variation is a result of the irregular lot shape and curved street frontage of the site. The intent of the standard is to ensure lots are of a suitable width (15m) to accommodate a residential flat building development of appropriate horizontal proportions. In this circumstance, the site has an average lot width of 17.4m and the majority of the built form is proposed to be located within the portion of the site with a width greater than 15m. The site provides for a lot frontage of greater than 15m at the building line. It is also noted that an additional length of 2.7m along the curved frontage of the site would not provide significant additional usable site area that would allow for a more horizontally proportioned building on the site, and as such the proposed building is consistent with the appearance of a development on the site that complies with the standard.
- The overall height and scale of the development is consistent with that anticipated within the R3 Medium Density Residential zone as the proposal complies with the 17.5m height and 2.5:1 FSR principle development standards which apply to the site. The development is therefore consistent with the character envisaged by the planning standards for the site when viewed from Donald Street and the Nelson Bay Town Centre and Foreshore planning strategy. As a compliant site frontage would be unlikely to contribute significant additional area that would accommodate a more horizontally proportioned building, the variation does not result in a

Page 37 of 50

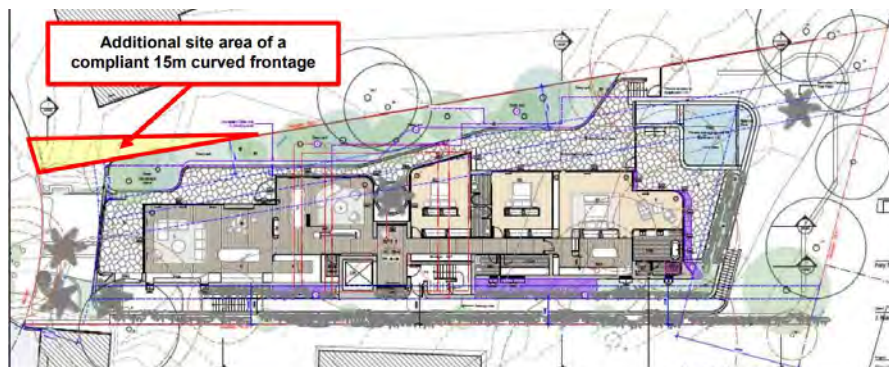


## ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.

16-2023-379-1

building appearance that is incompatible with the standard and is suitable for the subject site. The numerical variation is negligible and not in contravention of the objectives of Clause 7.23.

- The development is for a residential flat building development containing 5 x 3 bedroom dwellings within the Town Living and Commercial Precinct of the Nelson Bay Centre, and will contribute to the provision of housing within the locality consistent with the desired future character for the locality in accordance with Part D5.5 of the Port Stephens DCP 2014.



**Figure 6:** Additional site area required for a compliant 15m curved frontage

A detailed assessment against Clause 4.6 can be found at Attachment 3 of this report.

#### **Clause 5.10 – Heritage conservation**

Preliminary Archaeological Investigations for the site was prepared by AMAC Archaeological (11 September 2023). As confirmed by the advice, the study area is located within the Shoal Bay (sb) soil landscape. Moderate land disturbance has occurred across most of the study area, dependant on the original topographic slope, and construction of residential buildings that has potentially removed or disturbed some intact soils. Whilst this advice perceives that there is moderate probability for intact Aboriginal material across the study area; no recommendations were provided for developing the site noting the site is not a heritage listed item, nor is it within a conservation area or in proximity to listed items.

The site has been utilised for residential purposes for some time and therefore Aboriginal artefacts are unlikely to be found on the site. An AHIMS basic search was conducted on 31st August and 11th September 2023 (ID-#818356). This search resulted in no registered Aboriginal sites within a 1km radius, and 0 Aboriginal sites within a 200m radius. Notwithstanding, a condition will be added to the consent noting that works are to cease if artefacts are found.

#### **Clause 5.21 – Flood Planning**

The site is not mapped as being flood prone.

#### **Clause 7.1 – Acid Sulfate Soils**

The subject land is mapped as containing potential Class 5 acid sulfate soils. Bulk excavations to approximately 3m are required to construct the basement level. Given the excavations are not below 5m, it is not expected that acid sulfate soils would be encountered during works. This assertion is verified by findings of the Geotechnical Investigation (reference: 16370-GR-1-Rev A, dated 31

Page 38 of 50

**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

March 2023), where borehole testing for acid sulfate soils was undertaken. Results from this testing indicate potential acid sulfate soils are unlikely to be present in the soils assessed at excavation depths specified for the proposal.

**Clause 7.2 – Earthworks**

The development incorporates significant earthworks (cut) to a depth of approximately 4m below ground level to construct the basement car park. Given the location and topography of the site within an established residential area, engineering plans were prepared in conjunction with the findings and recommendations of the Geotechnical Investigation prepared by Alliance (reference: 16370-GR-1-Rev A, dated 31 March 2023) provided with the application. Should the application be approved, a condition of consent requiring preparation of a dilapidation report pre and post construction will be included.

It is expected that the required earthworks can be accommodated on the site without resulting in unreasonable adverse off-site impacts. Appropriate erosion and sediment controls will be in place during earthworks, in accordance with the Erosion and Sediment Control Plan and Geotechnical Investigation. The Stormwater Management Plans prepared for the proposed development gives due consideration to the proposed earthworks and incorporates appropriate measures to ensure the earthworks will not result in any adverse impacts in relation to drainage patterns.

**Clause 7.6 – Essential Services**

The subject site is serviced by road access, reticulated water, electricity and sewer. The application has demonstrated that stormwater drainage resulting from roof and hard stand areas can be catered for in accordance with Council DCP requirements. The proposed development therefore satisfies the requirements of this clause.

**Clause 7.23 Minimum building street frontages for development in Zones R3 and B2**

The objective of Clause 7.23 is to ensure that, visually, buildings have appropriate overall horizontal proportions compared to their vertical proportions. Given the site is zoned R3 medium density residential and is located within the Nelson Bay Precinct Area, this clause applies to the development. The clause requires that a building erected has at least one street frontage of 15m or more.

The site maintains one street frontage to Donald Street of 12.3m and therefore does not comply with the numerical control of this Clause, representing an 18% variation. A Clause 4.6 written request to vary this development standard has been prepared for the proposal and is provided at Attachment 1 of this report.

***Section 4.15(a)(ii) - any draft environmental planning instrument that is or has been placed on public exhibition***

There are no draft EPI's relevant to the proposed development.

***Section 4.15(a)(iii) – any development control plan***

Port Stephens Development Control Plan 2014

Page 39 of 50

**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

The Port Stephens Development Control Plan 2014 (DCP) is applicable to the proposed development and has been assessed below.

**Chapter B1 – Tree Management**

An Arborist Report was prepared by Assurance Trees (31 May 2023). The Arborist Report determined that of the 25 trees assessed over the subject and adjoining sites, 14 trees will require removal or relocation under the proposed design. Of these trees identified for removal, findings of the Arborist Report and Natural Resources referral identified various ecological features including, hollows, landscape significance and threatened species status. Landscaping plans have been updated to incorporate recommendations of the Arborist Report and Natural Resources referral where possible including; retention/translocation of the Cabbage Tree Palms, compensatory nest boxes to offset hollow bearing tree removal and compensatory plantings to offset removal of threatened species. Furthermore, recommendations have been included in the Arborist Report relating to the protection of tree root zones during construction.

Both Arborist Report recommendations and bespoke conditions of consent have been included to ensure vegetation is properly managed over the site during and post construction.

**Chapter B2 – Natural Resources**

The site is located within 500m of items of environmental significance including a mapped LEP wetland located to the north (Nelson Bay), supplementary koala habitat and biodiversity values (BV) mapped vegetation to the south. Therefore, this chapter applies.

In regard to the nearby supplementary koala habitat and the BV mapped vegetation, the site is substantially cleared of vegetation and is largely surrounded by established residential development. The proposal is not considered likely to impact upon the significance of nearby habitat in both the supplementary koala habitat and BV mapped areas.

Whilst the site does not contain mapped wetlands, surface flows from the site are directed to mapped wetlands identified as Port Stephens – Great Lakes Marine Park, located approximately 230 metres north of the site. As confirmed by Council's Development Engineer, stormwater will be appropriately managed on site with discharge from the development to be designed as a level spreader to mimic sheet-flow conditions, similar to the runoff from the pre-developed site.

**Chapter B3 – Environmental Management**Noise

The Noise Policy for Industry 2017 has two main noise criteria to be considered, Intrusive and Amenity Noise Criteria. Once the noise levels for these criteria are established, the lowest of the intrusive and amenity criteria is considered the project noise trigger level. If the predicted noise level exceeds the project noise trigger level, noise mitigation is required.

The proposed development will result in noise emissions during construction and operation of the development. A Noise Impact Assessment (NIA) was prepared for the proposal by Broadcrest Consulting, dated October 2023, reference: 3261-AC-01-A. Council's Environmental Health Officer noted sufficient monitoring had been undertaken to verify the development will have no negative noise impacts to sensitive receivers (adjoining residential premises to north, south, east and west of the site) by way of noise from use of common areas, car parks, open space balconies, swimming pools, private terrace access, automated garage door and mechanical plant associated with AC

Page 40 of 50

**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

units and swimming pools. The application was supported by Council’s Environmental Health Officer, provided all recommendations listed in section 7 of the NIA be implemented in construction plans, and that conditions regulating offensive noise be included as conditions of consent.

Earthworks

As discussed in Clause 7.2 above, the proposed development involves earthworks (cut) to a depth of approximately 4m below ground level to construct the basement car park. Should the application be supported, the impacts of the proposed earthworks can be mitigated through conditions of consent and construction management measures. The proposal is therefore consistent with requirements outlined in Councils DCP relating to earthworks.

**Chapter B4 – Drainage and Water Quality**

A stormwater management plan was submitted with the application and includes adequate quality and quantity controls as required by Councils policy. The stormwater drainage plan has been assessed as being generally consistent with Council’s DCP and Infrastructure Specifications. Should the application be supported, non-standard conditions of consent will be recommended requiring provision of amended stormwater management plans prior to the issue of a construction certificate.

**Chapter B8 – Road Network and Parking**

Traffic

A Traffic Impact Assessment (TIA) was prepared by TTPA, reference: 22268, dated June 2023. The TIA found that the proposed development would result in traffic generation of approximately 3 – 4 vehicle trips per hour (vtph) during the peak period, which can be assumed as an increase of 3 vtph to the existing circumstance. This increase in vehicle trips is the equivalent of 1 vehicle trip every 20 minutes. This generation will not create any discernible traffic impact and will not have any significant (or unacceptable) traffic congestion or conflict either at the vehicle access point or at adjacent intersections.

Access

Vehicle access will be provided by extension of the existing ingress/egress driveway on Donald Street, to a width 3.6m. Council’s Traffic Engineer noted although adequate ingress/egress is achieved, a condition of consent should be included requiring relocation of the existing utility pole within the road reserve for improved sight distances. The design of the access driveway complies with the requirements of AS2890.1, with internal circulation and servicing adequately demonstrated.

Parking

Figure BU identifies the on-site parking requirements for the development as follows:

**Table 3:** Car parking calculations for proposed development

<b>Development type</b>	<b>DCP requirement</b>	<b>Parking requirement</b>	<b>Proposed</b>
Residential flat building	<ul style="list-style-type: none"> <li>1 car space for one and two bedroom dwellings</li> </ul>	Each unit has 3 bedrooms and therefore 10 car	A total of 12 spaces has been allocated for the development, which satisfies the

**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

- 2 car spaces for three > bedroom dwellings
  - 1 visitor space for every three dwellings
- parking spaces are required for the units.  
2 visitor spaces are required.
- DCP parking requirement. 2 of these spaces have been allocated as visitor parking.


As demonstrated in Table 3 above, the parking provision complies with the Port Stephens DCP 2014 Section B8 – Road Network and Parking. Furthermore, the proposed on-site car park layout and dimensions comply with the Australian Standard *AS2890.1-2004 Parking facilities – Off-street car parking*. Council’s Development Engineers have reviewed and endorsed car parking layout plans, subject to conditions of consent.

**Chapter C – Development Types**

The proposed development is that of a residential flat building. As such, SEPP 65 - Design Quality of Residential Flat Development and the Apartment Design Guide supersedes the controls contained in this chapter.

**Chapter D5 – Nelson Bay Centre**

The site is located within the Nelson Bay Centre and therefore Chapter D5 of the DCP applies. The subject site is specifically located within the ‘Foreshore Town Living’ precinct.

Reference	Control	Assessment
Objective D5.A Requirement D5.1	<b>Significant vistas</b> <ul style="list-style-type: none"> <li>• Development preserves the important vistas identified by Figure DJ.</li> </ul>	<p>The site is located within the visual catchment of three significant vistas, as shown in Figure 6 below. The three significant vistas looking towards the subject site are captured from the Nelson Bay Marina break wall and Laman Street. The applicant provided a Visual Impact Assessment (VIA) which considered the impact of the proposed development from sensitive and important view corridors.</p>  <p><b>Figure 7: Nelson Bay Centre Significant Vistas</b></p>

16-2023-379-1

The view impacts of the development from the identified significant vistas are addressed in turn, below:



**View 1:** Obtained from northern portion of the Nelson Bay Marina

**View 1:** The proposed development is visible from this viewpoint, with the northern elevation of the building presenting to the waterway as a contemporary built form with a mix of glazing and light painted render, with an articulated façade that includes a central recess that breaks-up the density of the built form when viewed from the waterway.

Due to the topography of the locality being a high point on the ridgeline, the development will sit above the existing residential flat buildings between the subject site and foreshore, however, absorbed comfortably within tree canopy in the foreground and background of the subject site. The impact of the development upon this view is minor and considered acceptable, as the building will appear as a horizontally proportioned built form that is consistent with the established rhythm of development in the foreground that is consistent in height with the Marina Resort to the north of the site when viewed from this vista.

16-2023-379-1



**View 2:** Obtained from north-eastern portion of the Nelson Bay Marina

**View 2:** The proposed development is also visible from this viewpoint, presenting to the waterway as a contemporary built form with a mix of glazing and light painted render. The central break in the built form, and curved balconies that are recessed from the eastern and western ends of this elevation serve to present a well-articulated and horizontally proportioned built form to this vista.

The development sits above the existing residential flat buildings between the subject site and foreshore and is surrounded by tree canopy both in the foreground and background, with the development sitting below the maximum height of the trees along the ridgeline behind the site. The impact of the development upon this view is minor and acceptable as the building will be surrounded by mature canopy trees and the building does not interrupt an existing undisturbed outlook upon vegetation and is consistent with the existing scale of development which is visible from this vista.



**View 3:** Obtained from Laman Street looking south-east

Page 44 of 50

ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.

16-2023-379-1

		<p><b>View 3:</b> This view is obtained from Laman Street looking south-east towards the site, with this vista being identified within the DCP as a significant vista when looking to the east and north. The development is not visible from this vista as a result of existing mature trees within the public open space between Laman Street and Teramby Road.</p> <p>As demonstrated above, the VIA sufficiently demonstrates the development will not adversely impact on vistas identified in Figure DJ.</p>
D5.2	<p><b>Street layout</b></p> <ul style="list-style-type: none"> <li>The street layout is consistent with Figure DJ</li> </ul>	<p>The street layout is consistent with Figure DJ.</p>
D5.3	<p><b>Roof Design</b></p> <p>Development is to ensure that roof tops do not adversely impact on the public domain when:</p> <ul style="list-style-type: none"> <li>Viewed from buildings at higher elevations</li> <li>When approaching the town centre</li> <li>Viewed from the street</li> </ul>	<p>The proposed roof design is not considered to adversely impact upon the public domain.</p>
D5.4	<p><b>NSW Coastal Planning guidelines</b></p> <ul style="list-style-type: none"> <li>Building materials are reflective of existing buildings with reference made to the Coastal Design Guidelines for NSW</li> </ul>	<p>The building design materials have been appropriately designed in accordance with Coastal Design Guidelines.</p>
D5.5	<p><b>Design Excellence</b></p> <p>Development is to demonstrate design excellence, including:</p> <ul style="list-style-type: none"> <li>Consistency with the desired character statements set out in this Part;</li> <li>Consideration of impacts on the public domain including views, overshadowing and the scale of the streetscape; and</li> <li>Architectural merit, for example by addressing local topography, the surrounding natural environment and</li> </ul>	<p>An assessment of the development against the character statement is contained in Section D5.7. The development was reviewed by the UDP as outlined in previous sections of this report and endorsement is provided for the design.</p>



16-2023-379-1

waterways, green spaces, or vegetated ridgelines in the design of the development.

Development in a prominent location and of a prominent scale, or where Council deems necessary, will be referred to the Urban Design Panel.

**D5.C Desired character - Town Living and Commercial Precinct**

The objectives of this section of the DCP are to:

- To provide character statements that were identified through the Nelson Bay Town Centre and Foreshore Strategy to guide development within the Town Living and Commercial Precinct as identified by Figure DJ.
- To encourage a diversity of residential accommodation types to provide critical mass to support the role of the Village Precinct.

The subject site is located within the Town Living and Commercial Precinct as identified by this part of the DCP. The proposed development is of a form and scale that is consistent with the desired character statement being for a residential flat building with a larger footprint than that found within the Village Precinct. The proposal incorporates an increased deep soil landscaped setback to the rear boundary – adjoining low density residential zone to provide a sensitive development transition at a zone boundary. The scale of the proposal is suitable for the site within this precinct, and is compatible to the predominant scale of development within the street. The site is a visually prominent site being located centrally to the street, and the height of the proposal is well integrated within a landscaped setting which includes consolidated deep soil areas along the northern-side and rear boundary.

***Section 4.15(1)(a)(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph)***

There are no matters within the regulations that are relevant to the determination of the application.

***Section 4.15 (1)(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality***Social and Economic Impacts

The proposed development represents a modern residential flat building that will provide additional infill housing opportunities in the Nelson Bay area. The proposal will allow for the use of existing services and facilities in the locality without requiring upgrades that burden the public. The construction of the proposed development will provide employment opportunities in the locality and support the local building and development industries. This will have direct monetary input to the local economy, and the increased number of residents in the locality will provide ongoing economic input through daily living activities. There are no anticipated adverse social or economic impacts as a result of the proposed development.

Impacts on the Built Environment

The proposed development is considered to result in a positive impact on the developing built form in Nelson Bay with acceptable offsite impacts. Whilst the building will create additional overshadowing in some instances, the increase is primarily within mid-winter and will not significantly decrease the amenity of neighbouring properties, noting overshadowing already occurs to some capacity within these properties. The applicant provided detailed architectural plans for consideration as well as a Visual Impact Assessment (VIA), 3D renderings of the building within its adjacent context, and overshadowing diagrams. Based on this information, the proposed design and built form has been assessed by both the UDP and Council staff as being supportable. Overall, the development will provide a high quality architecturally designed building, which will have a positive impact on the streetscape and positive impact on the public domain.

Impacts on the Natural Environment

The proposed development includes water quantity and quality control devices to reduce the impact of the development on the natural environment. The site is substantially cleared of vegetation and is largely surrounded by established residential development. The proposal is not considered likely to impact upon the significance of sensitive habitat or high value ecological areas.

**Section 4.15(1)(c) the suitability of the site for the development**

The subject site is currently underdeveloped and appropriately zoned for the proposed infill development. The development has been designed to be compliant with Council's height and FSR controls as well as SEPP 65 and Apartment Design Guide. The proposal is consistent with the zoning objectives in that it will provide additional residential accommodation to service the needs of the community.

**Section 4.15(1)(d) any submissions made in accordance with this act or the regulations**

Public Submissions

The application was exhibited from 4 August 2023 to 31 August 2023, in accordance with the provisions of the Port Stephens Council Community Engagement Strategy. Three (3) submission were received during this time. The matters raised during the exhibition period have been detailed in the table below.

Comment	Council response
<p><b>Height of Building</b></p> <ul style="list-style-type: none"> <li>- Objection to height limit variation.</li> <li>- Height variation does not fit with the character of the area.</li> </ul>	<ul style="list-style-type: none"> <li>- Council shared concerns with regard to the proposed height under the originally submitted design. The amended proposal now complies with the maximum permitted height for the subject site being 17.5m. The height of the development is therefore consistent with that envisioned for the locality being of 6 stories and the proposal will be suitably softened by retained trees and off-set replacement tree plantings.</li> </ul>
<p><b>Overshadowing</b></p> <ul style="list-style-type: none"> <li>- The building is too high which will block out the westerly sun upon recently installed solar panels.</li> </ul>	<ul style="list-style-type: none"> <li>- The amended proposal now complies with the maximum permitted height for the subject site – 17.5m, and the associated overshadowing impacts of the proposal are therefore consistent with that anticipated by the PSLEP within the R3 zone. The shadow diagrams and view-from-the-sun modelling prepared by EMK Architects confirm that the dwelling houses to the rear of the site will retain solar access to their roof form, and rear yards as existing from 9am-2pm in midwinter.</li> </ul>
<p><b>Privacy</b></p> <ul style="list-style-type: none"> <li>- The height of the building will result in a loss of privacy to properties to the rear of the site.</li> </ul>	<ul style="list-style-type: none"> <li>- It is acknowledged the proposal may result in some loss of privacy to dwellings within the Lagoons Estate; due to an increase in building height and proposed building orientation (east and</li> </ul>

**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

west). Notwithstanding, this site has been identified for increased density and building height under the Nelson Bay Town Centre Planning Proposal, adopted by Council in 2019. The minor privacy impacts are considered to be outweighed by the benefits of the proposal, by virtue of increasing housing supply as infill development. The privacy impacts have been reasonably mitigated through design measures.

- The building design has incorporated a range of design considerations including floor plan layout, vertical shades and planter landscaping across all levels.
- In addition to setbacks that range between 7-14m to the eastern boundary, the landscape plan includes deep soil canopy tree planting and screen planting at the side boundaries to obstruct direct sightlines towards the living areas of adjoining dwellings.

**Tree removal on adjoining property**

- Tree removal required on adjoining site should be dealt with under a separate application.

- The proposed tree removal on the adjoining property at 7 Donald Street is supported by consent from the owner of this adjoining site.

**Acoustics**

- Noise impacts from the swimming pool and balconies

- The amended proposal is supported by a Noise Impact Assessment confirming that any potential noise sources from the development are capable of meeting the relevant acoustic requirements of the EPA Noise Policy for Industry 2017 and Protection of the Environment Operations Act 1997.

- Noise disturbance caused by mechanical operations (e.g. swimming pool pumps and air conditioning units) can be controlled and monitored based on limitations provided under the Protection of the Environment Operations Act (POEO Act).

- Should the application be supported, a condition of consent is recommended requiring a dilapidation report by a structural engineer for neighbouring properties pre and post development.

**Construction**

- Potential damage to retaining walls and foundations of adjoining buildings.

- A Geotechnical Investigation prepared by Alliance (reference: 16370-GR-1-Rev A, dated 31 March 2023) was provided to Council. As outlined in the report, the proposed earthworks can be undertaken safely and therefore the development is considered suitable for construction based on the proposed design.

**ITEM 2 - ATTACHMENT 2 PLANNERS ASSESSMENT REPORT.**

16-2023-379-1

- Should the application be supported, a condition of consent is recommended requiring there to be a contract of insurance in force before any building work, in accordance with Part 6 of the *Home Building Act 1989*.
- Noted. Property depreciation is not a planning matter to be considered under Council's assessment.

**Property Value**

**Section 4.15(1)(e) the public interest**

The proposed development does not raise any significant general public interest considerations beyond the matters already discussed in this report. The proposed development has been designed to be compliant with the relevant planning controls namely the PSLEP maximum height limit, FSR control, SEPP 65 and the ADG. The proposed development is of a form and scale that is consistent with the desired character statement being for a residential flat building with a larger footprint than that found within the Village Precinct. Council's Urban Design Panel were satisfied with the proposal and provided support for the design.

With consideration to the above, the proposal is considered to be in the public interest as it will contribute to the provision of medium density housing in the Nelson Bay locality.

**Section 7.11 – Contribution towards provision or improvement of amenities or services (developer contributions)**

Should the application be approved, S7.11 contributions apply for the creation of an additional four dwellings.

<b>Facility</b>	<b>Per Lot/Dwelling</b>	<b>Total \$</b>
Civic Administration – Plan Management	\$655	\$2,620
Civic Administration – Works Depot	\$1,266	\$5,064
Town Centre Upgrades	\$3,412	\$13,648
Public Open Space, Parks and Reserves	\$2,085	\$8,340
Sports & Leisure Facilities	\$1,961	\$7,844
Cultural & Community Facilities	\$1,332	\$5,328
Road Works	\$3,570	\$14,280
Shared Paths	\$3,286	\$13,144
Bus Facilities	\$9	\$36
Fire & Emergency Services	\$245	\$980
Flood & Drainage	\$1,877	\$7,508
Kings Hill Urban Release Area	\$302	\$1,208
<b>TOTAL</b>	<b>\$20,000</b>	<b>\$80,000</b>

**DETERMINATION**

The application is recommended to be approved by Council, subject to the recommended conditions of consent.

ISAAC LANCASTER  
Development Planner



ITEM 3 - ATTACHMENT 1  
DECEMBER 2023.

SIX MONTH PROGRESS REPORT FOR JULY TO



## GUUDJI YIGU

(GOO-JEE IK-KOO)

We welcome you to Port Stephens – part of the Worimi Aboriginal Nation. Port Stephens Council acknowledges the Worimi people as traditional owners and custodians of the lands and waterways on which we all live, learn, work and play.

We value and respect the Worimi people and the legacy 60,000 years of Aboriginal Nation traditions and culture brings with it. As part of Council's culture of acceptance, diversification and harmony we walk alongside the Worimi people on a journey of listening and learning.

Together we will strive to make this a better place for all people. As guardians of these lands, we ask that you tread lightly to help preserve the biodiversity and respect those who came before as well as those who will follow.

Artwork by Regan Lilley.

### Acknowledgement

We acknowledge the Worimi as the original Custodians and inhabitants of Port Stephens. May we walk the road to tomorrow with mutual respect and admiration as we care for the beautiful land and waterways together.

© 2023 Port Stephens Council

**ITEM 3 - ATTACHMENT 1      SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.**

## Contents

General Manager’s message ..... 4  
Our key highlights ..... 7  
Achievements – progress of principal activities ..... 9  
Our Community..... 19  
Our Place..... 23  
Our Environment..... 28  
Our Council..... 31



The six-month progress report from July to December 2023 has been prepared in accordance with the requirements of the Integrated Planning and Reporting Guidelines (September 2021) Essential Element 4.9. ‘The General Manager must ensure that progress reports are provided to the council, with respect to the principal activities detailed in the Delivery Program, at least every six months.’

All financial figures included in this report are preliminary, unaudited and subject to review as part of the audited 2023-2024 financial statements for Council.



**ITEM 3 - ATTACHMENT 1 SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.**



## **General Manager's message**

We're halfway through our Delivery Program for 2022 to 2026, with this being the third progress report of the period. I am proud to share the progress we have made over the past six months.

### **Delivering on our key priorities**

The Delivery Program identified as a key priority the development of several plans and strategies. At its ordinary meeting in December 2023, Council endorsed the draft Community Wellbeing Strategy, the draft Shoal Bay Place Plan and reviewed the Carbon Neutral Action Plan Progress Report. We have progressed the Coastal Management Program to Stage 4, are reviewing the Port Stephens Local Housing Strategy and are continuing to build on our financial sustainability with a strong performance in non-rate revenue streams to start the 2023-2024 financial year.

### **Completing key projects**

Over the last 6 months we've been able to complete a range of key projects across Port Stephens; shared pathways, roads, tables and accessible change rooms at the Little Beach Precinct; Avenue of the Allies, Tanilba Bay; Sturgeon Street Raymond Terrace pavement rehabilitation; the Port Stephens Drive Koala Road Strike Project; and the opening of the new Raymond Terrace Depot. We've also ticked off a major action from our Waste Management Strategy with the introduction of our Garden Organics bin system across Port Stephens.

**ITEM 3 - ATTACHMENT 1 SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.****Checking in with our community and employees**

Our community members are key to all that we do at Council and we're committed to delivering outcomes that improve wellbeing of our residents. Every year, we check-in with our community through the Community Satisfaction Survey to see if we are on track.

Over September and October we heard from 880 community members, who rated their overall satisfaction with the performance of Council's services as a mean score of 2.94 out of 5, translating to 45% satisfied, 42% dissatisfied and 13% neutral.

Waste and Recycling rated the highest, with a mean score of 3.96 out of 5, understandable given the rollout of the Garden Organics system. We knew that roads was still our biggest area to work on with a mean score of 2.15 out of 5, which will be assisted greatly with \$10M in funding from the NSW Government for local road repairs planned to be delivered over the next 2 financial years.

We've also established a number of Advisory Groups to focus on matters of homelessness, heritage, environment, communications and engagement. In addition, we held the inaugural Port Stephens Housing Forum to explore ways we can work together to tackle the housing crisis across our community.

Another important measure that underpins what we do at Council is having a highly engaged workforce. I am pleased to announce that in 2023, our engagement score increased to 84%, our highest ever result.

**Recognition of great work**

The efforts of our passionate Koala Sanctuary employees was recognised at the NSW Tourism Awards when they won gold in the prestigious 'Tourism Attraction' category. This is well-deserved recognition for a unique and important attraction.

I want to acknowledge and thank our Mayor and Councillors for their commitment to our community and our teams for their dedication to delivering outcomes that matter. The highlights, stories and challenges provided below are only a small representation of the many services and projects delivered over July to December 2023.



Tim Crosdale  
General Manager of Port Stephens Council

**ITEM 3 - ATTACHMENT 1      SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.**



ITEM 3 - ATTACHMENT 1 SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.

### Our key highlights



#### For Our Elders

Celebrating NAIDOC Week

#### 28 It's On!

Event activations across Port Stephens



#### 17,000+ potholes

filled

#### 2023 Community Satisfaction

Survey completed



#### Garden Organics

Green bin service launched

#### Port Stephens Housing Forum

60+ participants



#### Koala Sanctuary Gold Award

Tourist attractions NSW Tourism Awards

#### Foreshore Projects: Little Beach & Lemon Tree Passage

Substantially completed



**ITEM 3 - ATTACHMENT 1 SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.**

## Scorecard

Our six key result measures underpin everything we do at Port Stephens Council:

	<p><b>Service Delivery</b></p> <p>Target: &gt;95% Integrated Plans delivered on time</p> <p>Achievement: 100% on track</p> <p>(as at 31 December 2023)</p>	
	<p><b>Community Satisfaction</b></p> <p>Target: new baseline to be established 2023-2024</p> <p>Achievement:</p> <p><u>Overall satisfaction with Council's services:</u></p> <ul style="list-style-type: none"> <li>• 45% satisfaction</li> <li>• 2.94 out of 5 score</li> </ul> <p><u>Average aggregate satisfaction with Council's core services:</u></p> <ul style="list-style-type: none"> <li>• 46% satisfaction</li> <li>• 3.12 out of 5 score</li> </ul>	
	<p><b>Employee Wellbeing</b></p> <p>Target: &gt;80% Employee Engagement</p> <p>Achievement: 84%</p> <p>(Source: 2023 Employee Engagement Survey)</p>	
	<p><b>Risk Management</b></p> <p>Target: &gt;85% Risk Management Maturity score</p> <p>Achievement: 86%</p> <p>(As at August 2023)</p>	
	<p><b>Financial Sustainability</b></p> <p>Target: Underlying financial result better than budget</p> <p>Achievement: Anticipated \$1,030,000</p> <p>(As at <a href="#">December 2023 Quarterly Budget Review</a>)</p>	
	<p><b>Asset Management</b></p> <p>Target: 100% asset maintenance ratio</p> <p>Achievement: 105.58%</p> <p>(Source: 2022 to 2023 Annual Report)</p>	

**ON TRACK:** Operational Plan Actions are on track to achieve the target

**MONITOR:** Operational Plan Actions are within 5% of the target

**OFF TRACK:** Operational Plan Actions are > 5% off the target

## **Achievements – progress of principal activities**

### **Key Priorities update**

The community and Councillors identified several key priorities in the Delivery Program for 2022 to 2026. Learn more about these priorities in our [Delivery Program](#).

### **Community Advocacy Program**

In 2023, we identified a number of community advocacy priorities, aligned to the NSW State Election. Since then, we've met with a number of State and Federal Ministers and staff to raise awareness around key issues impacting our local community. This includes: housing supply, affordability and diversity; integrated planning for the Williamstown Defence and Aviation precinct; the future of the Tomaree Hospital site; the Hunter Offshore Wind Zone; opportunities to support PFAS impacted landowners and; funding to support the upgrade of the Port Stephens road network.

### **Birubi Point Aboriginal Place Tourism Transport Interchange**

In consultation with the Worimi Local Aboriginal Land Council, Crown Lands, Worimi Conservation Lands and NSW National Parks, Council have lodged a Development Application(DA) modification to the Birubi Point Aboriginal Place Tourism Transport Interchange.

The original plan for the facility required the removal of a large amount of sand from the site to enable the build. In 2023, we were provided with the opportunity to work in partnership with the Worimi Local Aboriginal Land Council to retain the sand and create a vegetated dune boundary on adjoining land owned by the Worimi Local Aboriginal Land Council.

This approach will ensure greater long-term protection of the development site by reducing the impacts of windblown sand, reduce maintenance costs of the facility and more importantly, maintain the cultural integrity of this site by keeping remnant soils and materials on Worimi Country.

A joint, vegetated sand dune stabilisation program also provides added protection to otherwise exposed, cultural materials within the Birubi Point Aboriginal Place.

The changes to the DA have impacted timelines and funding sources for this project. We're currently applying for a new Federal grant to enable the revised project to be delivered.

**ITEM 3 - ATTACHMENT 1 SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.****Carbon Neutrality**

Council has a goal of achieving carbon neutrality by 2025 and to deliver this goal we're developing a Carbon Neutral Action Plan. The Carbon Neutral Action Plan will define the necessary initiatives and changes to Council's operations over the short, medium, and long-term as we look to achieve both our 2025 goal and any requirements under the State and Federal Government commitments to be Net Zero by 2050.

We've calculated our Carbon footprint for the 2020-2021 and 2021-2022 financial years, and have seen a drop in carbon emissions of nearly 40% over that time. This change is largely due to a Power Purchasing Agreement we signed in January 2021 for 100% renewable electricity, along with a number of other initiatives including ongoing roll-out of solar panels on Council facilities.

**Coastal Management Program**

In collaboration with NSW Department of Planning and Environment, we've been developing 2 Coastal Management Programs (CMPs).

