

DISCUSSION PAPER – PUBLIC EXHIBITION - SUBMISSIONS TABLE

No	Author of submission	Comment	Council Response
1	Individual	<p>a. Donald Street Proposal - Concern that the PSC may be considering making amendments to the DCP for Nelson Bay Town Centre such that a 21-storey building could be built on the Council owned land on the site of the old Council car park in Donald Street (East).</p> <p>b. Heights - Concerned with increased heights obstructing water views. It will reduce the value of existing residences, as well as compromise the well-being of the residents.</p> <p>c. Town Vision - Nelson Bay has a unique 'village' that shouldn't be changed. The amphitheatre topography lends itself to many residences having lovely Bay views. The appeal of Nelson Bay is its low to medium-rise buildings.</p> <p>d. Heights - Protect important views and promote the natural topography that makes Nelson Bay unique: "In relation to building heights, it is critical that the wooded ridge and headlands that surround the Bay be visible and not eclipsed by buildings. A maximum of five storeys is proposed throughout the Town Centre with the exception of the area south of the Bowling Club (7 Storeys) and the marina area (3 storeys) and Fishermen's Co-op site (4 storeys)" (page 6).</p>	<p>a. Council is not considering any development proposals for buildings of 17-21 storeys. The Property Services unit, which manage Council's property investments, had sought concepts for two sites owned by Council in Nelson Bay. These are concepts only and are not part of the Nelson Bay Strategy.</p> <p>b. The Strategy and associated Delivery Program provides and prepares for future housing. A key element for the economic growth and revitalisation of Nelson Bay will be the need to intensify residential development in the Town Centre. By providing more diverse housing choice it will assist in attracting permanent residents to the area, as well as supporting the Town Centre outside of the peak tourism season.</p> <p>In addition to this, it is recognised an important characteristic of Nelson Bay is that it provides the ambience of a relaxed coastal town. Height limits are important because they help shape the character of an area. Building heights need to ensure that the natural setting of the town is apparent – views of the water and of the surrounding wooded ridges- and to avoid buildings that are incompatible with a pedestrian scale environment. At the same time, development capacity needs to be provided in order to permit Nelson Bay to grow in an economically viable way to support the tourism industry, new areas of employment and to cater for the housing, retail and service needs of residents.</p>

			<p>At the same time, Nelson Bay is identified as a regionally significant centre which is expected to provide infill residential development to cater for and accommodate future demand. The infill to be achieved in Nelson Bay makes up around an estimated 13.5% of our total housing growth in Port Stephens. The Strategy provides actions that will create a place where people want to be and in turn this growth will occur. In turn, provide a stimulus for rejuvenation, enhance the tourist, recreational and residential appeal of the centre and enhance the vibrancy and appeal of the centre and surrounds.</p> <p>Consideration of development feasibility is critical when considering and reviewing the existing Strategy to see if the development standards are impeding investment and economic development The Feasibility Appraisal results indicated that enforcing the existing 15m height limit in Nelson Bay would not facilitate development. The independent feasibility appraisal was subject to a third party review that confirmed these conclusions. It is proposed an increase in density will facilitate and contribute to the creation of housing and employment opportunities in the Nelson Bay town centre.</p> <p>The 2012 Strategy had a number of allowances to heights, such as; 3.5 metres per storey; HoB exceptions to certain land parcels, as well as an additional two storeys should a development exhibit outstanding design excellence, and provide a strategic public benefit (e.g. a significant public domain improvement or a conference centre facility).</p> <p>The revised Strategy proposes to legally insert a revised Height of Building (HoB) limit and Floor</p>
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			<p>Space Ratio (FSR) controls as well as the local provision clauses relating to Active Street Frontages (ASF) and minimum vertical to horizontal building widths in the strategic centre of Nelson Bay. The additions of these local provisions are to provide for good design, support opportunities for increased density and achieve the desired built form in Nelson Bay.</p> <p>The Feasibility Appraisal confirmed that the height limit would need to be increased. It is proposed the height in the town centre be increased to 10 storeys (35m) to allow a developer financial viability (it is recognised that major lending banks will not lend unless a development demonstrates a 20% margin). This represents a three storey (10.5m increase) of the heights adopted in the current Strategy, but a 5 storey (20m) increase over the current Local Environmental Plan (LEP) limits.</p> <p>It is proposed that the draft Strategy height limits be legally included as development standards within the LEP and that exceptions for certain sites be removed. Consideration to rezoning land in the town centre has not been considered in the drafting of the revised Strategy.</p> <p>The introduction of these development controls will encourage increased feasibility for development and activation within the town centre. The controls will also provide certainty to residents, business and tourists on the potential future development and viability of the town centre as well as bring economic benefits to the existing development in the town centre vicinity.</p>
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			<p>Clause 4.6 Policy - Exceptions to development standards will also create opportunities for greater transparency and community participation when decisions are made to vary development standards; and achieve better decision making through robust assessment.</p> <p>c. The Delivery Program identifies that existing buildings and development approvals that have exceeded the maximum height of building limit. It also discusses the Survey results that identified that there was no clear consensus on the number of storeys, but there was clear consensus that building heights should follow the natural slope of the land and view corridors should be preserved.</p> <p>In addition to this, it is proposed an amendment to the Nelson Bay Centre Development Control Plan be undertaken once the Public Domain Plan is completed. The Public Domain Plan will detail character and theme for public domain elements, such as street trees, signage and seating.</p> <p>d. See submission 1b.</p>
2	Individual	a. Development Consideration - Request a development site (2,600m ²) on the fringe of the present boundaries of the Nelson Bay Town Centre be include in the Foreshore strategy as it is on a ridge line only a short distance from the Nelson Bay CBD (700m).	a. It is proposed the Strategy boundary be extended (east to west) along Magnus Street and Thurlow Avenue to account for the existing building height along dominant ridge-lines. Inclusion in the Strategy boundary would capture the development that has already taken place and is considered appropriate given the existing maximum building height of 15m, which is distinctively different form the maximum building height of 9m that is applied to the majority of land on the Tomaree Peninsula.
3	Individual	a. Strategy boundary - Extend the CBD/Foreshore boundary to include Thurlow Ave, as far as the intersection with Christmas Bush Avenue and west along Government Road, as far as,	a. See Submission 2a.

		Harrington Street. The extension could induce rejuvenation of the older rundown buildings.	
4	Individual	<p>a. Town Vision - Nelson Bay is a very desirable locality endowed with an abundance of natural beauty. Need to preserve the natural environment and enhance the built environment.</p> <p>b. Employment and Residents - Nelson Bay needs more sources of employment and a younger demographic and requires a higher proportion of permanent residences in order to attract better services and small businesses.</p> <p>c. Funding - PSC needs a comprehensive plan for Nelson Bay, so that it can go to the State and Federal Governments and request funding whenever it becomes available.</p> <p>d. Heights - The Marina should remain low-rise. However there is an opportunity to increase the height of buildings closer to the ridges to the W, E and S. The CBD should increase in height horizontally i.e. extending of the Strategy borders to encompass the ridgelines along Thurlow Ave, Magnus St., and Government Road which contain sites much more feasible than in the retail/commercial zone.</p> <p>e. Zoning and Donald Street carpark ideas - The retail/commercial zone should be mainly retained for future retail and office space. For example, the Donald Street East site could have its above ground parking levels demolished and retained as a ground floor parking facility. The site could be developed into the future as a mixed use development by PSC with retail on the ground floor and office space above. Residential floors would occupy the highest levels with water views. The rental income from the project could be used to reduce council rates required to be levied. Eight (8) to Ten (10) storeys would appear to be a good, viable compromise. This could be varied subject to the locality of the site.</p> <p>f. Design Excellence - The more viable a development, the more able a developer is able to take into account design excellence and improvement to the public domain. Placing more financial burdens (e.g. S94 contributions) and red tape (Urban Design</p>	<p>a. See submission 1c.</p> <p>b. The purpose of the Nelson Bay Town Centre and Foreshore Strategy (the Strategy) is to guide Nelson Bay towards becoming a great place by becoming more attractive to tourists, the business community and residents.</p> <p>c. The Implementation Plan, which is contained within the Delivery Program clearly sets out the vision for the major projects necessary to achieve the Strategy's objectives. This Implementation Plan has been revised and a detailed table has been produced that breaks all the actions to be Specific, Measureable, Accurate, Realistic and Time-based.</p> <p>The result is a series of actions that have been broken down and provided with some realistic constraints, such as funding and how to resource the recommendations. This will provide a vehicle to co-ordinate the identified actions and identify grant opportunities and funding mechanisms.</p> <p>d. See submission 1b.</p> <p>e. See submission 1a.</p> <p>f. The Delivery Program proposes to provide more certainty around existing development controls through the implementation of clauses that will achieve the desired built form, achieve better design outcomes and support opportunities in increased density. In addition to this initiatives such as; the urban design panel, and Clause 4.6 Policy will provide developers and the community with guidance and clarity around what Council will expect in relation to future developments, building design and the process that would apply when development</p>

		<p>Panel) doesn't appear to us to be a logical way to attract development.</p> <p>g. Car Parking - Underground parking is both desirable and expensive. Above ground parking is unattractive (the facades should be obscured). Public Parking should be free, fair and convenient. The Council's Donald Street car parks should be retained as at least ground level, free, car parking facilities, conveniently located. The idea of Satellite Parking is worthy of further consideration. With a greater planned population we need more parking spaces.</p> <p>h. Funding - for beautification and public enhancement projects could come from a Special Rates Levy for Tomaree ratepayers only. All funds raised would need to be spent on local projects. A small burden would be spread over a large population. S94 contributions could be levied on the sale of the units once built instead of upfront. This would reduce the burden on developers upfront.</p>	<p>applications are lodged that seek to vary the development standards.</p> <p>g. An updated Traffic and Transport Study was undertaken and the data shows that parking operates under capacity during a typical weekday, however capacity is reached during peak holiday periods. The Delivery Program identifies the need for a Citizens Panel to discuss these matters.</p> <p>h. The actions contained within the Delivery Program have been broken down and provide an estimated budget. In doing so, it has become clear that Council does not have the funding for a number of the actions and as a result will seek external funding opportunities such as grants and a review of the s94 Plan.</p>
5	Individual	<p>a. Heights - Support the council views in some increased building heights. Disappointed in the opposition in regards to developments put forward and rejected by a whole range of people and council.</p> <p>b. Tourism and Economy - The Tomaree Peninsula could easily be the tourist Hub of New South Wales.</p> <p>c. Town Vision - Make the area vibrant, there needs to be good plan regarding infrastructure, facilities and some beautification of surrounds mainly beach fronts and recreational areas where holiday makers and locals can enjoy.</p> <p>d. Airport - An international airport would be good to increase tourism.</p> <p>e. Public Domain - Resurface roads, e.g. Church Street Nelson Bay; remove concrete roundabouts and old signage with landscaped roundabouts and new signs. This is the main entry to Nelson Bay, which is currently an eyesore. Build a boardwalk from the jetty at Shoal Bay right through to the start of the dirt road at Harbour side, landscape and provide adequate facilities like shelters, BBQs and shower facilities.</p>	<p>a. See submission 1b.</p> <p>b. The recommendations identified in the Delivery Program seek to reinforce Nelson Bay as a regionally significant centre and to maintain it as one of the primary tourist centres for the region and hub for the Tomaree Peninsula.</p> <p>c. See submission 1c.</p> <p>d. Noted.</p> <p>e. These ideas are aligned to the aims of the Nelson Bay Public Domain Plan. This Plan is a key component of the Delivery Program. It is proposed to have detailed design considerations and cost estimates for a Streetscape Design Guideline, Wayfinding Strategy, Signage Suite and Street Tree Masterplan. Council Officers have already been actively seeking funding opportunities to assist in the preparation of this Plan (e.g. grants).</p>

		Provide an adequate emergency section at the Hospital. Provide adequate cycle and walk ways complete with line marking, see Lake Macquarie.	
6	Individual	<ul style="list-style-type: none"> a. Heights - Increased building heights (with incentives) may encourage development in Nelson Bay but will ruin the town. Put the high rises up the back. Keep the town centre low rise. b. Development Consideration - All buildings approved by Council should be exceptional. Building heights should be rigid and regulations cannot be changed for some. c. Car parking - should be on the outskirts of town. Think of another solution for the Donald Street car park than having a mega storey building put there to solve their car park problem. d. Public Domain - Magnus Street and Stockton Street (to Donald St) should be closed and be for pedestrians open space (plaza) enjoyment (bands etc.) e. Residents - Vacant blocks should be luxury exceptional townhouses which permanent residents would like. High rise may sell to investors. Permanent residents don't want to live in apartments. f. Traffic and Transport - Get rid of the tour coaches parked along the road in front of the Marina. Drop off only and park elsewhere. 	<ul style="list-style-type: none"> a. See submission 1b. b. See submission 4g. c. See submission 4h. d. A key component of the Delivery Program is a Public Domain Plan. It is proposed to have detailed design considerations and cost estimates for a Streetscape Design Guideline, Wayfinding Strategy, Signage Suite and Street Tree Masterplan. Council Officers have already been actively seeking funding opportunities to assist in the preparation of this Plan (e.g. grants). <p>It is proposed an amendment to the Nelson Bay Centre Development Control Plan once the Public Domain Plan is completed. The Public Domain Plan will detail character and theme for public domain elements, such as street trees, signage and seating.</p> <ul style="list-style-type: none"> e. The Strategy provides and prepares for future housing. A key element for the economic growth and revitalisation of Nelson Bay will be the need to intensify residential development in the Town Centre. By providing more diverse housing choice it will assist in attracting permanent residents to the area, as well as supporting the Town Centre outside of the peak tourism season. <p>Nelson Bay is identified as a regionally significant centre which will provide infill residential development to cater for and accommodate future demand. The infill to be achieved in Nelson Bay makes up 13.5% of our total housing growth in Port Stephens. The Strategy provides actions that will create a place where people want to be and in turn this growth will</p>

			<p>occur. In turn, provide a stimulus for rejuvenation, enhance the tourist, recreational and residential appeal of the centre and enhance the vibrancy and appeal of the centre and surrounds.</p> <p>f. See submission 4h.</p>
7	Individual	<p>a. Implementation - Concerned as a ratepayer our money is being spent on another Discussion Paper. Many of the recommendations in the 2012 Strategy haven't been addressed.</p> <p>b. Heights - Opposed to any increased building heights.</p> <p>c. 4.6 Guidelines - Concerned regarding this farcical c4.6 clause. The clause allowing building heights to be increased on 'Merit' must be abolished. All buildings must comply with rigid LEP guidelines and be of a high architectural standard before being considered by Council.</p> <p>d. Car Parking - The existing Council car parks should have an immediate facelift and any additional parking should be outside of the CBD boundaries.</p> <p>e. Public Domain - The CBD should be more pedestrian orientated with open space for residents to meet and relax.</p> <p>f. Traffic and Transport - The tour buses that park along our Marina foreshore should have to drop off and park elsewhere, freeing up the roads around the Marina. This could also increase the amount of money being spent by passengers in the town centre.</p>	<p>a. The Implementation Plan (the Plan), which is contained in the Delivery Program clearly sets out the vision for the major projects necessary to achieve the Strategy's objectives. This Plan has been revised and a detailed table has been produced that breaks all the actions to be Specific, Measureable, Accurate, Realistic and Time-based (SMART). The result is a series of actions that have been broken down and provided with some realistic constraints, such as funding and timing.</p> <p>The Delivery Program also suggests a Panel be formed to provide input about the continued implementation of the Delivery Program.</p> <p>b. See submission 1b.</p> <p>c. The NSW planning system currently has a mechanism that provides the ability to vary development standards contained within environmental planning instruments: Clause 4.6 of the Standard Instrument Local Environment Plan (LEP). The Standard Instrument is the NSW Government's template for preparing new LEPs. If an applicant wishes to vary a development standard in an environmental planning instrument, they can formally lodge a written application justifying the variation along with their development application to council.</p> <p>Based on feedback, Council is proposing a policy to guide these variations. The policy would aim to create opportunities for greater transparency and community participation when decisions are made to vary</p>

			<p>development standards and achieve better decision making through robust assessments.</p> <p>This Policy will ensure the assessment of applications to vary development standards includes consideration of the principles established by the NSW Land and Environment Court. The Policy also adopts transparent reporting and other recommendations issued by the NSW Department of Planning and Environment and the NSW Independent Commission against Corruption.</p> <p>The Policy also requires development standards that are the subject of frequent development consents that include exceptions to the development standards to be reviewed by the Strategic Planning Unit. Reviews will be undertaken to ensure the development standards in the LEP remain relevant to achieving the environmental planning objectives in an area.</p> <p>d. See submission 4h. e. See submission 6d. f. See submission 4h.</p>
8	Individual	<p>a. Heights - No change should be made to the height limits that already apply. Any suggestion of building more than 6 storeys would ruin the amenity of the area. Accept that there will be no change to building height limits from those set in the 2012 strategy.</p> <p>b. Town Vision - Should be retained as a village with clear green skyline around it.</p> <p>c. Donald Street Proposal and alternative ideas - Opposed to the development of the two Donald Street Car Parks by private developers into high rise. Build parking stations in Donald Street with no other development. The suggestion that the Council should approve a 17 storey development above a car</p>	<p>a. See submission 1b. b. See submission 1c. c. See submission 1a. d. The actions contained in the revised strategy have been broken down, whereby they now assign assign timeframes and estimate the budget required for their implementation. This is a significant step forward that has been done in coordination with all relevant stakeholders. In doing so, it has become clear that Council does not have the funding for a number of the actions and as a result will be seeking external funding opportunities, such as grants. This approach will assist in managing expectations around</p>

