

**Report to General Manager**

Attachments:

1. Military Road Corridor Planning Study Stage 1
- Draft Future Direction Report
-

SUBJECT: Military Road Corridor, Stage 1 – Draft *Future Direction Report***AUTHOR:** Tomas van der Meer, Senior Strategic Planner Urban Design**ENDORSED BY:** Joseph Hill, Director City Strategy**EXECUTIVE SUMMARY:**

At its meeting on 28 May 2018, Council endorsed the preparation of a planning study to guide future development along the Military Road Corridor in Neutral Bay. The purpose of its ongoing preparation has been to formulate directions that guide future development in a manner that meets the needs and expectations of our community as well as ensuring that much needed public benefits can be leveraged and delivered from such development.

The Military Road Corridor is experiencing significant development pressure that is intended to be guided by the planning study. The alternative to Council managing such development pressure, is landowners/proponents lodging *ad-hoc* planning proposals and potentially pursuing approvals via the NSW Government, thereby bypassing Council. An overarching framework that has been the subject of wide-ranging consultation, is an effective and considered way of avoiding this and placing the capacity to plan for the precinct's future, more squarely in Council's hands.

Extensive stakeholder engagement has informed the preparation of the draft *Future Direction Report*. The draft *Future Direction Report* seeks to:

- Recognise and address the ongoing loss of employment floor space by ensuring that more commercial/retail floor space is provided in future development. This will improve the diversity, vibrancy and long-term viability of the town centre. The adjustment is proposed to increase the existing building height controls from 5 storeys to 6 storeys with the added 1 storey required to be commercial/retail.
- Adjust building setbacks, through-site links and other changes to improve the urban design and amenity of the centre.
- Identify unusually large or strategically significant sites that can deliver on the employment/retail demand whilst delivering tangible and much needed public benefits. Significant demand for both public domain and community facilities was identified during stakeholder engagement, research and other Council endorsed policies. These sites would leverage managed increases in height to deliver on this significant demand that would otherwise be beyond Council's financial and spatial capacity in the Neutral Bay town centre.

The identified potential uplift in height has been carefully managed to ensure reasonable and managed environmental impacts, whilst aligning with the delivery of the tangible public

benefits and improved employment/retail outcomes. The additional uplift is limited to four sites with a height uplift of 8 storeys and 12 storeys. These proposed heights remain lower than higher buildings in the surrounding high-density residential perimeter of the town centre and transition to the local residential streets. This balanced uplift has the potential to deliver:

- Existing and new public domain improvements (~9,000m² total)
 - New public open space (~3,800m²);
 - Existing public domain improvements (~5,200m²);
- Undergrounding of public car parking (155 parking spaces);
- Regional secured commuter bicycle parking (28 spaces)
- New community centre with accessible toilet and family room (~1,000m²);
- New recreational facility (~900m²);
- New creative makers art alley (~500m²); and
- Increased employment floorspace from existing non-residential FSR of 0.5:1 to 1.2:1, 1.7:1 & 2.2:1.

The finalisation of the draft *Future Direction Report* will assist to deliver much needed public domain and facilities improvements as well as on employment growth by leveraging limited and managed height increases on specific sites.

FINANCIAL IMPLICATIONS:

A budget of \$108K in the 2019/20 is allocated to the Military Road Corridor Planning Study. External consultants have provided technical input regarding financial feasibility, heritage and costs covered for public exhibition/consultation activities. A total of \$50,000 has been spent to date, and further expenditure will be required as part of the exhibition of this work.

RECOMMENDATION:

- 1. THAT** Council adopt the draft *Future Direction Report* for the Military Road Corridor Planning Study for the purposes of public exhibition and feedback.
 - 2. THAT** the draft *Future Direction Report* is placed on public exhibition for a period of 6 weeks and that a comprehensive process of consultation be undertaken including with relevant stakeholders.
 - 3. THAT** the results of the public exhibition be reported back to Council with amendments as required to the draft *Future Direction Report* prior to it being finalised.
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LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

Direction:	2. Our Built Infrastructure
Outcome:	2.1 Infrastructure and assets meet community needs
	2.2 Vibrant centres, public domain, villages and streetscapes
Direction:	3. Our Future Planning
Outcome:	3.4 North Sydney is distinctive with a sense of place and quality design
Direction:	4. Our Social Vitality
Outcome:	4.4 North Sydney's history is preserved and recognised
Direction:	5. Our Civic Leadership
Outcome:	5.1 Council leads the strategic direction of North Sydney
	5.3 Community is informed and consulted

BACKGROUND

On 28 May 2018, Council resolved to prepare a Planning Study for the Military Road Corridor. The first phase of the project included a community survey seeking preliminary feedback about what local stakeholders value about the centre and initial views about its future form and role. The survey was open to the public from Thursday 26 July 2018 until Wednesday 22 August 2018. Feedback was reported to Council on 28 September 2018.

The initial feedback provided valuable input into the preparation of several Discussion Papers. On 22 July 2019 Council considered a report on the Military Road Corridor Planning Study, Stage 1 - Discussion Papers and placed them on public exhibition from Thursday 8 August 2019 until Monday 9 September 2019. The outcomes were reported to Council on 28 October 2019 which resolved (Min. No. 297):

- 1. THAT the findings of the Military Road Corridor Planning Study, Stage 1 Discussion Papers – Engagement Outcomes report be noted.*
- 2. THAT the preparation of a draft Future Direction Paper for the Military Road Corridor Planning Study considers the community feedback as detailed in this report.*

Since that time, Council staff, assisted by specialist input as listed below, as well as feedback from the community, continued to refine the proposals for the centre:

- Employment and Feasibility Study (prepared by HillPDA Pty Ltd);
- Transport Study (prepared by Aurecon Pty Ltd);
- Heritage Review (prepared by NBR Architecture Pty Ltd); and
- Valuation Advice (prepared by BEM Property Pty Ltd).

The following work was prepared in-house:

- Urban design and built form; and
 - Placemaking analysis comprising public domain and community services.
-

This report provides an overview of the attached draft *Future Direction Report* including the implementation of the public engagement outcomes and expert advice. This work represents an ongoing process of evolution of the previous work presented and feedback gained throughout the process.

CONSULTATION REQUIREMENTS

Community engagement is undertaken in accordance with Council's Community Engagement Protocol and in line with the Community Engagement Strategy for the Military Road Corridor Planning Study.

Stakeholder engagement will include direct notifications to all previous submitters to earlier exhibitions by email. A direct notification will also go out to all owners, businesses and residents in the corridor including more than 11,000 addresses and interest groups including the Precinct Committees, Neutral Bay/Cremorne streetscape committee and Neutral Bay Chamber of Commerce. Businesses, commuters and residents will be further engaged through our previous successful personal engagement by Council staff handing out flyers and/or reply-paid postcards. Staff will also set-up an information kiosk on the Grosvenor Lane car park.

General notifications include an advertisement in the Mosman Daily, "yoursay" and Council's website, bus stop notification boards, variety of social media including continuous promotion, electronic signage and hardcopies at the Stanton Library and reception of Council Chambers.

Meetings will be held with the relevant landowner groups, Precinct Committees, Neutral Bay/Cremorne streetscape committee and Neutral Bay Chamber of Commerce.

SUSTAINABILITY STATEMENT

The sustainability implications were considered and reported on during the initiation phase of this project.

DETAIL

The community and stakeholder consultation undertaken to date has provided valuable input into the preparation of the draft *Future Direction Report*. It has informed:

- Public domain improvements;
- Community facilities demand;
- Employment floor space future needs; and
- Framework plan to enable height increase that are balanced by in-kind contributions.

1. Public Domain Improvements

In 2016, the NSW State Government announced the Beaches Link project, a motorway tunnel connecting the Northern Beaches to the Warringah Freeway. The intent of this project is to

relieve congestion on existing routes to and from the Northern Beaches, including on Military Road.

A total of 90% of the community supports Council's effort to advocate for more significant regional traffic reduction potentially realised through the State Government's Beaches Link project that could improve the Military Road environment. Suggestions included potential re-introduction of on-street parking (removal of clearways), footpath widening, street tree planting, improved pedestrian crossings (location & timing), better cycling and better bus infrastructure.

Project updates released in 2018 suggest that there will only be a 15% reduction in traffic on Military Road as a result of the Beaches Link project. This amount of traffic reduction provides limited scope for a program of 'local benefit' and placemaking-works on Military Road. The Western Harbour Tunnel EIS, released 29 January 2020, seeks to improve the use of the Ourimbah Road corridor which potentially increase the traffic reduction on Military Road. To "lock in" the benefits of any traffic reductions, creates opportunities to:

- Provide scope for more significant pedestrian space and phase time reallocation along Military Road;
- Encourage existing traffic to continue to use Ourimbah Road;
- Allow for the delivery of significant public domain, walking, cycling, public transport and local safety and amenity improvements at Spit Junction, Cremorne and Neutral Bay centres;
- Deliver further traffic reductions on Military Road and other local roads in the town centres in the corridor; and
- Deliver and enhance LATM – specific strategic overarching public domain improvement projects coincide with the delivery of a Beaches Link tunnel. Actions should reflect strategic, community-based solutions as described in this document.

A total of 66% of residents use cycling or walking as one of their modes of transportation to access the Neutral Bay town centre (Early Engagement Survey, 2018). There is a strong need to support walking and cycling infrastructure. Prioritising the experience of pedestrians and cyclists before private car-use will improve access for most users of Neutral Bay town centre. This study advocates slower speeds across Neutral Bay town centre and Military Road and supports the roll-out of shared zones in Young Lane and Grosvenor Lane (west). Although shared zones are already signposted in a few other locations, vehicles tend to be prioritised by pushing pedestrians to separated paths.

Slowing down vehicles around the town centre will help enhance the existing village atmosphere and increase pedestrian safety.

From the early engagement in 2018, a total of 70% of the community identified improvements to the public domain as the single most important need of the Neutral Bay town centre. A total of 85% of the survey submissions in 2019 support Council's effort to improve footpaths, parks and plazas. The built form can significantly contribute to an improved pedestrian experience. Changes to the Development Control Plan (DCP) regarding through-site links, setbacks, public domain and solar access reinforce the existing network and add new open space opportunities.

This report has identified multiple locations that will deliver on the identified high public open space demand. Potential improvements include a new plaza both north and south of Military

Road at Grosvenor Lane and along Rangers Road. A pedestrian promenade on either side of Military Road improves connectivity. It includes the closure of Young Street, May Gibbs Place and Barry Street with green open space opportunities into surrounding sites. These improvements may be facilitated through future development described in chapter 4 of the Report as detailed in attachment 1. The attached report does, however, acknowledge the design challenges associated with increased height on this site.

2. Community Facilities

The 2018 engagement survey identified Neutral Bay's 'village' atmosphere as its most valuable quality.

There was also a strong desire for a range of new and improved community facilities within Neutral Bay. Suggestions included art spaces, sports facilities, childcare facilities and other community event spaces. Further research included input from various Council background strategies and internal input.

This study has identified demand for the following community facilities within the Neutral Bay town centre:

- A new Neutral Bay community centre including accessible toilet and family room;
- A new and affordable childcare space (to be delivered within walking distance of Neutral Bay town centre, outside this study area);
- An indoor recreational facility to cater for a variety of sports and activities;
- Artist studios and exhibition spaces; and
- Regional secured commuter bicycle parking.

3. Employment Floor Space

From the public feedback received to the Discussion Papers in mid-2019, 54% of respondents found local jobs very important or important and 28% found it unimportant or not important at all. It was recommended that a modest increase employment floorspace should be delivered to meet future employment demand to encourage local job creation in the area.

As such, the current planning controls facilitate the reduction of existing employment/retail floor space in favour of residential floor space. Under the current controls, sites can convert commercial buildings into residential development with only half the ground floor being required to be non residential (generally commercial or retail). A non-residential floor space ratio (FSR) of 0.5:1 applies.

Neutral Bay currently supports around 2,850 jobs which could potentially fall to as low as 1,500 jobs by 2036 if the existing planning controls continue to apply. To support the predicted growth of existing employment in Neutral Bay, it is recommended that the planning controls be amended to support capacity for a total of 4,000 jobs by 2036. This planning study proposes to support the anticipated job growth in the area by allowing an additional floor to the existing height limit of 5 storeys, but effectively requiring that this be commercial/retail floor space. A modest increase to 6 storeys will secure the employment growth that is forecast for Neutral Bay and it represents limited impact on the amenity and urban character of the centre.

To facilitate this, an increase in height would also be accompanied by a change to the non-residential FSR from 0.5:1 to 1.2:1. This would mandate the provision of the additional storey as (as described above) to be provided as commercial/retail floor space. To retain existing jobs growth and meet future demand, a further expansion of non-residential FSR is considered appropriate on larger sites and are part of potential future Planning Proposal as outlined in Figure 1 below.

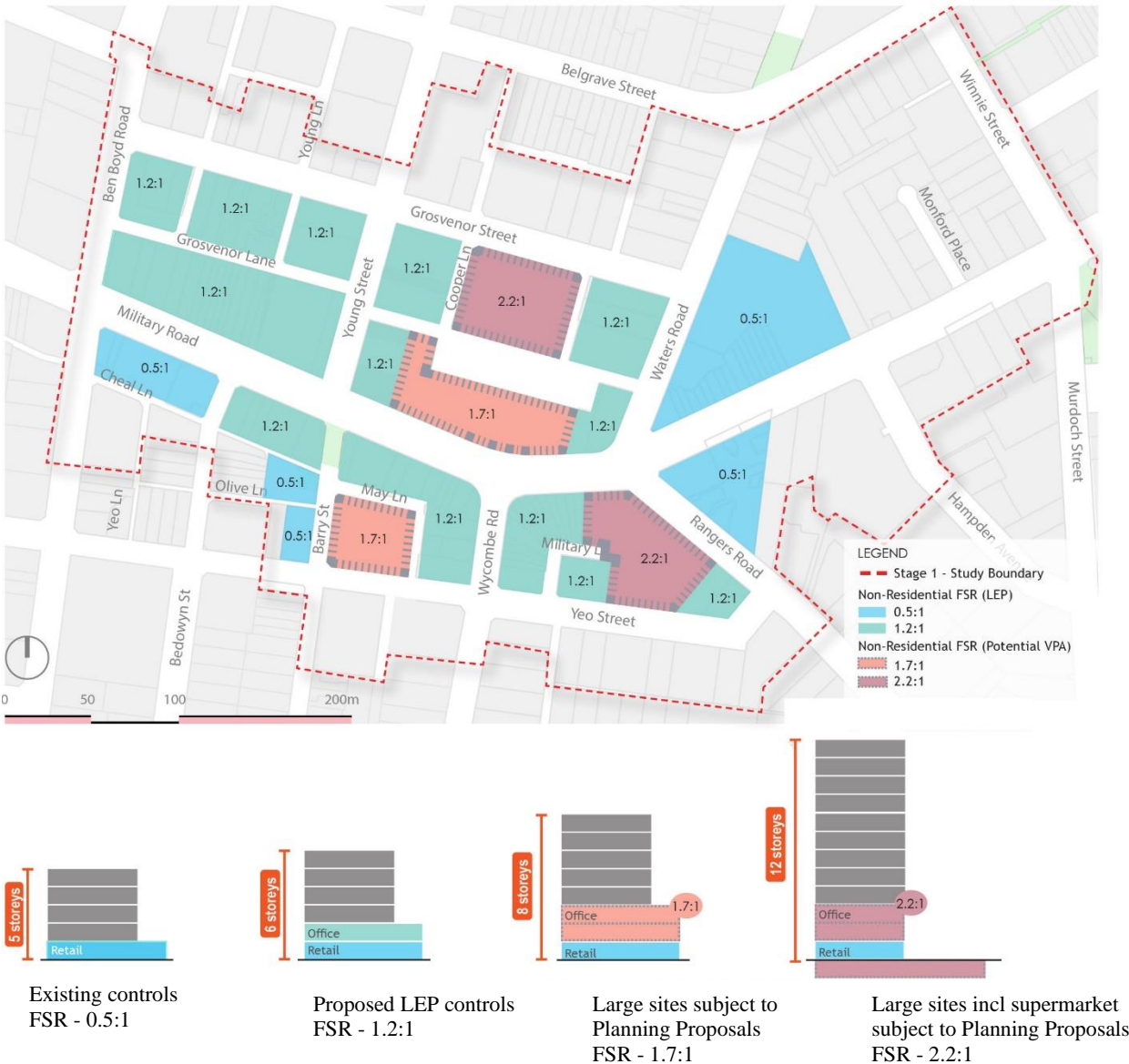


Figure 1 - Proposed changes to the non-residential FSR

4. Potential In-kind Contributions

Other increases in height in Neutral Bay town centre are kept to between 8 and 12 storeys and will only be considered if accompanied by public domain improvements and new community facilities, as part of new development proposals.

Four (4) areas are identified to potentially deliver on this demand. They have been identified based on land ownership, constraints, lot size, location, solar access and feedback from the

public engagement undertaken. Objectives, principles and requirements for each site are described in the Report and would be required to be comprehensively detailed in any future landowner proposal (discussed in more detail under “Implementation”).



Figure 2 - Four key sites with contextual building heights

- Site A, Grosvenor Lane/Waters Lane – uplift to 8 storeys and underground supermarket to deliver new public open space (500m²), public domain improvement (2,500m² plaza), undergrounding of the public car parking (110 parking spaces) and 2.2:1 FSR non-residential.
- Site B, Grosvenor Lane/Military Road – uplift to 12 storeys to deliver new public open space (700m² on new through site links and ground floor setbacks), public domain improvements (1,300m²), a new community centre including accessible toilet and family room (1,000m²), a new arts exhibition (500m²), commuter bicycle parking (14 spaces), retain existing heritage and 1.7:1 FSR non-residential.
- Site C, Rangers Road/Military Road – uplift to 8 & 12 storeys and underground supermarket to deliver new public open space (1,300m² plaza + through site link), a new recreational facility (900m²), commuter bicycle parking (14 spaces) and 2.2:1 FSR non-residential.

- Site D, Barry Street/May Lane/Bydown Street – uplift to 6 & 8 storeys to deliver new public open space (1,400m² park and laneway setbacks), public domain improvements (1,500m² promenade), undergrounding of the existing public car park and 1.7:1 FSR non-residential.



Figure 3 - Illustrative birds' eye of a potential 1,000m² Rangers Road Plaza

5. Implementation

This draft *Future Direction Report* represents the culmination of consultation and preliminary discussion papers that sought to explore potential future development scenarios and improvements for Neutral Bay.

Exhibition of this document and detailed plans for development will be placed on public exhibition for comment and input. The recommendations in the draft *Future Direction Report* will benefit and may be refined arising from a comprehensive consultation process that ventilates the ideas and directions expressed. Following this and once endorsed by Council, the *Future Direction Report* represents Council's strategic framework for Neutral Bay which any requests for amended planning controls, must be consistent with.

In the first instance, it is proposed that Council will amend the North Sydney Local Environmental Plan (LEP), to reflect the proposed changes to non-residential FSR and building height from 5 storeys to 6. Other statutory changes will also be made to the DCP in particular, adjusting setback controls.

The more significant changes mooted for the 4 sites identified will not be pursued as changes to the planning controls. These directions will simply act as principles to guide landowners who wish to seek changes to the planning controls that apply to their land. A fundamental consideration would be that the benefits identified in the Report, will need to be delivered as part of any application to amend the planning controls. That process (pursued via a Planning

Proposal and Voluntary Planning Agreement) would be the subject of more detailed community consultation. These are time consuming and deliberative processes and would be ultimately followed by development applications which would include detailed design and supporting documentation for construction.



Figure 4 - Illustrative birds 'eye of Barry Street Promenade

6. Conclusion

This report presents the draft *Future Direction Report* for the Neutral Bay town centre as part of the Military Road Corridor study. Its purpose has been to formulate directions that guide future development in a manner that meets the needs and expectations of our community as well as ensuring that much needed tangible public benefits can be leveraged from such development to build on the amenity and identity of the Neutral Bay town centre.

The Report identifies a broad and modest increase in height from 5 to 6 storeys and a corresponding increase in employment FSR from 0.5:1 to generally 1.2:1 to facilitate jobs growth or at very least, arrest its long-term decline. It has also highlighted some broader opportunities across four significant sites to manage more significant increases as a planning framework to leverage both an increase in employment opportunities as well as delivering much needed public domain and facilities infrastructure and improvements in and around the town centre.

A “business as usual” case is likely to lead to reductions over time of existing services and a decline in the economic vitality of the Neutral Bay Town Centre. It may also expose land in and around the centre to *ad hoc* Planning Proposals that may ultimately bypass Council in terms of decision making.

The development decisions made in the next few years will have significant long-term impacts on the character and amenity of the Neutral Bay town centre and the Military Road Corridor. This is a unique and important moment for Neutral Bay and the Military Road corridor and this

study, including the draft *Future Direction Report*, will inform the future planning controls in this area, ensuring that development respects and benefits the local community.

7. Next Steps

It is proposed to publicly exhibit the draft *Future Direction Report* for public exhibition and further stakeholder input. Further feedback will help refine and finalise this draft *Future Direction Report*. With the finalisation of the *Future Direction Report*, Council will have a strategic basis to manage and guide the future development and character of the precinct without dealing with ad hoc Planning Proposals that are not consistent with the long-term vision.

The final *Future Direction Report* will be presented to Council including feedback after public exhibition.

NEUTRAL BAY TOWN CENTRE

PLANNING STUDY
MILITARY ROAD CORRIDOR PLANNING STUDY, STAGE 1

Future Directions

North Sydney Council
March 2020





Military Road Corridor Planning Study, Stage 1

Neutral Bay Town Centre

March 2020

North Sydney Council
200 Miller Street
North Sydney 2060

ph: 02 9936 8100
email: council@northsydney.nsw.gov.au

Acknowledgements

North Sydney Council appreciates the contribution made to the project by:

- HillPDA
- Aurecon
- NBRS Architecture
- BEM Property Consultants
- All community and stakeholder engagement participants

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EXECUTIVE SUMMARY

This draft Future Directions report is the result of an ongoing planning strategy by North Sydney Council to review existing planning controls along Military Road to meet the current needs of the community and explore ways to deliver future development and job growth in the area.

The report details the first stage of the Military Road Corridor Planning Study. It focuses on the current planning controls in Neutral Bay town centre. Stage 2 of the planning study will focus on adjoining parts of Military Road including Cremorne town centre to the east and Military Road Island to the west.

Neutral Bay town centre

Neutral Bay town centre is a vibrant local centre with a valued village atmosphere. The local community enjoy a variety of restaurants, cafes, shops and services. The centre is well connected to both Sydney and North Sydney CBD, as well as the Northern Beaches, and has become a popular area for people to live, work and visit.

However, a decline in local jobs and increasing pressures on public domain and community facilities could threaten to affect the vibrancy and diversity of the area. Currently the town centre supports 2,850 jobs. Under current planning controls, this number is estimated to drop to 1,500 rather than grow to meet the forecast demand of 4,000 by 2036.

There is also an immediate need in the area for a new recreational facility, child-care facility and a modernised community centre. In addition, there

are opportunities to improve the open space network in the area through much needed plazas.

Development pressure

The Military Road corridor is experiencing significant development pressure. North Sydney Council has received several concept plans from developers proposing to redevelop land along the corridor to heights that exceed the existing planning controls.

This report aims to guide this development pressure and ensure any future development in the area meets the needs and expectations of the community.

Military Road Corridor Planning Study

This draft Future Directions report is the product of two previous discussion papers, public exhibition and community consultation. Following an initial community survey in mid-2018, two discussion papers were exhibited in mid-2019 – an Objectives and Ideas paper and an Analysis paper. These papers explore a range of changes to planning controls and investigate the public benefits that are achievable through different built form options. Community feedback from these papers has helped to shape the preferred planning control changes detailed in this report and the public benefits being sought by the Council through new development.

What is proposed?

Recognising the broad community consultation and feedback from the 2019 discussion papers, this draft Future Directions report proposes the following planning control changes.

For most new mixed-use buildings in Neutral Bay town centre, it is recommended that the local planning controls be amended to:

- **Increase the non-residential floor space (FSR) control from 0.5:1 to 1.2:1**

This will effectively require retail uses on the ground level and commercial uses on the first floor of new buildings. Start-ups and other local businesses that require office space will be able to establish themselves in the centre, which in turn will support long term jobs growth.

- **Increase the maximum height limit from 5 storeys to 6 storeys**

With the additional level of commercial space, this height increase will maintain existing residential capacity in the centre and ensure redevelopment is economically viable.

- **Set new building setbacks at key locations along Military Road and near public open space**

This will create space to plant new street trees and widen footpaths to improve the amenity of Military Road. Other setbacks form part of a new placemaking strategy to improve the public domain.

Planning proposal opportunities

On four key sites in the centre, a landowner initiated planning proposal (PP) and voluntary planning agreement (VPA) may be considered. These sites have been identified as being able to support taller mixed-use buildings in return for much needed new open space or community facilities:

- **Site 1 Grosvenor Lane North –**

Increase maximum building heights to 8 storeys which will allow for a new public plaza and public underground car park.

- **Site 2 Grosvenor Lane South –**

Increase maximum building heights to 12 storeys in designated areas which will allow for a new community centre, through-site-links and creative spaces.

- **Site 3 Rangers Road –**

A 8-12 storey maximum building height on the site will allow for a new recreational facility, public plaza and through-site-links.

- **Site 4 Barry Street –**

Allow for additional building height to a maximum of 8 storeys to deliver public underground parking and a new plaza.

1 A Plan for the Community

1.1 PLANNING PROCESS

Context

As the population of Greater Sydney is projected to grow to 8 million over the next 40 years, local government plays an important role in planning town centres to accommodate future jobs and housing growth.

North Sydney Council is committed to working with the community to ensure that growth is well located, contributes towards a strong sense of place and is supported by generous open space and community facilities.

Council's Vision

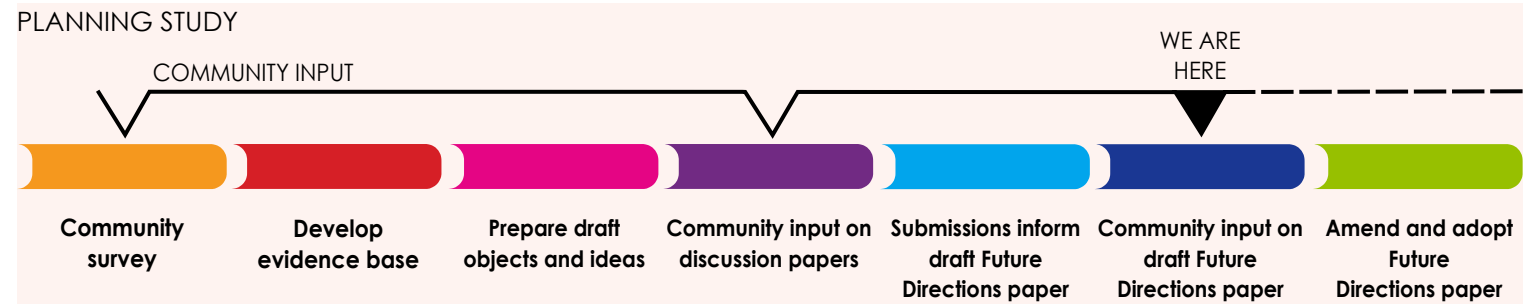
On 19 February 2018, North Sydney Council resolved to prepare a planning study in response to several redevelopment proposals challenging existing building height controls along the Military Road Corridor. This planning study will detail a way to manage this future development interest with the interests of the community.

This planning study aims to promote new development for future growth, while maintaining the much-loved village atmosphere of the Neutral Bay town centre.

A project plan and Community Engagement Strategy for the planning study was endorsed by Council's Executive Team (MANEX) on 9 July 2018.

Project tasks included:

- Inception work
- Community engagement
- Economic feasibility analysis
- Transport analysis
- Urban design & placemaking analysis
- Preparation of the Objective & Ideas and Analysis discussion papers
- Public exhibition
- Heritage analysis
- Valuation advice
- Preparation of the draft Future Directions paper including public exhibition



Purpose of this study

The purpose of this planning study is to create a framework for future development along the Military Road Corridor, specifically in Neutral Bay town centre, and to provide certainty to the community regarding any density increases in the area.

This report will establish:

- A future vision for Neutral Bay town centre as part of Military Road corridor
- A development framework against which any changes to the planning controls in the area will be assessed
- A range of community benefits that will be delivered through planning proposals on selected sites within the town centre

Negotiating public benefits

A planning proposal (PP) is a submission to Council to modify existing planning controls, allowing a developer to achieve a more suitable outcome for a site. These modifications can include increases to a building's maximum floor space ratio (FSR) or building height.

When a planning proposal is submitted there is opportunity for the developer and Council to negotiate a voluntary planning agreement (VPA) whereby the developer delivers public benefits in exchange for changes to the planning controls. The public benefit offered could be a monetary contribution, dedication of land or an in-kind contribution (a provision of a material public benefit specified by the Council). This report focuses on in-kind contributions on four key sites highlighted for planning proposals.

Under a VPA a developer agrees to provide or fund:

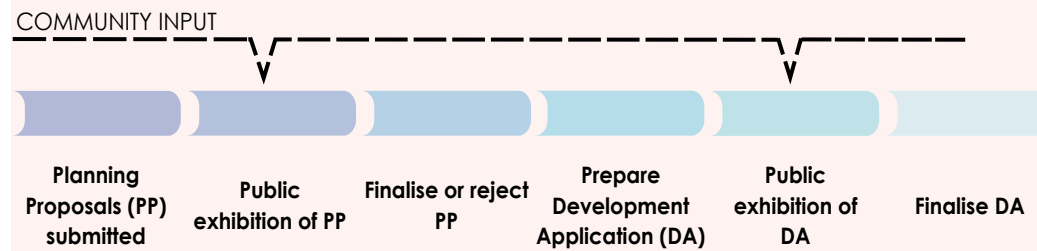
- public amenities and public services
- affordable housing
- transport or other public infrastructure

These contributions can be made through:

- dedication of land
- monetary contributions
- construction of infrastructure
- provision of materials for public benefit and/or use



PLANNING PROPOSAL & DEVELOPMENT APPLICATION



1.2 COMMUNITY ENGAGEMENT

Community involvement and feedback is an important element of this project and has helped shape this report.

