8.7. Military Road Corridor Planning Study - Exhibition Outcomes and Amended Future Direction Report

AUTHOR: Marcelo Occhiuzzi, Manager Strategic Planning

ENDORSED BY: Joseph Hill, Director City Strategy

ATTACHMENTS:
1. Council report 30/11/20 - Military Road Corridor Planning Study - Exhibition Outcomes and Amended Future Direction Report Part 1 [**8.7.1** - 200 pages]
2. Council report 30/11/20 - Military Road Corridor Planning Study - Exhibition Outcomes and Amended Future Direction Report Part 2 [**8.7.2** - 105 pages]
3. MRCPS - Final Future Directions - Submitted to Council - Feb 2021 [**8.7.3** - 70 pages]

PURPOSE:

To present to Council the report that was considered and deferred on 30 November 2020 regarding the Military Road Corridor Planning Study.

EXECUTIVE SUMMARY:

Council considered a report into the final draft Military Road Corridor Planning Study after its exhibition between April and July 2020. Council received significant feedback from this engagement process with 435 responses received.

Council deferred consideration of that final draft report at its meeting on 30 November 2020. An internal Councillor briefing requested in early February and conducted for Councillors on 8 February 2021 to review the contents of that report. Various matters were discussed, in particular the notion of capping carparking numbers and the merits of the development of Site 4.

FINANCIAL IMPLICATIONS:

$88,000 has been spent from the $108,000 budget allocation from 2019/20 for Stage 1 consultants and administrative costs. A further $70,000 is allocated in this financial year for either implementation or Stage 2.

RECOMMENDATION:

1. THAT Council note the submissions received and the issues raised during the exhibition.

2. THAT Council adopt the Future Directions Report, as amended, as the strategic development framework for Neutral Bay town centre.

3. THAT Council note the Future Direction Report will guide future Planning Proposals.
4. THAT the inclusion of any Council owned land in a development scheme be the subject of a public Expressions of Interest Process.
5. THAT Council actively raise and pursue pedestrian amenity improvements along the Military Road with relevant State Agencies.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

1. Our Living Environment
1.3 Quality urban greenspaces
1.4 Public open space and recreation facilities and services meet community needs

2. Our Built Infrastructure
2.1 Infrastructure and assets meet community needs
2.2 Vibrant centres, public domain, villages and streetscapes
2.3 Sustainable transport is encouraged
2.4 Improved traffic and parking management

3. Our Future Planning
3.1 Prosperous and vibrant economy
3.4 North Sydney is distinctive with a sense of place and quality design

4. Our Social Vitality
4.1 North Sydney is connected, inclusive, healthy and safe
4.4 North Sydney's history is preserved and recognised

5. Our Civic Leadership
5.1 Council leads the strategic direction of North Sydney
5.3 Community is informed and consulted

BACKGROUND

In respect of this matter, Council resolved at its meeting on 30 November 2020 (Min. No. 190):

1. THAT the matter be deferred to the next Ordinary Council Meeting.

Following this deferral, a Councillor briefing was conducted on 8 February 2021 to discuss the contents of that report and recommendations.

That deferred report is presented to Council for its consideration.

CONSULTATION REQUIREMENTS

Community engagement was undertaken in accordance with Council's Community Engagement Protocol.

DETAIL

Council considered a report into the final Military Road Corridor Planning Study after its exhibition between April and July 2020. Council received significant feedback from this engagement process with 435 responses received.

Council deferred consideration of that final report at its meeting on 30 November 2020. An internal briefing was requested in early February and conducted for Councillors on 8 February 2021 to review the contents of that report.

Various matters were discussed, in particular the notion of capping carparking numbers and the merits of the development of Site 4.

Parking

The final draft Study seeks to manage traffic generation and congestion on the already challenged local road network. Councillors present at the briefing raised concern about the "capping" strategy that sought to ensure that current levels of planned growth were not exceeded. The majority of Councillors present felt that this had the potential to stymy the objective of moving on-street parking to public off-street parking thereby freeing up public domain and may further adversely impact the feasibility of retail development. The wording and objective that generated the above concern on page 39 is:

> "To ensure no net increase in increase in traffic from any proposed additional building density, off street parking spaces in new developments will not exceed the capacity that is currently allowed under existing planning controls.", and
>
> Objective: "For significant development sites, 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."

It is recommended that the study to be amended to remove the absolute cap notion in the first paragraph while retaining the onus on significant private development to mitigate traffic impact. The two paragraphs above would therefore be amended as follows:

> ~~"To ensure no net increase in increase in traffic from any proposed additional building density, off street parking spaces in new developments will not exceed the capacity that is currently allowed under existing planning controls.", and~~
>
> Objective "For significant development sites, any *private* 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."

New objective *"Replace on street parking with off street public parking to free up public domain."*

In relation to the objective to *Provide public parking to support local shops*, the undergrounding of the existing public car parking spaces would be retained at existing levels if not further embellished. This is recognized in the study and no further change is required.

Site 4

The Study recommends that site 4 should not identified as an opportunity site given its various local impacts and concerns regarding the feasibility of its capacity to deliver a new urban park. Facilitating development on site 4 would require the utilisation of the Council car park site. The Study did not identify viable options that facilitated development and replacement of the public car park and a new urban park.

While the current draft does not identify development potential for site 4, it does not preclude future more detailed studies being considered.

Should Council feel that an alternative development scenario may be able to be generated that meets the objectives of the Study, it may wish to defer just Site 4 for further consideration and discussion. The Site is challenged on a number of fronts and would need to overcome a range of planning issues including:

a) Retaining the fine grain streetscape and character along Bydown Street
b) Minimising overshadowing of the development to the south is to reasonable levels
c) Satisfying Council that the traffic generation and impact upon the local street network is acceptable
d) Delivering an enlarged and embellished urban park in the location of the Barry Street Carpark consistent with the objectives of the Planning Study
e) replicating the existing public car parking to ensure that there is no net loss of public carparking.

Conclusion

The considerable detail regarding the final draft Military Road Corridor Study that was deferred by Council, is included in the report previously presented to Council on 30 November 2020.

8.6. Military Road Corridor Planning Study - Exhibition Outcomes and Amended Future Direction Report

AUTHOR: Tomas van der Meer, Senior Strategic Planner - Urban Design

ENDORSED BY: Joseph Hill, Director City Strategy

ATTACHMENTS:
1. Attachment 1 - Submissions Table [**8.6.1** - 185 pages]
2. Attachment 2 - Future Directions Report [**8.6.2** - 70 pages]
3. Attachment 3 - Future Directions Report - Appendix A [**8.6.3** - 14 pages]
4. Attachment 4 - COVID-19 Response Memo [**8.6.4** - 7 pages]

PURPOSE:

To report on the submissions received in response to the public exhibition of the Future Direction Report for the Military Road Corridor in Neutral Bay and recommend a way forward.

EXECUTIVE SUMMARY:

In April 2020, Council adopted the draft Future Direction Report for the Military Road Corridor for the purposes of public exhibition. The draft Future Direction Report was placed on public in an extended exhibition period from Thursday 26 April until Friday 31 July 2020. Council received a total of 435 responses from the engagement process.

The most frequent issues raised were concerns relating to building height, public parking and other traffic issues. Notably, the traffic and parking concerns often related specifically to the Grosvenor Lane car park with many submissions wanting better access and more support of local shops without being compromised by the Grosvenor Lane supermarket. A smaller number of submissions supported modest height increases in acknowledgement of the potential associated public benefits, however, believe that the proposed building height of 12 storeys is inappropriate for the area. A number of submissions expressed concerns that the changes will impact on the character of the area. There was a significant degree of support for the proposed public domain and community facility improvements, several of which also agreed with additional height.

The amended Future Direction Report continues to:

- Recognise and address the ongoing loss of employment floor space.
- Adjust built form controls to improve the urban design and amenity of the centre.
- Identify unusually large or strategically significant sites that can leverage carefully managed increases in height to deliver significant public domain and community

facility improvements, that would otherwise be beyond Council's financial and spatial capacity in the Neutral Bay town centre.

Revisions of draft Future Direction Report include:

- Removal of site 4 as a strategically significant site. Site 4 comprises the Barry Street car park that would otherwise be amalgamated with the neighboring residential cottages and the commercial building at 40 Yeo Street. Feedback and further assessments identified issues regarding inappropriate building height increases, solar impact, transition, delivery mechanism, feasibility and change of character.
- Replacing the recreational facility with a new community centre as a community benefit. The height clearance of a recreational facility is considerable and leads to an undesirable built form outcome. Some negative feedback was received with little support for the facility. Analysis also shows that the operational costs of a single court is an ongoing burden to Council and the community. A larger recreational facility elsewhere in North Sydney is preferred. Two potential locations for a new community centre have been identified with further discussions with landowners required during the preparation of a subsequent planning proposals.
- Refinement to requirements associated with the delivery of public improvements, in particular the community centre. It is important that community facilities have a direct presence to the public domain and issues of natural light and natural ventilation are addressed.
- A less prescriptive, more principles-based approach to the Grosvenor Lane car park to address concerns of existing landowners and local shops regarding public ownership, parking, loading, access and the balance/location of public improvements.

The Study proposes to retain height increases on sites 1, 2 and 3 as previously exhibited (8 and 12 storeys) to strike a balance between the careful management of height to preserve character and enhance amenity whilst delivering on much needed public benefits for the centre. Sites 1 and 2 would benefit from the preparation of a collaborative masterplan, but the Study does not mandate this.

This balanced development uplift has the potential to deliver:

- Existing and new public domain improvements including significant new public plazas.
- Relocation Grosvenor Lane car park to be less visually dominant.
- Regional secured commuter bicycle parking (28 spaces).
- New community centre with accessible toilet and family room (~1,000m2).
- New creative makers art alley (~600m2).
- Increased employment floorspace from existing non-residential FSR of 0.5:1 to 1.2:1, 1.5:1 & 2.0:1.

The Grosvenor Plaza is planned to remain in Council's ownership. Any approach to utilise all or part of this land by private interests, will be required to undergo a public expression of interest process.

This report recommends that this Study be adopted to provide a framework and guidance for ongoing discussion with local landowners about the future development of the Centre.

FINANCIAL IMPLICATIONS:

A budget of $108K in the 2019/20 was allocated to the Military Road Corridor Planning Study. External consultants provided technical input regarding financial feasibility, heritage and costs expended covered public exhibition/consultation activities.

RECOMMENDATION:

1. THAT Council note the submissions received and the issues raised during the exhibition.
2. THAT Council adopt the Future Directions Report, as amended, as the strategic development framework for Neutral Bay town centre.
3. THAT Council note the Future Direction Report will guide future Planning Proposals.
4. THAT the inclusion of any Council owned land in a development scheme be the subject of a public Expressions of Interest Process.
5. THAT Council actively raise and pursue pedestrian amenity improvements along the Military Road with relevant State Agencies.

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4.4 North Sydney's history is preserved and recognised

5. Our Civic Leadership
5.1 Council leads the strategic direction of North Sydney
5.3 Community is informed and consulted

BACKGROUND

In 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 function. The survey was open to the public through July and August 2018. Feedback was reported to Council in September 2018.

The initial feedback provided valuable input into the preparation of several Discussion Papers. In July 2019, Council considered a report on the Military Road Corridor Planning Study, Stage 1 - Discussion Papers, and placed them on public exhibition between August and September 2019. The outcomes were reported to Council in October 2019.

With this feedback, as well as specialist input by consultants and Council staff, the draft Future Direction Report was prepared. On 6 April 2020, adopted the *Future Direction Report for the Military Road Corridor Planning Study* for the purposes of public exhibition.

This report presents the outcome of the public exhibition and recommends that various amendments be made in response.

CONSULTATION REQUIREMENTS

Community engagement was undertaken in accordance with Council's Community Engagement Protocol. Detail is provided in chapter 1 of this report.

DETAIL

1. Purpose of the Study

The Military Road Corridor is experiencing significant development pressure. There is also an ongoing erosion of employment floor space, facilitated by Council's current planning controls. There is significant benefit in preparing a planning study to ensure that development meets the needs and expectations of the community as well as ensuring that tangible public benefits can be derived from any future development process.

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.

This report presents the public exhibition outcomes of the draft Future Direction Report for the Neutral Bay town centre as part of the Military Road Corridor study and recommends various amendments in response.

The draft Future Direction Report seeks to deliver on the identified public domain and facilities improvements as well as on employment growth by leveraging limited and managed height increases on specific sites.

2. Engagement Process

The 14 week public exhibition of the draft Future Direction Report occurred between Thursday 23 April 2020 and Friday 31 July 2020.

Public engagement included 326 direct notifications to all previous submitters to earlier exhibitions by email. A direct notification occurred to all owners, businesses and residents in the corridor including more than 11,463 addresses and interest groups including the Precinct Committees, Neutral Bay/Cremorne streetscape committee, Neutral Bay Chamber of Commerce and various State Agencies. Further advertisement included:

- Bus shelter notice boards + digital signage at costumer service.
- Hardcopy customer service.
- Social media posts (multiple including Facebook, Twitter and LinkedIn).
- Newspaper advertisement in Mosman Daily/North Shore Times.
- Media release.

The public exhibition took place during the Covid-19 pandemic, which effected Council's usual promotion and engagement processes. Additional methods to mitigate the impact of the social distancing guidelines and regulations were adopted. The usual face-to-face meetings and information kiosk were replaced with the measures described below. Added Covid-19 measures include:

- Extra online material.
  - Interactive website.
  - Online voice-over presentation.
  - Summary brochure.
  - Frequently updated question and answer section on Councils YourSay website.
- Extensive phone contact.
- Extended public exhibition period.

Initially the public exhibition was set for 6 weeks which is 2 weeks longer than the usual exhibition period. Council staff extended this to 8 weeks recognising the changing conditions at that time. At its meeting on 22 June 2020, Council resolved to extend the exhibition period for another month, to over 14 weeks.

3. Submissions Overview

There were 435 responses with the following breakdown:

- 286 YourSay responses.
- 149 letter submissions.

Other interaction included:

- 187,495 newspaper advertisement impressions and 231 click through rate.
- 2,055 Facebook individuals reached, 210 post clicks and 11 social comments.
- 3,309 YourSay website views of individuals that visited at least one page.
- 745 download the draft Future Direction Report from the YourSay website.
- 20 additional email enrolments for project updates that provided no comment.

Council received a high level of responses with the majority being local residents. Thirteen submissions were lodged that included development ideas from landowners/developers.

3.1 General Stakeholder Feedback

This chapter provides an overview of the feedback received. It should be noted that there is significant overlap between feedback of the general public, Precinct Committees, landholders and other stakeholder groups.

Below is an overview of the top issues raised. For a complete overview of the submissions and responses refer to attachment 2.

#	Total	%.	Issue
A	198	46%	Against increased height
B	146	34%	Concerns regarding parking
C	143	33%	Concerns regarding traffic
D	102	24%	Agree with public domain/community facilities
E	94	22%	Support local shops and not supermarket
F	67	15%	Want different public domain/community facilities
G	54	12%	Agree with height/more height
H	52	12%	Imbalance between developer and community benefit
I	50	12%	Concerns regarding character/heritage buildings
J	47	11%	Concerns over loading (e.g. no loading bay in Waters Lane)
K	43	10%	Against local job growth
L	42	10%	Support increases in building height but not 12 storeys
M	35	8%	Support Grosvenor Lane Plaza
N	34	8%	Request to keep the Grosvenor Lane car park in public ownership
O	33	8%	Support the prioritisation of pedestrian amenity
P	28	6%	Suggest alternative transport options
Q	27	6%	Against the closure of Young Street
R	23	5%	Against proposed cycleways (e.g. dedicated facility in Harrison St)
S	22	5%	Request to delay the planning study
T	20	5%	Object to Grosvenor Lane Plaza and underground public car park

Height remains the greatest concern with 46% (198 submissions) of the feedback raising it as an issue. A further 10% (42 submissions) can support modest increases in building height but state that 12 storeys is too high.

The other major concerns relate to parking (34%) and traffic (33%) with a notable concentration of feedback from local shop owners around the Grosvenor Lane car park and Young Street. They raise concerns regarding the detail of the plan and their future prospects compared to the existing situation. This relates to the 22% of feedback (94 submissions) regarding concerns of access, support and future viability of local shops that are part of the Neutral Bay village atmosphere.

Significant support was registered (24% - 102 submissions) that expressed agreement with the proposed public domain and community facility improvements. 12% (54 submissions) agree with the height increases or prefer even further increases including

13 submissions from landowners.

The issues raised by these submissions and amendments to the Future Direction Report following this feedback, are discussed in further detail below. General feedback is summarised in section 4 and attachment 1 of this report.

3.2 Precinct Committees

Nine Precinct Committees and the Combined Precinct Committee (CPC) made submissions and/or provided notes in their minutes that were considered as part of this process.

General concern was expressed by Parks, Brightmore and the CPC that earlier Precinct Committee feedback was not specifically considered as part of the development of the study and in particular, their earlier feedback regarding the proposed building height.

Council has been engaging with Precinct Committees since 2018 on this project. The study balances all stakeholder feedback received including Precinct Committees while aiming to deliver on the overall objectives of the study. The Future Direction Report recognises the complexities and nuances of the town centre and seeks to guide development pressures and leverage value from it to retain and build on its village qualities, enhance the public domain and retain and expand jobs. These targeted outcomes will simply not be achieved by the application of a 5-6 storey height limit across the board. The result of a no change or broad single storey increase, will simply yield more of the same outcomes with no potential for fundamental improvements to the centre.

All Precinct Committees registered objections against the proposed increased building height except for the Holtermann Precinct Committee. The majority of Precinct Committees expressed strong concerns that the added height would have overshadowing, wind and heritage impacts and would compromise the village feel of the centre and requested height to be limited to 5-6 storeys.

Harrison and Brightmore Precinct Committees did not support the delivery of additional commercial floorspace through increased building heights. They questioned the need for more retail and commercial floorspace due to changing workplace patterns, the economic and demographic consequences of Covid-19 and long-term trends in retail. The need for more employment space given Neutral Bay's proximity to the North Sydney CBD was also questioned.

Several Precinct Committees and others were also of the view that the proposal would instigate the destruction of heritage and characteristic buildings in the area.

Precinct Committees expressed concerns that aspects of the study depend on the adoption and construction of the Beaches Link Tunnel. Ideas to increase connectivity is supported by Precinct Committees but some suggest creating a pedestrian

under/overpass as a solution.

Willoughby Precinct Committee recommended that calming traffic conditions on Military Road should be prioritised, and that this would offer the greatest improvement to the village atmosphere of the centre.

Other traffic and parking concerns were raised including that the draft study proposed access and parking arrangements would negatively impact local businesses. It was emphasised that these businesses require convenient and accessible public parking. It was rejected that most people access the centre by walking and cycling despite Council's earlier survey. It was claimed that most shoppers access the centre by car and that climate conditions generally do not favour walking and cycling in particular when carrying groceries. There were also arguments that the proposed level of residential growth would warrant an increase in parking for the centre. These issues are discussed in section 4.

Brightmore Precinct Committee requested that the Planning Study should first be extended to include Stage 2 of the Military Road Corridor before adopting Stage 1. This is discussed in section 4.

The closure of Young Street to create a pedestrian plaza was opposed. Feedback claimed that the role of Young Street in local traffic flow, is too important to allow the street's closure.
Detailed analyses of this project is underway. This is discussed in section 4 and general responses to these submissions are discussed at Attachment 1.

3.3 Landowners

A few sites beyond the opportunity sites that were included in the draft report expressed their interest to be considered for additional height/different land use. The submissions included proposals to deliver public domain, community facilities and/or employment floorspace.

Council staff have carefully analysed the needs of the area which include expert analysis, feasibility and strategy advice, community feedback and housing targets that are set out in Council's *Local Housing Strategy*. Council can deliver on these needs through the amended Future Direction Report without expanding the commercial zoned land or increasing the height further than already identified, particularly in the context of expressed community concerns.