The Port Stephens CMP is currently in Stage 4 of 5, which includes the preparation of the CMP document, public exhibition, finalisation, certification and adoption. During Stage 2, we completed hazard mapping and modelling, identifying coastal erosion, coastal inundation and wind-blown sand as the key coastal hazards along the coast and estuary. We recently completed Stage 3 of the CMP with the assistance of coastal experts, to develop a comprehensive list of management options. The proposed management options underwent a detailed assessment, which included a feasibility, viability, and acceptability assessment. Extensive consultation was undertaken during Stage 3 with the community and stakeholders to help us make decisions.

The Hunter Estuary CMP is being developed by the Hunter Estuary Alliance (HEAL), led by Maitland City Council and includes partner Councils and key organisations. The project is currently in Stage 2 of 5, which will investigate the key risks, vulnerabilities and opportunities within the Hunter Estuary. Studies currently underway include inundation mapping, habitat and erosion mapping and impacts to water quality.



**ITEM 3 - ATTACHMENT 1 SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.**

**Community Engagement**

A key priority in the Communications and Engagement Strategy is embedding the IAP2 principles into the organisational culture. The embedding of the community engagement process earlier in a project cycle is now more formalised within our project management framework.

We've also held 3 Communication and Engagement Advisory Group meetings providing input into the coastal management program, local housing strategy review and smart parking. We've been actively working to implement key priorities into new engagement programs such as Smart Parking, Mallabula and Lakeside Master Plans, Local Housing Strategy Review and the Wellbeing Strategy.

Over the last 6 months, our community communication has aligned to a number of the strategic priorities outlined in our Communications and Engagement Strategy. This includes developing social media guidelines to drive reach and engagement on our social media platforms, formalising processes to ensure we improve integration of our communications, and categorising news and information on our website using a place focus.

**Community Wellbeing**

After comprehensive communications and engagement, the draft Community Wellbeing Strategy has been developed and endorsed by Council to be placed on public exhibition in February 2024. The Community Wellbeing Strategy includes the Disability Inclusion Action Plan as an attachment.





**ITEM 3 - ATTACHMENT 1 SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.****Eastern Groyne, Nelson Bay Precinct**

Funding has not been secured for the Business Case, however this project continues to remain on our list with further updates to be provided when funding is secured.

**Financial Sustainability**

Throughout the 2022-2023 fiscal year, we demonstrated a commitment to financial sustainability, reflecting a commitment to maintaining prudent financial management and strategic planning. We are continuing to improve our financial sustainability strategy and roadmap.

Revenue diversification and cost control measures are key elements of Council's Financial Sustainability Strategy. To date, the 2023-2024 financial year has seen strong performance in non-rate revenue streams along with robust budgetary controls around expenditure.

Of note, specific areas of non-rate revenue include the expansion of smart parking which will assist Council to deliver improved Public Domain plans for the relevant precincts. In addition, our investment and loan portfolios continue to be prudently managed in excess of budget targets.

**Natural Environment**

Council is committed to achieving a great lifestyle in a treasured environment so that current and future generations can enjoy, and benefit from, a healthy natural environment.

As part of our program of work to manage and protect the natural environment, we've undertaken a number of grant funded environmental restoration projects to enhance the Port Stephens environment and key Koala habitat. Including:

- Completing the Koala Strike Mitigation project aimed at reducing Koala road strikes on Port Stephens Drive.
- Completing Crown Reserve Improvement Fund projects, aimed to target priority weeds, feral pests and facilitate biosecurity compliance.
- Commencing work funded through the Commonwealth's Koala Community Grant aimed at enhancing and protecting Koala habitat and mapping native vegetation within the local government area (LGA). Drone surveys have also been undertaken to model the density of Koalas within Port Stephens, in partnership with the University of Newcastle.

## ITEM 3 - ATTACHMENT 1 SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.

### Pathways and Connections

We're reviewing our [Pathways Plan](#), which shows the proposed location of future footpaths and cycle ways. The review considers works completed and additional demand since original adoption, introducing a prioritisation framework to guide grant-funding applications.

During the period, we've completed the following pathway upgrades: Victoria Parade and Beach Road path upgrades in Nelson Bay and Little Beach; and Marine Drive Fingal Bay, shared path construction as part of the landslip remediation.

In progress is: Henderson Park to Rudd Reserve Lemon Tree Passage, shared path.

We're finalising planning on the: shared path design from Shoal Bay to Little Beach, Nelson Bay; Headland boardwalk, Corlette; boardwalk improvements, Tanilba Bay; and shared path, Brandy Hill.

As the volume of missing links and additional pathways needed is in excess of \$80M, Council has continued to search for additional income sources to fund these projects.

### Place planning

Place Plans are plans that put people and places first. Place Plans are guided by strategic documents - we put a local filter on all of our Council's existing strategies to make one easy-to-read, action-oriented plan. They also include an analysis of potential opportunities for a place in line with the community's vision, values and priorities.

The status of Council's Place Plan program is as follows:

- Karuah and surrounds (adopted March 2022 and now in implementation phase)
- Medowie and surrounds (adopted April 2023 and now in implementation phase)
- Hinterland (adopted November 2023 and now in implementation phase)
- Draft Shoal Bay Place Plan (currently on Public Exhibition until February 2024)
- Tilligerry Place Plan is currently in development

Both Shoal Bay and Tilligerry Place Plans are expected to be considered by Council in 2024.

Anna Bay Place Plan is currently on hold pending the finalisation of a number of studies and feasibility.

**Place Plans** start with our community – your values and priorities for your place. Together, we identify the unique local character of a place and the ways our community can shape, enhance or protect these aspects.

**ITEM 3 - ATTACHMENT 1 SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.****Raymond Terrace Depot project**

The new Depot was commissioned for operation in two stages (July and October 2023) in order to allow Council staff to complete final fit out prior to occupation. The staged approach also accommodated delays associated with a power upgrade. Our workshop staff were the first to commence operations from the new Depot in October, with the remaining teams progressively moving in over the following months. By December 2023, the majority of our Raymond Terrace based operational staff had relocated to the new Depot.

**Roads**

Infrastructure planning and renewal continued in the 2023-2024 financial year, with a program mostly funded from NSW State Government stimulus funding and external grants including Black Spots improvements and the Australian Government's Local Roads and Community Infrastructure Program. Recovery works and claims associated with the natural disaster in March 2021, February 2022 and July 2022 continue.

**Key road projects**

While many other roads projects will be introduced as funds become available, progress of the following key roads for the reporting period are as follows:

- Avenue of the Allies, Tanilba Bay (numerous stages: road widening, drainage works including kerb and gutter from Poilus Parade to King Albert Avenue) - commenced and to be completed this financial year.
- Main Road 90, Bucketts Way, Twelve Mile Creek from No.125 to 215 (road pavement rehabilitation) - design in progress, with construction to commence this financial year and completed next financial year.
- Sturgeon Street Raymond Terrace (pavement reconstruction from Glenelg Street to Jacaranda Avenue) - completed September 2023.
- Mustons Road, Karuah (culvert replacement and road widening) - design in progress, with construction planned for next financial year.
- Brandy Hill (shared pathway) - design in progress, with construction to commence this financial year and completed next financial year.
- Fly point (shared pathway upgrade) - completed October 2023.
- Nelson Bay ((High Pedestrian Activity Area (HPAA) extension)) - completed July 2023.

**Maintaining local roads**

Recent fine weather has enabled the Roads team to respond to pothole defects and pavement failures in a proactive manner. Resources have been prioritised to remediate defects on the heaviest trafficked roads first. Our advocacy for roads funding is also gaining traction, with recent funding announcements providing additional resources to tackle the extensive road pavement failures across our LGA.

**ITEM 3 - ATTACHMENT 1 SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.****Smart Parking rollout**

We've progressed the delivery of Smart Parking with the roll out completed at Shoal Bay and Nelson Bay. We've completed the necessary procurement processes, technical studies/reviews and community engagement for a further expansion of Nelson Bay to Little Beach. Fingal Bay and Birubi Headland are on track for reporting to Council for final decisions on their rollout.

An upgrade to the Ngioka Centre Carpark has been completed, which is the first item under the new Nelson Bay Smart Parking Infrastructure Plan.

**Waste Management Strategy implementation**

The Waste Management Strategy 2021-2031 was adopted in October 2021.

We've achieved introduction and implementation of the third bin system (Garden Organics) over the past six months, with early results very positive. We are finding good presentation of bins at kerbs, very low contamination and good communication about the introduction.

The Waste Management team will be focusing efforts over the next four years on the continuation of:

- Circular Economy initiatives, involving the Hunter Joint Organisation and the journey to carbon neutrality.
- Trialling and monitoring smart devices across the Council area including bin-monitoring sensors in Nelson Bay during holiday seasons on Public litter bins.

These smart devices will be used to monitor and collect data for future decision-making and implementation of these devices into the future. The data will also monitor litter trends and volumes in these areas, for the use of delivering better services in the future. Ongoing education will also be a key component of the smart devices implementation, the road to the implementation of Food Organics Garden Organics (FOGO), circular economy with processing versus landfilling and movement toward waste to energy.

All of the above initiatives will help to contribute to improving Port Stephens Council's diversion to landfill, in order to meet the new NSW Governments target of an 80% reduction in waste by 2030.

**Williamstown management area**

We continue to monitor the implementation of the Department of Defence PFAS contamination remediation program and liaise with relevant agencies, community groups and residents as appropriate. In June 2023, Council resolved to continue the rate reduction for properties in the Williamstown Management Area for the 2023 to 2024 financial year. A special subcategory of rates applies for residents in the primary zone, secondary zone and broader zone. Council continues to consider sub-categorisation through our normal process of setting the rates each year.

**ITEM 3 - ATTACHMENT 1      SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.**

**Williamtown Special Activation Precinct (SAP)**

The Williamtown Special Activation Precinct was subject to the 2023 NSW Government's Strategic Infrastructure Review.

Following consideration of the review's findings, the NSW Government decided not to proceed with Williamtown Special Activation Precinct project. The decision was made on the basis that the funding needed to address the complex hydrology, flooding and drainage issues made the development cost prohibitive.

We continue to work closely with the NSW Government, Department of Defence and City of Newcastle around alternate planning solutions for the Williamtown Precinct and support the delivery for Astra Aerolab and the expansion of Newcastle Airport.

We also continue our advocacy about the value of the Williamtown and Tomago areas, seeking solutions to allow growth and support delivery of new opportunities to the region.

ITEM 3 - ATTACHMENT 1 SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.

## Delivery Program update

In this report, we use the icons below to indicate the status of our Operational Plan actions, which form part of the Delivery Program 2022 to 2026.

**ON TRACK:** Operational Plan Actions are on track to achieve the target



**MONITOR:** Operational Plan Actions are within 5% of the target



**OFF TRACK:** Operational Plan Actions are > 5% off the target



**ITEM 3 - ATTACHMENT 1      SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.**



**ITEM 3 - ATTACHMENT 1 SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.**

# Our Community

An accessible and welcoming community respecting diversity, heritage and culture.

## C1 Community wellbeing

Improved wellbeing for our diverse community supported by services and facilities

Operational Plan Actions

 On track – 3

### Community Development & Wellbeing

Our draft Community Wellbeing Strategy endorsed by Council for public exhibition in December 2023 is designed to align the goals of social planning with the principles of liveability. By bringing together directions from a number of existing strategies and policies, the Strategy recognises the complexity and interconnectedness of elements that collectively contribute to the wellbeing of the community. It draws on actions from the Ageing Strategy, the Port Stephens Crime Prevention Plan, the Port Stephens Disability Inclusion Access Plan (DIAP) and, the Port Stephens Multicultural Policy to provide a roadmap for measures that will improve the wellbeing of our community.

The strategy will be available for the community to view and provide final feedback in February 2024. You can find out more about the Community Wellbeing Strategy [here](#).

### Volunteers

Our volunteers continue to give their time and energy to make Port Stephens a better place, contributing to:

- Keeping our parks, reserves and cemeteries pristine
- Improving our natural bushland areas
- Participating in our advisory councils and cultural committees
- Running our community centres, halls, libraries, Stories in the Street Literacy Program and Visitor Information Centre.

Without them, many of our services and programs could not exist.



ITEM 3 - ATTACHMENT 1 SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.

## C2 Recognised traditions and lifestyles

Our community supports the richness of its heritage and culture

Operational Plan Actions

✓ On track – 4

### Delivering Yabang Gumba-Gu

We've commenced the Aboriginal Protocol Project which will guide Council and staff processes surrounding the use of Aboriginal heritage and culture. We've also partnered with Terrace Central to create a mural on the Sturgeon Street Bus Shelter.

### Port Stephens Heritage

We've continued to support heritage in Port Stephens with the Heritage Advisory Group (The Group) holding their second meeting in November 2023. The Group has worked during the period to develop a work plan, incorporating heritage conversation and educational projects and finalisation of the Heritage Events Calendar.

### Community Coming Together

Through delivery of Our Incredible Place Strategy we have continued to focus on partnering and delivering events this period across all areas of Port Stephens, for both the community and local businesses. We supported 11 events in 2023 through the Community Event Development Fund and awarded 9 grants through the Community Support Fund.

Artwork by Regan Lilley



20 Port Stephens Council

**ITEM 3 - ATTACHMENT 1 SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.**

## Highlights

### Community Development & Wellbeing

- ✓ Constructed new accessible amenities at Little Beach (including dedicated changing places, toilets with wheelchair circulation space, adult-sized change table hoist, automatic door, accessible toilet, 2 change rooms and 4 external beach showers).
- ✓ Constructed new 2.5m shared pathway to connect Little Beach to both Fly Point and Halifax Holiday Park.
- ✓ Completed shared pathway on Lemon Tree Passage reserve.
- ✓ Improved Brandon Park amenities with an accessible toilet.
- ✓ Received funding for a new sporting complex at Yulong Oval, Medowie to include accessible amenities.
- ✓ Redeveloped Mylink Community information page.
- ✓ Youth Advisory & Community Interagency meetings held.
- ✓ 28 It's On activations delivered, and 4 major events
  - Raymond Terrace Festival
  - Night at the Beach, Anna Bay
  - Goanna Academy Clinic, Raymond Terrace
  - New Year's Eve Fireworks, Nelson Bay.
- ✓ Supported 11 events in 2023 through the Community Event Development Fund.
- ✓ Created Nelson Bay Art Walk.

### Childcare

- ✓ Significant increase in overall childcare places filled.
- ✓ Family Dare Care (FDC) assessed as "Good" through an external assessment and rating process.
- ✓ New enrolment process streamlined.
- ✓ Review of "Behaviour Management and Support" procedure completed in collaboration with parents.

### Recreation facilities

- ✓ Managing and facilitating Community & Commercial contracts, leases and licenses of Council's community land.

### Port Stephens Heritage

- ✓ Heritage events calendar finalised.

## Our Community snapshot

### Community Wellbeing

- Finalised the Port Stephens Community Wellbeing Strategy for public exhibition
- The Disability Inclusion Action Plan was submitted to the NSW Government

### Childcare

Positions filled:

- 54,555 in OOSH
- 3,906 in FDC
- 389 FDC compliance visits
- 49 registered FDC Educators
- 89 procedures reviewed

### Pools

- 68,428 aquatic centre visits

### Beaches

- 501,395 beach visitations

### Our Incredible Place Strategy

- Actions progressing

ITEM 3 - ATTACHMENT 1 SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.

## Highlights

### Yabang Gumba-Gu

- ✓ Delivered the Night at the Beach
- ✓ Partnered with Terrace Central to have Aboriginal Artist Jason Russell of Koori Colours Art Gallery paint a mural on the Sturgeon Street Bus Shelter.
- ✓ Installed Aboriginal Artist Adam Manning's work on street furniture in William Street Raymond Terrace.
- ✓ Awarded 1 Aboriginal Project Fund grant for \$6K to Tomaree Neighbourhood Centre

### Libraries & community spaces

- ✓ Events Celebrated:
  - National Library & Information Week 2023.
  - Book Week: "Read, Grow, Inspire" - creating fun and colourful displays and interactive story time sessions.
  - Adult Learners Week: "It's never too late" - free workshops including Brain Training sessions, writing workshops, Tech help sessions and a movie.
  - Irrawang Public School Careers Day – discussing all things libraries.

### Volunteers

- ✓ Stories in the Street volunteers read to 398 children.
- ✓ 1,655 trees planted thanks to volunteers.

## Challenges

- ✗ Childcare – Meeting evolving expectations and requirements.

## Our Community snapshot

### Yabang Gumba-Gu

- A review of actions was undertaken and is currently under review by the Aboriginal Strategic Committee

### Our Library Services

- 147,177 items borrowed
- 13,312 enquiries
- 5,138 people attended 416 programs
- 842 new library members
- 289 home deliveries
- 40 customers used Call & Collect

# Our Place

A liveable and connected place supporting community wellbeing and local economic growth

## P1 Strong economy, vibrant local businesses, active investment

Our community has an adaptable, sustainable and diverse economy

Operational Plan Actions

 On track – 2

### Supporting Sustainable business development

We have continued to partner with businesses to deliver various business development opportunities, showing new tourist, innovations and procurement opportunities. During the six months we coordinated the Hunter Innovators Roadshow and showcased the innovation ecosystem growing in Tomago.

Destination Port Stephens continues to deliver a high level of services to members and the overall tourism industry.

### Attracting and facilitating major events

We have continued to sponsor major events that attract visitation and vibrancy, with a focus on partnering and delivering events and activities across all areas of Port Stephens for community and business.

This period we delivered a range of events, including Night at the Beach (Anna Bay), Raymond Terrace Festival, Goanna Academy Clinic (Raymond Terrace) and Fireworks for New Year's Eve.

ITEM 3 - ATTACHMENT 1 SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.

## P2 Infrastructure and facilities

Our community's infrastructure and facilities are safe, convenient, reliable and environmentally sustainable

Operational Plan Actions

 On track – 4

### Managing, providing and maintaining Infrastructure

While weather conditions have been fairer over the period we've continued to make progress on the backlog of works associated with natural disasters/wet weather over previous years. As a result of continued dry weather, outstanding potholes to be repaired have been significantly reduced, with heavy patching also continuing at a steady pace.

Whilst there were a number of challenges, we were able to complete a significant amount of projects in the last six months - refer Highlights and Challenges from page 26 below.

### Drainage and floodplain work

Drainage improvement works have been completed at Karuah and Nelson Bay, with further designs for drainage improvements for Nelson Bay in progress. Investigation into catchment drainage issues at Salamander Bay and Little Beach are continuing, along with continuation of the review and update to the Shoal Bay drainage model.

Work continues on the Anna Bay and Tilligerry Creek Floodplain Risk Management Study and Plan. Progress also continues on the Lower Hunter Floodplain Cumulative Development Impact Study and Plan.

## ITEM 3 - ATTACHMENT 1 SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.

## P3 Thriving and safe place to live

Our community supports a healthy, happy and safe place

Operational Plan Actions

 On track – 7

### Strategic Planning

There has been a continued focal point on development of the Local Housing Strategy, with a focus on prioritising residential developments to assist in providing critical housing supply in the LGA. We held a Housing Forum in November 2023 as part of reviewing the Local Housing Strategy, which was well received across Government, Development Industry, Support Services and community groups.

### Development Applications (DA)

We've seen a reduction in development applications lodged during the period, however the cost of development has increased. This relationship between metrics shows that smaller scale development is reducing, whilst major projects remain largely active. This project trend has resulted in an increased workload for Council staff, given the scale and complexity of the major projects.

Process changes for lodgement and determination procedures have been implemented. Most notably, we have transitioned to the determination of applications via the NSW Planning Portal, which was mandated by the Department of Planning in July 2023. We're part of only a small cohort of Councils who are currently utilising the portal for determinations. This is a reflection of the resources and time invested by staff in preparing for this transition.

The NSW Government established the Faster Local Assessment Grant Program (FLAG) to help support 14 selected councils across the state in Development Application and Planning Proposal assessments. We have been selected to participate in the program, with an allocation of \$350,000 to enable process improvements to be made through a range of activities, such as the appointment of additional professional assessment staff, training and system improvements. The FLAG program was completed in December 2023 with all actions and process improvements completed.

ITEM 3 - ATTACHMENT 1 SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.

## Highlights

### Economy & Business

- ✓ 120 guests attended the Port Stephens Business Leaders Lunch to learn more about the Tomaree Coastal Walk
- ✓ Small Business Month events held across Port Stephens
- ✓ Hunter Innovators Roadshow
- ✓ Shop local campaigns implemented to increase local shopping over Christmas

### Infrastructure Planning and Renewal

- ✓ 17,000+ potholes fixed.
- ✓ Engineering Services processed:
  - 108 Flood Certificate requests
  - 83 drainage and flooding related Development Application referrals
  - 194 engineering Development Application referrals.
- ✓ Progressing the Anna Bay & Tilligerry Creek Floodplain Risk Management Study and Plan and Lower Hunter Floodplain Cumulative Development Impact Study and Plan.
- ✓ Parks Unit undertaking field renovations ready for the summer sport season.
- ✓ Completed capital works:
  - Pavement rehabilitation - Lemon Tree Passage Road Seg 190-250; Italia Road Seg 120; Sturgeon Street; Lavis Lane.
  - Road Works & Pathways - Fly Point to Halifax pathway; Teramby Road landslip (1) rectification.
  - Buildings - Medowie Childcare Centre shade shelter; Raymond Terrace depot.
  - Drainage improvements - Bourke Street pipe and levee.
  - Sports fields & Parks - Salamander Sports Complex irrigation/drainage upgrade; King Park facilities upgrade; Brandon Park facilities upgrade.
  - BBQ replacements – Boomerang Park; Aliceton Reserve playground.
  - Town centre improvements - Lemon Tree Passage Town Centre upgrade.
  - Aquatic Centre Works - Tomaree Aquatic Centre filter socks installation; Tilligerry Aquatic Centre playground; Lakeside Leisure Centre pool grid mesh.
  - Other works - Hannah Parade carpark maintenance works; Little Beach access ramp, fish cleaning table, park furniture, irrigation upgrade and retaining wall; Birubi Surf Club air conditioning replacement; Tanilba Bay foreshore furniture replacement; Marine Drive embankment stabilisation; Beach Road & Victoria Parade HPAA, Nelson Bay Town Centre HPAA; Port Stephens Drive koala crossing project.

### Compliance, Ranger & Environment Services

- ✓ Rangers received over 1500 customer requests.
- ✓ Completing campaigns for Unlawful Advertising Signage.
- ✓ Completing inspection programs for Underground Petroleum Service Stations (UPSS).

## Our Place snapshot

### Visitor Information Centre

- Launch of the new Nelson Bay Scavenger Hunt and Art Walk

### Economic Development Strategy

- Actions on track

### Engineering, flooding & drainage development referrals processed within agreed timeframes:

- All Flood Certificates
- 100% of flooding & drainage DA referrals
- 86% of development engineering DA referrals

### Development Services & Strategic Planning

- Planning proposals assessed within DPE timeframes
- Meeting DA determination target of 40 days
- 314 DA's approved at value of \$179M
- Local Housing Strategy in review

**ITEM 3 - ATTACHMENT 1 SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.**

## Highlights

### Place Planning & Activation

- ✓ 28 It's On! Activations delivered across Port Stephens.
- ✓ Licensed 102 external events and 10 sponsored events.
- ✓ Delivered 4 Major Events including Night at the Beach, the Raymond Terrace Festival and the Goanna Academy.

### Strategic Planning & Development Assessments

- ✓ DA 100 day list at 33 in June has reduced to 30 in December 2023.
- ✓ 292 Construction Certificates approved (126 by Council).
- ✓ Adoption of the draft Local Infrastructure Contributions Amendment.
- ✓ Port Stephens Housing forum held.
- ✓ Adoption of Shoal Bay Place Plan for public exhibition.

### Emergency Management

- ✓ Delivery of the Port Stephens Pre Event Recovery Plan.
- ✓ Council involvement in an Emergency Operations Centre exercise hosted by the RFS at Lower Hunter Fire Control.

## Challenges

- \* Resourcing - delivery of large-scale projects within the general operational workload.
- \* Price increases/variances, inflation and contractor availability - continue to impact our ability to deliver projects on time.
- \* Planning portal determinations – system software limitations to enable the system transition. This may result in some delays in assessment timeframes during the ongoing implementation period.
- \* APZ management - increased customer requests for APZ management, tree pruning and removal with dry weather and increased fuel loads intensifying.

## Our Place snapshot

### Community Financial Assistance

- \$40K Mayoral donations
- \$11K Councillor donations

### Emergency Management

- Strategic objective actions on track



# Our Environment

Port Stephens environment is clean, green, protected and enhanced

## E1 Ecosystem function

Our community has healthy and dynamic environmental systems that support biodiversity and conservation

Operational Plan Actions

✓ On track – 2

### Environmental Strategies & Programs

We are continuing to develop and build on our strategic framework for environmental matters, with the focus over the last period including initiation of the Environment Strategy, commencement on the 2023-2024 Biosecurity and Rehabilitation Program and completion of the draft Carbon Neutral Action Plan. Refer Key Priorities 'Natural Environment' page 12 for more information on grants secured and environmental education undertaken.

### Koala Habitat Mapping

Development of revised koala habitat mapping is ongoing. Stage 1, being field surveys and draft GIS mapping of the eastern portion of the Port Stephens Local Government Area (LGA) is now complete. Stage 2, mapping of the central portion of Port Stephens LGA to commence in 2024.



28 Port Stephens Council

ITEM 3 - ATTACHMENT 1 SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.

## E2 Environmental sustainability

Our community uses resources sustainably, efficiently and equitably

Operational Plan Actions

✓ On track – 2

### Developing a Carbon Neutral Action Plan

Progress of the Carbon Neutrality Project has been discussed with Council and Council's Environmental Advisory Committee, which was well received by the community members in attendance for the Committee.

We've completed Council's 2021-2022 Carbon Footprint which was reviewed in consideration of our goal to be Carbon Neutral by 2025, alongside our State and Federal commitments to be Net Zero by 2050. Council's Carbon Neutral Action Plan will continue to aim to reduce our emissions in line with Council, State and Federal goals. Refer Key Priorities page 10 for more information.

### Implementing the Waste Management Strategy

Refer to Key Priorities on page 15 for more information.

## E3 Environmental resilience

Our community is resilient to environmental risks, natural hazards and climate change

Operational Plan Actions

✓ On track – 1

### Coastal Management Program (CMP) update

Refer to Key Priorities on page 10 for more information. Stage 3 of 5 of the CMP has been completed with stage 4 now underway, which includes:

- Preparation of the draft CMP
- Public exhibition
- Finalisation of the CMP
- Endorsement and Certification of the CMP



Port Stephens Council 29

**ITEM 3 - ATTACHMENT 1 SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.**

## Highlights

### Environmental Policies, Strategies & Rehabilitation .

- ✓ Commencing 2023-2024 Biosecurity and Rehabilitation Program. 55 of 66 natural areas receiving 1 day or more of bush regeneration works, totalling 3269 hours in total.
- ✓ 439 inspections have taken place to ensure biosecurity risks are managed on private properties.
- ✓ Tree Permits: received - 82, determined - 79, average turnaround time - 21 days.
- ✓ Tree Notifications: received - 12, determined - 16, average turnaround time - 41 days.
- ✓ Stage 1 of revised koala habitat mapping completed.
- ✓ Council's Carbon Emissions reduced by nearly 40% between 2020-2021 and 2021-2022 financial years.

### Waste management

- ✓ Garden Organics (GO) bin implementation, collecting 600 tonnes on average per month.
- ✓ GO contamination rates remaining less than 1%.
- ✓ Recovered approx. 400 m3 of polystyrene at Salamander Bay Waste Transfer Facility.

## Challenges

- ✗ Resourcing - high demand for resourcing across a broad range of projects.
- ✗ Arborist - Council's contractor arborist is currently conducting inspections every 5 to 6 weeks, resulting in a slower turnaround time for tree permits requiring arborist services.

## Our Environment snapshot

### Environmental strategies and frameworks

- In progress

### Carbon Neutral Action Plan

- Draft in progress

### Coastal Management Program

- Progress refer page 10

### Waste Management Strategy 2021-2031

- On track

## ITEM 3 - ATTACHMENT 1 SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.

# Our Council

Port Stephens Council leads, manages and delivers valued community services in a responsible way

## L1 Governance

Our Council's leadership is based on trust and values of Respect, Integrity, Teamwork, Excellence and Safety (RITES)

Operational Plan Actions

 On track – 13

## Advocacy Priorities & Newcastle Airport

We're continuing with our advocacy priorities, refer to Key Priorities on page 9.

NAPL Board has approved a terminal expansion program to undertake significant upgrades of the terminal and other infrastructure including an international route expansion along with the current upgrades to the runway.

Further detailed planning to enable the commencement of commercial buildings in the Astra Aerolab development has been completed, with initial development applications for commercial buildings in the Astra Aerolab approved.

## Community Satisfaction

Over September and October 2023, we invited residents to participate in the 2023 Community Satisfaction Survey and have their say. We used social media, newspaper advertisements, flyers and our website to reach as many people as we could.

We undertook a simplified approach with this year's survey, following Council's resolution in December 2022 to reset the rating scale, asking residents their thoughts about our core services.

These results are important in identifying areas for improvement and for setting metrics that allow us to track Council's performance. Available on our website is a handy [4 page report](#) which outlines the results and what we're doing to improve.

**ITEM 3 - ATTACHMENT 1 SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.****Workforce, Corporate Systems, Governance and Integrated Planning**

Our Human Resources, ICT, Finance, Business Improvement, Governance, Communications & Engagement and other back of house teams are the key enablers to assist our organisation deliver our services to the community in the best possible way. During the past six months, a number of key initiatives and programs have been delivered to ensure that we have:

- Appropriate workforce planning (recruited, retained, developed and engaged).
- Sufficient Council financial resources to allow staff to deliver their key priorities (refer Key Priorities page 12 for more information).
- Technology that is fit for purpose, and managed in response to ongoing cyber security risks.
- Provision of digital services such as e-planning and online services.
- Appropriate governance and risk management checks and balances.
- A service review program to regularly and systematically ensure we are providing efficient and effective services the best possible way.
- Reported (annually and six-monthly) on what we said we were going to do and reviewing our core IP&R documents.



ITEM 3 - ATTACHMENT 1 SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.

## L2 Financial Management

Our Council is financially sustainable to meet community needs

Operational Plan Actions

✔ On track – 3

### Managing our financial resources

Refer Key Priorities on page 12 for more information.

During the period, we have implemented the new Special Rate Variation (SRV) and Rates Assistance program. While the approved SRV will provide support in maintaining services and improving community infrastructure, it is essential that financial sustainability practices and measures continue to be a focus in our decision-making.

### Beachside Holiday Parks (HP) & Koala Sanctuary (Sanctuary)

We've completed many projects at the Holiday Parks during the period, including new kitchens, floors, deck & handrail replacements in cabins and villas and a new number plate technology implemented at Halifax Holiday Park.

The Koala Sanctuary received improvements during the period, including installation of CCTV, a new concrete pool surround and an additional BBQ & shelter.



ITEM 3 - ATTACHMENT 1 SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.

### L3 Communication and engagement

Our Council is committed to enabling an engaged and informed community

Operational Plan Actions

 On track – 2

#### Customer Experience

Visitation to the Visitor Information Centre (VIC) has continued to increase over the period, with the 2023 Christmas and school holiday period the busiest we have experienced since 2020.

We have been working to broaden the availability of our communication channels for our customers, including the implementation of Web Chat functionality on our website and increased utilisation of outgoing SMS and email services.

#### Communication and Community Engagement

Our Communication and Engagement Strategy actions continue to be implemented, with some significant campaigns already completed under this framework.

A number of key communication and engagement programs have taken place within the period including the Coastal Management Program, Local Housing Strategy Review, Hinterland Place Plan, Tilligerry Place Plan, Shoal Bay Place Plan, Smart Parking, and the roll out of the garden organics communication campaign.

We held 6 Community catch ups across Port Stephens where Councillors and Executive staff has the opportunity to connect with the community.

We completed communication campaigns for key infrastructure projects including the Port Stephens Drive Blackspot program and Little Beach upgrades.

**ITEM 3 - ATTACHMENT 1 SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.**

**Highlights**

**2023 Community Satisfaction Results**

- ✓ Overall average satisfaction with Council's services: 2.94 out of 5
- ✓ Overall average satisfaction with Council's services: 45%
- ✓ Average aggregate satisfaction score for Council's core services: 3.12 out of 5
- ✓ Average aggregate satisfaction with Council's core services: 46%
- ✓ Highest rated services and facilities:
  - Waste Services
  - Clean and safe public spaces
  - Council Website.

**Newcastle Airport, Hunter Councils**

- ✓ Initial development applications for commercial buildings in Astra Aerolab have been approved.
- ✓ Grant funding of \$66M has been announced by the Federal Government to assist with the widening and strengthening of the Airport runway to enable Code E (wide bodied) aircraft. Works are underway by Defence contractors.
- ✓ Grant funding of \$55M has been announced by the Federal Government to assist with the expansion of an international terminal. Terminal development is in progress.

**Citizenship & Workforce**

- ✓ 2 Citizenship Ceremonies held.
- ✓ 84% employee engagement score (increase from 2022)

**Corporate Systems**

- ✓ Improvement initiatives on track including:
  - Support and fit out of the Raymond Terrace Depot
  - Continue to digitise application forms and automation of their processes
  - Completion of NSW Planning Portal integration

**Governance, Legal, Internal Audit & Risk, Finance**

- ✓ Deployment of Key Risk Indicator program.
- ✓ Consolidation of Council Business Continuity Program.
- ✓ Processed 38 formal GIPA applications, 689 informal requests for information and 110 plan requests.
- ✓ Provided 84 legal advices and 6 court matters finalised.
- ✓ Commenced the 2023-2024 Internal Audit plan with a number of internal audits nearing completion.

**Managing Property & Holiday Parks (HP)**

- ✓ 23 leases and licences were renewed with 6 additional entered into
- ✓ Gold Award for Tourist Attractions – NSW Tourism Awards, Koala Sanctuary
- ✓ 25 new kitchens installed in the villas across Fingal Bay and Halifax HPs
- ✓ Net Promoter Score for HPs was 74.61%  
\*A Net Promoter Score of 70% is 'world class'.

**Challenges**

- ✗ Resourcing - issues during the period have now been resolved through recruitment.
- ✗ Inflation and cost of living pressures on debt collection processes.