		<p>park to enable the developer to make a 20% profit is beyond belief.</p> <ul style="list-style-type: none"> d. S94 contributions - Council is avoiding their responsibility to build a proper car park with the money that has already been collected from Section 94 contributions. e. Donald Street Proposal - Conflict of interest exists with any dealings between the Council and proposed developers, given that the Council is the land holder and also the approving authority. f. Residents - The economic downturn and the huge number of vacant units are the reason for the lack of development in the town centre. g. Implementation – support the 2012 Strategy ideas such as parking, improved landscaping, proper traffic management, the bypass from Shoal and Fingal Bays, the building of the Yacaaba Street extension, paving, lighting and signage. Seek an integrated plan from Council with definite implementation time scale. 	<p>resourcing, which is not present in the existing strategy.</p> <p>As part of the Strategy review, a number of funding options have been identified to fund public infrastructure improvements proposed in the Strategy.</p> <p>Council could fund an infrastructure improvement program from its general revenue. However, funds are limited (i.e. \$7M per year from rates, fees and charges) and are required to be spent across the whole Local Government Area (LGA).</p> <p>The Discussion Paper identified that the current Port Stephens Development Contribution Plan charges \$13,788 per dwelling. The total of these contributions are subsequently utilised to part fund those projects listed for the Tomaree Catchment under Part 5 – Works Schedules. At present, there is \$243,812.35 in unspent funds for the Tomaree Peninsula.</p> <p>Furthermore, the Development Contribution Plan allows for an additional contribution of \$14,402 per car space to be levied if a commercial premise within the Nelson Bay Town Centre is unable to provide the required on-site parking as prescribed under the DCP. The total of these contributions would subsequently fund the projects listed under 5.6 – Nelson Bay Commercial/Retail and Foreshore Area Parking.</p> <p>Given the low forecast demand for commercial floor space in Nelson Bay and the most recent significant redevelopment of Woolworths providing its own parking on-site it is highly unlikely that the current</p>
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			<p>Nelson Bay local contributions will collect enough funds for a multi-million dollar parking project.</p> <p>Because no development has occurred, Council is not receiving money from development to fund road improvement or public domain projects. As such, the Delivery Program also seeks to revise the Development Contributions Chapter for the Tomaree with a revised locality specific provision in seeking to fund public domain projects that have been identified in the Public Domain Plan.</p> <p>The Delivery Program suggests seeking funding opportunities and government support to aid in implementing the Strategy; updated Transport and Parking Study and Public Domain Plan recommendations. Other mechanisms for funding infrastructure works could be to place an additional levy on all development within the wider Tomaree Peninsula, in recognition of the Town Centre being the centre of economic and cultural activity for the community.</p> <p>Other options could be: using ward funds which are dependent on the priorities of Councillors and varies from year to year in response to the level of land development profits; borrowing funds through a loan; consider a special rate levy or a special rate – business levy.</p> <p>The Nelson Bay Town Improvement Special Rate was previously levied on businesses located in Nelson Bay Town Centre and raised approximately \$70,000 per annum to repay an internal loan for footpath paving and drainage works carried out in</p>
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			<p>2000/2001. Approval that special rate expired in 2009/2010.</p> <p>As part of looking at funding options Council will also align Council infrastructure plans with the Strategy and Public Domain Plan recommendations to ensure implementation of identified works to ensure future developments incorporate the objectives of the Public Domain Plan where relevant. For example, Council could incorporate conditions of development consent for specific developments and require certain improvements to public infrastructure to be undertaken as part of the development where there is a relationship between that development and that infrastructure. For example, increased vehicular traffic generated from a development may require the need for an intersection upgrade.</p> <p>e. See submission 1a. f. See submission 6c. g. See submission 7a.</p>
9	Individual	a. Heights - Object to increased heights anything over 5 storeys is too high. Concerned the 4-5 storey height restrictions in Nelson Bay can be over-ridden whenever a developer comes along with aesthetically pleasing skyscraper development proposal because it will make 20 per cent profit as against a 10 per cent profit of a smaller, less intrusive building.	a. See submission 1b.
10	Individual	<p>a. Town vision - Nelson Bay has a wonderful country town ambience that is unique. There is a lack of high rise.</p> <p>b. Heights - Opposed to a 21 storey building.</p> <p>c. Funding - If parking is the issue, why doesn't Council obtain a Local Authority Loan (at historic low interest rates), or seek a State Government grant, and rebuild the current car park. As with Government Road, fees could be charged during holiday time.</p>	<p>a. See submission 1c.</p> <p>b. See submission 1a.</p> <p>c. See submission 8d.</p> <p>d. See submission 6c.</p> <p>e. See submission 4h.</p> <p>f. See submission 6c.</p> <p>g. See submission 1a.</p> <p>h. See submission 7a.</p>

		<ul style="list-style-type: none"> d. Development consideration - Entice Coles to rival the excellent new Woolworths and provide two or three levels of parking in the design. e. Car Parking - Given the Donald Street East car park has been closed for three years, question whether parking is really such a big issue anyway. f. Residents - As for new units injecting new life into the CBD, no logic or proof has been provided. g. Donald Street proposal - In the case of the Donald Street West car park, the plan for 84 nursing home beds is hardly going to give the CBD a boost however I concede it may help with local employment. h. Implementation - PSC put in a lot of effort to develop the 2012 Strategy. A new developer in town should not be able to override both Council staff and the community with their own version of how Nelson Bay should look. The effects of the GFC are still with us and will be for some time. If interest rates rise, we are in real trouble. Nelson Bay still ranks very high in the mortgage default list. With the number of units coming on stream in the three eastern capitals, a price slump has already been predicted which will flow through to everywhere else. i. Tourism and Economy - Nelson Bay is a tourist town and any business should have an operating model that accounts for the time when the tourists go home. 	<ul style="list-style-type: none"> i. Noted. In addition to this the Strategy provides initiatives and actions that seek to make Nelson Bay less seasonably dependent and long-term viability.
11	Individual	<ul style="list-style-type: none"> a. Heights – slope development into the hills at the back of the town. b. Town Vision - Likes the settlement cove lagoon in Redcliff Queensland. c. Car Parking – always an issue. Should investigate free parking permits for residents. Residents just stay away during holiday periods. d. Public Domain – find it hard to navigate around the town centre. 	<ul style="list-style-type: none"> a. See submission 1b. b. Noted. c. See submission 4h. d. See submission 6d.
12	Individual	<ul style="list-style-type: none"> a. Donald Street Proposal - Concerns on the high rise development proposals. 	<ul style="list-style-type: none"> a. See submission 1a. b. See submission 1b.

		<ul style="list-style-type: none"> b. Heights - Not in favour of increasing heights. Negative impact to the residents to the west of Church St (stop sea breezes). High rise buildings will change the character of Nelson Bay. High rise buildings will require the fire brigade new equipment to get to the higher floors. 	
13	Individual	<ul style="list-style-type: none"> a. Implementation - The 2012 Strategy is fine –implement it. b. Town Vision - There is a strong community consensus on maintaining coastal village character, and keeping buildings below the wooded backdrop when viewed from the Bay. 	<ul style="list-style-type: none"> a. See submission 7a. b. See submission 1c.
14	Individual	<ul style="list-style-type: none"> a. Heights - Object to the proposed changes to building heights in the Nelson Bay area. Height of buildings should be capped at 7 storeys and set well back from the foreshore. b. Donald Street Proposal - Request inclusion of residents' submission in any assessment of the proposed development. 	<ul style="list-style-type: none"> a. See submission 1b. b. See submission 1a.
15	Individual	<ul style="list-style-type: none"> a. Heights - Any building height limits be restricted to 5 storeys, with slight variation for buildings where; the 'coastal town ambience' is maintained, ridge and headlands remain visible and/or the noted variant conditions regarding outstanding design excellence and public benefit be met. Concern with increase in building height will create a flow on effect and precedence in other suburbs. Do not support high rise development. It would be detrimental to the area's current attraction of being a 'relaxed coastal town'. b. Car Parking - be increased. This should be through the redevelopment of the existing parking areas plus consideration to removing parking fees. c. Town Vision - The low townscape, natural settings/ambience, and easy access to the foreshore are maintained. d. Public Domain - The marina area requires a major upgrade – needs vibrancy and improved access to the fish co-ops/shops. It is untidy due to unmarked paths, weeds, and generally messy work areas. e. Development Consideration - Should any development be unviable then this should be an issue for the developer only. It should not involve Council approving height limits to support any developers profit percentage. Is any ability for Council to 	<ul style="list-style-type: none"> a. See submission 1b. b. See submission 4h. c. See submission 1c. d. See submission 6d. e. See submission 1d.

		<p>approve development of the air space above the car parks. This would reduce the development's cost to a point that it may be viable at a lower height – similar to what has already been achieved with developments above train stations and the like.</p>	
16	Individual	<ul style="list-style-type: none"> a. Donald Street Proposal - Disappointed that the very suggestion of 21 storey developments is even being considered by Council. b. Development Consideration - The Anchorage Resort is a perfect example of how a development can subtly be complimentary to the surrounding countryside. c. Town Vision - The nature of our township is one of a friendly village community. It's that beautiful village environment which makes Nelson Bay unique. d. Tourism and Economy - Should be concentrating on encouraging the development of local resources and tourist attractions. e. Heights - Must maintain the current height limits around the township itself. Can accept development of areas behind the township against hillsides where buildings will blend with up to 10 storey levels to encourage financial investment. 	<ul style="list-style-type: none"> a. See submission 1a. b. Noted. c. See submission 1c. d. Agreed. The existing Strategy discusses the need to make Nelson Bay less dependent on seasonal trade. Actions within this principle include ways to attract developments and services for the economic benefit of Nelson Bay; provide mechanisms to coordinate the identified recommendations and actions to facilitate economic development in Nelson Bay such as encouraging events in the Town Centre, community markets and night time events in key locations that focus on what the region has to offer such as food and beverage products and local entertainment. e. See submission 1b.
17	Individual	<ul style="list-style-type: none"> a. Public Domain - Yacaaba Street should make the movement of traffic in the extension from South to North i.e. Magus St to Victoria Parade. b. Traffic and Transport - A traffic study should be undertaken. Suggest the whole of Nelson Bay traffic movement within the CBD should be updated. The opening of Woolworths has created a congestion point (traffic doing right and left turns in and out of underground parking as well as left and right turns into Stockton Street from Donald Street). c. Heights - No objection to increased heights, but the height should be variable subject to the ground levels at the particular site. Views should be retained from the Nelson Bay Bowling Club. 	<ul style="list-style-type: none"> a. See submission 6d. b. See submission 4g. c. See submission 1b.
18	Individual	<ul style="list-style-type: none"> a. Development Considerations - Families do not want high rise development which would turn Nelson Bay into a mini Gold Coast, do not want night clubs and expensive restaurants, do 	<ul style="list-style-type: none"> a. See submission 1b and submission 16d. b. See submission 6d. c. See submission 6c.

		<p>not want the problems created by pop concerts, such as in Byron Bay.</p> <p>b. Public Domain - Families want more parks, adventure playgrounds, more bayside, seaside picnic facilities, more cycle paths, more walking tracks like the track to Tomaree headland, more facilities for water sports. Families appreciate the village atmosphere of Nelson Bay.</p> <p>c. Residents - prefer families as most have their own families in residence during the holidays; prefer families as there are minimal noise problems. Surrounding my home are blocks of apartments which stand empty for 10 months of the year. There is no shortage of available accommodation for special events. The argument that we need more accommodation does not ring true.</p> <p>d. Heights - Concerns about definitive and nonnegotiable height limits for buildings in the CBD.</p> <p>e. Design Excellence - Concerns on each development application would be judged on its merit.</p>	<p>d. See submission 1b.</p> <p>e. See submission 7c.</p>
19	Individual	<p>a. Heights - Object to any increase in height provisions for Nelson Bay and anywhere on the Tomaree Peninsula.</p> <p>b. Traffic and Transport - There is essentially one road in and out of the peninsula from Richardson Road. Concerns with all roads out being closed to fires in recent years. Concerns with increased vehicle traffic and kerb crossings from residences. The road network here is inadequate to cope with a dramatic increase in density. To concentrate increased density in a relatively small area with poor access is poor planning. Council has argued for years that the infrastructure didn't exist to support developments along Gan Gan Road. It has now approved developments around Anna Bay so there is existing increased demand for services in that corridor.</p> <p>c. Residents - Any increased density brings more demand for services generally, including the hospital, waste disposal, building and construction waste, Sewer reticulation and disposal, electricity and water supply.</p>	<p>a. See submission 1b.</p> <p>b. See submission 4h.</p> <p>c. See submission 6c.</p> <p>d. The Delivery Program recommends a number of infrastructure upgrades and the development of a Public Domain Plan that is a critical component of the implementation plan. Implementation plan Action 5 highlights the importance of integrating the Strategy recommendations in relevant infrastructure plans, such as the Strategic Asset Management Plan (SAMP), pathways plan, development control plan and contribution plans are incorporated where relevant. See submission 8d regarding funding options.</p> <p>e. See submission 1c.</p>

		<ul style="list-style-type: none"> d. Infrastructure Works - Good planning demands the services keep pace with increased density. Where is the infrastructure plan to support increased density on the Peninsula? Where is the money coming from to support new infrastructure on the Peninsula? e. Town Vision – concern there is no vision for the future of the Peninsula. 	
20	Individual	<ul style="list-style-type: none"> a. Design Excellence - Agree. b. Heights - should be kept lower along the length of Stockton Street (a maximum of 3 floors). Then heights could gradually become higher as the land rises to both Church Street and beyond Yacaaba Street. Ensure that the view from the Stockton Street roundabout is unobstructed. This vantage point should not be impacted on. Building heights at ridge lines could be higher, but should not exceed 8 floors. c. Development Incentives – Agree. d. Public Domain - Signage need to be made clearer. Exercise equipment along the foreshore is a great idea, but before any more is planned, an audit on its current usage needs to be done. Increase lighting with LED technology. More public toilets are needed in CBD area, particularly near the western end car park. Replace trees along the foreshore with those that have a stronger root system. The Dolphin sculpture which was at the Stockton Street roundabout was an exceptional piece of artwork. This sculpture should be copied, using aluminium tube which is powder coated and remounted on the existing plinth, using stainless steel fixings with non-conductive grommets to prevent corrosion through electrolysis. The other roundabout, at the end of Church St., looks great with its sandstone and stainless steel sculptures, together with the enhancement of the red and white flowers. Need more public art such as the mural on the new Woolworths' building. Suggestion: That Nelson Bay holds an annual competition, inviting artists to produce their concepts of a mural on a standard sized canvas. Then the winner(s) be asked to reproduce their work(s) on chosen CBD buildings. 	<ul style="list-style-type: none"> a. Noted. b. See submission 1b. c. Noted. d. See submission 6d. e. See submission 16d. f. See submission 1a. g. See submission 4h. h. These suggestions are outside the scope of the Strategy area. i. This infrastructure project is currently being undertaken to extend Yacaaba Street from Magnus Street to Victoria Parade.