3.3.1 Site 1 (43-53 Grosvenor Street)

Feedback from the landowner of Site 1 sought much greater flexibility than exhibited to accommodate the needs of a wide range of stakeholders with the following amendments:

- A reduction in the minimum non-residential FSR on Site 1 from 2.2:1 to 1.2:1.

- A reduction in the proposed 6.5m setback to the Grosvenor Lane Plaza to enable a greater range of development options for the site and plaza.
- Consideration of alternative designs for plazas and public spaces provided they meet performance criteria.
- Consideration of appropriate parking measures and effective design of access, circulation and an increase in the number of parking spaces to meet demand.

Further discussion regarding site 1 is provided in the section 5.

3.3.2 Site 2 (166-214 Military Road)

Feedback from the landowners of Site 2 included some site-specific submissions and one from One Grosvenor, the combined landowners from 166 - 214 Military Road. The biggest concern expressed related to traffic, loading and parking in particular in relation to the existing public parking on the Grosvenor Lane car park. Other feedback included:

- The maximum floor space ratio (FSR) of 3.9:1 is unrealistic and not feasible for redevelopment given that the current controls allow a total FSR of 3.0:1. Without the redevelopment of the site, the public benefits Council proposes cannot be delivered. Also argued that the imposition of a maximum FSR on this site is unfair given that this control is not proposed to be applied to the other key sites.
- Requested that the minimum non-residential FSR be reduced from 1.7:1 to 1.5:1. It stated that the current non-residential FSR detracts from the base land value and makes redevelopment of the site unfeasible.
- Argued that any new community centre should remain on Council land, possibly located above the new creative makers art alley or at another suitable location.
- Supported the proposal to create a public plaza at Grosvenor Lane. However, raised concerns with the removal of surface car parking and the combination of replacement supermarket and underground parking. Claimed that customers rely on free, convenient and accessible parking. Suggested an alternative design with a raised plaza and lower ground floor parking adjacent to Grosvenor Lane.
- Additionally, it suggested that without an amalgamated masterplan the Grosvenor Lane should remain open to allow access to small businesses and convenient parking.

An individual landowner submission requested to incorporate a transferrable heritage floor space mechanism into the Future Direction Report. The submission claimed that this would allow the redevelopment of Site 2 whilst ensuring the preservation of 194-196 Military Road.

Feedback from the combined landowner submission of site 2 also offered further feedback towards surrounding sites including site 1. Further discussion regarding site 2 is provided in the section 5.

3.3.2 Site 3 (1 – 7 Rangers Road, 183 – 185 Military Road)

Feedback from the landowners of Site 3 expressed concerns regarding financial feasibility. It notes that, due to the height required to accommodate multi-purpose sports

facility on the site, the height would occupy a space equivalent to 3 storeys. This facility would also have a significant impact on the structural design of the building by limiting the ability to place structural columns in that space. This impacts the total amount of floor space deliverable on the site and the viability of redevelopment. It was requested that Council consider raising the height by 2 storeys on the south-east building on Site 3, permitting an overall height of 10 storeys to accommodate the floor space lost to the multi-purpose sports facility elsewhere in the building. Another idea that has been shared since, is to provide the multi-purpose sports facility in the basement.

Further discussion regarding site 3 is provided in section 5.

3.3.3 Site 4 (40 Yeo Street, 27-37 Bydown Street and Barry Street Car Park)

Two submissions were received from the landowner/developers of Site 4 relating to 40 Yeo Street and 27-37 Bydown Street/Barry Street car park.

One submission (40 Yeo) claimed that the proposed controls provided limited opportunity for the redevelopment of the site, as the proposed uplift only represented a 20% increase to the site's current FSR and was not economically feasible. To deliver on the new public domain along Barry Street, a building height of 12 storeys was suggested, stepping down to 8 storeys on the Yeo Street frontage. It also recommended a maximum FSR of 4.2:1, with a minimum non-residential FSR of 1.2:1.

The other submission (27-37 Bydown Street), put forward an alternative concept for Site 4 including underground car parking, public open space, widening of adjoining lanes and ground level activation.

However, it sought a height increase of 8 storeys to deliver public benefits to ensure project feasibility. The concept scheme provided terraced built form which steps down between the eight and second storey and adopts setbacks greater than those recommended in the Planning Study. A solar access study demonstrated an equivalent amount of solar access to the proposed public spaces and the maintenance of solar access to the surrounding buildings. It explicitly argued that the proposed public benefits are dependent on the feasibility of redevelopment for the site. Recommendations were made that a further height and floor space increase be permitted on this site. It argued that increased height would also deliver improved solar access and amenity for the proposed units.

Further discussion regarding site 4 is provided in section 5.

3.4 Stakeholder Groups

3.4.1 NSW State Agencies

State Agencies made four submissions including the Greater Sydney Commission (GSC), Transport for New South Wales (TfNSW), Heritage Section of Premier and Cabinet (PC) and the Northern Sydney Local Health District (NSLHD).

The GSC acknowledged the study, however, no other feedback was provided. Other agencies have been generally supportive of the study with some suggestions for improvement.

3.4.2 Chamber of Commerce Neutral Bay and Local Shop Owners

The Neutral Bay Chamber of Commerce and shop owners around Grosvenor Lane car park and Young Street have expressed concerns through multiple submissions. They included matters relating to a lack of support for local businesses, parking, loading and circulation, relocation of community facilities given prime retail location, Young Street Plaza and overshadowing of the new plaza area.

The amended Future Direction Report includes some key changes regarding the Grosvenor Lane area. This and other matters relevant to this submission are discussed throughout this report and in Attachment 1.

3.4.3 Redlands School

The Redlands School offered general support for the approach and intent of the Planning Study. Comments included:

- Sought a change in the Height of Buildings Map under NSLEP 2013 to reflect the scale of development approved for the site.
- Aa more thorough investigation of the key pedestrian linkages and public domain upgrades related to the site. Claimed there is an opportunity to continue public domain and landscaping improvements west along Gerard Street to better integrate the core of Neutral Bay Town Centre with peripheral areas.
- The closure of Young Street has the potential to increase traffic on Waters Road, which may compromise the safety of students in the area. Requested that the outcomes and traffic impacts of the trial closure be made publicly available.
- Traffic assessment and modelling should be undertaken now, rather than at a later stage, to investigate the potential cumulative impacts of development on traffic conditions.
- Discussed the possibility of contributing to future community facilities in the centre by allowing facilities on site to be hired by local groups.
- Future development at Redlands may include facilities that could be hired to local groups, such as sporting teams.

This report recommends working closer with the Redlands School to improve the amenity for the surrounding community of the school. Opportunities for local groups to use the privately held recreational facilities on school grounds are supported and would serve the identified demands of the community.

These matters are discussed throughout this report and in Attachment 1.

3.4.4 Property Council of Australia

The Property Council of Australia suggested the inclusion of indicative costing for public benefits as part of the Planning Study.

3.4.5 Neutral Bay Village Business Group

The Neutral Bay Village Business Group ran a private survey to increase awareness and promote their views regarding the public car park. They have stated that they have received more than 2,400 responses.

While the survey seemed somewhat "leading" it also provided an increased awareness of Council's study. The amended Future Direction Report proposes the relocation of the Grosvenor Lane public car park and to support existing and new local businesses.

4. Responses and Amendments

The purpose of the planning study is to develop a long-term framework for guiding future development and improvements within the centre. The immediate challenges are that employment capacity is being eroded under the current planning controls, active development interests are being pursued which require careful local management and much needed public domain and community facility improvements need to be explored to improve the amenity of the centre. The planning study examines how these drivers can be managed in a sensible, consultative development framework that delivers local public benefit.

4.1 Delay Project Finalisation

There were requests to delay this project for various reasons including the implications of stage 2, the request for more consultation and the unknown impacts of COVID-19.

Council appreciates the interest of the planning for the rest of the Military Road Corridor in Stage 2. It is the intent to have one holistic strategy for the entire Military Road Corridor. The next stage of the Planning Study will cover Cremorne and Military Road Island/Big Bear area. This is anticipated to commence once Stage 1 is finalised, pending Council resources. From the outset, Council has clearly communicated to undertake Stage 2 following Stage 1 and for transparency and expectations to all stakeholders, it is recommended to continue this approach.

The community has provided input into the planning study in three stages. The first stage, from July to August 2018, included a community survey on what people valued about the centre and initial views on its future form and role. The second stage, from August to September 2019, sought feedback on two discussion papers. And this third and final stage was the public exhibition of the Draft Future Directions paper.

The deliberate approach to consultation was specifically designed to ensure that Council captured local stakeholder sentiment and aspirations and received feedback to very specific proposals. Comprehensive and genuine consultation takes time and represents a good investment in the process.

Preliminary impacts of COVID-19 have been considered as discussed in section 4.

4.2 Change Delivery Mechanism

Most opportunities identified in the Future Direction Report propose tangible public benefits as in-kind contributions. The Voluntary Planning Agreement (VPA) process ensures transparency and provides valuable benefits including community facilities and public open space where new density is introduced, whilst covering the costs of delivery and ensuring benefits are implemented in a timely manner.

4.3 Public Domain

Feedback regarding public domain and/or community facilities improvements has assisted to inform the final Future Direction Report. Delivering the right public domain and/or community facilities improvements is an important outcome for the area including the balance with parking and loading but also in relation to building height. Amendments have been proposed to the delivery mechanism of the Barry Street Promenade and the staged approach of the Grosvenor Lane Plaza. Access through Waters Lane will also be retained to enable staged development and Grosvenor Lane Plaza delivery. Detailed design outcomes including loading and parking will be further resolved in the next phases including detailed Planning Proposals and in consultation with stakeholders.

Amendments of the draft Future Direction Report related to public domain include:

- Convert Barry Street into a shared zone that can still deliver on the principles of the draft study; to improve pedestrian amenity in this area, while retaining vehicular access through to the existing Barry Street car park.
- Recommendation to investigate a new redevelopment delivery mechanism and potential future use of the Barry Street car park.
- Indicative staged delivery principles for the delivery of a new Grosvenor Lane plaza.
- Retention of access through Waters Lane.

Other exhibited public domain recommendations that remain include:

- 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.
- 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. More footpath width at bus stops. A pedestrian promenade on either side of Military Road to improve connectivity. It includes the closure of Young Street, May Gibbs Place, the new shared zone at Barry Street and a new crossing at Yeo Street.

4.3.1 Young Street Plaza

The closure of Young Street is part of Council's ongoing efforts to make the shopping and the commercial strip more appealing as a shopping destination for residents and

visitors. Council is currently testing the Young Street closure and the implications on the street network and influence on pedestrian amenity in the area.

This temporary plaza will provide an urban open space for residents and visitors and will generate a point of interest, boost village vitality and retail activity, and will add to the limited local stocks of civic spaces in the precinct.

These works are fully funded by Transport for NSW (TfNSW) as part of the funding deed with Council for the streetscape upgrade works that complement the Northern Beaches B-Line Bus Service.

The temporary closure commenced on Monday 2 November until March 2021. The trial will allow Council to make an informed decision about the future of the plaza.

4.3.2 Grosvenor Lane Plaza

The Future Direction Report seeks to deliver an improved public domain and more of it. The framework suggests the relocation of the existing Grosvenor Lane car park, and in a staged approach, closing part of Grosvenor Lane. The new plaza is planned to remain in Council's ownership. Any approach to utilise all or part of this land by private interests, will be required to undergo a public expression of interest process.

The draft Future Direction Report provided limited detail for the various options to deliver a relocated public parking facility. Feedback indicated the importance of the public function of parking and loading/unloading to the surrounding local businesses. The amended Future Direction Report recognises this. Amendments include a principles-based approach to guide the ultimate masterplan which may include various stages to relocate the existing car park nearby and the objectives of the new public domain that replaces it. This approach increases the flexibility in different options being considered and allows existing businesses to continue trading with their existing parking and loading in place if other surrounding development is delivered.

A detailed development solution that meets the requirements of the amended Future Direction Report will be required to be complied with as subsequent Planning Proposals are proposed and considered. This will be guided by a mix of prescriptive controls and principles based directions to provide for a degree of flexibility in the ultimate form of a future development scenario.

4.4 Community Facilities

4.4.1 Community Centre

Feedback supported a new and larger facility in the vicinity of the existing community centre. To enable a suitable re-location, it is sought to deliver such facility in the first instance in proximity of the existing facility and the future Grosvenor Lane Plaza. Another potential location along the new Rangers Road Plaza has been added. This location also fits with the requirements of a new community centre. To ensure the right community outcome, some added requirements are proposed such as ground floor

presence, outdoor balcony space, inclusion of a family room and community markets storage. With two locations for a new community centre identified, further discussions with landowners are required during the preparation of a potential planning proposal. Built form refinements are required if no community centre is delivered.

4.4.2 Recreational Facility

Upon further consideration of the recreational public benefit components of the exhibited draft Future Direction Report, it is considered that a single court recreational facility is not suitable in Neutral Bay town centre. Updated financial feedback identified that a single multi-purpose sports court is not feasible to operate. Some negative feedback was also received with little support for the facility. The amended Future Direction Report has therefore not identified a location in the Neutral Bay town centre for this facility. A larger recreational facility elsewhere in North Sydney is preferred.

4.4.3 School Capacity

Council received concerns relating to capacity issues in local schools. Schools are managed by the State Government's Department of Education. Future development as envisioned in the Military Road Corridor Planning Study, is intended to manage growth in the area. As part of finalising the Future Direction Report, Council will communicate these concerns to State Government. This will raise awareness and assist them to plan for such future growth.

4.4.4 Affordable Housing

Affordable housing was recognised as one of the communities needs in the Discussion Papers. However, delivering affordable housing for key workers would lead to additional height pressures in an area where additional height is clearly a very sensitive issue. For this reason, the Future Direction Report has preferred to concentrate on tangible local community benefits that seek to create a more engaging, accessible and pleasant town centre. Affordable housing is at this stage, considered best delivered through other mechanisms and across the North Sydney LGA and not be pursued as a public benefit in the Neutral Bay town centre specifically.

4.5.1 Summary of Changes

Amendments of the draft Future Direction Report related to community facilities include:

- Replace the previously identified location for the recreational facility with a second potential location for a new community centre.
- More detail on delivering the recommended larger Neutral Bay community centre including accessible toilet and family room, and;
  - Improved accessibility for all users.
  - Updated floorplate requirements.
  - Continuous space also during construction phase.

Other exhibited community facilities recommendations that are proposed to remain, include:

- Artist studios and exhibition spaces.
- Regional secured commuter bicycle parking.
- A new and affordable childcare space (to be delivered within walking distance of Neutral Bay town centre, outside this study area).

4.5 Transport

4.5.1 Traffic and Safety

The Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level under the current planning controls. This will ensure that traffic operational efficiency is no worse than under the current controls. While this is the already expected amount of traffic generation with the added density, the study recognises the need for further transport study as part of travel planning requirements for subsequent Planning Proposals and Development Applications following on from the Future Direction Report.

Traffic impacts of projects identified/endorsed as part of the planning study (e.g. the Young Street closure) have been and/or will be assessed on a project-by-project basis during more detailed design development. For example, a TMP (Traffic Management Plan) for the Young Street closure has been submitted to TfNSW by Council. TMPs for projects like the Grosvenor Lane car park changes into a plaza, will have to be prepared as part of the development/delivery of that project.

An analysis of road safety (based on available crash history) was undertaken as part of Neutral Bay's North Sydney Councils LATM (Local Area Traffic Management) Study. This study and road safety actions that are considered here, were addressed in the development of the Future Direction Report.

4.5.2 Parking

The Planning Study follows the North Sydney Transport Vision as described in the North Sydney Transport Strategy. The balance between parking and other uses needs careful management. More parking results in an increase in traffic congestion and does not contribute to the Transport Vision of North Sydney.

The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. The space created in the public domain is valuable space for improvements to Neutral Bay's public open space, walking, cycling and public transport safety and amenity.

Council accommodates public parking as a service to the community and will continue to do so. While the study proposes not to lose any public parking, it also emphasise the focus on pedestrian amenity. It is recognised that access to public parking will need to support all of the community including the less mobile and support existing and future small local shops at grade. This is particularly relevant as the relocation of the public

parking of the Grosvenor Lane car park is contemplated.

Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. Existing properties will continue with similar loading arrangements. Access will be required to be maintained. A detailed solution that meets the requirements of the draft Future Direction Report will be required as proponents prepare Planning Proposals seeking changes to the current planning controls.

4.5.3 Access to Local Shops

Council recognises the valuable contribution local shops make to the village atmosphere of the centre. Support for small local shops was recognised in the draft Future Direction Report and further strengthened in the final draft report. Access to parking and loading is an important consideration as well as the various potential options of staging construction to limit disruption. This is particularly relevant with the changes proposed around the Grosvenor Lane car park. Proposed public facilities such as public parking and public domain will remain in Council's control. Detailed design solutions of relocated loading and public parking need to clearly support local speciality shops.

4.5.4 Over/underpass

Council has considered the transport and built form implications of an under/overpass across Military Road. If pursued, whilst pedestrians may not have to wait to cross, they will have to walk a longer distance with stairs, escalators and/or lifts. With less pedestrians at grade, the amenity would decrease and businesses along Military Road will have less foot traffic. The cost of such infrastructure would also be very significant, and will undermine other public benefits that are proposed to be delivered as part of this Study. The grade separation of pedestrians is contrary to the principles of a pedestrian focussed village environment that has been so strongly advocated for by the community and is therefore not supported.

4.5.5 Loading/Unloading

Existing properties will continue with similar loading arrangements. Access will be required to be maintained if a neighbouring property redevelops. Major development will require an internalised loading dock. A detailed solution that meets the requirements of the Future Direction Report will be required to be fully investigated as part of a future Planning Proposal.

4.5.6 Prioritisation of Pedestrians

A total of 85% of the survey submissions support Council's efforts to improve footpaths, parks and plazas. Consistent with the modal hierarchy in Council's Transport Strategy, Council advocated for projects to support improved walking, cycling and public transport outcomes for Military Road and the rest of Neutral Bay town centre. Based on this feedback, existing policy and further research, the Future Direction Report proposes significant new open space within the precinct.

4.5.7 Cycling

The Future Direction Report incorporates the NSC cycling network. Feedback indicated an error in the draft Future Direction Report that suggested a dedicated cycling facility on Harrison Street.

Council's Traffic and Transport division is investigating options to make minor revisions to the intersection between Harrison Street and Rangers Road to improve the existing arrangements at the intersection. Community consultation will be undertaken on any proposed plans for cycling infrastructure prior to a decision being made regarding its installation. Aside from these investigations, Council is not currently planning to install a separated cycle path on Harrison Street. The street is identified on Council's bike map and bike network plans, but it is not earmarked for dedicated cycling paths.

In the long term, Council may investigate opportunities to implement measures in the street that encourage slower traffic speeds. This would seek to benefit all road users, including people using the road as a cycle connection.

4.5.8 Alternative Transport and Traffic Options

In Council's 2016 submission to the GSC's Sydney Region Plan, Council suggested that a Metro spur line between Chatswood and Brookvale/Dee Why should be considered to address current transport network capacity issues between the Northern Beaches, North Sydney and the Sydney CBD.

Instead, State Government is prioritising delivery of its Beaches Link motorway tunnel project. As noted in the Beaches Link project update (2019), the introduction of the Beaches Link motorway will result in a 15% reduction in traffic on Military Road. As such and without additional travel demand management measures to redistribute private vehicle trips away from Military Road in the peak hours, Beaches Link will provide limited opportunities to improve local amenity on Military Road. Council must, therefore, continue to advocate for cost-effective walking, cycling and public transport interventions that help to improve local amenity on Military Road.

More detailed ideas for the local street network were also expressed. The Future Direction Report proposes considerable changes to the delivery and subsequent traffic flow in the ultimate masterplan for the Grosvenor Lane Plaza.

The Future Direction Report will allow Council to negotiate better outcomes into the future with:

- Options to focus on walking, cycling and public transport that can be struck in individual future development proposals.
- An advocacy position to negotiate improvements to Military Road in collaboration with the NSW Government.

