

# TABLED DOCUMENT

## ITEM NO. 2

### 1) SUBMISSIONS SUMMARY AND RESPONSE TABLE

NELSON BAY PUBLIC DOMAIN PLAN

ORDINARY COUNCIL MEETING

23 JULY 2019



# PORT STEPHENS

C O U N C I L

# NELSON BAY PUBLIC DOMAIN PLAN

## PUBLIC EXHIBITION SUBMISSIONS SUMMARY AND RESPONSE TABLE

### Engagement HQ Survey Responses

Survey Question	Summary and Response
<p>Which part of the plan will make the biggest difference to Nelson Bay?</p>	<p>The majority of response identified aspects of the Public Domain Plan that would result in positive impacts, such as the upgrades to and expansion of shared zones in Magnus Street and Stockton Street. Specific comments in this regard related to improved pedestrianisation of the shared zone through upgraded pavements, levelling of the roadway with the rest of the shared zone, and improved street lighting. The vision for a revitalised shared zone was well received with a number of comments commending this aspect of the plan.</p> <p>Improvements to the pedestrian environment outside of the share zone were also reported as important, as it will lead to increased connectivity between the town centre and foreshore. Wayfinding measures included in the PDP were noted as being complementary in this regard.</p> <p>Increased street trees were reported as having a positive impact to the town centre and foreshore, resulting in a more attractive and vibrant town centre and foreshore. Some responses indicated that poorly selected street tree species could obscure views to the waters of Nelson Bay, and of businesses for those passing through the town centre. These comments tended to relate to specific locations, indicating that a finer grained approach to street tree plantings is recommended. This can be achieved through the Streetscape Design Guidelines, which although providing species recommendations, also notes that selections should give consideration to the form and function of different areas, as well as to maintaining views.</p> <p>Some comments recommended consideration be given to ensuring accessibility for people with a disability. It is noted that Council incorporates relevant accessibility standards and policies at the design phase for future works, to ensure acceptable levels of access are provided. Some comments also noted that the upgrading of shared zones may result in a loss of car parking spaces. Improvements to car parking within Nelson Bay are currently being progressed through a separate process, which will give consideration to parking outcomes resulting from implementation of the PDP.</p>
<p>Is a greener town centre likely to increase the amount of time you spend there?</p>	<p>The majority of respondents reported that a greener town centre would increase the amount of time individuals spent in the town centre. This is supported by a number of comments to other questions which specifically noted that increased street trees would make the town centre more attractive and vibrant.</p> <p>Those respondents that indicated a greener town centre would not increase time patrons spent there, still tended to report that increased street trees would result in a positive impact to the town centre and foreshore.</p>
<p>Do you think the Plan will improve the ease for visitors to find their way around Nelson Bay Town Centre?</p>	<p>The majority of respondents agreed that the PDP will improve wayfinding and accessibility to and within the town centre and foreshore. Improved signage and a better pedestrian environment were most commonly reported as the reason for this response. Improved lighting in the PDP was also attributed to improvement in wayfinding in the town centre.</p> <p>Those respondents who did not feel the plan would improve ease of wayfinding generally based their response on car parking or traffic movement issues. The Delivery Program includes a number of other actions relating to the improvement</p>

Survey Question	Summary and Response
	<p>of car parking utilisation and access, and improved traffic flow. This matter will be further considered as those other actions are developed and addressed.</p> <p>The PDP included an alternative concept (in Appendix D) to create a vehicle free mall in Stockton Street, which a number of respondents noted could be a barrier to wayfinding and accessibility in the Town Centre. This alternative concept is not currently proposed to be implemented.</p>
What features do you notice most in the draft Plan?	Respondents reported a variety of aspects of the plan as the most noticeable feature, with almost half reporting that street trees captured their attention. This is supported by the number of respondents who included details of street trees in other parts of their submissions. Other features reported as being noticeable features of the plan include upgrades to public spaces, and pavement and surface finishes.
Any other comments?	Responses to this question elicited a wide variety of responses, however there was a general consensus that the PDP would result in a better connected and reinvigorated town centre that better serves the need of residents, visitors and local businesses.

## **EMAIL SUBMISSIONS**

No.	Author of submission	Comment	Council response
1	Resident	Proposed street tree species identified for Laman Street are not appropriate as they could result in view loss, overshadowing and attract nuisance Corellas and bats.	The Streetscape Design Guidelines lists potential tree species that meet specified design criteria such as the impact on views and solar access. However the final tree species will be selected by Council with consideration to the objectives of the PDP, safety, maintenance requirements and the impact on services. This selection process will be subject to further community consultation.
2	Resident	Proposed street tree species identified for Laman Street are not appropriate as they could result in view loss. Native trees should be planted in APEX Park to provide a more natural environment and habitat for local fauna.	The Streetscape Design Guidelines lists potential tree species that meet specified design criteria such as the impact on views and solar access. However the final tree species will be selected by Council with consideration to the objectives of the PDP, safety, maintenance requirements and the impact on services. This selection process will be subject to further community consultation.
3	Resident	Proposed street tree species identified for Laman Street are not appropriate as they could result in view loss, overshadowing and reduce accessibility of walkways.	The Streetscape Design Guidelines lists potential tree species that meet specified design criteria such as the impact on views and solar access. However the final tree species will be selected by