		<p>This would be similar to the competitions conducted in Sheffield, Tasmania, or “Hit the Bricks” competition in Newcastle.</p> <p>More seating is generally needed at the Marina, the foreshore, Apex Park, and the CBD.</p> <p>Walking/bike paths need clearer information on their use.</p> <p>Suggestion: That a centre line be painted on the paths with clear signage for all users to “keep left”. This is a safety issue.</p> <p>A footpath is needed to connect the end of the path at the Football oval on Dixon Drive, to the path leading to Little Beach. Pedestrians are forced to walk on the roadway of Dixon Drive in order to get to and from Little Beach, putting themselves in danger from traffic.</p> <p>Traffic and Transport - No mall for the shared zone of Magnus and Stockton Streets. These are vital traffic links between the CBD and Victoria Parade.</p> <p>e. Development consideration - Markets have a positive effect.</p> <p>Suggestion: instead of having markets on the waterfront, which draws people away from the CBD, move the market venue to Apex Park which is mid way between the Marina and the CBD.</p> <p>f. Donald Street carpark ideas - Rebuild the multi-story car park on Donald St. and have a 4 hour limit to prevent/reduce unit occupiers or their guests using this facility.</p> <p>g. Car Parking - No “satellite” car parks as most drivers will still try to park as close as they can to their destination. The “satellite” car parks proposed in the discussion paper, require loss of habitat for our wildlife.</p> <p>Even if a shuttle bus was used to transport motorists to and from the CBD, we doubt whether many people would make use of this service.</p> <p>No more parking meters. They discourage visitors and locals alike from using the CBD.</p> <p>Public education on the use of roundabouts. We have observed on many occasions the incorrect use of entering and leaving a roundabout. Education could be achieved in</p>	
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		<p>conjunction with the Police, Roads and Maritime Dept., through the media and/or public meetings, at Clubs, schools etc.</p> <p>h. Traffic and Transport - No traffic lights at the corner of Shoal Bay Road and Government Road, Shoal Bay. The present intersection works well, particularly at busy times. Little Beach needs sturdy shade trees to replace those lost during the 2015 April "super storm". (Not Coral trees as they are too brittle.)</p> <p>Remove the new "Give Way" sign at the left turning lane on Salamander Way into Salamander Shopping Centre. This is leading to a great deal of confusion and it is only a matter of time until an accident occurs. Cars are being forced to give way to those that are crossing a line of traffic.</p> <p>i. Extend Yaccaba St. to the roundabout on Victoria Parade, to create an alternative exit from the CBD.</p>	
21	Individual	<p>a. Design Excellence –the overall appearance of the foreshore area is acceptable. However, beautifications can be improved on Teramby Road.</p> <p>b. Heights - Any new development should comply with The Australian Height Datum. i.e. 'In 1971 the mean sea level for 1966-1968 assigned the value of 0.00m on the Australian Height Datum at thirty tide gauges around the coast of the Australian continent.' Buildings should not be measured by the number of storeys – they should be measured by meter height in keeping with the surrounding hills encompassed within the Tomaree National Park zoning.</p> <p>c. Donald Street Proposal - Object to high rise development. No building should exceed the existing height of current commercial or residential buildings in the town centre.</p> <p>d. Public Domain - Request streetscape beautification on any road leading to the Town Centre. This is a great all round evergreen tree, with flushes of bright glowing new growth through Spring and Summer. A medium sized tree ranging between 8-15m tall at maturity it forms a dense rounded shape and offers a lovely shade solution. Botanical name:</p>	<p>a. See submission 6d.</p> <p>b. See submission 1b.</p> <p>c. See submission 1a.</p> <p>d. See submission 6d.</p> <p>e. See submission 1a.</p>

		<p>Cupaniopsis anacardioides Common name: Tuckeroo Family: Sapindaceae</p> <p>e. Donald Street carpark ideas - All current Council land used for parking should be kept and upgraded. Free parking should be available to all permanent residents.</p>	
22	Individual	<p>a. Heights - Opposed to high rises in Nelson Bay. Too many grey areas in regards to controlling any new heights.</p> <p>b. Public Domain - Need new ideas to improve the area and amenities that should build on the wonderful things we already have naturally.</p>	<p>a. See submission 1b.</p> <p>b. See submission 6d.</p>
23	Individual	<p>a. Donald Street Proposal - Object to the development of 21 and 17 storey apartment blocks in Nelson Bay. It will negatively impact on the aesthetics, views, would devalue properties and increase unoccupancy rates.</p> <p>b. Town Vision - Request the retention of the attractive and pleasant ambiance of Nelson Bay.</p>	<p>a. See submission 1a.</p> <p>b. See submission 1c.</p>
24	Individual	<p>a. Donald Street Proposal - Object to the 21 storey development. The proposed building is unattractive in design and overbearing in the landscape, will have adverse impacts on traffic.</p> <p>b. Heights - Seek sensitive and suitable quality developments that will not degrade in a few years and be an eyesore.</p>	<p>a. See submission 1a.</p> <p>b. See submission 1b.</p>
25	Individual	<p>a. Heights - Do not support the building height proposal of 7 stories within the town centre and ask Council not to vary the building height limit in the development standards.</p>	<p>a. See submission 1b.</p>
26	Individual	<p>a. Heights - should not solely be governed by storeys but include the use of Australian Height Datum (AHD) levels thereby allowing buildings with more storeys in low lying land and fewer storeys on hills. Height elevations increasing with distance from the beach areas would keep wooded peaks uncluttered. Building height should be limited to 7 stories of 3 metres in areas that do not exceed AHD levels.</p> <p>b. Residents - Building more holiday rental type accommodation will not increase the year round viability of the town centre. There should be a minimum size for units thereby encouraging</p>	<p>a. See submission 1b.</p> <p>b. See submission 6c.</p> <p>c. See submission 6d.</p> <p>d. The Delivery Program identifies the need for a Citizens Panel to discuss Parking and the role of an Integrated Traffic Management Plan for the Tomaree Peninsula.</p>

		<p>more residential style units to be built although the residential trend seems to prefer houses.</p> <p>c. Public Domain - The Visitors Centre should be moved out of Nelson Bay centre to the junction at Nelson Bay Road and Port Stephens Drive with enough parking to encourage more visitors to stop without having to drive into town and hope to find parking.</p> <p>d. Traffic and Transport - A transport interchange should be included in the planning for the Visitors Centre, utilising the interchange as a hub to service the entire Peninsular and points afar.</p>	
27	Individual	<p>a. Heights - Oppose high rise buildings in Nelson Bay. Concerns about buildings being an eyesore.</p> <p>b. Town Vision - We are not against building new accommodation whether it's units, apartments or houses but they must be in keeping with the current ambience and quality of life experienced by the local residents.</p> <p>c. Public Domain - Consider the approaches on Nelson Bay Road from Paul's corner to the Bay. The huge billboards are the most ugly, tourist turn off imaginable. We have some right to protect the natural environment and its aesthetic value. The blue Hunter Water signs blocking areas of bushland detract from the bushland.</p>	<p>a. See submission 1b.</p> <p>b. See submission 1c.</p> <p>c. See submission 6d.</p>
28	EcoNetwork-Port Stephens Inc.	<p>a. Town Vision - Preserve the character and aesthetics of Nelson Bay.</p> <p>b. Development Consideration - Apply the principles of Ecologically Sustainable Development (ESD) in planning for economic growth. Include the vision to achieve a sustainable town status through a low carbon emissions economy. Include carbon footprint reductions that go beyond the Basix requirements by including solar power supply and grey water harvesting and storage.</p> <p>c. Heights – Object to height increases to 7 and 8 storeys (particularly in the town centre and waterfront/marina area). This height increase should only be given under 4.6 for</p>	<p>a. See submission 1c.</p> <p>b. It is proposed an amendment to the Nelson Bay Centre Development Control Plan (DCP) once the Public Domain Plan is completed. The Public Domain Plan will detail character and theme for public domain elements, such as street trees, signage and seating. The consideration of ESD principles will be included in the review of the DCP, which will provide guidance and clarity around what Council will expect in relation to future developments, building design and development considerations.</p> <p>c. See submission 1b.</p> <p>d. See submission 7c.</p>

		<p>exceptional circumstances. Figure 12 proposals B, C, & F are unacceptable.</p> <p>d. 4.6 guidelines - must ensure a developer meets proposed public domain and streetscape conditions, increased height should only be at select heights (no overshadowing/ traffic congestion impacts).</p> <p>e. Donald Street Proposal - Object to 21 and 17 storeys. Those heights are unacceptable.</p> <p>f. Residents - More apartments, low occupancy - not a good mix.</p> <p>g. Car Parking - Dispense any plans to install metered parking and further traffic lights within the Town Centre.</p> <p>h. Traffic and Transport - Achieve holistic and sustainable traffic management and better parking options for improved pedestrian safety and Town Centre amenity.</p>	<p>e. See submission 1a.</p> <p>f. See submission 6c.</p> <p>g. See submission 4h.</p> <p>h. The Delivery Program identifies the role of a Citizens Panel in discussing traffic and parking to reach consensus. The Strategy also seeks to create a town centre and foreshore that is pedestrian friendly.</p>
29	Individual	<p>a. Heights - Concerned about increased building heights in the Town Centre. Heights should not impact upon the natural topography of the Bay. Support the Tomaree Ratepayers and Residents Association's recommendation of maintaining the 2012 Strategy height limit of five storeys north of Dowling Street and see no legitimate reason to change this. The uncertainty surrounding this issue deters investors and visitors alike.</p> <p>b. Residents - Question whether adding more apartment buildings will achieve any purpose at all as most of these buildings remain empty except in the holiday periods.</p> <p>c. Public Domain - Need to improve on essential amenities especially parking, toilet facilities and landscaped areas where people may relax in ambient park-like surroundings.</p> <p>d. Traffic and Transport - Many people avoid Nelson Bay in the holiday periods simply because they cannot find a parking space and this in turn significantly impacts upon the retailers.</p>	<p>a. See submission 1b.</p> <p>b. See submission 6c.</p> <p>c. See submission 6d.</p> <p>d. See submission 28h.</p>
30	Individual	<p>a. Strategy Boundary & Development Consideration - Extend the foreshore from the Ferry Wharf (Dolphin Cafe) to allow five to six restaurants/shops with outdoor seating on the bay side built over the sand, but not infringing on the park side. There is</p>	<p>a. The Delivery Program identifies reviewing the Plan of Management (POM) for the Nelson Bay Foreshore (February 2008). Consideration of this idea will be undertaken during the review of the POM.</p>

		<p>ample parking in this area to cater for the patrons. This particular end of Fly Point is mostly unused by swimmers, but give an excellent view of the bay.</p>	
31	Port Stephens Greens	<p>a. Implementation - Do not see the need for any major changes in the Strategy. Need to promotion and implementation the Strategy and associated public works.</p> <p>b. Heights - Concerned about suggestions in the paper that height of building controls can be blamed for the lack of investment in recent years. In fact, the report can be read as supporting maintenance of strict height limits, to create more certainty. Uncertainty has been caused by the failure of Council to amend the LEP and DCP to reflect the 2012 Strategy, and by Council irresponsibly promoting the possibility of major tower blocks on the two Council owned car park sites.</p> <p>c. Town Vision - We submit that there is a strong community consensus on maintaining the coastal village character of the town, and keeping buildings below the wooded backdrop when viewed from the Bay.</p> <p>d. Residents - There is no evidence that building more apartments would revitalize the town centre – there is limited demand for permanent apartment dwelling – allowing high rise would spoil the town without achieving anything – most units would likely sit empty most of the year.</p> <p>e. Heights - The existing default height limit of 5 storeys north of Dowling Street is still desirable, with any variation limited to an additional 2 storeys, and only in exceptional cases with outstanding design and strategic public benefit. There could be higher buildings south of Dowling Street against the hillside. There should be a general overriding criterion that buildings not breach the tree-line on surrounding ridges and hills.</p> <p>f. Strategy Boundary - It is not appropriate to extend the Strategy area to include the ridge lines (along Thurlow Ave and Magnus St) and the current 4 storey height limits in those medium-density residential areas should remain with no expectation of variation.</p>	<p>a. See submission 7a.</p> <p>b. A shortcoming of the existing Strategy was a number of allowances to heights. Examples include; 3.5 metres per storey; HoB exceptions to certain land parcels, as well as an additional two storeys should a development exhibit outstanding design excellence, and provide a strategic public benefit (e.g. a significant public domain improvement or a conference centre facility). However, these height limits were not legally included as development standards within the LEP. The proposed heights within the draft Strategy seek to provide certainty to the community and developers. The revised Strategy also focuses on implementation of key actions such as the proposed amendments to the LEP.</p> <p>c. See submission 1c.</p> <p>d. See submission 6c.</p> <p>e. See submission 1b.</p> <p>f. See Submission 2a.</p> <p>g. See submission 7c.</p> <p>h. See submission 4g.</p> <p>i. See submission 6d.</p> <p>j. Noted.</p>

		<ul style="list-style-type: none"> g. 4.6 Guidelines - for any variations must be strict and set maximum height and floor space ratio limits – otherwise there will be no certainty for developers or occupiers – the prospect of having views obstructed will deter investment. h. Traffic and Transport - An overall long-term parking and traffic management strategy is required. i. Public domain - improvements are key such as better landscaping, signage, paving, street furniture and lighting. j. Support the detailed submission made by TRRA 	
32	TRRA	<ul style="list-style-type: none"> a. Implementation - The 2012 is fundamentally sound; the failure is implementation and promotion over the last four years. Supportive of no proposed changes to the overall aims and objectives of the 2012 Strategy. b. 4.6 Guidelines - Request a limit be proposed on how much extra height could be allowed under the clause 4.6 variation policy. c. Town Vision - Support maintaining its 'coastal village' and 'natural amphitheatre' character. d. Residents - Needs to have updated population and dwelling trends. More apartments not necessarily a solution to see more permanent residents living in the town centre. Focus should be on how to make the town centre a more attractive destination. e. Heights - The table on page 5, 27 and the plans at Figures 9 & 12 are materially misleading. The paper misleadingly suggests that the 'existing and adopted' starting point is a 7 storey limit throughout the town centre, when this was only ever agreed, in the 2012 Strategy, as a variation possibility in exceptional circumstances, in exchange for both outstanding design excellence and strategic public benefit. The Strategy states that 'the use of the variations ... should be rare and should only be made in exceptional circumstances'. A greater height limit for the area south of Dowling St is appropriate; subject to the overriding criterion that the tree line on the hill to the south not be breached (this may accommodate 9 or more storeys on appropriate sites). The height limits set in the 2012 Strategy for the marina and foreshore areas north of Government 	<ul style="list-style-type: none"> a. See submission 7a. b. See submission 7c. c. See submission 1c. d. See submission 6c. e. See submission 1b. f. An update on the feasibility testing was conducted in September 2017, to consider the feasibility of various density and building height combinations. The findings showed optimal site cover for a building (tower) footprint of around 30% to 40% of site areas. This facilitates an optimal building design regarding features inside the building (eg. natural light, set-backs) and within the enclosed grounds (i.e. greater gardens areas and passive recreational areas). <p>The September 2017 feasibility testing observations reinforces that 10 -12 storeys (35m and 42m) are typically compatible with an FSR of 3:1. 7 -8 storeys (24.5m and 28m) are typically compatible with an FSR of 2.2:1 and 2.5:1. 3 to 4 storeys (10.5m and 14m) are typically compatible with an FSR of 1.6:1 to 1.8:1; however, as the 2012 Strategy suggests, it is proposed this be simplified to provide for a maximum floor space ratio of 2:1. See also submission 1b.</p> <ul style="list-style-type: none"> g. See submission 28b. h. Noted. The Delivery Program proposes for large and significant developments to be considered by an