**Our Council snapshot**

**Workforce Management Strategy (WMS)**

- Delivering on 4 strategic objectives

**Corporate Systems and Data Management**

- Delivering on 5 strategic objectives

**IP&R and Service Review program**

- On track

**Financial Sustainability Strategy and Roadmap**

- implementation ongoing

**Governance & Internal Audit program**

- On track

**Property Portfolio**

- In accordance with Property Investment Strategy Property

**Holiday Parks and Koala Sanctuary**

- Delivery plans on track

**Customer Experience & Communication and Engagement**

- Communication & Engagement Strategy program on track



ITEM 3 - ATTACHMENT 1 SIX MONTH PROGRESS REPORT FOR JULY TO DECEMBER 2023.



PORT STEPHENS  
COUNCIL

[council@portstephens.nsw.gov.au](mailto:council@portstephens.nsw.gov.au) | 02 4988 0255 | [PORTSTEPHENS.NSW.GOV.AU](http://PORTSTEPHENS.NSW.GOV.AU)    

ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.

# Communications and Engagement Report

Smart Parking in your place:  
Little Beach, Fingal Bay, Birubi Beach and One Mile Beach

February 2024



0



**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT -  
SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI  
BEACH AND ONE MILE BEACH.**

## Contents

Summary	Page 2
Communication methods	Page 4
Engagement methods	Page 6
Key findings	Page 8
Appendix A – Newsletters	Page 15
Appendix B – Survey results	Page 21
Appendix C – Social Media commentary	Page 120
Appendix D – Direct emails	Page 125
Appendix E – Drop-in comments summary	Page 126

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

## Summary

Parking is an emotive issue and affects almost everybody in the LGA. It's very much on both the business and communities agendas. Smart Parking is a way to manage parking and key benefits include:

- Fair and flexible access to public parking
- Increased parking turnover during peak periods
- Manage peak parking demands through pricing incentives to park outside of the highest demand locations or visit outside of peak/scheme time (i.e. before 8.30am or after 5.30pm)
- Generates revenue to deliver public space improvements and traffic safety/efficiency projects
- Improves safety for pedestrians and motorists
- Supports business

Smart Parking has been installed in Nelson Bay Foreshore and CBD and expansion to Laman Street, Fly Point in Nelson Bay and also recently in Shoal Bay. These new sites are now operational.

The purpose of this report is to provide a summary of community feedback received regarding the potential roll out of Smart Parking to various new locations across Port Stephens. These new locations include:

- Little Beach, Nelson Bay
- Fingal Bay
- Birubi Headland, Robinson Reserve, Anna Bay
- One Mile Beach, One Mile

This engagement builds on a history of engagement around Smart Parking. The following table outlines a summary of works and conversations relating to Smart Parking pre-dating this current engagement.







This current engagement focussed on targeting impacted areas to particular capture responses from the most impacted areas. The survey was designed to capture community input into how Smart Parking could be set up in the new locations and to confirm community priorities the Smart Parking revenue could be spent on. It was specifically not set up to ask about community sentiment about Smart Parking.

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

2018	2019	2020	2021	2022	2023
25 September Progressing the Nelson Bay Strategy endorsed by Council	January Nelson Bay Traffic Study includes Parking Panel findings	12 May Smart Parking scheme in Nelson Bay endorsed by Council	September Shoal Bay Traffic Survey	January Shoal Bay Parking Assessment Report	Mar - Apr Shoal Bay CBD engagement
Nov Nelson Bay Parking Panel meetings	23 July Nelson Bay Public Domain Plan adopted by Council	Sep-Dec Smart Parking pop-up shop		May Parking and Movement workshops at Shoal Bay	April Fingal Bay, One Mile and Birubi Traffic Surveys
	Nov - Dec Nelson Bay CBD early engagement	December Smart Parking rolled out in Nelson Bay CBD		26 July 2022 Smart Parking extension investigations to other areas endorsed by Council	26 September Smart Parking expansion to Laman Street and Fly Point and Shoal Bay endorsed by Council
	10 Dec 2019 Smart Parking Notice of Motion	8 Dec 2020 Fly Point and Little Beach Smart Parking Notice of Motion		Aug-Sep Nelson Bay CBD extension engagement	

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

**Communication methods**

<b>COMMUNICATION METHODS</b>		
<b>ACTIVITY</b>	<b>DESCRIPTION</b>	<b>REACH</b>
 <b>Website</b>	Smart Parking engagement page <a href="http://www.haveyoursay.portstephens.nsw.gov.au/smart-parking">www.haveyoursay.portstephens.nsw.gov.au/smart-parking</a>	2754 (1 Nov – 15 Dec 2023)
 <b>Direct mail/emails</b>	Included in printed YourPort Edition Spring 2023 Included in printed East Ward Update Nov 2023 Included in printed Central Ward Update Dec 2023	20,000 500 500
 <b>Letterbox drops</b>	200x copies to businesses and residents each at Shoal Bay; Fingal Bay; Little Beach; Birubi and One Mile. An additional 500 copies provided to and delivered by the Fingal Community Association.	~ 1300
 <b>Newspaper ads</b>	Port Stephens News of the Area 14 December 2023 p. 2; 7 December 2023 p.2; 30 November 2023 p. 2, 23 November 2023 p 2  Port Stephens Examiner 14 December 2023 p.16, 7 December 2023 p. 5, 30 November 2023 p 17, 23 November 2023 p 8	10,000 distribution  22,000 distribution
 <b>Newspaper articles</b>	Port Stephens News of the Area 11 October 2023 'Smart Parking program extended' p9	1
 <b>Social media</b>	Facebook post 27 October 2023 Awareness raising to promote the project and highlight opportunities for engagement including drop-ins and survey  See Appendix C for comments	10,383 impressions; 8,632 post reach 1817 engagement

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**





---

 <p><b>Social media</b></p>	Instagram post 21 November 2023 Awareness raising to promote the project and highlight opportunities for engagement especially drops at Fingal Beach and Little Beach.	213 impressions; 212 post reach 0 engagement
 <p><b>Social media</b></p>	Facebook event post 22 November 2023 Awareness raising to promote the project and highlight opportunities for engagement including drop-ins and survey	21 comments
	See Appendix C for comments	

---

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

**Engagement methods**

ENGAGEMENT METHODS		
ACTIVITY	DESCRIPTION	PARTICIPANTS
 <b>Drop-ins</b>	<b>Information drop-ins</b>	
	Fingal Bay 22 Nov 2023	~50 attendees
	Little Beach 22 Nov 2023	~10 attendees
	Birubi Beach 28 Nov 2023	~20 attendees
	Note: Two further drop in's at Shoal Bay to assist with roll-out of Smart Parking at Shoal Bay held during period	
	Shoal Bay 15 Nov 2023	~40 attendees
	Shoal Bay (community catch up) 27 Nov 2023	~30 attendees
 <b>Community Survey</b>	<b>Online community survey</b>	287 survey responses
	Live from 14 November 2023 – 18 December 2023	
 <b>Emails (in)</b>	<b>Incoming emails</b>	7
	haveyoursay@portstephens.nsw.gov.au See Appendix D for redacted emails	
 <b>Meetings</b>	<b>Key stakeholder meetings</b>	3
	Follow up meeting to discuss feedback received	
	Fingal Bay Community Association – 7 Feb 2024,	5 attendees
	Birubi SLSC – scheduled 22 Feb 2024	TBC
	Fingal Bay SLSC – scheduled 14 Mar 2024	TBC



**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

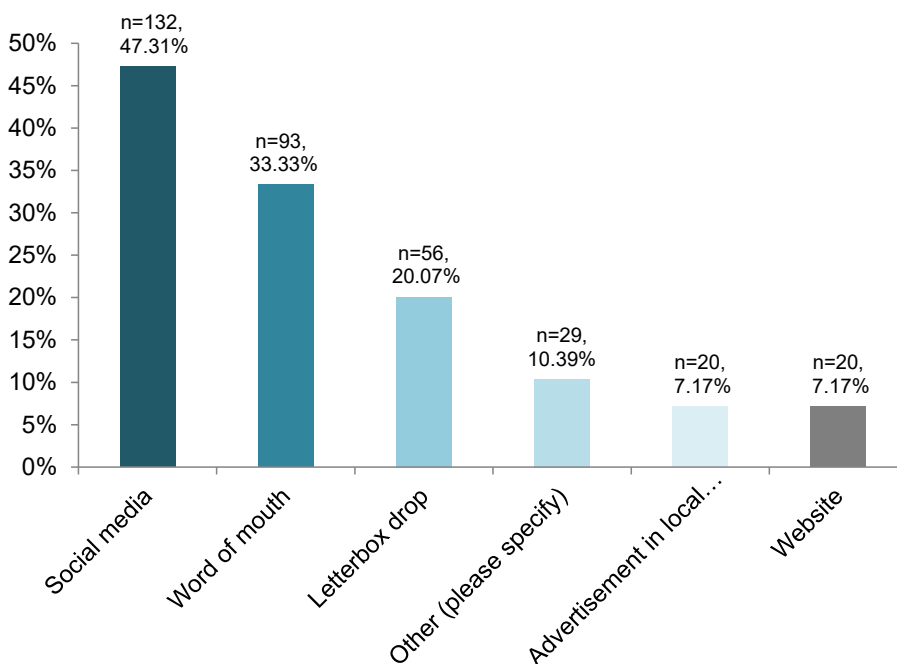
**Key findings**

Overall, 389 people were involved in the Smart Parking in your Place engagement program. We received 287 survey responses (Appendix B for full survey responses); 21 social media comments (Appendix C for full details) and received 7 emails (Appendix D) and received commentary at the various drops in held (Appendix E for summary).

There seemed to be a high level of knowledge in the community around Smart Parking in general. This is evidenced by the strong response to Q1 which asked if people were aware of the current investigation into extending Smart Parking to other areas, scoring at 76%. Q2 results also backed up this finding with 76% of respondees indicating that they were existing Smart Parking permit holders.

For Q3, over 76% of responses indicated that they were particularly interested in Fingal Bay rather than Birubi/One Mile 37% or Little Beach 20% (multiple locations could be selected).

For Q4, the most popular way that people found about the proposed extension of Smart Parking was social media, followed by word of mouth and then letterbox drop. There were also a reasonably high number of 'other' responses.



**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

The key findings have been split into specific areas to help provide a clearer picture for each proposed location.

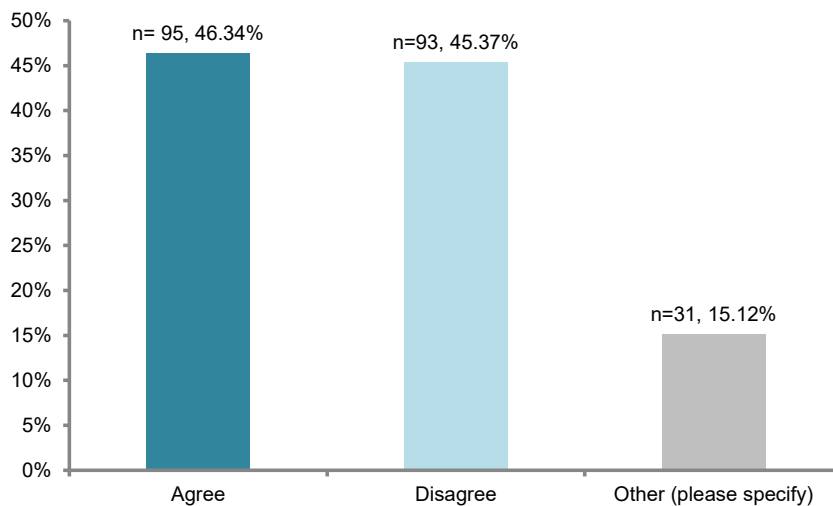
**Little Beach – Key Findings**

A drop in was held at Little Beach on 22 November 2023 (2pm to 4pm) with less than 10 people attending. There was not a lot of community interest at the drop in specifically around Smart Parking and only a few people came to ask questions.

The Little Beach section of the survey, Q5-Q8, were reasonably well answered.

Q5 which asked about time limits for Little Beach being limited to 4 hours had results of 46% agreeing and 45% disagreeing with the proposal. This question can also be used to provide an easy gauge of how people felt not just about timing but also about Smart Parking at Little Beach in general.

**Q5: For Little Beach we are considering limiting the majority of the timed parking areas to 4 hours. What do you think?**



**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.****Key concerns**

The open text part of the questions for Little Beach (Q5, Q6 and Q8) have been tagged to help summarise key concerns. These have been collated as follows and sorted in order of number of comments.

- **Against paid parking in general**  
39 tagged comments (Q5 n=9; Q6 n=15; Q8 n=15)
- **Request for longer time limits**  
38 tagged comments (Q5 n=8; Q6 n=30)
- **Against paid parking in this area (ie., beach environment)**  
33 tagged comments (Q6 n=33)
- **More information required**  
30 tagged comments (Q5 n=8; Q6 n=17; Q8 = 5)
- **Concern on impact on boating amenity**  
17 tagged comments (Q5 n= 5; Q6 n=12)
- **Concern on impact of Smart Parking on neighbouring streets**  
11 tagged comments (Q5 n=1; Q6 n=10)

**Priority projects**

For Q7, 182 indicated that the project that they would like to see completed first with the highest priority was the car park upgrade at Ngioka car park, Little Beach (weighted average 1.92) and the lowest priority project was the traffic, wayfinding signage at Nelson Bay CBD and foreshore (weighted average 1.44).

For Q7, 105 skipped this question and there were a lot of 'low priority' or 'don't know' answers were selected across the projects. The level of response indicating 'low priority' was consistently the highest response for 5 out of 6 listed projects.

For Q8, 34 responses provided comments that were tagged with 'Other project ideas' that will need further investigation. Approximately 18 of the remaining comments used this question to protest against Smart Parking at Little Beach: *"I do not agree with the proposal therefore do not wish to comment on projects."*

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

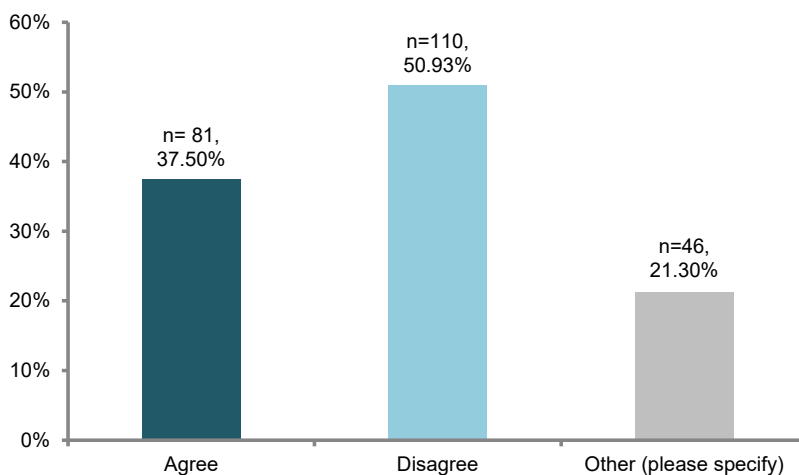
**Fingal Bay – Key Findings**

A drop in was held at Fingal Bay on 22 November 2023 (10am -12 noon) and it was attended by a strong contingent of people estimated at ~50 with representation from members of both the Fingal Bay SLSC and Fingal Bay Progress Association.

The Fingal Bay section of the survey, Q9-Q13, was well answered.

Q9 which asked about time limits for Fingal Bay being limited to 4 hours had 51% disagreeing and 38% agreeing with the proposal. This question can also be used to provide an easy gauge of how people felt not just about timing but also about Smart Parking at Fingal Bay in general.

**Q9: For Fingal Bay we are considering at limiting the majority of the timed parking areas to 4 hours. What do you think?**



**Key concerns**

The open text part of the questions for Fingal Bay (Q9, Q10, and Q13) have been tagged to help summarise key concerns. These have been collated as follows and sorted in order of number of comments.

- **Against paid parking in this area (ie., beach environment)**  
104 tagged comments (Q9 n=18; Q10 n=55; Q13 n=31)
- **More information required**  
51 tagged comments (Q9 n=4; Q10 n=16; Q13 n=31)
- **Concern on impact of Smart Parking on neighbouring streets**  
42 tagged comments (Q9 n=6; Q10 n=27; Q13 n=42)
- **Request for longer time limits**  
41 tagged comments (Q9 n=4; Q10 n=37)

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

- **Other timed parking ideas (ie., includes removing timed parking restrictions for residents)**  
25 tagged comments (Q9 n=11; Q10 n=12; Q13 n=2)
- **Against paid parking in general**  
24 tagged comments (Q9 n=6; Q10 n=19; Q13 n=8)

**Worker permit parking**

The responses for Q11 had a high level of support at 70%. However, some of the comments indicate that clearer and more detailed information is required to help explain the specific details of business permits. The survey question should also have been worded differently to include reference to worker parking (including volunteers) allocations at the Fingal Bay SLSC to help overcome confusion with regard to SLSC club patrol volunteers.

**Priority projects**

For Q12, 203 people indicated that the project that they would like to see completed first with the highest priority (weighted average 2.09) was the Marine Drive footpath connection from the beach vehicle access point to Barry Park and the project with the lowest priority was wayfinding parking signage at Fingal Bay (weighted average 1.32). Only 84 people skipped this question.

For Q13, 67 responses provided comments that were tagged with 'Other projects ideas' that will need further investigation. Approximately, 39 of the remaining comments used this question to protest against Smart Parking at Fingal Bay:  
*"Don't try to bribe locals with unrealistic promises of upgrades that will never happen"*

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

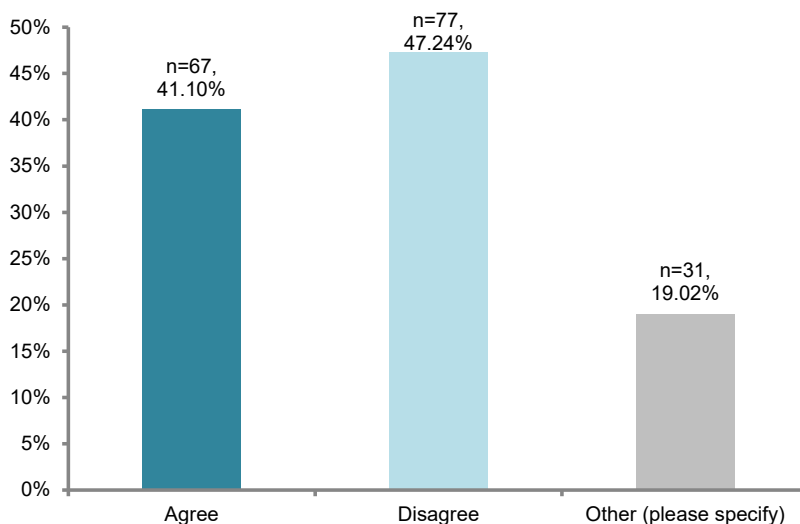
**Birubi Headland and Robinson Reserve, Anna Bay and One Mile Beach – Key findings**

A drop in was held at at Birubi Beach on 28 November 2023 (10am -12 noon) and there wasn't a lot of attendees ~20 people.

The Birubi and One Mile sections of the survey, Q14-Q18, was well answered.

Q14 which asked about time limits for Birubi Beach and One Mile Beach areas being limited to 4 hours had 47% disagreeing and 41% agreeing with the proposal. This question can also be used to provide an easy gauge of how people felt not just about timing but also about Smart Parking at Birubi and One Mile in general.

**Q14 For Birubi Beach and One Mile Beach area we are considering limiting the majority of the timed parking areas to 4 hours. What do you think?**



**Key concerns**

The open text part of the questions for Birubi Beach and One Mile (Q14, Q15, and Q18) have been tagged to help summarise key concerns. These have been collated as follows and sorted in order of number of comments.

- **Against paid parking in this area (ie., beach environment)**  
46 tagged comments (Q14 n=1; Q15 n=31; Q18 n=14)
- **More information required**  
34 tagged comments (Q14 n=6; Q15 n=15; Q18 n= 13)
- **Request for longer time limits**  
24 tagged comments (Q5 n=8; Q6 n=30)

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

- **Against paid parking in general**  
20 tagged comments (Q15 n=7; Q15 n=9; Q18 n=4)
- **Other timed parking ideas (ie., includes removing timed parking restrictions for residents)**  
14 tagged comments (Q14 n=7; Q15 n=6; Q18 n=1)
- **Concern on impact of Smart Parking on neighbouring streets**  
10 tagged comments (Q15 n=10)

**Worker permit parking**

The responses for the Q16 had a high level of support at 70%. However, some of the comments indicate that clearer and more detailed information is required to help explain the specific details of business permits for both volunteer and paid workers. The survey question should have been worded differently to include reference to worker parking (including volunteers) rather than business permits to prevent confusion especially with regard to surf life saving club patrol volunteers.

**Priority projects**

For Q17, 149 people indicated that the project that they would like to see completed first with the highest priority (weighted average 2.11) was the redesign and formalisation of Birubi Surf Life Saving Club car park and the project with the lowest priority was traffic, wayfinding signage at Birubi (weighted average 1.66).

Also, for Q17, while 149 people answered the question, 138 people skipped this question and there were also a lot of 'low priority' or 'don't know' answers selected across all of the projects.

For Q18, 35 responses provided comments that were tagged with 'Other project ideas' that will need further investigation. Approximately, 20 of the remaining comments used this question to protest against Smart Parking at Birubi and One Mile, *"I live in Anna Bay and would rather no upgrades are made to our area if we can keep the beach free and unmetered for everyone local or tourist"*

**Further final comments**

For Q19, 133 answered this question with 154 people skipping this question, which was a final opportunity for people to have their say. Themes were similar to what was captured under previous questions.

It is considered that by making some key changes to the Smart Parking parameters will address many of the concerns expressed. These mitigation measures such as providing areas to enable longer stays at the beach and managing impacts on neighbouring streets will help ensure that a significant proportion of the feedback is addressed.

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

There is also a strong need for further information to be made available to help clear up some common misconceptions for example boat parking at Little Beach, worker or volunteer worker/business permits particularly for the SLSCs. There also needs to be more information available about how Council finances work and how projects would be funded without Smart Parking revenue. The recent rate rise does not pay for these projects.

It was also interesting to note that for the final question, Q20, only 39% (n=113) of people were willing to include their email address in order to be kept up to date on the outcome of the community engagement. This low number together with much of the commentary indicates distrust in the engagement process and Council in general. And note that this number is less than the survey results indicate as quite a few of the email addresses are obviously invalid (approximately ~10).

Finally, it should also be noted that whenever the topic of Smart Parking comes up via an engagement it has an organisation impact with a significant increase in Smart Parking enquiries received by the Customer Experience team during the period of engagement as shown in the following table.

Smart Parking Phone Call Intakes							
	July	Aug	Sep	Oct	Nov	Dec	
Monthly	163	158	190	372	520	370	
Weekly	41	40	48	93	130	93	
Daily	8	7	9	17	24	26	
Daily Average CX Calls	155	143	160	151	148	165	
Daily % Smart Parking Calls	5%	5%	6%	11%	16%	16%	



ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.

Appendix A - Newsletters



Smart Parking was installed in Nelson Bay CBD in 2020 and recently expanded to include Laman Street and Fly Point in Nelson Bay and also in Shoal Bay.

We are now talking to the community about expanding Smart Parking to other locations including Little Beach.

The total number of Smart Parking spaces proposed for Little Beach is 114.

A map of the proposed extent is available on our dedicated website page.

Smart Parking at Little Beach is projected to generate approximately \$106,000 in revenue each year. These funds will be reinvested into the local Nelson Bay community to deliver better public spaces and help improve traffic and safety. For Little Beach, the funds raised from the Smart Parking in this area will go towards the existing Infrastructure Plan for Nelson Bay. A copy of this plan is available on our dedicated website page (see QR code on the page over).

[pscouncil.info/smartparking](http://pscouncil.info/smartparking)



**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

How can you be involved?

**Have your say on Smart Parking at Little Beach.**

This is your opportunity to have your say and help inform how Smart Parking is set up in Little Beach.

We also need to understand where you would like to see improvements and how funds generated from Smart Parking are reinvested into the community.

You can find out more information on Smart Parking in Little Beach on our website.

You can also attend one of our upcoming drop in sessions and speak directly to our team.



 Learn more and provide feedback by visiting [haveyoursay.portstephens.nsw.gov.au/smart-parking](https://haveyoursay.portstephens.nsw.gov.au/smart-parking) or scan the QR code

 Attend a local **drop in session** to learn more and ask questions:

- 10am to 12 noon, 22 November 2023  
Fingal Bay (near Surf Life Saving Club)
- 2pm to 4pm, 22 November 2023  
**Little Beach Foreshore (near the Boat House cafe)**
- 10am to 12 noon, 28 November 2023  
Birubi Headland area (near Surf Life Saving Club)

 Email us at [haveyoursay@portstephens.nsw.gov.au](mailto:haveyoursay@portstephens.nsw.gov.au)


 Complete the survey




Feedback is open until 17 December 2023

Next steps

We will collate your feedback and report back to Council in early 2024.  
If endorsed to proceed it is anticipated that installation of the system would begin in March 2024.

 **Have you got your parking permit?**

Park Free Permits are available for residents and businesses of Port Stephens. If you haven't got your park free permit yet – sign up online here [pscouncil.info/smartparking](https://pscouncil.info/smartparking).



ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.

The infographic features a background image of a coastal town and beach. At the top left, the title 'Smart Parking at Fingal Bay' is displayed in a white box, with the date 'November 2023' below it. Below the title are five circular icons, each with a corresponding text box: a car icon for 'Fair and flexible access to public parking', a circular arrow icon for 'Increase parking turnover during peak periods', a tree icon for 'Generates revenue to deliver better public spaces', a pedestrian icon for 'Improves safety for pedestrians and drivers', and a shop icon for 'Park Free Permits for Residents and Businesses'. At the bottom of the infographic, a text box states: 'Smart Parking in Port Stephens is designed to improve safety and accessibility, increase parking turnover and most importantly, provide a revenue stream to help fund improvements in and around our town centres.'

Smart Parking was installed in Nelson Bay CBD in 2020 and recently expanded to include Laman Street and Fly Point in Nelson Bay and also in Shoal Bay.

We are now talking to the community about expanding Smart Parking to other locations including Fingal Bay.

The total number of Smart Parking spaces proposed for Fingal Bay is 409.

A map of the proposed extent at Fingal Bay is available on our dedicated website page (see QR code on the page over).

Smart Parking at Fingal Bay is projected to generate approximately \$214,000 in revenue each year. These funds will be reinvested into the local Fingal Bay community to deliver better public spaces and help improve traffic and safety.

[pscouncil.info/smartparking](https://pscouncil.info/smartparking)



**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**




How can you be involved?

**Have your say on Smart Parking at Fingal Bay.**

This is your opportunity to have your say and help inform how Smart Parking is set up in Fingal Bay.

We also need to understand where you would like to see improvements and how funds generated from Smart Parking are reinvested into the community.

You can find out more information on Smart Parking in Fingal Bay on our website.

 Learn more and provide feedback by visiting [haveyoursay.portstephens.nsw.gov.au/smart-parking](https://haveyoursay.portstephens.nsw.gov.au/smart-parking) or scan the QR code

 Email us at [haveyoursay@portstephens.nsw.gov.au](mailto:haveyoursay@portstephens.nsw.gov.au)

**Next steps**

We will collate your feedback and report back to Council in early 2024.

If endorsed to proceed it is anticipated that installation of the system would begin in March 2024.



Complete the survey



Feedback is open until 17 December 2023.



**Have you got your parking permit?**

Park Free Permits are available for residents and businesses of Port Stephens. If you haven't got your park free permit yet – sign up online here [pscouncil.info/smartparking](https://pscouncil.info/smartparking).



ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.

The infographic features a background image of a coastal landscape with dunes and the ocean. At the top, the title 'Smart Parking Birubi and One Mile' is displayed in a large, light blue font, with 'November 2023' below it. Five circular icons are arranged horizontally, each with a corresponding text box below it. The icons represent: a car for 'Fair and flexible access to public parking', a circular arrow for 'Increase parking turnover during peak periods', a tree for 'Generates revenue to deliver better public spaces', a pedestrian for 'Improves safety for pedestrians and drivers', and a storefront for 'Park Free Permits for Residents and Businesses'. A text box at the bottom of the infographic states: 'Smart Parking in Port Stephens is designed to improve safety and accessibility, increase parking turnover and most importantly, provide a revenue stream to help fund improvements in and around our town centres.'

Smart Parking was installed in Nelson Bay CBD in 2020 and recently expanded to include Laman Street and Fly Point in Nelson Bay and also in Shoal Bay.

We are now talking to the community about expanding Smart Parking to other locations including Birubi Beach (Birubi Headland and Robinson Reserve) and One Mile Beach car parking area.

The total number of Smart Parking spaces proposed for Birubi is 409 and for One Mile is 87.

A map of the proposed extents for Birubi and One Mile are available on our dedicated website page (see QR code on the page over).

Smart Parking at Anna Bay and One Mile is projected to generate approximately \$511,000 in revenue each year. These funds will be reinvested into the local Anna Bay and One Mile community to deliver better public spaces and help improve traffic and safety.

[pscouncil.info/smartparking](https://pscouncil.info/smartparking)



**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

How can you be involved?

**Have your say on Smart Parking in Birubi and One Mile Beach car park areas.**

This is your opportunity to have your say and help inform how Smart Parking is set up in Fingal Bay.

We also need to understand where you would like to see improvements and how funds generated from Smart Parking are reinvested into the community.

You can find out more information on Smart Parking on our website.

You can also attend one of our upcoming drop in sessions and speak directly to our team.

Information about what you would like this funding to be spent on will provide us with a clear priority listing and will also be fed into the draft Anna Bay (and surrounds) Place Plan.



Learn more and provide feedback by visiting [haveyoursay.portstephens.nsw.gov.au/smart-parking](https://haveyoursay.portstephens.nsw.gov.au/smart-parking) or scan the QR code



Attend a local **drop in session** to learn more and ask questions:

- 10am to 12 noon, 22 November 2023  
Fingal Bay (near Surf Life Saving Club)
- 2pm to 4pm, 22 November 2023  
Little Beach Foreshore (near the Boat House cafe)
- 10am to 12 noon, 28 November 2023  
Birubi Headland area (near Surf Life Saving Club)



Email us at [haveyoursay@portstephens.nsw.gov.au](mailto:haveyoursay@portstephens.nsw.gov.au)



Complete the survey



Feedback is open until 17 December 2023.

Next steps

We will collate your feedback and report back to Council in early 2024.

If endorsed to proceed it is anticipated the system would be operational at Birubi Headland and Robinson reserve in April 2024.

For One Mile, the major upgrade of the car park area is now unfunded, any future installation of Smart Parking would not be expected until after the major upgrade of the car park is undertaken.



**Have you got your parking permit?**

Park Free Permits are available for residents and businesses of Port Stephens. If you haven't got your park free permit yet – sign up online here [pscouncil.info/smartparking](https://pscouncil.info/smartparking).

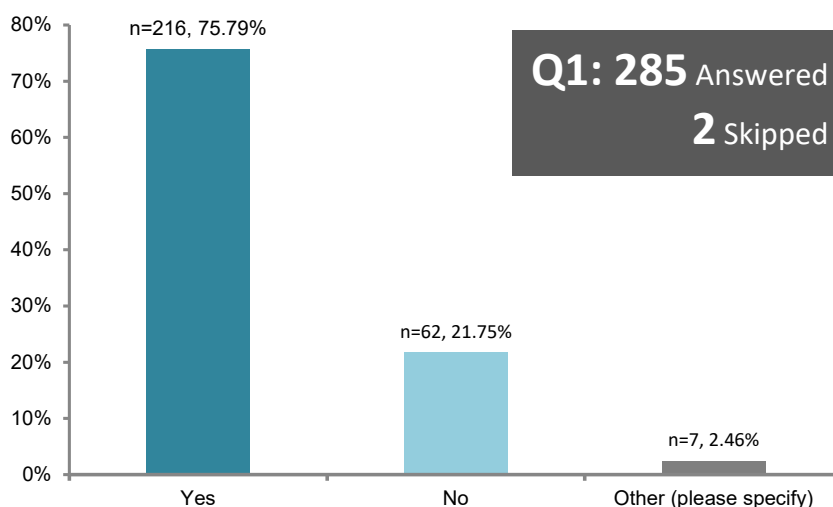


**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

**Appendix B - Survey Data**

The Smart Parking in your Place community survey was open from 13 November to 18 December 2023 with 287 responses being received.