			Council with consideration to the objectives of the PDP, safety, maintenance requirements and the impact on services. This selection process will be subject to further community consultation.
4	Resident	Proposed street tree species identified for Laman Street are not appropriate as they could result in view loss, overshadowing, infringement on property boundaries, reduced accessibility of walkways, and attract nuisance Corellas and bats. A finer grain approach should be taken to Laman Street given its unique character.	The Streetscape Design Guidelines lists potential tree species that meet specified design criteria such as the impact on views and solar access. However the final tree species will be selected by Council with consideration to the objectives of the PDP, safety, maintenance requirements and the impact on services. This selection process will be subject to further community consultation.
5	Resident	Proposed street tree species identified for Laman Street are not appropriate as they could result in view loss.	The Streetscape Design Guidelines lists potential tree species that meet specified design criteria such as the impact on views and solar access. However the final tree species will be selected by Council with consideration to the objectives of the PDP, safety, maintenance requirements and the impact on services. This selection process will be subject to further community consultation.
6	Resident	Proposed street tree species identified for Laman Street are not appropriate as they could result in view loss, overshadowing, infringement on property boundaries, and reduce accessibility of walkways.	The Streetscape Design Guidelines lists potential tree species that meet specified design criteria such as the impact on views and solar access. However the final tree species will be selected by Council with consideration to the objectives of the PDP, safety, maintenance requirements and the impact on services. This selection process will be subject to further community consultation.
7	Resident	A reduced speed limit in Magnus street and moderately sized street trees with narrow trunks would be beneficial to traffic safety in Magnus street. Use of moderately sized street trees would also help to prevent view	Transport and parking is a key consideration of the Delivery Program which includes a number of dedicated actions to improve traffic and parking outcomes. Action 26 requires a review of speed limits,