Three engagement sessions were run to inform and involve the community throughout this planning study:

- Early engagement survey (2018)
- Discussion papers (2019)
- Draft Future Direction report (2020)



Figure 1 - Extensive community engagement included information brochures, surveys, letters, emails, Your Say North Sydney website, reply paid postcards, presentations and information kiosks.

Early engagement 2018

In mid-2018, North Sydney Council ran an early engagement survey on community values and aspirations for Neutral Bay town centre. Feedback received during this consultation highlighted opportunities and challenges in the town centre as well as key features that define the local character.

Consultation included:

- Surveys
- Online mapping tool
- Submissions
- Drop-in information kiosks

These opportunities were promoted via:

- Direct mail
- Emails to 'Keep Informed' database
- Notification to precinct committees
- Notification to local community groups
- Social media
- Posters on noticeboards
- Advertisements in the local newspaper
- Council website

Responses were received between 26 July and 22 August 2018.

The results of this public exhibition were presented to Council on 29 September 2018.

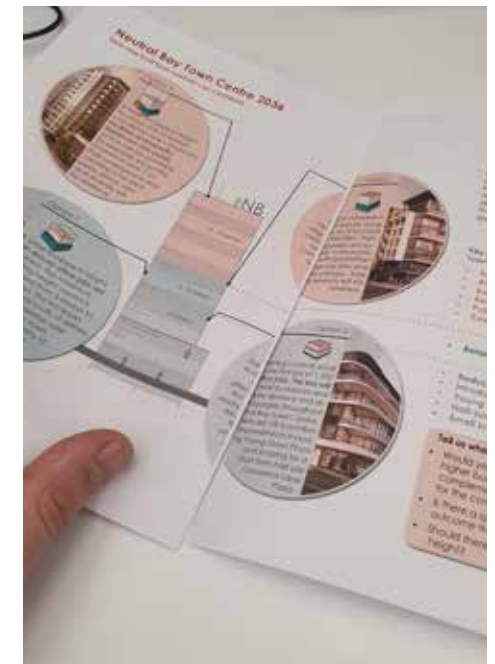


Figure 2 - As part of early community consultation brochures were mailed to residents in the area.

Early engagement feedback

Activity and environment

1. More trees and vegetation (77%)
2. Plazas for outdoor activities (61%)
3. More outdoor dining (56%)

There is a strong desire for more trees and vegetation in the area. Redevelopment and the B-Line project has accelerated canopy loss over the last few years.

Other opportunities include improved plazas for outdoor activities and more outdoor dining. Some submissions noted an earlier Council plan to place the Grosvenor Lane car park underground and supported public domain improvements similar to Young Lane and Grosvenor Street.

Access

1. Improved Military Rd environment (71%)
2. Connections across Military Rd (59%)
3. Improved footpaths (51%)

90% of survey respondents wish to see improvements to the Military Road environment including better road crossing opportunities.

The survey identified that people are being affected by the implementation of the B-Line project. Construction is still under way and while underground works have finished, footpaths are only patched temporarily. This will be resolved over time.

Community facilities

1. Library (learning/sharing) (54%)
2. Community centre upgrade (49%)
3. Community events (45%)

78% of the community supports either a social facility like a library or a community centre in Neutral Bay town centre.

45% of the community supports more public events, feeling it would contribute to the village atmosphere and a sense of community. This was just ahead of more public art (44%).

70% of those surveyed said that **'beautiful public spaces'** is the single most important issue for the future of the centre. Public spaces are important social gathering points for the community and contribute towards the character of an area.

What you said you value most



Community feel & village atmosphere



Connectivity and proximity to Sydney and North Sydney CBD



Restaurants, cafes and pubs for socialising



Ease of access to shops and services

Discussion papers 2019

Feedback from early community engagement sessions helped inform a set of discussion papers released in 2019. The intent of these papers was to engage the community in a discussion on the future of the Neutral Bay town centre by presenting a range of planning control changes that would allow increased development in the area and deliver a range of public domain benefits.

External consultants were engaged for the following:

- Employment Study by HillPDA
- Transport Study by Aurecon

Both consultants ran additional surveys to inform their strategies. A business survey was sent to the Neutral Bay Chamber of Commerce and landowners and a face-to-face survey was undertaken with local businesses. A transport questionnaire was conducted with 200 local workers/commuters.

The urban design and placemaking analysis for the papers was developed in-house. This process included workshops and ongoing Project Control Group (PCG) meetings.

The discussion papers were on public exhibition from Thursday 8 August 2019 until Monday 9 September 2019. Feedback was presented to Council in October 2019 and has influenced the strategies in this report.

Discussion papers feedback

Employment

- The community would like to see the current commercial and retail vacancies along Military Road utilised for future employment opportunities



Building Heights

- There are mixed opinions about increased building heights in the area with 52% of people surveyed supporting modest height increases in the right locations
- Concerns regarding increased building heights include the impact on solar access, existing views and community character
- Half the community support Council negotiating public benefits via Voluntary Planning Agreements (VPAs). Of those that do not support VPAs, many suggest the process is not sufficiently transparent and may favour the developers' interests over the community's

Access and Amenities

- Community members value the existing village feel in Neutral Bay and do not want to see this diminish
- Residents want to see improvements to the amenity of Military Road
- 85% of people surveyed support efforts to improve footpaths, parks and plazas in the area
- There is support for more on-street parking options to cater to a future increase of workers in the area

"Expand the tree canopy along Military Road and laneways, optimise solar access and introduce some public art."

- Survey Response, 2019

Key Issues

- Impact of increased **Building Heights**
- **Public Benefits** through VPAs
- Maintaining a **Village Atmosphere**
- Balanced **Parking Provisions**
- Military Road **Pedestrian Amenity**

Future Directions report

This draft Future Directions report is underpinned by extensive research and consultation from the early community engagement sessions and two discussion papers.

Council prepared the strategies within this report in-house including any built form decisions and public benefit contributions. To understand the impacts of these preferred strategies Council commissioned the following consultation advice:

- Valuation Advice by BEM Property
- Heritage Review by NBR Architecture

The strategies and recommendations in this report are in draft. The document will go on public exhibition in 2020 and feedback will be incorporated before the Future Direction report is finalised. After exhibition a finalised Future Direction report will be submitted to Council and, if endorsed, will be a key document for any future development in Neutral Bay town centre.

"Increased height limits need to be carefully managed to maintain the village atmosphere of the area."

- Survey Response, 2019

1.3 PROJECT - STAGE ONE

Study boundary

The Military Road Corridor planning study is being prepared in stages with the first stage focused on Neutral Bay town centre. The boundary for this stage of the study is surrounded by Ben Boyd Road to the west, Belgrave Street to the north, Winnie Street and Murdoch Street to the east, and Harrison and Yeo Street to the south (Figure 3). Military Road is a major regional thoroughfare running through the study area, linking the Lower North Shore and Sydney CBD with Mosman and the Northern Beaches. Several laneways intersect the site, providing both pedestrian and vehicular access to Neutral Bay town centre.

The Neutral Bay town centre is a mixed-use commercial and residential area containing retail, hospitality and entertainment uses as well as commercial office spaces. The precinct includes a major supermarket, two small retail malls, a school, two Council owned car parks, a bus depot and a community centre. It generally comprises of large consolidated sites intermixed with long, narrow sites with dual frontages.

The study area is well-served by buses with services to and from the Northern Beaches, North Sydney and Sydney CBD passing on Military Road. North Sydney Railway Station lies approximately 2km from the Neutral Bay town centre.

The study boundary for Stage two is on either side of Neutral Bay town centre and represents the remainder of the Military Road Corridor Planning Study.

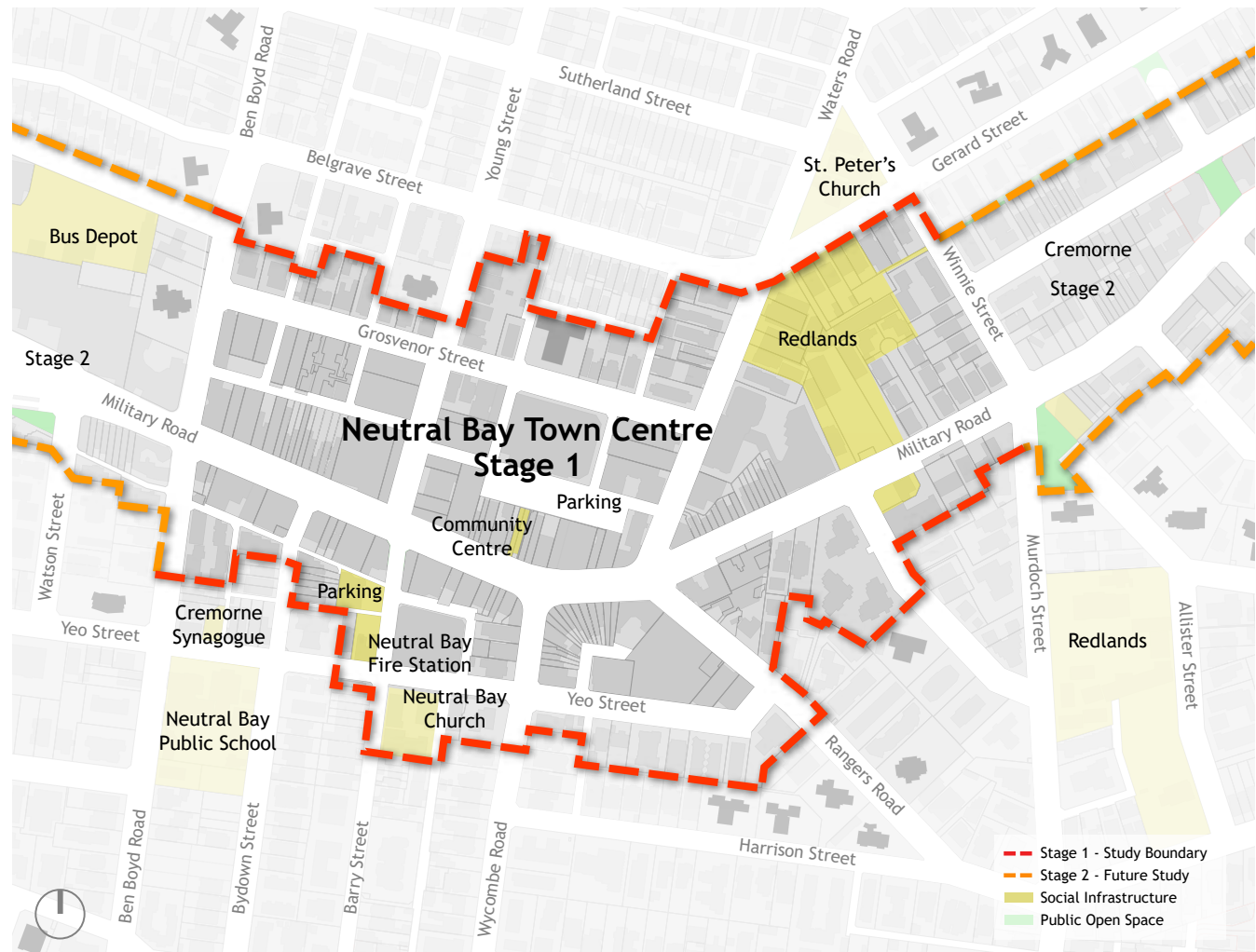


Figure 3 - Stage 1 boundary along Military Road corridor is outlined (red) along with future Stage 2 study area (orange). Existing social infrastructure and public open space in the area is also noted.

Case for change

Neutral Bay is in a period of transformation with current planning controls becoming increasingly outdated as demand for commercial, residential and community facilities intensifies.

This planning study puts forward a development control framework that will ensure that future development is considerate of the existing character of the area and facilitates the delivery of infrastructure and services to meet the needs and aspirations of the Neutral Bay community.

This draft Future Directions report proposes a preferred direction for Neutral Bay that ensures growth in the Military Road corridor results in a more attractive place for workers, residents and visitors. This is proposed through:

- **Increased employment capacity** across the Neutral Bay town centre through an increase in the Non-Residential floor space ratio (FSR) and maximum building heights in the North Sydney Council Local Environment Plan 2013 (NSLEP 2013)
- **In-kind contributions** by increasing maximum building height on specific sites through planning proposals to increase public domain and community facilities

Without changes to the current planning controls there will be a decline in local office floor space in Neutral Bay town centre and a reduction in local jobs. This will affect businesses and residents, with commercial activity declining and residents being forced to travel further for work and services.

The current development trend from commercial single ownership into mixed-use strata ownership has significant long-term impacts. The development decisions made in the next few years will have great influence on the character and amenity of the area.

This study, as well as ongoing feedback from residents and businesses, will ensure that future development respects and benefits the local community.

Report structure

The report focuses on five major areas that are both key drivers in Neutral Bay town centre in present day and during future development:

- **Community facilities** - Identifies the social infrastructure that is needed to support future growth and the changes to planning controls necessary to deliver these facilities
- **Public domain** - Outlines public domain upgrades that are currently underway and identifies future, larger projects subject to further investigation and funding
- **Built form** – Outlines changes to existing development controls to support the future mixed-use function of Neutral Bay town centre
- **Employment** - Considers the forecast for jobs growth in the area and proposes planning control changes to address this need
- **Access** - Identifies projects that encourage walking, cycling and public transport use and major opportunities that arise from the B-Line and Western Harbour Tunnel projects

These five areas are addressed in chapters 2 and 3 of this report.



Figure 4 - The study area suffers from a distinct lack of public open space. Opportunities for respite within the study area come chiefly from private café/dining spaces or informal internal mall seating. May Gibbs Place and the adjacent pocket park is the only public plaza/green space provided within Neutral Bay town centre.

2.1 COMMUNITY FACILITIES

Community Views

The 2018 early engagement survey identified Neutral Bay's village atmosphere as its most valuable quality.

There is also a strong desire for a range of new and improved community facilities within Neutral Bay. Suggestions included art spaces, sports facilities, green spaces and other community event spaces.

Demand

Following community feedback this study has identified demand for the following facilities and infrastructure within Neutral Bay town centre:

- An improved community centre
- A new, affordable childcare space
- An indoor recreational facility that caters to a variety of sports and activities
- Artist studios and exhibition spaces
- Commuter bicycle parking

Implementation

As the need to deliver more community facilities increases it is crucial to look at how these facilities are funded. One key approach is through in-kind contributions, where council negotiates with developers to deliver community benefits when assessing planning proposals. This is particularly valuable when evaluating planning proposals in the vicinity of existing community facilities.

These in-kind contributions not only provide funding and construction for new public facilities and infrastructure but also deliver a tangible community outcome in an area that is limited by space.

Further information on in-kind contributions in planning proposals (PP) and voluntary planning agreements (VPAs) can be found in chapter 3.4.

A variety of community facilities will cater to a **diversity of users** in Neutral Bay town centre.



Elderly



Working
professionals



Students



Families



Children



Groups

Context

Previous Council studies identified strategies for the future use of several Council owned assets, including:

- Barry Street car park
- Neutral Bay community centre
- Grosvenor Lane car park

As part of North Sydney Council's *Uses on Community Land Study (2016)*, Council recommended a proposal for the redevelopment of Barry Street car park into a new community facility.

Through the amalgamation of private lots around the car park and the negotiation of a VPA, Council could also relocate existing public parking underground and create a new open space, linked with both May Gibbs Place and a newly pedestrianised Barry Street.

Through the VPA process the Grosvenor Lane car park could be relocated underground and replaced by a new community centre and plaza.

Implementation of an adaptive re-use strategy for the Neutral Bay fire station could further contribute to this area, creating additional indoor and outdoor community space. This strategy would require dialogue with the current owner, Fire and Rescue NSW.



Figure 4 - Council owned assets in Neutral Bay town centre. Grosvenor Lane car park, Barry Street car park and Neutral Bay community centre have all been identified as areas for future public domain benefits.

Improved community centre

The existing Neutral Bay community centre plays an important role in the lives of many residents. It is a busy centre providing valuable space for community activities, initiatives and services for a range of groups including:

- The Neutral Bay Senior Citizens Centre
- The Daisy Centre: Women's Wellbeing

Activities include community dance classes, indoor sports, health discussions and self-help groups and are regularly scheduled throughout the week.

Some areas of the community centre are inaccessible to wheelchair users and can be difficult to access for others.

Rather than redevelop the centre in its existing location, it is anticipated that a new community centre will be built at a nearby site in Neutral Bay town centre.

Objective:

Provide a new Neutral Bay community centre that improves and expands upon existing services.

- Deliver a new 1,000m² (GFA) community centre in Neutral Bay town centre
- Locate the new community centre between Grosvenor Lane and Military Road along an existing or new pedestrian through-site link
- Include accessible public toilets and family room facilities on ground floor level
- Include access for loading with a service lift from the basement car park
- Provide a variety of flexible spaces for a range of activities and gatherings
- Create a responsive and appropriately scaled community centre that fits within the existing Neutral Bay town centre and contributes to the public domain



Figure 5 - A new community centre can be used for a variety of purposes including courses and community programs .



Affordable childcare centre

Early engagement revealed an increased demand within the community for more affordable and flexible childcare spaces.

The North Sydney Council *Family and Children's Service Strategy (2018)* found 82% of people surveyed did not consider current childcare options in the area to be affordable. It also found that many existing daycare facilities only offer places for children aged 3-5 years, resulting in a lack of options for families with younger children.

Objective:

Deliver a space that provides community-based, affordable childcare. This could include pre-school, occasional care, afterschool care or long day care services.

- Provide an affordable childcare space within walking distance from Neutral Bay town centre
- Ensure accessibility and connectivity from the child-care centre to Neutral Bay town centre

This planning study does not identify a location for an affordable childcare facility. Council will continue to investigate options.



Figure 6 - Examples of mixed-use buildings that incorporate childcare facilities. A new childcare facility should include indoor and outdoor areas and be accessible and well-connected to Neutral Bay town centre.

Indoor recreational facility

In Neutral Bay and Cremorne, over 85% of residents live in medium or high-density housing. The highest concentration of residents are young professionals (aged 25-34) and parents (35-49) with young, school-aged children (0-11).

There is an existing demand for open space and recreational facilities for these residents and currently a lack of public facilities in the area to meet this demand. Existing playing fields at Forsyth Park, Cammeray Park and Anderson Park are operating at capacity. Nearby indoor sports facilities are limited, with many provided by private educational establishments within the precinct and not accessible to the public.

Objective:

Provide an indoor, accessible recreational facility for a variety of sports and activities.

- Deliver a new, 900m² minimum (GFA) indoor recreational facility
- Design to include a multi-purpose court, adequate storage and change rooms
- Locate entry to the facility via a new plaza or pedestrian through-site-link
- Encourage wayfinding and interaction by communicating activities on smart e-signage on the ground floor level
- Mitigate noise impacts to surrounding residential areas



Figure 7 - A new indoor recreation facility should be flexible to allow for a range of sports and activities. The facility should include adequate storage and accessible change rooms.

Secured bicycle parking facilities

Forecasted future growth of Neutral Bay's residents and workers will put further demand on an already vehicle heavy Military Road. To cater to this increase, alternative modes of transport to private vehicle use should be encouraged including public transport, walking and cycling.

In North Sydney Council's *Integrated Cycling Strategy (2014)* the target percentage for cycling as a key mode of transport is 2%. To cater to these commuters Neutral Bay town centre needs mid-trip/end-of-trip commuter cycle parking that is secured, easy to access and in close proximity to the B-Line bus stop to allow for mixed modes of travel.

Objective:

Provide public and secured commuter bicycle parking facilities to accomodate workers and residents.

- Provide 28 (2 x 14) public and secured commuter bicycle parking spaces located to the north and south of Military Road
- Continue to provide bicycle parking spaces required under Council's Development Control Plan
- Locate distinct entry to the facility in close proximity to the B-Line bus stop
- Affiliate the new recreational facility with the bicycle parking facilities by creating joint access to the change room facilities
- Communicate the facilities availability and wayfinding in a clear and noticeable way at the entry and in signage throughout Neutral Bay town centre



Figure 8 - A future end-of-trip bicycle facility would be able to accommodate the cycling targets detailed in North Sydney Council's *Integrated Cycling Strategy (2014)*.

Creative makers art alley

There is opportunity in the town centre to create a designated art alley containing flexible, creative spaces for artist studios and shops. This would align with the North Sydney Council *Community Strategic Plan 2018-2028*, which encourages a diverse mix of businesses, after-hour and weekend activity and laneway activation. The alley would also be a needed provision for the nearby Primrose Park Art and Craft Centre, whose artists currently lack opportunities to sell and exhibit works.

While Council has delivered creative spaces in the area (a second studio at Primrose Park, a studio at the Coal Loader and the Ridge Street Pop-up space) there has also been the closure of several commercial galleries over the last 10 years affecting opportunities for local artists. In the survey underpinning the North Sydney Council *Arts & Cultural Strategic Plan 2019-2022*, 80% of participants identified the need for a dedicated art gallery or exhibition space in the area and 70% recognised the need for local art studios. Similarly, community feedback for the *Community Strategic Plan 2018-2028* ranked art, culture and creative event spaces as the second highest priority out of 25 strategic outcomes.

A designated art alley in Neutral Bay town centre would echo current creative trends elsewhere in Sydney and deliver an innovative and inspired space for local artists and the community. Developed on the existing community centre site, the art alley will also deliver better pedestrian through-site-links between Military Road and Grosvenor Street. The art alley would require the relocation of the existing community centre before proposals or submissions.

Objective:

Deliver a mix of studio, exhibition and retail spaces for local artists.

- Deliver artist studios and exhibition spaces that can sell a diverse medium of arts and crafts
- Develop the art alley at the existing Neutral Bay community centre site after relocation of the community centre
- Provide a continuous funding mechanism for maintenance and management through rental return and consideration for a small retail space
- Create flexible floor plans allowing for a variety of space sizes and a range of uses



Figure 9 - Artist studios can activate a street as well as contribute to the local community and economy.



Figure 10 - Carnaby Street, London is a good example of an activated and creative laneway. This approach would be adopted for Neutral Bay town centre's art alley, promoting street activation through ground floor artist studios, exhibition spaces and shops. Cenary lighting allows the laneway to transition from day to night use and improves the safety and amenity for pedestrians.

2.2 PUBLIC DOMAIN

Community Views

During early engagement in 2018, 70% of the community identified improvements to the public domain as the single most important requirement for Neutral Bay town centre. 85% of survey submissions received as ongoing feedback in 2019 support Council's effort to improve footpaths, parks and plazas.

The built form can significantly contribute to an improved pedestrian experience. Changes to North Sydney Council's *Development Control Plan 2013 (NSDCP 2013)* regarding through-site links, setbacks, public domain and solar access can improve the current public domain and create new open space opportunities.

Key priorities include:

- new plazas and public spaces
- implementation of shared zones
- widening of footpaths at B-Line bus stops
- additional tree cover and vegetation
- improving pedestrian amenity and experience along Military Road
- increase opportunities for outdoor dining

Aims

Improvements to the existing public domain in Neutral Bay town centre will be achieved by:

- Increasing existing public open space in Neutral Bay, as identified in North Sydney Council's *Open Space Provision Strategy (2009)*
- Creating high quality public spaces, an objective acknowledged as a top priority during early engagement in 2018
- Improving the environment for walking, cycling and bus stops, to enhance the Neutral Bay village atmosphere, a priority identified in during early engagement in 2018
- Dedicating space for pedestrian amenity along Military Road, to relieve some of the impacts of increased traffic
- Prioritising walking and cycling to limit road congestion, a key direction of the North Sydney Council *Transport Strategy (2016)*

- Allowing space to walk, rest and socialise which will increase pedestrian amenity, accessibility and safety in Neutral Bay

New open spaces and community facilities will be delivered at four key sites in Neutral Bay town centre through both DCP controls and in-kind contributions as part of planning proposals. These sites are:

- Barry Street Promenade
- Rangers Road Plaza
- Grosvenor Lane Plaza (North)
- Grosvenor Lane Plaza (South)

DCP control changes will also provide:

- Ground floor setbacks on Military Road
- Through-site-links at the four key sites to help create a strong pedestrian link

A vibrant plaza creates opportunities to socialise, play, and rest.

Context

In 2015 North Sydney Council published the *Grosvenor Lane Planning Study* to explore opportunities to revitalise the area and create further open space in Neutral Bay town centre.

This planning study aims to deliver:

- An underground Grosvenor Lane car park and supermarket with pedestrian plaza above
- Shared zones on Waters Lane and Grosvenor Lane to improve existing public domain
- An underground supermarket at Rangers Road with pedestrian plaza above
- Through-site-links and ground floor setbacks throughout the town centre
- A pedestrianised Barry Street, with links to May Gibbs Place and Young Street across Military Road, by relocating the existing public car park underground

The potential adaptive re-use of the Neutral Bay fire station could also provide further outdoor space.

In lieu of undergrounding the Grosvenor Lane car park, a simpler strategy for the Grosvenor Lane site has also been developed, incorporating a new layout that concentrates parking along the north. This creates a new, high-quality shared zone and plaza on the southern side, offering additional public space to the local community. This could be achieved in the short-medium term.

These interventions and strategies are summarised in Figure 11 and supersede the 2015 Grosvenor Lane Planning Study.

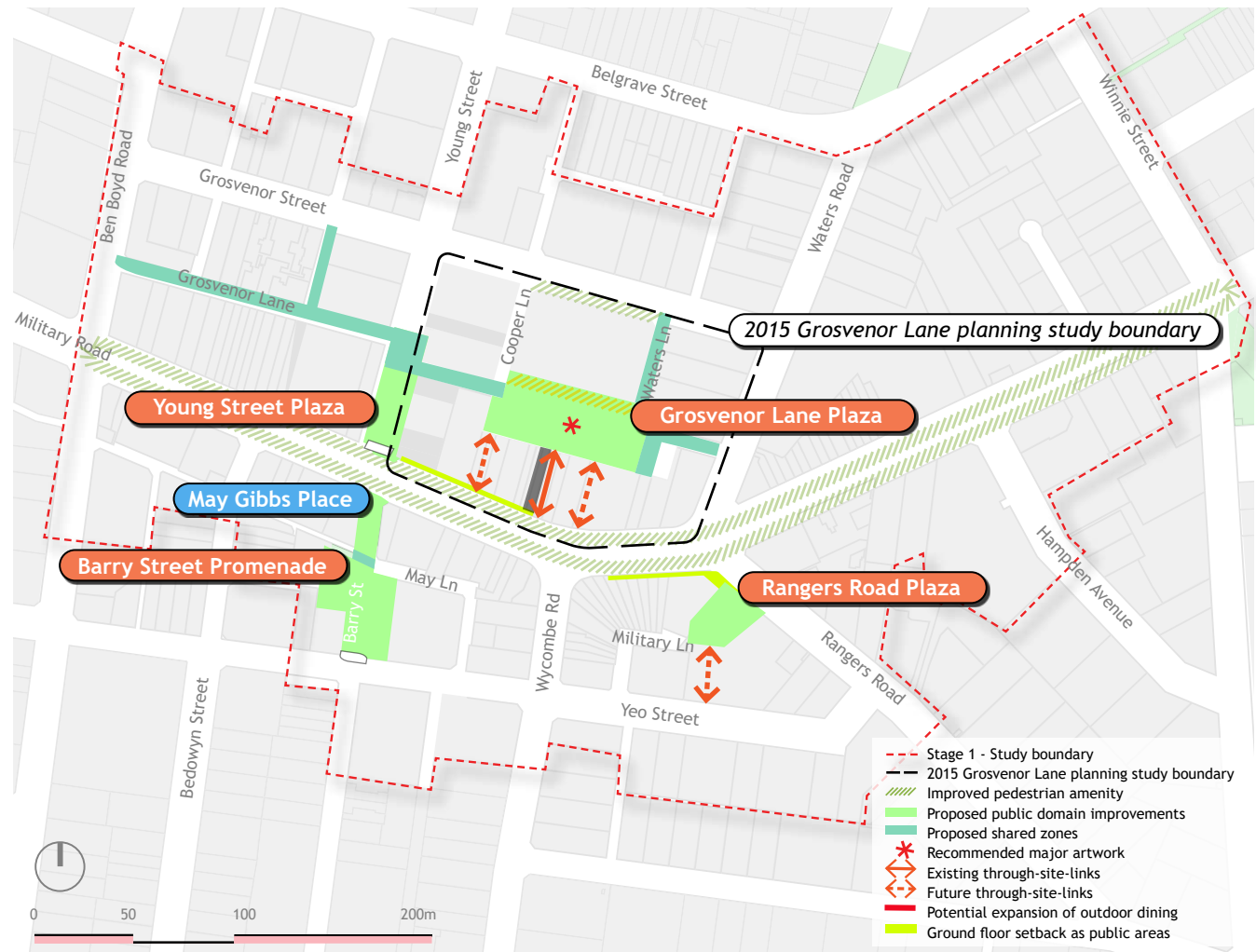


Figure 11 - Proposed public domain strategy for Neutral Bay town centre. This strategy focuses on pedestrian and public domain improvements throughout the town centre including the development of new open space.

Young Street Plaza

The closure of Young Street was identified as part of the State Government funded B-Line project.

Young Street plaza is located adjacent to key pedestrian routes including Military Road, the B-Line bus stop and May Gibbs Place. The plaza improves wayfinding across Military Road and strengthens the connection between the north and south side of Neutral Bay town centre.

In August 2019, Council considered the consultation outcomes from an initial draft for the proposed Young Street plaza. It was determined that a temporary closure of Young Street to vehicles for a three-month period will take place in 2020 to allow traffic flow, pedestrian safety and amenity benefits to be evaluated.

Objective:

Deliver a new public plaza through the closure of Young Street between Military Road and Grosvenor Lane.

- 1 Deliver a 700m² plaza on Young Street between Military Road and Grosvenor Lane
- 2 Maximise space for pedestrians while retaining loading and driveway access requirements
- 3 Include high quality finishes with new street trees, garden beds, public seating and paving materials
- 4 Improve access for people walking and cycling to B-line bus stops
- 5 Liase with TfNSW to investigate the realignment of existing traffic signals over Military Road to provide a direct link between May Gibbs Place and Young Street



Figure 12 - Artist's impression of Young Street Plaza from the July 2019 exhibition. The closure of Young Street as a thoroughfare to vehicles provides necessary open space in Neutral Bay town centre and strengthens the connection between the north and south side of Neutral Bay.