**Q1 Did you know that Council is currently investigating extending Smart Parking to Little Beach, Fingal Bay, Birubi Beach and One Mile Beach?**

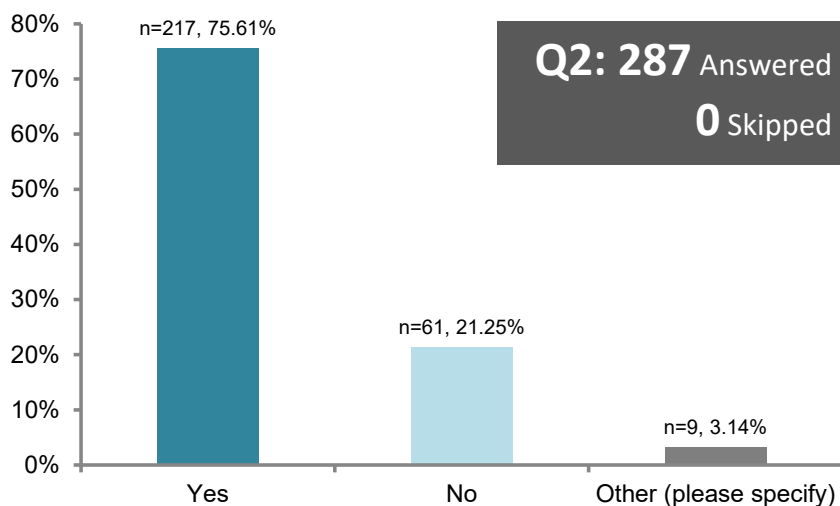


Other (please specify) responses (7) as follows:

1	Suspected due to works at Fingal recently
2	I am aware but really needs to be informed by letter box
3	I haven't received any communication about this. The council has my address as my rates certainly get sent.
4	I heard smart parking was being considered for birubi beach. I didn't know about the other locations and I didnt know it had already been implemented in shoal bay until I was there a week ago. [case changed]
5	I'm [incomplete response]
6	Not about One Mile Beach
7	Do now

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

**Q2 Do you already have a Smart Parking permit? Please note, existing Smart Parking permits are valid for all Smart Parking in Port Stephens.**



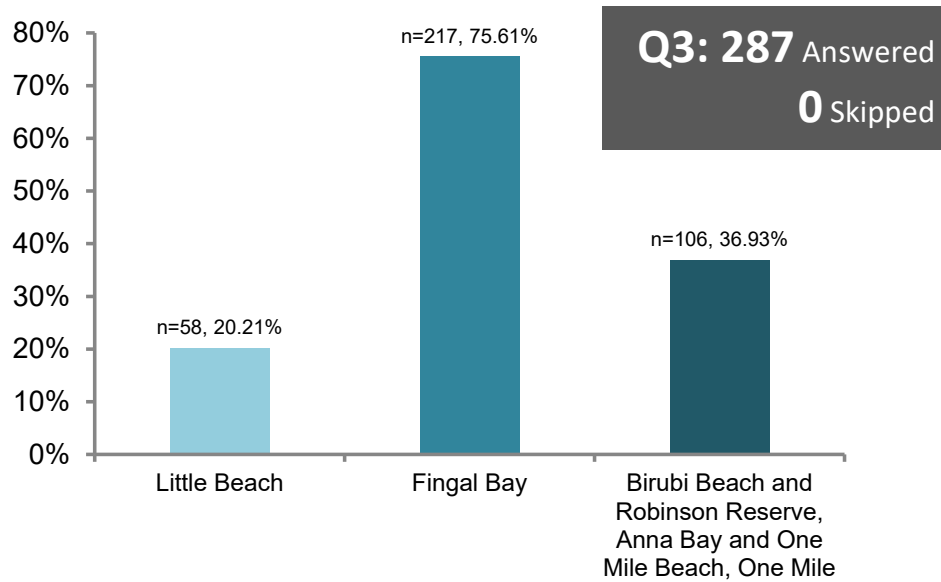
Other (please specify) responses (9) as follows:

1	Yes we do, but our family x 2 do not have a Smart Parking Permit and come up to the Bay often.
2	resident of Fingal Bay.
3	not sure
4	Been rejected but resident for 43 years as ratepayer now in retirement village??
5	Applied and was declined
6	Semi permanent
7	Not sure
8	Not that I know of. I thought residents parked for free
9	Not sure



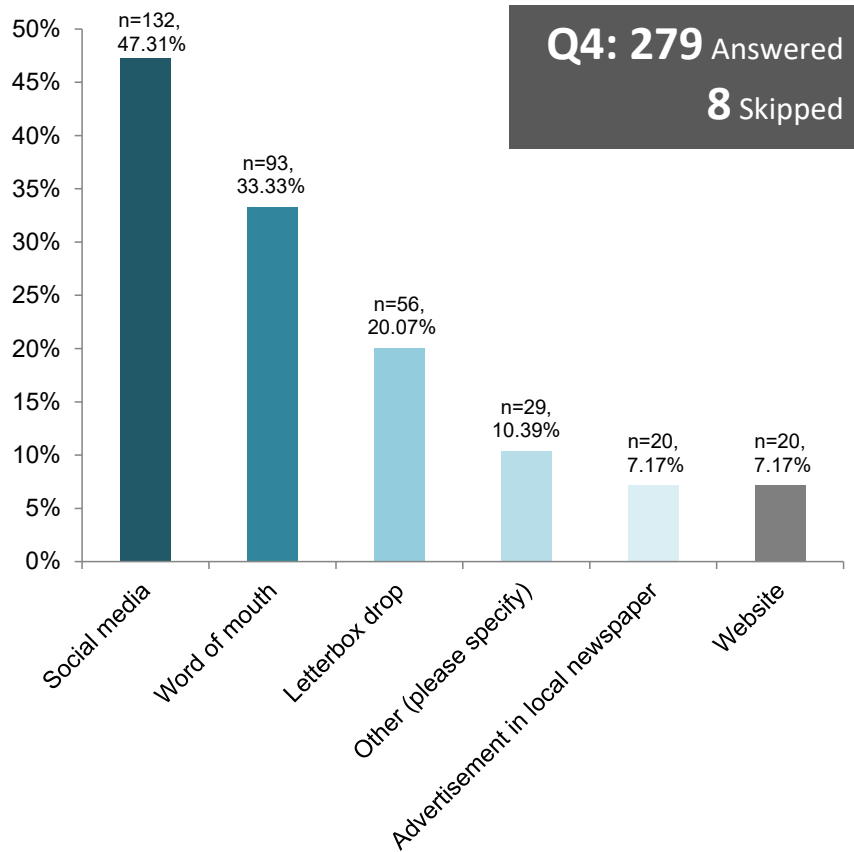
**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

Q3 I am particularly interested in providing feedback for the following proposed new Smart Parking areas:



**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

**Q4 How did you find out about the proposed extension of Smart Parking (tick all that apply)?**



**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

Other (please specify) responses (29) as follows:

#	Response	Tag
1	We went to the meeting at Fingal Bay Surf Club Park. Thanks for organising that. Good to meet council people who are trying to "get this very important issue right, the first time".	Word of mouth
2	Family	Word of mouth
3	Fingal Bay Community Association	Word of mouth
4	A friend	Word of mouth
5	Fingal Bay Community member	Word of mouth
6	Fingal bay Community association	Word of mouth
7	Fingal Bay Community Association	Word of mouth
8	Friends	Word of mouth
9	Fingal Bay Community Assoc.	Word of mouth
10	Fingal Bay Association	Word of mouth
11	The Mayor	Word of mouth
12	Only through my own community of Fingal Bay informing us.	Word of mouth
13	Fingal bay progress assoc.	Word of mouth
14	Fingal Bay Community Association	Word of mouth
15	Community meeting	Word of mouth
16	Community meetings	Word of mouth
17	Fingal Bay Community Association	Word of mouth
18	Business	Word of mouth
19	Fingal Bay committee	Word of mouth
20	Saw them being installed.	Visually
21	Saw them installed	Visually
22	Sign in carpark	Visually
23	Saw parking meters	Visually
24	Local Fingal Bay Community Facebook Group	Social media
25	Fingal bay fb page	Social media
26	Port Stephens FM	Radio
27	Council business papers	Business papers
28	Didn't know	
29	We didn't until we arrived and find it disgusting	

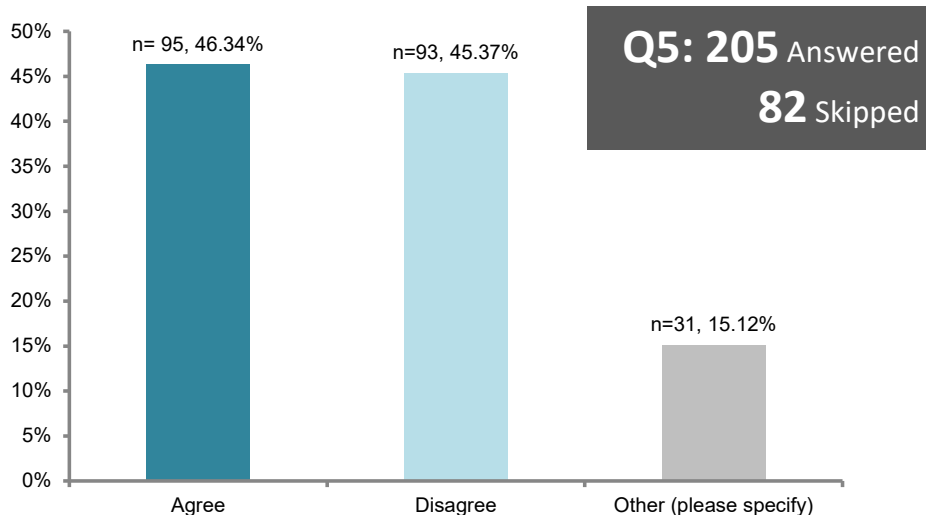
**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

Q4 Other (please specify) responses (n=29) tag summary

<b>Tag summary</b>	<b>Tag #</b>	<b>%</b>
Word of Mouth	19	65.52
Visually	4	13.79
Social Media	2	6.9
Untagged	2	3.45
Business Papers	1	3.45
Radio	1	3.45

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

Q5 For Little Beach we are considering limiting the majority of the timed parking areas to 4 hours. What do you think?



Other (please specify) responses (31) as follows:

#	Response	Tag
1	Should be free for all at all times	Against paid parking in general
2	JUST A MONEY GRAB	Against paid parking in general
3	I don't live there but I don't think there should be paid parking in front of private residences.	Against paid parking in general
4	No smart parking	Against paid parking in general
5	No meters	Against paid parking in general
6	Shouldn't be metered at all as it's discriminatory against low socioeconomic society	Against paid parking in general
7	Don't agree with smart parking in these areas	Against paid parking in general
8	BUT IT SHOULD BE FREE FOR 4 HOURS FOR EVERYBODY.	Against paid parking in general
9	Timed parking impedes families from enjoying a day at the beach. No more birthday, Christmas, special event parties at the beach 😊	Against paid parking in general
10	Not sure yet	More information needed

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
11	Does this mean they can do another 4 hrs in the same area but different spot?	More information needed
12	Very hard to choose a set time ie.out of season,holiday time,etc	More information needed
13	How do you install parking meters into a dirt based carpark, eg, Ngioka?	More information needed
14	Does this include car and boat trailer ? If not then no restrictions	More information needed, Boating concerns
15	What happens if you go boating? Sometimes you're on the water all day	More information needed, Boating concerns
16	A lot of people join boats for boating days; 4 hours is too limiting	More information needed, Boating concerns
17	As long as it doesn't apply to boat owners parked in the carpark	More information needed, Boating concerns
18	Not sure yet	More information needed
19	I believe that you would need a longer time particularly in peak holiday periods	Longer time
20	Too short for a day at the beach	Longer time
21	No maximum amount of time, just an hourly charge, the charge will already encourage turnover	Longer time
22	A lot of family gatherings and BBQ	Longer time
23	People go for the day	Longer time
24	Parking needs to longer	Longer time
25	At least 5-6 hours - if we go to beach we stay all day!	Longer time
26	see Q6 response below	Longer time, Concerns re: impact on nearby streets
27	Need to allow longer for boaties going fishing	Boating concerns
28	2 hours should be adequate	Less time
29	Too long 3 hours is better	Less time
30	Time is something we should not put a value on. It is a precious and finite resource that we cannot afford to waste or take for granted.	
31	Does not affect me.	

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

Q5 Other (please specify) responses (n=31) tag summary

Tag summary	Tag #	%
Against paid parking in general	9	29.03
More information needed	8	25.81
Longer time	8	25.81
Boating concerns	5	16.13
Less time	2	6.45
Untagged	2	6.45
Concern re impact on neighbouring streets	1	3.23
Worker parking concerns	1	3.23

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

**Q6 Please help us understand your response to Q5 regarding timing?**

#	Response	Tag
1	Why are we making it more difficult for people to enjoy their stay in Port Stephens. Family and friends are paying more on parking then the bay is worth. It's a hassle, and the current system (first in best dress) still works. Why is everything becoming so permit based.	Against paid parking in general
2	Families (visiting) like to spend more than 4 hours at the Beach - after all its their family holiday and should be allowed to park there as opposed to watching their clocks and having to either move their car or get a fine - its NOT FAIR !	Against paid parking in general
3	I don' agree with parking charges at all	Against paid parking in general
4	Because you are making it too difficult for tourists (some of whom, like myself and whole large extended family have been coming every year to shoal bay for more than 40 years)	Against paid parking in general
5	There should be no smart parking. Not difficult to understand	Against paid parking in general
6	Parking should be free	Against paid parking in general
7	Just shouldn't have happened at all	Against paid parking in general
8	I think paid parking is unnecessary	Against paid parking in general
9	I don't agree with smart parking	Against paid parking in general
10	I don't think any smart parking should be implemented	Against paid parking in general
11	Why do we need these? Council need to be more accountable for where they are spending money paid by residents.	Against paid parking in general
12	We are in a cost of living crisis. Beaches like fingal bay , little beach, corlette, birubi etc need to be kept free for all. There are not the businesses in little beach , fingal bay to justify a metered time limit turnover of cars. Not all local residents wish to register personal details with council or download an app for parking. Many families from out of area visit caravan parks, camping for affordable holidays in these areas. Revenue is already being raised from the overkill in Nelson and shoal bay. It's greedy. For instance Only a couple of beaches in the Newcastle council district have metered parking. Others are kept affordable and free for all. It's only at peak times- a couple of times per year these beaches are	Against paid parking in general, Against paid parking in this area



**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
	heavily used. The rest of year there is not the same traffic or use of beach .	
13	I've been informed that now there is a restriction on limited parking in the Nelson Bay CBD for locals. Once you're allowed to charge for limited parking as a local all areas will become charged parking.  As a founding local I am opposed to any charged parking. You are going to destroy local business as in winter the local businesses really on locals to survive. If I have to pay to park I won't be parking in the CBD.  I think it's disgusting what this council is doing to the locals	Against paid parking in general, More information required
14	Council's so-called Smart Parking is just about money grabbing, repairing roads in Nelson Bay CBD and other potential areas for our visitors and forcing them and locals to park in residential streets. Council should be spending more money on major and minor arterial roads and not for parking. Council will eventually move to make ALL ratepayers and residents pay for parking in all the CBDs and these other parking areas.	Against paid parking in general, More information required
15	If the smart parking does not achieve its objectives in winter (off-peak season) it should be reconsidered. NB businesses have suffered, what will it take to have you reassess its impact on businesses?	Against paid parking in general, More information required
16	The area is not a commercial/shopping precinct	Against paid parking in this area
17	Not fair to have to pay to go to the beach as it's free in Newcastle	Against paid parking in this area
18	we don't agree with any paid parking when accessing a beach	Against paid parking in this area
19	It's a family beach , why should we limit time spent with them?	Against paid parking in this area
20	Restricts locals enjoying their local area. This is purely revenue raising	Against paid parking in this area
21	Where are holiday makers supposed to park for a day visit???? Do you want to encourage or discourage tourism?	Against paid parking in this area
22	I don't believe that any families should have to pay to attend a "free" beach. It's one of the small things families can do for memories, especially with cost of living.	Against paid parking in this area

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
23	<p>Time is a precious resource that cannot be quantified or measured. It is unfair and unreasonable for the council to impose fees on beachgoers who want to enjoy the natural beauty and public amenity of this region.</p> <p>The council should have anticipated and planned for the increasing demand and popularity of this area, instead of shifting the burden and cost to the residents and visitors. I urge the council to reconsider its decision and respect the rights and wishes of all people who use the beach.</p>	Against paid parking in this area
24	Should be first in best dressed. Most people who decide to have a day at the beach need more time	Against paid parking in this area
25	Our beaches are free. Let's tax families even more.	Against paid parking in this area
26	Smart parking is not required in this area	Against paid parking in this area
27	This increases the cost and inconvenience for a family fun day out in conditions where the cost of living is skyrocket high. The majority of people who park in this area do so to go to the beach, they don't just leave their cars and go elsewhere, taking up parking places for beach goers	Against paid parking in this area
28	Makes it hard for families to enjoy a day at the beach	Against paid parking in this area
29	People visit Port Stephens to enjoy the beaches. This council has increased income through significant rates rises and should be held to account for this before any further income through this occurs.	Against paid parking in this area
30	It's expensive enough for families to go on holiday. They do not need an extra expense especially if they want to move around in a day. That mean's ever time they go to a different beach they have to pay.	Against paid parking in this area
31	Parking should be free to encourage visitors	Against paid parking in this area
32	Why should families who have travelled quite some distance, say from Newcastle, for special family events/celebrations, etc, be restricted to a 4 hour timeframe. Ridiculous! Usually, while they are in the Bay, they are also spending money in the shops. The Council will be discouraging visitors and tourists.	Against paid parking in this area

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
33	This will turn our holiday makers away, the existing parking meters are enough	Against paid parking in this area
34	I think the paid parking should only be in retail zones not recreational	Against paid parking in this area
35	This area does not need timed parking! Let people enjoy the beach!	Against paid parking in this area
36	not needed and will potentially impact residents and tourist trade	Against paid parking in this area
37	In an area that is driven significantly by tourism, people come to these places to avoid the things that are frustrating in the city, ie smart parking. The council and community should be encouraging people to stay and enjoy the area and not be restricted to a time limit.	Against paid parking in this area
38	It's not necessary to have timed parking except for 6 weeks a year in peak holiday times. Even then it's manageable as it is.	Against paid parking in this area
39	Detracting from area	Against paid parking in this area
40	I don't believe there is a problem with the current arrangement	Against paid parking in this area
41	To make it fair and flexible for the public.	Agree with timing
42	Fair	Agree with timing
43	4 hours is fair & provides turn-over if cars fir new visitors wanting to park & swim; instead of that area being "hogged" all day; which I have witnessed during Xmas hols especially.	Agree with timing
44	Allows enough time to use facilities	Agree with timing
45	It creates more turnover of parking spaces and allows more people the opportunity to utilise the area. It stops the people staying at Little Beach from hogging the parking	Agree with timing
46	Shorter than 4 hours is limiting for people who wish to dive/snorkel and visit beach for the day.  However longer than 4 hours should be N optuon	Agree with timing
47	Fair amount of time	Agree with timing
48	Seems fair	Agree with timing
49	Parking is limited, and needs to turn over	Agree with timing
50	4hours is about the time you want to spend on the beach	Agree with timing

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
51	There isn't much parking there so I can understand the need for turnover but what about people who are renting a property for the holidays & are now being forced to pay ridiculous fees	Agree with timing
52	I feel most people should have had enough time at beach in four hours, this also let's other utilise the beach fairly	Agree with timing
53	Too many people take up spaces all day and leave none for any who don't arrive early. With more people coming to the Bay it is important to share limited parking	Agree with timing
54	4 hours is a long time  Equity of parking should be biggest concern  Fund raising will only get votes of pensioners and not people who significantly invest in area	Agree with timing
55	Helps turnover.	Agree with timing
56	lots of people spending best part of a day .	Agree with timing
57	Sufficient time	Agree with timing
58	Very busy place and people take advantage of a beach that is there to share.	Agree with timing
59	4 hours is plenty to visit this area	Agree with timing
60	Help turn over the car parking spaces	Agree with timing
61	4 hour minimum.	Agree with timing
62	4 hrs is enough time to go for a swim, and have a picnic lunch, let the children have a play etc.	Agree with timing
63	4 hours is enough for a swim	Agree with timing
64	4 hours seems reasonable	Agree with timing
65	4 hours is a decent length of time to enjoy a swim, bbq or attend the restaurant	Agree with timing
66	Makes it fairer for others to access parking	Agree with timing
67	Give others a chance to park	Agree with timing
68	Very little parking is available at Little Beach an it appears that council has reduced the amount of parking with recent works	Agree with timing
69	Fair amount of time for a small beach	Agree with timing
70	4 hrs is long enough for dining or going to the beach.	Agree with timing
71	Adequate time to park and swim while not monopolising car park for longer period	Agree with timing
72	Most people will either go in the morning or afternoon so it would help move people on	Agree with timing
73	seems enough for a picnic and a swim	Agree with timing

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
74	It means other people can get a chance to park especially in holiday seasons.	Agree with timing
75	Everyone should be able to enjoy the beauty of the area Let's give all a fair go	Agree with timing
76	I think 4hrs is a decent time for parking. Maybe a bit short for peak summer time, but as a year round average, it seems appropriate.	Agree with timing
77	4 hours is enough time to spend at the beach	Agree with timing
78	Parking is mainly for beach access, 4hrs is plenty of time.	Agree with timing
79	Timing makes it fair for all visitors to use the beaches access the cafes / restaurants and boat ramps	Agree with timing
80	Most people go to the beach for the morning or the afternoon. 4 hours should be adequate.	Agree with timing
81	People leave their cars there over the holiday period for extended times leaving no parking for others. People also camp along the storefront and the boat ramp carpark lighting fires and leaving rubbish everywhere	Agree with timing
82	To allow other users to have a chance to park	Agree with timing
83	To allow beach users to have a chance to park.	Agree with timing
84	There are no volunteers working there	Agree with timing
85	To allow many people to come to little beach. Not to stay all day	Agree with timing
86	Needs it	Agree with timing
87	It gives others the opportunity to park there.	Agree with timing
88	Good duration for a morning or arvo at the beach. Secures good revenue from tourists. Better system than the rangers half effort	Agree with timing
89	You need time to relax without the worrying about moving your vehicle	Agree with timing
90	Enough time to enjoy the beach and not excluding others from such enjoyment	Agree with timing
91	4 hours is long enough to go to beach or the cafes & restaurant	Agree with timing
92	Agree	Agree with timing
93	Think it's fair	Agree with timing
94	4 hours gives you time at the beach but also turns over the car spaces making it good for every	Agree with timing
95	To allow others to use the beach and parking instead of people staying the whole day	Agree with timing
96	That is sufficient for most people but it should be free for the 4 hours not paid.	Agree with timing, Against paid

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
		parking in this area
97	<p>4 hours is fair and equitable, allows families to spend adequate time on the beach. I would suggest adding some type of restrictions also to Columbia Close, Kurrawa Close and Mistral Close as these streets will become even more congested than they already are during peak times. Suggestions could even be as little as marking parking bays and crosshatching driveways etc or No Parking on one side (entry) and parking only on the exit side to reduce congestion.</p> <p>Please also install 'Park in Marked Bay' signs to prevent parking of vehicles on grass median strips and preventing children, families and the elderly from walking on the grass verges, which is particularly a problem on the North Eastern end of Gowrie Ave at the intersection of Beach Road in the vicinity of Intrepid Close</p>	<p>Agree with timing, Concern re: impact on neighbouring streets</p>
98	<p>4 hours is reasonable in Peak times only, Christmas Newyear, long weekends &amp; Easter. Otherwise a longer period, say 6 hours should be considered. Boat trailers &amp; vehicles should be subjected to equivalent time provisions \ restrictions.</p> <p>Also as a Kurrawa Close Unit owner, I envisage our Close (Kurrawa) and the 2 others, Columbia and Mistral will be overwhelmed by Beach users not wanting to pay the Smart Parking and the overflow of parking in Peak periods, Christmas/NewYear, Easter &amp; longweekends. The risk profile for our streets to be impacted is exacerbated due to the walkways/thoroughfares between each of the 3 Close streets. Given that Gowrie Ave to Little Beach at there intersection is less than 200m, people will inundate these 3 (Close) streets with vehicles taking parking from residents and impacting our livability &amp; local amenity. I suggest that a Resident Parking Only Permit system be introduced to ensure resident use and amenity of our streets. Alternatively, Smart Parking within Columbia, Kurrawa &amp; Mistral Closes be considered with a more severe hourly cost to deter non residents.</p>	<p>Agree with timing, Concern re: impact on neighbouring streets</p>
99	<p>Prevent overnight sleeping in cars and vans. Enable more revenue without impacting locals</p>	<p>Agree with timing, More information required</p>
100	<p>I quite often can't find a park with my boat trailer on due to cats parking in the wrong places.</p>	<p>Boating concerns</p>
101	<p>Little beach has a boat ramp and those enjoying the fishing will be restricted in time to use our waterways. It will then have a flow on effect to outer streets as they will seek</p>	<p>Boating concerns, Concern re: impact on</p>

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
	parking with trailers so not to be fined. These streets are generally full with holiday accommodation and cars. It will discourage visitors and soon become a nightmare, especially holiday time Hundreds of people use the beach and picnic. It will discourage families as its extra expense to sit and enjoy the beauty, I understand around shopping precinct but charging for recreation is greedy.	neighbouring streets, Against paid parking in this area
102	People need longer diving and boating	Boating concerns, Longer time, More information required
103	People out on boats and diving need longer	Boating concerns, Longer time, More information required
104	Need at least 8 hours so people can park and join boats to go boating and fishing on boats	Boating concerns, Longer time, More information required
105	Boating needs longer than 4hours	Boating concerns, More information required
106	If going out in boat people will need at least 6 hours	Boating concerns, More information required
107	Boating people out for longer	Boating concerns, More information required
108	4 hours is not long enough for serious fishos.	Boating concerns, More information required
109	Well if you go boating for the day it's hard for a time limits	Boating concerns, More information required
110	So now if you want to go out on the boat and everyone can't fit in one car we can only go for 4 hours? Seems like a silly place to put in smart parking	Boating concerns, More information required
111	If people are there for the day with boats etc will really limit people's ability to enjoy themselves	Boating concerns, More information required
112	If car and boat trailer designated area is NOT metered cars will park in those spaces, car and trailers also use twice as much parking space as a car. The surrounding residential streets will enjoy extra vehicles and cars parking in non metered areas	Concern re: impact on neighbouring streets

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
113	If they can't do a second lot it will mean many will park in residential streets which may make it hard for those living there.	Concern re: impact on neighbouring streets
114	This will push people parking into neighbouring streets, that will take parking of residence.	Concern re: impact on neighbouring streets
115	The impact of limiting time will move those beachgoers to streets further back filling up residential streets	Concern re: impact on neighbouring streets, Against paid parking in this area
116	paid parking it is not reasonable as the surroundings neighbour good will be impacted with people parking on streets to avoid paying.	Concern re: impact on neighbouring streets, Against paid parking in this area
117	<p>Beaches should be free to access for all. The cost of living is already high, making enjoyable things, like going to the beach, cost money can put financial strain on families struggling in this time.</p> <p>The bay also doesn't have sufficient public transport to support people in not driving to the beach.</p> <p>Saying this people will try and avoid the paid parking by parking in other streets, creating congestion on normally quiet streets. Especially during summer when it gets so crowded here, tourists don't need to be parking on people's front lawns when there's parking available right on the beach.</p>	Concern re: impact on neighbouring streets, Against paid parking in this area
118	It will make people park in other areas. Is it really going to raise revenue? Are surrounding streets suitable for parking because that's where people will park! Don't turn the bay into Sydney!!!	Concern re: impact on neighbouring streets, Against paid parking in this area
119	I think less than 4 hours... maybe 2 hours, which allows more people to enjoy and swim	Less time
120	Too long 3 hours is better	Less time
121	As I stated above	Longer time
122	Most people going to Little Beach would be there for the day not just 4 hours	Longer time



**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
123	If you go there and do a walk around the foreshore it will often take more than 4 hours	Longer time
124	Some people go to the beach all day.	Longer time
125	If you were to picnic at the beach, 4hrs is not long enough to enjoy your day and lug all you gear to the park, then having to move your car and find a new park. It's not long enough. Maybe 5 or 6 hrs ok	Longer time
126	Should be 6 hours minimum for families/ people wishing to spend most of the day at the beach area.	Longer time
127	Perhaps the option for all day (8hrs) be available for those that may take part in water activities (eg kayaking) that may take longer than 4 hours	Longer time
128	I think it's should be longer for those families who are spending longer days at the beach coming up to summer	Longer time
129	Most visiting families will spend the day at Little Beach. I feel 8 hrs would be more appropriate	Longer time
130	People go to the beach for a longer period	Longer time
131	There are plenty of families in summer that want the ability to spend the whole day down at the beach, they shouldn't be rushed out. From swimming to having a BBQ and exploring the beach and surrounding headland you could easily spend more then 4 hours there	Longer time
132	People go to the beach often for the whole day	Longer time
133	A lot of  Families like to spend a whole  Day at the beach	Longer time
134	Visitors come to the beach and stay longer then 4 hours	Longer time
135	It's not enough time for a day at the beach	Longer time
136	Activities taking place in this area would require longer such as birthday parties, picnics, walks, diving, swims and boating	Longer time
137	A lot of family gathering happen and boating etc which many times last longer than 4 hours.	Longer time
138	This will limit the time for families at the beach.	Longer time
139	Little Beach is a special beach area which attracts large family picnic groups who often enjoy the grass reserve all day, and often into the night. Four hour parking, will destroy the picnic amenity of this special area.	Longer time
140	When they are holiday makers it's a day out not a couple of hours	Longer time
141	6-8 hours	Longer time

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
142	At Little Beach, Families/friends go to beach for a day out including lunch. 4 hours is too short. For example: 10am to 4pm = 6 hours with lunch/picnic OR 2pm to 8pm for afternoon and sunset picnic/barbecue. Cars will drop off people and their cabanas, food and other beach equipment (incl jet skis and boats) and park their car (+trailer?) in unmetered surrounding residential streets.	Longer time
143	People want to stay at the beach more than 4 hours. It is silly that they have to go move there car half way through their day. I think it should be 8 hours.	Longer time
144	People like to go the the beach for the day...	Longer time
145	It inhibits all visitors from enjoying the beach for long events. Even those who dive or snorkel will have their recreational activities limited.	Longer time
146	People go to the beach for the day not just 4 hrs !	Longer time
147	I think for the are being covered 4 hours may allow more people to access the parking however it may impact families that have a lot of gear that are there for more than 4 hours	Longer time
148	Boat ramp. Restricts boating trip to less than 4 hours.	More information required
149	No matter what timing is chosen u cannot suit everyone ie.locals or holiday visitors	More information required
150	Dirt based carpark not suitable for parking meters. How do you keep the lines consistent.	More information required
151	People generally self time at the beach less for some longer for others	Other timed parking ideas
152	No maximum amount of time, just an hourly charge, the charge will already encourage turnover	Other timed parking ideas
153	From 10am to 2pm	Other timed parking ideas
154	You may want to stay longer and be limited, there should be a mix of times available.	Other timed parking ideas
155	Local families also want to spend a day at the beach at this restricts that. If permit holders were not required to comply with the time limit that may be appropriate.	Other timed parking ideas, Against paid parking in this area
156	N.A	
157	Don't park at little beach so has no effect on me	
158	Na	

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

Q6 Tag summary (n=158)

<b>Tag summary</b>	<b>#</b>	<b>%</b>
Agree with timing	58	37.34
Against paid parking in this area (eg beach environment)	33	20.89
Longer time	30	18.99
More information needed	17	10.76
Against paid parking in general	15	9.49
Boating concerns	12	7.59
Concern re: impact on neighbouring streets	10	6.33
Untagged	2	6.45
Other timed parking ideas	5	3.16
Untagged	3	1.9
Less time	2	1.27

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

Q7 For Little Beach the revenue raised from the Smart Parking will go towards the existing Infrastructure Plan for Nelson Bay. Tell us the projects you would like to see completed first! Please note, initially any funds raised will go towards the setting up of the Smart Parking infrastructure which includes meters, signs and digital signs.

<b>Project</b>	<b>Low priority</b>	<b>Medium priority</b>	<b>Highest priority</b>	<b>Don't know/need for info</b>	<b>Weighted average</b>
<b>Carpark upgrade at Ngioka car park, Little Beach</b>	31.03%	32.18%	24.14%	12.64%	1.92
<b>Nelson Bay Town Centre Public Domain upgrades</b>	40.34%	29.55%	18.18%	11.93%	1.75
<b>Path and Access upgrade, Fly Point Dive site access, Fly Point</b>	40.00%	30.86%	17.14%	12.00%	1.74
<b>Carpark upgrade at main Nelson Bay foreshore carpark, Teramby Road, Nelson Bay</b>	42.44%	29.07%	14.53%	13.95%	1.68
<b>Streetscape upgrades - Magnus, Yacaaba and Stockton Streets, Pavement Marking</b>	43.35%	30.06%	14.45%	12.14%	1.67
<b>Traffic and parking upgrades - installation of wayfinding signage and controls, Nelson Bay CBD and foreshore</b>	54.07%	24.42%	6.40%	15.12%	1.44

Results shown are sorted based on highest to lowest weighted average column

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

Q8 For Little Beach please provide any additional suggestions for projects that you would like to see funded from Smart Parking revenue.