		<p>loss. The use of bike paths may negatively impact the operation of the road and pedestrian networks in Magnus Street.</p> <p>The removal of the existing foot-bridge is questioned given its high usage.</p> <p>The existing foreshore playground location is considered more appropriate than the new location, which would also result in a loss of car parking. Further, the expansion of playground facilities should not result in negative impacts to visitors to the foreshore such as excessive noise, or non-family oriented facilities.</p>	<p>including in Magnus Street, and Action 20 requires that an Integrated Transport Plan be developed. The outcomes of these actions will also inform the eventual design of the road upgrades in the PDP, including whether to include dedicated bike lanes in Magnus Street. The Integrated Transport Plan will be subject to further community consultation.</p> <p>The PDP includes improvements to Victoria Parade to prioritise pedestrians, reducing the need for the footbridge. This is complimented by recent works undertaken to improve pedestrian connectivity between the town centre and foreshore, including the provision of traffic lights with crossing signals at the intersection of Stockton Street and Victoria Parade, as well as the extension of Yacaaba Street to Victoria Parade. The footbridge has been proposed to be removed because it dominates the skyline and includes bulky stairs/ramps which fragment public space into less usable portions of land. A structural analysis of the footbridge has also revealed that the structure has reached the extent of its lifetime, and is unsuitable for extended use into the future.</p> <p>The PDP recognises the importance of useable open space along the Nelson Bay foreshore. Action 16 of the Delivery Program requires a review of the Nelson Bay Foreshore Plan of Management, where further consideration will be given to use of this land. Further community consultation will be undertaken as part of a master planning process that will consider the Plan of Management review and the PDP vision. The master planning process will also</p>
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		<p>The use of the reserve south of Victoria Parade for parking has already been demonstrated to be unfeasible and would result in a loss of green usable space.</p> <p>The use of Norfolk Island Pines on Victoria Parade is not supported.</p>	<p>consider the outcomes of an Integrated Transport Plan prepared to deliver Action 20 of the Delivery Program, and the recommendations of the Nelson Bay Independent Citizens Car Parking Panel report (the Parking Panel). The Parking Panel gave specific consideration to car parking within the town centre and foreshore, providing recommendations that would result in an overall increase in the number of available car parking spaces.</p> <p>The PDP recommends the investigation of land to the south of Victoria Parade for car parking purposes, which could allow for expansion of public open space along the foreshore. This aligns with recommendations in the Nelson Bay Independent Citizens Parking Panel report which recommends investigations for the use of this land for parking purposes. Additionally, the Nelson Bay Foreshore Plan of Management supports investigation of this land for car parking purposes, noting that the slope of the land currently inhibits widespread recreational use. Any changes to the foreshore, including the land south of Victoria Parade will be subject to a review of the Nelson Bay Foreshore Plan of Management and a subsequent master planning process, which will include further community consultation.</p> <p>The PDP proposes the use of Araucaria heterophylla as feature trees to provide a sense of identity to the foreshore and increasing shade. Tree species will be selected by Council's arborist who will give consideration to safety, maintenance requirements, the impact on services, as well as the impact on views and the streetscape.</p>
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8	Resident	<p>Pine trees should not be planted along Victoria Parade as they are not indigenous to the area, would block views of the water, and would reduce the suitability of the area for events.</p> <p>Tree plantings on Magnus St would make exiting driveways more dangerous. Additionally, the street has insufficient width to include cycle paths as well.</p> <p>The existing foreshore playground location is considered more appropriate than the new location.</p>	<p>The PDP proposes the use of Araucaria heterophylla as feature trees to provide a sense of identity to the foreshore and increasing shade. Tree species will be selected by Council's arborist who will give consideration to safety, maintenance requirements, the impact on services, as well as the impact on views and the streetscape.</p> <p>Transport and parking is a key consideration of the Delivery Program which includes a number of dedicated actions to improve traffic and parking outcomes. Action 26 requires a review of speed limits, including in Magnus Street, and Action 20 requires that an Integrated Transport Plan be developed. The outcomes of these actions will also inform the eventual design of the road upgrades in the PDP, including whether to include dedicated bike lanes in Magnus Street. The Integrated Transport Plan will be subject to further community consultation.</p> <p>The PDP recognises the importance of useable open space along the Nelson Bay foreshore. Action 16 of the Delivery Program requires a review of the Nelson Bay Foreshore Plan of Management, where further consideration will be given to use of this land. Further community consultation will be undertaken as part of a master planning process that will consider the Plan of Management review and the PDP vision. The master planning process will also consider the outcomes of an Integrated Transport Plan prepared to deliver Action 20 of the Delivery Program, and the recommendations of the Nelson Bay Independent Citizens Car Parking Panel report (the Parking Panel).</p>
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		<p>The Tourist Information Centre is in an inconvenient place and should be located closer to the entrance of town where there is more room for parking.</p> <p>The closing of Stockton St would increase travel time to the Town Centre. The closing of Yacaaba and Stockton St would reduce business along that section.</p> <p>Parking along Victoria Pde should be retained as removal would discourage visitors.</p>	<p>The PDP identifies potential relocation of the Visitor Information Centre to a more centralised location, allowing for community uses of the existing building. Future consideration of this matter, should a suitable site become available, would include consultation with the community and key stakeholders.</p> <p>The PDP includes a variety of options for traffic movement in the Stockton Street and Magnus Street shared zone. It is not Council's intention at this time to adopt a model that will result in pedestrian only malls.</p> <p>The PDP recommends the investigation of land to the south of Victoria Parade for car parking purposes, which could allow for expansion of public open space along the foreshore. This aligns with recommendations in the Nelson Bay Independent Citizens Parking Panel report which recommends investigations for the use of this land for parking purposes. Additionally, the Nelson Bay Foreshore Plan of Management supports investigation of this land for car parking purposes, noting that the slope of the land currently inhibits widespread recreational use. Any changes to the foreshore, including the land south of Victoria Parade will be subject to a review of the Nelson Bay Foreshore Plan of Management and a subsequent master planning process, which will include further community consultation.</p>
9	Destination Port Stephens	<p>The Plan will create a vibrant village hub which will provide opportunities to expand the visitor base attracted to the region. The proposed wayfinding strategy and use of pictograms will improve the visitor experience. DPS is interested in</p>	<p>The PDP identifies potential relocation of the Visitor Information Centre to a more centralised location, allowing for community uses of the existing building. Future consideration of this matter, should a suitable site become available, would include</p>



		the refurbishment or relocation of the Visitor Centre.	consultation with the community and key stakeholders.
10	Resident	<p>The plan could result in the loss of car parking, particularly in shared zones. These spaces need to be provided elsewhere and supplemented with additional spaces, before any other improvement works.</p> <p>Removal of the stage in Stockton Street will allow for increased vehicle speeds, and needs to be undertaken only at the time that other measures are implemented to ensure excessive speeds are not reached.</p> <p>The removal of overhead electricity lines and the planting of avenues of trees will provide an improvement to the public realm and is fully supported, however tree species should be chosen in the Town Centre that will let light through in winter.</p>	<p>A range of actions under the Delivery Program are being carried out concurrently with the development of the PDP, which respond to the identified need to enhance parking availability in the Nelson Bay Town Centre and Foreshore, and access to the town centre. This includes provision of sufficient parking, improved parking utilisation and accessibility, as well as promotion of pedestrian and cycle access. The recommendations of the Nelson Bay Independent Citizens Parking Panel report relating to the appropriate provision of, and access to, car parking spaces will also be considered in implementation of works identified in the PDP.</p> <p>The PDP identifies that the Stockton Street stage presents a bottleneck for the operation of the adjacent intersection, and reduces permeability for pedestrians moving throughout the shared zone. Upgrades to the shared zone will prioritise pedestrians, providing passive features designed to slow vehicle speeds in this locality. In addition, an existing 10km/h speed zone in this locality will remain in force.</p> <p>The Streetscape Design Guidelines lists potential tree species that meet specified design criteria such as the impact on views and solar access. However the final tree species will be selected by Council with consideration to the objectives of the PDP, safety, maintenance requirements and the impact on services. This selection process will be subject to further community consultation.</p>
11		Street trees and a cycle path will exacerbate safety issues in	Transport and parking is a key consideration of the Delivery