Barry Street Promenade

A pedestrianised promenade along Barry Street will improve accessibility in a north-south direction through the town centre and link existing public domain sites including May Gibbs Place and Young Street plaza. It will also connect with key services including St. John's Church, Neutral Bay fire station, Neutral Bay Public School, public parking and a re-aligned pedestrian crossing at Military Road. Future public domain opportunities along Barry Street can further expand this space (Chapter 3.3.).

Objective:

Develop Barry Street into a pedestrian promenade with accessible open space.

- 1 Develop Barry Street into a pedestrian promenade once the existing car park is relocated underground. This project is made possible through the redevelopment of Site 4 (p. 56)
- 2 Sequentially deliver new public open space on Barry Street and the following adjoining sites as redevelopment occurs:
 - half of the existing Barry Street car park site
 - part of 40 Yeo Street
 - the rear of the existing Neutral Bay fire station
- 3 Provide street furniture and paving to visually connect May Gibbs Place to the new promenade
- 4 Provide access to the new public car park from Bydown Street, Cheal Lane and/or Olive Lane (subject to detailed investigation)

The potential adaptive re-use of the Neutral Bay fire station could also provide further outdoor space for the Barry Street promenade in the future but requires engagement with the landowner Fire and Rescue NSW.



Figure 13 - Artist's impression of the future Barry Street Promenade. This promenade will improve pedestrian connection in Neutral Bay town centre and provide new open space for the community.

Rangers Road Plaza

Through the relocation of an existing supermarket underground a new public plaza could be delivered along Rangers Road, providing much needed open space and retail opportunities to a growing area.

There is currently a high volume of pedestrian movement in the area from the supermarket making it an ideal location for more public domain space. This space would be activated by shops, restaurants and cafes along the edges of the plaza, creating a vibrant and safe open space for the community.

Objective:

Relocate existing supermarket underground and create a new public plaza along Rangers Road.

- 1 Deliver 1,000m² of open space along Rangers Road
- 2 Deliver a through-site-link from the new plaza into Yeo Street
- 3 Promote active edges around the plaza such as retail, cafes and outdoor dining. This includes a continuous line of fine-grain retail flowing into the space from Military Road
- 4 Encourage alfresco dining and other late-night trading opportunities in the plaza
- 5 Maximise flexibility of the plaza by making it free from any built form structures. Any entries into the supermarket or underground parking should be integrated along the edges of the plaza

This project is made possible through the redevelopment of site 3 (p.54).

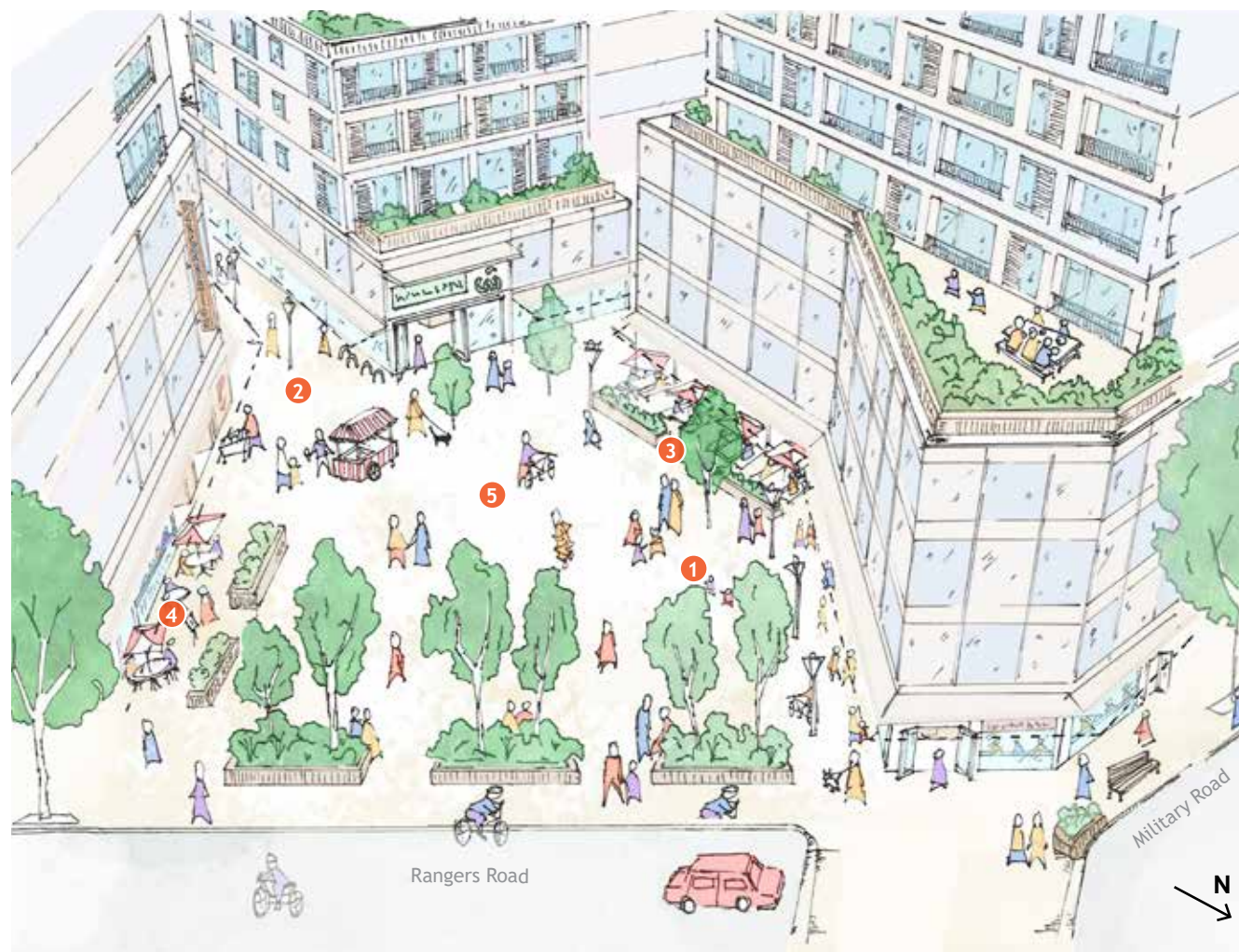


Figure 14 - Artist's impression of the future Ranger Road Plaza. The space will be activated by retail, cafes and restaurants along the edges and a continuous, open plaza which can host a variety of community events.

Grosvenor Lane Plaza

The *Grosvenor Lane Planning Study (2015)* encouraged the amalgamation of several smaller lots around the Grosvenor Street car park. This amalgamation, coupled with height incentives delivered through the VPA process, would allow for the car park to be relocated underground and a ground level plaza to be developed for the community.

Several schemes to deliver the plaza have been proposed by surrounding landowners since the initial planning study. To optimise the outcome it is important for proposals to accommodate all surrounding sites and include ground level and underground access to existing and future redevelopments. This will allow the plaza and underground structure to respond to the surrounding context over time and during any future redevelopment.

A second proposal is also being put forward in the planning study in the event that an underground car park is not feasible. This proposal shares many of the same principles as the original 2015 proposal but reconfigures the existing car park along the north of the site instead of relocating it underground. This would allow for a new, high-quality shared zone/plaza along the southern side of the site.

These two options for increased public open space on the Grosvenor Lane car park site are detailed on the following pages.



Grosvenor Lane plaza will reinforce the town centre and improve the village atmosphere of Neutral Bay

Grosvenor Lane Plaza - Option 1 - Underground car park

Objective:

Locate the existing car park underground and create a public plaza above.

The full scheme would be achieved through the redevelopment of sites 1 and 2 (p.50-53)

- 1 Deliver a new public plaza with an underground basement that includes public parking
- 2 Maintain solar access to the plaza by providing a 6.5m ground floor setback and shape the proposed building to the north of the new plaza
- 3 Avoid built form elements such as car park access within the plaza. Car park access to be located on the edges of the plaza
- 4 Maintain the natural slope of the land and avoid stairs when developing the plaza where possible to allow seamless connections between existing and future development. This also allows for deep soil opportunities
- 5 Create fine grain active frontages around the plaza and encourage outdoor dining

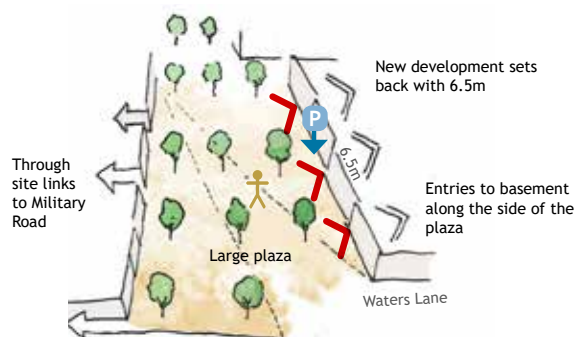


Figure 15 - Artist's impression of the long-term transformation of Grosvenor Lane. By relocating the existing Grosvenor Lane car park underground there is potential for a large new plaza in the middle of Neutral Bay town centre.

Grosvenor Lane Plaza - Option 2 - Realign car park

Objective:

Realign the existing Grosvenor Lane car park, with parking spaces concentrated along the north of the site and the redevelopment of half of the existing car park to create a new shared plaza to the south.

This can be achieved in the short-medium term, subject to funding, without the redevelopment of sites 1 and 2 (p. 50-53).

- 1 Relocate existing parking to the north of the site and remove parking along current dedicated southern vehicular carriageway
- 2 Develop the south of the existing car park into a pedestrianised plaza with shared zone to access existing laneways and driveways. Include time managed loading facilities
- 3 Create a new pedestrian only zone that is developed and allows for street activation through outdoor dining, vegetation, events, public art and play spaces
- 4 Minor losses of parking on the existing Grosvenor Lane car park are expected. To offset this loss an increase of parking in laneways should be investigated.
- 5 Maintain solar access to the plaza by providing a 6.5m whole of building setback (excluding basement) to the north of the new plaza if any redevelopment occurs

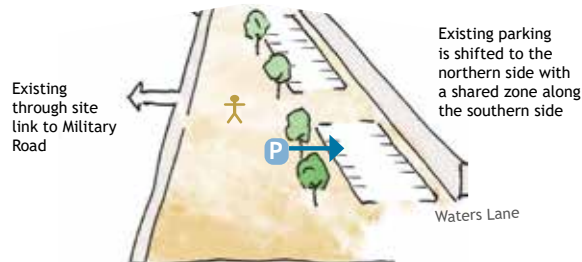


Figure 16 - Artist's impression of the short-term transformation of Grosvenor Lane. This option would allow for a large pedestrian area by relocating the existing car park along the north side of the site, opening the south side for a shared pedestrian plaza.

Through-site-links

Neutral Bay town centre has three unique pedestrian connections from Military Road into Grosvenor Lane car park. The midpoint connection is on public land, open to the sky and adjacent to the existing Neutral Bay community centre. The other two connections are enclosed arcades situated at both ends of the Grosvenor Lane car park. All three link the car park with important public uses on Military Road such as the B-Line bus stops and the pedestrian crossing at Wycombe Road.

Objective:

Retain and optimise permeability between Military Road and Grosvenor Lane car park and towards Yeo Street through existing pedestrian connections.

- 1 Pedestrian through-site links should be provided between Military Road and parallel laneways/streets to the north and south of Military Road to enhance pedestrian connectivity
- 2 Create a minimum 6m width along through-site-links (dependent on investigation into access requirements)
- 3 Create through-site-links that are open to the sky and lined by 3 storey podium buildings. This will allow light in and give the space a human scale appropriate to the village atmosphere of the area
- 4 Encourage accessibility along the through-site-links by using the natural grade of the land
- 5 Create through-site links that have active facades to promote street activation and to create safer, accessible spaces for pedestrians



Figure 17 - Artist's impression of a through-site-link at Wycombe Road. The link is open to the sky and seamlessly connects to Grosvenor Lane. Also pictured is the proposed new community centre and art alley.



Figure 18 - Spice Alley in Kensington Street, Chippendale, is a good example of an active laneway housing a variety of uses. The laneway is vibrant after-hours and on weekends and has become a key tourism spot in Sydney. It utilises active street edges, vegetation, lighting and solar access to draw people in.

3.1 EMPLOYMENT

Community Views

Over 70% of survey participants identified the restaurants, cafes and bars in and around Grosvenor Lane, Grosvenor Street and Young Street as their favourite and most valued spots in the study area.

Businesses identified the following needs:

- Ease of access to a wide variety of shops and services
- Well planned, mixed-use spaces with the additional provision of commercial, retail and residential floorspace
- Increases in the residential and business sectors in the immediate catchment
- Enhanced opportunity for outdoor dining and rooftop bars
- Maintain loading zones and servicing capabilities
- Improved public domain, community facilities, public spaces and shared zones
- Accessible town centre with adequate customer parking

Context

The North Sydney Council's *Economic Development Strategy (ESD) (2016)* informs Council policies, procedures and projects to stimulate and facilitate economic growth across the Local Government Area (LGA). The ESD outlines weaknesses and opportunities for economic growth in the Neutral Bay town centre.

Neutral Bay currently supports around 2,850 jobs which could fall to 1,500 jobs by 2036 without changes to existing planning controls to allow for an increase in commercial offices, retail and residential development. To support the predicted growth of existing industries in Neutral Bay it is recommended that the planning controls be amended to support capacity for a total of 4,000 jobs by 2036. This planning study proposes to support the anticipated job growth in the area by allowing small increases in building heights in selected areas to allow for more office space on upper floors.

Aims

This chapter aims to:

- Increase employment capacity to meet future retail and office demand by 2036
- Support start-ups and other local businesses
- Develop a high level of local street activity and amenity
- Support greater diversity and amenity of retail uses



Current planning controls may result in a **loss of 27,500m² employment space in Neutral Bay town centre.**

Increase employment capacity

The ESD identifies that current planning controls within North Sydney Council's *Local Environmental Plan 2013 (NSLEP 2013)*, specifically the non-residential floor space ratio (FSR), could result in a reduction of jobs in the Neutral Bay area. By increasing the non-residential FSR in the area this reduction could be reversed to see a growth in employment capacity to meet the potential jobs target by 2036.

Under the current controls, sites can convert commercial buildings into residential development with half the ground floor being provided as retail. A non-residential FSR of 0.5:1 applies.

If the FSR is changed to 1.2:1 it would require future buildings not only to build non-residential floorspace on ground floor but also above. Expanded opportunities should be explored on larger sites.

Objective

Maintain the existing level of shops and services in the centre

Ensure new development supports long-term local jobs growth

- Increase the non-residential floor space ratio (FSR) in accordance with Figure 19



Figure 19 - (Top right) Proposed minimum increases to non-residential FSR in the NSLEP 2013 and further increases through planning proposals. (Bottom right) Increases shown as floor storeys.

Encouraging small businesses

There is demand for flexible office space over traditional offices. This includes short-term rentals and coworking spaces.

Flexible workspaces encourage a highly diversified workforce that can include small businesses, start-up companies, freelancers and entrepreneurs. There has been an emergence of tech-related industries in Neutral Bay and surrounding areas that could benefit from these flexible office options.

These businesses are generally attracted to smaller office spaces (<200m²) at more affordable rental prices. Creating small but flexible spaces, which can be altered or increased with demand, would appeal to both start-up businesses and freelancers as well as more traditional industries including doctors, lawyers and service agencies.

Diversifying retail uses

The quality and diversity of tenancy mix helps define the identity of Neutral Bay town centre by creating an attractive and interesting place to conduct business and visit.

Currently the town centre attracts small-to-medium size businesses with less than twenty employees. There are several banks, financial institutions and medical services in the centre which reflect the large residential population of the area. The centre also has a high number of specialist and consulting services relating to property, business and other industries. Existing office and business premises generally range between 100-250m² in size.

Along Military Road, a major transport corridor, floorplates are larger in size and beneficial for companies seeking higher exposure. Smaller, fine-grain retail is favoured within the town centre to enhance the existing village atmosphere. In instances where there is an opportunity for double frontage, both sides of the premise should be activated where possible.

To create a diversity of retail uses it is important to have flexibility and diversity in floorspace provisions. An allotment of smaller retail and office floorplates in any future development (50-100m²) will help diversify retail in the centre, help support smaller, local businesses and appeal to new start-ups and freelancers.

Enhancing street activity

Retail located along street edges can increase the vibrancy of a centre, especially after hours or on weekends, and improve passive surveillance and safety for pedestrians.

Initiatives like outdoor dining can activate a space and encourage community interaction. It also invites and attracts passing trade into an area, benefiting not only the restaurant but the surrounding retail precinct. Fine-grain retail, cafes and restaurants should be encouraged in the town centre with more passive services such as banks, real estate agencies, showrooms, etc. located along secondary pedestrian thoroughfares or on Military Road.



Figure 20 - Outdoor dining along Young Lane greatly increases the pedestrian safety and amenity of a service laneway by activating otherwise latent street edges.

Objectives:

Encourage a mix of retail tenancy sizes for a diverse range of users

Support uses that activate the centre during the day, night, and on weekends to make it a more attractive location for commercial operations and additional residential development

Support a mix of small local offices and start-up businesses

- Allow for a variety of retail, restaurants, cafes and outdoor dining at ground level. Office and business space will be provided on the first and second floor and residential above
- Specialty shops that provide active trade should each have shop-front entries that open to a laneway or street

To meet the new, non-residential FSR requirements development proposals could consider:

- Smaller floorplates tailored to the town centre with retail spaces at 51-100m² and offices at 101-250m²
- Adaptable, flexible spaces
- Inclusion of incubator hubs and coworking spaces
- The 'pop-up shop' application on existing and future vacant commercial space to support entrepreneurs and start-up businesses and minimise negative amenity impacts during a redevelopment process



Figure 21 - Outdoor dining along Rangers Road helps activate the street and draws people in.



Figure 22 - Double Bay has an active through-block connection, framed by a number of retail shops, cafes and a large supermarket. This area is well activated at night and on the weekends as well as during standard work hours.

3.2 TRANSPORT

Community Views

A Council authorised transport study identified community views on transport in the area.

Key transport insights from this study include:

- Military Road creates a barrier between the north and south of Neutral Bay town centre
- People have a sense of vulnerability when it comes to their safety on and around Military Road
- Two thirds of respondents usually access the town centre by walking or cycling
- People value access to parking in or near the town centre

Context

The Neutral Bay town centre is dominated by commuter traffic on Military Road which has created a major barrier between the northern and southern sides of the centre. The B-Line bus service has resulted in reduced safety and amenity for pedestrians. Military Road's role as a key transport corridor has had adverse impacts on the surrounding urban form and amenity for all transport users. It has resulted in a lack of public open space and greenery, poor local walking conditions (particularly for more vulnerable members of the community), limited on-street activity outside of business hours and, more generally, a change in how Military Road is perceived by the community.

Council is managing traffic and access in the area through the North Sydney Council *Local Access and Traffic Management Plan (2019) (LATM)*. Actions in the LATM include shared zone upgrades in Young Lane and Grosvenor Lane (west). There is also a focus on intersection improvements and redistributing parking to gain public domain space and shared zones. These changes will prioritise and improve pedestrian amenity above other modes of transport throughout the centre.

Aims

Designing for pedestrians and increasing the amount of public space to walk, rest and socialise, makes streets accessible and safe for all ages. It also makes the town centre more attractive for businesses and residents due to increased pedestrian activity. The streetscape should be visually interesting and include engaging building frontages with continuous awnings to provide shelter. Materials for shared zones will continue across intersections to slow down traffic and enhance perception of pedestrian safety.

This chapter aims to:

- Support cycling and walking as key modes of transport
- Enhance the connectivity and amenity across and along Military Road
- Support loading needs of local businesses

B-Line Projects

The Department of Transport for New South Wales (TfNSW) completed the B-Line program in Neutral Bay in 2019. This involved upgrades to the road corridor and implementation of bus priority measures to improve reliability of bus services affected by congestion at several bottlenecks between Mona Vale and Sydney CBD.

B-Line construction has removed the parking buffer between pedestrians and the road, creating a less safe environment for pedestrians and a public perception of vulnerability. The concentration of people waiting at the bus-stop has led to conflicting movement on the footpath. Additional funding by the NSW State Government is being provided to help mitigate the impact of the B-Line on pedestrian amenity.

Desired objectives:

- The planned closure of Young Street to deliver a new public plaza
- Repaving of Military Road footpaths

Additionally, as part of the B-Line program, Council is:

- Preparing a Style Guide and Urban Branding Strategy for Neutral Bay and Cremorne along Military Road to refresh commercial areas after two years of construction
- Implementing significant pieces of the earlier adopted Neutral Bay - Cremorne Public Domain Masterplan
- Implementing the B-Line Public Art Strategy for the bus stops in Neutral Bay and Cremorne town centres

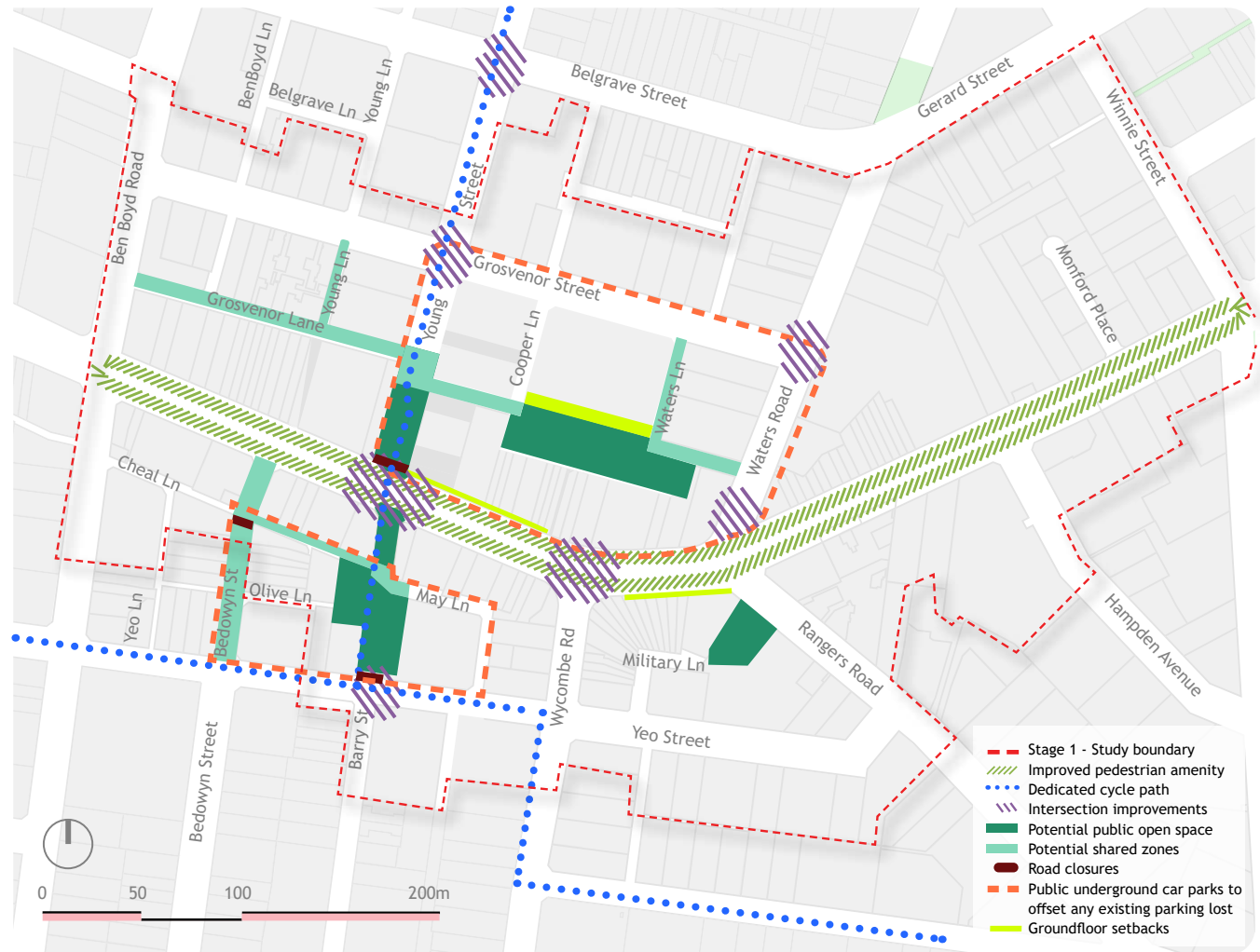


Figure 23 - Future transport improvements, including PP/VPA opportunities, with a focus on pedestrian and active travel that balances the increasing detrimental effects of motorised vehicles in Neutral Bay town centre over the last decades.

Beaches Link

In 2016, the NSW State Government announced the Beaches Link (BL) project, a motorway tunnel connecting the Northern Beaches to the Warringah Freeway. The intent was to relieve congestion on existing routes to and from the Northern Beaches, including on Military Road. However, project updates released in 2018 suggest that there will only be a 15% reduction in traffic on Military Road as a result of the Beaches Link.

The recent release of the *Western Harbour Tunnel and Warringah Freeway Upgrades Environmental Impact Statement* show the retention of the Ernest Street ramps. However, the proposed 'simplification' of the Warringah Freeway results in:

- The Ernest Street ramps only providing access to the Sydney Harbour Tunnel
- The Military Road ramps only providing access to the Sydney Harbour Bridge

While some Military Road traffic will re-assign to the Ourimbah Road corridor to access the City's eastern suburbs, this is likely to be outweighed by the majority of trips that drive over the bridge to access destinations in Sydney CBD. This suggests that there will be minimum reductions in Military Road traffic as a result of the revised Western Harbour Tunnel and Warringah Freeway Upgrades proposal.

Improving the amenity of the Military Road corridor requires:

- Lobbying NSW State Government for interventions that would achieve more significant traffic reductions on Military Road
- Widening footpaths and allowing longer crossing times for pedestrians

- Encouraging existing traffic to continue to use Ourimbah Road
- Encouraging walking, cycling and public transport
- Investigating other local safety and amenity improvements that could be implemented along Spit Junction, Cremorne and Neutral Bay centres

Support pedestrians & cyclists

To create a more engaging, pleasant and attractive town centre, there is a need to support cycling and walking. 66% of residents use cycling or walking as one of their modes of transportation to access the Neutral Bay town centre. Prioritising the experience of pedestrians and cyclists before private car-use will improve access for most users of Neutral Bay town centre.

Supporting walking and cycling as preferred modes of transport provides wider public benefits including:

- Improved environment sustainability
- Healthy lifestyle
- Affordable transport
- Increased business activity
- Social interaction and well-being
- Less traffic congestion

Several public domain upgrades that support this strategy include a shared zone in Grosvenor Lane (west) and the Young Street closure.

Needs of local businesses

Servicing and delivery are imperative to the daily operation of some businesses. Ensuring the efficiency of services and deliveries is retained and is in a location that reduces impacts to the public realm is important.

Both public domain and access opportunities will improve the shopping experience of Neutral Bay town centre and along Military Road but will require innovative management of loading and deliveries.

Balance transport priorities

This study advocates for slower speeds across Neutral Bay town centre and Military Road and supports the roll-out of shared zones in Young Lane and Grosvenor Lane (west).

Slowing down motorised vehicles around the town centre will help enhance the existing village atmosphere and increase pedestrian safety.



Figure 24 - A shared zone can restrict vehicle access to a space at specific times, allowing the space to be fully pedestrianised periodically.

Parking

On-street parking is a valuable public asset that not only facilitates access to the Neutral Bay town centre, particularly for less mobile members of the community, but also acts as a buffer between higher speed carriageway traffic and the footpath.

The total number of on-street parking spaces in Neutral Bay will be maintained unless no alternative parking arrangements are feasible. Any loss of parking will be offset through improvements to Neutral Bay's public domain, walking, cycling and public transport safety and amenity.

Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls to ensure no net increase in traffic from increases in building density.

- For sites 1-4, any redevelopment proposal will need to demonstrate that satisfactory arrangements have been made to ensure that there is no net increase in traffic generation as a result of the development

As well as delivering site specific improvements there is an opportunity to update Council's *Local Access and Traffic Management Action Plan (2018)* and *Parking Management Plan*. This update should consider:

- Delivering a cycle path along Young Street from Yeo Street to Sutherland Street including associated intersection improvements
- Improving intersections for pedestrians on Yeo Street, Waters Road and Military Road and adding a pedestrian crossing with build-outs on Yeo Street at Barry Street
- Delivering new shared zones in Bedowyn Street, Cheal Lane and Grosvenor Lane

- Investigating opportunities for footpath widening and kerb build-outs (parklets) that can be used for outdoor dining, street furniture and landscaping
- Introducing a reduced speed limit across the whole of the study area
- Maximising pedestrian amenity by providing time-shared, ground-level loading and parking. Loading will occur strictly within set times, for example in the early morning and evening

Improvements on Military Road are subject to NSW State Government approval. It is proposed to advocate with Transport for New South Wales to:

- Seek ways of reducing regional traffic volumes
- Achieve improvements on Military Road including reduced speeds and increased pedestrian amenity as outlined in this chapter

Objectives:

Improve amenity for alternative modes of transport including walking and cycling

Maintain adequate space for loading and services in high pedestrian activity areas

- Deliver public domain and local access benefits as described in chapter 2.2 - Public Domain
- Consider site access requirements as described in Chapter 3.4
- Any revised maximum parking rates will not exceed current capacity permitted under the current NSDCP 2013
- Review current maximum parking rates for residential dwellings and commercial floor space in Neutral Bay town centre



Figure 25 - This table top junction in Port Macquarie, NSW, slows down vehicles and prioritises pedestrians. Intersection improvements within Neutral Bay should consider a similar approach.

3.3 BUILT FORM

Community Views

This draft Future Direction report has been shaped by community feedback received from mid-2018 to late 2019.

Early engagement encouraged comments from Neutral Bay residents and workers to better understand local values and issues. This feedback provided insights into what the community valued in Neutral Bay with the suburb's 'village atmosphere' rating as one of its greatest attributes.

Feedback helped form two Discussion papers in 2019 that examined a range of urban design strategies for the area to promote jobs growth and increase public benefits. These options were placed on public exhibition in August 2019 to allow for further community comment.