4.5.9 Transport Summary of Changes

Amendments to the Future Direction Report relating to transport include:

- Staged development of the surrounding landholdings of the Grosvenor Lane car parking. Traffic, parking and loading/unloading that the shops rely on can be accommodated within the redevelopment.
- Detailed transport analysis requirements for a planning proposal.
- Retain traffic through Waters Lane.
- Retain traffic through Barry Street by turning it into a shared zone.
- Requirements for more on-street bicycle parking as suggested by TfNSW.

Other exhibited transport recommendations that remain include:

- Scope for more significant pedestrian space and phase time reallocation along Military Road.
- Encourage existing through traffic to continue to use Ourimbah Road instead of Military 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.
- 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.
- Slowing down vehicles around the town centre will help enhance the existing village atmosphere and increase pedestrian safety.

4.6 Employment Floorspace

4.6.1 Implications of COVID-19 on Employment

Some submissions questioned Council's forecast of employment floorspace demand in the draft Future Direction Report. Some argued that COVID-19 and other future trends have changed this demand. Moreover, it was argued that above ground floor employment floorspace is not required in Neutral Bay town centre at all. Some residents compare the draft proposed additional storey, tailored for small local businesses, with major employment hubs. Some landowners wanted a further increase in height or a lower non-residential FSR.

To better understand the impact of COVID-19, Council requested additional external advice. The advice reflects on the preliminary impacts of COVID-19 and the potential long-term effects it might have on the *Economic Analyses and Strategy* and the draft Future Direction Report.

Market commentary is suggesting that the recession may last for 2-5 years. There will likely be instability in employment numbers and demand across sectors in the short

term. The industries of accommodation, food services and retail trade, have also been affected by government restrictions.

These sectors have had a higher number of employees on the JobKeeper payment, thereby reducing longer term impacts on business performance and viability. These two industries are particularly prevalent in the Neutral Bay Town Centre, with the temporary closure of shops and restaurants evident. Despite this, the retail and hospitality services available in the centre, are already tailored to a local market and will likely recover shortly after the pandemic effects pass.

The Future Direction Report is a long-term strategy aimed at addressing the current and future demand requirements of the growing population. While population and employment growth may slow in the short term, the market is anticipated to recover and somewhat normalise in the mid to longer term.

The controls proposed in HillPDA's *Economic Analysis and Strategy* report, which informed the draft report, still align with the above rationale. While jobs may decline in the short term and some transition of businesses may occur, this is reflective of market cycles and volatility. The proposed minimum non-residential floorspace controls were proposed in correlation with alterations in building height to maintain viability.

This advice is attached (Attachment 4).

4.6.2 Proximity to Employment in the North Sydney CBD

The Future Directions Report does not seek to alter the distinctly different local job market compared to the North Sydney CBD. Instead, it proposed to support existing and future demand for local employment uses in the town centre. The study area contains a mix of both established businesses that have been there for over 10 years and emerging new businesses. This suggests that the study area is adapting to the changes described above by accommodating a diversity of businesses.

Another key observation of the business survey reflected that businesses owners were choosing to locate in the study area because of its established identity, amenity and proximity to home. This demand is likely to continue to grow and should be supported.

4.6.3 Summary of Changes

Amendments to the draft Future Direction Report related to employment floorspace include:

- Draft proposed non-residential FSR on Site 1 and 3 was 2.2:1 and is proposed to be amended to 2.0:1. Draft non-residential FSR on Site 2 was 1.7:1 and is recommended to be 1.5:1. The amended FSRs reflect better compatibility of other proposed public improvements for these sites.

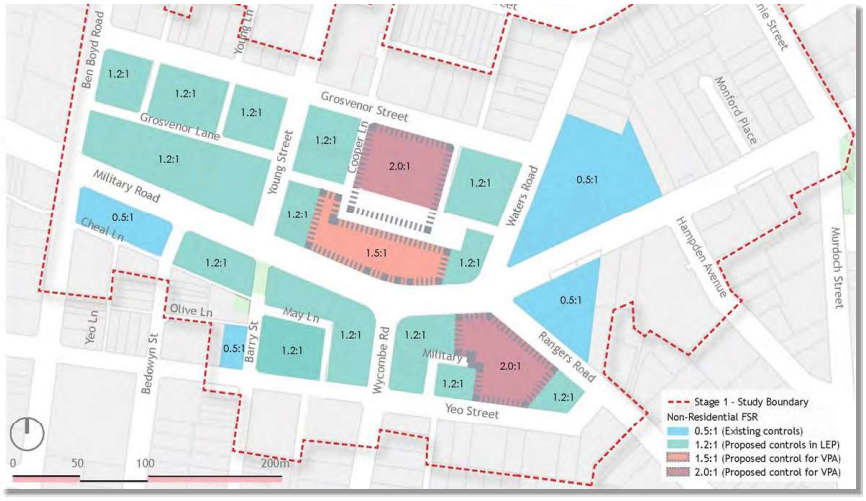


Figure 1 - Proposed changes to the non-residential FSR

Other exhibited employment recommendations for incorporation include (no change):

- An increase in building height 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.

4.7 Built Form and In-Kind Contributions

4.7.1 Height Concerns

The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre.

Building above the existing allowable building height provides opportunities to meet future demand for employment floorspace, upgrade community facilities and deliver improvements to the public domain. These increases have clearly been carefully managed and responsive to stakeholder input including further restrictions based on the latest exhibition feedback. Then effect of this, of course, is reduced opportunities to leverage public benefits through the development process.

Doing nothing is an undesirable option. As discussed, the centre is already suffering from a loss of employment floor space as a result of the existing planning controls. In addition, under current legislation, developers have the opportunity to bypass Council with their development aspirations directly to bodies external to Council. Having a firm vision and planning framework, beyond the existing controls, places Council in a much stronger position to reject inappropriate development proposals and negotiate the best outcome for the community. This also enables Council to carefully manage growth and leverage identified place making local benefits whilst doing so.

4.7.2 Balance Between Developer and Community Benefit

Concerns were raised regarding the balance between developer and community benefit. The draft Future Direction Report was informed by independent feasibility studies and seeks to strike a balance between development and community benefits. Concerns regarding this balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents, has further refined the desired outcome of the final Future Direction Report.

4.7.3 Heritage, Character and Period Buildings

Significant areas of North Sydney council are identified as conservation areas. Neutral Bay town centre is not but includes some heritage items as well as other older buildings that are representative of particular periods. The Future Direction Report maintains protections for existing heritage items in the area. It also identifies additional period buildings that contribute to the existing character of the area. Council encourages new development proposals on these sites to retain important architectural and period features of these buildings.

Other areas were not addressed as period buildings, such as the cottages along Bydown Street. The draft proposal anticipated a potential new development in this location. Expert heritage advice from "Urbis", received from the developer/landowner, demonstrates that the cottages along Bydown Street have little significance. However, based on the community feedback regarding street character and other relevant issues relating to this site and its context, Council has excluded the cottages as a strategically significant site to retain the residential low density characteristics of this street.

4.7.4 Summary of Changes

Council has amended the Future Direction Report to ensure delivery of public improvements and community expectations are balanced. Some flexibility is retained for detailed issues to be resolved in the next stage as a Planning Proposal.

Following feedback and analysis it is recommended to adopt height changes:

- Increase the existing non-residential FSR and 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.

Refinements of the draft Future Direction Report related to building height broadly include:

- Removal of site 4 as a strategically significant site and pursuit of the remaining three sites as strategically significant sites. More detail regarding the rationale is included in section 5 of this report.
- A more coordinated approach between the various landowners surrounding Grosvenor Lane car park would improve the successful delivery of a public plaza, before, during and after construction. Feedback regarding local shops, access, parking and public land ownership has prompted Council to ensure that the Future Direction Report can deliver a staged development approach that delivers on the principles for this area. Each development can work independently and deliver public improvements while access to other surrounding sites can be retained including the functionality of the existing Grosvenor Lane car park. Each development incrementally, can build towards the Grosvenor Lane masterplan and create the new plaza.
- Refinements of some draft proposed setbacks and heights. More detail provided below.

5. Amended Future Direction Report

Taking into consideration the submissions received and further internal review, the Future Direction Report has been amended to add some clarifications, minor changes and additional design guidance for each of the significant sites.

- Adjustments to chapters as described in this report.
- Adjustments to the design guidelines for each of the 3 remaining significant sites as described in the following section of this report.
- Detail of the various potential stages' development might have on the Grosvenor Lane car park to retain the same level of public car parking.
- Further clarity on the requirements of the required public facilities.
- Further detail on matters required to be addressed in a subsequent Planning Proposal in particular traffic, parking and loading.
- Improved navigation throughout the report with added references between chapters.

Updates include text changes, diagrams and sections that reinforce the height principles for each of the significant sites.

It recognises that site 4 is not suited to deliver the tangible public benefits through the Voluntary Planning Agreement (VPA) arrangement. Council is actively trying to implement tangible public benefits while carefully managing reasonable and sensible height increases, recognising community sentiment and the existing character of the area including good solar amenity and retail variety. However, the assessment also confirms that the building height of 8 and 12 storeys should be retained in other significant strategically located sites to be able to deliver the identified public improvements through a feasible VPA arrangement.

The amended Future Direction Report makes the following refinements to the strategic significant sites:

5.1 Site 1 (Grosvenor Lane/Waters Lane)

The amended Future Direction Report locates the new community centre around the Grosvenor Lane Plaza. It seeks to deliver the facility on site 1 rather than the draft proposal at site 2. It is an attractor for the area for a variety of users and supported by the community. Based on feedback received, the relocation of the public parking is proposed to be removed from the public benefits identified for this site. The public parking will be more closely associated with the local shops to support the existing character of the centre.

Improved solar outcomes onto the Grosvenor Lane Plaza are reinforced. Significant improvements need to be made compared to the existing 5 storey height control. Site 1 will have its recommended access for loading and parking from Coopers Lane and provides a greater setback to Waters Lane to accommodate improved pedestrian amenity, retain trees and provide space for trucks to turn from Grosvenor Lane. The amended Future Direction Report recommends all loading and access into site 1 to come from Coopers Lane. Loading for a future supermarket should be internalised.

The amended Future Direction Report includes refinement of the principles for Site 1 and in relation to the Grosvenor Lane car park and future plaza. These changes include:

- New potential location of the new community centre on site 1.
- Removed public parking facility from site 1.
- Removed reference of the use of underground space of the existing Grosvenor Lane car park.
- Public domain improvements including contributions to the new Grosvenor Lane Plaza and ground floor setbacks.
- Staged development and plaza delivery.
- Enable redirection of all traffic through Waters Lane and Cooper Lane by providing adequate ground floor setback to accommodate turning circles. This will allow traffic to be removed from the Grosvenor Lane car park area.
- Consequently, the draft proposed ground floor setbacks have been rebalanced with 1.5m (was 2.5m) at Cooper Lane, 5.0m (was 2.5m) at Waters Lane and 5.0m (was 6.5m) at Grosvenor Lane.
- The reduced ground floor setback at Grosvenor Lane continues to support an expansion of the future Grosvenor Lane Plaza.
- The draft proposed no-through traffic and potential loading access in Waters Lane has been removed.
- The draft proposed upper-level setback of 10m above a 2 storey podium along Grosvenor Lane Plaza is now consistently reflected on all imagery.
- Refined building envelope with height situated only along Grosvenor Street stepping down to Grosvenor Lane. Height along Cooper Lane steps down to allow for evening sun (previously identified as 8 storeys).
- Adjusted local employment non-residential floorspace from 2.2:1 to 2.0:1.

- Updated and added imagery including site section for clarity.
- Access to internalised loading from Cooper Lane.

In summary, the height and public benefits that are pursued on site 1 are:

- A building height uplift to 8 storeys and supermarket.
- Ground floor setbacks that allow for redirection of vehicles away from the future Grosvenor Lane Plaza.
- Deliver community centre including accessible toilet with family room (1,000m2) and non-residential FSR of 2.0:1.

5.2 Site 2 (Grosvenor Lane/Military Road)

Based on feedback received, the amended Future Direction Report has re-balanced public benefits. The relocation of public parking can be delivered within site 2 rather than site 1 to locate this parking closer to existing and new local shops. Council's highest priority is to deliver a new Grosvenor Lane Plaza while maintaining much of the existing character. Supporting local shops with good access while delivering this space remains critically important. The proposed staged approach for the Grosvenor Lane plaza provides more certainty to local shops if a neighbouring site redevelops. If some of the existing public parking can be relocated, it will be as part of a redevelopment and directly related to the newly established local shops. New retail and commercial areas are recommended to support the village atmosphere with smaller fine grain trading spaces and entries directly to the outside.

The amended Future Direction Report includes refinement of the principles for Site 1, including:

- New potential location of the public parking facility on site 2.
- Removed location of the new community centre from site 2.
- Public domain improvements including contributions to the new Grosvenor Lane Plaza through-site-links and ground floor setbacks.
- Staged development and plaza delivery.
- Retains parking and loading to existing local shops and businesses or relocates access when new local shops are developed.
- Retain some at grade parking for accessibility and convenience.
- Refined building envelope as follows:
  - Height on 166-176 Military Road raised from 6 storeys to 8 storeys. The added GFA is required to ensure an amalgamation that can deliver the essential entry point north of this site into a potential public car park facility.
  - Height on 190-192 Military Road raised from 3 storeys to 12 storeys. The Council owned site is currently zoned 5 storeys. Neighboring site is raised to 12 storeys. For consistency and design flexibility in the next stage of the work, the same treatment is provided to this site.
- Adjusted local employment FSR of 1.7:1 to 1.5:1.

- Solar access requirements require no additional overshadowing on May Gibbs Place during winter solstice. Barry Street Future Shared Zone is included to ensure future pedestrian amenity.
- Minimum 2,000m2 lot size removed for consistency with other strategic sites. Replaced by urban design principles to ensure good building outcomes with a degree of flexibility.
- Setback requirements remain the same as proposed during the draft proposal with a 2.5m ground floor setback along the western portion of the Military Road. A small portion is subject to the standard DCP ground floor setback of 1.5m. Podium heights along Military Road are at 3 storeys and Grosvenor Lane are at 2 storeys.
- The draft proposed upper-level setback of 3m above a 3 storey podium along Grosvenor Lane Plaza is now consistently reflected on all imagery.

In summary, the height and public benefits that are pursued on site 2 are:

- A building height of 12 storeys.
- Delivery of new public parking, commuter bicycle parking, through-site links, ground floor setback, retention of existing heritage and 1.5:1 non-residential FSR.
- New creative makers arts alley (600m2) including workshops and exhibition space to be delivered on Council land.

5.3 Site 3 (Rangers Road/Military Road)

The draft proposed height limits of 8 and 12 storeys on site 3, could deliver the proposed improvement including plaza and through-site link.

At this stage, the landowner has foreshadowed delivering this facility in the basement. Additional building height to improve the financial feasibility is not an option as increased height here is strongly opposed. Significant challenges arise by the placement of a good functioning public facility deep in a basement which are difficult to overcome.

Further analyses has also shown that a single recreational court at this location would not be feasible from an operational perspective. It is recommended to exclude the facility to avoid the high costs in maintenance and management for the community as well as avoiding an undesirable underground location.

Instead, the openness of the new plaza and the transition to Yeo Street should be reinforced with transitional building height to 6 storeys along this street.

The amended Future Direction Report includes refinement of the principles for Site 3 including:

- Requirements of the building height along Yeo Street with updated interface of the neighboring property.
- Visual transition and solar access requirements to the residential neighbourhood.

- Amended podium height from 4 storeys to 2 storeys along Military Road into the new Rangers Road Plaza. A lower podium height better responds to the existing buildings along Military Road, and with the proposed architectural fine grain and wider village atmosphere.
- Added urban design principles that reinforces good building outcomes.

In summary, the height and public benefits that are being pursued on site 3 are:

- A building height uplift to 6, 8 & 12 storeys and underground supermarket.
- Deliver new public open space (1,250m2) with plaza, through site link and ground floor setback along Military Road,
- Commuter bicycle parking (14 spaces)
- 2.0:1 FSR non-residential.

5.4 Site 4 (Barry Street/May Lane/Bydown Street)

The proponent requested an uplift to from 6 to 8 storeys on Site 4. The submission provided a detailed transition and solar diagrams to demonstrate the retention of reasonable solar access to surrounding residential development. To achieve this outcome, the built form resulted in a highly sculpted building.

The amended Future Direction Report has removed Site 4 as a strategically significant site to achieve local public benefits. Feedback and further analysis on building height, solar access, built form transition, street character and planning delivery, makes the development of this site very difficult to support. It is concluded that the impacts of the draft proposed building height overwhelm the public benefits potentially gained from this site. The Report recommends not to proceed with additional height. The undergrounding of the Barry Street car park and public domain above should be pursued with alternative funding models.

The Community Uses on Council Land Study (NSC 2016) identifies redevelopment options for Barry Street car park. Option 1 includes community space, retail and residential. Options 2 includes community and recreation space and retail. Both include open space and relocate the public car park underground. This report leaves these options open and notes a third option is for Council to deliver public domain improvements on the site with the potential future undergrounding or relocation of the existing car park.

In summary, the Study proposes the following for Site 4:

- No building height uplift for VPA.
- Retain existing controls on 43-53 Bydown Street.
- Retain employment floorspace on 40 Yeo Street with a 1 storey uplift to 6 storeys and increased non-residential FSR to 1.2:1.

- Public domain improvements to be delivered by Council including Barry Street shared zone and investigate the potential future undergrounding or relocation of the existing public car park.

6. Implementation

The Future Directions Report is the long-term strategic plan for Neutral Bay. It identifies a vision for the centre and presents a framework for future built form and public domain outcomes.

In the first instance, it is proposed that Council will amend the NSLEP, 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, the adjustment of setback controls.

The more significant changes mooted for the 3 strategically significant sites identified, will not be pursued as holistic changes to the planning controls. These directions will simply act as principles to guide landowners seeking changes to the planning controls through the Planning Proposal process and associated Voluntary Planning Agreements. Individual planning proposals will need to address specific design and infrastructure together with any voluntary funding agreements. These will be subject to community consultation.

With specific regard to Sites 1 and 2, it is acknowledged that they share some common interest and the outcomes would benefit from a collaborative approach by the two landowners concerned, however, the Planning Study does not mandate this. Indicative diagrams that demonstrate how various development scenarios around the Grosvenor Lane car park could be staged, are shown on page 56 and page 60 of the Future Directions Report. The indicative diagrams include the delivery of road improvement and a plaza on public land. Through further negotiations, the delivery of public domain improvement on public land will be negotiated via a Voluntary Planning Agreement process. Whilst the Planning Study does not identify the development of Council land where a future plaza would be located, if a Planning Proposal is mooted with inclusion of any Council land, this will be required to be the subject of a public Expressions of Interest process. Such a development proposal will have to demonstrate the significant improvement that is derived from including public land for private use.

More generally, 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 through Voluntary Planning Agreements. Council will review those proposals to ensure they align with the objectives and recommendations of the Future Directions Report. That process 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.

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

The following criteria are used to analyse all submissions received, and to determine whether or not the plan would be amended:

1. The Military Road Corridor Planning Study Stage 1 - Future Direction Report **would be** amended if issues raised in the submission:

   a provided additional information of relevance.
   b indicated or clarified a change in government legislation, Council's commitment or management policy.
   c proposed strategies that would better achieve or assist with Council's objectives.
   d was an alternate viewpoint received on the topic and is considered a better option than that proposed in the Planning Study or;
   e indicated omissions, inaccuracies or a lack of clarity.