	<p>Rd/Victoria Parade should remain, at 3 storeys (10.5m) with the exception of the 'Fishermen's Coop' site which would have a 4 storey (14m) default limit (we note that these are both significant increases from 8m limit in the current LEP HoB Map). The LEP heights clause should include specific provisions at least for Nelson Bay reflecting the outcome of the current Strategy review (detailed controls for other town centres in Port Stephens would probably also be appropriate). Figure 12 (Proposed height of buildings) shows the ridgeline areas as 5 storey (17.5m). Any Guidelines for the use of the LEP variation clause 4.6 that were specific to the Strategy area would now apply to the ridgeline areas, potentially allowing significant extra height. The ridgeline areas are amongst the most sensitive in terms of the desired character of the town and its visual appearance. The existing limit of 15m was designed to protect this character, by not allowing buildings which breached the tree line when viewed from the Bay. The unfortunate fact that a DA for the Magnus Resort site was approved despite significantly breaching this control should not be used as a reason for loosening the control itself. No good reason to carry over the 'Opportunity Site' concept into the revised Strategy.</p> <p>f. FSR - Supportive of including FSR's. The 2012 Strategy envisaged a 0.5 FSR. Oppose a 2.5:1 FSR as discussed in the paper. Supportive of a 2.0:1 FSR.</p> <p>Zoning - Consideration should be given to amending the zonings in the town centre as either High Density Residential (R4) - which expressly allows for residential flat buildings, or Mixed Use (B4) – which expressly allows for shop-top housing.</p> <p>g. Design Excellence - Council should already be insisting on good design, and has a range of standards in the DCP to promote this objective.</p> <p>h. Urban Design Panel - We support the proposal for an external design panel to assess major DAs and those which seek to use the variation clause, provided it is genuinely independent.</p>	<p>urban design panel in order to facilitate improved development outcomes.</p> <p>The role of the Urban Design Panel will be to provide independent expert advice on development that is lodged with Council. The Panel's primary purpose is to assist in achieving a high standard of design quality by reviewing projects and identifying areas for improvement early on in the design process and inform the assessment process.</p> <p>i. It is proposed that amendment to the Nelson Bay Centre Development Control Plan (DCP) take place once the Public Domain Plan is completed. The Public Domain Plan will detail character and theme for public domain elements, such as street trees, signage and seating. The consideration of ways in which to create design excellence principles will be included in the review of the DCP, which will provide guidance and clarity around what Council will expect in relation to future developments, building design and development considerations.</p> <p>j. See submission 7c.</p> <p>k. See submission 8d.</p> <p>l. See submission 6d.</p> <p>m. See submission 5e.</p> <p>n. See submission 1a.</p> <p>o. See submission 4h.</p> <p>p. See submission 4h.</p> <p>q. See submission 16d.</p> <p>r. The Apex Park Masterplan identifies the planned and future layout of this open space. Council now needs to seek funding to implement this vision.</p> <p>s. See submission 4c.</p> <p>t. See submission 8d.</p> <p>u. See submission 4g.</p> <p>v. Agreed. See submission 4g.</p>
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		<p>i. Design Excellence - One example of a feature that might qualify as design excellence may be 'vertical gardens' /green walls which could enhance the visual appearance and fit the town character. Must continue to emphasise the importance of key 'view corridors'.</p> <p>j. 4.6 Guidelines - Any Guidelines for the use of Clause 4.6 in the context of the Nelson Bay strategy area should:</p> <ul style="list-style-type: none"> a. emphasise that variations will only be granted in 'rare and exceptional' circumstances b. re-inforce the onus on an applicant to demonstrate why 'compliance with [a] development standard is unreasonable or unnecessary in the circumstances of the case c. set clear caps on the increase in height of buildings (we suggest 7m (2 storeys) and increase in FSR (we suggest 0.5:1) that can be granted, and d. establish the clear and overriding principle that buildings should not breach the tree line on the ridges and hills surrounding Nelson Bay town centre e. (other criteria may also be appropriate) <p>k. Development consideration - Council could play a more active 'broker' role in encouraging site consolidation or amalgamation and/or joint venture developments. Landowners and developers could be offered financial incentives for such changes, rather than the promise of excessive height or density.</p> <p>l. Public domain - improvements such as such as landscaping, lighting, signage, paving and street furniture should be given a higher priority. As well as continue to support volunteer graffiti removal.</p> <p>m. Consideration should be given to wider public infrastructure requirements. Ideas such as the partial closure of Magnus St between Stockton and Yacaaba Streets to form a pedestrian mall or shared use zone could be explored.</p> <p>The Apex Park Masterplan should be implemented as soon as practicable to improve the link between the town centre and</p>	
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		<p>the marina. Opportunities for partnership between Council and business owners for public domain improvements which should be pursued.</p> <p>Yacaaba Street extension 'corridor views' should not be compromised by future commercial development, as proposed by Council in its adopted design.</p> <p>Ideas for encouraging alternative traffic circulation need to be implemented – such as minor roadworks, road marking and signage.</p> <p>Develop interrelated public domain/ streetscape/ landscape/ signage plans.</p> <p>n. Donald Street Proposal - Sceptical of the approach to redevelopment of the two Council owned car park sites which would permanently 'cap' the amount of parking. Needs to allow not just for immediate parking needs but also for future demand. Council needs to explain where money raised for public parking from past developments has gone, and come up with a better solution to the future of the Council car parks which are community assets. Donald Street carpark ideas - There is no discussion in the DP of staging or timing of developments. It is very unlikely there will be either investment funding or sufficient demand for major apartment buildings on both the Donald St East and Donald St West car parks at the same time, and simultaneous building would also cause a major parking crisis for several years.</p> <p>o. Car Parking - Council needs to consider other options for funding replacement public parking, including grants and levies. Options for paid parking, with free residents permits, and/or better use of time-limited parking, need to be explored. Above-ground parking in new apartment buildings cannot be considered good design practice and should not be allowed.</p> <p>p. Traffic and Transport - Consideration should be given, in consultation with Destination Port Stephens and local businesses, to park and ride options with local shuttle buses – this option will not suit everyone but could relieve the pressure on roads and parking in peak periods.</p>	
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		<p>q. Tourism and Economy - Nelson Bay needs to diversify its economy beyond tourism, specialty retail, cafes and restaurants. Council's Economic Development Unit should work with the Tomaree Business Chamber to encourage new service businesses and with Destination Port Stephens to identify and promote new tourist attractions and facilities.</p> <p>r. Development considerations - There has been protracted debate as to whether the Visitor Centre is in an optimal location (and whether there might be a better use for that site). Council and Destination Port Stephens should lead a community discussion about future tourist information needs and premises – suggestions have been made for various alternative locations, with plentiful parking, along Nelson Bay Road on the way into the peninsula.</p> <p>s. Implementation - Agree with SMART principles and a monitoring panel. Translate the strategic plan into the LEP and DCP as soon as practicable. Set clear timetables for implementation of all plans.</p> <p>t. Funding - The ideas and responses to funding options during the consultation period need to be brought together into a single review of funding options, including the s.94 contributions scheme, other levies, greater use of State and Federal grant schemes, paid parking and other revenue sources, as was discussed in some detail in the 2012 Strategy, but appear not to have been actively pursued. Evaluate all funding options for implementation of all the required plans, including State and Federal Grants, loan funds and local levy/contribution schemes.</p> <p>u. Traffic and Transport - Prepare a traffic management plan. Prepare a parking strategy and plan which meets projected future needs and addresses requirements for commercial, tourist and residential parking.</p>	
33	Individual	<p>a. Implementation - Concerned that nothing has been done to implement the 2012 strategy in the past 5 years.</p>	<p>a. See submission 7a. b. See submission 1b. c. See submission 1a. d. See submission 6d.</p>

		<ul style="list-style-type: none"> b. Heights - The 2012 Strategy agreement already allowed for increased heights in certain circumstances or outstanding merit. c. Car parking - Nelson Bay town centre needs more parking. The Donald Street car parks are crucial to our needs. The idea that these community assets can be given away to developers - for nothing - in order to boost their profits is obscene and smacks of corruption. Council should build the Donald Street Carpark to the original height approved with a street level floor of commercial premises to be sold to help with funding the carpark. Small businesses in NB would pay for their parking and streets would be free for residents and tourists. d. Public Domain - Attend to street scaping and amenities to revitalise this area. e. Infrastructure Works - The Fingal Bay / Shoal Bay bypass road should be built to divert the unnecessary traffic out of town. f. Residents – Does not want oversupply of apartments. 	<ul style="list-style-type: none"> e. The Delivery Program identifies the need to develop an integrated transport plan for the Tomaree. f. See submission 6c.
34	Individual	<ul style="list-style-type: none"> a. Heights - Object to increasing building heights in Nelson Bay. b. Town Vision - Seek to keep the coastal village character. c. Car Parking - Lack of public parking in the town. d. Public Domain - Need to beautify the town centre with more modern street furniture, landscaping and more sidewalk dining. e. Traffic flow would also be improved if the pedestrian crossing opposite Woolworths entrance were to be moved up Donald street by 20 or 30 metres, because the current crossing is very dangerous for pedestrians and hampers the already difficult intersection of Stockton and Donald Streets. 	<ul style="list-style-type: none"> a. See submission 1b. b. See submission 1c. c. See submission 4h. d. See submission 6d. e. The Delivery Program identifies the investigation of an alternative intersection option at Stockton Street and Donald Street.
35	Individual	<ul style="list-style-type: none"> a. Heights - Object to 21 storey building proposal for the bay. b. Residents - Don't want any more vacant buildings. c. Traffic and transport - Do not have the parking and have major traffic congestion. 	<ul style="list-style-type: none"> a. See submission 1a. b. See submission 6c. c. See submission 4g.
36	Individual	<ul style="list-style-type: none"> a. Height - should not be increased, to preserve a coastal village feel. Anything over 5 storeys is not required. b. Residents - Any increase in height, will be redundant as most apartments will remain empty during the year; Nelson Bay being so seasonal. 	<ul style="list-style-type: none"> a. See submission 1b. b. See submission 6c. c. See submission 4h.

		<ul style="list-style-type: none"> c. Car Parking - Long term parking should be a priority d. Public Domain - Fix unsightly problems such as empty shopfronts in Magnus street. <p>Tourism and Economy - Better facilities in the CBD, such as a big name employer as well as more art and cultural enticements, such as the Artisan Collective or a roving Museum exhibits from Powerhouse or National Museum, would increase population.</p>	<ul style="list-style-type: none"> d. The revised actions within the Delivery Program are clear and concise that will thus encourage private investment and place activation.
37	Individual	<ul style="list-style-type: none"> a. Implementation - The 2012 Strategy doesn't need much change – but this time round it must be implemented b. Town Vision - Maintain coastal village character, and keeping buildings below the wooded backdrop when viewed from the Bay. c. Residents - There is no evidence that building more apartments is the answer. d. Heights - The existing default height limit of 5 storeys north of Dowling St. is still desirable, with any variation limited to an additional 2 storeys, and only in exceptional cases with outstanding design and strategic public benefit. Modern building design means that these limits will actually be 17% higher in metres than the current limits. There could be higher buildings south of Dowling St against the hillside. e. Strategy Boundary - It is not appropriate to extend the Strategy area to include the ridge lines (along Thurlow Ave and Magnus St) and the current 4 storey height limits in those medium-density residential areas should remain with no expectation of variation. f. 4.6 Guidelines - for any variations must be strict and set maximum height and floor space ratio limits – otherwise there will be no certainty for developers or occupiers – the prospect of having views obstructed will deter investment. g. Traffic and Transport - An overall long-term parking and traffic management strategy is required that does not give away the community asset of the two Donald St car parks and provides for both current and future needs. 	<ul style="list-style-type: none"> a. See submission 7a. b. See submission 1c. c. See submission 6c. d. See submission 1b. e. See Submission 2a. f. See submission 7c. g. See submission 4g. h. See submission 6d.

		h. Public domain - improvements are the key such as better landscaping, signage, paving, street furniture and lighting.	
38	Individual	<p>a. Residents - High rise units are not needed or wanted in Nelson Bay. Unoccupied dwellings in Nelson Bay are compelling against building many more units.</p> <p>b. Town vision - Keep the amphitheatre like setting and the amenities and picnic locations that traverse the rare and precious green space that comprises the Nelson Bay foreshore.</p> <p>c. Public Domain - Shops are often vacant, indicating signs that some businesses in the CBD struggle to make a living. There is potential to capture more of the tourist' dollar by providing car parking 'inland', in locations such as the Donald Street East park or further inland. The concept is that tourists would be enticed to walk from their car park, through the CBD to the Marina restaurants/beach/whale watch tours and the Nelson Bay foreshore.</p> <p>d. Donald Street Proposal - Disagree that a 21 storey building is what is needed on the current Donald Street East carpark site.</p>	<p>a. See submission 6c.</p> <p>b. See submission 1c.</p> <p>c. See submission 4h.</p> <p>d. See submission 1a.</p>
39	Newcastle Airport	<p>a. Town Vision - The Nelson Bay Central Business District (CBD) should retain its unique atmosphere, while striving ahead with development opportunities that attract investment into the town and wider region.</p> <p>b. Tourism and Economy - Should encourage of new development and investment, especially of existing vacant blocks in the CBD, and seeking new investors that will invigorate the town and bring more amenity to the region, but also support existing residents and visitors. Opportunities to enhance the CBD and attract new investment should be a centre piece of council strategy.</p> <p>c. Development consideration - Nelson Bay currently has an endearing character that comes about from its unique aspect. Any proposed development should be encouraged to enhance that further. The most important aspect is to ensure that famous view is maintained from various vantage points.</p>	<p>a. See submission 1c.</p> <p>b. See submission 1b. The revised actions within the Delivery Program are clear and concise to encourage private investment and place activation.</p> <p>c. It is proposed an amendment to the Nelson Bay Centre Development Control Plan (DCP) once the Public Domain Plan is completed. The Public Domain Plan will detail character and theme for public domain elements, such as street trees, signage and seating. The consideration of Active Street Frontages principles will be included in the review of the DCP, which will provide guidance and clarity around what Council will expect in relation to future developments, building design and development considerations.</p> <p>d. See submission 7a.</p>

		d. Implementation - of strategies to achieve that should be brought forward.	
40	Individual	<p>a. Discussion Paper - Supportive of the solutions to solve the problems identified in the discussion paper.</p> <p>b. Car Parking - is an issue. Staff from the businesses takes up many of the free parking spaces. Disagree with the comments about parking is under capacity. Not supportive of an introduction of "user pays" for car parking spaces. Perhaps a small levy in rate payers' contributions?</p> <p>Could the local bus company do something about the noise of its current fleet? Consideration needs to be given to the adequacy of roads and the direction of traffic when assessing big development applications. The streets are inadequate for the turning of large vehicles such as busses and trucks. Suggest a "one- way" traffic strategy around the town centre (Magnus Street from where Fingal Street locks into Magnus Street).</p>	<p>a. Noted.</p> <p>b. See submission 4h.</p>
41	Individual	<p>a. Heights - Object to increased building heights.</p> <p>b. Town Vision - Support Port Stephens as a water wonderland. Build on ecotourism without exploiting the Bay. Keep it unique in its natural environment.</p> <p>c. Public Domain - Clean and improve existing buildings where necessary. Bring more art into town. Include water features and more outdoor siting and playing areas.</p> <p>d. Tourism and Economy - Build a beautifully designed building for performing arts of good quality as well as exhibitions (such as the Moma in Tasmania).</p>	<p>a. See submission 1b.</p> <p>b. See submission 1c.</p> <p>c. See submission 6d.</p> <p>d. See submission 16d.</p>
42	Individual	<p>a. Public Domain – landscaping is vital. Landscaping along Nelson Bay Road and the entry portal to the town is important. Continuing the landscaping plan of northern Stockton Street and Western Magnus (with their vegetated islands with a tree surrounded by shrubbery separating parking areas) along the road boundary of the Woolworths site in both Stockton and Donald Streets (at either end of the bus stop) was desirable in conjunction with the completion of the supermarket.</p>	<p>a. See submission 6d.</p>

		<p>Yacaaba Street – lawn, landscaping and shrubs on either side of the new footpath in Yacaaba Street south of Donald Street as well as in conjunction with the extension.</p> <p>Public Domain and development considerations - undergrounding of power poles throughout the town is important.</p> <p>Gateway treatments - The entrance to the Tomaree Peninsula along Nelson Bay Road and at Newcastle airport is becoming increasingly more decrepit. Consider ways of insisting industrial type developments have a landscaped area in the frontages. It is in the interest of both the Tomaree Peninsula and Newcastle that the Newcastle Airport Authority prioritise an extensive landscaping scheme to create an introductory impact on tourists to both their areas.</p>	
43	Individual	<p>a. Implementation - The 2012 Strategy doesn't need much change –it must be implemented.</p> <p>b. Town vision - Community consensus on maintaining coastal village character, and keeping buildings below the wooded backdrop when viewed from the Bay.</p> <p>c. Residents - Object to building more apartments – there is limited demand for permanent apartment dwelling – most units would likely sit empty most of the year.</p> <p>d. Heights - The existing default height limit of 5 storeys north of Dowling Street is still desirable, with any variation limited to an additional 2 storeys, and only in exceptional cases with outstanding design <i>and</i> strategic public benefit. Modern building design means that these limits will actually be 17% higher in metres than the current limits. There could be higher buildings south of Dowling St against the hillside.</p> <p>There should be general overriding criterion that buildings not breach the tree-line on surrounding ridges and hills. It is not appropriate to extend the Strategy area to include the ridge lines (along Thurlow Ave and Magnus St) and the current 4 storey height limits in those medium-density residential areas should remain with no expectation of variation.</p>	<p>a. See submission 7a.</p> <p>b. See submission 1c.</p> <p>c. See submission 6c.</p> <p>d. See submission 1b.</p> <p>e. See submission 7c.</p> <p>f. See submission 4g.</p> <p>g. See submission 6d.</p>

		<ul style="list-style-type: none"> e. 4.6 Guidelines - for any variations must be strict and set maximum height and floor space ratio limits – otherwise there will be no certainty for developers or occupiers – the prospect of having views obstructed will deter investment. f. Traffic and Transport - An overall long-term parking and traffic management strategy is required that does not give away the community asset of the two Donald Street car parks and provides for both current and future needs. g. Public domain - improvements are key (such as landscaping, signage, paving, street furniture and lighting) 	
44	Individual	<ul style="list-style-type: none"> a. Implementation - Request the 2012 Strategy be implemented. b. Town Vision - There is a strong community consensus on maintaining coastal village character, and keeping buildings below the wooded backdrop when viewed from the Bay. c. Residents - Object to building more apartments – there is limited demand for permanent apartment dwelling – most units would likely sit empty most of the year. d. Heights - Do not want high-rise buildings. The existing default height limit of 5 storeys north of Dowling Street is still desirable, with any variation limited to an additional 2 storeys, and only in exceptional cases with outstanding design and strategic public benefit. Modern building design means that these limits will actually be 17% higher in metres than the current limits. There could be higher buildings south of Dowling Street against the hillside. There should be general overriding criterion that buildings not breach the tree-line on surrounding ridges and hills. It is not appropriate to extend the Strategy area to include the ridge lines (along Thurlow Ave and Magnus St) and the current 4 storey height limits in those medium-density residential areas should remain with no expectation of variation. e. 4.6 Guidelines - for any variations must be strict and set maximum height and floor space ratio limits – otherwise there will be no certainty for developers or occupiers – the prospect of having views obstructed will deter investment. 	<ul style="list-style-type: none"> a. See submission 7a. b. See submission 1c. c. See submission 6c. d. See submission 1b. e. See submission 7c. f. See submission 4g. g. See submission 5e.