<p>Concerned Citizens of Magnus Street</p>	<p>Magnus Street. The proposed street trees will also result in view loss and could impact on overhead powerlines. Smaller street trees should be utilised in place of the species recommended in the plan.</p> <p>The existing foreshore playground location is considered more appropriate than the new location. Further, the expansion of playground facilities should not result in negative impacts to visitors to the foreshore such as excessive noise, or non-family oriented facilities.</p> <p>We oppose the suggested planted of Norfolk pine along Victoria Parade. These trees are too large and will provide too much shade in Winter. They will block water views and take up picnicking area.</p> <p>The car park adjacent to Eastern Groyne does not need to have the entries consolidated, a</p>	<p>Program which includes a number of dedicated actions to improve traffic and parking outcomes. Action 26 requires a review of speed limits, including in Magnus Street, and Action 20 requires that an Integrated Transport Plan be developed. The outcomes of these actions will also inform the eventual design of the road upgrades in the PDP, including whether to include dedicated bike lanes in Magnus Street. The Integrated Transport Plan will be subject to further community consultation.</p> <p>The PDP recognises the importance of useable open space along the Nelson Bay foreshore. Action 16 of the Delivery Program requires a review of the Nelson Bay Foreshore Plan of Management, where further consideration will be given to use of this land. Further community consultation will be undertaken as part of a master planning process that will consider the Plan of Management review and the PDP vision. The master planning process will also consider the outcomes of an Integrated Transport Plan prepared to deliver Action 20 of the Delivery Program, and the recommendations of the Nelson Bay Independent Citizens Car Parking Panel report (the Parking Panel).</p> <p>The PDP proposes the use of Araucaria heterophylla as feature trees to provide a sense of identity to the foreshore and increasing shade. Tree species will be selected by Council's arborist who will give consideration to safety, maintenance requirements, the impact on services, as well as the impact on views and the streetscape.</p> <p>Consolidation of the access and egress to and from the Eastern Groyne car park will</p>
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		<p>separate exit is safer and reduces traffic.</p> <p>The removal of trees in the town centre precinct should be carefully considered.</p> <p>The crown land listed as potential future parking was found to be unsuitable in 2007 due to security concerns. This area is currently used as an open green space by the community such as for watching fireworks.</p>	<p>reduce the number of places where vehicles and pedestrians intersect. Action 16 of the Delivery Program requires a review of the Nelson Bay Foreshore Plan of Management, where further consideration will be given to the operation of this car park.</p> <p>The PDP proposes a range of concepts to achieve a high quality pedestrian environment, which may include rationalisation of street trees. When the works are to be carried out, holistic consideration will be given to streetscape aesthetics to ensure the objectives of the PDP are met. This may include both the removal of street trees and additional plantings.</p> <p>The PDP recommends the investigation of land to the south of Victoria Parade for car parking purposes, which could allow for expansion of public open space along the foreshore. This aligns with recommendations in the Nelson Bay Independent Citizens Parking Panel report which recommends investigations for the use of this land for parking purposes. Additionally, the Nelson Bay Foreshore Plan of Management supports investigation of this land for car parking purposes, noting that the slope of the land currently inhibits widespread recreational use. Any changes to the foreshore, including the land south of Victoria Parade will be subject to a review of the Nelson Bay Foreshore Plan of Management and a subsequent master planning process, which will include further community consultation.</p>
12	Resident	<p>The Plan is generally comprehensive and commendable.</p> <p>Adding cycle paths and the proposed street trees to Magnus Street will result in safety issues</p>	<p>Transport and parking is a key consideration of the Delivery Program which includes a number of dedicated actions to improve traffic and parking outcomes. Action 26 requires a</p>

		<p>and further congestion of this road.</p> <p>Norfolk Island Pines suggested for Victoria Street would result in loss of views of the water.</p> <p>The existing foreshore playground location is considered more appropriate than the new location on the grounds of safety and amenity.</p>	<p>review of speed limits, including in Magnus Street, and Action 20 requires that an Integrated Transport Plan be developed. The outcomes of these actions will also inform the eventual design of the road upgrades in the PDP, including whether to include dedicated bike lanes in Magnus Street. The Integrated Transport Plan will be subject to further community consultation.</p> <p>The PDP proposes the use of Araucaria heterophylla as feature trees to provide a sense of identity to the foreshore and increasing shade. Tree species will be selected by Council's arborist who will give consideration to safety, maintenance requirements, the impact on services, as well as the impact on views and the streetscape.</p> <p>The PDP recognises the importance of useable open space along the Nelson Bay foreshore. Action 16 of the Delivery Program requires a review of the Nelson Bay Foreshore Plan of Management, where further consideration will be given to use of this land. Further community consultation will be undertaken as part of a master planning process that will consider the Plan of Management review and the PDP vision. The master planning process will also consider the outcomes of an Integrated Transport Plan prepared to deliver Action 20 of the Delivery Program, and the recommendations of the Nelson Bay Independent Citizens Car Parking Panel report (the Parking Panel).</p>
13	Tomaree Ratepayers and Residents Association (TRRA)	The plan embraces the key values that were established in the original Nelson Bay Strategy and respects the unique character of this town. TRRA supports the 3 broad objectives.	