2. The Military Road Corridor Planning Study Stage 1 - Future Direction Report **would not be** amended if the issues raised in the submission:

   a addressed issues beyond the scope of the Planning Study.
   b was already in the Planning Study or will be considered during the development of a subordinate plan (prepared by Council).
   c offered an open statement, or no change was sought.
   d clearly supported the Planning Study.
   e was an alternate viewpoint received on the topic but the recommendation of the Planning Study was still considered the best option.
   f was based on incorrect information.
   g contributed options that are not possible (generally due to some aspect of existing legislation or government policy) or;
   involved details that are not appropriate or necessary for inclusion in a document aimed at providing a strategic community direction over the long term.

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
1	Resident		1.1	**Building height**	Objected to the proposed height changes as it would exacerbate existing traffic issues in the area.	The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand for employment floorspace, upgrade community facilities and deliver improvements to the public domain. However, the Report also sets out clear restrictions on building height. Based on feedback from the draft Future Direction Report, building height will be restricted further, though this will result in less opportunities to leverage public benefits through the development process. Doing nothing is a very undesirable option. Under current legislation, developers have the opportunity to bypass Council with their development aspirations directly to bodies external to Council. For more information read the Council Report (4.7.1) and the amended Future Direction Report.	Site 4 – removed as opportunity site has led to a substantial decrease of potential public domain delivery – however it has also substantially lowered the amount of locations with increased building height. Site 3 – improved transition to Yeo Street from 8 storeys to 6 storeys along the north Site 2 – increased height at the western end of this site only from 6 storeys to 8 storeys to make the public parking entry feasibly build away from the car park. Site 1 – refinements of the position of the building to improve solar outcomes Other draft increased – no change	1a
			1.2	**Public benefits**	Concerned that Grosvenor Lane North would be windy and cold, but supported other proposed public space. However, the submitter suggested that open space at the water's edge is preferred by the community in this area.	Your feedback regarding public domain and/or community facilities improvements has informed the preparation of the final Future Direction Report. Delivering the right public domain and/or community facilities improvements is an important outcome for the area and part of the final Future Direction Report including the balance with parking and loading. Detailed design outcomes including loading and parking will be further resolved in next phases including Planning Proposals and Development Applications and in consultation with stakeholders.	Amended Grosvenor Lane Plaza scheme and staged delivery Site 4 – removed as opportunity site has led to a substantial decrease of potential public domain delivery – however it has also lowered the sites with increased building height. Site 3 – draft proposed recreational facility replaced by potential location for a community facility	1d
			1.3	**Traffic**	Objected to the proposed height changes as it would exacerbate existing traffic issues in the area.	This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. While this is the already expected amount of traffic generation with the added density, the study recognises the need for further transport studies as part of travel planning requirements for subsequent Planning Proposals and Development Applications following the Future Direction Report. Traffic impacts of projects identified/endorsed as part of the planning study (e.g. the Young Street closure) have been/will be assessed on a project-by-project basis during more detailed design development. For example, a TMP (Traffic Management Plan) for the Young Street closure has been submitted to TfNSW by Council. TMPs for projects like the Grosvenor Lane car park changes into a plaza, will have to be prepared as part of the development/delivery of that project.	Amended Grosvenor Lane Plaza scheme and staged delivery Added chapter regarding next steps/ implementation Refinements that emphasise the draft intended outcomes Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1e/2b
			1.4	**Employment**	Claimed that the additional commercial and retail floorspace is unnecessary and would create an oversupply.	The Future Directions Report does not seek to alter the local job market but rather to support existing and future demand for local employment uses in the town centre. The impact of Covid-19 on these targets have been assessed in response to the feedback received. For detail regarding the amendments refer to section 4.6 of the Council Report and review the finalised Future Direction Report.	No Action - Minor adjustments to employment targets	2e
2	Resident		2.1	**Governance**	Concerned by the proposal to give public land to the private supermarket landowner around the Grosvenor Lane car park. Claimed this decision was unfair and did not have the consent of the community.	The draft Future Direction Report was informed by several independent feasibility studies and seeks to strike a balance between development and community benefits. Concerns regarding this balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents some has further refined the desired outcome. However, the study aims to achieve the best outcome for the community by delivering on the needs. The significant sites would leverage carefully managed increases in height to deliver on	No Action	2f

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
						this significant demand that would otherwise be beyond Council's financial and spatial capacity in the Neutral Bay town centre.		
			2.2	**Public parking**	Requested that Council adopt a solution for car parking in the centre that provides convenient access to services and shops.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. Existing properties will continue with similar loading arrangements. More detail can be found at section 4.5.2 of the Council Report.	See Submission 1.3	1d
			2.3	**Local shops**	Raised issue in support of local shops	Council recognises the valuable contribution local shops make to the village atmosphere of the centre. Support for small local shops was recognised in the draft Future Direction Report and further strengthened in the final draft report. Access to parking and loading is an important consideration as well as the various potential options of staging construction to limit disruption. This is particularly relevant with the changes proposed around the Grosvenor Lane car park. Proposed public facilities such as public parking and public domain will remain in Council's control. Detailed design solutions of relocated loading and public parking need to clearly support local speciality shops.	Added chapter regarding next steps/ implementation Amended Grosvenor Lane Plaza scheme and staged delivery Refinements that emphasise the draft intended outcomes Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1c
3	Resident		3.1	**Building height**	Offered general support for the proposals and supported the proposed increases in building height.	Proposed future building heights have been carefully balanced to support the needs of the locality. Increasing permissible building heights will provide opportunities to meet future demand for employment floorspace, deliver community facilities and create improvements to the public domain. However, it is important to note that Council's plan for the area also sets out clear restrictions on building height.	Site 4 – removed as opportunity site has led to a substantial decrease of potential public domain delivery – however it has also substantially lowered the amount of locations with increased building height. Site 3 – improved transition to Yeo Street from 8 storeys to 6 storeys along the north Site 2 – increased height at the western end of this site only from 6 storeys to 8 storeys to make the public parking entry feasibly build away from the car park. Site 1 – refinements of the position of the building to improve solar outcomes Other draft increased – no change	2d
			3.2	**Public benefits**	Commended Council approach to the strategic planning process which seeks to ensure development delivers public benefits.	Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No Action	2d
			3.3	**Public transport**	Claimed that the Neutral Bay town centre could likely include a metro service in the future, and this should be considered as it would support the scale of development proposed.	The North Sydney Transport Strategy describes a modal hierarchy that prioritises walking, cycling and public transport. Consistent with this modal hierarchy, Council advocated for projects to support improved walking, cycling and public transport outcomes for Military Road as part of its submission to the Greater Sydney Commissions Sydney Region Plan in 2016. In that submission, Council suggested that a Metro spur line between Chatswood and Brookvale/Dee Why should be considered to address current transport network capacity issues between the Northern Beaches, North Sydney and the Sydney CBD. Instead State Government is prioritising delivery of their Beaches Link motorway tunnel project. As noted in the Beaches Link project update (2019), the introduction of the Beaches Link motorway will result in only a 15% reduction in traffic on Military Road. As such and without additional travel demand management measures to redistribute private vehicle trips away from Military Road in the peak hours, Beaches Link will provide limited	No action	2a

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
						opportunities to improve local amenity on Military Road. Council must, therefore, continue to advocate for cost-effective walking, cycling and public transport interventions that help to improve local amenity on Military Road.		
4	Resident		4.1	**Building height**	Requested an increase in building height at 209 Military Road to deliver additional affordable housing in the vicinity of the precinct. Claimed this could also enhance the aesthetics of the area.	See Submission 3.1	See Submission 3.1	2d
			4.2	**Public benefits**		Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No Action	2d
			4.3	**Affordable housing**		Seeking the provision of affordable housing as a public benefit would add height pressure to new buildings in the Neutral Bay town centre, which is undesirable. Therefore, it is at this stage delivered through other mechanisms and across the North Sydney LGA and not pursued as a public benefit in the Neutral Bay town centre specifically. The adopted North Sydney Local Housing Strategy (2019) sets out the strategic direction for housing in the North Sydney Local Government Area (LGA). Key housing affordability findings highlighted an evident housing supply gap in the affordability of housing particularly for key workers and lower income households.	No action	2a
5	Resident		5.1	**Public benefits**	Supported the proposals to deliver a plaza at Grosvenor Lane car park.	Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No Action	2d
			5.2	**Grosvenor Lane Plaza**		Council appreciates your support in delivering a Grosvenor Lane Plaza. More detail will be provided in a subsequent Planning Proposal to deliver this unique new public domain for North Sydney.	No Action	2d
6	Resident		6.1	**Public parking**	Requested that Council adopt a solution for parking arrangements that provides convenient access to services and shops in the centre.	See Submission 2.2 and section 4.5.2 of the Council Report	See Submission 2.2	1d
			6.2	**Governance**	Concerned by the proposal to give public land to a private supermarket landowner. Claimed this decision was unfair and would prioritise developer interests over benefits for the community.	The draft Future Direction Report was informed by several independent feasibility studies and seeks to strike a balance between development and community benefits. Concerns regarding this balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents some has further refined the desired outcome. However, the study aims to achieve the best outcome for the community by delivering on the needs. The significant sites would leverage carefully 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.	No Action	2f
			6.3	**Delivery mechanism**	Also raised concerns over the process of community consultation and the transparency of planning decisions.	The community has provided input into the planning study in three stages. The first stage, from 26 July to 22 August 2018, included a community survey on what people value about the centre and initial views on its future form and role. The second stage, from 8 August to 9 September 2020, sought feedback on two discussion papers. The third and final stage is public exhibition of the Draft Future Directions paper. Feedback on the first two stages were reported to Council on 24 September 2018 and 28 October 2019. Council's draft plan attempts to take as much of the feedback received on board, noting the wide diversity of opinions and the need to formulate a plan that is in line with state government directions, is realisable and achieves better outcomes for the wider community. This last public exhibition was particularly valuable but challenging during the epidemic. Various added information was made available to the website including a summary brochure, voice-over presentation, interactive website and frequently asked questions. More time was spend on the phone guiding costumers that we usually would meet in our regular information	No action	2e

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
						kiosks. Finally, Council extended the exhibition period twice and was open for comments for more than 3 months. It is in Council's interest to continue informing the public on this important project in particular stakeholders that have made a submission. Council works within the existing NSW Planning Legislation in which Voluntary Planning Agreements are a significant tool to deliver new public benefits at important locations. Most opportunities in the Future Direction Report propose tangible public benefits as in-kind contributions. The Voluntary Planning Agreement process ensures transparency and provides valuable benefits including community facilities and open space for the public where new density is introduced, whilst covering the costs of delivery and ensuring benefits are implemented in a timely manner.		
7	Resident		7.1	**Building height**	Objected to the proposed increases in building heights at Rangers Road and Barry Lane. Claimed that higher density development would compromise the character of the area.	See Submission 1.1 and section 4.7.1 of the Council Report	See Submission 1.1	1d
			7.2	**Governance**	Claimed that higher density development would benefit developers at the expense of the community.	See Submission 2.1	No Action	2f
			7.3	**Schools**	Raised concerns over the capacity of local schools and community services.	Council understands the concerns relating to school capacity. Schools are managed by the State Government Department of Education. Future development as envisioned in the Military Road Corridor Planning Study is managing the growth in the area. Schools should be an integrated part of that vision and as such the draft Future Direction Report was shared with State Agencies including the Department of Education. As part of finalising the Future Direction Report, Council will relay your concerns regarding school capacity to State Government. This will further raise awareness and assist them to plan for future education.	A letter will be sent to Department of Education	1a
8	Resident			**Local shops**	Concerned over the proposal to give public land to a private supermarket landowner. Claimed this would benefits private developer interests at the expense of businesses. Claimed that local shops made an important contribution to the distinct character of the centre and should be supported.	See Submission 2.3	See Submission 1.3	1c
9	Resident		9.1	**Building height**	Opposed 12 storey building heights due to the impacts on solar access and views in the area.	See Submission 1.1 and section 4.7.1 of the Council Report	See Submission 1.1	1d
			9.2	**Public benefits**	Offered general support for the proposals and the inclusion of public benefits.	Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No Action	2d
10	Resident		10.1	**Building height**	Opposed increases in building height above 5 storeys around the perimeter of this space. Claimed that heights above 5 storeys in the vicinity of the proposed plaza would compromise the village feel of the centre and have adverse impacts	See Submission 1.1 and section 4.7.1 of the Council Report	See Submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					on residential amenity due to overshadowing.			
			10.2	**Traffic and Transport Traffic**	Raised concerns over the proposed access arrangements for vehicles and whether entry and delivery facilities on Cooper and Waters Lane would cause negative impacts on residential amenity due to increased traffic.	Options to focus on alternative transport options are considered in the final Future Direction Report. In the first instance a balance between all transport modes and future development will be struck in individual proposals with a stronger focus on walking, cycling and public transport. The Future Directions Report will allow Council to advocate for improvements to Military Road in collaboration with the NSW Government. More information regarding previous regional schemes that were considered refer to section 4.5.8 of the Council Report. See also submission 1.3	See Submission 1.3	2a 1e 2b
			10.3	**Employment**	Doubted the need for additional commercial spaces, questioned employment forecast in light of latest trends.	See Submission 1.4 and section 4.6 of the Council Report	See Submission 1.4	2e
			10.4	**Local shops**		See Submission 2.3	See Submission 1.3	1c
			10.5	**Grosvenor Lane Plaza**	Supported the proposed improvements to the public domain and the creation of Grosvenor Plaza.	Council appreciates your support in delivering a Grosvenor Lane Plaza. More detail will be provided in a subsequent Planning Proposal to deliver this unique new public domain for North Sydney.	See Submission 1.3	2d
11	NSW Health – Northern Sydney Local Health District		11.1	**Public benefits**	Supported the proposals, particularly the creation of new public spaces and improving connectivity in the centre. Encouraged Council to plan for a diverse range of user groups in the proposed public spaces, incorporating facilities such as community gardens, playgrounds, performance spaces and active recreation facilities.	Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report. This feedback will help in future conversations to advocate for local public domain improvements. Council is currently actively delivering . See Submission 1.2	See Submission 1.2	2d
			11.2		Encouraged Council to apply for Streets as Shared Spaces grants for temporary activation projects for new public spaces.	Council is actively involved with this grant.	No action	2a
			11.3	**Pedestrian amenity**	Endorsed the approach of reducing vehicle movements and traffic throughout Neutral Bay and supported the pedestrianising of Barry Street and the closure of Young Street.	Council advocates for projects to support improved walking, cycling and public transport outcomes for Military Road and the rest of Neutral Bay town centre in line with Council's Transport Vision. Based on feedback, existing policy and further research, the Future Direction Report continues to propose significant new open space.	No action	2b
			11.4	**Pedestrian amenity**	Recommended that Council seek to prioritise pedestrians at all signalised crossings on Military Road to improve the connection between the North and South sides of the centre.	Support to improve all signalised crossing on Military Road is noted. Comments were complemented by TfNSW with an invitation to discuss improvements to Military Road if the Western Harbour Tunnel and Beaches Link projects proceed. This feedback will help in future conversations to advocate for pedestrian improvements on Military Road.	No Action	2b
			11.5	**Cycling**	Recommended that Council advocate for a separated bi-directional cycleway along Military Road and consider how this might integrate with the plans for the	Support for a bi-directional cycleway on Military Road is noted. Comments were complemented by TfNSW with an invitation to discuss improvements to Military Road if the Western Harbour Tunnel and Beaches Link projects proceed. This feedback will help in future conversations to advocate for cycling improvements on Military Road.	No action	2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					Neutral Bay Town Centre. Also recommended that Council ensure development controls deliver sufficient bike storage facilities for new development.			
			11.6	**Smoking policy**	Suggested that Council extent its current Smoke-Free CBD Policy to all public spaces in the LGA.	Noted. As this feedback is beyond the scope of this Planning Study the supportive feedback of this policy is forwarded to the relevant department within Council.	No Action - feedback is forwarded to the project officer of the "Smoke-Free CBD" project	2a
12	Resident		12.1	**Building height**	Requested an increase in building height to 8 storeys at 209 Military Road and 6 Rangers Road.	The delivery of strategically significant sites was limited to 4 sites. Based on community feedback this has been limited to 3 sites in the amended Future Direction Report. See Submission 3.1	See Submission 1.1	2d
			12.2	**Public benefits**	Offered general support for the proposals, particularly the creation of new plazas and public spaces.	Support to deliver public domain and community facilities is noted.	No Action	2d
			12.3	**Affordable housing**	Claimed that an increase in building height at these sites would facilitate their redevelopment and could allow the delivery of affordable housing in the precinct.	See Submission 4.4 and section 4.4.3 of the Council Report.	No Action	2a
13	Resident		13.1	**Public benefits**	Supported the proposed RE1 zoning of new public spaces as a way to protect open space and guarantee public ownership.	Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No Action	2d
			13.2	**Public ownership**	Raised concerns over the future ownership of Grosvenor Lane Plaza and public land in the centre. Claimed that there had been misinformation circulating in the community suggesting public land at Grosvenor Lane car park would be given away to a private developer.	The draft Future Direction Report seeks to deliver an improved public domain and more of it. The framework suggests the relocation of the existing Grosvenor Lane car park, and in a staged approach, potentially closing part of Grosvenor Lane. Feedback received pressed for more transparency on the ownership. The intent of the planning study is for the new plaza to remain in Council's ownership however to add to transparency, a recommendation was included before finalising the study which specifically puts forward the notion that any private use of the Council car park at Grosvenor Lane Plaza in a development scheme would be subject of a public Expressions of Interest Process. Detail provided in the front section of the Council Report.	No Action	2b 2f
14	Resident		14.1	**Loading**	Requested that no loading facilities be included on the proposed Grosvenor Lane Plaza.	Existing properties will continue with similar loading arrangements. Access will be required to be maintained if a neighbouring property redevelops. Major development will require an internalised loading dock. A detailed solution that meets the requirements of the Future Direction Report will be required to be fully investigated as part of a future Planning Proposal.	See Submission 1.3	1e 2b
			14.2	**Grosvenor Lane Plaza**	Supported the creation of a plaza on Grosvenor Lane, suggested that some parking and disabled spaces be retained. Also suggested that parking and loading facilities be undergrounded.	Council appreciates your support in delivering a Grosvenor Lane Plaza. More detail will be provided in a subsequent Planning Proposal to deliver this unique new public domain for North Sydney.	See Submission 1.3	2d
15	Resident			**Public benefits**	Supported the provision of spaces for artists and creative industries. Claimed the proposed Creative Makers Art Alley would assist local artists and creatives in securing studio spaces.	Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No Action	2d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
16	Resident		16.1	**Public parking**	Concerned by the lack of provision for additional parking to accommodate the proposed growth for the area. Also concerned that the proposed parking arrangements would not provide customers with direct and convenient access to local businesses.	See Submission 2.2 and section 4.5.2 of the Council Report	See Submission 1.3	1d
			16.2	**Local shops**	Offered general support for the proposals, however raised concerns that there was a risk that the village character of the area would be compromised. Claimed that the proposals would have detrimental impacts on local retailers, argued that more should be done to support small businesses and long term independent retailers in the centre.	See Submission 2.3	See Submission 1.3	1c
			16.3	**Governance**	Objected to the apparent proposal to give public land at Grosvenor Lane to a private developer, claimed this was not in the best interest of the local community.	See Submission 2.1	No Action	2f
17	Resident		17.1	**Traffic**	Questioned the need for additional commercial floorspace, given the changes to workplace dynamics in response to COVID-19 and Neutral Bay proximity to other employment centres.	See submission 1.3	See Submission 1.3	1e 2b
			17.2	**Employment**	Raised concerns over potentially locating employment growth away from good public transport connections, suggested that the North Sydney CBD should remain the focal point of employment growth in the LGA.	See Submission 1.4 and section 4.6 of the Council Report	See Submission 1.4	2e
			17.3	**Heritage**	Argued that Neutral Bay should follow other successful centres in Sydney such as Glebe, Darlinghurst and Annandale and seek to retain its architectural qualities and village feel. Doubt on the forecast of employment. High rise development would compromise this and Council should seek to create encourage a more human-scale for development in the area.	The Future Direction Report maintains protections for existing heritage items in the area. It also identifies additional period buildings that contribute to the existing character of the area. Council encourages new development proposals on these sites to retain heritage features from these buildings. Council has excluded the cottages as a strategically significant site to retain the residential low-density characteristics of this street that holds social and amenity significance to the local community.	Height removed from Site 4	1d
			17.4	**Delivery mechanism**	Raised concerns over the balance between developer interests and community benefits. Claimed that	See Submission 6.3	No Action	2e