		<p>f. Traffic and Transport - An overall long-term parking and traffic management strategy is required that does not give away the community asset of the two Donald St car parks and provides for both current and future needs.</p> <p>g. Public domain - improvements are key (such as landscaping, signage, paving, street furniture and lighting)</p>	
45	Individual	<p>a. Town Vision - The area should be boutique & specialty type of living & shopping.</p> <p>b. Heights - 7 stories is a maximum height overall, & any higher than 2 stories along the Yacaaba extension to Victoria Parade would result in a massive wind tunnel effect & lack of sun which would not be pleasant for anyone traversing there.</p> <p>c. Public Domain - The area needs more greenery & light posts which could also display hanging planters; also more benches for public seating.</p> <p>d. Car Parking - availability is not adequate & the timed pay parking along Victoria Pde & the Marina is totally unreasonable re the price & with 4 Hr limits -- this doesn't allow a trip return to Tea Gardens. Also bus parking is limited & doesn't allow for tourists to come into town, which would benefit the businesses there. The locals would appreciate free parking concessions for parking on the weekends on Victoria Parade & free 1-2 Hr parking in town during the week (& abolish the 1/4 P limit).</p> <p>e. Tourism and Economy - The shop rents need regulating as many shops close due to the fact that the products sold cannot increase in price in order to compensate for the yearly rent increase. Should have more " pop - up " shops.</p>	<p>a. See submission 1c.</p> <p>b. See submission 1b.</p> <p>c. See submission 6d.</p> <p>d. See submission 4h.</p> <p>e. See submission 16d.</p>
46	Individual	<p>a. Town Vision - The village atmosphere needed to be maintained and cultivated - building heights in the area north of Dowling Street were to be limited to five stories with a reasonable set back to allow street planting and landscaping.</p> <p>b. Heights and Development Incentives - Should not allow a developer to exceed current height limits. Concerned for overshadowing, block views and will eventually provide a city type landscape in what was intended to be a village setting.</p>	<p>a. See submission 1c.</p> <p>b. See submission 1b.</p> <p>c. See submission 6c.</p>

		c. Residents - For the area to grow it needs more permanent residents not empty investment apartment with insufficient onsite parking.	
47	Individual	<p>a. Heights - Objection to changes to height restrictions in Nelson Bay. Building tall apartment blocks is no answer for improving our town. The existing default height limit of 5 storeys is still desirable.</p> <p>b. Town Vision - Maintaining the village character.</p> <p>c. Public Domain - Make improvements such as car parks on the outskirts of town, landscaping, better street lighting and street furniture.</p>	<p>a. See submission 1b.</p> <p>b. See submission 1c.</p> <p>c. See submission 6d.</p>
48	Individual	<p>a. Donald Street proposal - Will be directly, adversely effected if this proposal goes ahead. There would be a negative impact on Teramby should there be development on the Foreshore in front of Teramby Court.</p> <p>b. Residents - Oversupply can result in reduced property values. No evidence that building more apartments is the answer—most units would likely sit empty most of the year.</p> <p>c. Town Vision - There is a strong community consensus on maintaining coastal village character, and keeping buildings below the wooded backdrop when viewed from the Bay.</p> <p>d. Heights - The existing default height limit of 5 storeys north of Dowling St. is still desirable, with any variation limited to an additional 2 storeys, and only in exceptional cases with outstanding design and strategic public benefit. Modern building design means that these limits will actually be 17% higher in metres than the current limits. There could be higher buildings south of Dowling St against the hillside. There should be general overriding criterion that buildings not breach the tree-line on surrounding ridges and hills. It is not appropriate to extend the Strategy area to include the ridge lines (along Thurlow Ave and Magnus St) and the current 4 storey height limits in those medium-density residential areas should remain with no expectation of variation.</p> <p>e. 4.6 Guidelines - for any variations must be strict and set maximum height and floor space ratio limits – otherwise there</p>	<p>a. See submission 1a.</p> <p>b. See submission 6c.</p> <p>c. See submission 1c.</p> <p>d. See submission 1b.</p> <p>e. See submission 1b.</p> <p>f. See submission 4g.</p> <p>g. See submission 6d.</p>

		<p>will be no certainty for developers or occupiers – the prospect of having views obstructed will deter investment.</p> <p>f. Traffic and Transport - An overall long-term parking and traffic management strategy is required that does not give away the community asset of the two Donald St car parks and provides for both current and future needs.</p> <p>g. Public Domain - Support public domain improvements - such as better landscaping, signage, paving, street furniture and lighting.</p>	
49	Individual	<p>a. Implementation - The 2012 Strategy requires little change.</p> <p>b. Heights – do not support increasing building height, it will not help the situation in Nelson Bay.</p> <p>c. Residents - During most of the year supply of accommodation in the Bay is not an issue. Adding more supply is unlikely to help retailers in the Bay and high rise buildings would spoil the look of the town.</p> <p>d. Traffic and Transport - An overall long-term parking and traffic management strategy is required.</p> <p>e. Donald Street carpark ideas - The redevelopment of the Donald St car park is a worthy project however the asset should not be given away and its height should be limited.</p> <p>f. Tourism and Economy - Encouragement and development of attractions that attract visitors to stay a few days will help retailers. We could do so much to develop the war time fortifications on Tomaree Headland</p> <p>g. Public Domain - Relatively low cost public domain improvements such as landscaping, board walks and street furniture.</p> <p>h. Town Vision - The protection of the Village atmosphere is important.</p> <p>i. Heights - The existing height limit of 5 storeys north of Dowling street is fitting and the "Outstanding design and strategic public benefit" of an additional 2 storeys provides benefit to developers. There could be higher buildings south of Dowling St and "under" the hill where the existing Fish Co-Op is situated. Buildings should not be visible above the tree-line on</p>	<p>a. See submission 7a.</p> <p>b. See submission 1b.</p> <p>c. See submission 6c.</p> <p>d. See submission 4g.</p> <p>e. See submission 1a.</p> <p>f. See submission 16d.</p> <p>g. See submission 6d.</p> <p>h. See submission 1c.</p> <p>i. See submission 1b.</p> <p>j. See submission 7c.</p>

		<p>surrounding hills and ridges including Thurlow and Magnus St. The 4 storey height limit in those medium density residential areas should be maintained.</p> <p>j. Development Considerations - Any variation should set strict maximum height and floor space limits and as a very minimum, onsite parking of 1 car space per unit.</p>	
50	Individual	<p>a. Town Vision - Keep our coastal village character, and maintain buildings below the wooded backdrop when viewed from the Bay.</p> <p>b. Residents - Existing apartments are unoccupied.</p> <p>c. Heights - Please keep the existing default height limit of 5 storeys north of Dowling St. Limited additional 2 storeys, to exceptional cases with outstanding design and strategic public benefit. Do not allow buildings to breach the tree-line on surrounding ridges and hills or extend the Strategy area to include the ridge lines (varying current 4 storey height limits in medium-density residential areas).</p> <p>d. Public Domain - Improvements should be to public spaces to create a more flowing village feel (better landscaping, signage, paving, street furniture, lighting, etc.).</p>	<p>a. See submission 1c.</p> <p>b. See submission 6c.</p> <p>c. See submission 1b.</p> <p>d. See submission 6d.</p>
51	Individual	<p>a. Discussion Paper - "have your say" site is not appropriate.</p> <p>b. Implementation - The 2012 Strategy had some excellent ideas but did not work because very little was done as per recommendations.</p> <p>c. Heights - Object to raising any buildings beyond that previously suggested regardless of "outstanding design excellence" which is very subjective.</p> <p>d. Donald Street proposal - Do not want 21 or even 17 storey in our CBD.</p> <p>e. Residents - Future permanent residents would not purchase in high rise as we all are aware that this type of residential is for tourists. To encourage permanent growth you need to maintain and improve the "village" ambience of Nelson Bay.</p> <p>f. Public Domain - The street scape needs to be drastically revamped with pedestrian malls, Lower Stockton St and west Magnus St would be excellent for this with retail, bars and</p>	<p>a. Noted. Consultation during the public exhibition of the Delivery Program will include a number of avenues to provide feedback.</p> <p>b. See submission 7a.</p> <p>c. See submission 1b.</p> <p>d. See submission 1a.</p> <p>e. See submission 6c.</p> <p>f. See submission 6d.</p> <p>g. See submission 16d.</p> <p>h. See submission 6d.</p> <p>i. See submission 1c.</p>

		<p>eateries encouraged to have music entertainment with alfresco dining without any traffic to infringe on the atmosphere. Street Art should be prolific and controlled busking also should be considered. Manly Corso is a great example of this and it is an iconic Australian Tourist destination maintaining a village ambience.</p> <p>g. Tourism and Economy - Local festivals need to be revamped and this needs to be brought up to levels of festivals around the state, eg. Kiama Jazz, Sydney Blues and Roots at Windsor and Manly Food and Wine Festival to name a few. The current array of festivals need to be larger and more vibrant all over the CBD.</p> <p>h. Public Domain - The marina area west towards the Fish co-op needs to be cleaned up and have good seaside picnic tables to eat you purchased seafood. Many coastal towns have great picnic facilities around the local fish shops.</p> <p>i. Town Vision - Most importantly Nelson Bay needs to retain its village ambience but need more vibrant streetscape, entertainment, eateries and retail shopping.</p>	
52	Individual	<p>a. Heights - Object to high rise buildings in the CBD. Concerned with overshadowing.</p> <p>b. Residents - Concerned with increasing un-occupancy rates if there is more unit development.</p> <p>c. Car Parking - Nelson Bay already has parking problems that will be increased with more development.</p> <p>d. Town Vision - Enjoys the quiet lifestyle Nelson Bay offers.</p>	<p>a. See submission 1b.</p> <p>b. See submission 6c.</p> <p>c. See submission 4h.</p> <p>d. See submission 1c.</p>
53	Individual	<p>a. Implementation - The 2012 Strategy should be implemented. Support an Advisory Group to implement the Nelson Bay Strategy.</p> <p>b. Public Domain - Clean down of pavements and removal of gum, clean the seats and bins, paint the seats, repair and paint the barrier outside Seabreeze Hotel, weeding of gardens and remulching. Improved directional signage. The links to the Marina via Apex Park and signs to the Visitors Centre is a low cost option which could be done right now.</p>	<p>a. See submission 7a.</p> <p>b. See submission 6d.</p> <p>c. See submission 1b.</p> <p>d. See submission 1c.</p> <p>e. See submission 6c.</p> <p>f. See submission 4g.</p> <p>g. See submission 8d.</p> <p>h. See submission 1a.</p> <p>i. See submission 1b.</p> <p>j. See submission 4g.</p>

		<p>laneway developments, co-ordinated colours and design, awning levels should be implemented along with opening up Yacaaba Street extension it could serve as an excellent public space which is reasonably close to the CBD (and has a view of the water). Should not let undeveloped sites go into the disrepair.</p> <p>c. Discussion Paper - The premise that developers have a 20 – 25% return is greedy.</p> <p>d. Town Vision - Nelson Bay has is a natural amphitheatre not matched in other coastal towns. We need to retain our main strength – our beautiful natural environment.</p> <p>e. Residents - There is no assurance that more storeys will bring permanent residents to live in the CBD. There are many reasons, other than height limits, why the market has been slow for several years. Many owners were cleaned out by the GFC and the Consultant's report identifies for Council that global market forces are playing a part and constraints of banks on lending for high rise also a factor.</p> <p>f. Car Parking - is a major challenge in Nelson Bay CBD. More available parking would help. Council is paying out hundreds of thousands of dollars in lease of two "temporary" carparks which are filled by 9 am with workers. Request a bus interchange has merit and deserves consideration and not "dismissal". This would need to go hand in hand on strict limits on buses using the foreshore, even to drop off and pick up their passengers from the ferry terminals. More paid parking in Nelson Bay area makes it unfair as Salamander is free. Local residents should have special permits.</p> <p>g. S94 Contributions - what happened to the Section 94 and other parking contributions made by past developers. Those funds should have been used to restore the Donald Street carpark.</p> <p>h. Donald Street carpark ideas - are extremely valuable for parking as they provide level access to the CBD and to the foreshore and Marina and beyond.</p>	<p>k. See Submission 2a.</p>
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		<p>i. Heights & Development Incentives - Far from increasing certainty for developers, the use of the same building height across the whole area will detract. Development Consideration - Council planning controls should include the need to amalgamate narrow blocks so that we don't end up with piecemeal planning. Strategy Boundary - Thurlow Avenue – proposed height limits will impinge on the beautiful tree ridgeline when viewed from the water and overshadowing.</p> <p>j. Traffic and Transport - supportive of a new transport study.</p> <p>k. Public Domain - Apex Park masterplan implementation should be a high a priority as it is a vital and important link. Another link that should be part of Council planning is the provision of a staircase from Teramby Road in the vicinity of the Fish shops up the hill to link with the Bridle Path adjacent Laman Street. There is currently a very steep informal path.</p>	
54	Individual	<p>a. Donald Street proposal - Object to 20 storeys in this village area. See a need for more upmarket type 'over fifties living', not in a high rise building.</p> <p>b. Residents - There is more than adequate accommodation for the visitors as demonstrated by the low ongoing occupancy rates.</p> <p>c. Traffic and transport - This area is out on a limb with very limited access and egress. It is not on a through road like many other coastal areas. Need to complete the dual carriageway to Nelson Bay (with an option to access Fingal Bay) to improve transit of locals and visitors without use of cars, and also improved facilities at the local hospital.</p> <p>d. Heights - Support the position that the 2012 strategy height limit of 5 storeys is still desirable with any variation of an extra 2 only in exceptional circumstances.</p>	<p>a. See submission 1a.</p> <p>b. See submission 6c.</p> <p>c. See submission 33e.</p> <p>d. See submission 1b.</p>
55	Individual	<p>a. Heights - Increased building heights in the Town Centre should not impact upon the natural topography of the Bay. The buildings should not breach the tree lines on the surrounding ridges and hills. Support the recommendation of maintaining</p>	<p>a. See submission 1b.</p> <p>b. See submission 6c.</p> <p>c. See submission 4h.</p>

		<p>the 2012 Strategy height limit of five storeys north of Dowling Street and see no reason to change this.</p> <p>b. Residents - Question whether adding more apartment buildings will achieve any purpose at all as most of these buildings remain empty except in the holiday periods.</p> <p>c. Car Parking and Public Domain- Many people avoid Nelson Bay in the holiday periods because they cannot find a parking space and the lack of essential amenities (such as toilet facilities).</p>	
56	Individual	<p>a. Heights - Object to changes in the building heights. Such a change would have a significant detrimental effect on the visual appearance and amenity of the town centre and foreshore. This would then have a negative impact on the desirability of Nelson Bay for both tourists and potential residents. Woolworths has demonstrated it is possible to develop within existing height limits.</p> <p>The justification for an increase in building height (Section 2.2 of the Discussion Paper) takes a narrow developer-centric return on investment perspective as well as proposing a generous 20% return for developers.</p> <p>b. Residents - an increase in supply will further dampen the market (supply-demand economics) – an ethos of “build them and they will come” is not likely to be successful. There is anecdotal evidence that prospective residents coming to Nelson Bay and surrounds prefer houses to apartments – if there is demand for high-rise apartments in the CBD it is likely to come from investors rather than permanent residents. This would put further demands on the local infrastructure during peak holiday times but contribute marginally to the economic viability of Nelson Bay during the majority of the year (the 2011 Census shows that three- quarters of units in apartment buildings of more than 2 stories are unoccupied).</p> <p>c. Development considerations - Development proposals may include ground floor retail space. This is unlikely to be profitable as there is already empty retail space available in the Nelson Bay CBD plus there is a major retail development</p>	<p>a. See submission 1b.</p> <p>b. See submission 6c.</p> <p>c. See submission 16d and 32i.</p> <p>d. The key principles of the Strategy seek to guide Nelson Bay towards becoming a great place by becoming more attractive to tourists, the business community and residents. The Strategy is largely directed towards physical form, such as building design, landscaping and transportation networks. These principles are reflected in the Implementation Plan, which seek to make Nelson Bay an attractive destination.</p>

		<p>already approved at Salamander Bay Shopping Centre. Nelson Bay needs to complement, not compete with, the Salamander Centre, maintaining its visual and scenic character that differentiates it from most other NSW coastal tourist towns.</p> <p>d. Tourism and Economy & Infrastructure Works- Nelson Bay is at the end of a promontory with a single 30-kilometre access road. The CBD and surrounds are already stretched to capacity during the peak holiday seasons. Further development of tourist and/or residential accommodation without major improvements in local infrastructure will further detract from Nelson Bay as an attractive destination.</p>	
57	Individual	<p>a. Donald Street proposal - Object to 21 and 17 story apartment blocks in Nelson Bay.</p> <p>b. Heights - Any high rise should be built where it will not impede on the views of other residences already established. It will negatively impact on land values.</p> <p>c. Town Vision - Seek to retain its attractive and pleasant ambiance.</p>	<p>a. See submission 1a.</p> <p>b. See submission 1b.</p> <p>c. See submission 1c.</p>
58	Department of Industry	<p>a. Discussion Paper - Recommend Council review the Plan of Management (POM) for the Nelson Bay Foreshore (February 2008) for consistency against the Discussion Paper. Should Council determine that the POM is no longer consistent with Council's preferred strategic direction for the foreshore, it may be time to consider whether to seek to amend or repeal the POM. The Department obviously has an interest in the outcome of this process and would be keen to work with Council on a mutually beneficial outcome.</p> <p>b. NSW Crown Land Management - The NSW Government is currently undertaking a comprehensive review of NSW Crown Land Management. This review includes a strategic assessment of State and local land and may provide opportunities for land that is of predominantly local interest to be transferred to councils to enable better decisions about the land to be made by local communities. This process will continue under the new Crown Lands Management Act 2016 once in place, likely early 2018. Note: the Department is</p>	<p>a. The Delivery Program identifies the PoM Review as an action in the Implementation Plan.</p> <p>b. Noted.</p> <p>c. See submission 1b.</p> <p>d. See submission 4h.</p> <p>e. See submission 6d.</p> <p>f. This work is currently being undertaken by the Department of Industry through their draft Regional Ports Strategy.</p> <p>g. Noted.</p>