Proposed additional signage and diversion of traffic to Dowling Street are positive recommendations. The reconfiguration of Magnus Street and Stockton Street are supported as long as consideration is given to short stay parking for businesses.

Improved cycle access is welcome, however, some of the streets that feed the CBD, such as Magnus street, are too narrow to support the additional traffic. Cycle access along Stockton St and Government Rd should also be considered.

The Blue and Green networks are strongly supported. The infusion of stormwater run-off would save on town water. Tree species selection should be reconsidered so as not to impact on driver visibility when exiting driveways, obscuring waterfront views, and overshadowing grassy park spaces. The large trees suggested for Victoria Parade are unsuitable for roadsides.

The reference of using the crown land for parking has been previously investigated and found to be unsuitable.

A range of actions under the Delivery Program are being carried out concurrently with the development of the PDP, which respond to the identified need to enhance parking availability in the Nelson Bay Town Centre and Foreshore. This includes consideration to rationalise time limited car parking. The Nelson Bay Independent Citizens Parking Panel included recommendations relating to appropriate use of time limited car parking, which is being considered in addressing the Delivery Program actions.

Transport and parking is a key consideration of the Delivery Program which includes a number of dedicated actions to improve traffic and parking outcomes. Action 26 requires a review of speed limits, including in Magnus Street, and Action 20 requires that an Integrated Transport Plan be developed. The outcomes of these actions will also inform the eventual design of the road upgrades in the PDP, including whether to include dedicated bike lanes in Magnus Street, Stockton Street, and Government Road. The Integrated Transport Plan will be subject to further community consultation.

The Streetscape Design Guidelines lists potential tree species that meet specified design criteria such as the impact on views and solar access. However the final tree species will be selected by Council with consideration to the objectives of the PDP, safety, maintenance requirements and the impact on services. This selection process will be subject to further community consultation.

The PDP recommends the investigation of land to the south of Victoria Parade for car parking purposes, which could

allow for expansion of public open space along the foreshore. This aligns with recommendations in the Nelson Bay Independent Citizens Parking Panel report which recommends investigations for the use of this land for parking purposes. Additionally, the Nelson Bay Foreshore Plan of Management supports investigation of this land for car parking purposes, noting that the slope of the land currently inhibits widespread recreational use. Any changes to the foreshore, including the land south of Victoria Parade will be subject to a review of the Nelson Bay Foreshore Plan of Management and a subsequent master planning process, which will include further community consultation.

Activated laneways are very welcome and would improve the appeal of the area. The ideas for street furniture and public art are supported, but any new bins should provide for recycling and be of suitable design for a coastal location.

The PDP provides a concept list of potential materials and furniture that will deliver the three big moves. Council's Asset Planner will select materials and furniture based on the outcomes of the PDP, safety, maintenance requirements, and other operational matters.

Improved walking tracks are welcome.

The removal of the median strip from Victoria Rd is welcome, but the removal of the sky bridge should be reconsidered as it provides easy access to Apex Park.

The PDP includes improvements to Victoria Parade to prioritise pedestrians, reducing the need for the footbridge. This is complimented by recent works undertaken to improve pedestrian connectivity between the town centre and foreshore, including the provision of traffic lights with crossing signals at the intersection of Stockton Street and Victoria Parade, as well as the extension of Yacaaba Street to Victoria Parade. The footbridge has been proposed to be removed because it dominates the skyline and includes bulky stairs/ramps which fragment public space into less usable portions of

The recommendation to narrow Teramby Road appears impracticable as the street is already narrow. The proposal to put traffic lights in the Teramby Road/Victoria parade intersection may be unnecessary in light of the proposed diversion of traffic.

Teramby Road needs to be more functional and provide a better streetscape appearance.

The relocation of the playground is not justified and reducing car parking in the waterfront/Marina zone is impractical.

The removal of the stage is unnecessary, it is well used and helps to calm traffic.

land. A structural analysis of the footbridge has also revealed that the structure has reached the extent of its lifetime, and is unsuitable for extended use into the future.

The Foreshore Plan of Management includes objectives for improved development outcomes on the land fronting Teramby Road. Action 16 of the Delivery Program requires a review of the Nelson Bay Foreshore Plan of Management, where further consideration will be given to the design and operation of Teramby Road and the surrounding land uses.