Answered: 68 Skipped: 219

#	Response	Tags
1	Suitable crossings to get over the street safely	Other project ideas
2	More car parking for tomaree headland	Other project ideas
3	Additional shaded seat/tables	Other project ideas
4	Make the entrance into the bay attractive rather how trashy it now looks	Other project ideas
5	Better showers.	Other project ideas
6	More shade and picnic areas and more fabulous park aka Stockton	Other project ideas
7	Re do the roads! The roads through little beach are absolutely horrible! No guttering and no line marking and pot holes everywhere! Resurface the road completely!	Other project ideas
8	Safe cycleway or shared path clearly marked for sharing with bikes and people	Other project ideas
9	Shade trees on grassed area	Other project ideas
10	Disabled access for swimming	Other project ideas
11	Preserving Halifax park dive site	Other project ideas
12	A cycle way/ pedestrian walkway would be great	Other project ideas
13	Increase the size of current parking areas and/or provide additional parking on vacant land. Yes, that will require clearing a few more trees!	Other project ideas
14	During peak holiday periods signage should be erected to limit occupancy of public spaces at most 4 hrs	Other project ideas
15	Completion of cycleways through to shoal bay	Other project ideas
16	More shady trees	Other project ideas
17	Nighth / evening Lighting upgrade to Little Beach foreshore and road/bike path between Little Beach Boat House area to Flypoint (Victoria Parade). Presently limited lighting at hilltop section east of Flypoint towards Little Beach. Very dark at night that I advise my daughters not to walk this route late evening and night. Presently exacerbated at Street Light NB 10357 doesn't work and has been not working for a long period of time.  However, area from this Lightpole to Flypoint requires upgrade and additional lighting.	Other project ideas

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tags
	New speed bumps on Flypoint Hill section to Little Beach on Victoria Parade are ineffective as they are not severe enough. This is evidenced by vehicles not slowing or needing to apply their brakes to travel over them.	
18	More shade for the little beach area.	Other project ideas
19	Maintaining boat ramp storefront, new boat ramp carpark resurfacing upgrade creating deeper drive through spaces to allow better traffic flow.	Other project ideas
20	cycling paths along foreshore between little beach and Shoal bay.	Other project ideas
	More rest and recreation areas for families and walkers/cyclists.	
21	More cycling foreshore pathways between Little Beach and Shoal Bay	Other project ideas
22	Easier access to beach from lawn area. Steps are very steep. A few well placed easy access steps with railings or ramps would be wonderful.	Other project ideas
	More shaded areas on the lawn needed.	
23	Shady playground area	Other project ideas
24	Tar & seal the boat ramp carpark.	Other project ideas
	Provide covers over the bbq tables. Plant some more shade trees.	
	Upgrade the wharf to the right of the boat ramp.	
25	Ongoing cycle paths	Other project ideas
26	A sunshade over the table for people with disabilities installed a couple of years back with a special path leading to it and yet no shade for the table. Stupidity at its worst.	Other project ideas
27	More litter prevention messures.	Other project ideas
28	Increased frequency of beach cleaning. Improve grass areas, buildup of sand adjacent to beach needs to be removed and replaced with soil and turf with sprinkler system.	Other project ideas
29	Cover over playground please	Other project ideas
30	The foreshore, parking and parking areas near disabled park are being constantly used by backpackers and grey nomads. Some staying for up to 7 days. In the seven years I have never witnessed any enforcement to discourage this practice. Farther more there has been a large increase of dog owners using Little Beach for their dogs to run unrestrained in the dog restricted area and beach. Rangers need to enforce these local council regulations with larger signage and enforcement.	Other project ideas
31	More BBQ facilities	Other project ideas
	Maintenance of disabled beach access ramp	

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tags
	Provision of beach access equipment	
32	Upgrade of potholed roads	Other project ideas
33	Fixing the roads around the bay. They are terrible.	Other project ideas
34	Permit holders should not have to comply with the time frames so we can use our local beaches and not be constrained by time limits imposed for tourists.	Other timed parking ideas
35	I think that there should be 2 hours free parking after which it is paid. This would allow enough people to swim, or go for a meal and enjoy the facilities without adding additional cost.	Other timed parking ideas
	I do not consent and never did consent to paid parking being introduced to all these additional locations. However, in the spirit of fairness, if someone wants to park for 4-6 hours, then yes that is not unreasonable to ask them to pay after the initial limit.	
36	N/A - MY VIEW IS THAT PARKING SHOULD BE FREE - BUT TIME LIMITED IN POPULAR AREAS.	Other timed parking ideas, Against paid parking in general
37	I do not think smart parking meters should be installed	Against paid parking in general
38	Do not agree that Smart Parking should be introduced to fund improvements	Against paid parking in general
39	Question 7 is a loaded question.  Don't charge for parking.	Against paid parking in general
40	Asvl said above, I don't agree with parking charges	Against paid parking in general
41	to not be charged at all	Against paid parking in general
42	FREE PARKING AT NGIOKA CENTRE CAR PARK THEN THERE WILL BE NO NEED TO COVER IN BITUMEN.	Against paid parking in general
43	We don't need more fees on people who are already here spending their hard earned money on hotels food pubs and activities	Against paid parking in general
44	use the money allocated for smart parking and put to community needs first. Do not have smart parking	Against paid parking in general
45	Our high rates should already cover any repairs needed	Against paid parking in general
46	This is absolutely disgusting as a tourist after this in winter be back	Against paid parking in general
47	I do not agree with the proposal therefore do not wish to comment on projects.	Against paid parking in general
48	I don't agree with SMART parking or SMART anything being installed	Against paid parking in general
49	Whole paid parking scheme should be abolished	Against paid parking in general

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tags
50	Protecting the natural landscape is the most significant concern. Equity of parking and abuse of same by existing businesses and residents is already a problem that is not able to be controlled enough by council so my biggest concern is that council could be extending its concerns too much	More information required
51	The revenue raised won't be spent here. It's all a con.	More information required
52	Council rates and van park funds should already be allocated and the existing smart parking for these upgrades	More information required
53	If the smart parking does not achieve its objectives in winter (off-peak season) it should be reconsidered. NB businesses have suffered, what will it take to have you reassess its actual impact on businesses?	More information required
54	Don't agree with paid parking, it will discourage visitors to the town and retailers and restaurants business will suffer as a result. You only have to look at Shoal Bay how it's emptied of day trippers now. If it implemented there should be a drop off area to unload picnic stuff etc. It will at least soften the sting of drivers that then need to find a park in other streets and walk back.	More information required, Against paid parking in general
55	Perhaps 50/50 per cent parking should be free parking , other half metered limit 4 hrs. Ensure Disabled parking ++ available	Other timed parking ideas, Other project ideas
56	The current conditions are fine. Best shift resources to smoother local roads and beach restoration.	Projects not needed
57	Leave it as is - you have already put in new toilets and done some up-grades at Little Beach. No amount of fines/funds you collect will be put back into Little Beach or any other beach - its just a money-making racket	Projects not needed
58	Nelson Bay is losing its appeal as a relaxed coastal town and trying to be a new Gold Coast or Central Coast. Stop with the development!	Projects not needed
59	N/A	
60	Nil	
61	Don't know	
62	N/A	
63	I don't feel qualified to comment as I don't live there	
64	Nil	
65	Yes	
66	Not concerned about little beach	
67	N/A	
68	Na	



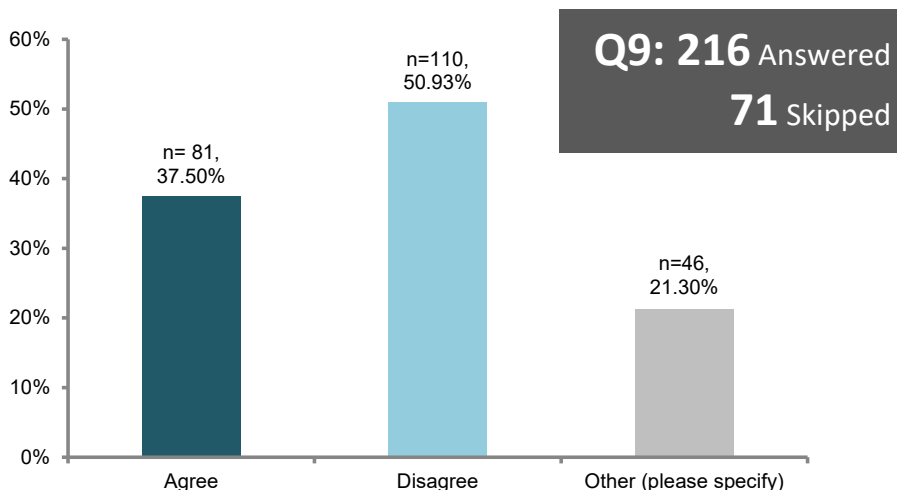
**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

**Q8 Tag summary (n=68)**

<b>Tag summary</b>	<b>#</b>	<b>%</b>
Other project ideas	34	50
Against paid parking in this area (eg beach environment)	15	22.06
Untagged	10	14.71
More information needed	5	7.35
Projects not needed	3	4.41
Other timed parking ideas	3	4.41

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

Q9 For Fingal Bay we are considering limiting the majority of the timed parking areas to 4 hours. What do you think?



Q9 Other (please specify) responses n=36

#	Response	Tag
1	don't agree with any of this paid parking	Against paid parking in general
2	How can you charge for parking when there isn't any kerb and gutter to park against	Against paid parking in general
3	Unlimited free parking	Against paid parking in general
4	MORE MONEY GRUBBING.	Against paid parking in general
5	No smart parking	Against paid parking in general
6	No meters	Against paid parking in general
7	TOTALLY DISAGREE with this. Fingal Bay hosts many functions both at the SLSClub and all around that area. If you go ahead and put in these parking meters families will NOT come to these functions. The Restaurant requires their patrons to have longer than 4 hrs and the Surf Life Club requires MUCH longer when they are holding any function on the beach. This is RIDICULOUS and it also includes the area around the shopping area, and Barry Park ~ weddings are often held up there, and guests dont want to be running back to move their cars in case of a fine. How stupid is this ~ YOU are spoiling	Against paid parking in this area

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

	our area. The Tennis Club will also be affected by Holiday Visitors trying to find free parking which will cause a lot of issues for the local residents who park there when they come to enjoy a game of tennis.	
8	Strongly disagree	Against paid parking in this area
9	I disagree strongly about installing smart parking in Fingal Bay.	Against paid parking in this area
10	Should be free. You are destroying the feel and laidback (and free and fair) access for all to the beaches	Against paid parking in this area
11	Time is something we should not put a value on. It is a precious and finite resource that we cannot afford to waste or take for granted.	Against paid parking in this area
12	Totally unacceptable	Against paid parking in this area
13	Don't put them in	Against paid parking in this area
14	Shouldn't be happening at all	Against paid parking in this area
15	Should be no paid parking	Against paid parking in this area
16	Not necessary	Against paid parking in this area
17	We should be encouraging people to stay as long as the like, enjoy the local area and spend money at the local shops and cafes.	Against paid parking in this area
18	Fingal will lose the welcoming nice relaxed family vibe it has.	Against paid parking in this area
19	We don't want smart parking here	Against paid parking in this area
20	I DISAGREE WITH TIMED PARKING IN FINGAL BAY. The forecast of revenue is hugely over-estimated, during the majority of the year there are numerous vacant parking spots. Paid parking is a RUDE WAY TO WELCOME VISITORS. It also removes the village feel of our suburb and shows little respect for the residents who paid their hard earned money on purchasing a property in the area for this reason of it being a relaxed area. We don't want ugly electronic parking space signs - this is the end of the road, not Vegas.	Against paid parking in this area
21	It would take away the people parking their vehicles up on grassed areas, e crouching upon private property	Agree with timing
22	Vehicle turn over required so people can take advantage of beach.	Agree with timing
23	too much you are going to get all people parking in the back streets.	Concern re: impact on neighbouring streets

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

<b>24</b>	Disagree, as a Resort this will cause beach visitors to park in and around our facility	Concern re: impact on neighbouring streets, Against paid parking in this area
<b>25</b>	This proposal should not go ahead. This proposal is on top of significant increases in rates for Fingal Bay residents far beyond what this council publicized. This will cause massive traffic issues for back streets as people will avoid paying the meter charges and park on streets not metered.	Concern re: impact on neighbouring streets, Against paid parking in this area
<b>26</b>	Strongly disagree with any paid parking; this is a big disincentive for visitors and will force parking into all the back streets.	Concern re: impact on neighbouring streets, Against paid parking in this area
<b>27</b>	Timed parking should be limited to 2 Hrs	Less time
<b>28</b>	3 hours is better	Less time
<b>29</b>	Again, more time for boating fishos	Longer time
<b>30</b>	This will have a significant impact on people who volunteer at SLS	More information required
<b>31</b>	For surf patrols it won't work	More information required
<b>32</b>	How does this work on non bitumen surfaces?	More information required
<b>33</b>	Limiting parking in these areas will be dangerous for locals as visitors will park wherever they can to avoid paying. Plus, lifesavers and work staff will be extremely disadvantaged as shifts are much longer than 4 hours, and they won't be able to move their cars during their busy shifts	More information required, Concern re: impact on neighbouring streets, Against paid parking in this area
<b>34</b>	This is a shocking plan if you plan to charge. 4 hour timing but not charging	Other timed parking ideas
<b>35</b>	time limits can be implemented without cost. Also, why do you want to move people on from the beach quickly. There is a massive amount of beach for visitors to enjoy	Other timed parking ideas
<b>36</b>	No maximum amount of time, just an hourly charge, the charge will already encourage turnover	Other timed parking ideas
<b>37</b>	Time frames should not apply to resident permit holders.	Other timed parking ideas
<b>38</b>	Partial only at beach	Other timed parking ideas
<b>39</b>	4 hours is okay BUT NOT having to pay for parking. Having to pay to park at the shops will be very detrimental for our local businesses.	Other timed parking ideas
<b>40</b>	The whole of Fingal bay is required to be 4 hour parking	Other timed parking ideas

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

41	Longer time frames for locals	Other timed parking ideas
42	See my previous comment	Other timed parking ideas
43	BUT IT SHOULD BE FREE FOR 4 HOURS FOR EVERYBODY.	Other timed parking ideas, Agree with timing
44	Refer Q6 response	Other timed parking ideas, Concern re: impact on neighbouring streets
45	0	
46	N/A	

**Q9 Tag summary (n=46)**

Tag summary	#	%
Against paid parking in this area (eg beach environment)	18	39.13
Other timed parking ideas	11	23.91
Concern re: impact on neighbouring streets	6	13.04
Against paid parking in general	6	13.04
More information needed	4	8.7
Agree with timing	3	6.52
Less time	2	4.35
Untagged	2	4.35
Longer time	1	2.17

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

Q10 Please help us understand your response to Q9 regarding timing?

Answered 185; Skipped 103

#	Response	Tag
1	Parking should not be limited	Against paid parking in general
2	Self timing of individual users much better	Against paid parking in general
3	I don't agree with smart parking being installed.	Against paid parking in general
4	As I said previously, it's not difficult to understand that there should be no smart parking.	Against paid parking in general
5	Parking should be free	Against paid parking in general
6	Smart parking is not a good idea.	Against paid parking in general
7	After coming here for many years it's just disgusting the council has done this	Against paid parking in general
8	I don't agree with SMART parking	Against paid parking in general
9	Don't charge for parking. You people are disgusting	Against paid parking in general
10	Do not agree with introduction of Smart Parking in Fingal Bay	Against paid parking in this area
11	Again 4 hours is too short and why do we need to charge for all beach parking - just extend parking along the foreshore and make it free	Against paid parking in this area
12	It should be a place to relax, walk, snorkel and enjoy your day. It's hard enough as it is to find a park and unload with my family. Too difficult to do that again with kids.	Against paid parking in this area
13	Revenue raising  Keep beach accessible for all - locals and visitors	Against paid parking in this area
14	Parking to go to the beach should be free for everyone	Against paid parking in this area
15	it is only needed for a few months of the year - what is the point of installing limited parking when the place is a ghost town during colder months	Against paid parking in this area
16	Why are you doing this? Sounds like just revenue raising, not management of the parking which currently works well. It ain't broke so don't fix it. By charging you will encourage parking in Lentara St to which is already busy and narrow when there is parked cars on both sides. Do this and we/our visitors are unlikely to be able to park outside our house. Also charging for parking in Market St outside the shops is absurd. If you want to go the grocer or cafe for something	Against paid parking in this area

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
	simple, our visitors will have to pay. I will have to use my car not the most accessible one. Absurd!!	
17	Should be free. You are destroying the feel and laidback (and free and fair) access for all to the beaches	Against paid parking in this area
18	Is council creating a problem or looking for one or preventing one.  I never have problems at Fingal and perhaps more understanding and experience and patience should be applied	Against paid parking in this area
19	People should be able to park for free at the beach for the whole day	Against paid parking in this area
20	I don't believe people should have to pay to go to the beach. There are few free things left for families to do as it is.	Against paid parking in this area
21	Time is a precious resource that cannot be quantified or measured. It is unfair and unreasonable for the council to impose fees on beachgoers who want to enjoy the natural beauty and public amenity of this region.  The council should have anticipated and planned for the increasing demand and popularity of this area, instead of shifting the burden and cost to the residents and visitors. I urge the council to reconsider its decision and respect the rights and wishes of all people who use the beach.	Against paid parking in this area
22	Parking isn't an issue at Fingal	Against paid parking in this area
23	Beaches should be free to everyone.paid parking is just another tax on visitors.	Against paid parking in this area
24	This is the most ridiculous money grabbing idea for our little bay	Against paid parking in this area
25	Leave Fingal as it is. Let people enjoy it without the stress of having to pay for parking	Against paid parking in this area
26	Don't support paid meters	Against paid parking in this area
27	I live in Pacific Drive our road has been in need of upgrade for 30 years people won't use the paid parking until the parking in front of our home are full you raised our rates considerably this year and now your going to land us with this crap	Against paid parking in this area
28	Not needed for Fingal Bay, this is only really busy in holiday times.	Against paid parking in this area
29	Another ridiculous idea, particularly for Fingal. I think you are forgetting that Fingal has a surf club of which the council owns! Fingal is a patrolled beach, manned by numerous surf patrol volunteers each Saturday and Sunday, as well as hundreds of young nippers. Parents pay out hundreds of dollars per child each season, why should they also have to pay for parking. These are our future life savers! Volunteers	Against paid parking in this area

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
	are very busy running Sunday events, often starting to set up from 7am, they are then on the beach or doing water safety. Their day spans far in excess of 4 hours. Another thing you have forgotten is that Fingal SLSC generally holds more surf carnivals than any other club in the region. They spend a lot of money to attend carnivals, not to mention buying food from the club and Longboat Restaurant. If they have to pay for parking, they won't be back. A lot of the surf club locals and regional participants are there from early hours till late in the day, often for 2 days. Not well thought through.	
30	Once again during peak Holiday Season everyone wants to be close to the Beach  So let's give all holiday makers a fair Go especially families with young children	Against paid parking in this area
31	This is a terrible idea, because of Surf carnivals and the over load of cars from the Caravan Park etc, you could limit the time without introducing paid parking.	Against paid parking in this area
32	I dont think smart parking should be implemented in recreational areas. Surf carnivals already struggle with the limited space provided	Against paid parking in this area
33	This area does not need timed parking! Don't ruin this beautiful area! We want to make it accessible to people and be able to freely enjoy this beautiful part of the world!	Against paid parking in this area
34	this is unnecessary and a cynical attempt at revenue raising  Rangers are unable to find time to perform normal function eg patrol dogs illegally on beach, now there going to be dealing with parking meters!	Against paid parking in this area
35	It will compromise the ability of visitors to enjoy the beach for an extended period.	Against paid parking in this area
36	Keep the smart meters elsewhere	Against paid parking in this area
37	Time frame cannot suit locals and visitors alike	Against paid parking in this area
38	No limit parking for Fingal Bay please.	Against paid parking in this area
39	Do not agree with parking meters in Fingal Bay.	Against paid parking in this area
40	Families visit the beach for longer than 4 hours. Local kayakers paddle out from Fingal Bay especially out of school holidays and need more than 4 hours. Out of peak times, there should be no parking limits	Against paid parking in this area
41	It's only busy for 6 or so weeks at holiday time and an unnecessary expense to set up	Against paid parking in this area
42	Don't turn Fingal bay into Sydney! Even on holiday days there's enough parking for all! People will park beyond those areas eg in Tuna Cres, boulder bay road, short street	Against paid parking in this area



**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
	making it dangerous for pedestrians during holiday times when traffic is high. You have provided no footpaths in most areas to keep us safe! How about you do that first so we don't have to walk on the road!	
43	Detract from tourism	Against paid parking in this area
44	We are a resident of this area, we do not expect to have to pay to park in our area when we already pay huge rates! There is a lot of work that actually NEEDS to happen before you start charging people to park while enjoying the area	Against paid parking in this area
45	This discriminates against families who want to enjoy the beach for extended periods. It forces people to drop and go - clogging currently quiet streets with those who cannot afford the cost of parking or who need to stay longer.	Against paid parking in this area
46	You will change the 'culture' of fingal!	Against paid parking in this area
47	I think the area is too large for metered parking and will take away from the small coastal feel of fingal. I do not want to see this I fingal Bay.	Against paid parking in this area
48	The area being considered is too vast. Council have already failed to consult with residents living on marine drive before changing & redesigning parking spaces. It's now a narrow one way road towards Barry park - with on street parking that will restrict residents reversing out of driveways and visitors to local residences. A computer generated plan isn't always practical or suited to such areas.	Against paid parking in this area, Change extent

Again . We are in a cost of living crisis. Beaches like fingal bay , little beach, corlette, birubi etc need to be kept free for all. There are not the businesses in little beach , fingal bay to justify a metered time limit turnover of cars. Not all local residents wish to register personal details with council or download an app for free parking.

Many families from out of area stay /visit caravan parks, camping for affordable holidays in these areas.

Revenue is already being raised from the smart meters overkill in Nelson and shoal bay. It's becoming increasingly greed driven .

For instance even in Newcastle Only a couple of beaches in the Newcastle council district have metered parking. The remaining beaches are kept affordable and free for all.

At fingal , little beach , etc It's only at peak times- a couple of times per year these beaches are heavily used. The rest of year there is not the same traffic or use of beach & businesses.

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
49	<p>TOTALLY DISAGREE with any timed parking meters with-in the Fingal Bay Area.</p> <p>If this does go ahead residents in the streets behind the beach area will be continually jammed with people parking in our residential area to avoid the meters. We do NOT WANT this to happen ~</p> <p>Also take into consideration the Tennis Club's parking area. Yes it needs updating, but not by Revenue Raising from Parking fines.</p>	<p>Against paid parking in this area, Concern re: impact on neighbouring streets</p>
50	<p>Overflow from caravan park is very common. So it's not fair. Pushes people to suburban streets.</p>	<p>Against paid parking in this area, Concern re: impact on neighbouring streets</p>
51	<p>If paid parking is introduced to Fingal Bay then non-residents will seek out parking in back streets and open areas, with loss of amenity for residents.</p> <p>These non-residents could be day-trippers and overflow from the caravan park.</p>	<p>Against paid parking in this area, Concern re: impact on neighbouring streets</p>
52	<p>This is a terrible idea. The majority of the areas for timed parking don't have significant residential frontage. All this will do is push visitors and second cars for the caravan park to parking in residential streets, crowding those. Local residents will be able to park close to the beach but that is already the case. This isn't Sydney with its pretentious locals who think they own the beach</p>	<p>Against paid parking in this area, Concern re: impact on neighbouring streets</p>
53	<p>Time parking in residential streets will only increase the amount of traffic</p>	<p>Against paid parking in this area, Concern re: impact on neighbouring streets</p>
54	<p>Fingal Bay is heavily used by families, little nippers, park run, WEEKLY also triathlons, iron Man comps, markets and day trippers. Surf club comps go on all day.</p> <p>Parents will be heavily affected and disadvantaged. Weddings and functions will need more than 4hrs. Drivers are certainly going to be looking to outer streets where residents live.</p>	<p>Against paid parking in this area, Concern re: impact on neighbouring streets</p>
55	<p>I am a resident of Fingal Bay. This whole proposal will move people from parking in the proposed parking meter zones to back streets. It will have significant impact on the amenity of my property and many others.</p>	<p>Against paid parking in this area, Concern re: impact on neighbouring streets</p>
56	<p>This will force cars onto other streets. People should be able to go to the beach without time limitation or the cost of parking. This will harm tourism and be bad for activities that take a long time.</p>	<p>Against paid parking in this area, Concern re: impact on neighbouring streets</p>

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
57	My main concerns is People/Visitors who don't want to pay for parking will park in backstreets where it's free. That tends to clog up the backstreets with more parked cars.	Against paid parking in this area, Concern re: impact on neighbouring streets
58	This timing will only push parking into more residential streets away from the beach, just shifting the problem. One of the most attractive things about Fingal is that it hasn't been commercialised yet and people can enjoy the beach for free.	Against paid parking in this area, Concern re: impact on neighbouring streets
59	Beaches should be free to access for all. The cost of living is already high, making enjoyable things, like going to the beach, cost money can put financial strain on families struggling in this time.  The bay also doesn't have sufficient public transport to support people in not driving to the beach.  Saying this people will try and avoid the paid parking by parking in other streets, creating congestion on normally quiet streets. Especially during summer when it gets so crowded here, tourists don't need to be parking on people's front lawns when there's parking available right on the beach.	Against paid parking in this area, Concern re: impact on neighbouring streets
60	no resident consultation. Where do you think the cars will park in our front yards!!!! Obviously Councillors dont live in the areas of smart parking. Its unsafe for our elderly and children. Why should we now have to suffer for your poor decisions. Disgraceful	Against paid parking in this area, Concern re: impact on neighbouring streets
61	Surf club volunteers should not have fear of gone for performing community duties Locals and tourists have different needs. I don't see problem with free parking It's just annoying to be at the beach, having day out/lunch:coastal walk etc then have to stop and move the car. We ride our bikes in peak seasons anyway Maybe consider different time frames for peak snd shoulder/off peak seasons The parking meters and signage are visual pollution- there are already too many signs around We just got back from south coast/ no parking meters ... looks ugly here	Against paid parking in this area, Other parking ideas
62	As above	Agree with timing
63	To make parking fair and flexible for the public.	Agree with timing
64	Fair call	Agree with timing
65	Fair time limit	Agree with timing
66	Seems fair	Agree with timing
67	Limited parking, needs to turn over	Agree with timing

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
68	It's adequate	Agree with timing
69	As above fair time to see d at beach	Agree with timing
70	I agree timed Peking may benefit Fingal Bay parking as it is often very overcrowded.	Agree with timing
71	Same as before	Agree with timing
72	Sufficient	Agree with timing
73	Gives more opportunity for people to enjoy the Beach. Sun smart right ?	Agree with timing
74	Enough time to spend on beach	Agree with timing
75	4ths is ample for a beach visit	Agree with timing
76	4 hours is the minimum time . No less.	Agree with timing
77	Fingal bay beach area is a lot bigger and therefore more parking available. So limit time can work there better than Little Beach	Agree with timing
78	Same reason as little beach	Agree with timing
79	4 hours is enough at the beach	Agree with timing
80	Good length of time to enjoy the beach and facilities	Agree with timing
81	Give more people a chance to park	Agree with timing
82	enough time for cafe/beach etc and allows turn over so others can get parking	Agree with timing
83	4 hours would be more equable. Although it would limit beach goers and caravan park residents. I have doubts about the policing of this thought. Fingal Beach goers continually park on yellow lines and up to corners.	Agree with timing
84	4 hours allows for change over but this won't work if it is in front of homes. Homes will either require longer parking times or longer permit times for residents. Ie, 4 hour time limit for visitor, but residents can stay longer.	Agree with timing
85	Adequate time to park and use beach without monopolising car parking space to detriment of others	Agree with timing
86	This will allow other users an opportunity to use	Agree with timing
87	Stop long term monopoly of parking	Agree with timing
88	The Fingal Bay areas must have minimum hours of 4 hour parking.  The town of Fingal Bay rels heavily on tourists enjoying our beach and using our cafes/restaurants.  This requires 4 hours parking	Agree with timing
89	4hrs is about right. Perhaps too short for peak summer time but on average seems pretty good.	Agree with timing
90	4 hours is enough time to spend at the beach	Agree with timing

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
91	Sounds reasonable	Agree with timing
92	Helps other visitors come in and find parking so they can enjoy the local takeaways/ cafes evt	Agree with timing
93	I feel a lot of people (particularly on weekends, school holidays and in summer) come to Fingal Bay just for the beach. In my opinion most people wouldn't stay more than 4 hours so that's reasonable parking time to keep the area vibrant and not discourage people from coming here.	Agree with timing
94	Most families either spend the morning or the afternoon at the beach. 4 hours should be adequate.	Agree with timing
95	Numerous visitors occupy beach parking 24/7 while using beach front accomodation so that should be prevented to permit a fairer share of the spaces. 4 hours is a reasonable allocation of time during the highest demand for beach parking, again sharing the asset.	Agree with timing
96	People staying for extended times	Agree with timing
97	Vehicle turnover required so as more people get to use beach	Agree with timing
98	Most people are there to go to the beach they will want to be there for at least 4 hours probably more	Agree with timing
99	To allow more people to be able to spend time there. Not for people to park all day long	Agree with timing
100	More people can enjoy the beach	Agree with timing
101	Other people nay get the opportunity to park closer to the beach rather than side streets.	Agree with timing
102	Good length of time for a visit to the beach	Agree with timing
103	You need at least that time to enjoy the beach	Agree with timing
104	4 hours is plenty of time for people to enjoy the beach. It will also deter the overflow cars from holiday accommodation being parked all day and night for the duration of their holiday. Hopefully it will deter free campers hogging car spaces!	Agree with timing
105	Enough time to go to beach & cafes	Agree with timing
106	Probably enough time for a beach visit	Agree with timing
107	Locals can never get a carpark and people who stay i caravan park stay there for weeks at a time	Agree with timing
108	Parking is mainly for access to beach, Barry Park, etc, 4hrs should be sufficient, rental properties in the Market st area should be considered as all do not have off street parking.	Agree with timing
109	There should be some hours of free parking. Families want to be able to come to the beach for the day.	Change extent
110	too much payed parking we do not need it at Barrys lookout.	Change extent
111	I don't agree with the paid parking in front of private residences. In front of the shops OK. Beachfront beach side	Change extent

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
	OK. From the boat ramp to the surf club OK. Maybe oval and tennis court OK.	
112	If you enjoy the beach you usually stay longer . And Fingal has less parking areas as it is. Make more parking areas near football fields and a walk through.	Change extent
113	Barry park parking would need to be bitumented etc. A cost I don't think we need.	Change extent
114	I agree along Marine Drive and the surf club car park only	Change extent, Agree with timing
115	Local resident who also likes to go to Fingal Beach. In peak times cars that are visiting the local caravan park along Marine Drive 24/7. They should park at the rear of the Caravan park off Farm Rd. Council to consider a proper public car park near the tennis courts.	Change extent, Agree with timing
116	The shops would suffer if paid parking is introduced. 4 hrs is enough at beach front	Change extent, Agree with timing
117	All streets designated should be 4hrs; except Market St which should be just 2hrs to promote turnover for businesses.  Marine Dr Smart parking should be extended right up pat Lentara St, perhaps to Shoal Bay turn-off.  Metered Parking should occur on both sides of Tuna St up to Short St/Market St.  All Smart metered zones should be policed regularly & actual fines applied.  Smart parking along Pacific Drive should extend at least halfway up the street; well past No. 8. There should be No Stopping signs on the non-Smart parking side of Marine Dr & Pacific Dr near Barry Park.  There should be No Overnight Camping signs placed on the Barry Park corner for Marine/Pacific Dr & along Pacific Drive. This should be policed, regularly & effectively.	Change extent, Concern re: impact on neighbouring streets, Agree with timing
118	There cannot be parking outside residential housing or streets without keen and gutters	Concern re: impact on neighbouring streets
119	BUT, this will drive beachgoers into parking in the residential streets, which have elderly and child residents. You need a strategy for this, eg resident only parking or 2 hour limits	Concern re: impact on neighbouring streets
120	This will simply encourage people to park in the unkerbed surrounding streets if people can't park for at least 8 hours	Concern re: impact on neighbouring streets
121	I live in this area , my street (tuna cres) is not going to cope if cars start parking up both sides because of times parking and the bus already has issues getting up that road as it is	Concern re: impact on neighbouring streets

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
122	Adequate timing. Please consider extending the metered area into Rocky Point Road.	Concern re: impact on neighbouring streets, Agree with timing
123	4 hrs is OK but worried about the amount of cars that will use backstreets to avoid the fees.	Concern re: impact on neighbouring streets, Agree with timing
124	I think less time...maybe 2 hours	Less time
125	Majority of folk go to beach less than 4 hours	Less time
126	Most people going to the Fingal Bay beach would be there for most of the day not just 4 hours	Longer time
127	People go to the beach all day	Longer time
128	If you drive to the beach I don't want to be limited to 4 hours.	Longer time
129	It's too short for a family to enjoy the day at the beach. Make it 6hrs.	Longer time
130	People may wish to spend a longer time on the beach	Longer time
131	Not long enough for people who attend beach all Day	Longer time
132	As per my previous response all day(8hrs) would help those out on the water for more than 4 hours	Longer time
133	I think it should be longer	Longer time
134	That's another expense for the family budget do not think it's a good idea	Longer time
135	Again Fingal is a day visit area. 8 Hrs is more appropriate	Longer time
136	If you want to walk to Fingal island when spit is filled , 4 hour limit would restrict the ability to do this	Longer time
137	Again restricts locals / surf club participants / bush walkers being above to enjoy their local area for an extended period of time.	Longer time
138	Families like to spend the day at the beach when visiting.	Longer time
139	Bushwalking, swimming, boating, surfing all limited to under 3 hours	Longer time
140	4 hours is not long after setting up at the beach with a family	Longer time
141	As per Little Beach	Longer time
142	4 hours is okay for most things in Market Street, but perhaps 6 hours needed for the beach	Longer time
143	For volunteers of the surf club this would impact their ability to patrol the beach and deter many volunteers. Nippers and other family activities run from the surf club would be greatly impacted.	Longer time
144	I am volunteer who patrols at the surf club and my shifts are over 4 hours.	Longer time

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
145	I regularly go to Fingal and patrol that beach also , these activities last longer than the 4hr permitted. We volunteer and in peak periods it is hard enough to park there let alone park 4 blocks back and walk for volunteering your time?	Longer time
146	This is not enough for those volunteering every Sunday for nippers or for those patrolling.	Longer time
147	People spend a day at the beach	Longer time
148	Pros and cons. Longer time means people will most likely spend money at the local shops.	Longer time
149	I don't believe this is long enough	Longer time
150	Fingal is a haven or families with both beach and bay and cafes / restaurants. To utilise all these in the same day example start at bay, go for lunch at cafe and then move to beach often you need more than 4 hours	Longer time
151	Want a full day at the beach, not 4hrs	Longer time, Against paid parking in this area
152	I am a volunteer lifeguard and timed parking would impact my ability to patrol	Longer time, Against paid parking in this area
153	Minimum 6 hours parking.... allows people to stay at beach for whole day, to eat at local cafes as well.  4 hour parking in surrounding streets ok, but beachfront and Marine Drive should be 6 hours.	Longer time, Change extent
154	Visitors who come to the beach stay longer then 4 hours. If limited will find parking in residential streets to park.	Longer time, Concern re: impact on neighbouring streets
155	SLS volunteers cannot do their patrols without being at the beach for longer than 4 hours. There is an overflow of parking from the caravan park along Marine Dve in busy times this will move to the back streets which will be unsafe and will increase the risk of pedestrian, particularly children, accidents with vehicles	Longer time, Concern re: impact on neighbouring streets
156	People want to stay at the beach more than 4 hours. It is silly that they have to go move there car half way through their day. I think it should be 8 hours. People are also just going to park on the surrounding streets.what are we trying to achieve by putting this in?	Longer time, Concern re: impact on neighbouring streets
157	1. Surf Lifesavers need to be able to park for longer. They have a minimum 4 hour shift. 2. I am a resident. can I park outside my house all day? 3. Why does it stop before Darramba Street? have you ever seen the place on a Sunday morning? will be even worse when you charge people to park in the carpark.	Longer time, Concern re: impact on neighbouring streets



**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
158	Surf Club patrols go longer so they need longer. Also surf club need a number of reserved parks	Longer time, More information required
159	Where do I park if I have an all day wedding and reception??	Longer time, More information required
160	Lots of life savers drive in to do patrols which are over 4 hours.  It will push cars into back streets	Longer time, More information required
161	In regards to surf club patrolling people have not been taken into consideration	Longer time, More information required
162	I am a patrolling member of the surf club providing a volunteer service to the community and am concerned that we will be booked while at the surf club on patrol or helping out with events. When carnivals are held people can be there all day. How will that be managed?	Longer time, More information required
163	Holiday makers often have more than one car per booking. No provision for extended parking free of charge.	More information required
164	Workers parking difficult	More information required
165	Dirt on side of roads at roads on the headland - how does that work?	More information required
166	As a lifeguard I find this completely ridiculous. We are on the beach for 8 hours in the middle of summer thousands of people down on the beach with only two of us patrolling. What are we meant to do go move our car in the middle of the day and not find another park within the car park. It leaves one person patrolling the entire beach and is just not feasible.	More information required
167	Being part of the surf club, parking is already a problem. For us to be financially hit with a fine for doing our patrols, sometimes up to 8 hours, is totally irresponsible of the council. Just revenue raising.	More information required
168	As a surf lifesaver I do 4 hour patrols which I generally will get to early and leave later on. So with 4 hour limit I will not be able to park there without risking a fine. I will no longer be able to do patrols as sometimes we do full day as well	More information required
169	Council's so-called Smart Parking is just about money grabbing, repairing roads in Nelson Bay CBD and other potential areas for our visitors and forcing them and locals to park in residential streets. Council should be spending more money on major and minor arterial roads and not for parking. Council will eventually move to make ALL ratepayers and residents pay for parking in all the CBDs and these other parking areas.	More information required, Against paid parking in general
170	If the smart parking does not achieve its objectives in winter (off-peak season) it should be reconsidered. NB businesses have suffered, what will it take to have you reassess its impact on businesses?	More information required, Against paid parking in general

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
171	As a person who has a holiday home in Fingal Bay for over 10 years & also has my children visit, there won't be any ducking up to the Fingal shops for them & also the fact that people will end up parking in the streets of Fingal and then you will add meters to the streets and then my kids won't be able to park at our holiday home	More information required, Against paid parking in this area, Concern re: impact on neighbouring streets
172	This will push people parking into neighbouring streets, that will take parking of residence.  Volunteers of the surf club need longer due to Patrol hours and club commitments.	More information required, Against paid parking in this area, Concern re: impact on neighbouring streets
173	No maximum amount of time, just an hourly charge, the charge will already encourage turnover	Other parking ideas
174	Time frames should not apply to residents.	Other parking ideas
175	Between 10am and 2pm	Other parking ideas
176	Restrict overnight parking.	Other parking ideas
177	Refer Q6 response	Other parking ideas
178	Longer for people going to the beach, shorter for Fingal Bay shops	Other parking ideas
179	However, Market St where the shops are should be 1hr max with a few 15minute zones for quick turnover	Other parking ideas
180	Agree with timed parking for marine drive. Market Street needs to be a mix of half and one hour parking. In front of the shops.	Other parking ideas, Agree with timing
181	Should be allowed a second park in same area but different spot as many come for the day, otherwise residential streets get too crowded especially near the caravan park.	Other parking ideas, Concern re: impact on neighbouring streets
182	I am concerned that metre parking will encourage drivers to park in the surrounding streets that are not metred. During busy times of the year such as Christmas and Easter that is fine however Barry Park is busy all year round due to whale watching, sight seeing and Weddings. Therefore residents in Pacific drive will be impacted by parked cars out the front of their homes most of the year. Fingal Bay is a quiet coastal village, that's what attracted us to the place. I feel very concerned that traffic in the Pacific drive and surrounding streets will increase, causing safety, noise and congestion issues.  I am wondering if the metre parking at Barry park could offer	Other parking ideas, Concern re: impact on neighbouring streets

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

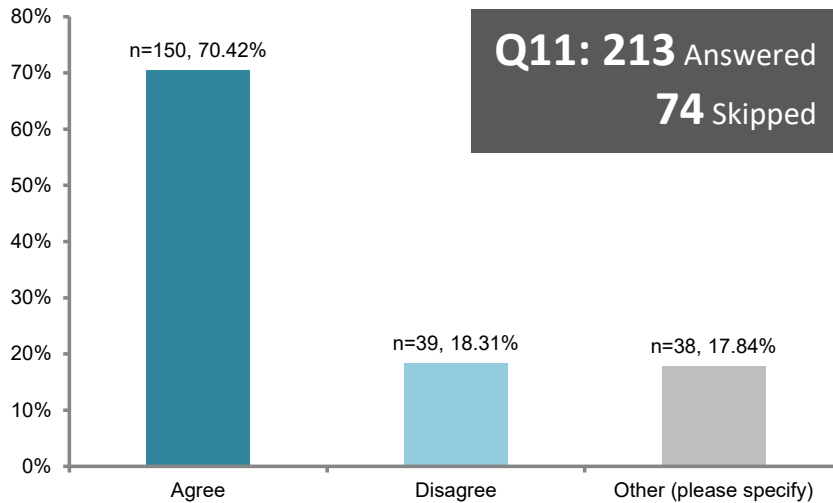
#	Response	Tag
	the first 30 minutes free and that way people could pop into the park for sightseeing and whale watching within 30 minutes. If they are there any longer they have to pay.	
183	<p>1.As above for Little Beach- tourism will suffer</p> <p>2. It will push all the parking into nearby streets eg Farm Road- elders at risk.</p> <p>3. Have you audited the tourism dollars received from all the carnivals, triathlons, campers second vehicles against possible income from parking metres.</p> <p>4. Parking meter funds is an easy solution to Council to provide facilities to Fingal Bay despite Fingal residents paying high rates.</p> <p>5. We have waited for years to have upgrade to Fingal foreshore - now at last part is being attended using a Federal grant. Still no return on rates.</p> <p>6. The below questions are a cop out by Council bribing residents re upgrades to area.</p> <p>Of course we want all attended, but not at expense of killing tourism to the Bay</p>	Other parking ideas, More information required
184	N.A	

**Q10 Tag summary (n=158 comments)**

Tag summary	#	%
Against paid parking in this area (eg beach environment)	56	30.43
Agree with timing	53	29.35
Longer time	37	20.11
Concern re: impact on neighbouring streets	27	14.67
More information needed	16	8.7
Other timed parking ideas	12	6.52
Change extent	11	5.98
Against paid parking in general	11	5.98
Less time	2	1.09
Untagged	1	0.54

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

Q11 For Fingal Bay we are considering ensuring the laneway to the rear of the shop remains available for local businesses. This would mean only business permit holders would be able to park for an extended period here. What do you think?