There were mixed opinions regarding building height increases in the area. 52% of those who submitted feedback supported moderate increases in building height from 5 storeys to 6-8 storeys to help deliver necessary infrastructure. A few were strongly opposed to high rise buildings in the area. There was also general concern that significant increases in building height would be out of scale with Neutral Bay's village atmosphere. The need for more public domain in the area was also acknowledged and submissions were received by larger site owners that propose to deliver on this need.

Context

In recent years there has been significant development pressure along the Military Road Corridor. These interests vary in scale and intent, but they commonly seek to challenge North Sydney Council's current planning controls, particularly in terms of building height and zoning. This draft Future Direction report provides a framework that new planning proposals can be evaluated against which will help contribute to the desired future character of the area and make a tangible contribution to the public domain.

From early community engagement and feedback on the Discussion papers, a need to meet community demand on various issues was raised including community facilities and public domain. The Discussion papers utilised a building height increase across the town centre to leverage public benefits delivered through contributions over time.

Similarly, permitting a height increase on specific sites through planning proposals can result in direct, tangible benefits for the community and contribute to the vibrancy and diversity of the town centre.

Aim

The aim of this chapter is to review existing planning controls in Neutral Bay with consideration of the increased need for jobs growth in the area and community feedback on previous design strategies from several public engagements. Strategies outlined in this report take into account the above considerations while acknowledging the existing 'village atmosphere' context of Neutral Bay town centre. These strategies will aim to:

- Improve the existing built form controls in both the North Sydney Local Environmental Plan 2013 (NSLEP 2013) and the North Sydney Development Control Plan 2013 (NSDCP 2013)
- Incorporate non-residential floor space ratio (FSR) controls into the NSLEP 2013
- Provide guideline for planning proposals (PP) that outlines the outcomes of in-kind public benefit contributions (voluntary planning agreements/VPA). These outcomes and their benefits to Neutral Bay town centre have been discussed in previous chapters.

Land Use Zoning

No changes are directly envisioned to the land zoning at this stage.

Site 4 (Barry Street car park) outlined in the guideline for planning proposals (PP) in chapter 3.4 may require a change from social infrastructure (SP2) and medium density residential (R3) to an appropriate land use zoning that will deliver an underground car park and public domain balanced by high density residential.

The zoning of new public domain to public recreation (RE1) will be investigated.

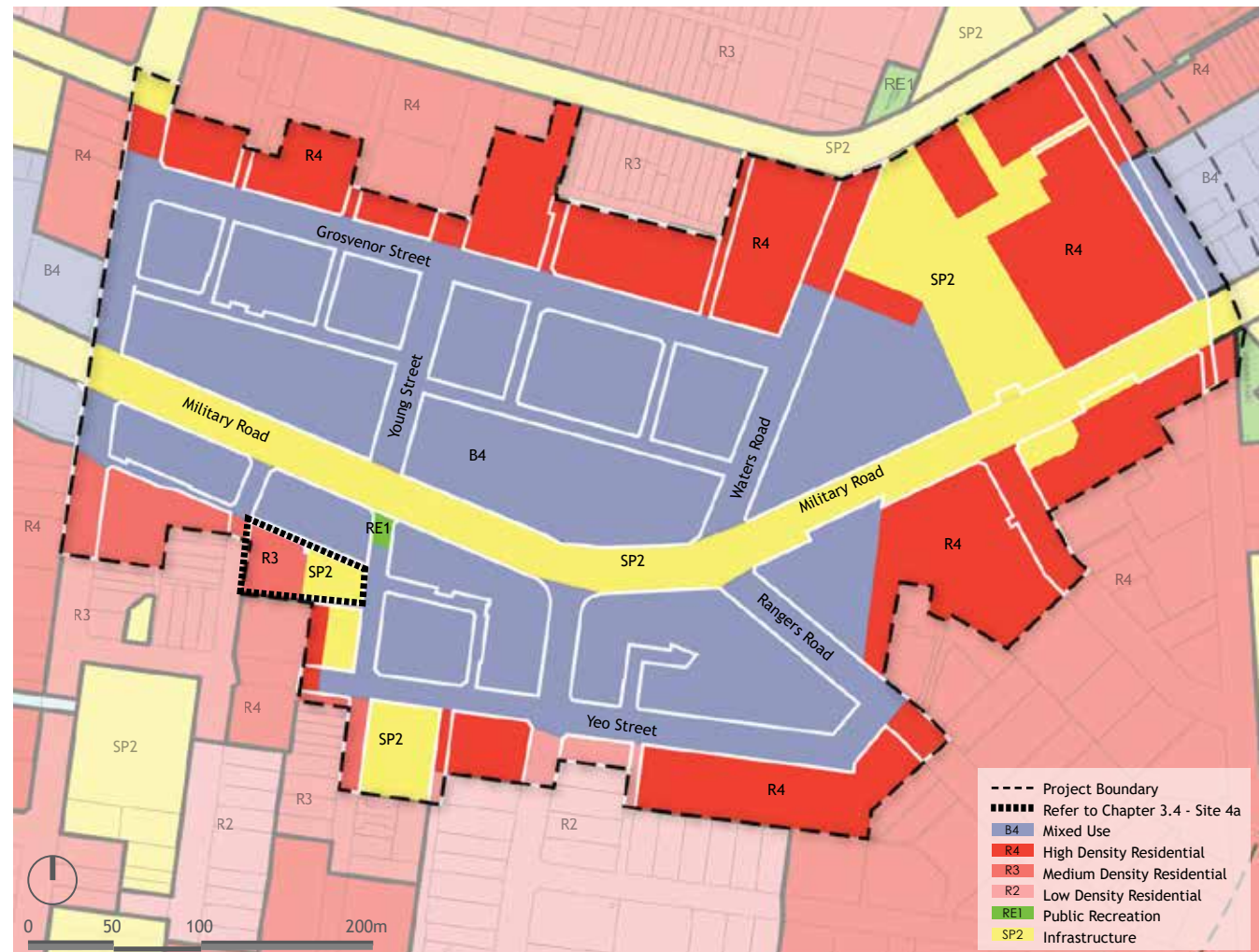


Figure 26 - NSLEP 2013 - Existing Land Use Zoning. There are no direct changes to the existing land zoning controls at this stage. Future changes could be considered if they allow for the better delivery of public domain benefits.

Strengthen existing local character

Neutral Bay was named by Governor Arthur Phillip, when he decreed in 1789 that all non-British 'neutral' ships visiting Port Jackson were to anchor there. A track running along the ridge from North Sydney to supply the newly-installed fortifications at Middle Head was formed in the early 1870s. Shops and businesses gradually opened up around this Military Road.

Neutral Bay contains some heritage protected items and other iconic facades along Military Road that contribute to the local character of the Neutral Bay town centre. The early 20th century buildings, or 'period buildings' that are considered iconic facades are located at:

- 165-169 Wycombe Road & 175-177 Military Road
- 246-260 Military Road

Objectives:

Protect heritage items and initiate adaptive re-use strategies where appropriate in consultation with a heritage specialist.

Retain the local, vibrant, outdoor character of the Neutral Bay retail experience.

- 1 Retain heritage items listed in the NSLEP 2013 and State Heritage Register
- 2 Provide a minimum 3m above podium setback to heritage items
- 3 Provide and replace fine-grain architectural articulation in new facades through altering materials and providing entries every 4-8m
- 4 Retain iconic facades of 'period buildings' that contribute to the local character of Neutral Bay town centre (Figure 27)
- 5 Investigate the adaptive re-use of the Neutral Bay fire station for community uses with Fire and Rescue NSW



Figure 27 - Existing conservation items and conservation areas from NSLEP 2013. Buildings of character that have been identified through this report have also been highlighted.



Figure 28 - Local listed heritage items such as the Neutral Bay fire station and 194 and 196 Military Road, contribute to the local character and value of Neutral Bay Town Centre. These items have been thoughtfully incorporated into the suggested site proposals documented in this chapter.



Figure 29 - Besides the listed heritage items additional iconic facades are encouraged to be retained as part of any redevelopment to contribute to the local character and value of Neutral Bay Town Centre. These facades have architectural and historical merit and contribute positively to the area.

Building height

The current maximum height of buildings in the mixed-use zone of Neutral Bay town centre is 16 metres which equates to 5 storey buildings. There are some taller residential buildings of up to 16 storeys in the area, built along the high-density residential edge of the mixed-use zone. These buildings were constructed in the 1960s and 70s and significantly exceed the current residential height limit of 12 metres or 4 storeys.

Military Road runs along a ridgeline with the centre of Neutral Bay also located in this elevated position. Subsequently, maximum building heights in the centre are lower to reflect this elevated position, with the maximum height between Wycombe Road and Waters Road at 1 or 2 storeys.

Increasing the maximum building height to accommodate the proposed increases to non-residential FSR (Chapter 3.1) should sustain the ongoing demand for residential and office space in the area.

A further increase in maximum building height is recommended where new community facilities and public domain projects could be delivered through voluntary planning agreements (VPAs) or in-kind contributions (Chapter 1.1) where sites occur in unusually large ownership and can accommodate some additional and managed building height. These VPAs would be limited to specific, larger sites within Neutral Bay and developed in-line with additional storeys that would not exceed tall towers in surrounding R4-residential zones keeping Neutral Bay within the existing character and with a recessive skyline. The increases would also transition down from Military Road to ensure there is minimal impacts on surrounding residential zones.

The specific height increases proposed are discussed in more detail in Chapter 3.4, page 48 - 57.

Objectives:

Maintain a viable level of residential and employment capacity in the town centre.

Increase residential capacity on sites that can deliver public benefits identified in this report.

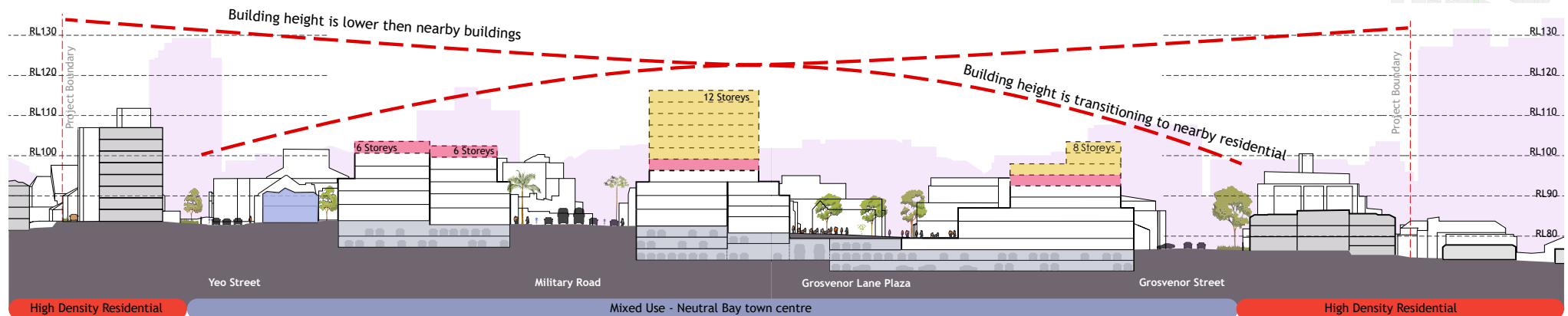


Figure 30 - North-south section through Neutral Bay town centre looking west. New height limits will meet the demand for non-residential floorspace (pink) with a few taller residential towers (yellow) to help provide much needed public benefits. Details on Planning Proposal and VPAs can be found in Chapter 3.4.

- 1 Increase the maximum building height from 5 storeys to 6 storeys for sites identified in Figure 32
- 2 Council will consider planning proposals that seek to increase the maximum height limit that applies to sites 1-4, to enable a development up to the maximum number of storeys shown on Figure 32
- 3 Retain current height controls for residential areas

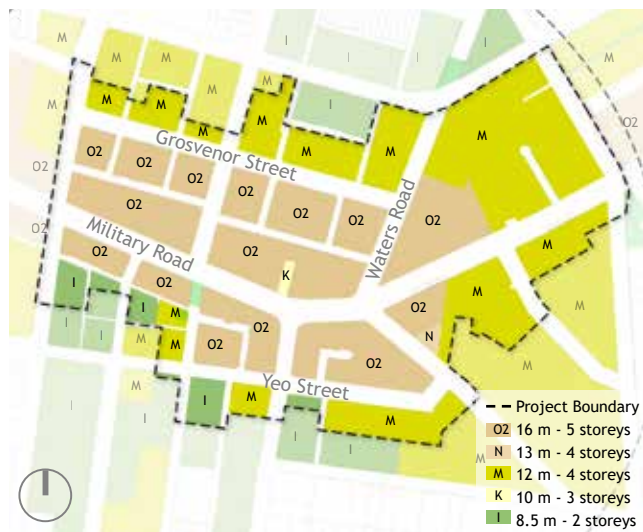


Figure 31 - NSLEP 2013 - Maximum Building Height. A slight increase in the maximum building heights will cater to future jobs growth.

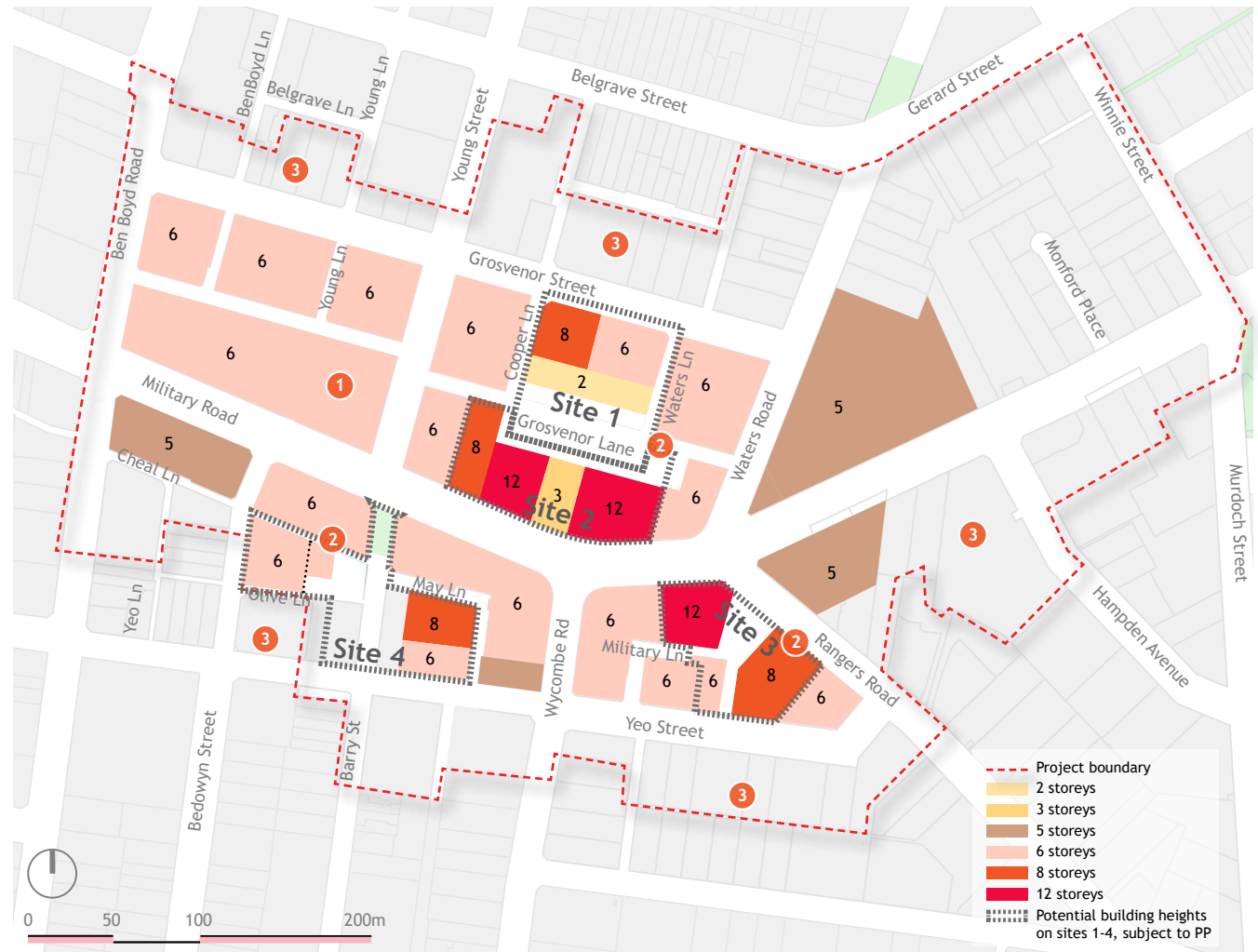


Figure 32 - Proposed new building heights controls (in storeys) in Neutral Bay town centre. The heights within the four outlined sites are subject to planning proposals and negotiations for VPAs or in-kind contributions.

Protect sunlight to public domain

Any new development has the potential to impact solar access to public domain. Current controls allow a maximum height of 5 storeys in Neutral Bay town centre. Any increases to this maximum building height should avoid further solar access impacts to key public domain sites including May Gibbs Place.

Redevelopment at sites 1-4 (p.50-57) will optimise solar access to existing and future public domain by incorporating significant setbacks and staggered building heights to any buildings that exceed the NSLEP 2013 height controls through planning proposals.

Objectives:

Protect existing solar access to maintain Neutral Bay's village atmosphere.

Prevent overshadowing of important existing and future public spaces.

- 1 The proposals for sites 1-4 should demonstrate that there is a significant increase in solar access to the surrounding public domain compared to existing controls
- 2 For other sites within the mixed-use zone, development proposals must demonstrate that satisfactory measures have been proposed to protect solar amenity to the following spaces:
 - May Gibbs Place
 - Grosvenor Lane Plaza
 - Barry Street Promenade
 - Rangers Road Plaza
 - Young Street Plaza
- 3 Aim to maintain a minimum of 2 hours of sunlight to 70% of residential dwellings within a building consistent with the solar provisions of NSDCP 2013 and SEPP65 (ADG)



Figure 33 - Existing and future overshadowing and solar access gains. Under the proposed schemes there is noticeable solar gain in public domain areas and minimal new overshadowing.

Solar access study sites - Winter Solstice - 21 June - 10am

EXISTING CONTROLS - GROSVENOR LANE

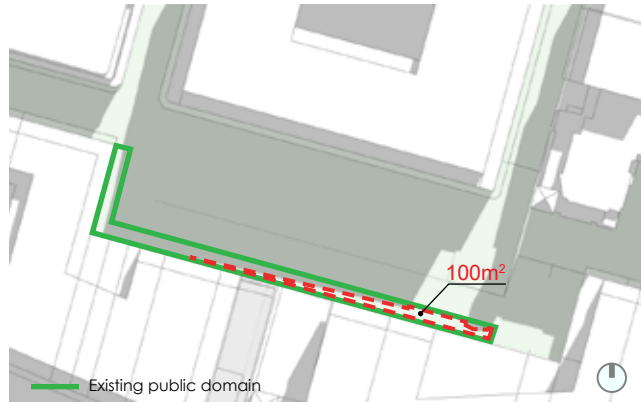


Figure 34 - 100m² of sunlight in public domain areas at Grosvenor Lane on 21 June at 10am

EXISTING CONTROLS - BARRY STREET



Figure 36 - 350m² of sunlight in public domain areas including May Gibbs Place under existing controls on 21 June at 10am

EXISTING CONTROLS - RANGERS ROAD



Figure 38 - Existing solar impact on Rangers Road on 21 June at 10am

PROPOSED CONTROLS - GROSVENOR LANE



Figure 35 - 1,460m² of sunlight in existing and new public domain areas at Grosvenor Lane under proposed controls on 21 June at 10am

PROPOSED CONTROLS - BARRY STREET



Figure 37 - 1,500m² of sunlight in existing and new public domain areas at Barry Street under proposed controls on 21 June at 10am

PROPOSED CONTROLS - RANGERS ROAD

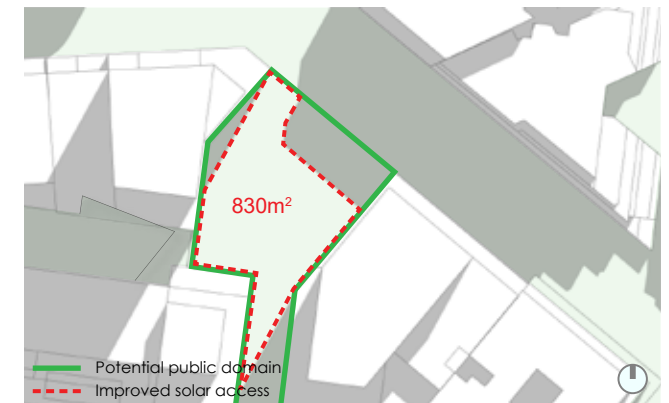


Figure 39 - 830m² of sunlight in new public domain areas at Rangers Road under proposed controls on 21 June at 10am

Whole of building setbacks

Current planning controls require whole of building setbacks along laneways and parts of Military Road to create more space for pedestrian amenity and infrastructure. Due to site constraints these setbacks are often interrupted and restricted.

New setback requirements will further improve pedestrian amenity. The setbacks should relate to the whole of the building (including upper floors and basement areas) to allow for deep soil zones and large tree canopies. New whole of building setbacks should match the paving material of existing footpaths.

It is proposed to locate a new whole of building setback along the B-Line bus-stop on Military Road to the southern side between Rangers Road and Wycombe Road.

Objective:

Refine whole of building setbacks to improve pedestrian amenity.

- 1 Amend setback requirements in the NSDCP 2013 as shown in Figure 40
- 2 Whole of building setbacks apply to basement structures and upper levels to improve solar/light access and allow for deep soil zones and large tree canopies
- 3 Ground floor treatment should match the existing public paving according the NSC Style Guide
- 4 Retain existing trees in the setback where possible

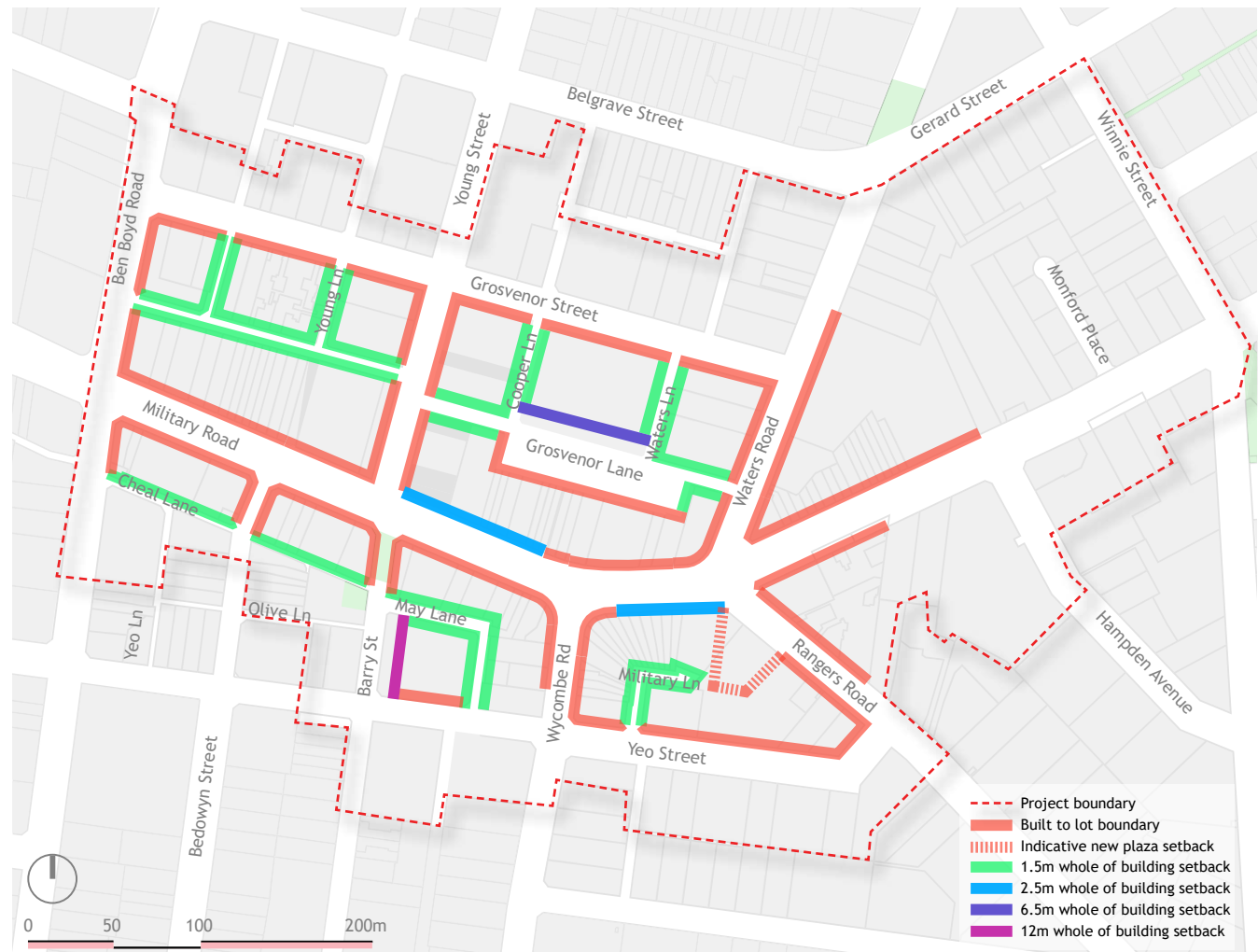


Figure 40 - Proposed minimum whole of building setback requirements. These setbacks will allow for the widening of footpaths and allow for deep soil zones to help rebuild Neutral Bay's tree canopies.



Figure 41 - Artist's impression of Military Road with proposed setbacks. The footpath is widened to give added pedestrian space at the bus stop. This widening of the footpath, along with the ability to increase the tree canopy along Military Road will increase pedestrian amenity in the area.

Above podium setbacks

The NSDCP 2013 currently requires a 2 storey podium be provided along street frontages with setback requirements above the podium to encourage human scale.

The majority of buildings in Neutral Bay town centre however are 3 storeys. The NSDCP 2013 should be updated to reflect this. Above podium setbacks are used to maintain a human scale and protect the village atmosphere. For Neutral Bay town centre a 3m above podium setback is recommended.

Objective:

Manage the scale and bulk of buildings to reinforce the existing village atmosphere and maintain a human scale.

- 1 Revise podium height and above podium setback requirements as shown in Figure 42

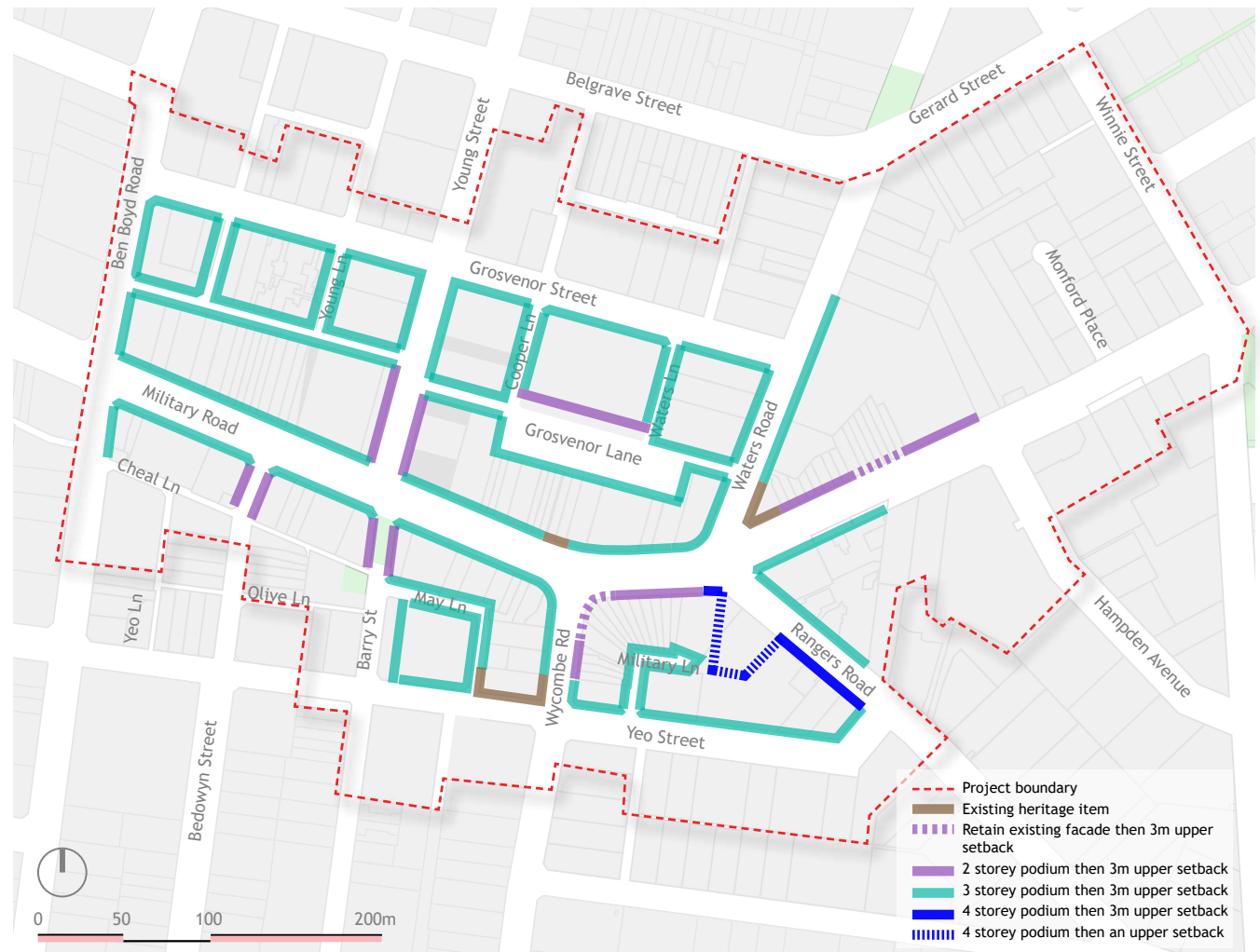


Figure 42 - Proposed above podium setback requirements. These proposed setbacks will reduce the scale and bulk of buildings and maintain a human scale for pedestrians in the town centre and on Military Road.