The PDP recognises the importance of useable open space along the Nelson Bay foreshore. Action 16 of the Delivery Program requires a review of the Nelson Bay Foreshore Plan of Management, where further consideration will be given to use of this land. Further community consultation will be undertaken as part of a master planning process that will consider the Plan of Management review and the PDP vision. The master planning process will also consider the outcomes of an Integrated Transport Plan prepared to deliver Action 20 of the Delivery Program, and the recommendations of the Nelson Bay Independent Citizens Car Parking Panel report (the Parking Panel). The Parking Panel gave specific consideration to car parking within the town centre and foreshore, providing recommendations that would result in an overall increase in the number of available car parking spaces.

The PDP identifies that the Stockton Street stage presents a bottleneck for the operation of the adjacent intersection, and reduces permeability for

		<p>The alternative concept to turn the northern section of Stockton Street into a pedestrian mall could limit the circulation of traffic, which may negatively impact businesses.</p> <p>The resurfacing in Magnus and Stockton Streets are quite acceptable but the releveling of the street may be too costly for the outcome. The loss of gutters may also create drainage issues during heavy downpours.</p> <p>The wayfinding and signage could be extended to key businesses.</p> <p>Additionally some foreign language signage at critical points would be beneficial for tourists.</p>	<p>pedestrians moving throughout the shared zone. Upgrades to the shared zone will prioritise pedestrians, providing passive features designed to slow vehicle speeds in this locality. In addition, an existing 10km/h speed zone in this locality will remain in force.</p> <p>The PDP includes a variety of options for traffic movement in the Stockton Street and Magnus Street shared zone. It is not Council's intention at this time to adopt a model that will result in pedestrian only malls.</p> <p>The PDP includes concept streetscape designs which prioritise pedestrians, including an option which minimises level changes within shared zones. Final designs of shared zones will be prepared subject to engineering requirements, such as stormwater management and disposal.</p> <p>The PDP does not outline specific locations for installation of signage, or destination details. Rather the PDP provides design objectives to control the look, feel and function of wayfinding and signage. This includes universal pictogram signs for ease of use by non-English speaking tourists.</p>
14	Resident	<p>I particularly appreciate the suggested improvement of the Gateway to the Town – think a park and improved landscaping, artwork such as a sculpture, and signage will be very important. Special attention needs to be made to the two roundabouts and their landscaping – these and the Gateway park set the tone for the town.</p> <p>Expenditure should first focus the areas in the most disrepair including the northern end of town, especially in the Village centre. The priority areas are the gateways to the town and the southern entry ends of Stockton</p>	<p>The PDP presents a range of options, each with a variety of potential works. The timing and selection of options and individual works will be informed by Council's available funding mechanisms and prioritisation framework. This includes input through further community consultation, and review of the submissions received in relation to the PDP.</p> <p>Council will determine the priority of works to be delivered from the PDP with consideration for funding, operational matters, and community input through the Nelson Bay Implementation</p>



to Donald, Yacaaba and Church Streets, with the western end of Donald, all of which are treeless and lacking in aesthetic value. These improvements would have a bigger impact on the town than much of the domain plan.

The releveling of the streets does not seem necessary and would pose a flooding risk during heavy downpours.

Street trees can improve amenity and I applaud their focus within the plan, however, the trees selected for Magnus street are too large; they would block views and pose a hazard to cars reversing from their driveways. The speed limit of Magnus Street should also be reduced.

The proposed row of Araucaria along Victoria Parade is unsuitable as they will separate the town from the water, block views and reduce sunlight in Winter. Small gardens may be more suitable.

The relocation of the playground is unwise. Closer to the marina could pose a risk to small children who could fall into the water.

Panel, Council's Strategic Asset Management Plan, and more broadly through Council's Community Strategic Plan.

The PDP includes concept streetscape designs which prioritise pedestrians, including an option which minimises level changes within shared zones. Final designs of shared zones will be prepared subject to engineering requirements, such as stormwater management and disposal.

Transport and parking is a key consideration of the Delivery Program which includes a number of dedicated actions to improve traffic and parking outcomes. Action 26 requires a review of speed limits, including in Magnus Street, and Action 20 requires that an Integrated Transport Plan be developed. The outcomes of these actions will also inform the eventual design of the road upgrades in the PDP. The Integrated Transport Plan will be subject to further community consultation.

The PDP proposes the use of Araucaria heterophylla as feature trees to provide a sense of identity to the foreshore and increasing shade. Tree species will be selected by Council's arborist who will give consideration to safety, maintenance requirements, the impact on services, as well as the impact on views and the streetscape.