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					the proposed community benefits could be achieved through other funding means such as rates or more modest increases in building height, limited to 5 storeys.			
			17.5	**Building height**	Raised concerns that Stage 1 would set a precedent for further height increases along the whole corridor in Stage 2.	See Submission 1.1 and section 4.7.1 of the Council Report	See Submission 1.1	1d
18	Resident			**Building height**	Generally objects to the proposals of the Future Directions paper. Claimed there is strong community opposition to the proposals.	See Submission 1.1 and section 4.7.1 of the Council Report	See Submission 1.1	1d
19	Resident		19.1	**Public benefits**	Offered general support for proposals for development around Grosvenor Lane. Raised concerns about the loss of public ownership of the car parking facilities.	Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No Action	2d
			19.2	**Public ownership**	Requested that the parking be retained in public ownership or more justification be given for their privatisation.	The draft Future Direction Report seeks to deliver an improved public domain and more of it. The framework suggests the relocation of the existing Grosvenor Lane car park, and in a staged approach, potentially closing part of Grosvenor Lane. Feedback received pressed for more transparency on the ownership. The intent of the planning study is for the new plaza to remain in Council's ownership however to add to the transparency to the public a recommendation was put forward to Council before finalising the study which specifically puts forward the notion that any private use of the the Council car park at Grosvenor Lane Plaza in a development scheme would be subject of a public Expressions of Interest Process. Detail provided in the front section of the Council report.	No Action	2b 2f
20	Resident		20.1	**Public parking**	Raised concerns over the parking provisions proposed for the centre. Claimed that the centre has had insufficient parking for a long time, with the current period sufficient for shopping but not for dining, and that additional spaces are needed to support all businesses in the centre. Also concerned over the proposal to underground parking facilities, claimed this would favour the supermarket at the expense of other businesses and create the perception that the facilities were exclusively for the supermarket rather than general public use.	See Submission 2.2 and section 4.5.2 of the Council Report	See Submission 1.3	1d
			20.2	**Local shops**	Raised concerns that the interests of developers were being prioritised over the interests of residents and local businesses.	See Submission 2.3	See Submission 1.3	1c
21	Resident			**Loading**	Concerned with how the proposals would affect Waters Lane, and particularly with the potential for loading facilities in the lane.	See Submission 14.1	See Submission 1.3	1e 2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
22	EthosUrban obo landowner		22.1	**Building height**	Offered support for the themes and objectives of the Future Directions paper, and particularly supported the proposal to relocate existing public parking at Barry Street underground to create a new open space promenade. Suggested setback controls along Olive Lane be amended to consistently identify a 1.5m whole of building setback. Detailed solar access study demonstrates that the buildings adjacent to the subject site to the south currently do not receive the required hours of solar access during mid-winter. Argued that the concept proposal would maintain the current levels of solar access to these buildings. Sought a height increase of 8 storeys to deliver public benefits up and ensure project feasibility. The concept scheme provided has a terraced built form which steps down between the eight and second storey and adopts setbacks greater than those recommended in the Planning Study. Detailed solar access study demonstrated an equivalent amount of solar access to the proposed public spaces.	Proposed future building heights have been carefully balanced to support the needs of the locality. Increasing permissible building heights will provide opportunities to meet future demand for employment floorspace, deliver community facilities and create improvements to the public domain. However, it is important to note that Council's plan for the area also sets out clear restrictions on building height. The draft Future Direction Report sought to deliver an underground public car park with public domain above. The detailed information in this submission has contributed to the further assessment of this site. The amended Future Direction Report has removed Site 4 as a strategically significant site to achieve local public benefits. Feedback and further analysis on building height, solar access, built form transition, street character and planning delivery, makes the development of this site very difficult to support. It is concluded that the impacts of the draft proposed building height overwhelm the public benefits potentially gained from this site. The Report recommends not to proceed with additional height. The undergrounding of the Barry Street car park and public domain above should be pursued with alternative funding models. More information is provided in section 5.4 of the Council Report.	Site 4 – removed as opportunity site has led to a substantial decrease of potential public domain delivery – however it has also substantially lowered the amount of locations with increased building height.	1a
			22.2	**Public benefits**	Put forward a concept proposed for 27-32 Bydown Street which fulfills many of the objectives for Site 4 including underground car parking, public open space, widening of adjoining lanes, ground level activation. Accepts delivery of public benefits through VPA mechanism, but argued that the proposed public benefits are dependent on the feasibility of redevelopment for the site. Therefore recommend that a height and GFA increase be permitted on this site. Argued that increased height would also deliver improved solar access and amenity for the proposed units.	Support to deliver public domain and community facilities is noted. However, based on feedback from the draft Future Direction Report, building height is restricted. This has resulted in less opportunities for public benefits.	Site 4 significant site removed; no delivery of public benefits through VPA mechanism on this site.	1a
			22.3	**Heritage**	Further information provided in the additional submission 146.	Council has excluded the cottages as a strategically significant site to retain the residential low-density characteristics of this street that holds social and amenity significance to the local community.	Site 4 removed as a significant site – cottages remain within the medium	1a

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					Detail heritage report regarding the cottages argued that these buildings are of low heritage significance. Other similar buildings are provided elsewhere.	See section 4.7.3 of the Council Report.	density residential land use zone with a 8.5m height control.	
23	Ingham Planning obo landowner		23.1	**Building height**	Raised concerns over the proposed controls for Site 4, and particularly for 40 Yeo Street. Claimed that the proposed controls provide limited opportunity for the redevelopment of the site, as they only represent a 20% increase to the site's current FSR, and as such the proposed vision for the site is not economically feasible. Supported the implementation of these controls as a base height and FSR for the site, with additional height and FSR available subject to the provision of community infrastructure. Recommended that the building height limit for the site be increased to 12 storeys, stepping down to 8 storeys on the Yeo Street frontage. Also recommended a maximum FSR of 4.2:1, with a minimum non-residential FSR of 1.2:1, with commercial floorspace located in a 2-storey podium. Recommended that these increased FSRs and building heights be implemented as bonus provisions for key sites, including 40 Yeo Street, subject to the provision of public benefits. Requested that Council lead the LEP amendment process to implement these controls rather than leaving individual landowners to lodge Planning Proposals. Claimed this would facilitate a more coordinated approach to development in the centre.	The amended Future Direction Report has removed Site 4 as a strategically significant site to achieve local public benefits. Feedback and further analysis on building height, solar access, built form transition, street character and planning delivery, makes the development of this site very difficult to support. It is concluded that the impacts of the draft proposed building height overwhelm the public benefits potentially gained from this site. The Report recommends not to proceed with additional height for a VPA. However, future development plans for 40 Yeo Street should support the existing employment floor space. Height is raised from 5 to 6 storeys and non-residential FSR from 0.5:1 to 1.2:1. More information is provided in section 5.4 of the Council Report. .	See Submission 1.1	2d
			23.2	**Public benefits**	Offered general support for the intent of the planning study and the proposed improvements to the public domain.	Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report. See Submission 1.2	See Submission 1.2	2d 1d
24	Resident		24.1	**Community engagement**	Offered some support for the proposed improvements to the aesthetics and public domain of the centre, but raised concerns with	The community has provided input into the planning study in three stages. The first stage, from 26 July to 22 August 2018, included a community survey on what people value about the centre and initial views on its future form and role. The second stage, from 8 August to 9 September 2020, sought feedback on two discussion papers. The	No Action	2a

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					Council's approach to community engagement in this Planning Study. Claimed they had not been notified of the proposals directly.	third and final stage is public exhibition of the Draft Future Directions paper. Feedback on the first two stages were reported to Council on 24 September 2018 and 28 October 2019. Council's draft plan attempts to take as much of the feedback received on board, noting the wide diversity of opinions and the need to formulate a plan that is in line with state government directions, is realisable and achieves better outcomes for the wider community. This last public exhibition was particularly valuable but challenging during the epidemic. Various added information was made available to the website including a summary brochure, voice-over presentation, interactive website and frequently asked questions. More time was spend on the phone guiding costumers that we usually would meet in our regular information kiosks. Finally, Council extended the exhibition period twice and was open for comments for more than 3 months. It is in Council's interest to continue informing the public on this important project in particular stakeholders that have made a submission.		
			24.2	**Public parking**	Raised issues with the proposed arrangements for parking and loading, particularly for Waters Lane. Suggested that direct vehicle access to local shops is important to support the viability of local businesses and maintain the centre's village atmosphere.	See Submission 2.2 and section 4.5.2 of the Council Report	See Submission 1.3	1d
			24.3	**Loading**		See Submission 14.1	See Submission 1.3	1e 2b
			24.4	**Local shops**		See Submission 2.3	See Submission 1.3	1c
25	Waverton Precinct Committee		25.1	**Building height**	See also section 3.2 of the Council Report. Supported modest increases in building height up to 5 storeys. Objected to the proposed increase in building height to 12 storeys on certain sites. Claimed that this would affect the visual qualities and sightlines of the area, and compromise the village feel of the centre. Flagged the potential development of the Big Bear Site in Stage 2 of the Planning Study. Claimed the same principles being applied to the Neutral Bay centre should also be applied to that site, with similar building heights, the provision of new public spaces, underground parking facilities and improved access arrangements for the bus depot.	See Submission 1.1 and section 4.7.1 of the Council Report	See Submission 1.1	1d
			25.2	**Public parking**	Offered support for aspects of the proposals, particularly the undergrounding of parking facilities at Grosvenor Lane and the creation of a plaza above.	See Submission 2.2 and section 4.5.2 of the Council Report	See Submission 1.3	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					Raised concerns over the proposed parking arrangements for the supermarket at Grosvenor Lane. Argued that the public parking entry not be subsumed by supermarket access but rather support local shops.			
			25.3	**Traffic**		See submission 1.3	See Submission 1.3	1e 2b
			25.4	**Loading**		See Submission 14.1	See Submission 1.3	1e 2b
			25.5	**Local shops**		See Submission 2.3	See Submission 1.3	1c
			25.6	**Young Street Closure**	Opposed the closure of Young Street to create a pedestrian plaza. Claimed the role of Young Street in local traffic flow is too important to allow the street's closure.	The closure of Young Street is part of Council's ongoing efforts to make the shopping and commercial strip more appealing as a shopping destination for residents and visitors. Council is currently testing the Young Street closure and the implications on the street network and influence on pedestrian amenity in the area. The temporary closure commenced on Monday 2 November until March 2021 (section 4.3.1 of the Council Report).	No Action	2e
			25.7	**Military Road**	Claimed that there is a need for a pedestrian bridge or underpass of Military Road. Argued that Council should prioritise through traffic rather than local traffic and pedestrians.	In accordance with the community principles detailed in the North Sydney Transport Strategy, grade separated crossings are only considered if both topography and land uses support the delivery of direct (vertical as well as horizontal) and activated walking links that support improved safety and amenity for pedestrians, cyclists and public transport users. Military Road topography is unlikely to support these outcomes. Instead, steep climbs in and out of underpasses/overpasses would result in poorer personal security (crime) and pedestrian/disability access outcomes. Furthermore, introduction of separated crossings on Military Road would reinforce the domination of vehicles over pedestrians in Neutral Bay and Cremorne; this would result in higher traffic speeds and more risky driving behaviour, increasing the risk of crashes and injuries for other road users and any pedestrians that continue to cross Military Road at more direct, at grade crossings. In light of the above, it is important to recognise that a bridge or underpass would not contribute to the desired future character of the area identified in the Future Directions Report (section 4.5.4, Council report).	No Action	2a 2e
26	Resident		26.1	**Building height**	Objected to the proposals of the Future Directions Paper. Recommended that Council should not change the planning controls applying to the centre in any way. Claimed that any changes would compromise the village atmosphere of the current centre and adversely affect the amenity of public spaces and surrounding residential areas. Objected to increases in building heights, claimed that the preference of the community is for low or mid-rise development limited at 4-5 storeys.	See Submission 1.1 and section 4.7.1 of the Council Report	See Submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
			26.2	**Governance**	Raised concerns over the balance between the interests of developers and the interests of the local community in the Planning Study. Claimed that Council is reacting to pressure from developers and is prioritising their interests, and their own financial interests over the views of the community.	See Submission 2.1	No Action	2f
			26.3	**Employment**	Questioned the claim that additional jobs would deliver vibrancy and diversity in the centre. Pointed to Macquarie Park and North Sydney CBD as examples of employment centres that fail to deliver vibrancy on weekends and after hours. Also questioned the need for employment growth given the centre's proximity to the North Sydney and Sydney City CBDs.	See Submission 1.4 and section 4.6 of the Council Report	See Submission 1.4	2e
27	Resident		27.1	**Building height**	Raised concerns that high-rise development around the proposed plazas would adversely affect solar access and create wind tunnels in these spaces. Also objected to any commercialising of public spaces with enclosed, shopping-centre-type retail or office spaces.	See Submission 1.1 and section 4.7.1 of the Council Report	See Submission 1.1	1d
			27.2	**Public parking**	Opposed the proposed parking arrangements with the supermarket. Claimed that undergrounding public parking facilities and combining public and private parking access points would adversely impact local businesses. Raised concerns that there were no increases in parking proposed in the Planning Study to support increased density.	See Submission 2.2 and section 4.5.2 of the Council Report	See Submission 1.3	1d
			27.3	**Traffic**		See submission 1.3	See Submission 1.3	1e 2b
			27.4	**Loading**	Opposed putting loading dock facilities in Waters Lane, and raised concerns that the parking and loading arrangements would benefit the supermarket over local residents.	See Submission 14.1	See Submission 1.3	1e 2b
			27.5	**Local shops**	Opposed any increase in the footprint of supermarkets in the centre, claimed this would negatively effect the village feel of	See Submission 2.3	See Submission 1.3	1c

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					the centre and local small businesses.			
			27.6	**Young Street Closure**	Opposed the closure of Young Street and Grosvenor Lane, claimed this would worsen local congestion issues and create traffic bottlenecks.	See Submission 25.6 and section 4.3.1 of the Council Report	No Action	2e
			27.7	**Grosvenor Lane Plaza**		The draft Future Direction Report provided limited detail for the various options to deliver a relocated public parking facility. Feedback indicated the importance of the public function of parking and loading/unloading to the surrounding local businesses. The amended Future Direction Report recognises this interdependence. Amendments include a principles-based approach to guide the ultimate masterplan which may include various stages to relocate the existing car park. This approach increases the flexibility in different options being considered and allows existing businesses to continue trading with their existing parking and loading in place if other surrounding development is delivered (section 4.3.2, Council report).	See Submission 1.3	2e
28	Resident		28.1	**Building height**	Opposed increase in building heights, particularly to 12 storeys. Claimed that such increases would have negative impacts on solar access for existing residents, create wind tunnels, increase population density, and place unacceptable demand on local infrastructure such as schools and public transport.	See Submission 1.1 and section 4.7.1 of the Council Report	See Submission 1.1	1d
			28.2	**Public benefits**	Supported the proposals to enhance the public domain and community facilities.	Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No Action	2d
			28.3	**Public parking**	Concerned over whether current parking arrangements are sufficient to support hospitality and retail businesses. Claimed the loss of on-street parking on Military Road from bus lanes has restricted the ease of access for visitors to the centre.	See Submission 2.2 and section 4.5.2 of the Council Report	See Submission 1.3	1d
			28.4	**Traffic**		See submission 1.3	See Submission 1.3	1e 2b
			28.5	**Employment**	Objected to the provision of additional employment space in the centre, given Neutral bay's proximity to the North Sydney CBD.	See Submission 1.4 and section 4.6 of the Council Report	See Submission 1.4	2e
			28.6	**Heritage**	Supported the proposals to enhance the public domain and community facilities, but requested that this not be achieved by demolishing characteristic buildings, particularly properties at 27-37 Bydown Street.	See Submission 17.3 and Section 4.7.3 of the Council Report	See Submission 17.3	1d
29	Resident		29.1	**Building height**	Objected to the proposed increases in building height.	See Submission 1.1 and section 4.7.1 of the Council Report	See Submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
			29.2	**Public parking**	Raised concerns over the existing congestion and parking issues and claimed that further development would exacerbates these problems. Also claimed that high-rise development would compromise the ambience of the suburb.	See Submission 2.2 and section 4.5.2 of the Council Report	See Submission 1.3	1d
			29.3	**Traffic**		See submission 1.3	See Submission 1.3	1e 2b
30	Resident		30.1	**Building height**	Objected to the proposed increases in building heights. Also concerned that high-rise development would disrupt local retailers, adversely impact views and compromise solar access for existing residents.	See Submission 1.1 and section 4.7.1 of the Council Report	See Submission 1.1	1d
			30.2	**Traffic**	Raised concerns that increases in height and density would exacerbate existing traffic issues.	See submission 1.3	See Submission 1.3	1e 2b
			30.3	**Employment**	Claimed there was no need for additional commercial floorspace in the centre.	See Submission 1.4 and section 4.6 of the Council Report	See Submission 1.4	2e
31	Resident		31.1	**Building height**	Raised concerns that the increases in building heights to 10-12 storeys would not be compatible with the proposed public spaces. Concerned that high-rise development would loom over the proposed public spaces and impact solar access. Also concerned that the proposal to permit a 10-12 storey building on Site 3 would set a precedent for more developments of this scale in the area and destroy the village feel and heritage features of the centre. Suggested that increases in commercial floorspace and residential development be accommodated within the North Sydney/St Leonards areas instead. Preference for low rise development and village atmosphere similar to Glebe, Newtown, Annandale and Rozelle, or European cities such as Rome and Paris.	See Submission 1.1 and section 4.7.1 of the Council Report	See Submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
			31.2	**Public benefits**	Supported the proposed improvements to the public domain and community facilities, including the closure of Young Street and the conversion of Grosvenor Lane car park into a plaza.	Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No Action	2d
			31.3	**Community engagement**	Requested that Council undertake further public engagement before proceeding with the plans.	See Submission 24.1	No Action	2a
			31.4	**Grosvenor Lane Plaza**		Council appreciates your support in delivering a Grosvenor Lane Plaza. More detail will be provided in a subsequent Planning Proposal to deliver this unique new public domain for North Sydney.	See submission 1.3	2d
			31.5	**Heritage**		See Submission 17.3 and Section 4.7.3 of the Council Report	See Submission 17.3	
32	Resident		32.1	**Building height**	Raised concerns over the proposed scheme for Site 3, particularly the increases in building height to 8-12 storeys. Claimed that existing parking infrastructure is already at capacity and cannot cope with increases in density. Also concerned that increasing the amount of pedestrian traffic in the area would make social distancing difficult.	See Submission 1.1 and section 4.7.1 of the Council Report	See Submission 1.1	1d
			32.2	**Public benefits**	Questioned whether allowing development would address issues around open space in North Sydney. Claimed increases in density should be minimised to allow existing open space to cope.	See Submission 1.2	See Submitt	1d
			32.3	**Traffic and Transport**		See Submission 10.2 and section 4.5.8 of the Council Report	No action	2a
			32.4	**Public parking**		See Submission 2.2 and section 4.5.2 of the Council Report	See Submission 1.3	1d
			32.5	**Covid-19**	Requested that further discussions and public consultation be undertaken before Council proceed with the plan, especially in light of the consequences of COVID-19. Emphasised the importance of delivering high quality public open space with good solar access.	The Future Direction Report is a long-term strategy aimed at addressing the current and future demand requirements of the growing population. While population and employment growth may slow in the short term, the market is anticipated to recover and somewhat normalise in the mid to longer term. The controls proposed in the HillPDA Economic Analysis and Strategy, which informed the draft report, still align with the above rationale. While jobs may decline in the short term and some transition of businesses may occur, this is reflective of market cycles and volatility. The proposed minimum non-residential floorspace controls were proposed in correlation with alterations in building height to maintain viability (section 4.6.1, Council Report).	No action	2e
			32.6	**Pedestrian amenity**		See Submission 11.2	No action	2d
33	Resident			**Loading**	Objects to the proposed parking arrangements because they are commercially unviable, claimed that parking needs to be retained for the centre. Requested that Council give more consideration to the views of business owners.	See Submission 14.1	See submission 1.3	1e/2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
34	Resident		34.1	**Building height**	Objects to the proposed increases in building height and the schemes for all four key sites.	See Submission 1.1 and section 4.7.1 of the Council Report	See Submission 1.1	1d
			34.2	**Local shops**		See Submission 2.3	See submission 1.3	1c
35	Resident		35.1	**Building height**	Suggested that Council consider increasing the maximum building heights at 209 Military Road, as this site shares a boundary with Site 3. Claimed this may allow for the potential amalgamation of the two properties, which could in turn lead to a greater variety of development proposals.	The delivery of strategic significant sites was limited to 4 sites. Based on community feedback this has been limited to 3 sites in the amended Future Direction Report. See Submission 3.1	See Submission 1.1	2d
			35.2	**Affordable Housing**	Increased height on 209 Military Road could possibly deliver affordable housing within the area.	See section 4.4.4 of the Council Report		
36	Resident		36.1	**Building height**	Raised concerns with the proposed increase in maximum building heights between Murdoch Street and Spofforth Street. Claimed that local transport infrastructure does not have capacity to accommodate increases in residential density, and that the proposed scale of development would impact residential amenity and exacerbate existing traffic issues.	See Submission 1.1 and section 4.7.1 of the Council Report	See Submission 1.1	1d
			36.2	**Public parking**		See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			36.3	**Traffic**		See submission 1.3	See submission 1.3	1e/2b
37	Resident		37	**Traffic**	Queried whether any traffic studies had been undertaken to determine the impacts of increases in residential density on the local road network.	See Submission 1.3	See submission 1.3	1e/2b
38	Resident		38.1	**Building height**	Objected to increases in building height to 8-12 storeys. Claimed high-rise development of this scale would compromise the village feel of Neutral Bay. Also raised concerns over the potential loss of solar access and the impacts on existing small businesses. Suggested that Council focus more time and funding on improving current facilities rather than trying to deliver these through development.	See Submission 1.1 and section 4.7.1 of the Council Report	See Submission 1.1	1d
			38.2	**Local shops**		See Submission 2.3	See submission 1.3	1c
			38.3	**Heritage**		See Submission 17.3 and Section 4.7.3 of the Council Report	See Submission 17.3	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