Active frontages and outdoor dining

Continuous active street frontages can increase the vibrancy of a centre, optimise surveillance and improve pedestrian amenity.

Encouraging outdoor dining along street frontages can increase activation of streets and encourage community interaction. The visibility of outdoor dining invites and attracts passing trade, benefiting not only the restaurant but the surrounding retail precinct.

Objectives:

Provide active retail frontages along main pedestrian thoroughfares.

Expand outdoor dining in new public domain.

- 1 Increase active retail frontages as indicated in Figure 43
- 2 Through-block connections should have active frontages where possible and enhance sight lines to additional commercial uses to create an activated and accessible centre
- 3 Activate Grosvenor Lane by providing dual retail frontages where possible as shown in Figure 43
- 4 Maximise potential outdoor dining spaces on new and improved public domain
- 5 Encourage a level of activation and passive surveillance in all laneways

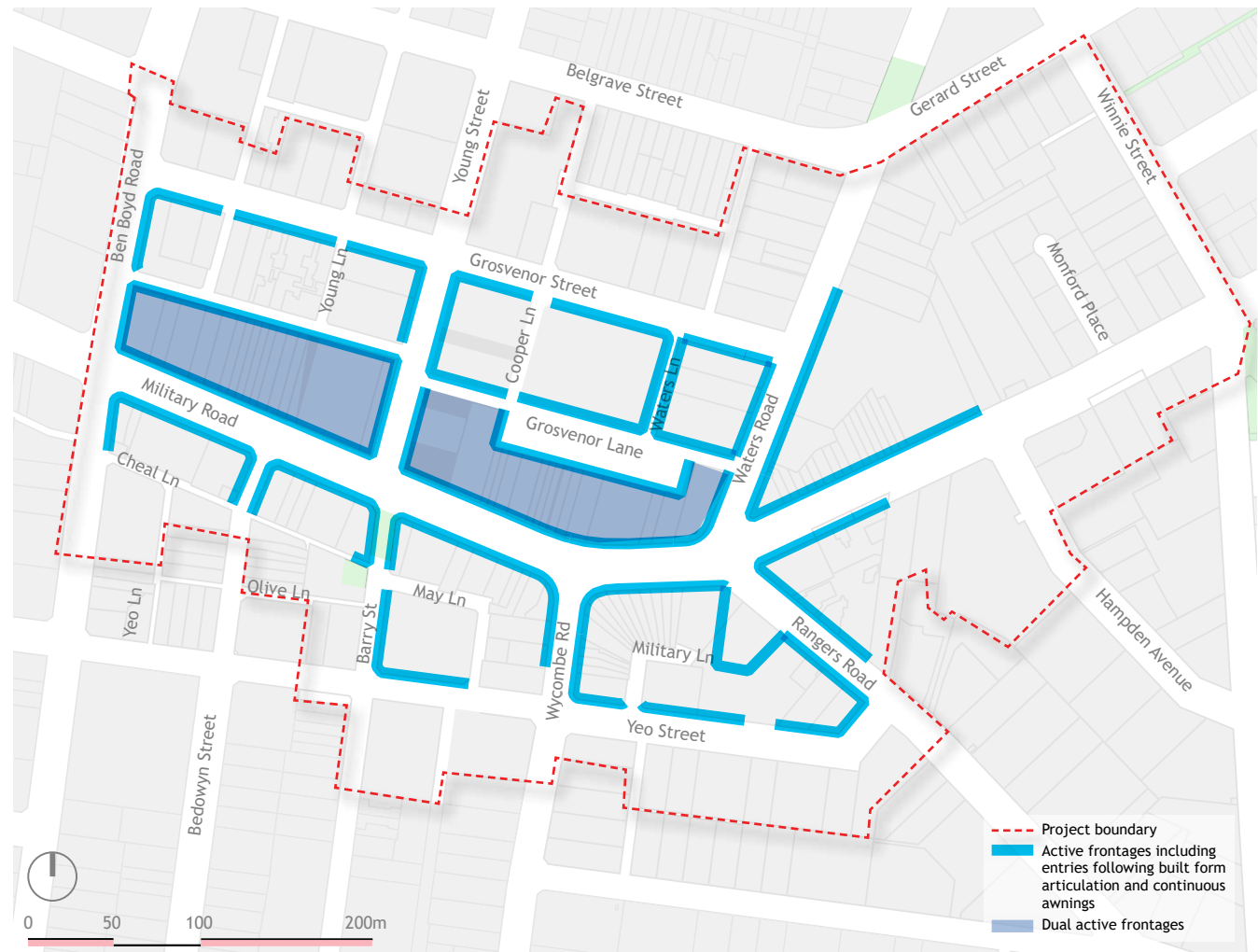


Figure 43 - Proposed requirements for active frontages. Increasing the active frontages in the town centre will increase amenity and safety for pedestrians. It will also provide new opportunities for retail, restaurants and cafes in the area.

3

Future Growth

3.4 KEY SITES AND REQUIREMENTS



Figure 44 - Aerial of proposed development including proposed maximum building storey increases. The storey heights shown in the map are site specific and achieved through VPAs during planning proposals. A slight increase of one building storey is proposed across the town centre which would be adapted through the NSLEP 2013.

Locations

Feedback during initial community engagement highlighted a need to deliver additional public open space and community facilities.

Four key locations for development have been identified to deliver these public benefits having regard to the capacity of those sites to support additional residential capacity.

Planning control changes on these sites would include increases to the maximum building heights and non-residential FSR. Public benefits will be negotiated via a planning agreement to support each planning proposal.

Key urban design principles for each site are described in this chapter and should be referred to when a planning proposal is prepared.

The four key sites for in-kind contributions include:

- **Site 1** - Grosvenor Lane North
- **Site 2** - Grosvenor Lane South
- **Site 3** - Rangers Road
- **Site 4** - Barry Street

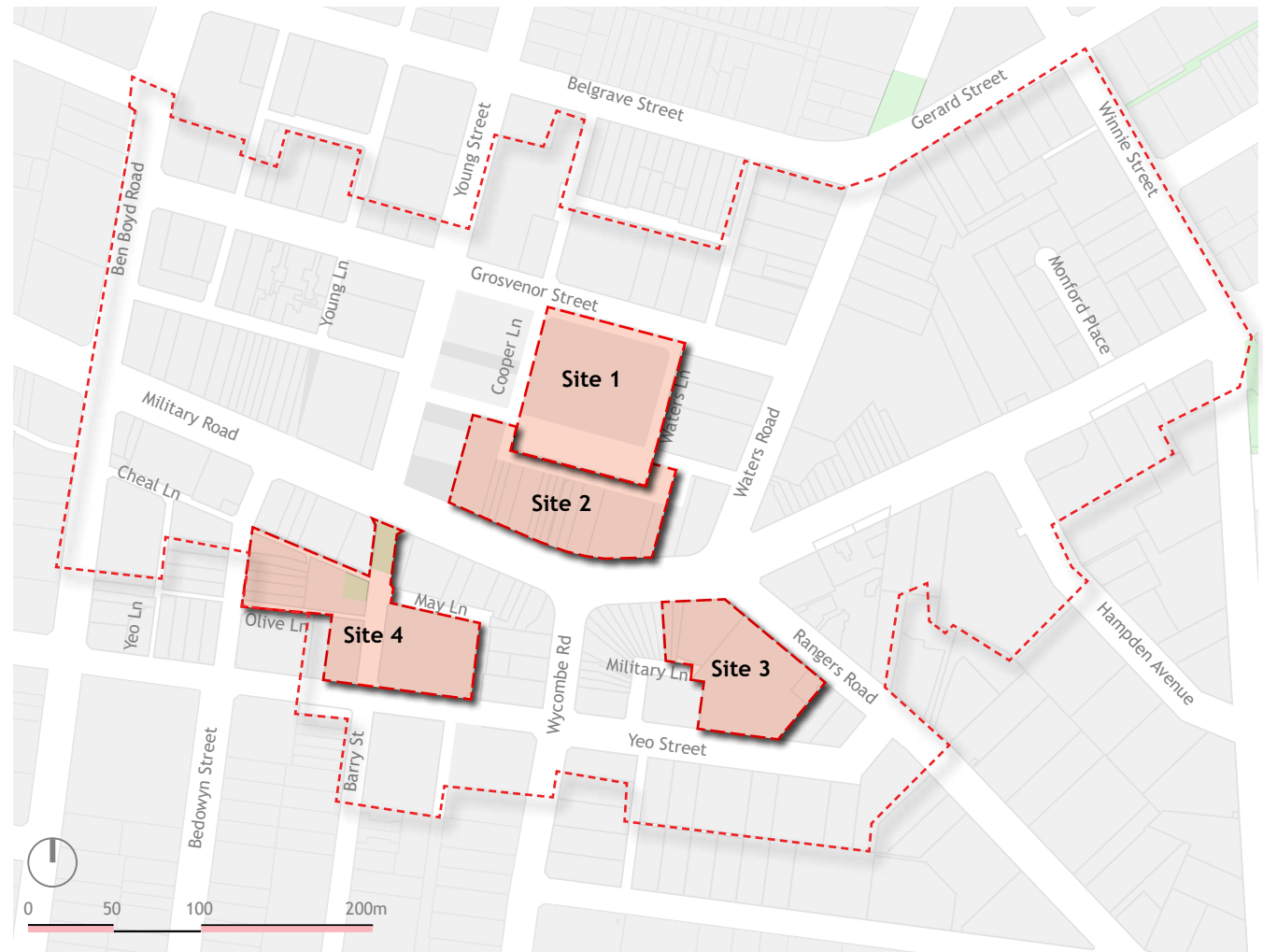


Figure 45 - Proposed sites in Neutral Bay town centre for VPAs through planning proposals. Increases to maximum building heights within these sites would be approved in exchange for in-kind contributions to deliver public benefits to the community.

Site 1 - Grosvenor Lane North

Site 1 is located at 43-51 Grosvenor Street and contains the Council owned Grosvenor Lane car park and a large supermarket. The site is enclosed by Cooper Lane, Waters Lane and Grosvenor Street. Further non-residential floor space is required.

There is potential to improve public amenity by creating a fully pedestrianised plaza and underground car park. A ground floor setback on new developments widens the plaza. By focusing the distribution of higher buildings to the Grosvenor Street edge maximum solar access to the plaza is achieved.

Objective:

Increase maximum building heights to 8 storeys to allow for new community infrastructure including a public plaza and public underground car park on the existing Grosvenor Lane car park

- 1 Provide additional non-residential floor space with a minimum 2.2:1 FSR
- 2 Underground the Grosvenor Lane car park with the same amount of existing public parking spaces (~80) and include any loss on May Lane and Grosvenor Street.
- 3 Deliver Grosvenor Lane Plaza and increase width through a 6.5m whole of building setback (excl basement)
- 4 Public domain improvements on Waters Lane and Grosvenor Street.
- 5 Maintain existing ground floor levels to connect to surrounding context and provide leveled access across the new plaza
- 6 Maintain trees in Waters Lane and Grosvenor Street where possible and provide deep soil large tree planting on the new Grosvenor Lane Plaza
- 7 Protect solar access with staggered building heights as shown in Figure 46
- 8 Fine-grain retail edges along Grosvenor Street, Waters Lane and Grosvenor Lane
- 9 Provide basement access through Cooper Ln
- 10 Provide access to underground uses within a building facade; no structures on the plaza

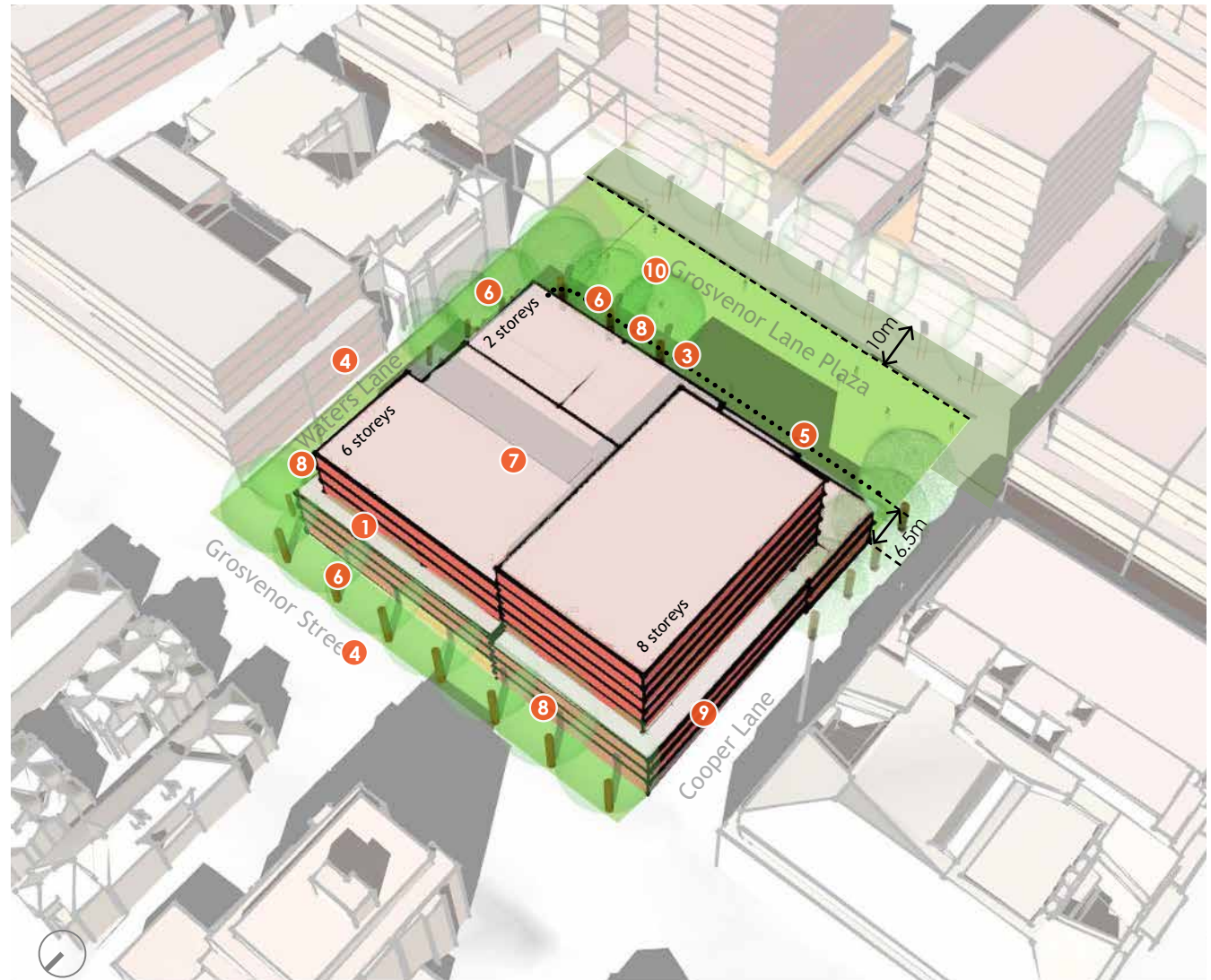
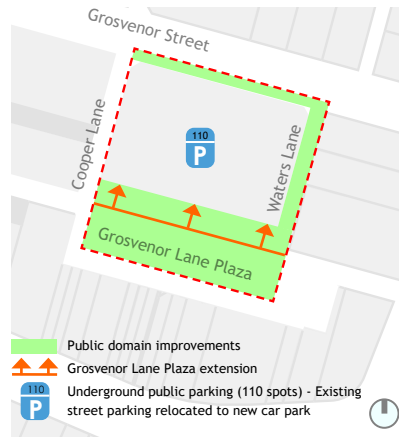


Figure 46 - Illustrative aerial looking south-east. Building height increases transition with the surrounding residential area and are in keeping with the character of Grosvenor Street. Additional tree planting along Grosvenor Street and upper level setbacks further limit the visual impact.

Detailed design considerations

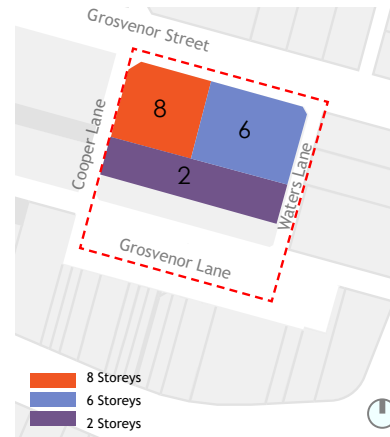
Public benefits



Public underground car park (~110 spots)
New Grosvenor Lane Plaza. Increase width of the plaza by 6.5m
Waters Lane and Grosvenor Street public domain improvements

Figure 47 - Grosvenor Lane North - Public benefits

Maximum building height



Cap maximum building heights at 2, 6 and 8 storeys
Articulate building through separate built form volumes stepped with the topography and urban fabric

Figure 48 - Grosvenor Lane North - Proposed maximum building heights

Solar access

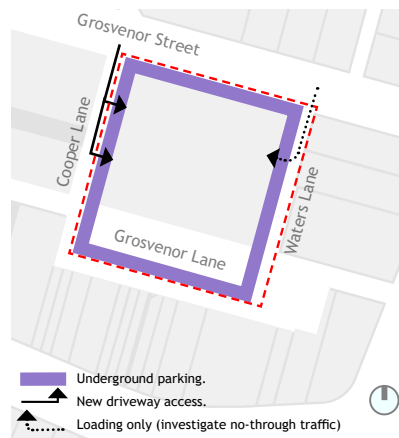


Aim to maintain minimum of 2 hours of sunlight to 70% of residential dwellings consistent with the solar provisions of NSDCP 2013 and SEPP65

Proposed built form should demonstrate a significant increase in solar access to the surrounding public domain compared to existing controls

Figure 49 - Grosvenor Lane North - Solar access requirements

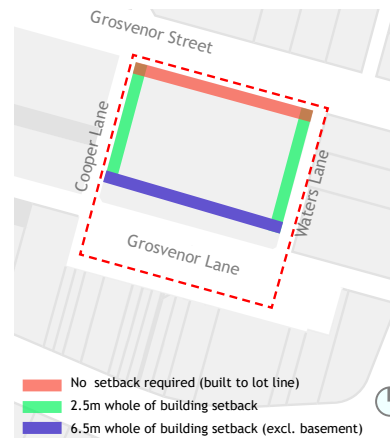
Underground parking



Provide the same number of public parking spaces in the underground car park as currently available including those reclaimed during the re-arrangement of Waters Lane, Grosvenor Lane and Grosvenor Street

Figure 50 - Grosvenor Lane North - Underground parking

Whole of building setbacks



No setback is required from Grosvenor Street
Provide a 2.5m whole of building setback from Waters Lane and Cooper Lane
Provide a 6.5m whole of building setback (excluding basement)

Figure 51 - Grosvenor Lane North - Whole of building setbacks

Above podium setbacks



Provide a 3 storey podium with an above podium setback of at least 3m from Grosvenor Street, Waters Lane and Cooper Lane
Provide a 2 storey podium with at least 10m above podium setback from Grosvenor Lane

Figure 52 - Grosvenor Lane North - Above podium setbacks

Site 2 - Grosvenor Lane South

Site 2 is located at 176-214 Military Road and includes part of Grosvenor Lane car park. The site is bounded by Military Road and Grosvenor Lane. Properties to the north, directly along Waters Road and south, directly along Young Street, are not included in this scheme.

Objectives:

Enable two mixed use towers up to 12 storeys in height supported by new and improved public domain, a community centre, accessible facilities and through-site-links. Existing heritage buildings will be integrated thoughtfully into any new development.

- 1 Provide additional non-residential floor space with a minimum 1.7:1 FSR
- 2 Develop new 1,000m² community centre including service lift at a site as indicated on the map
- 3 Redevelop existing community centre site into a creative makers art alley with 600m² GFA
- 4 Provide 14 secured commuter bicycle parking spots as part of the creative makers art alley
- 5 Provide public domain improvements in a 10m strip of Grosvenor Lane car park. Utilise existing grade and topography of land to connect existing and future development to the plaza
- 6 Improve amenity with through-site-links, 2.5m whole of building setback from Military Road and active edges
- 7 Expand tree canopy on Military Road and in new open space on Grosvenor Lane Plaza
- 8 Incorporate existing heritage item into development site
- 9 Be attentive to solar protection to existing and future public domain when increasing building heights
- 10 Lots amalgamated for planning proposals must be a minimum of 2,000m² in size

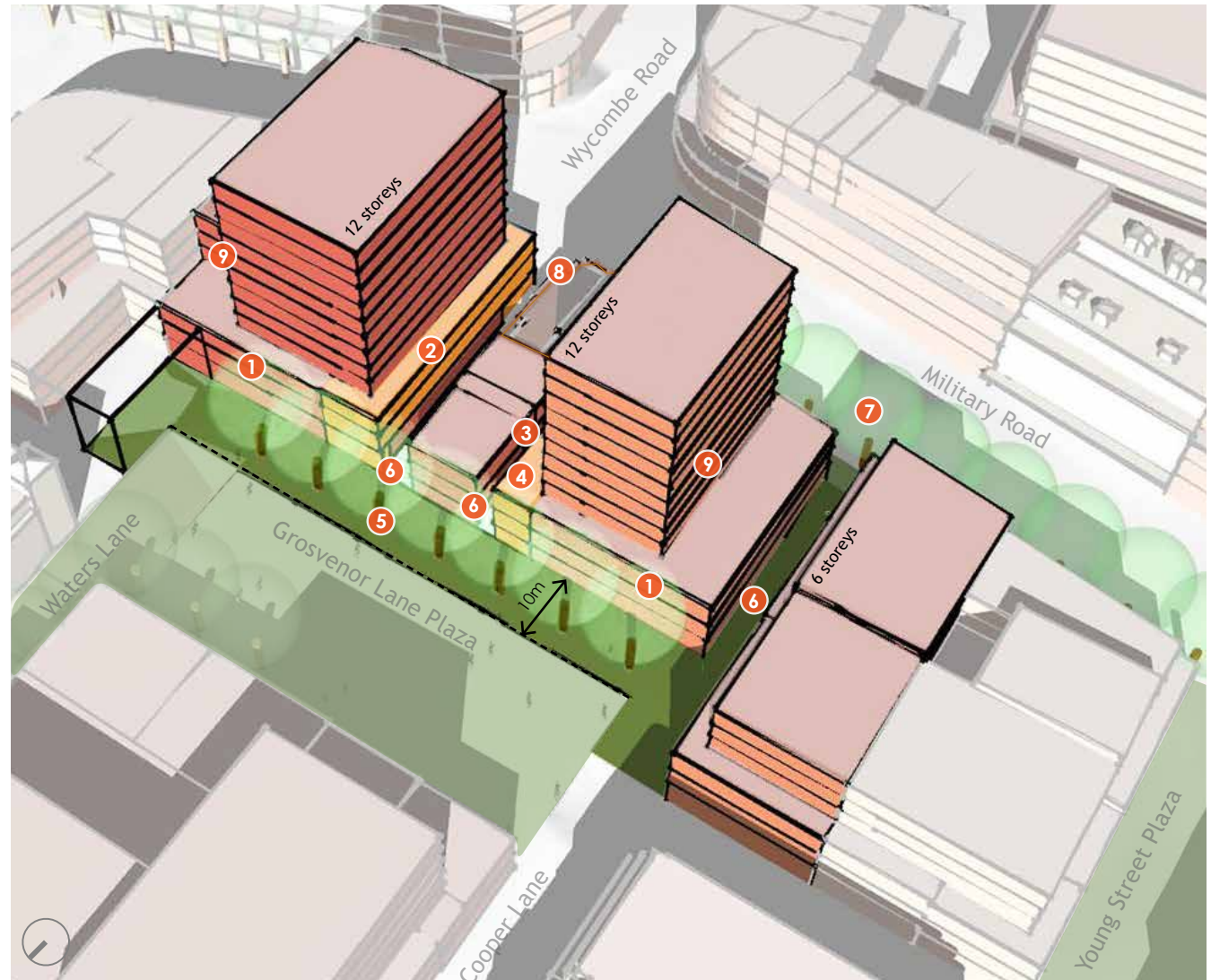


Figure 59 - Illustrative aerial looking south-east. An increase in maximum building height would allow a range of opportunities for the public including a new community centre, art alley, new through-site-links, underground parking and open space.

Detailed design considerations

Public benefits



Figure 60 - Grosvenor Lane South - Public benefits

Maximum building height, lotsize and FSR

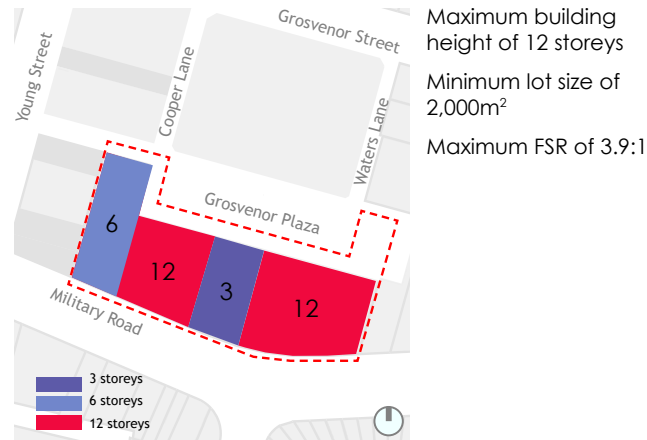


Figure 61 - Grosvenor Lane South - Proposed maximum building heights

Solar access

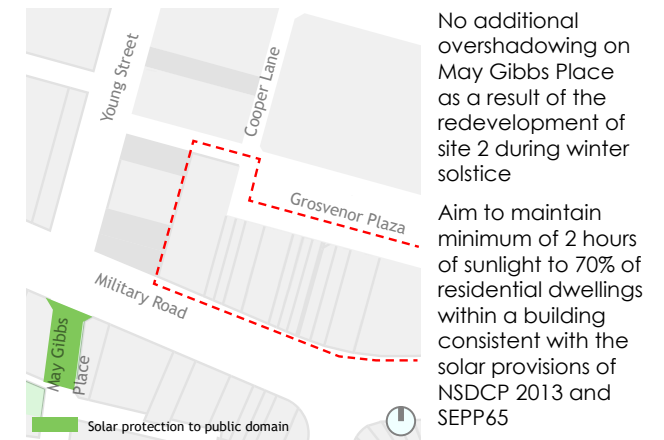


Figure 62 - Grosvenor Lane South - Solar access requirements

Underground parking

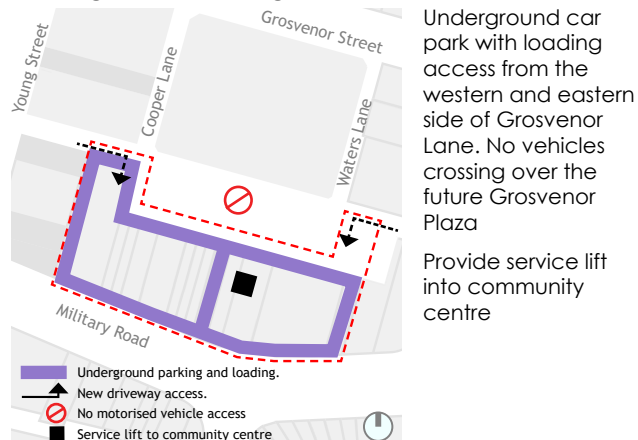


Figure 63 - Grosvenor Lane South - Underground parking

Whole of building setbacks

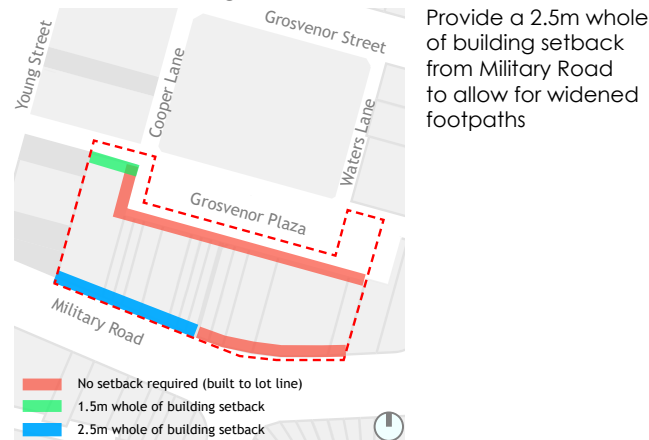


Figure 64 - Grosvenor Lane South - Whole of building setbacks

Above podium setbacks



Figure 65 - Grosvenor Lane South - Above podium setbacks

Site 3 - Rangers Road

Site 3 is located at 183-185 Military Road and 1-7 Rangers Road. The site is enclosed by Military Road, Rangers Road and Yeo Street. It includes a new public plaza, a recreational facility and a through-site-link to Yeo Street. These benefits to the public domain are achievable through an increase in maximum building height to 12 storeys.

Objective:

Enable two mixed use towers up to 8 and 12 storeys in height supported by a new recreational facility, public plaza and a through-site-link to Yeo Street. Additional non-residential floor space is also required.

- 1 Provide additional non-residential floor space with a minimum 2.2:1 FSR
- 2 Deliver a new, 1000m² public plaza with an underground supermarket and parking
- 3 Deliver a 900m² recreational facility in podium
- 4 Provide an additional 14 secured public commuter bicycle parking spots
- 5 Provide a through-site-link to Yeo Street
- 6 Expand the tree canopy along Rangers Road and Military Road through a 2.5m whole of building setback
- 7 Activate street edges along Rangers Road, Military Road, the new plaza, through-site-link and part of Yeo Street
- 8 Deliver loading and basement access through Military Lane or potentially along Yeo Street
- 9 Mitigate wind impacts on the public plaza
- 10 Provide access to underground uses within a building facade; no structures on the plaza



Figure 66 - Aerial of site 3 looking south and showing the new public plaza and pedestrian through-site-link from Military Road to Yeo Street. Above podium setbacks need to be tested along the plaza including a wind assessment.