The PDP recognises the importance of useable open space along the Nelson Bay foreshore. Action 16 of the Delivery Program requires a review of the Nelson Bay Foreshore Plan of Management, where further consideration will be given to use of this land. Further

		<p>Due to traffic, we need to retain the green area on the crown land and the cost of turning this into parking is not a viable suggestion.</p> <p>The idea of having a shared zone in Stockton Street North and closing it only on special Days is preferable. The Yacaaba Street Extension flowing north has been a real boon to traffic flow in the town and the problems that will be caused by this suggestion are many.</p>	<p>community consultation will be undertaken as part of a master planning process that will consider the Plan of Management review and the PDP vision. The master planning process will also consider the outcomes of an Integrated Transport Plan prepared to deliver Action 20 of the Delivery Program, and the recommendations of the Nelson Bay Independent Citizens Car Parking Panel report (the Parking Panel).</p> <p>The PDP recommends the investigation of land to the south of Victoria Parade for car parking purposes, which could allow for expansion of public open space along the foreshore. This aligns with recommendations in the Nelson Bay Independent Citizens Parking Panel report which recommends investigations for the use of this land for parking purposes. Additionally, the Nelson Bay Foreshore Plan of Management supports investigation of this land for car parking purposes, noting that the slope of the land currently inhibits widespread recreational use. Any changes to the foreshore, including the land south of Victoria Parade will be subject to a review of the Nelson Bay Foreshore Plan of Management and a subsequent master planning process, which will include further community consultation.</p> <p>The PDP includes a variety of options for traffic movement in the Stockton Street and Magnus Street shared zone. It is not Council's intention at this time to adopt a model that will result in pedestrian only malls.</p>
15	Residents	<p>In general, I support the Domain Plan. I believe public art is very important and is also the most cost effective form of art there is.</p>	<p>The PDP recognises the importance of useable open space along the Nelson Bay foreshore. Action 16 of the</p>

		<p>The only thing I do not like is the moving of the foreshore playground to an area that is currently marina car parking. The current location of the playground in the eastern foreshore area is fantastic and is a major drawcard. Also as much parking as possible is needed and carparks should not be taken away.</p>	<p>Delivery Program requires a review of the Nelson Bay Foreshore Plan of Management, where further consideration will be given to use of this land. Further community consultation will be undertaken as part of a master planning process that will consider the Plan of Management review and the PDP vision. The master planning process will also consider the outcomes of an Integrated Transport Plan prepared to deliver Action 20 of the Delivery Program, and the recommendations of the Nelson Bay Independent Citizens Car Parking Panel report (the Parking Panel). The Parking Panel gave specific consideration to car parking within the town centre and foreshore, providing recommendations that would result in an overall increase in the number of available car parking spaces.</p>
16	Office of Environment and Heritage	<p>OEH has no comments in relation to biodiversity, Aboriginal cultural heritage or flooding.</p>	<p>Noted</p>
17	Business - Pizazz Boutique	<p>A shared mall zone that limits traffic flow may have negative impacts on retail businesses.</p> <p>Raising the road in the shared zone along Magnus Street may</p>	<p>A range of actions under the Delivery Program are being carried out concurrently with the development of the PDP, which respond to the identified need to enhance parking availability in the Nelson Bay Town Centre and Foreshore, and access to the town centre. This includes provision of sufficient parking, improved parking utilisation and accessibility, as well as promotion of pedestrian and cycle access. The recommendations of the Nelson Bay Independent Citizens Parking Panel report relating to the appropriate provision of, and access to, car parking spaces will also be considered in implementation of works identified in the PDP.</p> <p>The PDP includes concept streetscape designs which</p>

		pose a flooding risk for the shops on the northern side.	prioritise pedestrians, including an option which minimises level changes within shared zones. Final designs of shared zones will be prepared subject to engineering requirements, such as stormwater management and disposal.
18	Business - Race Supplies	Consideration should be given to revitalisation works undertaken in other locations such as Port Macquarie. The Nelson Bay Domain Plan for the town centre and foreshore look great but should be achieved in 2 years not 20.	The PDP has been prepared with regard to precedents in similar coastal locations. The PDP presents a range of options, each with a variety of potential works. The timing and selection of options and individual works will be informed by Councils available funding mechanisms and prioritisation framework. This includes input through community consultation, including submissions received in relation to the PDP.
19	Tomaree Business Chamber	<p>On-street parking should not be reduced in the town. Parking opportunities could have different restrictions during the day to the evening, i.e. loading zone during business hours only.</p> <p>The Dowling street option to bypass the CBD may be the best option but should not prevent easy access to the CBD.</p>	<p>A range of actions under the Delivery Program are being carried out concurrently with the development of the PDP, which respond to the identified need to enhance parking availability in the Nelson Bay Town Centre and Foreshore, and access to the town centre. This includes provision of sufficient parking, improved parking utilisation and accessibility, as well as promotion of pedestrian and cycle access. The recommendations of the Nelson Bay Independent Citizens Parking Panel report relating to the appropriate provision of, and access to, car parking spaces, as well as appropriate use of parking time limits and loading zones will also be considered in implementation of works identified in the PDP.</p> <p>Proposed wayfinding outlined in the PDP promotes easy and efficient access to the town centre, whilst providing an efficient option for those travelling to other destinations. Action 20 requires that an Integrated Transport Plan be</p>

The strip shopping centre should have extensive covered areas to compete with hardtop shopping centres as covered areas are favoured by pedestrians and shoppers.