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			38.4	**Governance**	Concerned the proposals favour developer interests over those of the community.	See Submission 2.1	No Action	2f
39	Resident		39.1	**Public parking**	Objected to the proposed car parking arrangements. Claimed that the centre additional parking and that above ground parking should be retained as it offers greater convenience for residents and visitors to the centre. Also claimed that the proposed undergrounding of parking facilities to deliver Grosvenor Plaza would result in parking being more difficult to access which would have negative impacts on the small businesses in the centre, who rely on customers being able to park close-by. Also objected to any other major supermarkets being established in the centre.	See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			39.2	**Local shops**		See Submission 2.3	See submission 1.3	1c
40	Resident		40.1	**Public parking**	Requested that the existing car parking not be removed or relocated underground, and that multiple access points to the parking facilities should be retained. Claimed that this would ensure that parking in the centre remains convenient, accessible benefits local businesses. Suggested that additional parking could be provided through a basement level to the current Grosvenor Lane car park.	See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			40.2	**Loading**	Suggested that the supermarket loading facilities be relocated to Grosvenor Road.	See Submission 14.1	See submission 1.3	1e/2b
			40.3	**Local shops**		See Submission 2.3	See submission 1.3	1c
41	Resident			**Cycleway**	Requested that more information on the proposed cycleway on Harrison Street be provided.	Council's Traffic and Transport division is investigating options to make minor revisions to the intersection between Harrison Street and Rangers Road to improve the existing vehicle one way/cycling two way arrangement at the intersection. Community consultation will be undertaken on any proposed plans for cycling infrastructure prior to a decision being made regarding its installation. Aside from these investigations, Council is not currently planning to install a separated cycle path on Harrison Street. The street is identified on Council's bike map and bike network plans, but it is not earmarked for dedicated cycling paths. Based on this valuable feedback, amendments of the draft report are made to reflect this in the final Future Direction Report (section 4.5.7, Council Report).	Legend amended to reflect NSC bike map correctly	1e

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
42	Resident		42.1	**Public parking**	Raised concerns over the impacts of the proposed parking arrangements on local businesses, particularly those facing the existing carpark.	See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			42.2	**Local shops**	Claimed that the proposed parking arrangements would make it more difficult for residents to park in the centre and access local businesses.	See Submission 2.3	See submission 1.3	1c
			42.3	**Public ownership**	Also concerned over whether the facilities would be in public or private ownership.	See Submission 13.2	No Action	2b 2f
43	Resident		43.1	**Building height**	Raised concerns over potential public safety, overshadowing and wind impacts on the proposed public plaza at Site 3, Rangers Road, given the scale of development around the space. Also objected to increasing building heights to 12-storeys at Site 3. Claimed development of this scale would dominate the landscape and compromise the centre's village feel. Offered support for the proposals for the eastern part of the centre, with more modest increases in building height limited to around 5 storeys. Claimed this model is more appealing for the area's inhabitants and would enhance the visual appeal of the centre.	See Submission 1.1 and section 4.7.1 of the Council Report	See Submission 1.1	1d
			43.2	**Traffic**	Claimed that Military Road does not have sufficient capacity to support the level of traffic generated by the proposed increases in density.	See submission 1.3	See submission 1.3	1e/2b
			43.3	**Local shops**	Objected to the undergrounding of supermarket facilities, claimed this would have negative health impacts on users and daylight is preferable.	See Submission 2.3	See submission 1.3	1c
			43.4	**Heritage**		See Submission 17.3 and Section 4.7.3 of the Council Report	See Submission 17.3	1d
			43.5	**Military Road**	Recommended that Council should consider building a pedestrian bridge across Military Road to connect both sides of the centre.	See Submission 25.7 and section 4.5.4 of the Council Report	No Action	2a/2e
44	Resident		44.1	**Building height**	Opposed increases in building heights due to the impacts of overshadowing and wind on the centre. Claimed this would destroy the village feel of the area, which is	See Submission 1.1 and section 4.7.1 of the Council Report	See Submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					already compromised by the effects of traffic from Military Road. Particularly opposed increasing building heights to up to 12 storeys for Site 3.			
			44.2	**Traffic**		See submission 1.3	See submission 1.3	1e/2b
			44.3	**Local shops**	Raised concerns that development would negatively impact small businesses and changes the long-established character of the suburb. Also concerned with the demolition of heritage and characteristic buildings. Concerned that the proposed underground supermarket will have poor amenity and result in poor energy performance due to need for air conditioning and lighting in underground stores.	See Submission 2.3	See submission 1.3	1c
			44.4	**Heritage**		See Submission 17.3 and Section 4.7.3 of the Council Report	Height removed from Site 4	1d
45	Resident		45.1	**Building height**	Objected to the increased building heights to up to 8 storeys on Site 1. Preferred the heights on this site be limited to 4-6 storeys. Also objected to the proposed increases in building heights to 12 storeys at Site 2. Claimed that developments of this scale would result in considerable amenity loss and compromise the character of the centre.	See Submission 3.1 Based on feedback from the draft Future Direction Report, building height is restricted, but also overall with less opportunities for public benefits.	See Submission 1.1	1d
			45.2	**Traffic**	Generally objects to increases in density in light of the potential effects of the Western Harbour Tunnel and associated transport changes.	See submission 1.3	See submission 1.3	1e/2b
			45.3	**Heritage**		See Submission 17.3 and Section 4.7.3 of the Council Report	Height removed from Site 4	1d
46	Resident		46.1	**Building height**	Concerned that increased density would result in a range of adverse amenity impacts including traffic, noise pollution, dust and waste issues.	See Submission 1.1 and section 4.7.1 of the Council Report	See Submission 1.1	1d
			46.2	**Public parking**	Raised concerns with the capacity of parking facilities in the area and questioned whether they would be able to accommodate residential growth and any additional visitor traffic (e.g. from the proposed indoor sports centre).	See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			46.3	**Traffic**		See submission 1.3	See submission 1.3	1e/2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
47	Resident		47.1	**Building height**	Objected to the proposed increases in building heights to 12 storeys at Site 2 due to the overshadowing impacts on public spaces and surrounding residential areas. Objected to the proposed scheme for site 4. Claimed that building heights should be limited to 6 storeys and that the current scheme would be out of keeping with the character of the area and have overshadowing and wind impacts on the proposed public spaces. Also concerned that the traffic on Military Road would compromise the amenity of the proposed public spaces. Objected to increased building heights on Yeo Street. Claimed this would worsen current congestion problems, particularly around Neutral Bay Public School.	See Submission 1.1 and section 4.7.1 of the Council Report	See Submission 1.1	1d
			47.2	**Public benefits**	Raised concerns that the proposals had not given sufficient consideration to community atmosphere of the centre.	See Submission 1.2	See Submission 1.2	1d
			47.3	**Public parking**		See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			47.4	**Traffic**	Claimed that increased occupancy and density along Military Road would exacerbate existing issues with traffic, congestion and pedestrian safety.	See submission 1.3	See submission 1.3	1e/2b
			47.5	**Heritage**		See Submission 17.3 and Section 4.7.3 of the Council Report	Height removed from Site 4	1d
			47.6	**Employment**	Questioned whether it is necessary to provide additional retail and commercial floorspace in the centre given the high levels of retail vacancy in the area and changing working patterns in response to COVID-19.	See Submission 1.4 and section 4.6 of the Council Report	See Submission 1.4	2e
			47.7	**Covid-19**		See Submission 32.5 and section 4.6.1 of the Council Report	No action	2e
48	Urbis obo Redlands School		48.1	**LEP change**	Recommended for the LEP Height Controls be amended to reflect the scale of development approved on the site	See section 3.4.3 of the Council Report		
			48.2	**Public benefits**	Offered general support for the approach and intent of the Planning Study.	Your feedback regarding public domain and/or community facilities improvements has informed the preparation of the final Future Direction Report. Delivering the right public domain and/or community facilities improvements is an important outcome for the area and part of the final Future Direction Report.		1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
			48.3	**Context**	Concerned that the Planning Study has focused on the town centre and has provided little discussion on the peripheral areas in which Redlands is situated. Council should ensure that future public domain upgrades allows for amenity and trees in particular towards Gerard Street, Military Road, Winnie Street and Waters Road.	Pedestrian amenity improvements are included on Waters Road with intersection improvements proposed at Grosvenor Street and Military Road. These intersections are marked in particular to improve the connectivity towards the Redlands School and adjacent retirement village. Other significant public domain works have been taken place along Military Road with some works still being finalised. Future detailed public domain works will go on exhibition and open for detailed comments. See also section 3.4.3 of the Council Report		
			48.4	**Trees**	Council should ensure that future private development and public domain upgrades allows for amenity and trees in particular towards Military Road and Gerard Street	This suggestion is beyond the scope of this Planning Study. It is Council's policy to retain trees in any future development where possible.		
			48.5	**Traffic and Transport**	Reiterated their view that further traffic studies be undertaken to ensure that traffic increases from additional floorspace and density is able to be accommodate within the road network. Recommended that traffic assessment and modelling be undertaken now, rather than at the Planning Proposal or DA stage, to investigate the potential cumulative impacts of development on traffic conditions, Requested these findings be made public. particularly in the first instance on the temporary Young Street Plaza Also submitted their draft Green Travel Plan for further discussion with Council.	This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. While this is the already expected amount of traffic generation with the added density, the study recognises the need for further transport studies as part of travel planning requirements for subsequent Planning Proposals and Development Applications following the Future Direction Report. Traffic impacts of projects identified/endorsed as part of the planning study (e.g. the Young Street closure) have been/will be assessed on a project-by-project basis during more detailed design development. For example, a TMP (Traffic Management Plan) for the Young Street closure has been submitted to TfNSW by Council. TMPs for projects like the Grosvenor Lane car park changes into a plaza, will have to be prepared as part of the development/delivery of that project. Detailed design outcomes including traffic generation, loading and parking will be further resolved in next phases including Planning Proposals and Development Applications and in consultation with stakeholders. For more information see section 4.5 of the Council Report. More information regarding previous regional schemes that were considered refer to section 4.5.8 of the Council Report. Council welcomes further discussion with Redlands School during the development of the next stage of the Military Road Corridor Planning Study.		2a
			48.6	**Heritage**	Review the heritage applying to the site. A key priority has been to retain heritage listed in NSLEP 2013).	It is not the intention to alter the heritage significance through this Planning Study. Any changes would be beyond the scope of this study. The recent SSDA considered the heritage significance of the LEP heritage listed school site. The site includes heritage items and is of social significance and need to be considered as such in any future application.		1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
			48.7	**Traffic**	Recommended that Council undertake a more thorough investigation of the key pedestrian linkages and public domain upgrades related to the site.	Options to focus on alternative transport options are considered in the final Future Direction Report. In the first instance a balance between all transport modes and future development will be struck in individual proposals with a stronger focus on walking, cycling and public transport. The Future Directions Report will allow Council to advocate for improvements to Military Road in collaboration with the NSW Government.		1e/2b
			48.8	**Pedestrian amenity**	Raised concerns that the closure of Young Street has the potential to increase traffic on Waters Road, which may compromise the safety of students in the area. Requested that the outcomes and traffic impacts of the trial closure be made publicly available.	Council advocates for projects to support improved walking, cycling and public transport outcomes for Military Road and the rest of Neutral Bay town centre in line with Council's Transport Vision. Based on feedback, existing policy and further research, the Future Direction Report continues to propose significant new open space.		2d
			48.9	**Public benefits**	A future master plan development at Redlands may include facilities that could be hired to local groups, such as sporting teams.	The report to Council recommends working closer with the Redland School to improve the amenity for the surrounding community of the school. Opportunities for local groups to use the privately held recreational facilities on school grounds are supported and would serve the identified demands of the community.		
49	Resident			**Cycleways**	Objected to the creation of a cycleway on Harrison Street. Claimed that a cycleway would be inappropriate as it will result in a loss of on-street parking for residents, exacerbating parking issues in the area. Also claimed that given there is little through traffic in the area, the street is already relatively safe for cyclists, without the need for a cycleway. Suggested 'painted stencils' would suffice to increase public awareness on cycle safety.	See Submission 41 and section 4.5.7 of the Council Report	Legend amended to reflect NSC bike map correctly	1e
50	Graeme Gordon		50.1	**Public benefits**	Concerned by the lack of support for local businesses in the Planning Study. Particularly concerned by the proposed undergrounding of parking facilities, claimed this would adversely affect small businesses in the centre and that convenient access to public parking is essential. Also claimed that supermarkets were being prioritised in this study over local businesses, to the detriment of the community feel of the centre. Emphasised the need for more public and private parking in the centre. Objected to the closure of Young Street, Grosvenor Lane and Waters Lane. Claimed this would turn the	See Submission 1.2	See Submission 1.2	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					centre into an isolated commercial island.			
			50.1	**Public parking**		See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			50.2	**Traffic**		See submission 1.3	See submission 1.3	1e/2b
			50.3	**Loading**		See Submission 14.1	See submission 1.3	1e/2b
			50.3	**Local shops**		See Submission 2.3	See submission 1.3	1c
51	Business Owner		51.1	**Public benefits**	Concerned by the lack of support for local businesses in the Planning Study. Particularly concerned by the proposed undergrounding of parking facilities, claimed this would adversely affect small businesses in the centre and that convenient access to public parking is essential. Also claimed that supermarkets were being prioritised in this study over local businesses, to the detriment of the community feel of the centre. Emphasised the need for more public and private parking in the centre. Objected to the closure of Young Street, Grosvenor Lane and Waters Lane. Claimed this would turn the centre into an isolated commercial island.	See Submission 1.2	See Submission 1.2	1d
			51.2	**Public parking**		See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			51.3	**Traffic**		See submission 1.3	See submission 1.3	1e/2b
			51.4	**Loading**		See Submission 14.1	See submission 1.3	1e/2b
			51.5	**Local shops**		See Submission 2.3	See submission 1.3	1c
52	Resident		52.1	**Building height**	Objected to increases in building height. Claimed that high-rise development would compromise the village atmosphere of the centre and the amenity of the surrounding areas through wind impacts.	See Submission 1.1 and section 4.7.1 of the Council Report	See Submission 1.1	1d
			52.2	**Community engagement**	Raised concerns over Council's approach to community engagement, particularly in response to COVID-19 restrictions. Also concerned with the transparency and integrity of planning decisions.	See Submission 24.1	No action	2a
			52.3	**Covid-19**		See Submission 32.5 and section 4.6.1 of the Council Report	No action	2e
			52.4	**Heritage**	Raised concerns over the demolition of historical buildings in the area.	See Submission 17.3 and Section 4.7.3 of the Council Report	See Submission 17.3	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
53	Resident		53.1	**Community engagement**	Submitted a privately run survey. Survey suggests that public land of the Grosvenor Lane car park would be given to a private developer under the current plan and parking arrangements may not provide convenient access to local shops. Questions whether respondents are aware of the proposals of the Future Directions Report.	See Submission 24.1	No action	2a
			53.2	**Local shops**		See Submission 2.3	See submission 1.3	1c
			53.3	**Public ownership**		See Submission 13.2	No action	2b/2f
54	Transport for NSW		54.1	**Military Road**	Emphasised the importance of the Military Road corridor and the role it will play in projects currently in planning including Western Harbour Tunnel and Beaches Link. Any changes to the operation of the road corridor will need to be discussed with TfNSW. Recommended that if the study is endorsed, Council begin talks with TfNSW regarding local opportunities for improvement within the corridor.	Council is looking forward to work together with TfNSW to improve the amenity of the Military Road. The Future Direction Report identifies Military Road as the most important part of Neutral Bay town centre. We are optimistic to deliver the elements of a vibrant street which will provide the benefits to the community that is actively using this road most frequently.	Formally engage TfNSW to actively work together to improve the Military Road for their local users.	1a
			54.2	**Public transport**	Stated that improvements in bus services will help to alleviate traffic along the corridor.	Council advocates for projects to support improved walking, cycling and public transport outcomes for Military Road and the rest of Neutral Bay town centre in line with Council's Transport Vision. Based on feedback, existing policy and further research, the Future Direction Report continues to propose amenity improvements on Military Road. The bus services are an integral part of the amenity to all other road users. Council would welcome the opportunity for further discussions to improve the bus-services on Military Road.	No action – further investigation with TfNSW required to improve the pedestrian amenity of Military Road in the future	2e
			54.3	**Public transport**	Supported the widening of footpaths adjacent to B-Line Bus stops.	Council has identified pedestrian safety and amenity issues along the B-Line bus stops. Localised widening of the footpath will alleviate some of these concerns and could provide better space for new deep soil tree planting.	No Action – further investigation with TfNSW required to improve the pedestrian amenity of Military Road in the future	2d
			54.4	**Public transport**	Advised that the loss of parking from B-Line only affects peak periods and has been implemented to improve reliability and journey times for public transport customers.	Council is looking forward to improving the safety, amenity and pedestrian connectivity along the Military Road. The loss of parking from implementing the B-Line, has removed an important buffer between fast moving traffic and pedestrians.	No Action – further investigation with TfNSW required to improve the pedestrian amenity of Military Road in the future	2b
			54.5	**Public domain**	Noted that shared zones can only be implemented on streets with less than 1000 vehicles per day, but open to the creation of shared zones in principle.	Noted	No Action	2c
			54.6	**Pedestrian amenity**	Offered general support for the proposed changes to intersections at Military Road, noting that further approval will be required.	Noted	No Action – further investigation with TfNSW required to improve the pedestrian amenity of Military Road in the future	2c