Detailed design considerations

Public benefits

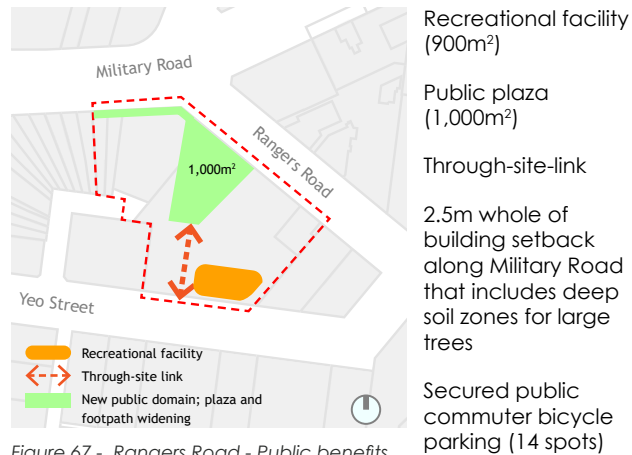


Figure 67 - Rangers Road - Public benefits

Maximum building height

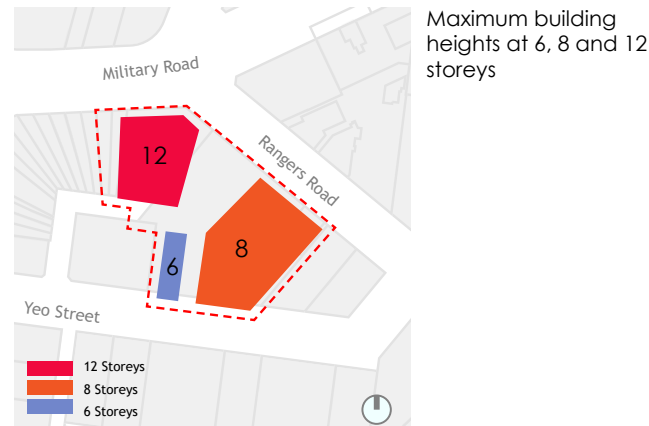


Figure 68 - Rangers Road - Proposed maximum building heights

Solar access

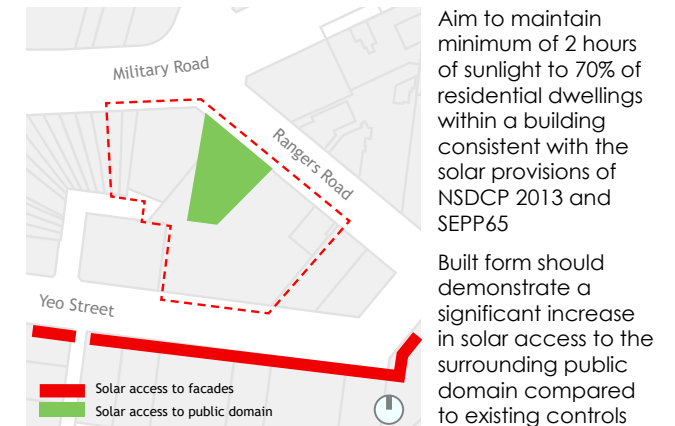


Figure 69 - Rangers Road - Solar access requirements

Underground parking

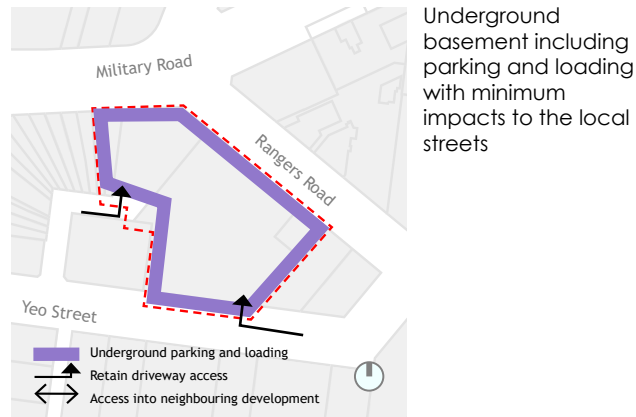


Figure 70 - Rangers Road - Underground parking

Whole of building setbacks

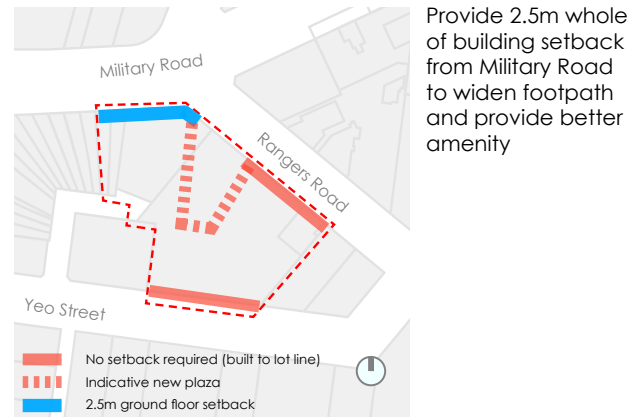


Figure 71 - Rangers Road - Whole of building setbacks

Above podium setbacks

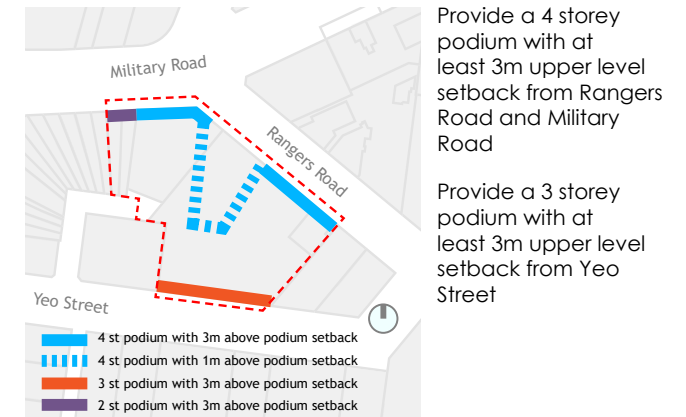


Figure 72 - Rangers Road - Above podium setbacks

Site 4 - Barry Street

Site 4 is located at 27-37 Bydown Street and includes Barry Street car park and 40 Yeo Street. The site is enclosed by May Gibbs Place, May Lane, Cheal Lane to the north, Olive Lane and Yeo Street to the south and Bydown Street to the west. Barry Street runs through the middle of site 4.

There is opportunity to expand the public domain of May Gibbs Place into Barry Street towards Yeo Street to create a pedestrian plaza. Future development along Barry Street should expand onto this public domain spine.

In addition, the redevelopment of the Barry Street car park should relocate existing public parking in the area (approximately 45-50 spots) underground.

Objective:

Enable two buildings up to 6 and 8 storeys in height supported by new public domain and an underground public car park

- 1 Provide additional non-residential floor space with a minimum 1.7:1 FSR on 40 Yeo Street
- 2 Underground the Barry Street car park with the same amount of existing public parking spaces (33) and include any loss on Barry Street, Olive Lane and/or May Lane
- 3 Extend the public domain from May Gibbs Place across May Lane into Barry Street and adjacent properties as indicated in Figure 73 and 74
- 4 Protect solar access according to SEPP65 and NSDCP 2013 requirements by shaping the building height
- 5 Expand tree canopy and retain trees wherever possible in the whole of building setback along Cheal Lane, Barry Street and May Lane
- 6 Activate edges along Barry Street and Yeo Street
- 7 Investigate the adaptive re-use of Neutral Bay fire station for community use
- 8 Investigate bi-directional traffic of May Lane
- 9 Amend land use zoning that will deliver the masterplan

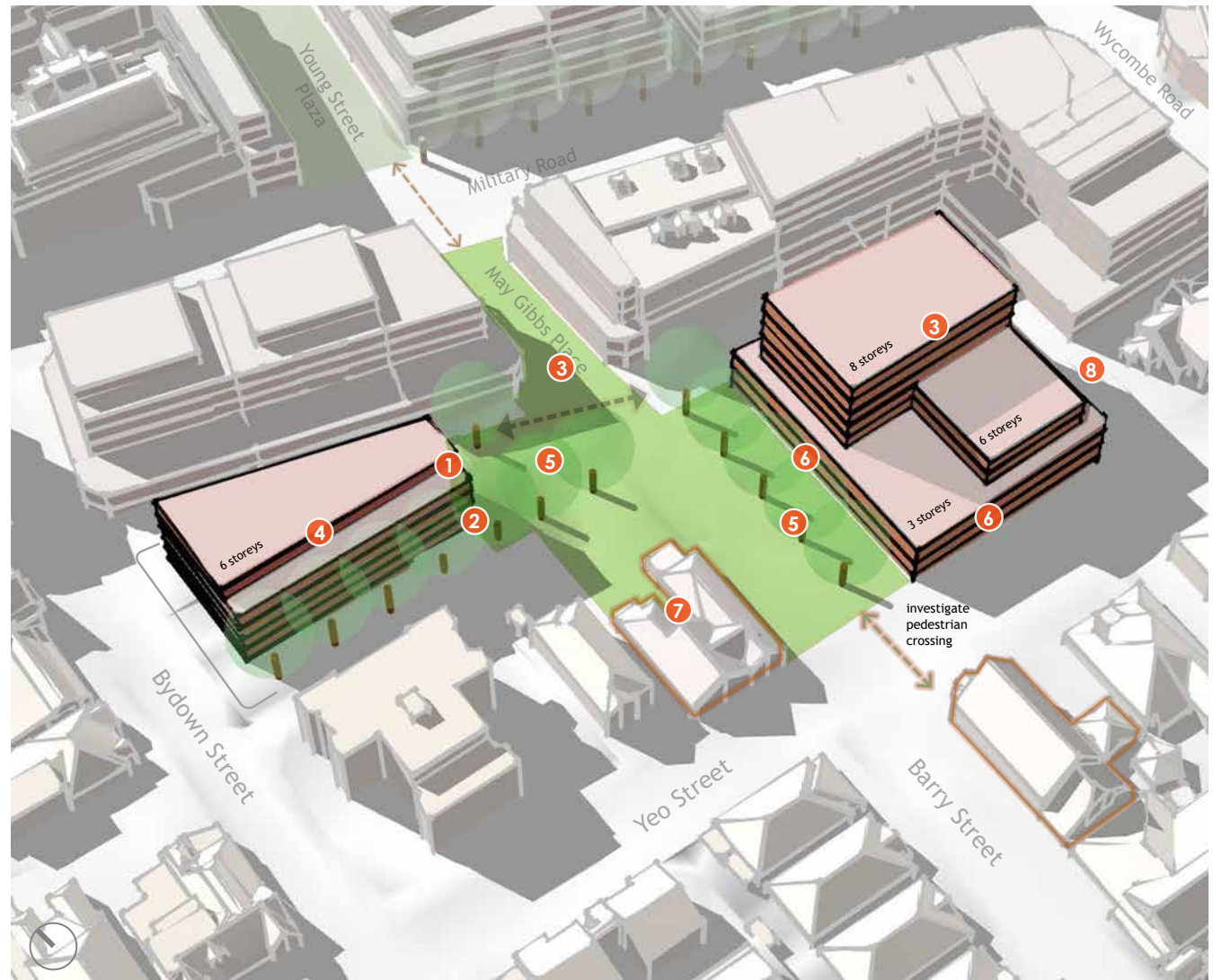


Figure 73 - Illustrative aerial looking north-east. Green public domain along Barry Street connects to the existing Uniting Church, Neutral Bay fire station and May Gibbs Place. Establishing and expanding this public domain is achievable through the redevelopment of the existing Barry Street car park.

Detailed design considerations

Public benefits

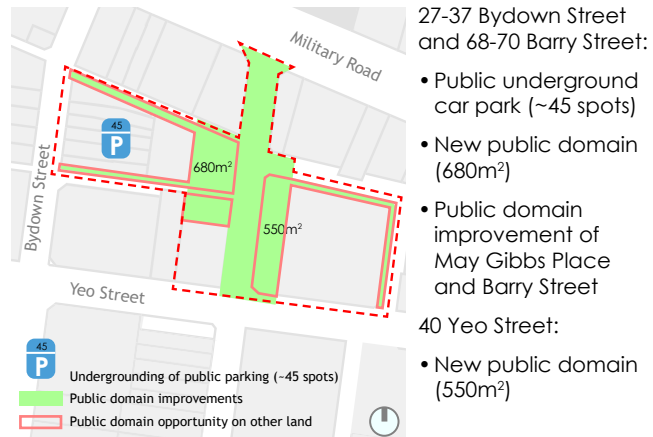


Figure 74 - Barry Street - Public benefits

Maximum building height

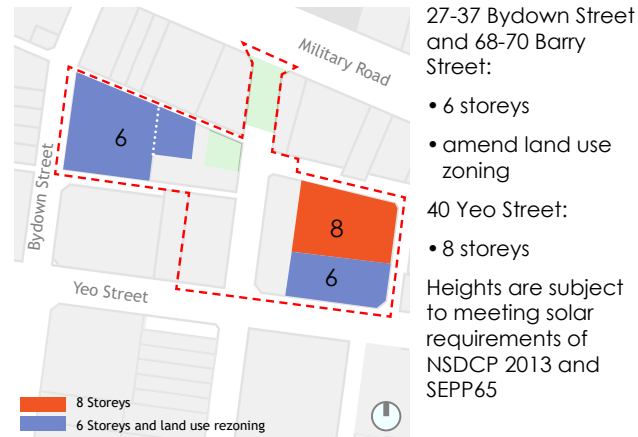


Figure 75 - Barry Street - Proposed maximum building heights

Solar access

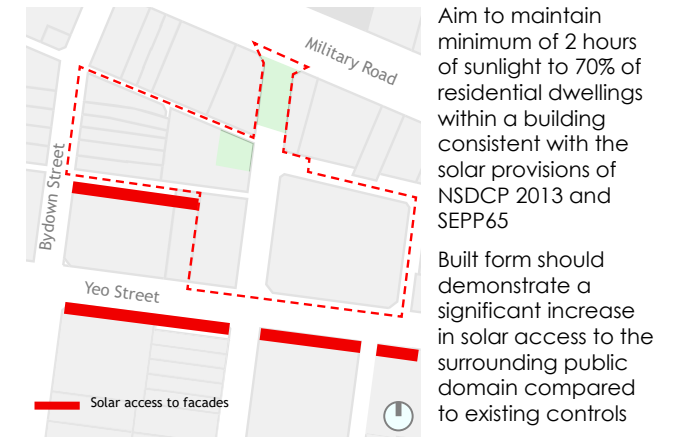


Figure 76 - Barry Street - Solar access requirements

Underground parking



Figure 77 - Barry Street - Underground parking

Whole of building setbacks

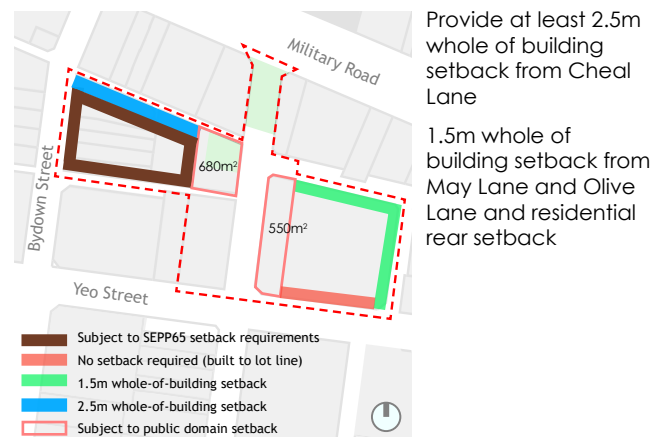


Figure 78 - Barry Street - Whole of building setbacks

Above podium setbacks

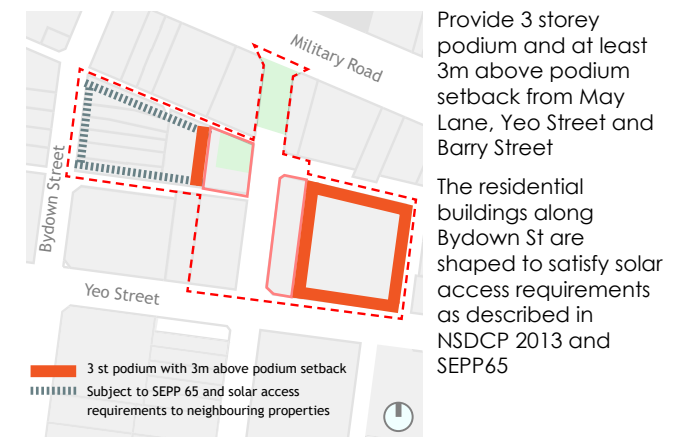


Figure 79 - Barry Street - Above podium setbacks

References

Council documents - all available at <https://northsydney.nsw.gov.au>

- NSC Community Strategic Plan
- NSC Delivery Plan
- NSC Operational Plan
- NSC Community Engagement Policy 2013
- NSC Local Environmental Plan 2013
- NSC Development Control Plan (as amended March 2018) (NSDCP 2013)

- NSC Draft Local Strategic Planning Statement 2019
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- NSC Neutral Bay Shopping Centre Urban Design Study and Masterplan
- NSC Grosvenor Lane Planning Study 2015
- NSC Recreational Needs Study & Implementation Plan 2015/2016
- NSC Open Space Provision Strategy 2009
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- NSC Urban Forest Strategy 2011
- NSC Economic Development Strategy 2016
- NSC Infrastructure Manual
- NSC Transport Strategy
- NSC Neutral Bay Traffic Study 2015
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- NSC Public Domain Upgrade Neutral Bay Cremorne (draft)
- NSC Neutral Bay Streetscape Upgrade and NSC Cremorne Streetscape Upgrade
- NSC Public Domain Style Manual & Design codes
- NSC Playgrounds Plan of Management and Playground Methodology
- NSC Public Amenities Strategy & Action Plan 2016
- NSC Community Uses on Council Land 2016
- NSC Outdoor Dining and Goods display policy
- NSC Disability Inclusion Action Plan 2016-2019
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- DPIE GSC – Greater Sydney Regional Plan
- DPIE GSC – North District Plan

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- TfNSW – Future Transport Strategy 2056

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- Financial Feasibility Assessment - HillPDA Pty Ltd
- Transport Study - Aurecon International Pty Ltd
- Heritage Review - NBRSArchitecture Pty Ltd
- Financial Feasibility Testing of Preferred Option - BEM Pty Ltd

Abbreviations

LEP - Local Environment Plan

LGA - Local Government Area

NSDCP 2013 - North Sydney Development Control Plan 2013

NSLEP 2013 - North Sydney Local Environmental Plan 2013

SEPP65 - State Environmental Planning Policy No.65 sets design quality principles for residential flat buildings

VPA - Voluntary Planning Agreement

FSR - Floor Space Ratio

Glossary

Affordable housing - rental housing for low to moderate income households

Floor space ratio - the ratio of the gross floor area of all buildings within the site to the site area

Master plan - provides a planning and design framework to guide the incremental development of large or complex areas with multiple buildings, new laneways or parks

Podium - the base of a building upon which taller (tower) elements are positioned

Voluntary Planning Agreements - financial or in-kind development contribution to provide for the increased demand for public amenities and public services in an area

Setback - the space between the property boundary and the building

Finegrain Builtform - Small scale architectural detailing and promoting multiple entries in ground floor facades to provide variety, interest & activity.



Military Road Corridor Planning Study, Stage 1

Neutral Bay Town Centre
March 2020

North Sydney Council
200 Miller Street
North Sydney 2060

ph: 02 9936 8100
email: council@northsydney.nsw.gov.au



Appendix A

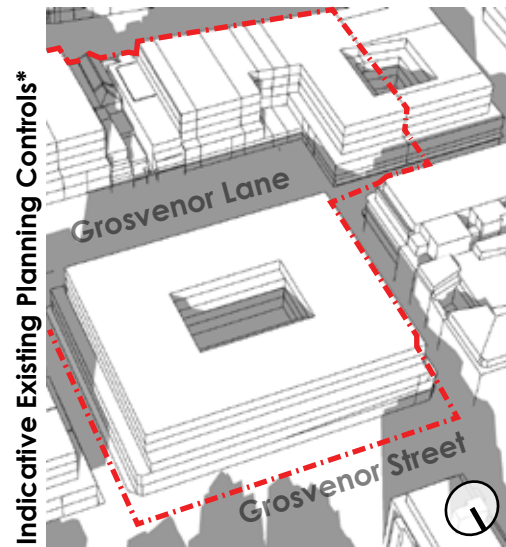
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Solar Access Information

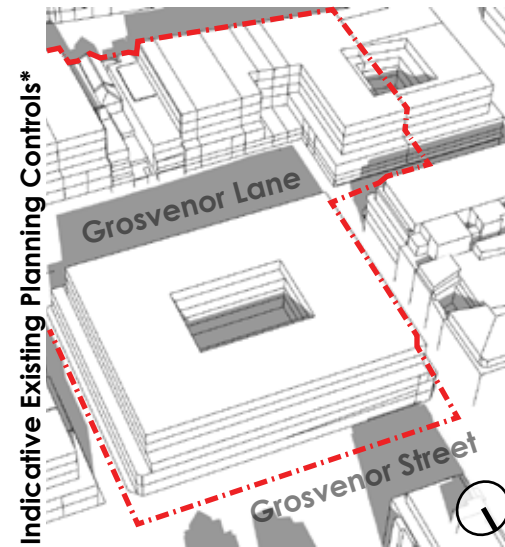
Site 1 - Grosvenor Lane North

Solar Impact Diagrams

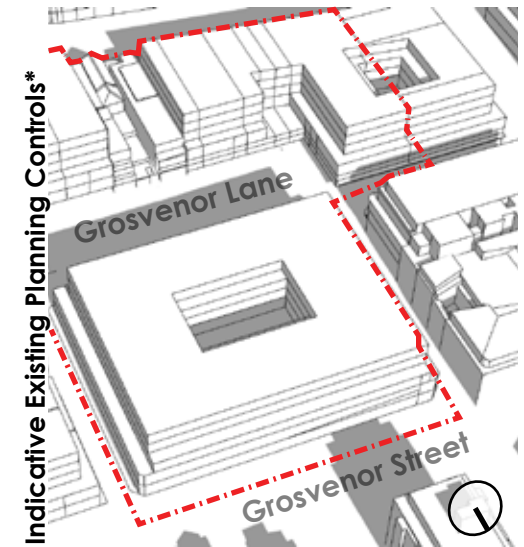
Winter solstice



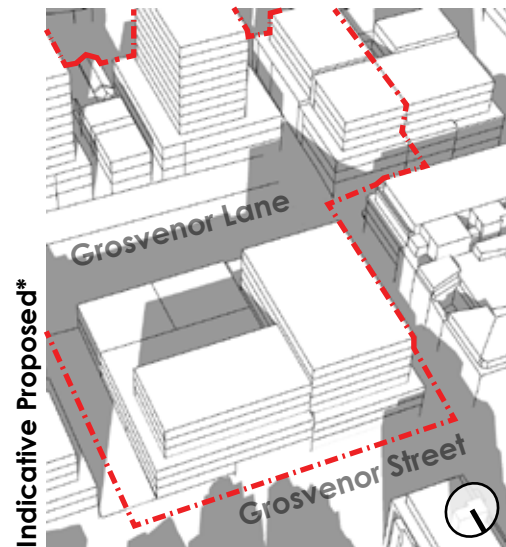
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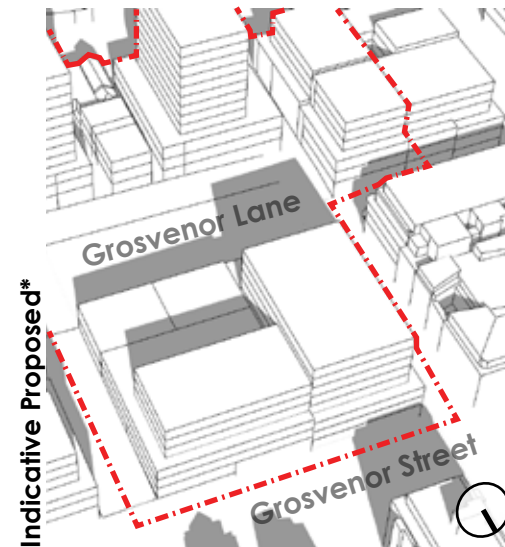
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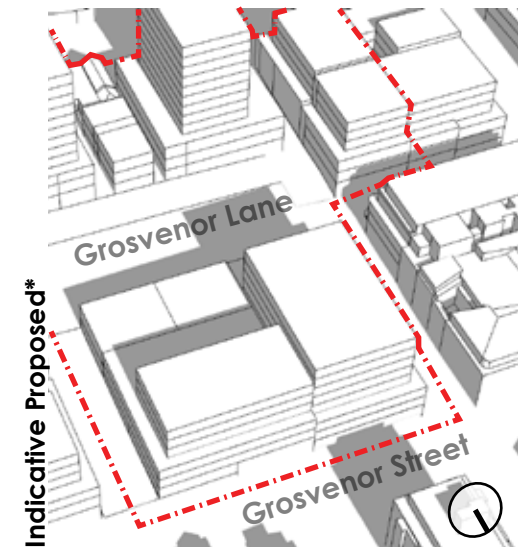
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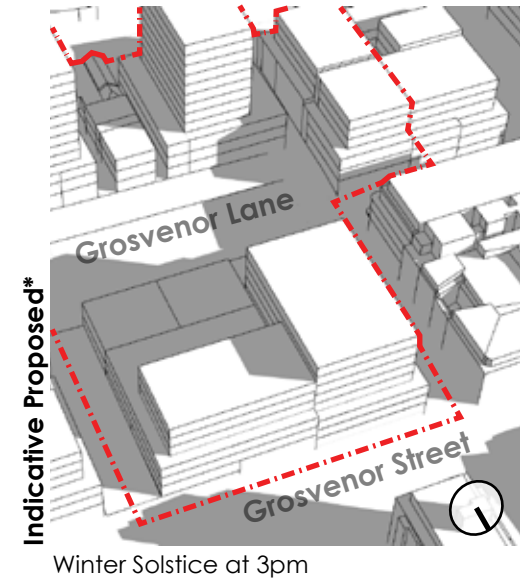
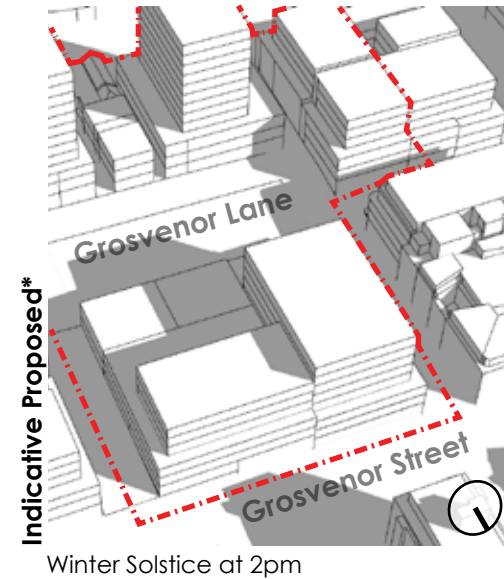
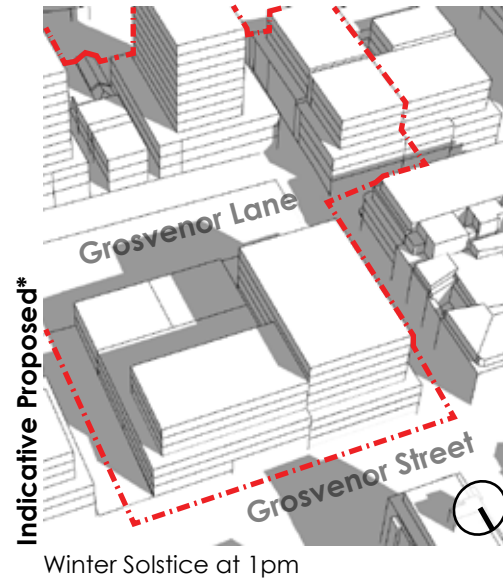
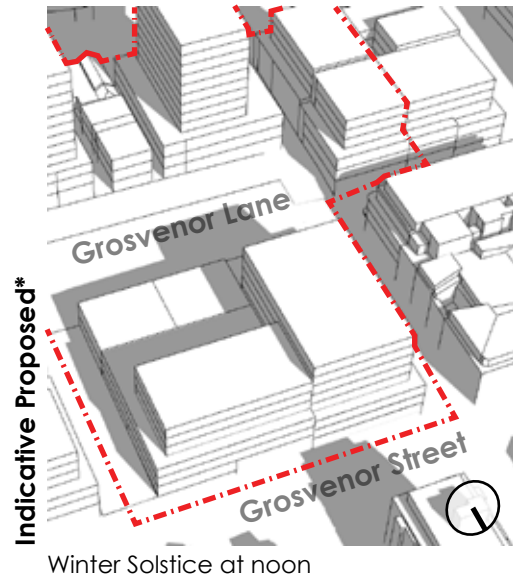
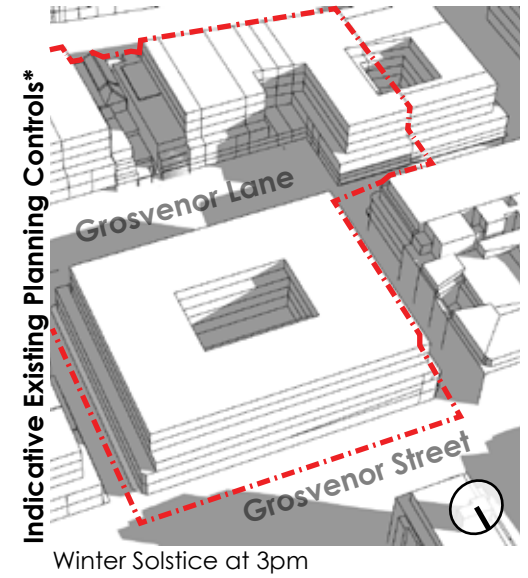
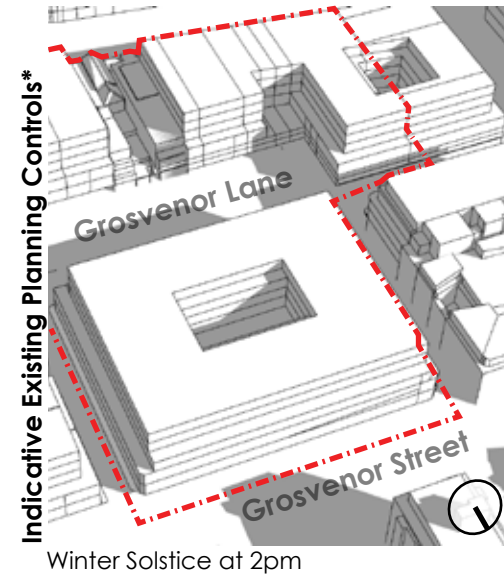
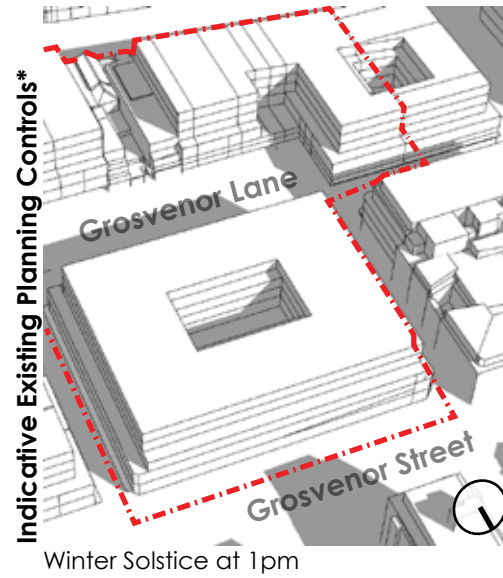
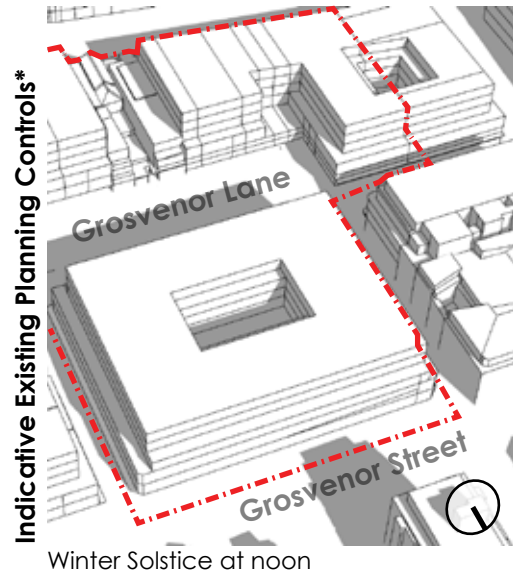