Traffic management needs to maximise parking and traffic movements. A suitable site for coach parking needs to be identified, perhaps under the verge on the southern side of Victoria Parade.

Children's Playground on the Foreshore should not be relocated from its existing location on the foreshore as it has been a total success since it was introduced some years ago. The water quality in the foreshore immediately east of the marina is poor and unsafe for swimming. This area could be reclaimed for recreation and discouraging swimming.

developed which will address matters such as preferred vehicle movement pathways.

Council actions to provide covered areas in the public domain would be subject to budgetary considerations and funding. The PDP promotes streets for people, including provision of protection for pedestrians. Additionally, action 11 of the Delivery Program is to implement design excellence controls in the Port Stephens Development Control Plan which would apply to individual new developments, including controls that provide for a comfortable pedestrian experience.

Transport and parking is a key consideration of the Delivery Program which includes a number of dedicated actions to improve traffic and parking outcomes. Action 20 requires that an Integrated Transport Plan be developed which will address matters such as efficient traffic movement, and bus parking. The Nelson Bay Independent Citizens Parking Panel report made recommendation in this regard that will be considered in the formation of the Integrated Transport Plan.

The PDP recognises the importance of useable open space along the Nelson Bay foreshore. Action 16 of the Delivery Program requires a review of the Nelson Bay Foreshore Plan of Management, where further consideration will be given to use of this land. Further community consultation will be undertaken as part of a master planning process that will consider the Plan of Management review and the PDP vision. The master planning process will also consider the outcomes of an Integrated Transport Plan

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Access and egress to the CBD is paramount with improvements to the Church St and Donald St intersection, the Government Road and Stockton Street roundabouts to clearly identify key gateways to the town Centre.

Access via Stockton Street at the northern end should continue to be a key vehicle access point.

The walkway over Victoria Parade has poor usage. It should be better utilised or removed.

The two key car parks in Donald Street, if not used for parking, should be considered for tourism, education and commercial development.

prepared to deliver Action 20 of the Delivery Program, and the recommendations of the Nelson Bay Independent Citizens Car Parking Panel report (the Parking Panel).

Proposed wayfinding outlined in the PDP promotes easy and efficient access to the town centre, whilst providing an efficient option for those travelling to other destinations. Action 20 requires that an Integrated Transport Plan be developed which will address matters such as preferred vehicle movement pathways. The PDP provides for suitable gateway treatments for identified key gateway sites.

The PDP includes improvements to Victoria Parade to prioritise pedestrians, reducing the need for the footbridge. This is complimented by recent works undertaken to improve pedestrian connectivity between the town centre and foreshore, including the provision of traffic lights with crossing signals at the intersection of Stockton Street and Victoria Parade, as well as the extension of Yacaaba Street to Victoria Parade. The footbridge has been proposed to be removed because it dominates the skyline and includes bulky stairs/ramps which fragment public space into less usable portions of land. A structural analysis of the footbridge has also revealed that the structure has reached the extent of its lifetime, and is unsuitable for extended use into the future.

A range of actions under the Delivery Program are being carried out concurrently with the development of the PDP, which respond to the identified need to enhance parking availability in the Nelson Bay

	<p>Nelson Bay could become a tourism and education precinct.</p> <p>We need to establish an appropriate location for an entertainment and peoples' precinct and markets.</p> <p>Increased street lighting is required.</p> <p>Apex park needs to become a destination rather than a link between town and the foreshore. Covered areas may help.</p>	<p>Town Centre and Foreshore. This includes consideration of the recommendations of the Nelson Bay Independent Citizens Parking Panel for the provision of sufficient parking, improved parking utilisation and accessibility, as well as promotion of pedestrian and cycle access.</p> <p>The PDP gives consideration to the use of public places for functions including markets and entertainment, recommending appropriate furniture and services to cater for such events.</p> <p>The PDP includes a recommendation to increase street lighting in the Nelson Bay Town Centre and Foreshore.</p> <p>The PDP recognises the importance of useable open space along the Nelson Bay foreshore, including the connection between the foreshore and Apex Park. For Apex Park to be promoted as a destination, the PDP identifies matters that need to be addressed including improved physical and visual connectivity. This is proposed to be achieved through a variety of mechanisms such as prioritising pedestrians on Victoria Parade, removal of the existing footbridge, and improved accessibility between the foreshore and Apex Park. This will be complimented by delivery of the Apex Park Masterplan to address Action 17 of the Delivery Program. Additionally, Action 16 of the Delivery Program requires a review of the Nelson Bay Foreshore Plan of Management, where further consideration will be given to improved connections along the foreshore and the provision of high quality facilities in this area.</p>
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		<p>Teramby road could be upgraded to a “Fishermans Wharf” type development.</p>	<p>The Foreshore Plan of Management includes objectives for improved development outcomes on the land fronting Teramby Road. Action 16 of the Delivery Program requires a review of the Nelson Bay Foreshore Plan of Management, where further consideration will be given to the design and operation of Teramby Road and the surrounding land uses.</p>
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