		<p>negotiating a new lease for a commercial development at the western end of Teramby Rd, and liaising with Council on the installation and ongoing servicing of waste bins on the western break wall of the harbour.</p> <p>c. Zoning - The Strategy should facilitate land use zoning and planning that ensures the use of Crown land is consistent with the Reserve purpose. Crown land is reserved for various public purposes and should be zoned appropriately to accommodate the use envisaged by the reservation / dedication. In dealing with the future use of Crown land, the draft Strategy, and future land use zonings, should take into account the Principles of Crown land management under section 11 of the Crown Lands Act 1989.</p> <p>d. Traffic and transport - Supportive of Council's objective to rationalise car-parking and traffic management along the foreshore. Of particular note is the adopted POM's recommendations for car-parking and traffic management that may now be inconsistent with Council's preferred strategic direction. Supports measures to improve the facilities available for tourist buses set-down / pick- up, in conjunction with some offsite bus parking arrangements. It is imperative that any traffic and transport arrangements enable continued heavy vehicles access to the harbour and break walls for maintenance/upgrades etc.</p> <p>e. Public Domain - Supportive of planning and infrastructure to improve the public's enjoyment of the Crown reserves along the Nelson Bay foreshore.</p> <p>f. Regional Ports Strategy - a preferred direction for Nelson Bay Harbour has not been established. Work to date has identified the significant contribution the facilities provide for commercial fishing, tourism, recreational boating and joint agency services. It has also identified that constraints on land and water make any expansion challenging. There will be an ongoing requirement to maintain the structures. Finalisation of the master plan must address traffic management aspects and provide for heavy vehicles, plant, equipment and materials</p>	
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		<p>periodically required to carry out works in the harbour precinct. Is currently developing a comprehensive strategy to guide investment and operations of NSW regional ports and associated infrastructure under its management, both in the short term and the long term. Nelson Bay is included in the development of this Regional Ports Strategy.</p> <p>The Strategy should acknowledge the potential for development opportunities on Crown land where relevant to deliver balanced social, environmental and commercial outcomes.</p> <p>Infrastructure or buffer zones to service new development should not be located on Crown land. This includes drainage infrastructure, utilities and services and bush fire asset protection zones.</p> <p>Development consideration - Due regard should be had to the NSW Aboriginal Land Rights Act 1983 and Commonwealth Native Title Act 1993 and the impact of Aboriginal Land Claims and Native Title on the proposed land use Strategy and future LEP zonings.</p> <p>g. Development consideration - The Department has an important role in administering the State's Crown road network under the Roads Act 1993. It is noted that many of roads in Nelson Bay remain as Crown roads. The Department and Council have 'Planning & Transfer Protocols for Crown Roads Required to Service Developments'. A copy of the planning and transfer protocol is attached and the Department would like to further discuss this matter as a separate issue.</p>	
59	Destination Port Stephens	<p>a. Implementation - Supportive of the measures and recommendations made in the original strategy.</p> <p>b. Discussion Paper - Agree that further amendments are required to stimulate real change and development activity. Require new investment in the core commercial zone to improve the appeal of the wider Port Stephens region as a visitor economy destination.</p> <p>c. Discussion Paper - Supports all 21 of the new recommendations.</p>	<p>a. Noted.</p> <p>b. See submission 1b.</p> <p>c. Noted.</p> <p>d. See submission 6d.</p> <p>e. This work is currently being undertaken by the Department of Industry through their draft Regional Ports Strategy.</p> <p>f. See submission 4g.</p>

		<p>d. Public Domain and Infrastructure Works – Connecting the Town to Marina and Apex Park is a key factor in developing the town centre. Plans such as the slowing of traffic on Government Road (for example with pedestrian friendly shared roadways, scramble crossings), a better designed Apex Park and better view corridors to the water will help make the town connect to the water. Further the potential expansion of the Visitor Information Centre and better designed promenade through Apex Park would assist with this vital connection. These public works should commence soon, preferably at the same time as the Yacaaba Street extension.</p> <p>e. Development Incentives - The entire marina precinct is aging and tired. There could be advantages in providing development incentives in this zone to stimulate improvement, although we would not recommend any increase in heights in the area. Marina Precinct to Beach - there is opportunity in this area to create a world class wharf promenade that would dramatically improve the appeal of Nelson Bay. This stretch between D'Albora could contain a wharf structure, connection to the weigh station and further extend the commercial zone to the western end of Nelson Bay beach. There is potential for new dining or retail ventures to be carefully included in a redesign that would assist in funding the works.</p> <p>f. Traffic and Transport - Supportive of an update to traffic and parking study be completed prior to any decisions being made to invest and encourage more parking. Consideration to be given to increasing overnight visitation and future visitors. Encouraging private development investment, that incorporates parking offerings, will allow a range of investors to develop unique solutions in meeting the proposals put forward.</p> <p>g. Public Domain and Infrastructure Works – The public domain on Nelson Bay is a critical factor for providing public spaces that will enhance the visitor experience and encourage longer patronage within the town centre and foreshore area. Suggest investigating the feasibility of a 'free public Wi-Fi network' within the town centre and foreshore.</p>	<p>g. The Delivery Program identifies the need to undertake a feasibility assessment of Wi-Fi in the commercial precinct. Also note submission 5e.</p>
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60	Individual	<p>a. Funding and Donald Street carpark ideas - Council have stated that rebuilding the Donald Street East carpark would cost \$5m. The Examiner has reported the Yaccaba Street extension will cost \$5m. Why doesn't Council re-build the car park and extend it over the current vacant area to the south? \$5m sounds a lot for a street extension. With record low interest rates, Council should avail itself of a Local Authority Loan and seek a State Government Grant and just do it themselves rather than hand the site over to a developer.</p>	<p>a. See submission 8d.</p>
61	Individual	<p>a. Public Domain - Need to have better 'policing' of key tourist areas and fining of those littering, managing the noise and also removal and confiscation of any structures set up on the beaches and Parks overnight. Non-compliant free camping occurring within the area wear heavily on our public facilities and often significant litter is located around these vehicles. Need a greater Ranger presence to move these people on. Promote to the community - 'Dob in a Non Compliant Camper Hotline' to help Rangers keep on top of the issue. Signage is also required so people are clear of fines associated with on compliant camping.</p>	<p>a. See submission 4h. The Strategy recommends short-term initiatives for compliance.</p>
62	Individual	<p>a. Heights - Object to increases in heights. Consideration should be on not blocking current views and overshadowing.</p> <p>b. Public Domain – Consider current resident amenities and quality of living. Consider how to best make the town an appealing place to visit with more natural sight lines to the Marina, not less.</p> <p>c. Traffic and Transport - Ensure the traffic and car parking study take into account the number of business that will be closed. It should include a few days before/after as it is also during NSW School Holidays and the days before and after regular businesses will be open.</p>	<p>a. See submission 1b.</p> <p>b. See submission 6d.</p> <p>c. See submission 4h.</p>
63	Individual	<p>a. Infrastructure Works - Make sure public infrastructure, transport and access roadways are factored in up front.</p> <p>b. Heights - Object to development proposals showing 17-21 storey buildings, well over 5 m limit.</p>	<p>a. See submission 4g and 8d.</p> <p>b. See submission 1a.</p>

64	Individual	<p>a. Development Consideration - Have an electric bus (battery charged) that transports tourists between the popular beaches, eg Salamander Bay (shops) or Nelson Bay and Fingal Bay on a regular basis i.e. every 40 minutes during the busy tourist season. This would: 1. Reduce Greenhouse emissions, and be environmentally friendly and thus popular with the tourists 2. Reduce tourist traffic congestion between Nelson Bay and Fingal Bay 3. Cost effective long term.</p>	<p>a. See submission 4g.</p>
65	Individual	<p>a. Public Domain - Supportive of a Streetscape Design Guide for the NB town centre in that promotes greening of the town centre including the addition of new street trees and have links to the DCP to require vegetative 'softening' of large scale new developments.</p> <p>b. Urban Design Panel - Supportive of an Independent Urban Design Panel in that: it upgrades way-finding for pedestrians and traffic and improves walkability in the town centre that is linked to the marina and supports a building height limit of 7 storeys.</p> <p>c. Public Domain & Infrastructure Works - Suggests an extension of walkways and bicycle tracks along the foreshore to further reach the outer suburbs so that residents and tourists can move in and out of the town centre without the need to drive a car.</p> <p>d. Development Consideration - A halt on the sale and removal of natural bushland in prominent corridor areas.</p> <p>e. Public Domain - More places to 'linger longer' eg. Inviting places to sit and relax extending beyond the idea of the existing bench seats and the picnic tables - see Curtin University Place Activation Plan https://properties.curtin.edu.au/ourprojects/placeactivedocs.cfm Provide more opportunities for residents and tourists to exercise eg. Link outdoor exercise equipment stations to form a circuit, linked and connected bicycle paths, urban bushwalks and nature experiences – see Healthy Spaces and Places http://www.healthyplaces.org.au/site/</p>	<p>a. See submission 4h.</p> <p>b. See submission 32i.</p> <p>c. See submission 4h.</p> <p>d. Any development would need to have due consideration to any environmental impacts.</p> <p>e. See submission 4h.</p> <p>f. See submission 5e, 16d and Action 2 in the draft implementation plan.</p>

		<p>Public Domain - Planning department working in collaboration with the University of Newcastle (for free) and/or other leaders in the urban design and place activation field to positively inform the design process for the future of our town with education sessions provided for other senior staff members and Councillors on best practice.</p> <p>f. Public Domain and Infrastructure Works - Increase WiFi pods and community accessible technology and increase water points for drinking and refilling water bottles</p> <p>Tourism and Economy & Public Domain and Infrastructure Works - Suggest increased cultural and community facilities in the town centre such as a seasonal event space in the town centre, a small stage in the town centre for music and performance, continued support for the quality Markets hosted at the Marina (handmade and original), representation of Indigenous Art and Culture in the town centre, a shop front dedicated to Fisheries education, opportunities for emerging artists to showcase their work within a community gallery or a public space in the town centre and a community space to hold workshops and increase social cohesion by providing opportunities for people to come together to meet, interact, form support networks and collaborate.</p>	
66	Individual	<p>a. Traffic and Transport - Fingal Bay bypass would alleviate traffic congestion. Better directional signage at the top of Stockton Street roundabout to divert traffic going to Shoal Bay.</p> <p>b. Heights - Height of buildings should never obscure the ridge line that sites behind Nelson Bay and contributes to the village appearance. Supports the 5 storey limit with a possible further 2 storeys depending on location and aesthetics. This should be the guiding principle.</p> <p>c. Town Vision - Need to maintain the laid back lifestyle.</p>	<p>a. See submission 33e.</p> <p>b. See submission 1b.</p> <p>c. See submission 1c.</p>
67	Nelson Bay Now	<p>a. Town Vision - We believe that the Strategy should have a broad vision for Nelson Bay: To preserve the Coastal Village character and unique Natural Amphitheatre with the backdrop of wooded Hills and Ridges and at the same time ensuring</p>	<p>a. See submission 1c.</p> <p>b. Noted.</p> <p>c. Noted. See submission 1b.</p> <p>d. See submission 7c.</p> <p>e. See Submission 2a.</p>

		<p>there are mechanisms in place to ensure sustainable economic growth.</p> <p>b. Urban Design Panel - Supportive in principle of an Independent Urban Design Panel.</p> <p>c. Development Considerations - Supportive of the LEP Clause for activated street frontages - Qualified support allowing for the addition of Donald St east of Yacaaba St on both sides until approximately 100m from the Donald St/Yacaaba St intersection and the remaining sections of both sides of Yacaaba St</p> <p>Development Considerations - Implement the intent of previous clauses - developers and the community need certainty. Support the LEP Clause for appropriate vertical to horizontal proportions, education Program on Urban Design and awards that recognise Excellence.</p> <p>Heights - Need principles before varying height clauses. Building heights should follow the natural topography and be nuanced and therefore not necessarily adopting as a blanket approach to heights but are not too high in the centre and can be highest at the edges</p> <p>d. 4.6 Guidelines - Criteria must demonstrate outstanding design excellence and demonstrate strategic public benefit. For example: A key employment hub or Conference Centre (These types of development would be rare and exceptional). The guidelines should respect the overarching principles in the height of building clause as outlined in "6" above.</p> <p>e. Strategy Boundary – extension may have some merit in the areas immediately east of the Town Centre could be included but not the two [2] ridge lines. Must ensure that the focus is on the Town Centre.</p> <p>f. Public Domain - Supportive of Public Domain works, costing and priorities. Supportive of a streetscape Design Guide but it should be broader and include the extension of Yacaaba St as an inspiring pedestrian gateway to the Town, identify a site for a Town Square, address the ongoing treatment and management for Commercial Building facades/awnings,</p>	<p>f. See submission 5e.</p> <p>g. See submission 8d.</p> <p>h. See submission 4h.</p> <p>i. See submission 7a.</p> <p>j. The Delivery Program identifies the need to undertake a feasibility assessment of Wi-Fi in the commercial precinct. Also note submission 5e.</p> <p>k. Agreed. The Delivery Program seeks to reinforce the recognition that Nelson Bay is considered a 'strategic centre' under the State Government's Hunter Regional Plan.</p>
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		<p>footpath widths, interaction of pedestrian and vehicles and a design that encourages activation. The analogy could be used that the town is a Theatre where the relevant Authority provides the Stage and a town management group/organisation provides the actors. We should make the Town “Event Ready”.</p> <p>Preparation of a Signage Strategy is essential and a priority as part of the wider public works program and implementation of actions.</p> <p>g. Funding and S94 contributions - Require much more discussion on revision to the Section 94 Development contributions for catchment and its relationship to other funding sources. Need to update Section 94 figures regarding parking contributions. If it is estimated that above ground parking costs \$25,000 a bay why would we only charge developers \$14,000?</p> <p>h. Car Parking - Support the identification of future satellite parking locations in consultation with the wider community. No objections to “exploring” options but this should form part of a wider Parking Strategy including enforcement and management of parking for staff employed in the Town. Explore user pays approaches to the provision of parking. Encourage private enterprise to provide parking on Council land. It is essential for future parking arrangements on the two [2] Council Carparks not be limited by an arrangement with private developers and that alternate parking options be explored.</p> <p>i. Implementation - Supportive on re-wording existing actions to be “SMART”. Agree strongly on the implementation panel that reports quarterly and must include local people. A leadership group should also be established that ensures there are ongoing mechanisms to attract funding for critical infrastructure particularly for Strategic Centres such as Nelson Bay.</p> <p>j. Development considerations - Should consider other opportunities for ‘Smart City’ initiatives such as: free WIFI, smart parking, smart security, smart services, ability to track</p>	
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		<p>pedestrian movements and other data to help local business and tracking traffic information.</p> <p>k. Hunter Regional Plan – Council should play a Proactive Role in the implementation of the Hunter Regional Plan as it relates to Nelson Bay, which is identified as a Strategic Centre, and the opportunities that go with this role.</p>	
68	Individual	<p>a. Tourism and Economy - A conference centre could be located above the eastern carpark of d'Albora Marina (crown land). This could have an upper level walkway to a "Domain" style carpark 300+ spaces, on the south side of Victoria parade. The existing steep, hillside parkland could be made more functional as foreshore parkland on the roof of the carpark.</p> <p>Public Domain & Infrastructure Works - Connect the Town Centre to the Waterfront. This involves raising the level of the Victoria Parade – Government Road alignment through the Stockton Street intersection and bridging Teramby Road with a pedestrian link to the upper level of the Marina.</p> <p>b. Tourism and Economy - Relocate the tourist information centre - Consideration could be given to relocating the Tourist Information Centre to either Anna Bay or near the Tomaree Sports grounds on Nelson Bay Road. The essential services of the TIC could then include adequate visitor parking, including parking for caravans, other recreational vehicles (RV's), and Tourist Coaches.</p> <p>Infrastructure works and Public Domain - Improve Access Links to Town Centre - extension of Yacaaba Street. Consideration could then be given to creating one-way traffic, with Yacaaba Street northbound and Stockton Street southbound. Fingal Bay Bypass - is not a good solution in terms of transportation planning and road infrastructure for the Tomaree Peninsular. If built, it is likely to have the highest frequency of wildlife road-kill than any other road in Port Stephens. The road location and design should be reviewed.</p> <p>Infrastructure works and Public Domain - Following are the suggested possible "Park-Walk-Interpretive Points" (PWIP's) for the Fingal Ocean Road.</p>	<p>a. The Delivery Program identifies the need to work with the Department of Industry on reviewing the existing Nelson Bay Foreshore Plan of Management (PoM) and integrating the outcomes of the draft Regional Ports Strategy masterplan for the Nelson Bay Harbour when it becomes available. The review of the PoM should inform future uses and leases and integrate with the Apex Park Masterplan and include the pedestrian connections and future needs of the Victoria Parade/Teramby Road intersection.</p> <p>b. See submission 5e and 4g.</p> <p>c. See submission 4h.</p>