Other (please specify) responses (n=38)

Please note these responses have not been tagged. Some of the comments clearly demonstrate that further information is required to help explain the specific use of business and worker permits.

#	Response
1	Parking should not be limited
2	NO ~ leave things as they are. If you go ahead then you are going to cause a lot more issues within the Fingal Bay area.
3	Council is killing the friendliness & feel of place with greed
4	No meters should be in Market Street
5	I think those who live near or work at the business should be allowed free parking
6	why do you not want visitors to use the local businesses? How does making the shops only for locals and business owners help increase the usage of the visitors
7	Don't know
8	Only if local businesses pay for this privilege
9	TRY LOADING ZONES ONLY. DON'T AGREE WITH SO-CALLED SMART PARKING FOR FINGAL BAY.

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response
10	Free parking for everyone
11	Unsure
12	No meters
13	I think locals should be able to park in these spots as well if they are accessing the businesses
14	just erect signs advising business parking only. No need for smart meters
15	What about the surf life guards, saltwater restaurant and longboat??
16	No timeframes should apply to any residents along the beaches.
17	Business owners and some residents from the apartments above the shops currently park in the 2 hour time limited car spots all day and sometimes for days on end as Rangers do not monitor the parking. You will need to ensure that Rangers actually come to Fingal Bay and monitor parking times.
18	What about the public there will be no business
19	Residents and businesses within this area would be more ideal
20	Instead of business permit holders taking up valuable space why not incorporate timed loading zones and once again put in timed parking to give everyone a fair chance and keep bringing in that revenue Stream
21	Dont think any changes should be made , these businesses will sufer
22	This is beneficial for the staff of market street however there are many volunteers of the Fingal bay surf club who would require parking?
23	Happy for laneway to be reserved for businesses.
24	This same analogy of extended parking permits for local residential only permit parking for Columbia, Kurrawa & Mistral Closes, Little Beach residents needs to be applied to providing residents
25	Wasn't aware others parked there
26	No comment
27	Should stay as is
28	This would disadvantage workers
29	Does this extend to all their multiple staff too, like all the waiters and waitresses.
30	(THERE IS A TYPO IN THIS QUESTION)
31	Do not agree with parking meters in Fingal Bay.
32	No smart parking
33	As long as there is enough for the business owners who have to stay all day.
34	There is minimal parking in the lane way as it stands
35	Do not want metered parking at all but agree for this for business if it does come in.
36	What timeframe are you considering? Will this restriction affect businesses?
37	Is something like this also going to be implemented in the car park at the surf club? Lifeguards can't waste time moving there cars when we only have two guards on
38	We don't want your smart parking here

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

Q12 For Fingal Bay we are currently developing a list of infrastructure projects that could be funded from Smart Parking revenue over the next 10 years. Tell us the projects that you would like to see completed first! Please note, initially any funds raised will go towards the setting up of the Smart Parking infrastructure which includes meters, signs and digital signs.

Answered 203; Skipped 84

Project	Low priority	Medium priority	Highest priority	Don't know/need for info	Weighted average
Marine Drive - footpath connection from beach vehicle access point to Barry Park	26.13%	28.64%	33.67%	11.56%	2.09
Marine Drive upgrades - to support Barry Park carpark improvements (including kerb and gutter, resurfacing)	64.14%	37.06%	24.87%	8.12%	1.94
Pacific Drive upgrades - to support Barry Park carpark improvements (including kerb and gutter, resurfacing)	33.50%	34.34%	25.76%	8.08%	1.93
Marine Drive upgrades - kerb and gutter works, resurfacing, parking opportunity improvements, from Surf Club to beach vehicle access point	29.95%	35.57%	22.68%	9.79%	1.9
Marine Drive - footpath connection from opposite Lentara Street intersection to cycleway and reserve	31.82%	36.55%	21.32%	8.63%	1.87
Tuna Crescent/Short Street upgrades - including road resurfacing and linemarking	31.96%	29.02%	22.80%	8.81%	1.82
Market Street upgrades - including road resurfacing and linemarking	39.80%	32.14%	18.37%	9.69%	1.76
Fingal Bay tennis courts carpark upgrade, off Farm Road	68.53%	20.71%	7.58%	7.58%	1.39
Wayfinding parking electronic parking availability signage	39.38%	15.74%	6.60%	9.14%	1.32

Results shown are sorted based on highest to lowest weighted average column

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

Q13 For Fingal Bay please provide any additional suggestions for projects that you would like to see funded from Smart Parking revenue.

Answered 132; Skipped 155

#	Response	Tag
1	Pathway from farm Rd through to marine drive needs urgent attention.  Clearing of open drain and overgrown areas	Other project ideas
2	Kerb and guttering and resurfacing of road along Rocky Point Road as you turn into Rocky Point Road from Marine Drive with No Parking signs on either side of the road. It is VERY DANGEROUS there at the moment especially with the double lines that have been placed there. An accident waiting to happen!!!	Other project ideas
3	Pathways along Boulder Bay Rd connecting to Market street shops.  Shade sails to children's park in front of Fingal Beach.	Other project ideas
4	I would like to see connecting pathways on Boulder Bay Rd connecting to Market Street shops.  A shade sail over the children's park in front of Fingal Beach	Other project ideas
5	We need a footpath along Rocky Point Road. From the beach play park all the way to the Fingal Sports Club. Especially at the beach end, it is very dangerous to walk and ride a bike when it is busy, there is no safe place for pedestrians to walk.	Other project ideas
6	Upgrade seating and cover for seats at Kiddies corner foreshore. Relevel and turf grass area.	Other project ideas
7	Fingal beach picnic and bbq amenities  Improved boat ramp	Other project ideas
8	Keen and gutter all streets, install extra showers to area where stairs come up from the beach	Other project ideas
9	Resurface Rocky Point Road its full of potholes	Other project ideas
10	The toilets need work...even painting would help...  More seating from boat ramp to Tuna Crescent	Other project ideas
11	Natural and native landscape should be main priority and equity of use needs to be sensible	Other project ideas

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
12	Clean up vegetation near cafe on right of path along walkway to the beach. Keep access point to beach walkways cleared ( brown snake sightings) off cycle/ walkway at the back of beach.	Other project ideas
13	Improved parking signage supported by sufficient presence and enforcement. This may assist in addressing safety concerns during peak times.	Other project ideas
14	A more fabulous park similar to Stockton not a skate park	Other project ideas
15	Cover the playground. Top priority.  Upgrade toilet block at boat ramp	Other project ideas
16	Restoration of native vegetation along the beach front. Improved access paths to beach from cycle path.  Shade over existing tables	Other project ideas
17	1. Replacement of broken, uneven and sunk cement slabs on walkway/cycleway btwn Fingal boat ramp and surf club. This is a resource many residents use on a near daily schedule.  2. Curb and guttering in Rocky Point Rd. btwn Marine Drive & Farm Rd. with landscaping and laybacks for entrance to oval.  3. Much more regular gutter cleaning visits.	Other project ideas
18	Shade trees on grassed area of beach near boat ramp & shelters over existing tables.	Other project ideas
19	Maintaining the rubbish vegetation along the walking paths so the view of the ocean is not interrupted.	Other project ideas
20	Maybe council should put a fine on people taking too long to build a house  le the house on cnr of tuna and short street. An eyesore.	Other project ideas
21	Resurfacing of northern end of FARM Road.	Other project ideas
22	Improved shower/feet washing taps near beach vehicle access point	Other project ideas
23	Disabled wheelchairs for beach	Other project ideas
24	For AGES I've been thinking about YOU taking THE FENCE BACK from Surf Club to Beach Access ((( along opposite side of Fingal Bay Caravan Park))) AND HAVING rear to fence Angel Parking...in OTHER WORDS CONTINUING the same angel parking as for Surf Club/Play area. THIS SHOULD BE DONE NOW PRIOR TO CHRISTMAS. Please!!!!	Other project ideas
25	Resurfacing of Rocky Point Road outside football oval.	Other project ideas



**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
26	By far the highest priority traffic issue for the area is the by-pass road to Fingal Bay. Shoal Bay Rd and associated feeder streets are horrendous at peak times. This is so frustrating for Fingal Bay residents and visitors. Furthermore, many residents and visitors use the very efficient bus service to travel to and from Fingal Bay. This service includes regular transfers from Newcastle Airport. The journey is relatively comfortable until you encounter Tomaree Rd, half of which is in a DISGRACEFUL condition and screams out for the same attention the school zone receives. Please commit all existing and potentially generated resources to these priority projects.	Other project ideas
27	Kerb and gutter market st	Other project ideas
28	Get the roads upgraded for permanent residence before more upgrades for the visitors interesting 10 year plan I moved into Pacific drive permanently 11 years ago and was told then the upgrade was going to be 10 years so now its 20 years. what happens to the revenue council receives from the Caravan sorry Holiday park how about spending some of that in Fingal	Other project ideas
29	Speed bumps and raised pedestrian crossings are needed at the surf club and near the dog park.	Other project ideas
30	More garbage bins and more regular collections during peak holiday periods. That is also needed at Dutchies and Conroy Park.	Other project ideas
31	1A Proper Drafted Development Proposal Plan for Barry Park  2 Regular improvements in park infrastructure on an ongoing basis ie walking paths along a number of tracks  3 in order to maintain the beauty of the of exceptional Views , a vegetation plan needs to be developed in conjunction with members of the botanic gardens ie low growing vegetation for ex Lomandra to maintain beauty of views  4 An in total connecting footpath throughout the park for the elderly and many Disabled Visitors attending the park  4 A Proper Playground for the numerous Children in the Park	Other project ideas
32	The funds have already been allocated to some of these areas , beach access had been disgraceful and neglected even after reporting gross danger to community	Other project ideas
33	I'd like to see more traffic management infrastructure. Specifically signage to limit speeds on Marine Drive between surf club & Tuna Cres. I feel Marine Drive should be one-way from Boulder Bay Rd up to Tuna Crescent as this will assist smooth traffic flow throughout the congested areas in Fingal.	Other project ideas
34	Top priority is updated toilet blocks  ie - end of boulder bay rd	Other project ideas

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
	le - surf club & park upgrade of toilets	
35	Sail cover over the play equipment	Other project ideas
36	Upgrade to showers and toilet blocks, shade for picnic tables at Southern end of Fingal beach	Other project ideas
37	More parking areas, more seating, new showers, the showers they just installed are shit, footpath all way along to boat ramp to Barry park	Other project ideas
38	<p>what about a pedestrian crossing from seaside holiday resort to childrens playground</p> <p>this would be less costly than all of the above options</p> <p>council has ignored representations to make the area safer for kids crossing this patch of road and would well know how fast traffic moves down this stretch</p> <p>it is just a matter of time before there is an accident</p>	Other project ideas
39	<p>We would like to see</p> <ol style="list-style-type: none"> <li>1. A shade sail put over the playground at the surf club</li> <li>2. A path and turf from the boat ramp to Tuna Cres</li> <li>3. Similar facilities such as toilets, seats, covered seating as Shoal Bay</li> <li>4. Improved road surfaces</li> </ol>	Other project ideas
40	More shade near the boat ramp. BBQ facilities and new tables there with shade. More shade near the children's playground.	Other project ideas
41	<p>It would be good to see the pavement out the front of Fingal Bay cafe &amp; Takecaesy leveled out. This shop gets absolutely bombarded with tourists during peak times and the little shop suffers as there is just not enough dining area for the customers</p> <p>.</p> <p>Aldi the bus stop is well overdue for an upgrade</p>	Other project ideas
42	<p>Rear security gates? Caravan park to allow for parking at rear as well as an emergency exit.</p> <p>Foot crossing near boat ramp,footpath from boat ramp south to next intersection,remove and replace all undergrowth from kiddies corner (snake's reported almost daily)</p>	Other project ideas
43	There are other parts of Fingal Bay other than the roads around the beach and all areas should be considered	Other project ideas

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
44	Making sure walkways are as accessible as possible for people with mobility challenges	Other project ideas
45	New wider steps to replace existing timber steps near kiddies corner.  More litter bins between beach ramp access and kiddies corner. Cigarette butt bins at seating and tables same stretch.	Other project ideas
46	Foreshore picnic areas to be covered  Adequate outdoor showers and water  Signage for coastal walk  In Barry Park replace the map labelling surrounding area.	Other project ideas
47	Foreshore picnic table should be covered to provide shade for users. Replacement of stairs to beach at Kiddies Corner.	Other project ideas
48	Extend the viewing area/table near surf club pathway to beach. Currently a dilapidated table with bench seats for maybe 4 people and not much of a view because bushes are overgrown.  A larger covered decked area with multiple tables with a view to Fingal Bay & Beach for those who don't want to sit on the sand. Similar to Merewether Beach in Newcastle. A place where people can have a picnic lunch or a morning coffee or a late afternoon champagne 🍷 with nibbles and an amazing view of our beautiful Bay.  More areas with covered tables between the Surf Club and Boat Ramp with views of the Ocean/Bay.  I frequently see people sitting on the tables with their feet on the seats so they can look at the view!!!  Not very hygienic for the next person to use the tables for food and to sit on a dirty seat.  Upgrade the dog exercise park. Level the area and remove some of the vegetation so it's not such an obstacle course and dogs and owners can exercise more safely. At the moment it's a haven for snakes.	Other project ideas
49	Pot holes	Other project ideas
50	Please crack down on vans camping overnight in Fingal Surf Club carpark!	Other project ideas
51	Road upgrades from marine drive to farm road, full of pot holes	Other project ideas

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
52	The road surface needs replacing on Rocky Point rd from Marine drive to Farm rd. Along with a footpath on the park side from Farm rd to Marine drive including curb & guttering. The park carpark needs to be upgraded.	Other project ideas
53	Market Street needs widening to make it safe for buses to enter without effecting on coming traffic! I've seen blow ups with many drivers at the top end of Market Street  Street needs to be at least 2.5 meters wider which can be done with curb and gutters installed	Other project ideas
54	Sails over picnic tables  New toilet facilities  More outdoor showers and taps near Kiddies Corner  New wider steps at Kiddies Corner  Upgrade of playground  Maintenance of bush growth and weed control  Removal of brown snakes	Other project ideas
55	More than enough from that list. It should be used elsewhere in Nelson Bay CBD for example.	Other project ideas
56	Land debris prevention measures. Stop litter reaching the water ways from the road ways	Other project ideas
57	National park trails and tracks	Other project ideas
58	Rocky Point Rd needs attention it's very narrow in areas and needs resurfacing in areas as well as kerb & guttering	Other project ideas
59	Parking signs in other back roads that give a similar restriction for hours of parking.  More no parking signs and clear road making fir restricted areas.  Restrictions on parking off road on roadside verges.. this happens during peak times and is obstructive to pedestrians and motorists.  Boat ramp access is important to me to launch my kyak, at times it is very difficult to access the ramp with increased foot and road traffic.  Thank you for all the landscaping work that you are doing at present.	Other project ideas

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
	A pedestrian crossing at the caravan park is probably necessary over time too.	
60	The playground at Fingal( as all in peninsula) is in a terrible state. And this is a popular draw card for Fingal Bay.	Other project ideas
61	Showers/taps along beach that work  If you kerb and gutter marine drive in front of caravan park - it will be harder to park than is now	Other project ideas
62	There are more streets in Fingal that require upgrading than what have been identified as there are quite a few potholes around  Also the parking meters need to go all the way up marine drive toward shoal bay and not stop at the surf club. Meters would be well placed where we don't want people to park...	Other project ideas
63	Sprinkler systems working for main park area surf club + park near boat ramp	Other project ideas
64	I do not want smart parking	Against paid parking in general
65	Don't charge for parking	Against paid parking in general
66	No smart parking	Against paid parking in general
67	No meters	Against paid parking in general
68	No meters	Against paid parking in general
69	This is outrageous	Against paid parking in general
70	Removal of smart parking metres and infrastructure	Against paid parking in general, Other project ideas
71	Keep the beaches free for families like mine to surf and enjoy nature especially after driving an hour to get there. We want to relax	Against paid parking in this place
72	Keep it Meter free  Don't want to download an app to have to access free parking , give personal details and data to council or other organisations.  There are too many meters in the bay now.  There aren't the businesses In Fingal little beach etc under consideration to justify it	Against paid parking in this place

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
	The area being considered is too extensive	
	There is no free parking being offered for restricted times in shoal bay or Neilson bay now	
	Disgraceful	
73	I'm against the concept of paid parking in Fingal Bay. The traffic at top of Market St into Tuna cres will create unsafe measures for cars and pedestrians as they negotiate walking from free parking streets. Buses struggle with that corner already.	Against paid parking in this place
74	Please do not introduce meters to Fingal Bay. Don't commercialise Fingal	Against paid parking in this place
75	I would like to see no Smart Parking in Fingal Bay ever.	Against paid parking in this place
76	I am against the smart parking! It ruins the area, making it unenjoyable for locals and tourists escaping the rat race of Sydney and the annoying need to pay to visit a beautiful public space	Against paid parking in this place
77	Please leave Fingal as it is.	Against paid parking in this place
78	I DON'T AGREE THAT PUBLIC AREA IMPROVEMENTS SHOULD BE FUNDED BY MOTORISTS. IT'S NOT EQUITABLE.	Against paid parking in this place
79	Some roads need repair. Otherwise, maintenance of current amenities block would be adequate. Do not agree with parking meters in Fingal Bay.	Against paid parking in this place
80	No smart parking.	Against paid parking in this place
81	I do not agree with SMART parking or SMART anything being installed	Against paid parking in this place
82	I would rather there was not smart parking in Fingal Bay	Against paid parking in this place
83	JUST DON'T DO IT. There are many other ways that Council can find to raise revenue. This is stupid.	Against paid parking in this place
84	Do not believe it is necessary for these parking meters at all it will result in people parking in other residential areas to defeat the whole idea- Council rates should pay for improvements	Against paid parking in this place, Concern

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
		re: impact on neighbouring streets
85	I don't believe it is a smart suggestion for paid parking at the beach area, it will drive people to park in the residential streets and the oval	Against paid parking in this place, Concern re: impact on neighbouring streets
86	The roads are too narrow to cope with the number cars parked on both sides avoiding the parking eg Rocky Point road especially near the oval. Buses currently have difficulty and this initiative will increase the difficulty. Still no footpaths on Rocky Point road and other roads which will have increased cars/boats/caravans parked along them.	Against paid parking in this place, Concern re: impact on neighbouring streets
87	Don't put in the smart meters! You'll fine locals and their families! Try putting in paths to keep us off the road - eg in Tuna Crescent. You'll push the cars further away from the beach and just move the problem to see somewhere else.	Against paid parking in this place, Concern re: impact on neighbouring streets
88	Fingal is not busy. Meters will only collect money around busy times & honestly this is likely only 6 weeks a year. People will look to park in back streets as they try to save money, making the unmetered streets busy.	Against paid parking in this place, Concern re: impact on neighbouring streets
89	The back roads of Fingal will be inundated with cars parking there to avoid paying fees. These roads are not suitable for extra parking- they are mostly narrow, uncurbed and guttered and have no footpaths. People currently walk on the roads as the grass verges are uneven. This will become even more hazardous when smart parking is introduced	Against paid parking in this place, Concern re: impact on neighbouring streets
90	I totally disagree with paid parking at Fingal Bay it will just move everyone to park on the neighbouring streets causing even more congestion. I suggest council work on upgrading roads before they charge people to park	Against paid parking in this place, Concern re: impact on neighbouring streets
91	Don't introduce Paid parking! The projects should be done by the council as rates have increased by 24%. The overflow from caravan park line the road both ways on a regular basis. This will only become worse when visitors search for unpaid parking. The heavily used toilet blocks need a upgrade NOT UNiSEX. Girls after carnivals, triathlons, park run etc need privacy to shower and not changing in a toilet. The many visitors to the beach/park need proper facilities, most travel far. The size and style good, upgrade and have showers that work! The residents will also be affected if paid parking introduced as the	Against paid parking in this place, Other project ideas, Concern re: impact on neighbouring streets

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
	outer streets will become very congested. Businesses and residents will be greatly affected as will visitors pockets.	
92	Smart Meters extended at least halfway up Pacific Drive & Tuna Cr to Short St & Market St.	More information required
	<p>'No Parking' /'No Stopping' signs &amp; yellow lines on non-smart parking side of Marine Dr extending &amp; all Pacific Dr, especially near Barry Park. Visitors will just park on all these non-costing parking spots &amp; nature strips to avoid the smart meters.</p> <p>'No Overnight Camping' signs at Barry Park cnr Marine Dr &amp; Pacific Dr for along Barry Park's Marine &amp; along Pacific Dr. fines applying (with effective policing by Council Rangers).</p> <p>Revenue raised by the frequent Barry Park weddings &amp; celebration functions (&amp; now Smart metered) to be used to fund the kerb &amp; guttering /road resurfacing proposal for the remainder of Barry Park affected streets: Marine Dr &amp; Pacific Dr corner. As the resident directly opposite at 4 Pacific Drive, the resulting guest parking on my nature strip dangerously obstructs street vision when I'm exiting &amp; illegally occurs on the corner.</p> <p>And also specifically related to my property (No:4 Pacific) with the cost incurred if my corner frontage is kerb &amp; guttered, I believe as a gesture of good will for the huge impact caused to my brand new home daily for months during the recent Disaster recovery Marine Drive resurface &amp; Tomaree Walkway footpath where my whole street frontage of Marine &amp; Pacific was used as a daily dumping ground for huge piles of dust-generating road materials, excavated rubble &amp; soil, operation &amp; site parking for excavators, dump trucks, water trucks, road surfaces etc, I should incur no cost to myself. The cleaning costs to my electricity &amp; water bills have been exorbitant &amp; damage to my rain water quality &amp; tanks have been extensive. I made absolutely no complaint during these important works because it was essential for the GREATER GOOD to address the 'storm damage' &amp; maintaining beautiful areas for our tourists to visit. I think this is only fair &amp; reasonable. In addition, any improvements to the Barry Park area is of benefit primarily to bring more tourists &amp; raising more revenue for the council.</p> <p>Barry Park's beautiful wildness should remain 'under-developed' with no skate parks, swings etc.</p>	



**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
	<p>Finally, the proposed \$400,000 Smart Meter revenue generated at Fingal Bay to be redirected to reduce the unreasonably high council rates for PERMANENT RESIDENCE (who fund all the infrastructure for tourists &amp; tourist related businesses); INVESTMENT &amp; HOLIDAY rental owners to not have rate reductions since they pass that onto their holiday makers anyway!!!</p> <p>I am very appreciative that your survey allows for my voice, ideas &amp; concern.</p>	
93	why is maintenance activities that are suppose to be funded by rates now being proposed to be funded by smart parking meters. a road resurfacing and linemarking job is not an "upgrade"	More information required
94	Really these projects are "make work" projects so you can justify taxing the visitors	More information required
95	This whole decision is about revenue raising & possibly due to the financial mismanagement of council	More information required
96	All of these 'improvements' can wait until money is available from council. Use the money to set up smart parking towards them now.	More information required
97	People parked on both sides of Market Street it is very difficult for the buses to get through. I'm curious where the people from the caravan park are going to put their cars.	More information required
98	A number of the listed infrastructure projects are out of date and the picture of where paid parking will be implemented is incorrect. We were advised at the drop in that paid parking in Market St will only be in the section where the shops are and on both sides not all of Market St as highlighted in the picture. Also Tuna Crs will not have paid parking as there is no kerb and guttering yet the picture shows that paid parking will be installed. If you want us to complete a survey accurately then you need to provide accurate information. We already have a path from Tuna Crs to Barry Park the only part missing is from the boat ramp to Tuna Crs. If you are going to resurface and line mark Market St and Tuna Cres/Short Street then why wouldn't you include kerb and gutter works so that you can increase the number of paid parking spots?	More information required
99	Please consider the surf club volunteers or we will stop serving the club if we have to pay \$20 just to do our community service	More information required
100	If the smart parking does not achieve its objectives in winter (off-peak season) it should be reconsidered. NB businesses	More information required

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
	have suffered, what will it take to have you reassess its impact on businesses?	
101	It's took over 12 weeks to replace the flying fox at the kids park can only imagine how fast you would complete this	More information required
102	This is ridiculous. Our rates have increased substantially. The road projects being considered are part of the council's business as usual responsibilities.	More information required
103	<p>I live at [REDACTED] Tuna Crescent Fingal Bay. Since the Disaster Remediation work at my corner commenced the heavy vehicle traffic has been destroying our section of road surface between Market Street &amp; Marine Drive. The road was NEVER built for such heavy traffic of huge double bogey trucks, steam rollers &amp; diggers etc. with the traffic now one way up Marine Drive to Barry Park, any traffic will now come back around the block along this section of road, creating more wear &amp; tear &amp; POTHOLES.</p> <p>This section of road earmarked for paid parking is not suitable. Currently the road JUST allows 2 cars to pass. No room for cars to park as traffic CANNOT get through.</p> <p>My side of the street slopes up to our front boundary, is narrow with no curb &amp; gutters.</p> <p>Across the street no curb &amp; gutters.</p> <p>Is Council planning to widen the street to allow for paid parking ??</p> <p>Or is Council planning to let cars park on footpaths to allow paid parking ??</p> <p>If so where do the Mums &amp; Dads with prams &amp; beach gear safely walk ??</p> <p>Some logical thinking needs to be done.</p> <p>Currently EVERY Summer all visitors park on the footpaths, to avoid road blockages.</p> <p>A footpath along this section of road to join a footpath in Market Street would be a wonderful option for young families traversing this area.</p> <p>I would HIGHLY recommend someone from Council comes around here, with clipboard &amp; pen, on a SATURDAY or SUNDAY in summer to see what ACTUALLY happens.</p> <p>Not trying to make these decisions from their office, or by checking Monday-Friday.</p>	More information required
104	I would prefer to see the revenue from our rates going towards these projects and keeping the smart parking out of Fingal Bay. It will ruin the convenience of going to the beach for locals and tourists and it will significantly impact the local businesses.	More information required
105	Please consider the business workers.	More information required
106	Surely public safety should prevail over council funding	More information required
107	Ask the people who live here before you make stupid decisions and then charge us for them	More information required

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
108	Are you going to provide free parking access to the people that give up their time at the surf club? I'm guessing council will be providing paid life guards on the weekends and public holidays as no one will be able to do patrols because of the 4 hour limit. There has been no consultation with the surf club.	More information required
109	We pay our rates, we don't want paid parking!!  Use the revenue from our rates to fix things	More information required
110	All of the above are about making changes to be able to create more parking to make more revenue. Those who have high incomes are advantaged but suddenly a cheap day at the beach for families will become too expensive. This will STOP them from spending money in our community. Let's face it, this survey is not designed to seek input and feedback, it has been developed as another propaganda tool- asking questions about community projects is not what this survey is supposed to be about. Once again our teenagers are being led to believe the are not welcome in their own towns- they will never be able to buy a house, and they now can't park for free whilst they go and work in local hospitality jobs or engage with friends and their local environment as they cannot secure permits for their cars. We have 4 cars in our household as we have 4 drivers- but we can only have 2 permits. Our young people don't want to live here anymore as it's honestly too difficult.'	More information required, Against paid parking in general
111	This is not useless feedback. This is constructive criticism. We do not need any further paid parking. Manage our fund better. The rates we are paying are redicously high as it is.  We're paying extraordinarily high rates for emergency services (ambulance, police and fire) and we aren't garunteed a response for 30+ minutes...a minimum service. Relying on very few overworked local paramedics who are never available due to John Hunter trips. We have only 1 proper fire brigade truck that responds fast during buisness hours but rely on a delayed response after hours due to our non garunteed volunteer firefighting force. And minimal police presence routinely pulling from Raymond terrace.  How about we focus on these matters. Our safety.	More information required, Against paid parking in this place
112	Just leave Fingal Bay ALONE - we are more than happy with it as it is. Yes Council does have to do upgrades regularly, but not at the cost of Parking Metres/Fines. Don't destroy our environment, as Visitors will no longer want to come to our Area. On HOT days you do need a car park relatively near the beach, especially with young children, so think about Council.	More information required, Against paid parking in this place
113	Do not agree that introduction of Smart Parking is a pre requisite for infrastructure improvements	More information required, Against paid parking in this place

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
114	I don't think you should install Smart Parking ....just increase the amount of parking along Marine drive as you have been doing	More information required, Against paid parking in this place
115	The proposal for Smart parking at fingal bay sounds like Council is prioritising a very very small number of business owners needs for money over the General public's freedom to use the beach . Why is this ? For over 50 years there were only 2 shops at fingal bay and they have always survived out of season . Now there are 4. They should not be prioritised over the General public Access to The beach. There is absolutely no need for paid parking . This beach needs to remain free. The area being considered for smart meters is ridiculously vast. If business owners in fingal want parking meters - then put them in ONLY near the shops in market st - not along the beach. This is revenue raising at its worst. Shameful	More information required, Against paid parking in this place
116	Council's so-called Smart Parking is just about money grabbing, repairing roads in Nelson Bay CBD and other potential areas for our visitors and forcing them and locals to park in residential streets. Council should be spending more money on major and minor arterial roads and not for parking. Council will eventually move to make ALL ratepayers and residents pay for parking in all the CBDs and these other parking areas.	More information required, Against paid parking in this place
117	Use the money allocated for Smart parking and put it to these proposals. Do not have smart parking at all	More information required, Against paid parking in this place
118	Don't try to bribe locals with unrealistic promises of upgrades that will never happen	More information required, Against paid parking in this place
119	I do not want to see smart parking in fingal.  If us residents are participating in community events that are more than 4 hours - such as surf life saving, do we have to move our car and locate another spot just to avoid a parking fine?	More information required, Against paid parking in this place
120	The projects suggested are just local maintenance which is what the rates of fingal bay residents are already paying for. You will just take our rates for projects in raymond terrace and make us suffer parked out residential streets for general maintainance	More information required, Concern re: impact on neighbouring streets
121	Would prefer to see a shade sail over the playground, extension of the bike path from Fingal bay to Shoal bay and a pedestrian crossing in front of the caravan park. All works seem relative to roads infrastructure to increase potential for even more paid parking sites.	More information required, Other project ideas

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
122	<p>Fingal Bay is a popular beach that sees over 100000 visitors from September to April and hosts a large number of off season events. Which brings tourism revenue to all of Tomaree.</p> <ul style="list-style-type: none"> <li>- Triathlons</li> <li>- Park Runs</li> <li>- Surf Sport Carnivals.</li> </ul> <p>Safe parking and access to main beach is sub- standard at the corner of Marine dr and along Rocky Point Rd. Cars parking both side and pedestrian walking near the footy fields and marine dr is dangerous. We need</p> <ul style="list-style-type: none"> <li>- Foot path and and allocated parking.</li> <li>- Football club carking upgrade.</li> <li>- Pedestrian crossing outside Caravan park and surf club.</li> </ul>	More information required, Other project ideas
123	Time frames should not apply to resident permit holders.	Other timed parking ideas
124	<p>Strongly disagree with paid parking in Fingal, and for that matter in all foreshore areas in Port Stephens. Our visitors are going to get hit by parking fees wherever they go. Imagine a young family trying to make a holiday in the area; in order to experience the multiple attractions in our area, every time they move, they will get more parking fees, which over a week holiday will amount to significant cost to them. If the Smart pay was that smart, why not at least sell visitors a day parking pass so they can move from one area to another without having to pay again.</p> <p>We are supposed to welcome visitors to the area; it is good for them and it is good for local business, so don't sting visitors like they are a cash cow!!!!</p>	Other timed parking ideas, Against paid parking in this place
125	Nil	
126	N/A	
127	Thank you	
128	Nil	
129	Use the funding for more carports!	
130	Nil	
131	No comment.	
132	N/a	

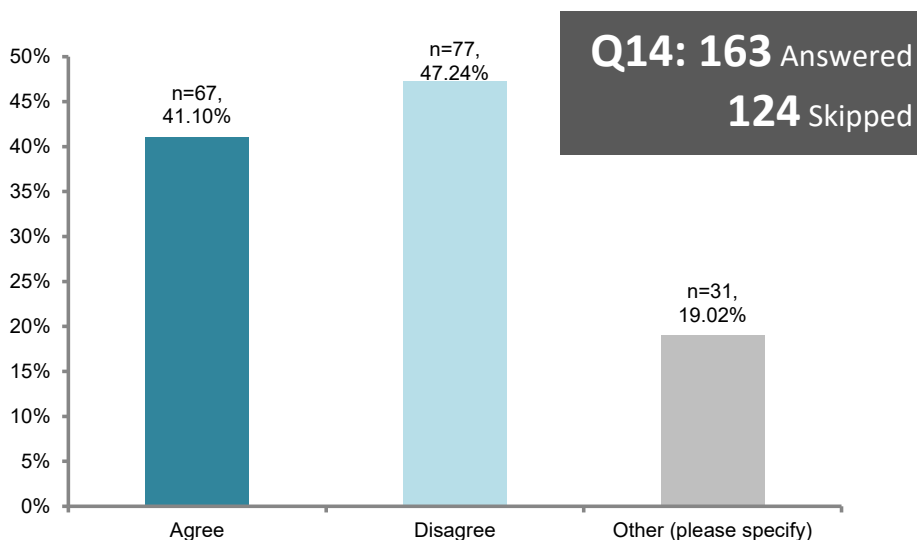
**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

Q13 Tag Summary (n=132)

Tag summary	#	%
Other project ideas	67	50.76
Against paid parking in this area (eg beach environment)	31	23.48
More information needed	31	23.48
Concern re: impact on neighbouring streets	9	6.82
Untagged	8	6.06
Against paid parking in general	8	6.06
Other timed parking ideas	2	1.52

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

Q14 For Birubi Beach and One Mile Beach area we are considering limiting the majority of the timed parking areas to 4 hours. What do you think?