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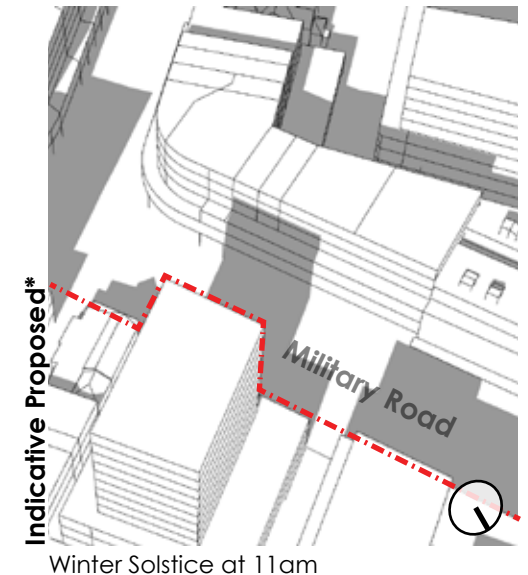
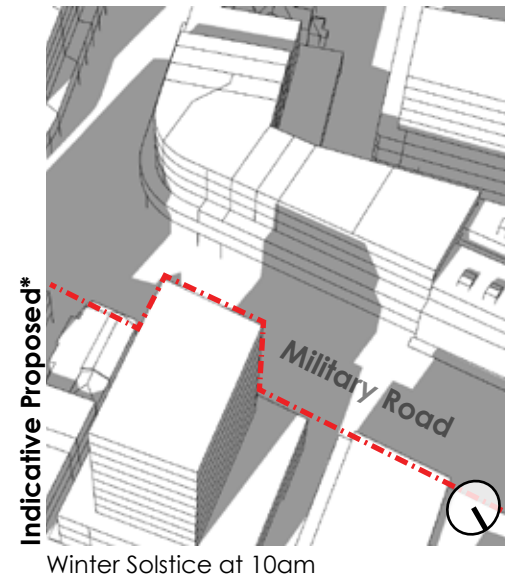
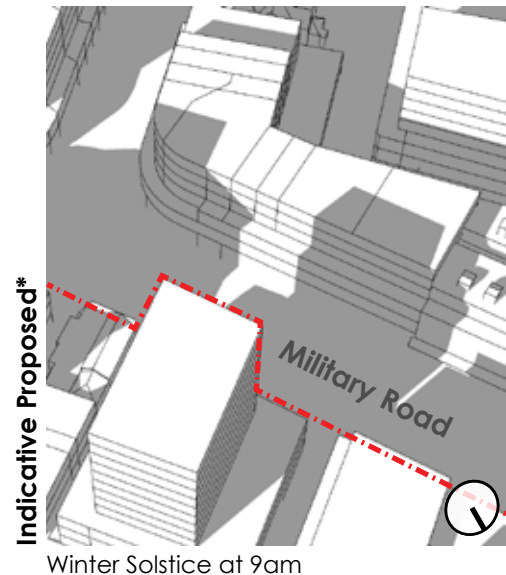
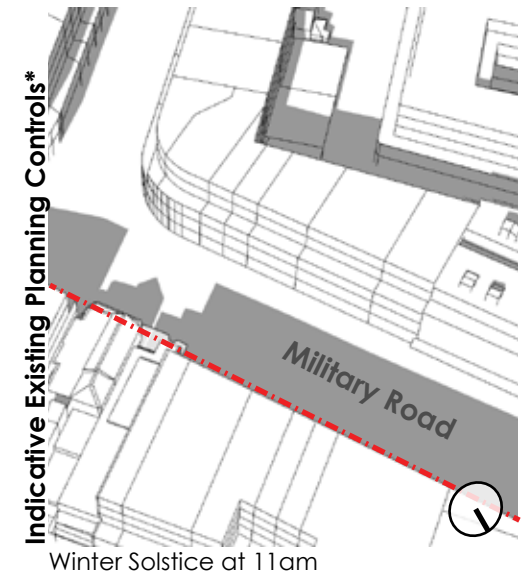
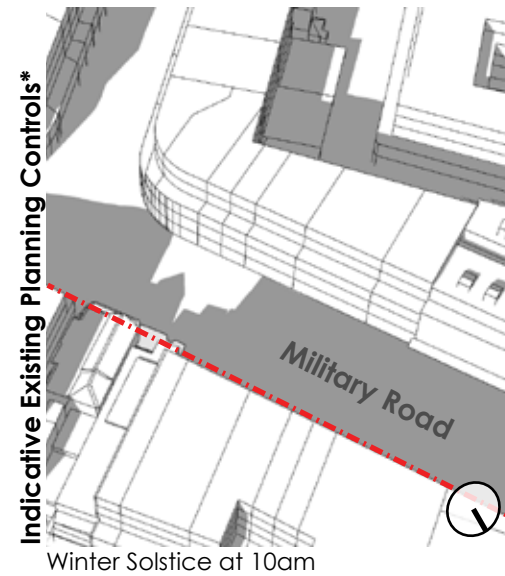
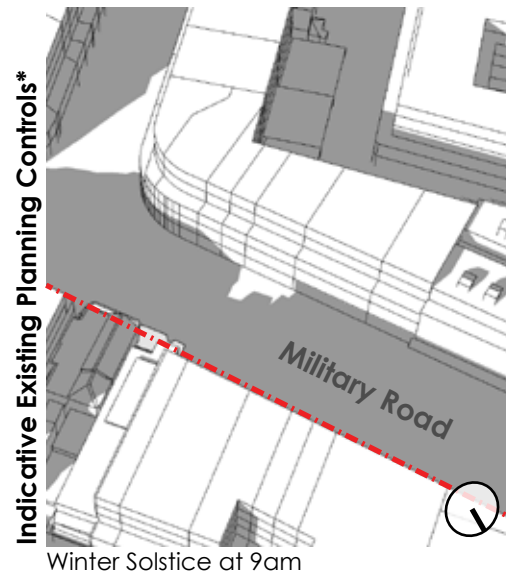
* - Overshadowing diagrams are indicative only. Any future Planning Proposal and/or Development Application need to comply to the SEPP65 and NSDCP 2013 controls and informed by a detailed survey.



Site 2 - Grosvenor Lane South

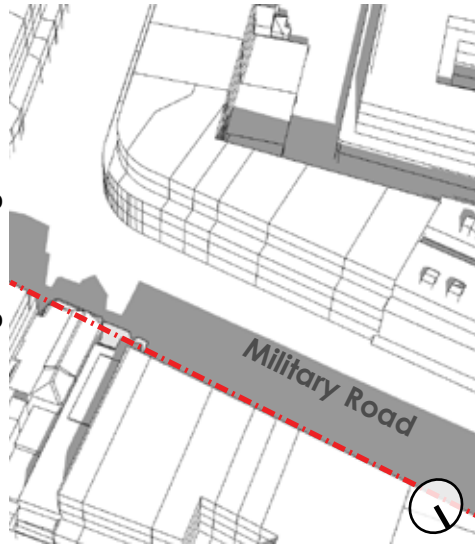
Solar Impact Diagrams

Winter solstice



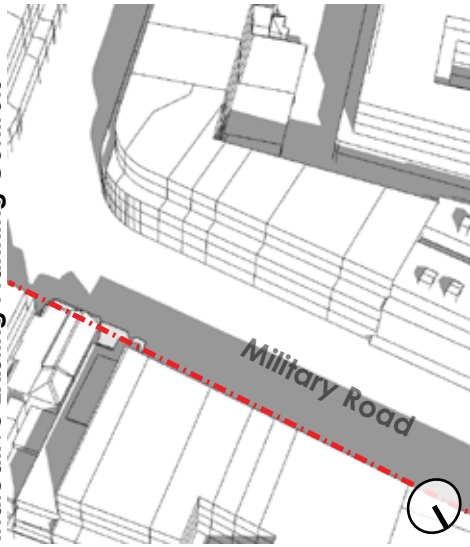
* - Overshadowing diagrams are indicative only. Any future Planning Proposal and/or Development Application need to comply to the SEPP65 and NSDCP 2013 controls and informed by a detailed survey.

Indicative Existing Planning Controls*



Winter Solstice at noon

Indicative Existing Planning Controls*



Winter Solstice at 1pm

Indicative Existing Planning Controls*



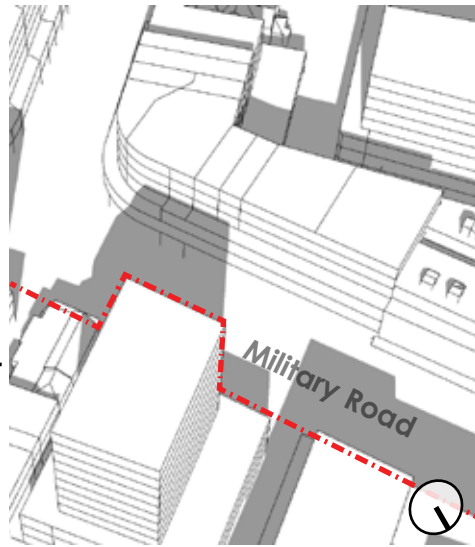
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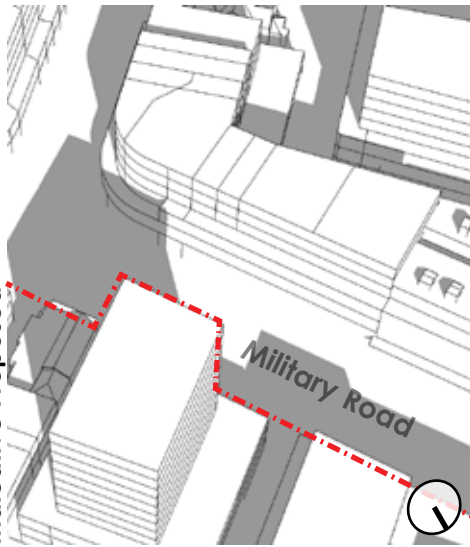
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Indicative Proposed*



Winter Solstice at noon

Indicative Proposed*



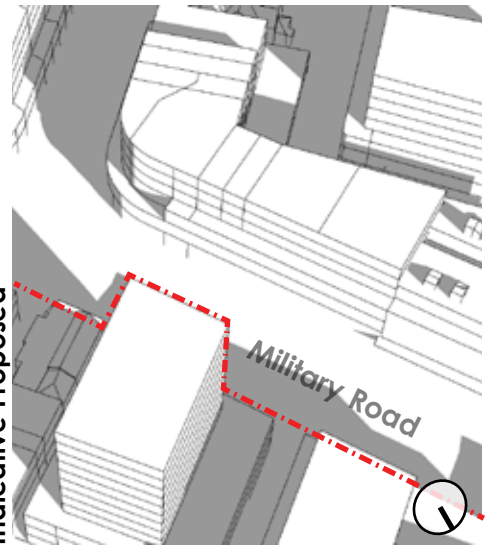
Winter Solstice at 1pm

Indicative Proposed*



Winter Solstice at 2pm

Indicative Proposed*



Winter Solstice at 3pm

Site 3 - Rangers Road

Solar Impact Diagrams

Winter solstice

Indicative Existing Planning Controls*



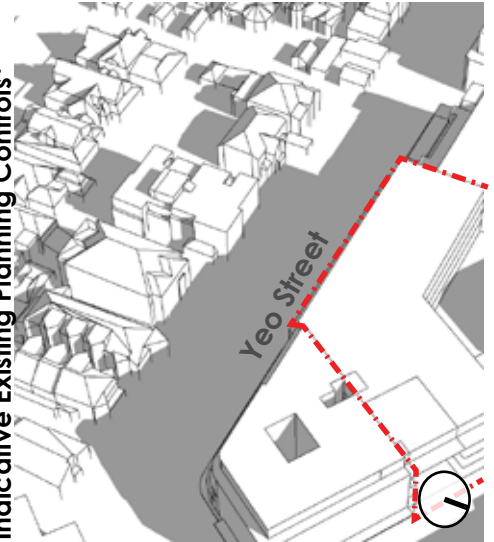
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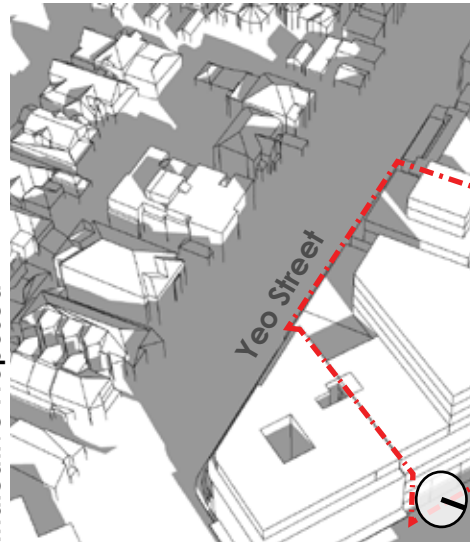
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Indicative Existing Planning Controls*



Winter Solstice at 11am

Indicative Proposed*



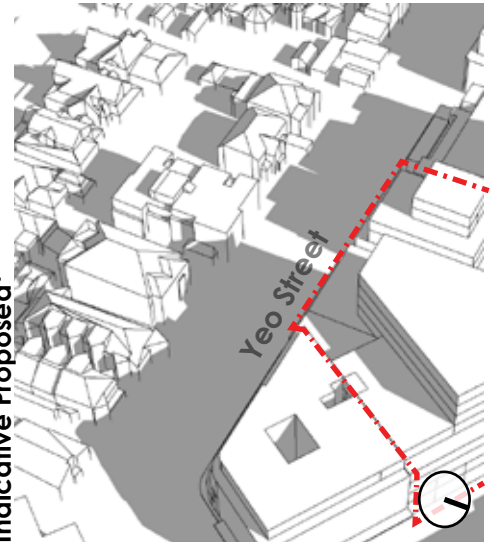
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Indicative Proposed*



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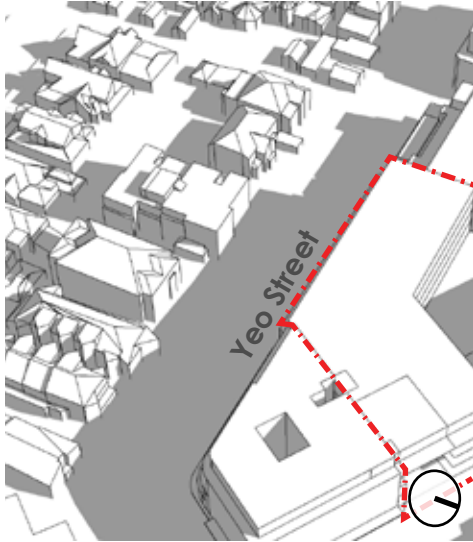
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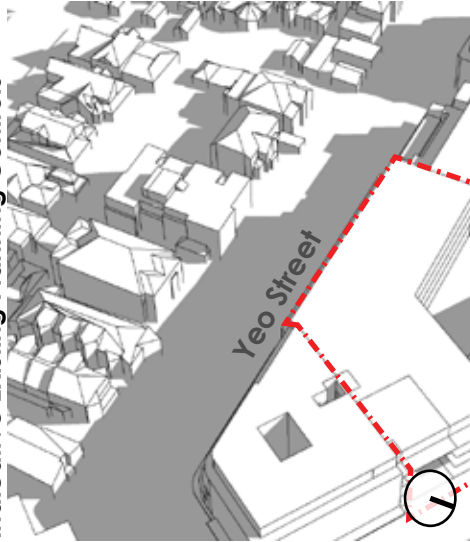
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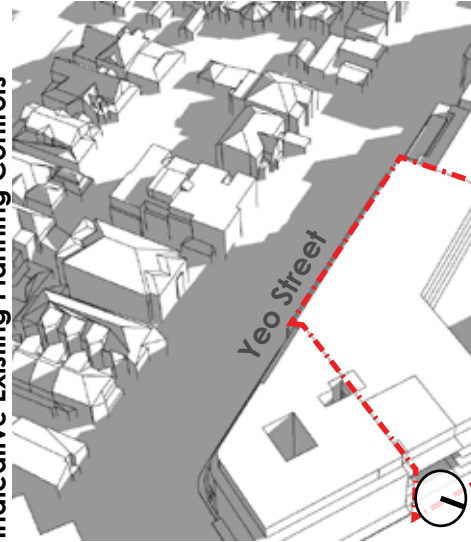
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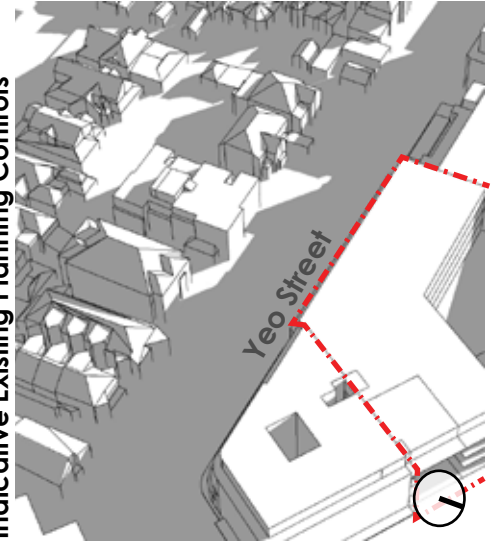
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Indicative Existing Planning Controls*



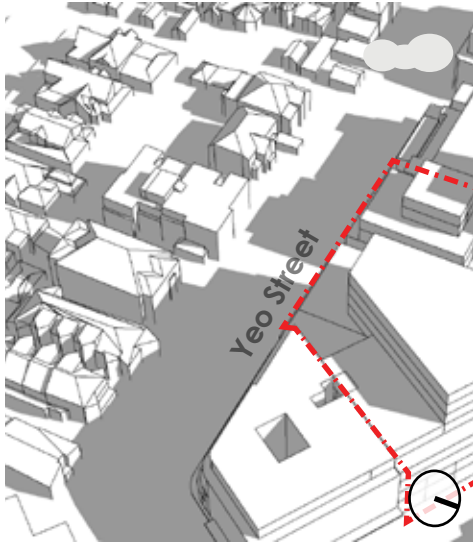
Winter Solstice at 2pm

Indicative Existing Planning Controls*



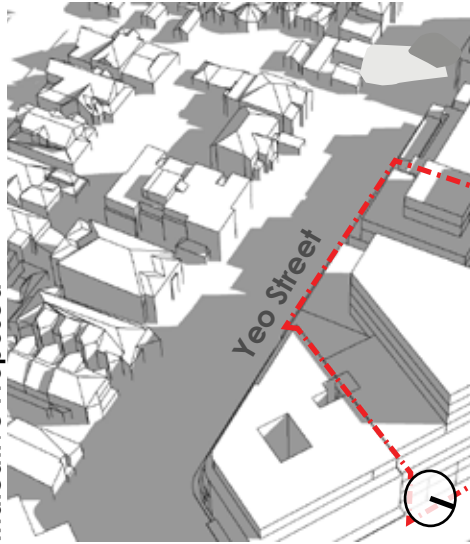
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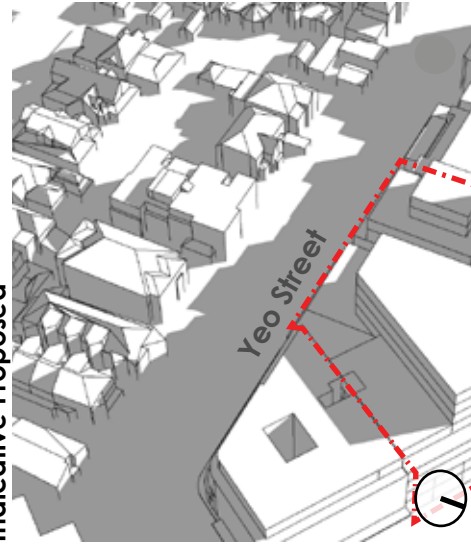
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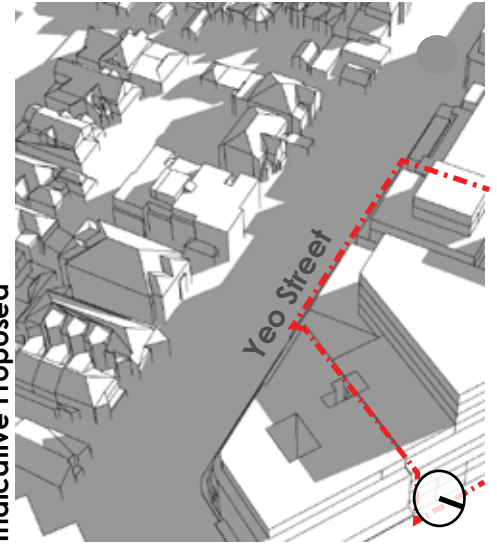
Winter Solstice at 1pm

Indicative Proposed*



Winter Solstice at 2pm

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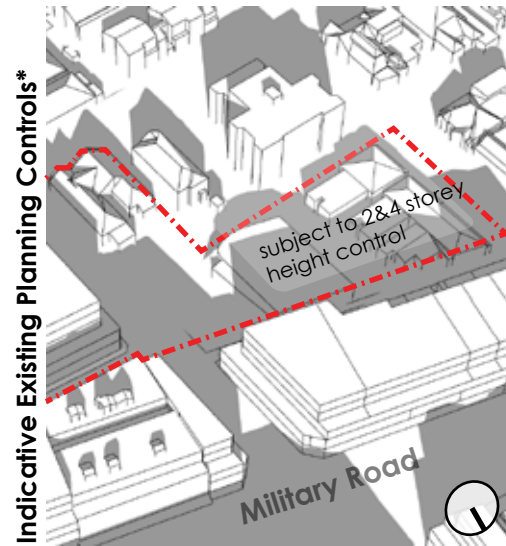


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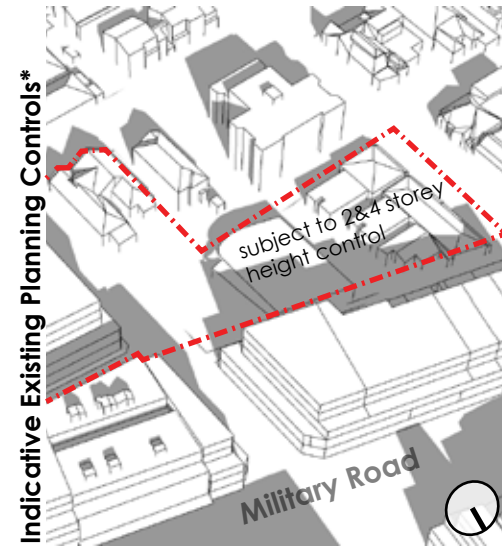
Site 4 - Barry Street

Solar Impact Diagrams

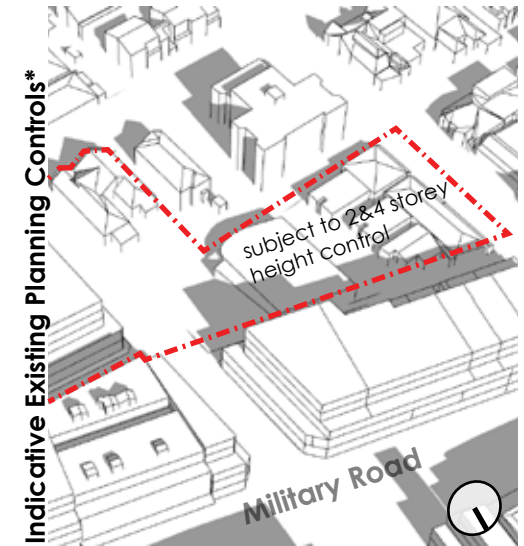
Winter solstice



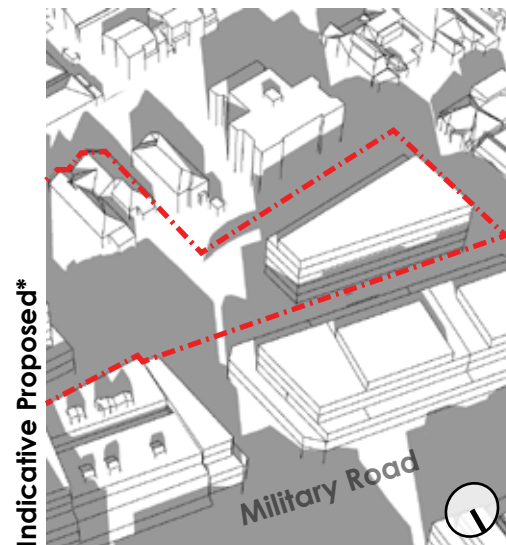
Winter Solstice at 9am



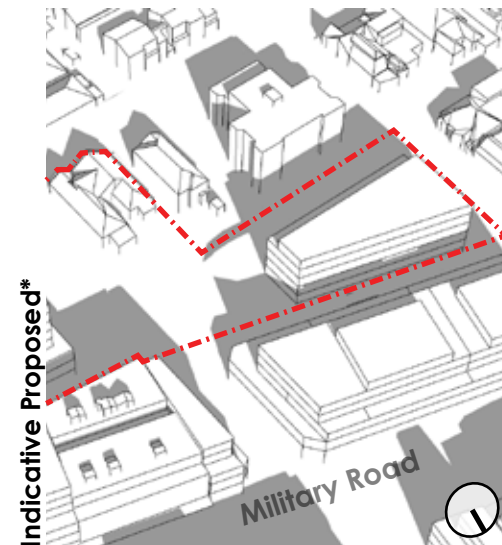
Winter Solstice at 10am



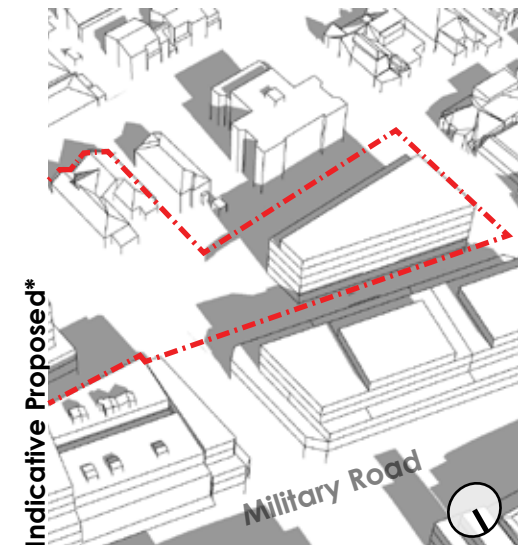
Winter Solstice at 11am



Winter Solstice at 9am



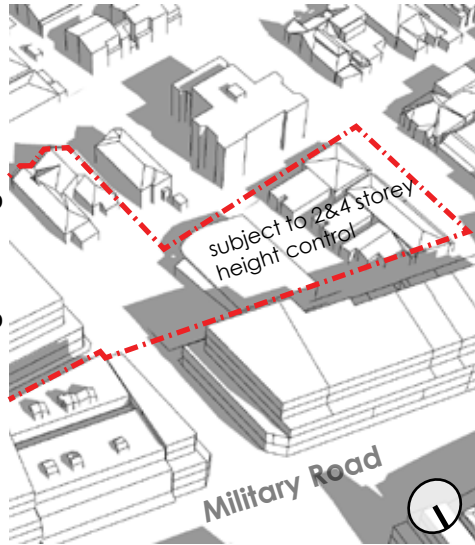
Winter Solstice at 10am



Winter Solstice at 11am

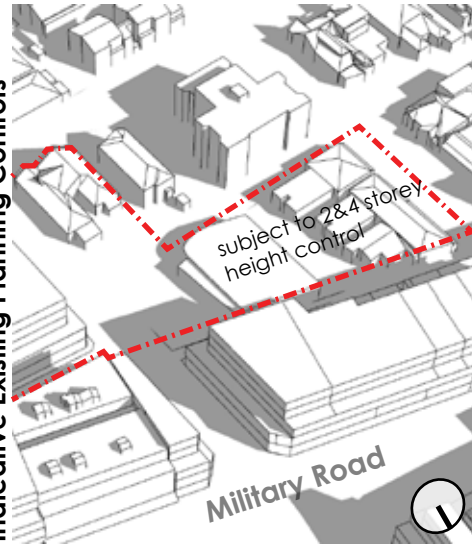
* - Overshadowing diagrams are indicative only. Any future Planning Proposal and/or Development Application need to comply to the SEPP65 and NSDCP 2013 controls and informed by a detailed survey.