		<p>Public Domain - The pedestrian “scramble” phase at the Donald Street traffic signals and the one way traffic flow in Stockton Street and Yacaaba Street will enhance pedestrian safety in the CBD’s shared zone. Support more public Art and Nelson Bay History.</p> <p>Car Parking - A need for more parking spaces and multi-level parking. The Donald Street east multi-level carpark should be expanded to achieve the maximum number of parking spaces possible under current land area and height restriction.</p> <p>Architectural treatments can be applied to enhance the buildings appearance from the street and adjoining properties. The Donald Street West carpark could be developed as a multi-level carpark. In order to fund such a structure, it may be possible to incorporate shops and commercial premises and a major tourist attraction.</p>	
69	Individual	<p>a. Heights - Concerned about the issues regarding building height close to the main centre of Nelson Bay. Reject any buildings which would dominate the landscape around the town centre of Nelson Bay.</p>	<p>a. See submission 1b.</p>
70	Individual	<p>a. Heights - should not be governed by storeys but through the use of Australian Height datum levels thereby allowing buildings with more storeys in low lying land and fewer storeys on hills. Height elevations increasing with distance from the beach areas whilst keeping wooded peaks uncluttered. Building height should be limited to 7 stories of 3 metres in areas that do not exceed AHD levels.</p> <p>b. Development considerations - There should be a minimum size for units thereby encouraging more residential style units to be built although the residential trend seems to be for houses.</p> <p>c. Traffic and Transport - A transport interchange should be included in the planning.</p> <p>d. Car Parking - consideration should be given to a compromise solution in regards to the amount of stipulated parking as construction costs negate the viability to upgrade/construction. A classic case is the Cinema that desperately needs an upgrade to remain viable however the cost of supplying</p>	<p>a. See submission 1b.</p> <p>b. See submission 28b.</p> <p>c. See submission 4g.</p> <p>d. See submission 4h.</p> <p>e. The Strategy provides some commentary around the location of the VIC and Action 11 in the implementation plan includes a review of the location.</p>

		<p>adequate parking may result in the loss of the facility to the town centre causing a detrimental effect on the surrounding businesses.</p> <p>e. Tourism and Economy - Move the VIC out of town centre to the junction of Nelson Bay Road and Port Stephens Drive with enough parking to encourage more visitors to stop and learn about the townships without having to drive into town and hope to find parking.</p>	
71	Individual	<p>a. Heights - Object to changes in the building height proposed in the Discussion Paper on the Progress of the Nelson Bay Town Centre & Foreshore Strategy. The justification for an increase in building height takes a narrow developer-centric return on investment perspective as well as proposing a generous 20% return for developers.</p> <p>b. Residents - Increasing building heights will result in more high-rise apartments being developed and such an increase in supply will further dampen the market (supply-demand economics) – an ethos of “build them and they will come” is not likely to be successful. There is anecdotal evidence that prospective residents coming to Nelson Bay and surrounds prefer houses to apartments – if there is demand for high-rise apartments in the CBD it is likely to come from investors rather than permanent residents. This would put further demands on the local infrastructure during peak holiday times.</p> <p>c. Development Consideration - Development proposals may include ground floor retail space. This is unlikely to be profitable as there is already empty retail space available in the Nelson Bay CBD. Nelson Bay needs to complement, not compete with, the Salamander Centre, maintaining its visual and scenic character.</p> <p>d. Infrastructure works – require major improvements in local infrastructure.</p>	<p>a. See submission 1b.</p> <p>b. See submission 6c.</p> <p>c. See submission 16d and 32i.</p> <p>d. See submission 4g.</p>
72	Individual	<p>a. Heights and Discussion Paper - Object to the analysis of the consultant purports to show that building height is a major inhibitor of development. The lack of development over the past 10 years is probably an accurate reflection of the market</p>	<p>a. See submission 1b.</p> <p>b. See submission 6c.</p>

		<p>view that there is limited demand for extra accommodation in peak tourism season and no demand in non-peak periods.</p> <p>b. Residents - The consultant's analysis does not show is that the intermediate and lower levels of these high rise developments will lead to an over-supply of rental accommodation which will just exacerbate the current problems. The value of the upper floor apartments might well be over-rated.</p> <p>c. Discussion Paper - There are major deficiencies with the model approach used, it uses is a static one rather than a dynamic (or stochastic) model. That is, it evaluates the marginal benefit of a single development with all else being equal. But if we were seriously evaluating a number of developments coincidentally, or even a single very large development, we would need a dynamic model that would consider the impact of developing additional units within an already constrained market, and evaluating the impact for the whole town not just the pay-off for a single development.</p> <p>d. S94 Contributions and Funding - Council may see benefit from extracting Section 94 funds from new developments, but the long-term disadvantages would far outweigh the short-term benefits that such funds may bring. An alternative strategy for developing the potential of Tomaree peninsula would be to encourage higher occupancy rates in accommodation units outside the peak period. This should initially focus on weekend and short-term lets especially in shoulder periods. If Council could charge these visitors (through their letting agents) a small amount per bed occupied there would be ample funds available to fund the strategy and basic infrastructure without relying on a single charge on initial development through Section 94 levies.</p>	<p>c. The feasibility assessments provide Council with an analysis to understand why limited private investment had occurred in the town centre.</p> <p>d. See submission 8d.</p>
73	Individual	<p>a. Town Vision - Object to any increases in building heights beyond what is articulated in the Nelson Bay Town Centre and Foreshore Strategy 2012. Buildings should not obscure the tree line on surrounding ridges and hills.</p> <p>b. Heights and Discussion Paper - The Discussion Paper assumes that 7 stories is the building height limit and that this</p>	<p>a. See submission 1c.</p> <p>b. See submission 1b.</p> <p>c. See submission 7c.</p> <p>d. See submission 7a.</p> <p>e. See submission 6c.</p> <p>f. See submission 4h.</p>

		<p>limit could be varied to encourage feasible development. The Nelson Bay Town Centre and Foreshore Strategy 2012 actually proposed a maximum of five storeys throughout the Town Centre with the exception of the area south of the Bowling Club (7 storeys) and the Marina area (3 storeys), and Fishermen's Co-op site (4 storeys). The default height is not 7 stories – it is 5 stories. Only if a development exhibits outstanding design excellence, and provides a strategic public benefit (e.g. a significant public domain improvement or a conference centre facility) can it qualify for additional storeys – an additional 2 storeys and an additional 0.5:1 floor space ratio above the 2.0:1 floor space ratio that would apply to the Town Centre.</p> <p>c. 4.6 Guidelines - for variations should not be open-ended but should set strict maximum height and floor space ration limits.</p> <p>d. Implementation - The 2012 strategy doesn't need much changing – it just needs to be implemented.</p> <p>e. Residents - Question the modelling done in the Discussion Paper, which says that the height limit can be varied to encourage feasible development. Reject the assumption that if you build higher residential units more people will come.</p> <p>f. Public Domain - Need better landscaping and more trees (boulevard style), spaces where people can meet and interact, and better streetscape design including signage, paving, street furniture and lighting.</p> <p>g. Tourism and Economy - The VIC is in the wrong place, it should be located just out of town as part of an interpretive/information centre with parking. Council could investigate locating it near the Soldiers Point Road/Nelson Bay Road intersection.</p> <p>h. Traffic and Transport - Coaches add to traffic problems by occupying car parking spaces in Victoria Parade when they should be dropping off and standing by out of town.</p> <p>i. Donald Street carpark idea - Council should fix and reopen Donald Street. It is a community asset that needs to be utilized.</p>	<p>g. The Delivery Program identifies the need to fund the Apex Park Masterplan, which incorporates the role and location of the Visitors Information Centre (VIC).</p> <p>h. See submission 4g.</p> <p>i. See submission 1a.</p>
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74	Individual	<ul style="list-style-type: none"> a. Town Vision - Support Nelson Bay as a coastal, relaxed, "village" atmosphere with less traffic congestion and coastal activities. b. Heights - Retain the 2012 strategy's building height levels c. Traffic and Transport - Congestion will be an issue if more densely packed development of the area were considered. Other issues being increased litter & graffiti, violence and crime, hooning. d. Development consideration - A proposed solution to this problem is for the council to 'sponsor' the development of various 'business centres' which local residents could cycle/walk to for the purpose of performing their work. 	<ul style="list-style-type: none"> a. See submission 1c. b. See submission 1b. c. See submission 4g. d. An incubator hub for business services, marketing and networking is currently being trialled by the private sector at Salamander Bay. Council could consider an action in the Strategy around facilitating discussions with government agencies and private enterprise to collocate services in the Nelson Bay town centre.
75	Individual	<ul style="list-style-type: none"> a. Heights - Retain existing 5 storey limit in the Nelson Bay Town Centre and retain the green perimeter around the area. Do not want to see overdevelopment. Buildings should sit well in the landscape and not be intrusive. b. Residents - Knowing there are a lot of vacant units a lot of the year I can't see why we need more units. c. Infrastructure works - Magnus street closed to traffic and made into a mall. d. Donald Street Carpark idea - Make the car park in Donald Street a multi storey car park. e. Public Domain - I think a lot more could be done in Apex Park like lights in the trees all year round like they have in other towns, and a drinking fountain. 	<ul style="list-style-type: none"> a. See submission 1b. b. See submission 6c. c. See submission 5e. d. See submission 1a. e. See submission 4h.
76	Individual	<ul style="list-style-type: none"> a. Town Vision - Some of the ideas for improving the strategy relate to increased building heights and development incentives which are in contradiction of the original Vision and Objectives in the 2012 strategy. b. Heights & Discussion Paper - The 2012 had a high level of community agreement on maintaining clear views of the ridgeline, and limiting the Town Centre to 5 storeys in height. The main initiative to increase maximum heights for most of the CBD to 7 storeys together with a right to apply for additional storeys to be judged on "merit," namely design excellence and contribution to the public good. This solution is 	<ul style="list-style-type: none"> a. See submission 1c. b. See submission 1b. c. See submission 6c. d. See submission 1a. e. See submission 7c. f. See submission 68a. g. See submission 4h. h. See submission 4h. i. See submission 33e. j. See submission 5e.

		<p>posed despite the advice from Council's consultant HillPDA, that "added density to existing building height will not of itself alone create project viability". Their feasibility testing largely confirms this conclusion. A range of market driven and financial constraints which are beyond the control of Council and are unlikely to be altered by changes to the planning controls affecting residential building in Nelson Bay.</p> <p>Development consideration - This goal underlies the focus of the discussion paper on amendments to planning controls to encourage development of more up-market apartments in the town centre which will appeal to permanent residents. There is strong evidence that this thinking is misguided. The last 2 censuses showed that apartments with 4 or more floors in Nelson Bay had around 76% of their units unoccupied. Any amendments to the strategy which simply increase the number of unoccupied dwellings do not add to the level of activity in the town and are likely to be counter-productive especially if mortgage defaults also increase.</p> <p>c. Residents - Recommend planners consult in detail with a sample of local real estate agents on the market for high rise apartments including achievable prices, desired features (number of car parks, storage, number of bedrooms, views etc.); the Time taken to sell new units and experience in occupancy of such dwellings (proportion of purchases for permanent residency, permanent rental, holiday rental, occasional weekend or holiday use or simply for investment with no intention to occupy).</p> <p>d. Donald Street proposal - The proposals for the two car park sites cannot be divorced from the current strategy review. Not only are these sites of extremely high strategic importance to the town's overall structure, but they offer an opportunity to provide a long term and incremental solution to the town's car parking requirements.</p> <p>e. 4.6 Guidelines - Suggested changes to the height limits and the use of Clause 4.6 to provide "development Incentives" - will deliver increased certainty to developers when considering</p>	
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		<p>investment in Nelson Bay is open to challenge as it may actually contribute to uncertainty as it would be open to developers of any site in zone C (blue) to apply for substantially more than 7 storeys. Greater certainty can be achieved across the blue zone with planning controls providing for increasing heights on a graduated plan from north to south and towards the rim of the amphitheatre. This would optimise view sharing. This would necessitate sub-zoning within the Blue area with clearly prescribed maximum heights for all sites.</p> <p>f. Infrastructure Works and Public Domain - Linkage of the CBD to the Foreshore and Port - Priority should be assigned to these works. Council should seek an opportunity to encourage the marina to consider reducing the height of the existing marina building or moving it some way to the west to open up the vista from Stockton Street to the harbour. Any redevelopment should restructure the existing buildings to present an active and attractive facade to the town.</p> <p>g. Traffic and Transport - Supportive of updated traffic and parking strategy. An update should address the provision for existing and future parking needs. Consideration given to coach operators feeding visitors to ferry and cruise operations and impacts with short term parking provisions close to the foreshore.</p> <p>Funding of replacement or additional parking spaces from paid parking needs to be approached with caution (as Salamander Bay has free parking). Council has an obligation to fund car parking in Nelson Bay as much of the existing parking infrastructure was funded by past developer contributions.</p> <p>h. Public Domain – the proposed “Primary Town centre By-Pass” via Dowling Street is a desirable means of reducing through traffic in the CBD itself, clearing the way for increased traffic calming on Victoria Parade. The median strip barrier to pedestrians east of the traffic lights could become redundant.</p> <p>i. Traffic and Transport - Improved access to Final Bay and Shoal Bay - bypass route using Austral Street linking to</p>	
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		<p>Government Road Shoal Bay could replace the Gan Gan bypass proposal.</p> <p>j. Public Domain -Need for improved wayfinding across the entire CBD and surrounding precincts. This should direct pedestrians, cyclist sand motorists to destination points and facilities.</p> <p>Laneway enhancement opportunity: Investigate the laneway linking Donald Street to Magnus Street has potential for upgrade to an attractive covered walkway with small scale boutique retail /eating strip insertions.</p> <p>Public Domain improvements supported - need for improved maintenance of paving, street furniture and lighting.</p> <p>Landscaping and street tree provision needs to be extended across the whole CBD following a strategy including minimum standards for plantings and tree species.</p>	
77	Individual	<p>a. Heights - Object to the proposal of raising the height limit to 7 storeys with no maximum value.</p> <p>Heights & Discussion Paper - misleading when it states that the 'existing and adopted' starting point is a 7 storey limit throughout the town centre, when this was only ever agreed, in the 2012 Strategy, as a variation possibility in exceptional circumstances. The 15m current limit which in the past has equated to about 5 storeys should remain or as it appears modern designs have increased the height of each floor from 3 to 3.5 metres, then a new limit of 17.5 metres may be acceptable for most of the CBD but not along the ridges and foreshore. As discussed in other sections I believe that no proof has been provided to support an increase above this value. This additional 6 or 7 metres variation must be stated clearly that it is the maximum allowed additional height and strictly enforced.</p> <p>A full economic study of the Nelson Bay CBD and Foreshore should have been undertaken to enable a proper discussion on "value for money" actions to renew the area rather than just a feasibility study on varying building heights.</p>	<p>a. See submission 1b.</p> <p>b. See submission 6c.</p> <p>c. See submission 7c.</p> <p>d. See submission 1b.</p> <p>e. See submission 7c.</p> <p>f. See submission 32i.</p> <p>g. See submission 4g.</p> <p>h. See submission 1a.</p> <p>i. See submission 4h.</p> <p>j. See submission 7a.</p>

		<p>b. Residents - More apartment development - No proof has been provided that “Build them and they will come” philosophy will work. Over the past few years Nelson Bay has seen approximately 100 free standing home built in the Vantage estate and about 20 in Dowling Street suggesting that currently the preference for home purchasers preferring houses over units. These points are confirmed on Page 37 of the HillPDA Feasibility Report.</p> <p>Feasibility Report - The assumptions made in the study for the cost of below ground parking is based on “fully excavated” is not appropriate. The HillPDA Report Page 25 acknowledges this by showing examples of existing developments which have been able to use the sloping land to advantage but this has not been taken into account in the study with a blanket value of \$50K for below ground and \$20K for above. It is also misleading that the above ground parking options are more viable, naturally if the top floors are going to be higher with better views they are going to sell for much more. The study should have been based on fixed heights not storeys so that above ground parking developments would in fact have less units being able to be built within the height restriction, this would then make then likely less viable. You cannot compare one against the other as has happened in this study unless you count car parking above ground as a storey.</p> <p>The assumptions of unit sales is also questionable, particularly how much demand there will be, particularly after an initial rush of sales, it is likely that if a number of tall developments were to be built there would be an oversupply of particularly standard 2 bedroom units with no water views. EPS believe that the adopted apartment sales rates are optimistic overall, particularly given the shallow apartment market depth in Nelson Bay. These concerns and many others have been identified in the EPS Review. The Feasibility Study is very misleading and has very little value and should carry very little weight. The study doesn’t even test the feasibility of 7 storeys</p>	
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		<p>which is proposed as the standard height for the majority of the CBD area.</p> <ul style="list-style-type: none"> c. Development consideration - The Discussion Paper suggests that with Clause 4.6 that there could be no maximum limit in height, this is totally unacceptable. d. FSR - This is an important aspect of building design that should be reintroduced back into the LEP. The 2012 Strategy suggested FSR's of 2.0:1 with the option of an additional 0.5 for exceptional cases with outstanding design and strategic public benefit. The proposed default values of 2.5 or 3.0:1 have not been justified in any way. FSR values need to remain at the lower values and be strictly listed in the LEP with clear expectations that values will not be exceeded. e. 4.6 Guidelines - will be critical. They need to be clear and send a strong message to developers that variations will only be granted in "rare and exceptional" circumstances with some outstanding demonstrable public good. Fixed clear caps need to be stated for Nelson Bay such as for the increase in height of buildings of 7m (2 storeys) and increase in FSR 0.5:1 that can be granted with an overriding principle that buildings should not breach the tree line on the ridges and hills. These controls need to be stated within the LEP. f. Urban Design Panel - Concern on how much power these panels will have the experience / independence of the panel and how they are selected. g. Traffic and Transport - A traffic management plan needs to be undertaken. This would include options of routing traffic through and around the CBD. A parking strategy and plan needs to be implemented quickly to address current and projected future needs for commercial, tourist and residential parking. h. Donald Street Proposal - Opposed to building large towers on the existing Donald Street carparks reported in the media. The community have no figures on the amount of money currently and in the past being raised by parking meters and Section 94 contributions to clearly understand the problem of funding. 	
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		<ul style="list-style-type: none"> i. Public Domain - Support ideas 12 to 15 summarised on Page 6, but suggest that the timing should be all Short Term. Clear plans need to be made including costings including “value for money” or “expected rate of return” so that projects can be placed in the Forward Plan that is then adhered to. j. Implementation –The 2012 Strategy listed a large number of recommendations, these are still valid and need to be followed through with full Council support, by a panel which meets at least quarterly and reports publicly. 	
78	Individual	<ul style="list-style-type: none"> a. Heights - The 2012 Strategy are still relevant and adequate, especially on the 5 storey heights over the town (except for 3 sites where exceptional contribution could be shown). The proposal on page 5 of the Discussion Paper that the existing and adopted height limits for the Town Centre in the original Strategy were seven storeys (with special exceptions) is massively misleading. These reasons for the adoption of the five-storey height are still crucial to the discussion. Any higher development should be on the outer rim of the amphitheatre and should be below the surrounding tree line. FSR - The addition of appropriate FSRs would be an improvement. b. Residents - Strategies and legislation are needed to discourage lack of occupancy. We do not want developments which add to the stock of unoccupied dwellings. c. Implementation - Many of the recommendations have not been implemented, especially with any development that has taken place (such as the importance of landscaping). d. Strategy Boundary - is not supported on eastern Magnus Street and Thurlow Avenue, building heights should not go above 15 m along the ridgelines. e. 4.6 Guidelines – is supported. f. Donald Street Proposal - East Donald Street car park needs dynamiting and replacing urgently. The heights being mooted for possible commercial developments are totally unacceptable. g. Development Consideration - Additional incentives other than views need to be provided to enhance living amenity and 	<ul style="list-style-type: none"> a. See submission 1b. b. See submission 6c. c. See submission 7a. d. See submission 1b and see submission 2a. e. Noted. f. See submission 1a. g. See submission 1b. h. See submission 4h. i. See submission 8d. j. See submission 4h. k. See submission 6c.