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
			54.7	**Outdoor dining**	Advised that any applications for outdoor dining along the corridor should be referred to TfNSW for comment.	Noted	No Action	2a
			54.8	**Loading**	Noted that the study provides little information on delivery and servicing, and recommends that Council consider opportunities for deliveries and servicing outside of peak times or overnight. Also recommended that off-street delivery facilities be encouraged for new development.	Noted. Council is advocating for internal loading docks for major developments.	No Action	2b
			54.9	**Cycling**	Supports active transport initiatives and advised Council to consider the provision of on-street bicycle parking and ensure that new developments are required to provide off-street bicycle parking and associated facilities.	On-street bicycle parking provision has further been emphasised in the amended Future Direction Report.	Emphasise the delivery of on-street bicycle parking in the placemaking chapter	1e
55	Resident		55.1	**Traffic and Transport**	Concerned over parking and congestion issues being exacerbated by increases in residential density.	See Submission 10.2 and section 4.5.8 of the Council Report See also submission 1.3	See submission 1.3	2a 1e 2b
			55.2	**Cycleways**	Also objected to the creation cycleways in the area.	See Submission 41 and section 4.5.7 of the Council Report	Legend amended to reflect NSC bike map correctly	1e
			55.3	**Public parking**		See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
56	Resident		56.1	**Public ownership**	Objected to the granting public land to a private, commercial enterprise. Claimed this was not in the community's interest.	See Submission 13.2	No action	
			56.2	**Local shops**		See Submission 2.3	See submission 1.3	1c
			56.3	**Young Street Closure**	Objected to the closure of Young Street and requested that the existing village carpark be upgraded instead.	See Submission 25.6 and section 4.3.1 of the Council Report	No action	2e
57	Resident		57.1	**Building height**	Concerned with the proposed changes to height limits in Yeo Street. Claimed increases in building height above 2 storeys would impact privacy and create overshadowing for residents of Harrison Street to the south.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			57.2	**Cycleways**	Objected to the creation of a cycleway on Harrison Street, claimed this would exacerbate existing traffic issues in the area. Also raised concerns over the potential for conflicts between vehicles and cyclists if the proposed cycleway went ahead.	See Submission 41 and section 4.5.7 of the Council Report	Legend amended to reflect NSC bike map correctly	1e

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
58	Resident		58.1	**Building height**	Objected to the proposed height increases to 8-12 storeys, requested maximum building heights be limited to 4 storeys. Raised concerns over potential impacts on property prices and the effects on solar access, privacy, views, traffic and residential amenity from high rise development and increased density. Also claimed that the scale of development proposed would compromise the community feel of the centre. Claimed that the proposed public benefits such as an upgraded community centre and new open spaces will not be sufficient to offset the impacts of the proposal. Argued that Council should be fighting to restrict population growth and better preserve North Sydney's existing environment and the community atmosphere of the centre.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			58.2	**Governance**		See Submission 2.1	No Action	2f
			58.3	**Traffic**		See submission 1.3	See submission 1.3	1e/2b
			58.4	**Local shops**		See Submission 2.3	See submission 1.3	1c
			58.5	**Heritage**		See Submission 17.3 and Section 4.7.3 of the Council Report	See Submission 17.3	1d
59 (also 134)	Brightmore Precinct Committee		59.1	**Building height**	See also section 3.2 of the Council Report. Objected to the proposed increases in building heights, requested that heights be limited to 5-6 storeys. Claimed that there would be sufficient scope for residential and commercial redevelopment within this height limit. Supported development in the centre in principle, provided the existing context and amenity of the centre are protected. Concerned that the scale of development proposed would have overshadowing and heritage impacts and would compromise the village feel of the centre.	The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand for employment floorspace, upgrade community facilities and deliver improvements to the public domain. However, the Report also sets out clear restrictions on building height. Based on feedback from the draft Future Direction Report, building height will be restricted further, though this will result in less opportunities to leverage public benefits through the development process. Doing nothing is an undesirable option. Under current legislation, developers have the opportunity to bypass Council with their development aspirations directly to bodies external to Council. More information can be found in the Council Report (4.7.1) and the amended Future Direction Report.	Site 4 – removed as opportunity site has led to a substantial decrease of potential public domain delivery – however it has also substantially lowered the amount of locations with increased building height. Site 3 – improved transition to Yeo Street from 8 storeys to 6 storeys along the north Site 2 – increased height at the western end of this site only from 6 storeys to 8 storeys to make the public parking entry feasibly build away from the car park. Site 1 – refinements of the position of the building to improve solar outcomes Other draft increased – no change	1d
			59.2	**Public benefits**	Claimed there is no need for indoor sports facilities in the area. Suggested Council consider	Feedback regarding public domain and/or community facilities improvements has informed the preparation of the final Future Direction Report. Delivering the right public domain and/or community facilities improvements is an important outcome for the area and part of the final Future Direction Report.	Recreational facility removed from public benefits	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					utilising existing facilities and nearby school facilities instead.	Upon further consideration of the recreational public benefit components of the exhibited draft Future Direction Report, it is considered that a single court recreational facility is not suitable in Neutral Bay town centre. Updated financial feedback identified that a single multi-purpose sports court is not feasible to operate. Some negative feedback was also received with little support for the facility. The amended Future Direction Report has therefore not identified a location in the Neutral Bay town centre for this facility. A larger recreational facility elsewhere in North Sydney is preferred.		
			59.3	**Public parking**	Concerned over the proposed parking arrangements and the loss of public parking. Emphasised the importance of convenient and accessible public parking in close proximity to local businesses. Claimed the proposed arrangements would favour large-scale retailers and supermarkets over independent retail.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. Existing properties will continue with similar loading arrangement. More detail found at section 4.5.2 in the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
			59.4	**Traffic**	Stated that development needs to be supported by adequate parking. Questioned whether cycling or walking would be the preferred method of transport given climate conditions and claimed that most visitors access the centre by car. Suggested that removing of car access would lead to greater amount of traffic on Ben Boyd Rd and Waters Rd.	This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. While this is the already expected amount of traffic generation with the added density, the study recognises the need for further transport studies as part of travel planning requirements for subsequent Planning Proposals and Development Applications following the Future Direction Report. Traffic impacts of projects identified/endorsed as part of the planning study (e.g. the Young Street closure) have been/will be assessed on a project-by-project basis during more detailed design development. For example, a TMP (Traffic Management Plan) for the Young Street closure has been submitted to TfNSW by Council. TMPs for projects like the Grosvenor Lane car park changes into a plaza, will have to be prepared as part of the development/delivery of that project.	Added chapter regarding next steps/ implementation Amended Grosvenor Lane Plaza scheme and staged delivery	1e/2b
			59.5	**Community engagement**	Raised concerns over whether previous feedback had been incorporated into the current proposals. Stated that previous consultation had delivered a strong message to limit height at 5/6 storeys and retain the valued village feel of the centre. Also requested further discussions regarding future development applications.	The community has provided input into the planning study in three stages. The first stage, from 26 July to 22 August 2018, included a community survey on what people value about the centre and initial views on its future form and role. The second stage, from 8 August to 9 September 2020, sought feedback on two discussion papers. The third and final stage is public exhibition of the Draft Future Directions paper. Feedback on the first two stages were reported to Council on 24 September 2018 and 28 October 2019. Council's draft plan attempts to take as much of the feedback received on board, noting the wide diversity of opinions and the need to formulate a plan that is in line with state government directions, is realisable and achieves better outcomes for the wider community. This last public exhibition was particularly valuable but challenging during the epidemic. Various added information was made available to the website including a summary brochure, voice-over presentation, interactive website and frequently asked questions. More time was spent on the phone guiding costumers that we usually would meet in our regular information kiosks. Finally, Council extended the exhibition period twice and was open for comments for more than 3 months. It is in Council's interest to continue informing the public on this important project in particular stakeholders that have made a submission.	No action	2a

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
			59.6	**Employment**	Rejected the premise of the study that there is a lack of commercial space in Neutral Bay. Claimed the study had not considered the expansion of retail and shopping facilities in nearby centres including Cammeray, Crows Nest and the 'Big Bear' site adjacent to the study area.	The Future Directions Report does not seek to alter the local job market but rather to support existing and future demand for local employment uses in the town centre. The impact of Covid-19 on these targets have been assessed in response to the feedback received. For detail regarding the amendments refer to section 4.6 of the Council Report and review the finalised Future Direction Report.	No Action - Minor adjustments to employment targets	2e
			59.7	**Independent survey**	An independent survey conducted by The Neutral Bay Village Business Group was included in the submission. (see also sub 85)	The Neutral Bay Village Business Group ran a private survey to increase awareness and promote their views regarding the public car park. They have stated that they have received more than 2,400 responses. While the survey seemed somewhat "leading" it also provided an increased awareness of Council's study. The amended Future Direction Report proposes the relocation of the Grosvenor Lane public car park and to support existing and new local businesses.	No Action	2f
			59.8	**Local shops**	Seeking more support for the village atmosphere that provides a good selection of independent shops and chain stores providing a balance of goods and services.	Council recognises the valuable contribution local shops make to the village atmosphere of the centre. Support for small local shops was recognised in the draft Future Direction Report and further strengthened in the final draft report. Access to parking and loading is an important consideration as well as the various potential options of staging construction to limit disruption. This is particularly relevant with the changes proposed around the Grosvenor Lane car park. Proposed public facilities such as public parking and public domain will remain in Council's control. Detailed design solutions of relocated loading and public parking need to clearly support local speciality shops.	Amended Grosvenor Lane Plaza scheme and staged delivery	1c
			59.9	**Young Street Closure**	Comment was made regarding the need of car access through Young Street leading into the Grosvenor Lane car park.	The closure of Young Street is part of Council's ongoing efforts to make the shopping and the commercial strip more appealing as a shopping destination for residents and visitors. Council is currently testing the Young Street closure and the implications on the street network and influence on pedestrian amenity in the area. The temporary closure commenced on Monday 2 November until March 2021 (section 4.3.1 or Council's website).	No action	2e
			59.10	**Grosvenor Lane Plaza**	Suggests that the pedestrianisation of areas would change the character of the existing 'town square'	Council appreciates your support in delivering a Grosvenor Lane Plaza. More detail will be provided in a subsequent Planning Proposal to deliver this unique new public domain for North Sydney.	Amended Grosvenor Lane Plaza scheme and staged delivery	2d
			59.11	**Military Road**	Offered general support for efforts to increase connectivity between the north and south of Military Road. Emphasised that any interventions should not affect traffic flow, favoured an over/underpass as a solution. Noted that aspects of the proposals depend on the adoption and construction of the Beaches Link tunnel.	In accordance with the community principles detailed in the North Sydney Transport Strategy, grade separated crossings are only considered if both topography and land uses support the delivery of direct (vertical as well as horizontal) and activated walking links that support improved safety and amenity for pedestrians, cyclists and public transport users. Military Road topography is unlikely to support these outcomes. Instead, steep climbs in and out of underpasses/overpasses would result in poorer personal security (crime) and pedestrian/disability access outcomes. Furthermore, introduction of separated crossings on Military Road would reinforce the domination of vehicles over pedestrians in Neutral Bay and Cremorne; this would result in higher traffic speeds and more risky driving behaviour, increasing the risk of crashes and injuries for other road users and any pedestrians that continue to cross Military Road at more direct, at grade crossings. In light of the above, it is important to recognise that a bridge or underpass would not contribute to the desired future character of the area identified in the Future Directions Report (section 4.5.4, Council report).	No Action	2a/2e

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
60	Resident		60.1	**Building height**	Objected to the proposed increases in building height at Rangers Road, and generally opposed the proposals to increase building heights through the rest of the Neutral Bay Town Centre.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			60.1	**Local shops**	Opposed to supermarket chains taking over public space in the centre.	See Submission 2.3	See submission 1.3	1c
			60.2	**Heritage**	Emphasised the importance of providing open space and greenery, with good solar access in light of COVID-19. Claimed that the proposals would compromise the established and highly valued character of the area.	See Submission 17.3 and Section 4.7.3 of the Council Report	See Submission 17.3	1d
61	Neutral Bay Chamber of Commerce		61.1	**Building height**	Raised concerns that the increases in building height adjacent to public plazas would result in overshadowing impacts on the proposed public spaces.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			61.2	**Public benefits**		See Submission 1.2	See Submission 1.2	1d
			61.3	**Public parking**	Raised concerns over the proposed parking arrangements, particularly the undergrounding of parking at Grosvenor Lane. Claimed this would adversely affect local businesses in the centre, who rely on their customers being able to access convenient ground level parking. Supported the undergrounding of loading facilities for the supermarket. Objected to the undergrounding of supermarkets in the centre. Claimed this would have negative impacts on small businesses in the centre who rely on customers being able to access convenient above ground parking. Claimed that the proposed interim plaza would not allow sufficient parking or loading facilities, and would cause issues with vehicular circulation which will impact small businesses.	See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			61.4	**Loading**	Concerned that the proposal for loading facilities at Waters Lane would prevent the space from being used for any other purpose.	See Submission 14.1	See submission 1.3	1e/2b
			61.5	**Local shops**		See Submission 2.3	See submission 1.3	1c

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
			61.6	**Heritage**	Did not oppose development and increased height in principle, but raised concerns that the proposals will compromise the centre's village atmosphere.	See Submission 17.3 and Section 4.7.3 of the Council Report	See Submission 17.3	1d
62	Parks Precinct Committee		62.1	**Building height**	See also section 3.2 of the Council Report. Objected to the proposed increases in building heights due to the overshadowing impacts on public spaces and surrounding residential areas. Claimed this would detract from the village atmosphere of the centre, which they believed came from the area's good solar access, retail variety and current low-rise character.	See response to submission 1.1	See submission 1.1 To give a full understanding how your feedback is used, it is encouraged to read the post-exhibition Council Report and the amended Future Direction Report.	1d
			62.2	**Public parking**	Concerned that parking arrangements would only improve access for supermarkets rather than the centre as a whole.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. Existing properties will continue with similar loading arrangement. More detail found at section 4.5.2 in the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
			62.3	**Community engagement**	Raised concerns over whether feedback from residents was being taken into account in the planning study.	The community has provided input into the planning study in three stages. The first stage, from 26 July to 22 August 2018, included a community survey on what people value about the centre and initial views on its future form and role. The second stage, from 8 August to 9 September 2020, sought feedback on two discussion papers. The third and final stage is public exhibition of the Draft Future Directions paper. Feedback on the first two stages were reported to Council on 24 September 2018 and 28 October 2019. Council's draft plan attempts to take as much of the feedback received on board, noting the wide diversity of opinions and the need to formulate a plan that is in line with state government directions, is realisable and achieves better outcomes for the wider community. This last public exhibition was particularly valuable but challenging during the epidemic. Various added information was made available to the website including a summary brochure, voice-over presentation, interactive website and frequently asked questions. More time was spent on the phone guiding costumers that we usually would meet in our regular information kiosks. Finally, Council extended the exhibition period twice and was open for comments for more than 3 months. It is in Council's interest to continue informing the public on this important project in particular stakeholders that have made a submission	No action	2a
			62.4	**Local shops**	Raised support of local shops as an important aspect of the village atmosphere	Council recognises the valuable contribution local shops make to the village atmosphere of the centre. Support for small local shops was recognised in the draft Future Direction Report and further strengthened in the final draft report. Access to parking and loading is an important consideration as well as the various potential options of staging construction to limit disruption. This is particularly relevant with the changes proposed around the Grosvenor Lane car park. Proposed public facilities such as public parking and public domain will remain in Council's control. Detailed design solutions of relocated loading and public parking need to clearly support local speciality shops.	Amended Grosvenor Lane Plaza scheme and staged delivery	1c

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
			62.5	**Grosvenor Lane Plaza**	Concerned that the new public parking would benefit the supermarket and not provide the best outcome for a future plaza.	The amended framework suggests the relocation of the existing Grosvenor Lane car park, and in a staged approach, closing part of Grosvenor Lane. The new plaza is planned to remain in Council's ownership. Any approach to utilise all or part of this land by private interests, will be required to undergo a public expression of interest process. The draft Future Direction Report provided limited detail for the various options to deliver a relocated public parking facility. Feedback indicated the importance of the public function of parking and loading/unloading to the surrounding local businesses. The amended Future Direction Report recognises this. Amendments include a principles-based approach to guide the ultimate masterplan which may include various stages to relocate the existing car park nearby and the objectives of the new public domain that replaces it. This approach increases the flexibility in different options being considered and allows existing businesses to continue trading with their existing parking and loading in place if other surrounding development is delivered.		
			62.6	**Shadow impact**	A separate motion suggested that the existing controls should not allow further shadow impact compared to the box design that it would create (cold/windswept)	The current controls of 5 storeys give no guidance to protect solar access to Grosvenor Lane car park. The Future Direction Report provides a framework to optimise solar access in a future development proposal.	No Action	2f
63	Resident		63.1	**Building height**	Concerned that high rise development would compromise Neutral Bay's village atmosphere, opposed increases in building height beyond 6 storeys. The proposed scheme for Grosvenor Lane (Site 1) would detract from the current amenity of the centre enjoyed by local residents. Questioned the need for redevelopment given Neutral bay's proximity to other high-rise centres such as North Sydney, Chatswood and Warringah Mall. Concerned that Military Road would not be able to accommodate further increases in traffic.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			63.2	**Traffic**		See submission 1.3	See submission 1.3	1c
			63.3	**Local shops**		See Submission 2.3	See submission 1.3	1e/2b
			63.4	**Grosvenor Lane Plaza**		See Submission 27.7 and section 4.3.2 of the Council Report	See submission 1.3	2e
			63.5	**Heritage**	Opposed the destruction of heritage and characteristic buildings in the area.	See Submission 17.3 and Section 4.7.3 of the Council Report	See Submission 17.3	1d
			63.6	**Schools**	Raised concerns over the capacity of schools in the area and doubted whether they could accommodate additional growth.	See Submission 7.3	A letter will be sent to Department of Education	1a