Indicative Existing Planning Controls*



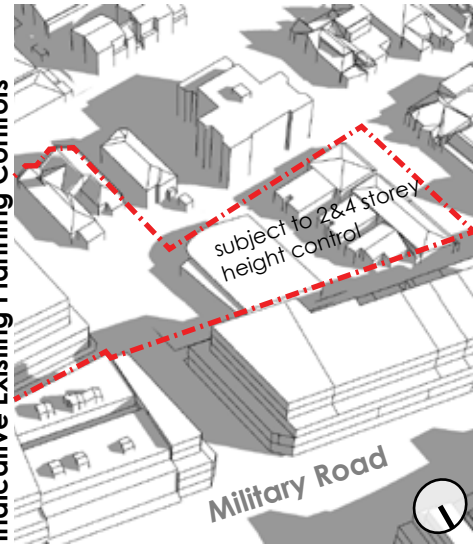
Winter Solstice at noon

Indicative Existing Planning Controls*



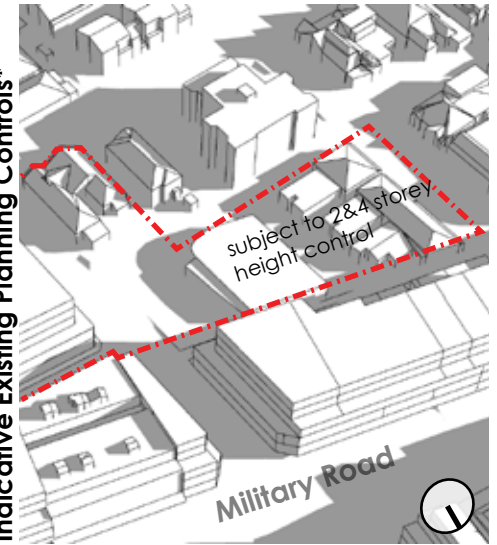
Winter Solstice at 1pm

Indicative Existing Planning Controls*



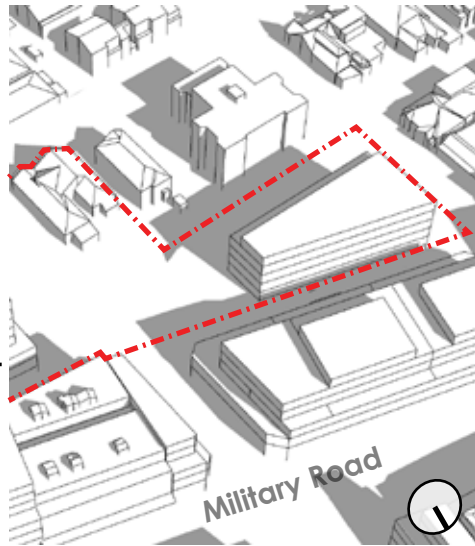
Winter Solstice at 2pm

Indicative Existing Planning Controls*



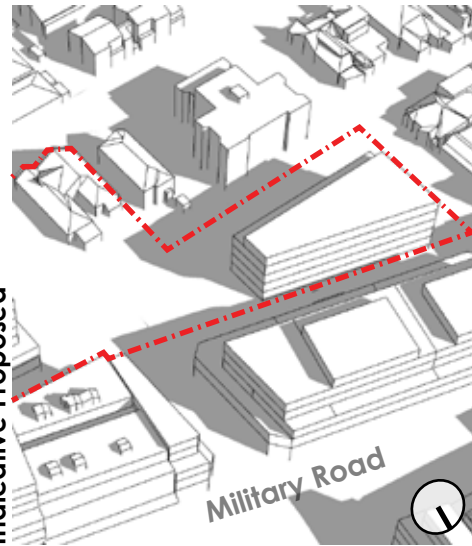
Winter Solstice at 3pm

Indicative Proposed*



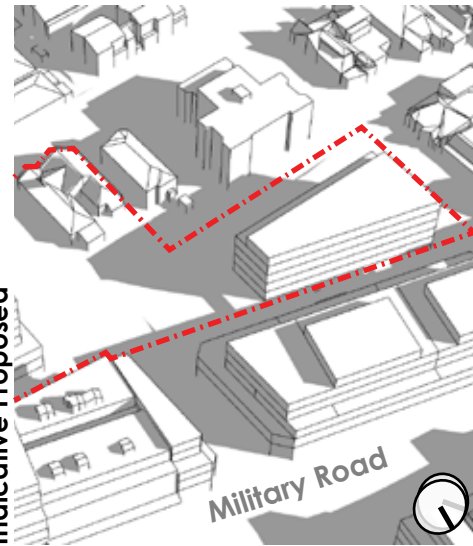
Winter Solstice at noon

Indicative Proposed*



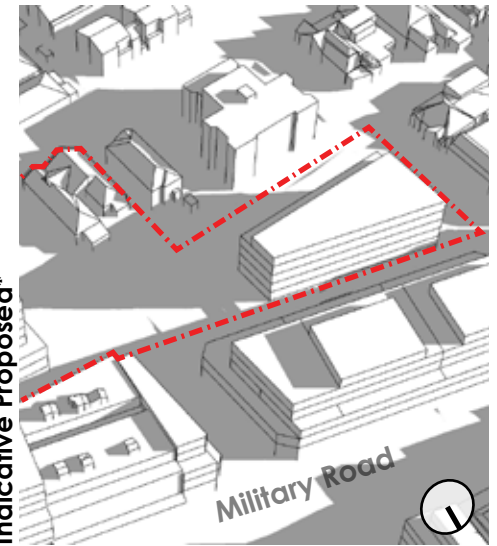
Winter Solstice at 1pm

Indicative Proposed*



Winter Solstice at 2pm

Indicative Proposed*



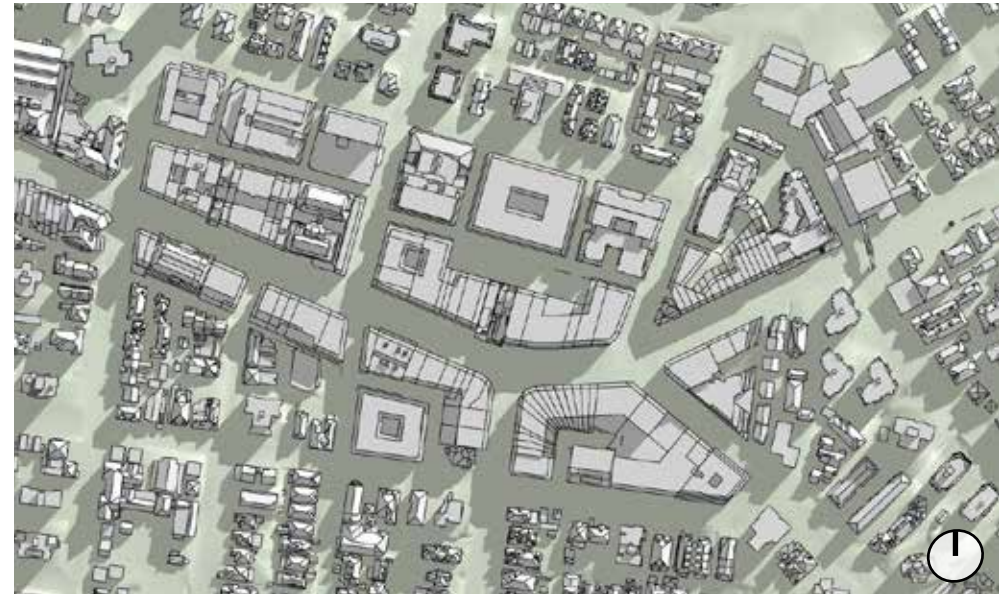
Winter Solstice at 3pm

Neutral Bay town centre

Solar Impact Diagrams

Winter Solstice

Indicative Existing Planning Controls*



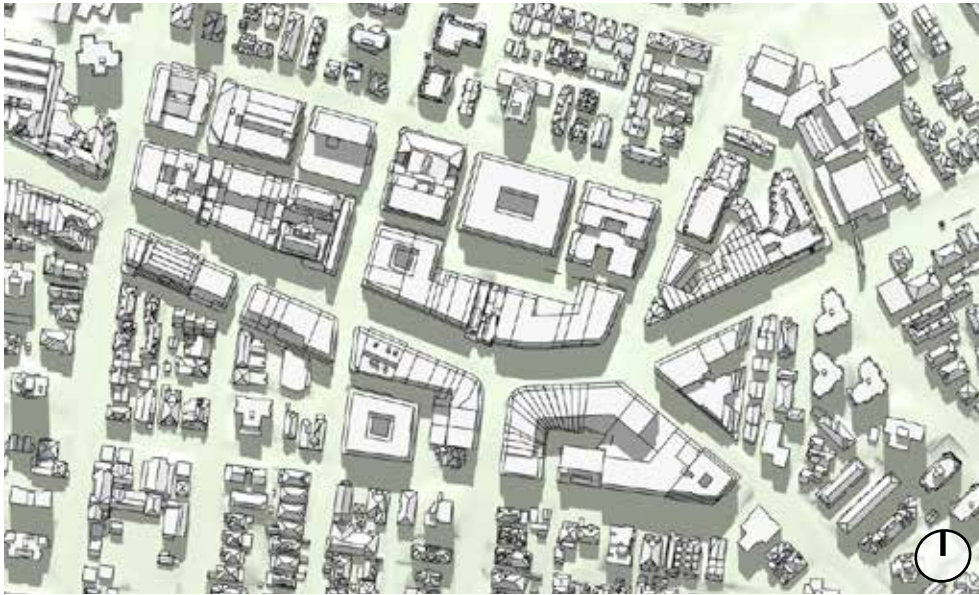
Equinox at 9am

Indicative Proposed*



Equinox at 9am

* - Overshadowing diagrams are indicative only. Any future Planning Proposal and/or Development Application need to comply to the SEPP65 and NSDCP 2013 controls and informed by a detailed survey.

Indicative Existing Planning Controls*

Equinox at noon

Indicative Existing Planning Controls*

Equinox at 3pm

Indicative Proposed*

Equinox at noon

Indicative Proposed*

Equinox at 3pm

Neutral Bay town centre

Solar Impact Diagrams

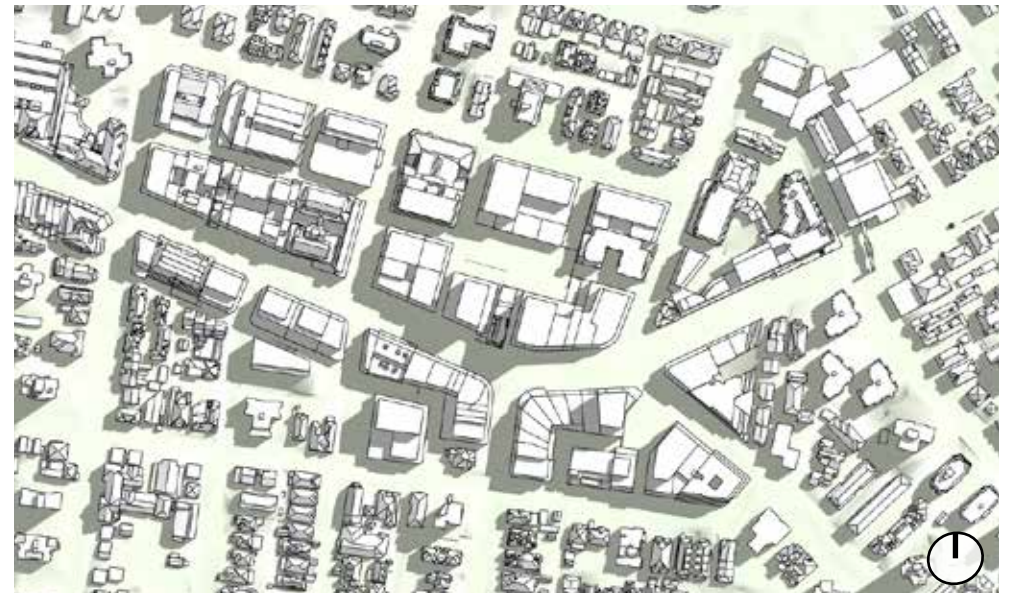
Equinox

Indicative Existing Planning Controls*



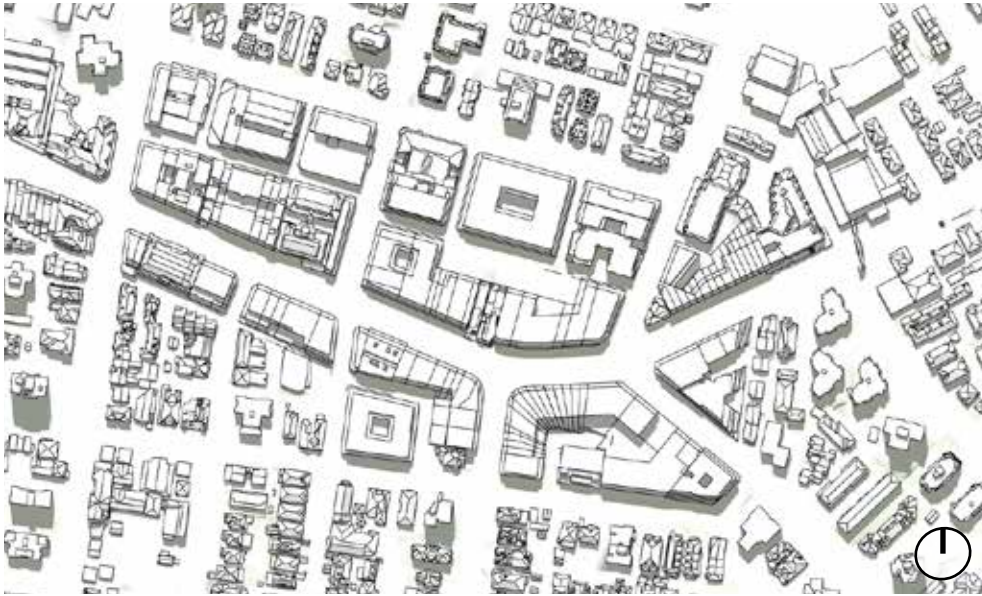
Equinox at 9am

Indicative Proposed*

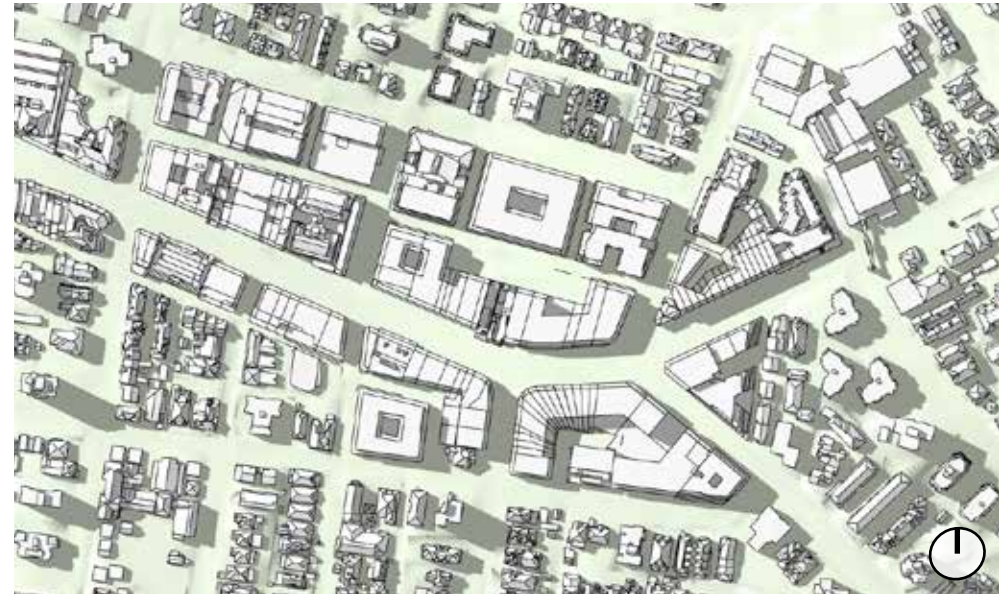


Equinox at 9am

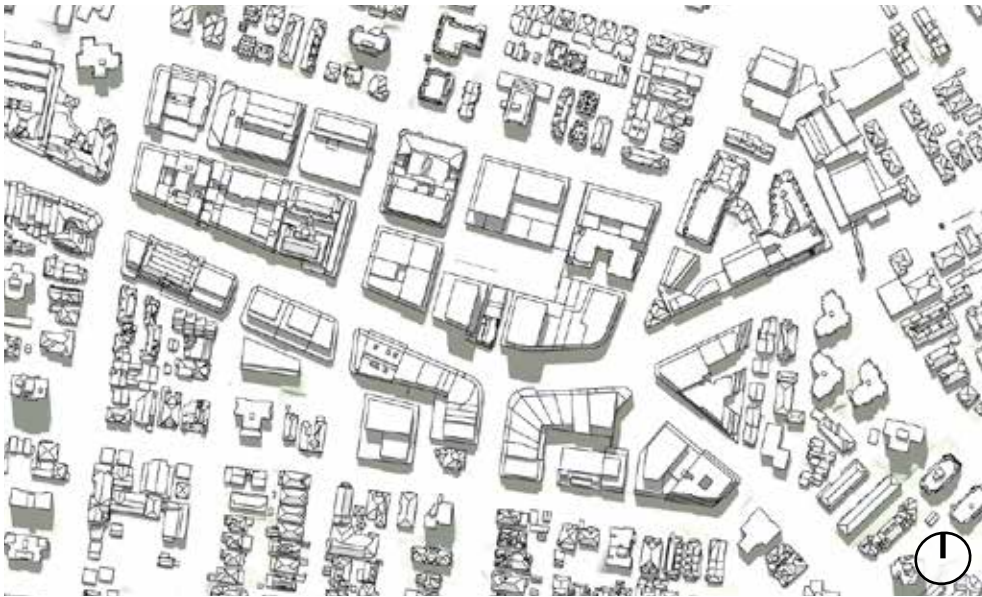
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Indicative Existing Planning Controls*

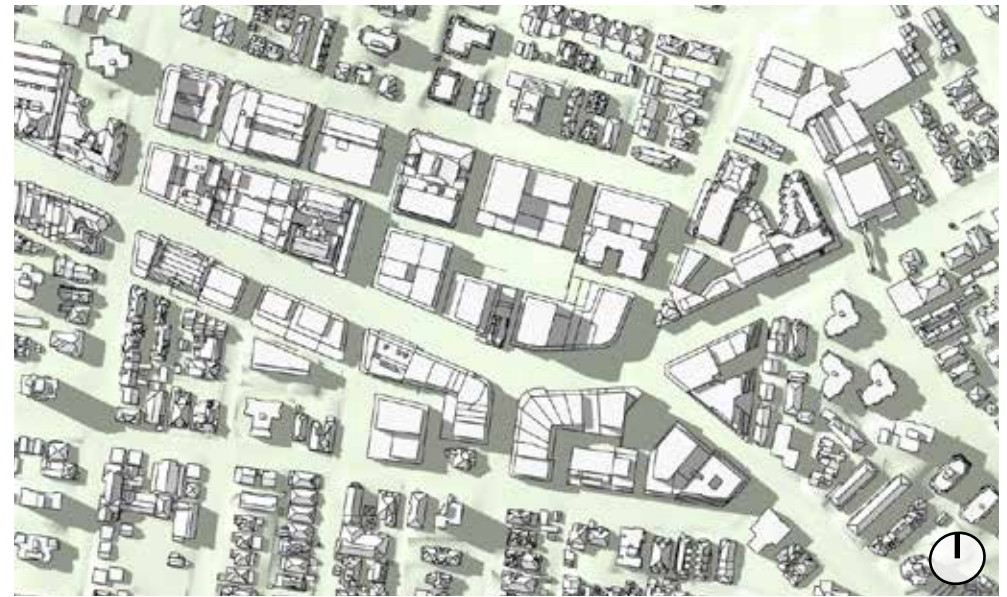
Equinox at noon

Indicative Existing Planning Controls*

Equinox at 3pm

Indicative Proposed*

Equinox at noon

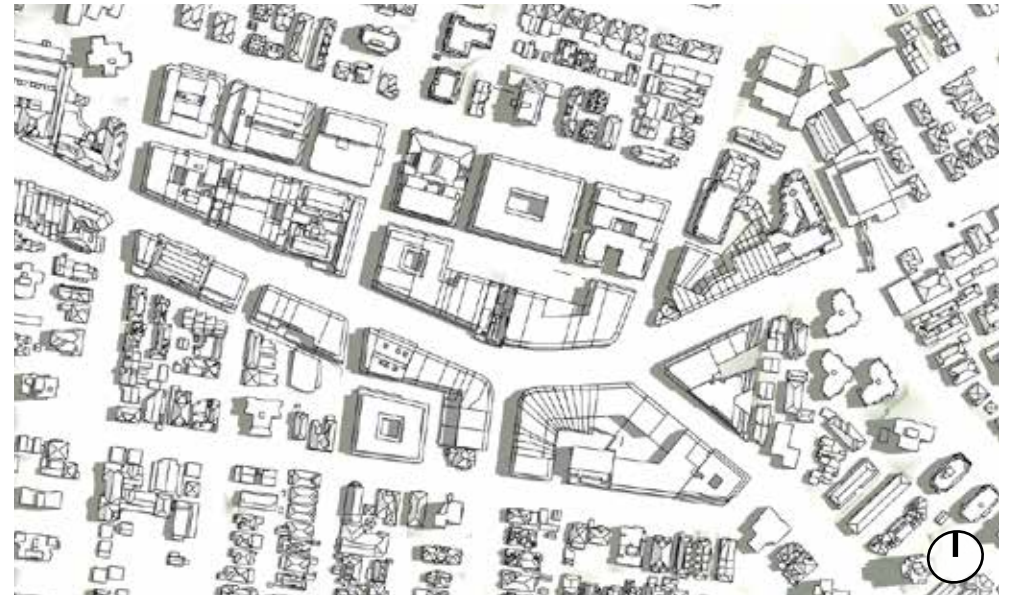
Indicative Proposed*

Equinox at 3pm

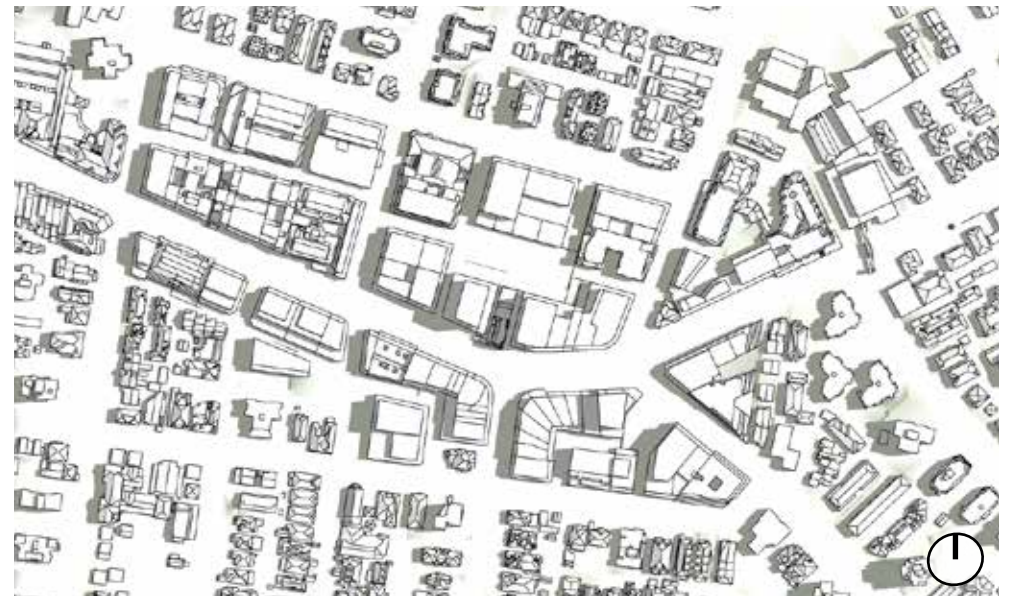
Neutral Bay town centre

Solar Impact Diagrams

Summer Solstice

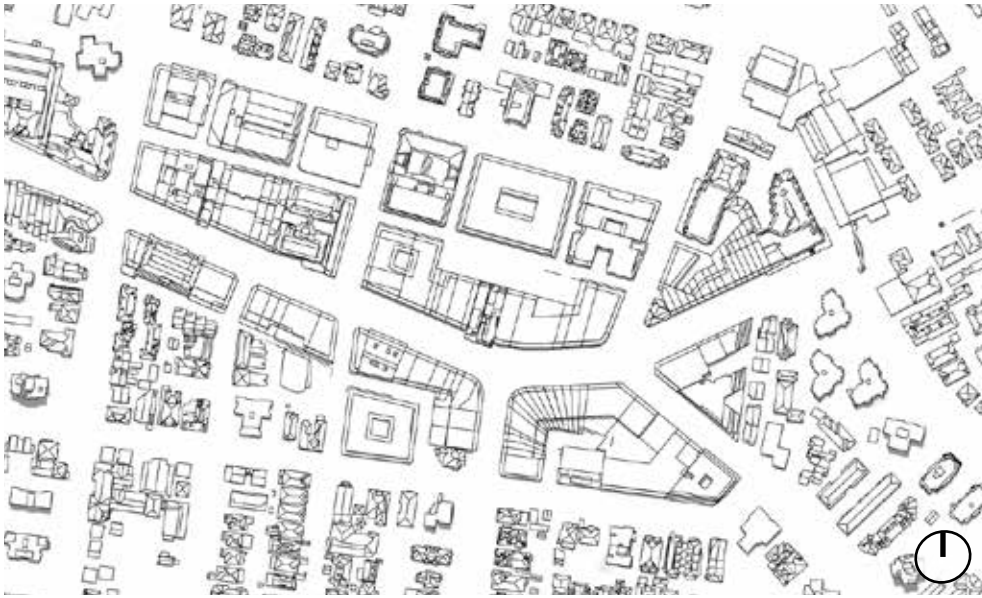


Equinox at 9am

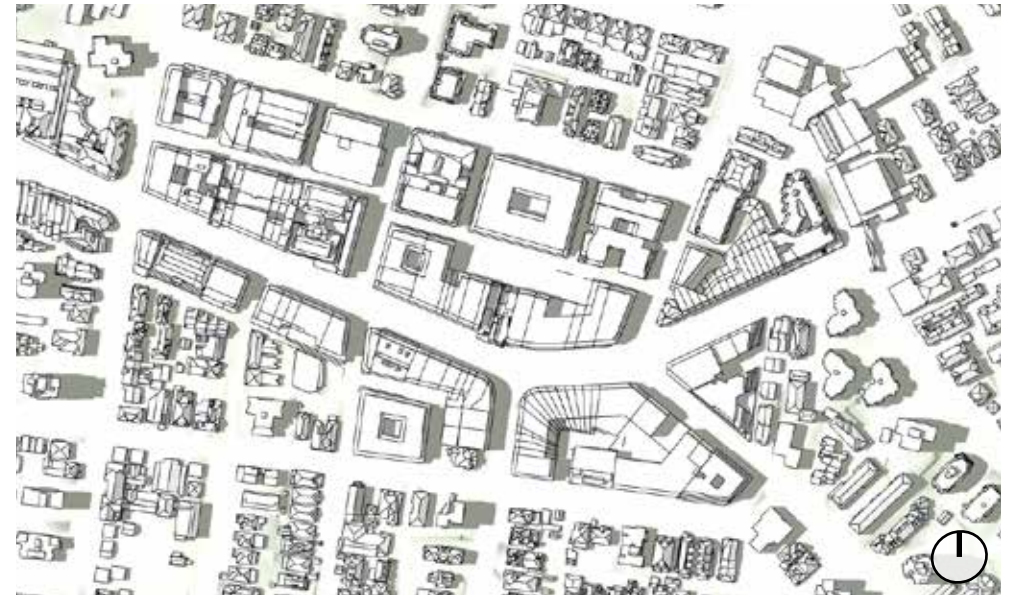


Equinox at 9am

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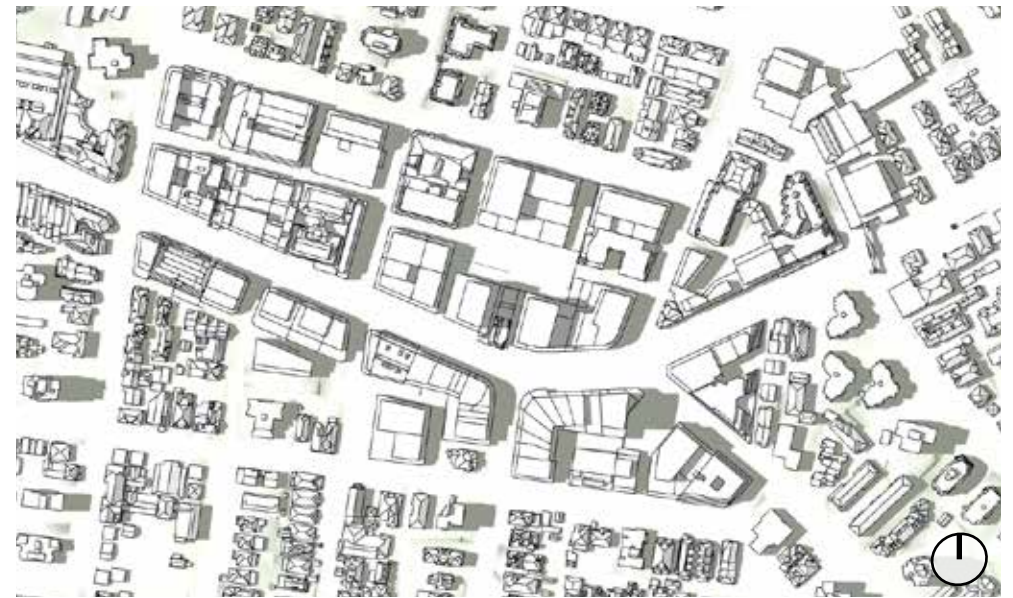
Equinox at noon



Equinox at 3pm



Equinox at noon



Equinox at 3pm



Military Road Corridor Planning Study, Stage 1

Neutral Bay Town Centre
March 2020

North Sydney Council
200 Miller Street
North Sydney 2060

ph: 02 9936 8100
email: council@northsydney.nsw.gov.au