		<p>encourage permanent residents as buyers - such as attractive design, superb landscaping that separates the apartments from the street, inner spaciousness and possibly a pool.</p> <p>h. Car parking – should be underground and should have active street frontages and landscaping should be creatively used to disguise and enhance them.</p> <p>i. S94 Contributions– the present car parks have been purchased and developed largely with contributions from shopkeepers and businesses in the town over the years so should not be sold off with the profit going to developers. Question where Section 94 contributions for developments in the area have gone. There have been no council infrastructure improvements. If there is to be a nexus between expenditure of Section 94 funds and their source these should have been spent in the town. A large proportion of the businesses in town have paid parking contributions in lieu of on-site parking. How have these been used?</p> <p>Funding - to apply for a Community Development Grants Programme Grant from the Commonwealth Department of Infrastructure and Regional Development to rebuild the Donald Street Car Parks. Income from any active street front commercial development would cover the cost of future maintenance and repay any costs of grant applications and tender documents.</p> <p>Funding - For the future of the town alternative methods of finance are necessary that will provide the best outcome.</p> <p>j. Public Domain – Landscaping and amenity improvements are supported, particularly on Magnus, northern Stockton Street and Government Road. Landscaping at Yacaaba Street Extension will be crucial.</p> <p>k. Residents - Emphasis and discussion is needed on strategies to fill the already empty units and attract permanent residents.</p>	
79	Individual	<p>a. Implementation - The 2012 Nelson Bay Strategy recommendations have to be implemented. The Strategy does not need to change.</p>	<p>a. See submission 7a. b. See submission 4h. c. See submission 4h. d. Noted.</p>

	<p>b. Public Domain - the town centre would benefit greatly from creating a mall out of Magnus Street to the west of Yacaaba Street, even include the northern end of Stockton Street from Government Road down to Donald Street. Traffic movement would still be effective with the 'circling' opportunity of Yacaaba St, Government Road, Church Street, and Donald Street.</p> <p>c. Car Parking - Council should itself re-develop the car parks it owns in Nelson Bay.</p> <p>d. FSR – support.</p> <p>e. Heights - the 2012 strategy allows for up to 5 stories at 3.5 metre height (total 17.5 metres) and this should be the maximum height allowable.</p> <p>f. Town Vision - to preserve the low-rise, village atmosphere in the Bay's bowl-like landform. The town should not overturn its plans and development controls.</p> <p>g. Zoning - The town centre is a combination of B2 and R3. The R3 zone (per Nelson Bay) is generally interpreted as a maximum height of 12.5 metres (let's say even allow 4 storeys at 3.5 metres - i.e. 14 metres), with a maximum FSR of 0.9. The DP proposal for segment E (R3 zoning) is now 5 storeys with NO FSR. This expansion must be explained, and must include an FSR of 0.9.</p> <p>h. Heights and FSR - The DP advances segment C to the west, and to the south of the current B2 zoning. A proposal for 7 storeys at 24.5 metres with an ultimately allowable FSR of 2.5. This takes this area into and way beyond high density R4, which is generally 28 metres maximum, but, importantly way over the accepted maximum high density FSR of 1.5. If these areas are to remain residential R3 the height should be limited to 5 storeys (17.5 metres), but with an FSR of 0.9. Finally, Segment F of Figure 12. The Woolworths site has only recently been completed so nominating this area as a 7 storey height limit seems pointless. On the remaining 2 sites a maximum FSR of 3.0 would allow 3 storeys to cover the entire site. The 24.5 metre maximum is inappropriate in this area but at the same time if held as a maximum, it would protect some 'public'</p>	<p>e. See submission 1b.</p> <p>f. See submission 1c.</p> <p>g. See submission 1b.</p> <p>h. See submission 1b.</p>
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		amenity by ensuring that it would have to be held at about 1/3 footprint of the site.	
80	Individual	<p>a. Town Vision - Laid back coastal village character of Nelson Bay and the existing character which fits nicely into the natural beauty of the Tomaree Peninsula.</p> <p>b. Infrastructure works and public domain – Support investments such as upgrading infrastructure and amenities, such as parks, green space, and parking. Public Domain - enforces rules for visual appearance and maintenance of vacant commercial properties.</p> <p>c. Funding - Council has funds for infrastructure and matching funds from other government sources that can and should be sought for improving the existing infrastructure and amenities of Nelson Bay right now.</p> <p>d. Heights – Prefer a single, absolute building height of 5 stories for all new development in Nelson Bay, willing to support 7 storey height limit. Suggest waiting for the flow-on effects of the property bubble in Sydney to create the right economic climate in Nelson Bay that permits appropriate low rise development. Constructing more of the investor-fuelled vacant accommodation in high rise developments will only negatively impact on Nelson Bay.</p> <p>e. Implementation – keep the existing 2012 Strategy and its actions.</p>	<p>a. See submission 1c.</p> <p>b. See submission 4h.</p> <p>c. See submission 8d.</p> <p>d. See submission 1b.</p> <p>e. See submission 7a.</p>
81	Tomaree Business Chamber	<p>a. Town Vision - Nelson Bay as a Destination Recreational Shopping Centre and at the same time be complemented by having an extensive range of community and government services. It should also preserve the Coastal Village character and unique Natural Amphitheatre with the backdrop of wooded Hills and Ridges and at the same time ensuring there are mechanisms in place to ensure sustainable economic growth.</p> <p>b. Design Excellence - all new developments should have design excellence.</p> <p>c. Urban Design Panel - in principle support – the panel should be following the design principles that are set under – Council Guidelines for the use of Clause 4.6</p>	<p>a. See submission 1c.</p> <p>b. See submission 6d.</p> <p>c. See submission 32i.</p> <p>d. Noted. It is proposed that an amendment to the Nelson Bay Centre Development Control Plan (DCP) take place once the Public Domain Plan is completed. The Public Domain Plan will detail character and theme for public domain elements, such as street trees, signage and seating. The consideration of Active Street Frontages principles will be included in the review of the DCP, which will provide guidance and clarity around what Council will</p>

	<p>d. Development Considerations - LEP Clause for activated street frontages: Awning should have been installed along the complete facade as awnings are critical. Qualified support allowing for the addition of Donald St east of Yacaaba St on both sides until approximately 100m from the Donald St/Yacaaba St intersection and the remaining sections of both sides of Yacaaba St as well as the northern side of Tomaree St between the Mantra development and Church St.</p> <p>e. Development Considerations – Support for the LEP Clause for appropriate vertical to horizontal proportions</p> <p>f. Discussion Paper – Support for the Education Program on Urban Design</p> <p>g. Discussion Paper – Support for Awards that recognise Excellence.</p> <p>h. Heights - Building Heights are informed by all variables. Need principles before we go to variables which reflect the design character of the Town. Heights should follow the natural topography and be not too high in the centre and highest at the edges</p> <p>i. 4.6 Guidelines - must adopt the major criteria i.e.: demonstrate outstanding design excellence; demonstrate Public Benefit (e.g. a key employment hub; a Conference Centre), types of development would be rare and exceptional. The scope for variation should not be open ended/unlimited but should respect the overarching principles in the height of building clause.</p> <p>j. Strategy Boundary - Expansion of the Strategy Boundary to include ridgelines, maybe some areas immediately east of the Town Centre could be included but not the two ridge lines. Ensure that the focus is on the Town Centre heights.</p> <p>k. Discussion Paper - Public Goods are provided by those who use it - needs clarification unsure of intent.</p> <p>l. Public Domain – support Streetscape Design Guide. Should include the extension of Yacaaba St should provide an opportunity to provide an inspiring pedestrian gateway to the Town; to identify a site for a Town Square; to address the</p>	<p>expect in relation to future developments, building design and development considerations.</p> <p>e. Noted.</p> <p>f. Noted.</p> <p>g. Noted.</p> <p>h. See submission 1b.</p> <p>i. See submission 7c.</p> <p>j. See submission 2a.</p> <p>k. The discussion paper discussed how Council should fund infrastructure projects and public domain improvements. It states that when considering funding options, it should be paid by those who use and directly benefit from it - that is the businesses, residents and visitors of the Tomaree Peninsula. The discussion paper states that the ratepayers of the western and central parts of the LGA do not benefit from such works and in turn it is recommended that these assets should not be funded through general revenue.</p> <p>l. See submission 5e.</p> <p>m. See submission 8d.</p> <p>n. See submission 4g.</p> <p>o. See submission 4h.</p> <p>p. Action 2 in the implementation plan seeks to undertake a feasibility assessment on costs and risks associated with the installation and maintenance of a 'free public WI-FI Trial' in the commercial precinct.</p> <p>q. See submission 67k.</p> <p>r. See submission 1b.</p> <p>s. See submission 5e.</p>
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		<p>ongoing treatment and management [and having an Incentive Plan] for Commercial Building facades/awnings etc. – footpath widths; interaction of pedestrian and vehicles; a design that encourages activation. We should make the Town “Event Ready”.</p> <p>Public Domain – support detailed costing and priorities for Public Domain works, however this should be undertaken with community consultation. Engagement of a professional town centre design group or perhaps the University of Newcastle could be used to assist in a future design of the Public Domain in Nelson Bay.</p> <p>Public Domain – support a signage strategy and implementation of actions</p> <p>m. S94 Contributions – revise for catchment area. Discussion is required on S94 contributions and its relationship to other funding sources. Need to update their figures regarding parking contributions. Why is it estimated that above ground parking costs \$25,000 a bay would we only charge developers \$14,000.</p> <p>n. Traffic and Transport – support the identification of a future satellite parking location in consultation with the wider community. A transport interchange should be introduced as part of the redevelopment of the Donald St West public car park.</p> <p>Car parking – no objections to exploring options for user pays approaches to the provision of parking however this should form part of a Parking Strategy including enforcement and management of parking for staff employed in the Town.</p> <p>Donald Street carpark idea - it is essential for future parking arrangements on the two Council Carparks not be limited to an arrangement with private developers and that alternate parking options be explored.</p> <p>o. Implementation – support re-wording existing actions to be “SMART” and support an implementation panel that includes local people. Consideration should be given to establishing a</p>	
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		<p>Leadership Group that ensures there are ongoing mechanisms to attract funding for critical infrastructure.</p> <p>p. Development considerations – Wi-Fi opportunities such as smart parking, smart security, smart services, ability to track pedestrian movements and other data to help local business, track traffic information.</p> <p>q. Hunter Regional Plan - Council should play a proactive role with the implementation of the Hunter Regional Plan as it relates to Nelson Bay being identified as a Strategic Centre and the opportunities that go with this role in the Hunter Region.</p> <p>r. Strategy Boundary & Zoning - address the usage/zoning of the western side of Church St [between Tomaree St and Government Road] in the Town Centre strategy as there maybe opportunities that could benefit/complement the Town.</p> <p>s. Public Domain - currently lacks a sense of arrival which should be an essential element of a centre which has Strategic Centre status in the Hunter Regional Plan. This could be Nelson Bay road from the Roundabout at Salamander Way through to Nelson Bay CBD. Other accesses to the CBD should be featured and complement the key Gateway from the South.</p> <p>Public Domain - commence the implementation of the Apex Park Master Plan.</p> <p>Public Domain – the Marina (Teramby Road) has poor Public Domain presentation and activation.</p> <p>Public Domain & development consideration - Victoria Parade Eat Street Proposal - there is the opportunity to enhance the appeal of Nelson Bay as an Eat St destination and also enhance the pedestrian gateway to the CBD from the foreshore. Resume a section of the current grassed area from where the new Yacaaba St extension will link to Victoria Parade and extend east for about 70 m to the existing angle parking in Victoria Parade. This would allow for built one level structures to be strictly for dining and would be elevated adequately to avoid motor vehicles in Victoria Parade impeding the view immediately in front of the proposed Eat St precinct.</p>	
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		This potential development should not be introduced until the Public Domain Plan been undertaken.	
82	Individual	<p>a. Implementation - Need is for more active promotion and implementation of the Strategy and associated public works.</p> <p>b. Heights - Object to height of building controls be blamed for the lack of investment in recent years. Seek strict height limits, to create more certainty. The existing default height limit of 5 storeys north of Dowling St. is still desirable (allowing that with the new standard of 3.5m/storey that will increase permissible height to 17.5m). Any variation allowed under the LEP Clause 4.6 should be limited to an additional 2 storeys (7m), and only in rare and exceptional cases with outstanding design and strategic public benefit (the same criteria adopted in the 2012 Strategy – not ‘or’ as mistakenly cited in the DP).</p> <p>c. Town Vision - Coastal village character of the town must be maintained, and buildings kept below the wooded backdrop when viewed from the Bay. There could be higher buildings south of Dowling St against the hillside, but there should be a general overriding criterion throughout the Strategy area that buildings not breach the tree-line on surrounding ridges and hills.</p> <p>d. Development considerations and Zoning - Any variations to zonings, height of building and FSR must reflect the consensus on maintaining the unique visual character of the town.</p> <p>e. Strategy boundary - It is not appropriate to extend the Strategy area to include the ridge lines (along Thurlow Ave and Magnus St) and the current 15m (effectively now 4 storey) height limits in those medium-density residential areas should remain with no expectation of variation.</p> <p>f. 4.6 Guidelines - for any variations (under the LEP Clause 4.6) must be strict and set maximum height and floor space ratio (FSR) limits.</p> <p>g. Traffic and Transport - An overall long-term parking and traffic management strategy is required to consider both current and future needs.</p>	<p>a. See submission 7a.</p> <p>b. See submission 1b.</p> <p>c. See submission 1c.</p> <p>d. See submission 1b.</p> <p>e. See submission 2a.</p> <p>f. See submission 7c.</p> <p>g. See submission 4g.</p> <p>h. See submission 5e.</p>

		<p>h. Infrastructure works and Public Domain - Signage and changes in priority markings for an inner bypass route following Dowling-Fingal-Trafalgar Streets, a new roundabout at the junction of Trafalgar St and Shoal Bay Road. Improvements in the Town Centre and Foreshore area are critical such as better landscaping, signage, paving, street furniture and lighting.</p>	
	TRRA	<p>a. 4.6 Guidelines – critical. Any criteria for the use of 4.6 guidelines must be embedded in the LEP itself. Concerned that the Church St DA has set a precedent that could undermine any new development standards that emerge from the Strategy Review.</p> <p>b. Strategy Boundary - The boundary in Figure 12 has also been extended to include the former Bunnings site, without any mention in the discussion paper.</p> <p>c. Heights - Revised height limits for the entire area south of Dowling St be considered, subject to the overall constraint in the 2012 Strategy – the ridge and headlands be visible and not eclipsed by buildings.</p> <p>d. Traffic and Transport – urge Council to share the results of the updated study with key stakeholder groups before making any specific recommendations.</p>	<p>a. See submission 7c.</p> <p>b. The Strategy boundary in the draft revised Strategy does not include this site.</p> <p>c. See submission 1b.</p> <p>d. See submission 4g.</p>