Q14 Other (please specify) (n=31) responses

#	Response	Tag
1	don't agree	Against paid parking in general
2	No smart parking	Against paid parking in general
3	No meters	Against paid parking in general
4	No metres	Against paid parking in general
5	Should not have paid parking	Against paid parking in general
6	No smart parking	Against paid parking in general

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
7	Limiting parking in these areas will be dangerous for locals as visitors will park wherever they can to avoid paying. Plus, lifesavers and work staff will be extremely disadvantaged as shifts are much longer than 4 hours, and they won't be able to move their cars during their busy shifts	Against paid parking in general, More information required
8	Should be free. You are destroying the feel and laidback (and free and fair) access for all to the beaches	Against paid parking in this area
9	Agree 4hrs up at birubi surfclub	Agree with timing
10	The timing should be 2 hrs if we are going to give everyone a fair go	Less time
11	Those families need more then 4 hours	Longer time
12	why do we just need short visits to the beach	Longer time
13	I've surfed here for over 40 years and a 4 hour limit would be an inconvenience	Longer time
14	YET MORE MONEY GRUBBING	More information required
15	Needs more data about visitors	More information required
16	Greedy council,	More information required
17	Residents of these areas hav been hit with massive rate increase far beyond what this council publicized.	More information required
18	Need more info	More information required
19	Only timed for visitors not residents	Other timed parking ideas
20	Bottem car park camel ride areas	Other timed parking ideas
21	No maximum amount of time, just an hourly charge, the charge will already encourage turnover	Other timed parking ideas
22	Time frames should not apply to resident permit holders.	Other timed parking ideas
23	Strongly disagree with the paid parking idea unless visitors can be sold a day pass parking permit that can be used in multiple areas in Port Stephens	Other timed parking ideas
24	BUT IT SHOULD BE FREE FOR 4 HOURS FOR EVERYBODY.	Other timed parking ideas
25	Should be provision for a section to have longer parking time.	Other timed parking ideas, Longer time
26	Time is something we should not put a value on. It is a precious and finite resource that we cannot afford to waste or take for granted.	



**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
27	No sure	
28	Will never please everyone no matter what time is selected	
29	Na	
30	I cannot comment	
31	Na	

Q14 Tag summary (n=31)

Tag summary	#	%
Against paid parking in general	7	22.58
Other timed parking ideas	7	22.58
More information needed	6	19.35
Untagged	6	19.35
Longer time	4	12.9
Agree with timing	1	3.23
Against paid parking in this area (eg beach environment)	1	3.23
Less time	1	3.23

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

Q15 Please help us understand your response to Q14 regarding timing?

Answered: 115      Skipped: 172

#	Response	Tag
1	STOP spoiling Port Stephens with your Parking Meters.	Against paid parking in general
2	Most people self time reasonable traffic turnover restrictions unnecessary	Against paid parking in general
3	Not required	Against paid parking in general
4	You shouldn't be charging	Against paid parking in general
5	NO SMART PARKING 😊😊	Against paid parking in general
6	Time is a precious resource that cannot be quantified or measured. It is unfair and unreasonable for the council to impose fees on beachgoers who want to enjoy the natural beauty and public amenity of this region. The council should have anticipated and planned for the increasing demand and popularity of this area, instead of shifting the burden and cost to the residents and visitors. I urge the council to reconsider its decision and respect the rights and wishes of all people who use the beach.	Against paid parking in general
7	No parking metres!	Against paid parking in general
8	I don't agree with SMART parking	Against paid parking in general
9	Why are you revenue easing when the rates just went up 25%? Also k believe this area will be impacted significantly with people parking all over the neighbour hood to avoid paying.	Against paid parking in general, Concern re: impact on neighbouring streets
10	Parking meters are unnecessary for these beach areas it will drive people away from a beach environment..	Against paid parking in this area
11	Do not agree with Smart Parking outside of commercial / shopping precincts.	Against paid parking in this area
12	Again 4 hours is too short and why do we need to charge for all beach parking - just improve the condition of the parking area and make it free as we pay rates	Against paid parking in this area
13	I drive there to surf with my son and want to relax and enjoy the ocean. It's one of the safest beaches for my 12 year old to	Against paid parking in this area

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
	surf. It's too hard to get waves in Newcastle for him. We want to enjoy the ocean not be stressed about time.	
14	very disappointed and annoyed like all the residents I have spoken to that this should be kept the way it is and be free. Most people are opposed.	Against paid parking in this area
15	dont know what this question means - do you want to know why I think it should only be 4 hours. are you making an activity called "going to the beach" a timed event. i dont understand the thinking of PSC behind this.	Against paid parking in this area
16	You have already stuffed up the parking. Council has no idea of the problems they create. You have stopped us from parking on the beach at Birubi. I've lived here all my life & I pay rates & taxes now you're going to tax me for living in the area I grew up in how disgusting are you	Against paid parking in this area
17	Should be free. You are destroying the feel and laidback (and free and fair) access for all to the beaches	Against paid parking in this area
18	Birubi is a great beach which draws people from all over the Hunter and the state. It's a great free asset that should be shared with everyone, not just made free for locals and force anyone who isn't lucky enough to be a local to foot the bill. A beach trip was always a great day out for family's who are financially struggling, they already support the shops, pub bottle shop and servo in anna bay, why keep putting your hand in their pocket. (Do we really want to become a mini Sydney?)	Against paid parking in this area
19	Allow free parking all day	Against paid parking in this area
20	The people who are going to pay for parking will be only there for an hour or two. The people who are spending the day at the beach will park on the nearby streets eg Ocean Ave Fitzroy and Campbell Ave. buses cannot get through us there are two big 4WDs on both sides if the road	Against paid parking in this area
21	people need to be able to spend as long at the beach as they want. Smart parking is ridiculous and will just chase people away. (or is that what you want?)	Against paid parking in this area
22	A further cost and inconvenience to a family fun day out at the beach. People who park in these places use the beach and nearby community facilities for a fun day out. They don't park and leave their cars to go elsewhere, unlike Nelson Bay CBD. Parking time limits will only increase traffic, not reduce it	Against paid parking in this area
23	All beaches should be free....this is just another tax on ordinary people.	Against paid parking in this area

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
24	This will affect visitor numbers and residents	Against paid parking in this area
25	Parking should free for all visitors to encourage them to visit	Against paid parking in this area
26	Why are the council doing this to tourist that keep businesses afloat	Against paid parking in this area
27	You want to spend the day enjoying and exploring the area, you can't so the new walk within 4 hours	Against paid parking in this area
28	Again, you will be discouraging visitors and locals to all the beaches. The rates are already too high. The beaches are for everyone's enjoyment, exercise and use, not just high income earners.	Against paid parking in this area
29	Dont agree that paid parking should apply in recreational areas	Against paid parking in this area
30	The proposal will will make beach goers seek enjoyment in areas other than Port Stephens.	Against paid parking in this area
31	No smart parking	Against paid parking in this area
32	Tourism detraction	Against paid parking in this area
33	Prohibiting people's enjoyment of the beach by paid and timed parking is discriminatory as many cannot afford to pay and many people want a day at the beach - surfing/ swimming etc. It's just pain mean.	Against paid parking in this area
34	This Council has just received significant revenue increases from rate increases and state and federal governments. Why spoil the amenity of this region with this nonsense. It will have major impact on residents living near these areas as people will avoid the metered parking instead parking in back streets.	Against paid parking in this area, Concern re: impact on neighbouring streets
35	Beaches should be free to access for all. The cost of living is already high, making enjoyable things, like going to the beach, cost money can put financial strain on families struggling in this time.  The bay also doesn't have sufficient public transport to support people in not driving to the beach.	Against paid parking in this area, Concern re: impact on neighbouring streets

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
	Saying this people will try and avoid the paid parking by parking in other streets, creating congestion on normally quiet streets. Especially during summer when it gets so crowded here, tourists don't need to be parking on people's front lawns when there's parking available right on the beach.	
36	This will push people parking into neighbouring streets, that will take parking of residence.	Against paid parking in this area, Concern re: impact on neighbouring streets
37	This should not be smart parking at all!!!!!! Many families attend the beach for more than 4 hours! People go bush walking. This is a disgrace and clearly only revenue raising!!!!!!	Against paid parking in this area, Longer time
38	People should not have to pay for going to the beach. It's un-Australian and against our culture. 4 hours is not long enough either if it does proceed. People should be able to make a day of it.	Against paid parking in this area, Longer time
39	GREEDY	Against paid parking in this area, More information required
40	Same as my previous comment	Against paid parking in this area, More information required, Concern re: impact on neighbouring streets
41	Fair	Agree with timing
42	This will prevent people from parking all over the place with no regard for vegetation.	Agree with timing
43	Fair amount of time	Agree with timing
44	Four hours is plenty of time to spend at the beach	Agree with timing
45	I feel fours is more than enough time to spend at beach, also allows opportunity for others to enjoy beach	Agree with timing
46	Allow more people to enjoy the area	Agree with timing
47	Helps turnover	Agree with timing
48	Sufficent	Agree with timing
49	More people to get in and out.	Agree with timing
50	4 hrs plenary for beach visit	Agree with timing

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
51	Most people would have had enough time to have a swim and/or picnic in this time.	Agree with timing
52	4 hours is enough at the beach	Agree with timing
53	Great amount of time to enjoy the beach and facilities including accessing businesses	Agree with timing
54	Allows others a chance to park at the beach	Agree with timing
55	4 hrs is long enough.	Agree with timing
56	Mostly beach-goers. Promotes shared access.	Agree with timing
57	4 hrs enough at beach	Agree with timing
58	4 hours is ample time for people to visit the beach or activities.	Agree with timing
59	Restrict overnight parking. Revenue from tourists good	Agree with timing
60	Timing is right there	Agree with timing
61	It seems about the right time.	Agree with timing
62	Both areas have ppl there normally for only half a day.	Agree with timing
63	To help turn over the traffic and allow fir others to use the facilities	Agree with timing
64	People staying during peak periods for extended times not allowing other vehicles to park	Agree with timing
65	Turnover of vehicles so other beach users have a chance to use parking facilities	Agree with timing
66	Not to allow people to park all day	Agree with timing
67	Good duration for a beach visit	Agree with timing
68	Sounds good to me	Agree with timing
69	It is almost impossible to get a parking spot here in peak periods. Limit bus parking to drop off & pick up. Send buses elsewhere to park.	Agree with timing, Other timed parking ideas
70	Pushing people to park along Fitzroy St and Ocean Avenue to save money. So issues with parking that only happen on public holidays will occur everyday.	Concern re: impact on neighbouring streets
71	Please install 'Park in Marked Bay Only' signage to prevent vehicles parking on grass verges in the immediate areas outside the metered parking areas. This will allow for children, families and the elderly to safely walk on grass verges to access the beach areas.	Concern re: impact on neighbouring streets
72	Limited parking, needs to turn iver. However, I dont wish to see varst amounts of people pushed into.residential.streets as a result.	Concern re: impact on neighbouring streets, Agree with timing
73	Less than 4 hours	Less time

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
74	Bushwalking, swimming, boating, surfing all limited to under 3 hours	Less time
75	Basically again we are trying to generate Revenue to improve the infrastructure and we must cash in during the holiday periods , user pay	Less time
76	People may wish to spend more than four hours on the beach	Longer time
77	It's not long enough. People spend more than 4 hours at beach	Longer time
78	We like to spend the whole day at the beach, so we need longer options	Longer time
79	There needs to be a reasonable amount of 8Hr parking for beach visitors	Longer time
80	I've surfed here for over 40 years and a 4 hour limit would be an inconvenience	Longer time
81	Visiting families like to spend the day and not be limited.	Longer time
82	Should be able to spend a whole day surfing/exploring/bush walking. Where do I park when I go for a hike and rock fish.  My child does surf day camps can I now not stay while she does that all day?	Longer time
83	Maybe 4hrs for surfclub carpark but other areas option to pay for longer hours as visitors have a longer walk to the patrolled swim area and we have lots of visitors who travel a good hour or 2 to get here. We don't want to stop them from coming for the day.	Longer time
84	Should be all day parking	Longer time
85	Perhaps day-trippers want to spend more than 4 hours at these locations. Perhaps a combination of 2, 4 and all day parking would cater for all users.	Longer time
86	Not enough time for day at the beach	Longer time
87	Will interfere with people's activities such as long hikes.	Longer time
88	People want to stay at the beach more than 4 hours. It is silly that they have to go move there car half way through their day. I think it should be 8 hours	Longer time
89	Many will make a full day of a beach visit and if they are day tripping, not fair to have to move their vehicle.	Longer time
90	Surfers? Bush walkers?	Longer time
91	What are we supposed to do if accessing the tomaree walk and be gone for more than 4 hours?	Longer time
92	beach outings often exceed 4 hours - it may push cars into surrounding streets.	Longer time, Concern re: impact on neighbouring streets

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Response	Tag
93	Lots of people who work at the crest would have to move or pay extra on a ticket which isn't fair considering they are providing a great service for the community and tourism. As well as those families who spend the day at the beach, most spend more than 4 hours.	Longer time, More information required
94	Again surf club members need to be considered	More information required
95	As above	More information required
96	Volunteers of the surf club and those participating in nippers would be greatly impacted.	More information required
97	Surf club!!!	More information required
98	SLS volunteers can no longer do their patrols as a 4 hr patrol means getting there before and leaving after.	More information required
99	As above	More information required
100	Need more info. Is the metered parking 24hrs?	More information required
101	Again what measures will you take to allow the surf club and patrolling members to park for longer periods of time?	More information required
102	Same as fingal	More information required
103	It is too short for lifeguards and surf lifesavers	More information required
104	Time for commencement of 4 hours will start at what time ??.	More information required, Agree with timing
105	Council's so-called Smart Parking is just about money grabbing, repairing roads in Nelson Bay CBD and other potential areas for our visitors and forcing them and locals to park in residential streets. Council should be spending more money on major and minor arterial roads and not for parking. Council will eventually move to make ALL ratepayers and residents pay for parking in all the CBDs and these other parking areas.	More information required, Concern re: impact on neighbouring streets
106	No maximum amount of time, just an hourly charge, the charge will already encourage turnover	Other timed parking ideas
107	Time frames should not apply to resident permit holders.	Other timed parking ideas
108	Again, only real busy in holiday times, you could consider applying time limits to these times only.	Other timed parking ideas
109	It's not necessary. We can manage the extra cars in the 6 week peak holiday time without forcing visitors to pay.	Other timed parking ideas



**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

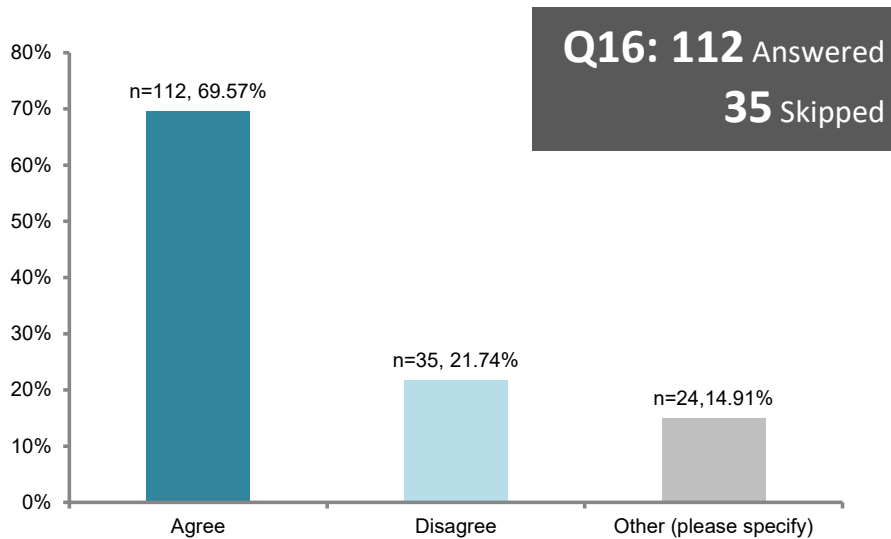
#	Response	Tag
110	More appropriate parking is needed. New parking near the beach.	Other timed parking ideas
111	Na	
112	No sure	
113	Na	
114	I do not have enough experience or knowledge of this area.	
115	It does not affect me.	

Q15 Tag summary (n=115)

Tag summary	#	%
Against paid parking in this area (eg beach environment)	31	26.96
Agree with timing	31	26.96
Longer time	20	17.39
More information needed	15	13.04
Concern re: impact on neighbouring streets	10	8.7
Against paid parking in general	9	7.83
Other timed parking ideas	6	5.22
Untagged	5	4.35
Less time	3	2.61

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

Q16 For the Birubi Beach area we are considering allocating a small section of parking to business permit parking. This means that people who hold a business permit are able to park for an extended period here (longer than 4 hours). What do you think?



**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

Q16 Other (please specify) (24) responses

#	Response
1	rate payers before businesses that could be owned / operated not in PSC eg surfing lessons, what is stopping someone a business from Sydney coming up and taking ratepayer funded parking spaces to teach people that are not PSC ratepayers how to surf. the whole idea that this has been thought of shows no understanding of what PSC ratepayers want.
2	In bottom car park
3	Don't know
4	Business needs to pay for this and not council. It seems too many business owners are on council and are looking to benefit
5	MONEY GRUBBING
6	SLSC Surf rescue should be included
7	It is unfair and illogical to allow businesses to park near the beach for an extended period of time, while imposing restrictions on the locals who are the lifeblood of the area. The beach should be accessible to everyone, regardless of their purpose or occupation. A more reasonable and equitable policy would be to extend the parking times for both locals and businesses, or to remove the time limits altogether. This would foster a sense of community and harmony, rather than resentment and division.
8	No meters
9	Only for the onsite coffee van
10	just leave things as they are
11	All resident permit holders should not have to comply with the time frames.
12	Crazy
13	Include the surf club
14	I do not agree with any more paid parking
15	Just create loading zones and businesses should have the same as time as local residents
16	Restricting parking will cause hardship for these business owners
17	For just a couple of places.
18	What about holiday periods
19	Na
20	Will there be enough permits for ALL holiday workers? Doubtful!
21	I do not have enough knowledge or experience of this area.
22	This does not affect me.
23	No smart parking
24	Would this be for lifeguards as well as they work 8hours and don't have time to move there cars in the middle of summer especially with how busy birubi car park gets over the holidays

Please note these responses have not been tagged as this question was not applicable across all locations. However, some of the comments clearly demonstrate that further information is required to help explain the specific use of business permits.

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

Q17 For Birubi Beach and One Mile Beach area we are currently developing a list of infrastructure projects that could be funded from Smart Parking revenue. Tell us the projects that you would like to see completed first! Please note, initially any funds raised will go towards the setting up of the Smart Parking infrastructure which includes meters, signs and digital signs.

Answered: 149 Skipped: 138

Results shown over the page are sorted based on highest to lowest weighted average column

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

<b>Project</b>	<b>Low priority</b>	<b>Medium priority</b>	<b>Highest priority</b>	<b>Don't know/need more information</b>	<b>Weighted Average</b>
<b>Car park upgrades - Redesign and formalisation of Birubi Surf Life Saving Club car park</b>	24.32%	27.03%	33.78%	14.86%	2.11
<b>Car Park Management - Surf Club and Sand Dune Car Park - Sand Stabilisation (planting)</b>	28.08%	23.29%	33.56%	15.07%	2.06
<b>Car Park Upgrade - Birubi Sand Dune Car Park</b>	27.59%	25.52%	29.66%	17.24%	2.03
<b>Traffic and Parking Upgrades - Anna Bay Town Centre to Birubi Point - Park and Ride Facilities</b>	28.57%	31.97%	20.41%	19.05%	1.9
<b>Shared path - Ocean Avenue, from Morna Point Road to existing path</b>	30.14%	31.51%	21.23%	17.12%	1.89
<b>Shared path - Morna Point Road, from Blake Parade to Ocean Avenue</b>	31.03%	31.72%	20.00%	17.24%	1.87
<b>Shared path - Robinson Street, from Campbell Avenue to Robinson Reserve</b>	30.82%	30.82%	19.86%	18.49%	1.87
<b>Shared path - Campbell Avenue, from Gan Gan Road to Robinson Street</b>	32.19%	30.14%	20.55%	17.12%	1.86
<b>Car park upgrade - Ocean Avenue car park, far end of Robinson Reserve, Anna Bay</b>	35.37%	29.25%	19.05%	16.33%	1.8
<b>Car park upgrade - Argyle Avenue car park, off Ocean Avenue, Anna Bay</b>	39.46%	29.93%	14.29%	16.33%	1.7
<b>Traffic and Parking upgrades - Installation of Wayfinding Signage and Controls at Birubi</b>	46.94%	21.09%	17.69%	14.29%	1.66

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

**Q18 For Birubi Beach and One Mile Beach areas please provide any additional suggestions for projects that you would like to see funded from Smart Parking revenue.**

Answered 76, Skipped 211

#	Response	Tag
1	The shared pathway isn't well signposted. People ride motorcycles on the new pathway on Birubi headland to Moran Pt road. Cyclists also fly down hill as the path is so smooth. Bars need to be installed to limit speed.	Other project ideas
2	Reduced speed limit into one mile car park minimal funding required	Other project ideas
3	Clear signage & policing of "idiots on motor bikes & 4WD drivers" tearing up the beach in out of bounds areas ie. back toward the north beach end. More rubbish bins & collection in the desert carpark.	Other project ideas
4	Birubi Beach carpark and access is a nightmare this does need upgrading as it's a bottle neck and not practical at all with all of the visitors.	Other project ideas
5	Anna Bay rarely receives any funding from the council even though we pay our taxes. Morna point road desperately needs a footpath due to safety. We have lived here for 32 years and it is still the same!	Other project ideas
6	Pathway from Gan Gan Rd to One Mile Beach carpark. everything on the list is for Anna Bay and nothing for One Mile Beach	Other project ideas
7	James Patterson Rd is too problematic for two way traffic when your busses operate. Your busses should have access from upgraded access via gangan rd	Other project ideas
8	Larger carparks and additional access road linking into Gan Gan Road. This would remove some of the pressure.on James patterson road.	Other project ideas
9	Need to rebuild public toilets on ocean Avenue for Birubi Point access	Other project ideas
10	parking at birubi is difficult, you need to build a much bigger carpark	Other project ideas
11	There is not enough parking at birubi	Other project ideas
12	Hanna Parade - footpath from Gan Gan to beach. Cycle path Gan Gan road ( thought this might have Halle Ed with recent Gan Gan roadworks).	Other project ideas
13	Make driving into Anna bay a pleasure rather than coming past a waste land of failed council decisions	Other project ideas
14	I think if we're promoting the coastal walk there will need to be more than 4 hour parking. Particularly at both ends.	Other project ideas

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

<b>15</b>	Better showers and fresh water dispensers / taps. Maintenance and care of grassed areas and gardens , current maintenance is inadequate.	Other project ideas
<b>16</b>	Curb installation on Fitzroy Street is a huge priority. This road has become the 2nd busiest in Anna Bay. Anna Bay urgently needs footpaths so that kids can ride and walk off the road as Anna Bay is getting much busier and it's not safe for our kids.	Other project ideas
<b>17</b>	Potholes	Other project ideas
<b>18</b>	Gan Gan road along the shopping area should be one hour parking and kept free at the moment	Other project ideas
<b>19</b>	More bins always overflowing in holiday times, all over the footpaths surrounding the bins	Other project ideas
<b>20</b>	More car spaces! Like the ones you took away from skatepark	Other project ideas
<b>21</b>	Resurfacing and guttering to the roads!	Other project ideas
<b>22</b>	Curbs on Pacific Avenue	Other project ideas
<b>23</b>	Bbq and shelters at Ocean Ave car park far end of Robinson Reserve	Other project ideas
<b>24</b>	We desperately need a safe way to get out of Anna Bay to other areas of Tomaree so we don't need to take the car. Currently we are landlocked between very busy fast roads that aren't safe to ride or walk on. Can you work on a plan to use the funding from parking so we can use our bikes without having to drive them somewhere first.	Other project ideas
<b>25</b>	Upgrade entrance from Gan Gan road to lower car park at Birubi headland for buses and other vehicles, provide more convenient and appropriate access to the foreshore. Smart meters should not be installed to fund this project	Other project ideas
<b>26</b>	More parking spaces needed for Birubi	Other project ideas
<b>27</b>	Beach protection	Other project ideas
<b>28</b>	Improved access from One mile car park area to the beach. I've been coming to and living in the area since 1961 and that access past the shop to the beach has barely changed in all that time.	Other project ideas
<b>29</b>	As one of the most visited area in Port Stephens Birubi Point needs more toilets, shaded seating areas	Other project ideas
<b>30</b>	Formalise eucalyptus drive as a cycleway route with signage from Gan Gan rd. Widen road between reflection drive and frost rd northbound. Sweep breakdown shoulder much more frequently for cyclists	Other project ideas
<b>31</b>	More toilet facilities at Burubi.	Other project ideas
<b>32</b>	Increase surf club parking area as much as possible, what about sand movement on lower area?	Other project ideas

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

<b>33</b>	THE PARKING PROBLEM IN THE BIRUBI LOWER CAR PARK WOULD DISAPPEAR IF THE CARPARK AREA WAS SUBSTANTIALLY EXPANDED. THERE IS NO NEED TO SEAL IT.	Other project ideas
<b>34</b>	Bitumen seal and maintain One Mile Beach carpark and provide new amenities block at One Mile - it is downright disgusting for this beach.	Other project ideas
<b>35</b>	More parking and litter prevention reaching the ocean.	Other project ideas
<b>36</b>	Stop with the development. Birubi was at its best before there was even a tap or car park! Relaxed and enjoyable for all	Projects not needed/wanted
<b>37</b>	I live in Anna Bay and would rather no upgrades are made to our area if we can keep the beach free and unmetered for everyone local or tourist	Projects not needed/wanted
<b>38</b>	Resident permit holders should not have to comply with the timeframes.	Other timed parking ideas
<b>39</b>	Same as fingal	More information required, Against paid parking in this area
<b>40</b>	When is the Tourism Interchange going ahead??	More information required
<b>41</b>	Again question 17 is a loaded question with no option for opposition	More information required
<b>42</b>	Stop looking to give business free anything. They can pay for anything they want	More information required
<b>43</b>	Council's so-called Smart Parking is just about money grabbing, repairing roads in Nelson Bay CBD and other potential areas for our visitors and forcing them and locals to park in residential streets. Council should be spending more money on major and minor arterial roads and not for parking. Council will eventually move to make ALL ratepayers and residents pay for parking in all the CBDs and these other parking areas.	More information required
<b>44</b>	One mile had funding and the council did not use this, why?	More information required
<b>45</b>	Get the interchange built as the sign says on gan gan road	More information required
<b>46</b>	Parking is supposed to be one of the projects at the Birubi beach information centre and interchange. Or is that not happening anymore?	More information required



**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

47	Complete the parking area corner of Gan Gan and James Paterson as matter of urgency. This will take pressure off Birubi beach area.	More information required
48	None, perhaps the council can fund through the extra rates they now have which was raised so these projects could be undertaken.	More information required
49	Parking ranger enforcement hotline for when cars park illegally in surrounding residential streets, and ensure rangers are on hand during weekends/holidays.	More information required
50	Most of the projects suggested are the Council's basic responsibility and should not rely on revenue from paid street parking.	More information required
51	I have selected a lot of Don't know/ need more information responses through the survey. I would like to see a comprehensive combined area masterplan for all of these precincts, both as individual precinct's but tightened together as a whole.  A Masterplan with a 10, 20 and 30 year vision would provide a wholistic plan for area instead of a piece meal approach.	More information required
52	Parking meters are totally unnecessary in these areas will be self defeating of the overall areas of Port Stephens. As with other areas suggested it is a money grab if the rates are not enough increase them an	Against paid parking in this area
53	Do not agree with introduction of Smart Parking outside of Commercial / shopping precincts	Against paid parking in this area
54	Again if the rates are inadequate to improve peoples access to the Beach areas increase the rates	Against paid parking in this area
55	NO SMART PARKING 😊😊😊😊😊😊😊😊	Against paid parking in this area
56	allocate all funds from Smart parking to these ideas. Do not have smart parking in this area.	Against paid parking in this area
57	Don't do it!! Consider this example.. day trippers would need pay to take a look at Birubi, One Mile, Little beach, Nelson Bay, Shoal Bay and then Fingal during a drive around before they have visited the CBD or retail shops or bought even a icecream! Visitor numbers will reduce so will retail business turnover and holiday rentals. DONT DO IT	Against paid parking in this area
58	PSC have no idea that they are reducing to total number of cars that will be able to park, nobody has asked to reduce the car spaces and create more traffic hazards that will occur when they make these changes.	Against paid parking in this area
59	Seriously consider the cost in the economy	Against paid parking in this area

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

<b>60</b>	Dont think paid parking should be implimented to recreational areas	Against paid parking in this area
<b>61</b>	Don't do smart parking! Will ruin the area for everybody	Against paid parking in this area
<b>62</b>	No smart parking	Against paid parking in this area
<b>63</b>	As above, how do people enjoy and access tomaree walk when their time is restricted.	Against paid parking in this area
<b>64</b>	We pay rates, use the revenue from them	Against paid parking in this area
<b>65</b>	If the smart parking does not achieve its objectives in winter (off-peak season) it should be reconsidered. NB businesses have suffered, what will it take to have you reassess its impact on businesses?	Against paid parking in general
<b>66</b>	I don't agree with SMART parking or SMART anything	Against paid parking in general
<b>67</b>	Don't do it!	Against paid parking in general
<b>68</b>	Removal of smart parking metres and infrastructure	Against paid parking in general
<b>69</b>	Nil	
<b>70</b>	Great idea	
<b>71</b>	Na	
<b>72</b>	Nil suggestions.	
<b>73</b>	No comment.	
<b>74</b>	Na	
<b>75</b>	I do not know enough information for these areas. I have only visited a couple of times.	
<b>76</b>	Na	

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

Q18 Tag summary (n=76)

<b>Tag summary</b>	<b>#</b>	<b>%</b>
Other project ideas	35	46.05
Against paid parking in this area (eg beach environment)	14	18.42
More information needed	13	17.11
Untagged	8	10.53
Against paid parking in general	4	5.26
Project not needed/wanted	2	2.63
Other timed parking ideas	1	1.32

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

Q19 Would you like to provide any other feedback on Smart Parking in your place?

Answered 133, Skipped 154

#	Responses	Tag
1	This is a beach area and the council should not put parking meters in Fingal Bay ,Burubi and one mile beach areas	Against paid parking in beach areas
2	Do not agree with expansion of Smart Parking outside of commercial / shopping precincts	Against paid parking in beach areas
3	I think Smart Parking in Shopping areas is fine but not in Beach Zones - parking in these areas should be free and upgrades paid from our rates	Against paid parking in beach areas
4	The proposal of beach parking is not ideal.  The only exception is Nelson Bay and Shoal Bay as these areas are shopping precincts and it is impossible to park if they are clogged with 4 hour parking zones while people go to the beach	Against paid parking in beach areas
5	I don't think that smart parking would benefit the area, it makes people annoyed and frustrated when the machines don't work. It makes it more difficult to enjoy a day out with family.	Against paid parking in beach areas
6	Smart parking will have a negative impact on tourists who are already putting money into the local economy. The amount of projected revenue does not justify the expense of selling it up, the cost of employing extra rangers and the impact on local residents and visitors to their homes. Leave things as they are!	Against paid parking in beach areas
7	It will cause a traffic and pedestrian nightmare. Very unfair on families trying to have a holiday.	Against paid parking in beach areas
8	I do not agree with smart parking in one mile or Birubi beaches at all!!! This is a money grab and majority of the people impacted by this is locals!  I am a one mile resident and have not received any correspondence even suggesting the proposal.  I learnt of this information via social media (not provided by ps council)	Against paid parking in beach areas
9	Keep Birubi and One Mile free parking!!!	Against paid parking in beach areas
10	I think it should be left at Nelson Bay and not extended into surrounding suburbs	Against paid parking in beach areas
11	It limits the activity you can do	Against paid parking in beach areas
12	I understand turning over parking space in business zones but for an area that relies on holiday trade you will turn people off visiting.	Against paid parking in beach areas
13	Paid parking is a bad idea and should be abandoned. It will change the character of the area and discourage activities such as hiking that take a long time.	Against paid parking in beach areas

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Responses	Tag
14	This is a sad introduction to the area! It has ruined beaches in Sydney and will do the same here. Making it less accessible to the general public. I would rather people have equal access to these public spaces	Against paid parking in beach areas
15	I believe that the proposed paid parking and limited parking times will lead to many holiday makers never returning to  Port Stephens after they have been ripped off by the Council.	Against paid parking in beach areas
16	I would prefer it's not implemented at Fingal Bay	Against paid parking in beach areas
17	Do NOT want smart parking in FINGAL BAY	Against paid parking in beach areas
18	This is so infuriating. I agree with paid parking in Nelson Bay as it is the CBD. But smaller local areas it's unnecessary and just a shameful money grab.  The same thing has happened in Byron Bay with local quiet streets being completely congested with cars as people try and dodge the paid parking.  People come to the bay to enjoy their time and get away from everyday stresses. Making people pay just to the go to the beach really negatively taints the bays name as well as the councils.	Against paid parking in beach areas
19	SETTING UP THE SYSTEM IS A DISGRACEFUL WASTE OF MONEY. IT'S ALSO A YEAR ROUND PERMANENT PENALTY ON MOTORIST/TOURISTS FOR A PROBLEM THAT ONLY ARISES IN THE SUMMER HOLIDAYS.	Against paid parking in beach areas
20	Please don't do it.	Against paid parking in beach areas
21	I hope that a review will take place of the effect on tourism and visitor rates as this is wiping out most of the favourite places.	Against paid parking in beach areas
22	It is a poor revenue model and will detract from the liveability of the beautiful area.	Against paid parking in beach areas
23	Stop it now! It's mean spirited and discriminatory.	Against paid parking in beach areas
24	I do not think that it is a good idea to bring the smart parking in just because it will generate revenue. Please leave our beach suburbs in a natural state without technology and large ugly signals placed everywhere.	Against paid parking in beach areas
25	Please listen to your rate payers, this is not a popular idea. The meters will host money to install & upkeep. The return on them will take years to accumulate. Please be more considerate to whet your constituents want & accountable for your spending.	Against paid parking in beach areas
26	The beauty of regional living is no parking meters.  Stop being money hungry. I stopped going to Nelson Bay because of the parking meters.	Against paid parking in general

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Responses	Tag
27	It is a scourge for visitors and a regressive tax for low income earners noting there is timed 4 hr parking in Noosa but no cost. Shame Port Stephens Council	Against paid parking in general
28	Disagree with the whole paid parking, feel sorry for visitors and families	Against paid parking in general
29	You don't provide enough parking. You restrict the parking then fine people for trying to enjoy the area. This is a seasonal holiday area & you are discouraging people from the area. If I was a local business I'd be offended by what you are trying to implement	Against paid parking in general
30	Don't do it!!	Against paid parking in general
31	Shocking decision & will see my family spend less money at local businesses because they don't have a parking permit	Against paid parking in general
32	This is a foolish idea that will negatively impact residents and businesses. We should be trying to make it more attractive to visitors not less	Against paid parking in general
33	It is important to realise that many day visitors to the Bay spend a lot of money locally - eg i go for a surf between 6-9am most days, then buy coffee and breakfast. I shop at various stores in Taylors Beach on my way home. I estimate i spend \$10k/year in Nelson Bay, so i won't be happy having to pay for parking to surf and then spend a great deal of money to support local businesses.	Against paid parking in general
34	NO SMART PARKING FFS	Against paid parking in general
35	I disagree wholly with the concept.	Against paid parking in general
36	No meters	Against paid parking in general
37	Smart parking is not a good idea.	Against paid parking in general
38	No smart parking.  It is a fait accompli. The village family feel of Fingal Bay will be lost. Holiday makers will move on. There should be no time limits out of season. Signs are ugly and detract from the largely unspoilt environment	Against paid parking in general
39	It's an unnecessary expense	Against paid parking in general
40	We do not need SMART systems and surveillance in our region. Spend rate payers money on something more beneficial	Against paid parking in general
41	Stupidity and Greed at its finest	Against paid parking in general
42	I totally disagree with the smart parking installation	Against paid parking in general
43	As mentioned previously, the smart parking meters should have reasonable a free limit before requiring payment. There was no need to install these at all and I do not consent to the proposals at all.	Against paid parking in general

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Responses	Tag
44	The proposal for smart parking in Fingal Bay is not workable, as it will result in visitors parking in residential streets away from the beach.	Concern re: impact on neighbouring streets
45	Smart parking will drive visitors to park in back streets- I live in Lentara Street which will be chaotic when I have family visit! Would suggest orange whitches hats/ bollards for local residents impacted	Concern re: impact on neighbouring streets
46	This proposal will not be received well as it will have major impacts on residents from people parking in back streets.	Concern re: impact on neighbouring streets
47	I have detailed significant concerns that Smart Parking may negatively impact the residents of Columbia Close, Kurrawa Close & Mistral Cloes at Little Beach, as people will be inclined to occupy the nature strips in these Streets (Closes) due to unapid and un-restricted parking times. Residents amenity and livability will be impacted as a results of more vehicles in their streets. Noise, vehicle and people traffic increased, damage to streetscapes and nature strips and potential for vehicle incidents and road rage events are a likely result.	Concern re: impact on neighbouring streets
48	For Fingal Bay the impact on local residents needs to be taken into account, holiday traffic, overflow parking from the holiday accommodation facilities, and general parking issues will be moved into residential streets. This needs to be addressed as a matter of urgency.	Concern re: impact on neighbouring streets
49	In Fingal Bay I feel the residential streets close by where Smart Parking will be located should have signage that indicates these streets are for resident parking only. This will deter people who are wanting to avoid paying for parking impacting residents in these streets.  I think there will need to be conversation with the holiday park and holiday unit operators opposite the beach on where visitors to these facilities can park additional vehicles when there is more than one vehicle per site, cabin or unit staying in these. Currently during busy periods they are parked along the roadway where some of the Smart Parking will be located.	Concern re: impact on neighbouring streets
50	Unfortunately the use of parking meters will push some beach goers to park in surrounding residential streets which will impact residents. I'm unsure how you remedy this situation, but Fingal Bay is a quiet coastal village	Concern re: impact on neighbouring streets

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Responses	Tag
	and we enjoy the relaxed vibe. Car movements in my street(PacificDr) will increase by placing the meters in Marine Drive and I can envisage people driving around the block looking for alternative parking opportunities. High traffic volumes in Peak periods will give rise to safety issues re pedestrians and park users. Please consider residents before you make any decisions	
51	Will cause parking congestion in local residential streets that are not metered.	Concern re: impact on neighbouring streets
52	I am concerned that smart parking in Fingal bay will takeaway the village & beach feel of the area. It's not Sydney after all. I believe the side streets will be more congested with cars not wanting to pay. The parking is already at a premium along Marine drive on a hot day.	Concern re: impact on neighbouring streets, Against paid parking in beach areas
53	We don't want them here in Fingal Bay.  Tourist will park in back streets.	Concern re: impact on neighbouring streets, Against paid parking in beach areas
54	Smart Parking is dumb. It just redirects drivers to park in other streets where they don't need to pay. There is no way that Fingal Bay parking could possibly raise \$456,000 each year. Nobody parks here except at Xmas holidays for about 3 - 4 weeks.	Concern re: impact on neighbouring streets, Against paid parking in beach areas
55	Please provide feedback on how the parking metres and time restrictions are to be monitored / policed.	Concern re: impact on neighbouring streets, More information required
	Speaking to visitors and tourists in the area, most have stated that they will avoid areas where they have to pay for parking, which will greatly affect the income of local businesses. Others have stated that they will just park in the back streets where parking is not metered, causing excess parking and traffic on streets that are not suited for this purpose.	
56	The council needs to consider the impact this will have on the surrounding streets and residents as it will move people to park outside of car parks. 4 hours is not enough time for beach users. Should be a minimum of 8 and will also have an impact on Fingal SLSC	Concern re: impact on neighbouring streets, More information required
57	I would like to urge the council to reconsider smart parking in Fingal Bay. It will negatively impact the community - residents and tourists and significantly impact businesses that already struggle in a very cyclical economic area. I would urge council consultation with all residents and property owners prior to installation.	Concern re: impact on neighbouring streets, More information required
58	I am concerned that paid parking at Fingal will just drive beachgoers further north to Darramba, Lentara and the rest of Marine Drive. These were already bumper to bumper parking during Nippers this morning, and will be worse during Summer. Will get even worse when people try to dodge paid parking zones.	Concern re: impact on neighbouring streets, More information required



**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Responses	Tag
	also, people park on the grass north of the surf club carpark all the time. will that be part of the paid parking zone? I never see it policed. thanks!	
59	Protect the local back roads so we aren't inundated with people trying to park for free. Can we have more bike racks at the beach entrances to safely secure our bikes to while we are at the beach and also some permanent signage on the shared paths so people are aware they are shared with bikes.	Concern re: impact on neighbouring streets, Other suggestions
60	Fingal Bay: On weekends and busy periods, currently vehicles park from the surf club carpark, along Marine Drive to the north. This is even before they park further south on Marine Drive. I do not agree with parking meters, but if installed, they should also cover 100m to the north of Fingal Surf club carpark.	Concern re: impact on neighbouring streets, Other suggestions
61	I understand the need for this but it definitely changes the vibe of our town.	General acceptance/comment
62	Happy with whatever changes you initiate as long as parking remains free for ratepayers and tourists contribute via parking fees, to the development of the facilities they are using	General acceptance/comment
63	I would like to see smart parking all the way around Marine Drive, around Barry Park along Pacific Drive down Short St down Tuna Drive to Market street with a limit of 2 hrs parking that is the only way we can generate a decent amount of Revenue for our Projects	General acceptance/comment
64	No but totally in favour	General acceptance/comment
65	Need to have smart parking near Banisters and cheeky dog area. This is always a problem.	General acceptance/comment
66	Keep it coming and keep it free for locals	General acceptance/comment
67	Advertise the local parking permits	General acceptance/comment
68	If the money really does go back to funding it would be great	General acceptance/comment, More information required
69	Just make sure that all the money raised is put back into Fingal Bay and not Raymond Terrace, as these people don't deserve to have any more council money spent on them.	General acceptance/comment, More information required
70	Please see my extensive response for Fingal Bay.	More information required
71	Government should fix up stuff with the amount of tax I pay annually not fair to have to pay more on top of a third of my wage already being taken	More information required
72	as per forwarded to Cnr. Chris Doohan and cc'd to Mayor.	More information required

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.****# Responses****Tag**

Hi again Chris,

The first question worth asking: Has this idea come from a manager that lives in Newcastle and has never actually visited these carparks – that is what it clearly looks like. I have been a several days a week user of the carparks for many years and I do not see the need for it. Remember this - we are Port Stephens – not cash grab Newcastle that will do anything to make money. Or did this come from the Director responsible for parking to justify putting more staff on to justify their existence / come up with an idea that is an easy cash grab. It looks like one of these above is the real reason.

So the questions that need to be answered (at the very least) are:

“What data is there to support the decision from a traffic/safety perspective, revenue perspective and amenity perspective?”.

Remember people are going to be annoyed with this so PSC need a reasonable and justifiable response?

For traffic and safety perspective – Firstly I have never seen traffic counters at either carpark. So what are the traffic volumes during all parts of the year – not just the busy periods. Does PSC have any data to say that parking meters will improve traffic flows – if supposedly this is the whole point of why the meters are going in. Also where are people going to park if the parking rate is too high or parking (which has now been more than halved due to the upgrade in One Mile) which will just force vehicles parking in suburban streets in Anna Bay and out onto Gan Gan Rd. This will ultimately make parking and pedestrian movements less safe as people are going to walk on the road as there are no pathways in either of the potential parking areas. Remember that despite my requests to have a pathway installed parallel to the entrance to One Mile carpark from Gan Gan Rd this still has not been built. But like I said people are

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

# Responses	Tag
<p>going to park out on Gan Gan Rd meaning more people walking on the road into One Mile carpark – it already happens now and is only going to get worse.</p> <p>So is this idea of restricting parking going to fix the carparks that are overwhelmed for a very small period of the year (as in &lt;100 days a year – there are still another 265 days in the year) where there are traffic issues – which I still do not believe there are traffic issues in the carpark. The real safety issues are when cars park out on Gan Gan Rd which a parking meter will definitely make safety worse.</p> <p>OR EVEN WORSE – are out of town visitors more likely to go to Kingsley or Boat Harbour (so annoying those residents) – where there is no life saver. Resulting in possible drownings, etc. remember – if could be on your head.</p> <p>For revenue perspective – This is where it could easily cost the ratepayer more than it is worth. Has anyone done a calculation on what it is going to cost to manage, inspect - given most inspections are going to be during the weekend and maintain damaged and vandalised meters. And what about the slow periods (after easter to October) – is it going to be the parking inspector check for compliance the &lt;10 cars at any given time in each carpark? I have been going to both carparks regularly for many years. Both carparks are literally empty outside of easter to October. But not only that – not every day during Summer is a beach day (windy, raining, no surf) and there are even plenty of days during the week in Summer when there are few cars there – but it is still going to cost ratepayers to pay for parking inspectors, repairs to the machines, etc. But is the sales pitch that the revenue (if there actually is any) is going to fund more parking – or is it just going into the piggy bank to pay for more wasted projects – like the woeful upgrade to Ferodale Rd or the even worse resheeting of Kindlebark Dr, or the even worse hopeless patching work on Medowie Rd at Williamtown. So lets say there is revenue – what is it going to fund – more amenities for both areas – upgrading of other carparks?? These are good ideas – if that is what PSC is going to commit to via a “coastal parking strategy” – if it is just going to fund more poor maintenance activities (of which I could name plenty) or wasted money ideas - then no way do I support it.</p>	

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

**# Responses Tag**

For amenity perspective - What other similar LGA's are being compared to these sites – it is not at all comparable to anywhere in Newcastle – but would be comparable to Redhead, Old Bar, Boomerang Beach, Black Head, Blacksmiths, etc – so do any of these locations have parking meters. You cannot compare it to Newcastle – Merewether stretch. The comparison needs to be similar to the direct area amenity – area has small local residents, has facilities (toilet, shower, shop), has lifeguard (7 days a week), has sealed carpark, has recreation (rock fishing) has business reliance (surf school).

But more importantly and the real reason PSC needs to be questioned about how this idea came to surface. Where is this idea in the long term financial plan, the long term asset plans and numerous strategies. I bet it is in none of these – which makes it even more likely that it is being disguised as revenue making (if it will actually make money which I doubt it will). Long term planning seems to be just words on a paper in PSC. I really struggle to see where PSC makes and commits to long term plans – take for example the pathway plan – it has not been revised in years – the asset management plans that are impossible to read, and I could go on. Take for example the Medowie Plan that was recently released – it has a planned road where PSC just allowed a resident to build a house that is right in the middle of the road (Lisadell to Brocklesby Rd) which was built before the actual plan was released to the public. When I contacted the planners about this blunder the planner I spoke to was also quite surprised that PSC let the owner of 65 Abundance Rd build another house right smack bang in the middle of the lot that is proposed as a future road in the Medowie Plan – what the heck happened there!! Please call me to discuss if you want more information as it is a major blunder by PSC that has now made it impossible to build a road from Lisadell to Brockelsby, that makes so much sense in so many ways – but now can never happen – despite it being in the Medowie Plan.

My opinion – I do not care UNLESS IT IS GOING TO COST RATEPAYERS MORE AND THERE IS NO BENEFIT TO THE RATEPAYER. It is not going to fix parking – it will make it worse. PSC exist and work for the ratepayers – if no one in PSC has addressed (at the

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Responses	Tag
	<p>very least) the items I have raised then it is another very poorly planned idea – if it makes money or not – it is still a poorly planned idea.</p> <p>Good luck.</p> <p>Regards,</p> <p>██████</p> <p>██████</p> <p>██████</p>	
73	Volunteer life guards are usually on duty for a period of 4.5 hours. So allow 5 hours total including parking & getting changed. So the maximum 4 hours would mean they would have to leave beach part way through shift & move car. Not ideal especially when volunteers are scarce these days.	More information required
74	I do not understand why Fingal Bay is so neglected, compared with other areas	More information required
75	This is going to be very unpopular and create a confusing mess. Especially around the caravan parks.	More information required
76	Business will not give back anything and should simply pay for any extras they want.	More information required
77	Council's so-called Smart Parking is just about money grabbing, repairing roads in Nelson Bay CBD and other potential areas for our visitors and forcing them and locals to park in residential streets. Council should be spending more money on major and minor arterial roads and not for parking. Council will eventually move to make ALL ratepayers and residents pay for parking in all the CBDs and these other parking areas.	More information required
78	Interesting survey. Reference to parking time restrictions but no questions re views on metered parking. Very strategic. Meters do nothing for safety!	More information required
79	This is a money grab by council. The number of people coming to Nelson bay to enjoy the beach, no matter what locality will decrease. The hourly rate is a great disincentive to come Nelson bay and other localities.	More information required
80	No smart parking in anna bay cbd.	More information required
81	Tuna Crescent and the top end of Market are long overdue for pavement and guttering upgrades. It seems that little of our rate money comes back to Fingal	More information required

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Responses	Tag
82	Where is the data on expected traffic flows showing the increased parking along side and back streets? How will the parking including not parking rear to kerb be monitored? Do vehicles with trailers/caravans pay for all the spaces they are using?	More information required
83	A majority of funds from smart parking should be used for providing facilities & improvements for the Fingal Bay residents.	More information required
84	Any communications regarding smart parking need to go to all residents in Fingal Bay not just those that Council think are impacted. Everyone is impacted either by meters in their street, cars now parking in their street so they don't have to pay or owners who drive to the beach as it is too far to walk now having to abide by parking time limits. It's extremely important that the information that is communicated to the community is correct.	More information required
85	PSC have no right to reduce parking capacity just to line their pockets and make a quick dollar over the holiday seasons. Talk to the people who use these car parks everyday and they will tell you things are fine the way they are. Once again the council show their greedy intentions	More information required
86	Construct the by-pass road to Fingal Bay as a matter of urgency.	More information required
87	We have visitors stay over night so need allowance additional passes	More information required
88	Yes council restricted parking inside their Holiday park some years ago now majority of the limited parking on the road is taken up by councils paying holiday makers let them back in the park on major holiday periods they restricted it even more by reducing the spaces on the road by at least 20 so their clients didn't have to walk to the main gate they can use the middle gate	More information required
89	This is a complete cash grab  We will not be back	More information required
90	I live in Shoal Bay and can't get a permit	More information required
91	You are disadvantaging the already disadvantaged and hindering local engagement (especially volunteerism) in local natural asserts and local events. The focus is continually on get lying the buck from tourists which disadvantages us all.	More information required
92	If the smart parking does not achieve its objectives in winter (off-peak season) it should be reconsidered. NB businesses have suffered, what will it take to have you reassess its impact on businesses?	More information required
	Council utilises these surveys to tick off consultation. However if council were to assess the impact on business during the off season against a business risk model (similar to that used for safety risk assessment) I can guarantee the logical control you would implement	

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Responses	Tag
	to minimise (eliminate) the risk to business would be to turn it off during off season!! Very disappointed that something with such good intentions has been allowed to become a noose around small businesses neck, and PSC does not reconsider.	
93	Staff members shops in all areas require permits that allows them to park	More information required
	For longer than 4 hours	
94	I would have thought that rates - esp given spiralling property prices SHOULD be funding projects, not added impositions on residents and their visitors	More information required
95	Monitor it.	More information required
96	In respect to 4 hr limit, how will this be controlled.  Ideally, system should exclude payment for another 4hrs in the same parking precinct.	More information required
97	Cost?	More information required
98	It would be nice if the funds when back into Fingal Bay. The suburb is very neglected by council.	More information required
99	Can people who work at beach businesses get an extended parking time? People work long hours, especially during Christmas and Easter holidays. 4 hours is definitely NOT enough time for majority of work staff.	More information required
100	Are you going to provide patrol parking for all patrolling members? It really is a disappointment.	More information required
101	No more smart parking in the bay around the beaches  Limit it only near businesses complaining of lack of turnover . There are enough Smart meters in surrounding streets of shoal bay & Nelson bay to fill the coffers!!	More information required, Against paid parking in beach areas
	Show Compassion !	
102	The beach should be accessible to everyone, regardless of their purpose or occupation. A more reasonable and equitable policy would be to extend the parking times for both locals and businesses, or to remove the time limits altogether. This would foster a sense of community and harmony, rather than resentment and division.  Council should have anticipated and planned for the increasing demand and popularity of this area, instead of shifting the burden and cost to the residents and visitors.	More information required, Against paid parking in beach areas

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Responses	Tag
	<p>Council should have expanded our parking capacity, in order to accommodate more vehicles, reduce traffic congestion, and improve safety and convenience. Particularly at Robinson Reserve carpark and One Mile carpark where the lack of parking spaces is a serious issue for the visitors of Birubi (Morna) beach and One Mile beach. These beaches are the main attraction for the residents and tourists of this area, but the green space facilities have taken priority over the parking needs of a growing and popular region.</p> <p>Council should seriously reconsider its future vision for Port Stephens and smart meters, particularly when placing timed restrictions on those of who live and work here, and I have yet to see Council provide an innovative and creative solution to the challenges of having limited car parking available throughout our community, particularly in peak times. Council should seriously reconsider increasing the number of parking spaces at beaches where there is potential to do so.</p>	
103	An absolute money grab that will deter visitors. And it's offensive to think locals will believe the money will be spent in Fingal Bay.	More information required, Against paid parking in beach areas
104	I don't believe smart parking should be introduced in these areas. Our council rates have been increased against the community consultation's wishes and such increased rates should be able to pay for all the upgrades the council wants the parking fees to pay for.	More information required, Against paid parking in beach areas
105	Smart parking will discourage tourist.	More information required, Against paid parking in general
	4 hours is too long at Shoal Bay	
106	Speed limit signs in car parks .	Other suggestions
107	Yes. It's all well to have traffic & parking restrictions, however you need to enforce all the rules. I often see cars parked at Fingal flouting the rules yet I never see parking enforcement.	Other suggestions
	I would also like to see restrictions to overnight camping in our beachside parking areas. Rubbish & human waste is often evident after campers are parked overnight at Fingal Bay.	
108	There are not enough car parking spaces from early December to end of summer holidays in the Fingal Beach area. I am concerned that the unmetered residential areas close to the beach are going to be used even more once meters are installed.	Other suggestions
	Maybe the carpark at the oval could be upgraded and extended to provide double the existing parking. The	



**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Responses	Tag
	current parking at the oval doesn't really cope with normal demand when games are played.	
109	Use all the revenue to fix all the roads.Its pretty simple.Fix all roads then proceed with everything else	Other suggestions
110	Time limits for local permit holders should not be enforced in non peak times	Other timed parking ideas
111	Timeframes should not apply to resident permit holders.	Other timed parking ideas
112	Allow local residents to park at beach for unlimited time	Other timed parking ideas
113	Concerned about the number of "free campers" that illegally park opposite beach or in SLSC car park at Fingal Bay overnight, Hopefully smart parking will stop this , but signage needed to prevent camping on the side of roads not policed by smart parking ( or patrols by traffic police).	Other timed parking ideas
114	Paid parking should not be introduced, but could limit the time to 3 to 4 hours	Other timed parking ideas
115	I see how revenue from tourists is good but not at the expense of locals going about their business and daily lives ...happy that it's free for us but the time frames are not practical	Other timed parking ideas
116	Locals should get unlimited parking time	Other timed parking ideas
117	We have come here every year (missing 1 during COVID) for 41 years. The new system makes tourists feel like second class citizens (locals are free so a couple of times that we have asked in cafes etc questions about the complicated system the answer has been "don't know.... Locals don't pay). I understand if I was a local I would probably be happy about the new system (equals more available parking for them) but do you REALLY want to make tourists feel like a pain/inconvenience? Do you really want to foster an "us and them" vibe? I feel that the system has not been well thought out. As a constructive suggestion, given you appear committed to rolling this out in an extraordinary number of locations, why not make it MUCH easier for visitors. Either, make everywhere "first hour free" or provide a week long pass that can be purchased online (and placed on dashboard) and allows you to park anywhere at all in port Stephens's whole week. If this were say \$50-\$100 I think many would buy (and probably make even more money for your council). Happy to discuss more if you want	Other timed parking ideas, More information required
118	No	
119	yes	
120	No	
121	No	
122	YES	
123	Nil	

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

#	Responses	Tag
124	Yes	
125	Yes	
126	No just as I mentioned above Thankyou	
127	no	
128	No	
129	No thank you.	
130	Live at Fingal bay	
131	No	
132	See comments in Fingal bay section.	
133	No	

Q19 Tag summary (n=133)

Tag summary	#	%
More information required	43	32.33
Against paid parking in beach areas	32	24.06
Against paid parking in general	19	14.29
Concern re: impact on neighbouring streets	17	12.78
Untagged	16	12.03
General acceptance/comment	9	6.77
Other timed parking ideas	8	6.02
Other suggestions	6	4.51

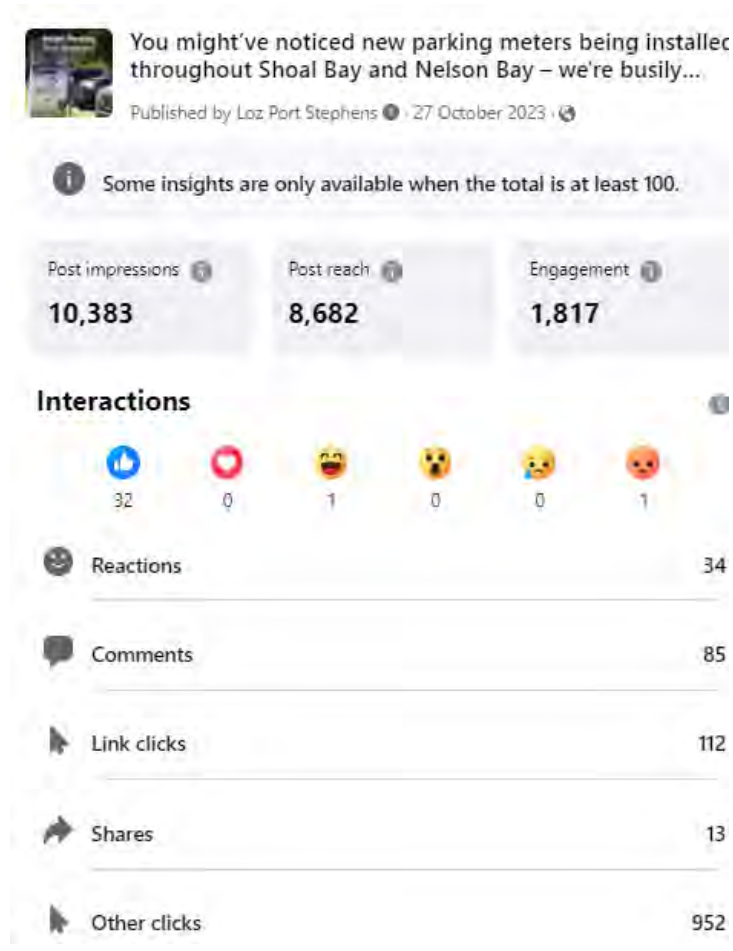
Q20 If you would like to receive more information on the outcomes of this community consultation please provide your email address.

Answered 113, Skipped 174

Email contacts not shown for privacy purposes

ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.

### Appendix C – Social Media commentary



**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

The screenshot shows a Facebook post from Port Stephens Council. The post is titled "Handy links" and contains four links: "Smart Parking FAQs – pscouncil.info/sp-faqs", "New resident registration – pscouncil.info/resident-spp", "New business registration – pscouncil.info/enquiry-spp", and "Check or update your details – pscouncil.info/resident-spp". Below the links is a preview of a webpage titled "PORTSTEPHENS.NSW.GOV.AU FAQs" with a small image of a beach scene. The post has 9 weeks old, 1 like, and 1 reply. There are six comments from users: Brendan Neville (7 weeks old, 1 like, 1 reply, 1 hide), Ellen Tapinos Reztis (9 weeks old, 1 like, 1 reply, 1 hide), Anneke Beveridge (9 weeks old, 1 like, 1 reply, 1 hide), Elise Jensen (9 weeks old, 1 like, 1 reply, 1 hide), Lauren Ashleigh Hazel (9 weeks old, 1 like, 1 reply, 1 hide), and Trudi Anne Kelly Bfa (9 weeks old, 1 like, 1 reply, 1 hide).

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

-  **Kharper Bikfild**  
Another reason to avoid the businesses at both places. \*\*\*  
7 w Like Reply Hide
-  **Brian Forbes**  
A stroke of the pen and 10 councillors' motion from the floor and all of us will be paying for the so-called Smart Parking, especially during the 8 months of the year when the visitors aren't here.  
9 w Like Reply Hide
-  **Jayne Smolen**  
**Melissa Roach**  
9 w Like Reply Hide
-  **Brian Forbes**  
REMEMBER: If you overstay your FREE parking time...you'll receive a FINE...If visitors do the same or don't pay the machine...they will receive a nice FINE in the snail mail in 3 weeks' TIME.  
9 w Like Reply Hide
-  **Brian Forbes**  
Smart Parking is being proposed and introduced in all major towns in Port Stephens, being monitored in Council's Head Office at Raymond Terrace. All of us will be paying.  
9 w Like Reply Hide
-  **Melinda Godfrey**  
How about just let people park their cars for free!! Now that's a smart idea!!  
9 w Like Reply Hide
-  **David Harris**  
More reasons for me not to go too the Bay  
9 w Like Reply Hide
-  **Brian Tehan**  
**David Harris excellent.** 🙌  
7 w Like Reply Hide
-  **Izach Thomas**  
U council people are just money hungry u want us to pay to park  
9 w Like Reply Hide

ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.

 **Daniel Ryan**  
Residents should get half price rates with all this coin "OUR" system generates ? wouldn't that be "SMART"?

9 w Like Reply Hide

 **Johnny P. Keane**  
**Daniel Ryan** no, they should use it to fix the roads and drainage.

9 w Like Reply Hide   2

 **Daniel Ryan**  
**Johnny P. Keane** all streets skateboard quality to get the kids out of the house. Yep that would be great

9 w Like Reply Hide 

 **Johnny P. Keane**  
**Daniel Ryan** I think most would be happy to be able to an average car down. Not everyone owns a 'Mayor's standard' 4wD

9 w Like Reply Hide 

 **Denyse Brooks**  
**Daniel Ryan** Do you know how to read? Residents parking is free, just like it always has been.

9 w Like Reply Hide 

 **Daniel Ryan**  
**Denyse Brooks** half price land rates , I should of been more specific.

9 w Like Reply Hide

 **Daniel Ryan**  
From memory ours was 2900\$ this year. And that's with the new current parking fines at Nelson . All this free money for what? The loan to build parking monitors ?

9 w Like Reply Hide

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

**Appendix D – Direct emails**

Most of the emails received during the open survey period (14 November to 18 December 2023) often included personal concerns or issues regarding the existing permit system. These emails have been summarised to prevent the need for redaction.

#	Date received	Issue summary
1	17 Nov 2023	Congratulations on new Little Beach improvements Suggest wheel stops for longer vehicles.
2	17 Nov 2023	Email regarding existing permit system in Nelson Bay especially for tour operators
3	22 Nov 2023; 26 Nov 2023	Emails regarding specific issues for residences near Barry Park, Fingal Bay
4	23 Nov 2023	Email regarding concern re: Smart Parking impacts on neighbouring streets at Little Beach
5	25 Nov 2023	Email against smart parking being introduced at Fingal Bay
6	6 Dec 2023	Email in support smart parking being introduced at Fingal Bay
7	8 Dec 2023	Email with concerns including at Fingal Bay including SLSC volunteer parking; SLSC event parking; Holiday Park parking; concern regarding parking in neighbouring streets.

**ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT - SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI BEACH AND ONE MILE BEACH.**

## **Appendix E – Drop in comments summary**

22 November 2023

### **Fingal Bay drop in ~50 attendees**

Key concerns included

- Parking for Fingal Bay SLSC workers and volunteers
- Parking during SLSC events
- Concern regarding impact on neighbouring streets
- Incorrect information in flyer and on survey
- Use of Fingal Bay Community Association to help spread flyers
- Only seen as a revenue gaining exercise
- Discussion regarding potential projects
- Better enforcements by rangers for not just parking but also dogs off lead etc

22 November 2023

### **Little Beach~10 attendees**

Key concerns included:

- Concern regarding impact on neighbouring streets
- Concern regarding proposed shared path near Halifax

28 November 2023

### **Birubi Beach~20 attendees**

Key concerns included

- Parking for Birubi SLSC workers and volunteers
- Parking during SLSC events



ITEM 4 - ATTACHMENT 1 COMMUNITY AND ENGAGEMENT REPORT -  
SMART PARKING IN YOUR PLACE: LITTLE BEACH, FINGAL BAY, BIRUBI



PORT STEPHENS  
COUNCIL

council@portstephens.nsw.gov.au | 02 4988 0255 | PORTSTEPHENS.NSW.GOV.AU    