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
64	Resident		64.1	**Public parking**	Objected to the proposed parking and access arrangements at Grosvenor Lane. Claimed that local businesses depended on convenient, above ground parking and restricting vehicle access would adversely impact these businesses and detract from the village feel of the centre. Concerned that the proposals would reduce the total amount of parking in the centre. Suggested that public underground parking be separate from any parking for the supermarket, and that public parking should still provide quick and easy access to the shops in the centre. Also suggested that a row of above ground parking be retained for quick and convenient access to the shops. Suggested that the location of some of the proposed community facilities should be reconsidered, as the area around the current community centre has active foot traffic and offers a prime location for retail. Raised concerns that the proposals prioritised supermarkets and larger businesses over small, independent local retailers. Raised concerns that the closure of Young Street, Grosvenor Lane and Waters Lane would create issues with access and inconvenience the community.	See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			64.2	**Local shops**		See Submission 2.3	See submission 1.3	1c
			64.3	**Heritage**		See Submission 17.3 and Section 4.7.3 of the Council Report	See Submission 17.3	1d
65	Resident		65.1	**Building height**	Objected to the proposed increases in building height. Claimed that 5 storeys is sufficient to allow development and provide some of the amenities proposed, and that the proposed heights of 8-12 storeys are excessive and would compromise the village atmosphere of Neutral Bay. Concerned over the potential for view loss as a result of height increases.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			65.2	**Heritage**		See Submission 17.3 and Section 4.7.3 of the Council Report	See Submission 17.3	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
66	Landowner		66.1	**Building height**	Objected to the proposed development control framework put forward in the planning study. Argued that the proposed height increase for properties at Young Street is insufficient. Suggested that a height increase to 8 storeys would be more appropriate, and may compensate property owners for the impacts of the closure of Young Street.	Proposed future building heights have been carefully balanced to support the needs of the locality. Increasing permissible building heights will provide opportunities to meet future demand for employment floorspace, deliver community facilities and create improvements to the public domain. However, it is important to note that Council's plan for the area also sets out clear restrictions on building height.	Site 4 – removed as opportunity site has led to a substantial decrease of potential public domain delivery – however it has also substantially lowered the amount of locations with increased building height. Site 3 – improved transition to Yeo Street from 8 storeys to 6 storeys along the north Site 2 – increased height at the western end of this site only from 6 storeys to 8 storeys to make the public parking entry feasibly build away from the car park. Site 1 – refinements of the position of the building to improve solar outcomes Other draft increased height had no change	2d
				Upper setback	Objected to the setback controls for properties on Young Street. Recommended that these controls align with the requirements for properties in the rest of the centre.	The proposed two storey podium reflects the existing context around Young Street. It provides the built form that ensures amenity to the public domain. This includes solar access, recessive built form and decent tree canopies.	No Action	2e
			66.2	**Young Street Closure**	Objected to the closure of Young Street due to the loss of vehicle access to underground car parking facilities off the street. Claimed that Council had not undertaken engagement with property owners to satisfy issues over ingress and egress for properties on the street. Also argued that the proposed closure would exacerbate traffic and parking issues in the area, particularly on Ben Boyd and Waters Road. Raised concerns that the closure of Young Street would make the redevelopment of properties on Young Street more difficult.	The closure of Young Street is part of Council's ongoing efforts to make the shopping and the commercial strip more appealing as a shopping destination for residents and visitors. Council is currently testing the Young Street closure and the implications on the street network and influence on pedestrian amenity in the area. The temporary closure commenced on Monday 2 November until March 2021 (section 4.3.1 or Council's website).	Young Street Plaza – No action	2e
			66.3	**Public parking**		The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. Existing properties will continue with similar loading arrangement. More detail found at section 4.5.2 in the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
			66.4	**Traffic**		This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. While this is the already expected amount of traffic generation with the added density, the study	Added chapter regarding next steps/ implementation Amended Grosvenor Lane Plaza scheme and staged delivery	1e/2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
						recognises the need for further transport studies as part of travel planning requirements for subsequent Planning Proposals and Development Applications following the Future Direction Report. Traffic impacts of projects identified/endorsed as part of the planning study (e.g. the Young Street closure) have been/will be assessed on a project-by-project basis during more detailed design development. For example, a TMP (Traffic Management Plan) for the Young Street closure has been submitted to TfNSW by Council. TMPs for projects like the Grosvenor Lane car park changes into a plaza, will have to be prepared as part of the development/delivery of that project.		
			66.5	**Loading**		Existing properties will continue with similar loading arrangements. Access will be required to be maintained if a neighbouring property redevelops. Major development will require an internalised loading dock. A detailed solution that meets the requirements of the Future Direction Report will be required to be fully investigated as part of a future Planning Proposal.	Amended Grosvenor Lane Plaza scheme and staged delivery	1e/2b
67	Resident		67.1	**Building height**	Supported the proposals for the Military Road corridor, especially improvements to public art and the creation of dedicated spaces for artists and creative uses in the Neutral Bay Town Centre. Claimed that this would provide more support for local artists to publicly exhibit their works and help activate the centre. Supported the undergrounding of car parking facilities to create new public spaces and community facilities. Claimed this would benefit local residents and workers. Supported increases in building height for a few key buildings and sites, but advised Council to ensure development maintains the balance between growth and public amenity and also retains the village atmosphere of the centre. Commended Council's approach to the planning study and the proposed vision for the Neutral Bay Town Centre, and particularly commended Council's support for local artists, public art and a range of other community initiatives.	See Submission 3.1 .	See Submission 1.1	2d
			67.2	**Public benefits**		Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No Action	2d
			67.3	**Pedestrian amenity**		See Submission 11.2	No action	2d
68	Business Owner		68.1	**Public parking**	Objects to the proposals and claims that the benefits of the planning study are not clear. Concerned that	See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

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					the study had not addressed the declining retail market in the centre and that there was little in the proposals to attract customers to the area. Objected to the proposed access arrangements, and was particularly concerned with losing access points to car parking facilities and local stores. Claimed that the purpose of changing the car parking space is not clear, and that the shops in the centre that are currently successful rely on their frontage to the car park. Recommended that Council seek ways to support existing shops and local businesses rather than trying to find ways to complicate the shopping experience.			
			68.2	**Local shops**		See Submission 2.3	See submission 1.3	1c
69	Resident		69.1	**Building height**	Objected to high-rise development in the centre, as other centres such as Chatswood, St Leonards and Macquarie Park have all been detrimentally affected by increased building heights. Claimed that towers-style high-rise development were not compatible with the distinct village feel and identity of the centre. Recommended that Council preserve the area's existing character and limit building heights to 5 storeys.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			69.2	**Heritage**		See Submission 17.3 and Section 4.7.3 of the Council Report	See Submission 17.3	1d
70	Resident		70.1	**Building height**	Objected to the proposals, especially increases in building height. Claimed the study is contradictory as it emphasised the importance of creating a 'village feel' in the centre but proposes development of a scale that would detract from the existing local atmosphere. Also claimed that the proposed increases in height would compromise the spaces emerging in the lanes and streets in the centre. Supported more modest increases in building height and density limited to around 5 storeys. Objected to heights of up to 12 storeys, and claimed they are more	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					appropriate to a major transport hub area, rather than Military Road. Concerned that the scale of development proposed would exacerbate existing traffic issues on Military Road and Yeo Street.			
			70.2	**Employment**	Proposals will result in oversized commercial premises	See Submission 1.4 and section 4.6 of the Council Report	See Submission 1.4	2e
			70.3	**Heritage**		See Submission 17.3 and Section 4.7.3 of the Council Report	See Submission 17.3	1d
71	Resident		71.1	**Building height**	Objected to the proposed height increases. Claimed that the majority of the community also opposed increases in building height. Concerned over the impacts of ongoing construction over on the quality of life for residents.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			71.2	**Traffic**	Questioned how increases in residential density can be accommodated in the centre prior to the completion of the Beaches Link. Claimed that increased density without adequate road infrastructure would increase traffic along Military Road and throughout the local street network. Requested that the proposal be delayed until such infrastructure has been provided.	See submission 1.3	See submission 1.3	1e/2b
72	Resident		72.1	**Building height**	Objected to the proposed height increases. Questioned how Council can consider increasing density prior to the completion of the Beaches Link, as increased density without adequate road infrastructure would exacerbate existing traffic issues along Military Road. Also questioned whether the proposals for Neutral Bay are at odds with Council's position on the Beaches Link.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			72.2	**Public parking**		See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			72.3	**Traffic**		See submission 1.3	See submission 1.3	1e/2b
73	Resident		73.1	**Building height**	Objected to the proposals due to the impacts on the amenity of Grosvenor Lane.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			73.3	**Public parking**	Opposed the undergrounding of car parking facilities in Grosvenor Lane, claimed that this would restrict access to the parking to customers	See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

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					of the supermarket. Suggested that Council increase the number of above ground spaces.			
			73.4	**Local shops**		See Submission 2.3	See submission 1.3	1c
74	Harrison Precinct Committee		74.1	**Building height**	See also section 3.2 of the Council Report. Acknowledged the development pressures facing the area and the possibility of developers bypassing Council to seek building heights and scale greater than those currently permitted. In this light supported the intent of the Planning Study to put a vision and strategic framework in place to control development proposals and deliver positive outcomes for the community. Opposed increases in building height beyond 6 storeys. Claimed development of this scale is out of character with the distinct, village feel of the centre and would negatively impact the area's streetscape, heritage and vibrancy. Concerned that the proposed level of development would adversely affect the area's solar amenity and create wind tunnels in public spaces. Objected to all the proposed site-specific schemes due to the proposed heights put forward for these sites. Also raised concerns for Site 4 that redevelopment would have negative impacts on nearby heritage buildings and the village ambience of May Gibbs place. No objection was raised to the redevelopment of Barry Street car park provided there was no increase in height above the roof line of surrounding houses.	Proposed future building heights have been carefully balanced to support the needs of the locality. Increasing permissible building heights will provide opportunities to meet future demand for employment floorspace, deliver community facilities and create improvements to the public domain. However, it is important to note that Council's plan for the area also sets out clear restrictions on building height based on a variety of parameters including character, solar access, employment and opportunities to leverage public benefits and improvements .	Site 4 – removed as opportunity site has led to a substantial decrease of potential public domain delivery – however it has also substantially lowered the amount of locations with increased building height. Site 3 – improved transition to Yeo Street from 8 storeys to 6 storeys along the north Site 2 – increased height at the western end of this site only from 6 storeys to 8 storeys to make the public parking entry feasibly build away from the car park. Site 1 – refinements of the position of the building to improve solar outcomes Other draft increased height had no change	2d
			74.2	**Public parking**		The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. Existing properties will continue with similar loading arrangement. More detail found at section 4.5.2 in the Council Report	Amended Grosvenor Lane Plaza scheme and staged delivery	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

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			74.3	**Traffic**		This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. While this is the already expected amount of traffic generation with the added density, the study recognises the need for further transport studies as part of travel planning requirements for subsequent Planning Proposals and Development Applications following the Future Direction Report. Traffic impacts of projects identified/endorsed as part of the planning study (e.g. the Young Street closure) have been/will be assessed on a project-by-project basis during more detailed design development. For example, a TMP (Traffic Management Plan) for the Young Street closure has been submitted to TfNSW by Council. TMPs for projects like the Grosvenor Lane car park changes into a plaza, will have to be prepared as part of the development/delivery of that project.	Added chapter regarding next steps/ implementation Amended Grosvenor Lane Plaza scheme and staged delivery	1e/2b
			74.4	**Loading**		Existing properties will continue with similar loading arrangements. Access will be required to be maintained if a neighbouring property redevelops. Major development will require an internalised loading dock. A detailed solution that meets the requirements of the Future Direction Report will be required to be fully investigated as part of a future Planning Proposal.	Amended Grosvenor Lane Plaza scheme and staged delivery	1e/2b
			74.5	**Employment**	Did not support the delivery of additional commercial floorspace through increased building heights. Questioned the need for more retail and commercial floorspace due to changing workplace patterns, the economic and demographic consequences of COVID-19 and long term trends in retail. Also questioned the need for more employment space given Neutral Bay's proximity to the North Sydney CBD.	The Future Directions Report does not seek to alter the local job market but rather to support existing and future demand for local employment uses in the town centre. The impact of Covid-19 on these targets have been assessed in response to the feedback received. For detail regarding the amendments refer to section 4.6 of the Council Report and review the finalised Future Direction Report.	No Action - Minor adjustments to employment targets	2e
			74.6	**Covid-19**		The Future Direction Report is a long-term strategy aimed at addressing the current and future demand requirements of the growing population. While population and employment growth may slow in the short term, the market is anticipated to recover and somewhat normalise in the mid to longer term. The controls proposed in the HillPDA Economic Analysis and Strategy, which informed the draft report, still align with the above rational. While jobs may decline in the short term and some transition of businesses may occur, this is reflective of market cycles and volatility. The proposed minimum non-residential floorspace controls were proposed in correlation with alterations in building height to maintain viability (section 4.6.1, Council report).	No action	2e
75	Resident		75.1	**Building height**	Opposed increases in building height beyond 6 storeys. Claimed development of this scale is out of character with the distinct, village feel of the centre and would negatively impact the area's streetscape, heritage and vibrancy. Concerned that the proposed level of development would adversely affect the area's solar amenity and create wind tunnels in public spaces.	Proposed future building heights have been carefully balanced to support the needs of the locality. Increasing permissible building heights will provide opportunities to meet future demand for employment floorspace, deliver community facilities and create improvements to the public domain. However, it is important to note that Council's plan for the area also sets out clear restrictions on building height.	Site 4 – removed as opportunity site has led to a substantial decrease of potential public domain delivery – however it has also substantially lowered the amount of locations with increased building height. Site 3 – improved transition to Yeo Street from 8 storeys to 6 storeys along the north Site 2 – increased height at the western end of this site only from 6 storeys to 8 storeys to make the public parking entry feasibly build away from the car park.	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
							Site 1 – refinements of the position of the building to improve solar outcomes Other draft increased height had no change	
			75.2	**Traffic**		This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. While this is the already expected amount of traffic generation with the added density, the study recognises the need for further transport studies as part of travel planning requirements for subsequent Planning Proposals and Development Applications following the Future Direction Report. Traffic impacts of projects identified/endorsed as part of the planning study (e.g. the Young Street closure) have been/will be assessed on a project-by-project basis during more detailed design development. For example, a TMP (Traffic Management Plan) for the Young Street closure has been submitted to TfNSW by Council. TMPs for projects like the Grosvenor Lane car park changes into a plaza, will have to be prepared as part of the development/delivery of that project.	Added chapter regarding next steps/ implementation Amended Grosvenor Lane Plaza scheme and staged delivery	1e/2b
			75.3	**Employment**	Did not support the delivery of additional commercial floorspace through increased building heights. Questioned the need for more retail and commercial floorspace due to changing workplace patterns, the economic and demographic consequences of COVID-19 and long term trends in retail. Also questioned the need for more employment space given Neutral Bay's proximity to the North Sydney CBD.	The Future Directions Report does not seek to alter the local job market but rather to support existing and future demand for local employment uses in the town centre. The impact of Covid-19 on these targets have been assessed in response to the feedback received. For detail regarding the amendments refer to section 4.6 of the Council Report and review the finalised Future Direction Report.	No Action - Minor adjustments to employment targets	2e
			75.4	**Covid-19**	Concerns regarding consequences of COVID-19	The Future Direction Report is a long term strategy aimed at addressing the current and future demand requirements of the growing population. While population and employment growth may slow in the short term, the market is anticipated to recover and somewhat normalise in the mid to longer term. The controls proposed in the HillPDA Economic Analysis and Strategy, which informed the draft report, still align with the above rational. While jobs may decline in the short term and some transition of businesses may occur, this is reflective of market cycles and volatility. The proposed minimum non-residential floorspace controls were proposed in correlation with alterations in building height to maintain viability (section 4.6.1, Council report).	No action	2e
			75.5	**Heritage**	Raised concerns over the consideration of local heritage in this planning study and claimed that several significant, but not listed items, should be included in further heritage reviews: - 224 Military Road - 228 Military Road - 230-232 Military Road - 240 Military Road - Bydown Street cottages	The Future Direction Report maintains protections for existing heritage items in the area. It also identifies additional period buildings that contribute to the existing character of the area. Council encourages new development proposals on the identified sites to retain heritage features from these buildings. For more information refer to p42 of the Future Direction Report. Other areas were not addressed as period buildings, such as the cottages along Bydown Street. The draft proposal anticipated a potential new development in this location. Expert heritage advice from a heritage consultant, received from the developer/landowner, demonstrates that the cottages along Bydown Street have little significance. However, based on the community feedback regarding street character and other relevant issues relating to this site and its context, Council has	Height removed from Site 4	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
						excluded the cottages as a strategically significant site to retain the residential low-density characteristics of this street.		
76	Resident		76.1	**Building height**	Objected to the proposed increase in building height, claimed this would negatively impact small businesses in the area.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			76.2	**Public parking**	Objected to the removal of the existing Grosvenor Lane car park and the undergrounding of parking facilities. Supported maintaining existing access points to carpark as it enables visitors to quickly and conveniently access local businesses in the centre. Opposed the incorporation of car parking facilities with any major retailer and requested that free, public parking be retained.	See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			76.3	**Local shops**		See Submission 2.3	See submission 1.3	1c
77	Resident		77.1	**Building height**	Offered support for modest increases in building height on main roads, but objected to increases up to 12 storeys and as well as height increases directly adjacent to surrounding residential areas. Concerned that the scale of development proposed would compromise the village character of the area. Questioned the rationale for accommodating residential and employment growth in the area, given its proximity to other high-density, commercial hubs. Questioned whether new community facilities can only be delivered through developer contributions and increased building heights. Claims Council rates should be adequate to fund additional infrastructure. Concerned over the concurrent impacts of development and State infrastructure projects in the area (WHT) on the quality of life for residents. Made the following comments in relation to the key sites:	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. However, the Future Directions Report also sets out clear restrictions on building height. Based on feedback from the draft Future Direction Report, building height is restricted, but also overall with less opportunities for public benefits.	Site 4 – removed as opportunity site has led to a substantial decrease of potential public domain delivery – however it has also substantially lowered the amount of locations with increased building height. Site 3 – improved transition to Yeo Street from 8 storeys to 6 storeys along the north Site 2 – increased height at the western end of this site only from 6 storeys to 8 storeys to make the public parking entry feasibly build away from the car park. Site 1 – refinements of the position of the building to improve solar outcomes Other draft increased height had no change	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					Site 1: - Supported an increase in building height to 6 storeys, not 12. - Argued that underground parking should deliver an increase in parking spaces and that there should be multiple entry points provided. Also advised that loading docks should be located away from pedestrian areas. Site 2: - Supported 6-8 storeys but not 12 storeys, claimed this would be out of character with the rest of the centre. - Supported the provision of community centre and through-site links. Site 3: - Supported an increase in building heights to 6 storeys rather than 12. Also supported scheme to underground the existing supermarket underground and create new public spaces. Site 4: - Supported 6-8 storey height increase at Yeo Street and the creation of Barry plaza. - Supported the undergrounding of parking. - Supported enhanced pedestrian crossings and also requests that a pedestrian bridge be provided. Suggests that the existing shared zone in Cheal Lane extended to cover full length of Olive and Cheal lanes and for on-street parking to be stopped in these areas. - Objected to 6 storey building heights at 27-37 Bydown Street. Argued that these cottages should be heritage listed and repurposed.			
			77.2	**Public benefits**		Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No Action	2d
			77.3	**Public benefits**		Your feedback regarding public domain and/or community facilities improvements has informed the preparation of the final Future Direction Report. Delivering the right public domain and/or community facilities improvements is an important outcome for	Recreational facility removed from public benefits Site 4 removed as opportunity site has	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
						the area and part of the final Future Direction Report including the balance with parking and loading. Detailed design outcomes including loading and parking will be further resolved in next phases including Planning Proposals and Development Applications and in consultation with stakeholders.	led to a substantial decrease of potential public domain delivery	
			77.4	**Loading**		Existing properties will continue with similar loading arrangements. Access will be required to be maintained if a neighbouring property redevelops. Major development will require an internalised loading dock. A detailed solution that meets the requirements of the Future Direction Report will be required to be fully investigated as part of a future Planning Proposal.	Amended Grosvenor Lane Plaza scheme and staged delivery	1e/2b
			77.5	**Grosvenor Lane Plaza**		Council appreciates your support in delivering a Grosvenor Lane Plaza. More detail will be provided in a subsequent Planning Proposal to deliver this unique new public domain for North Sydney.	Amended Grosvenor Lane Plaza scheme and staged delivery	2d
			77.6	**Military Road**		In accordance with the community principles detailed in the North Sydney Transport Strategy, grade separated crossings are only considered if both topography and land uses support the delivery of direct (vertical as well as horizontal) and activated walking links that support improved safety and amenity for pedestrians, cyclists and public transport users. Military Road topography is unlikely to support these outcomes. Instead, steep climbs in and out of underpasses/overpasses would result in poorer personal security (crime) and pedestrian/disability access outcomes. Furthermore, introduction of separated crossings on Military Road would reinforce the domination of vehicles over pedestrians in Neutral Bay and Cremorne; this would result in higher traffic speeds and more risky driving behaviour, increasing the risk of crashes and injuries for other road users and any pedestrians that continue to cross Military Road at more direct, at grade crossings. In light of the above, it is important to recognise that a bridge or underpass would not contribute to the desired future character of the area identified in the Future Directions Report (section 4.5.4, Council report).	No Action	2a/2e
			77.7	**Heritage**		Other areas were not addressed as period buildings, such as the cottages along Bydown Street. The draft proposal anticipated a potential new development in this location. Expert heritage advice from "Urbis", received from the developer/landowner, demonstrates that the cottages along Bydown Street have little significance. However, based on the community feedback regarding street character and other relevant issues relating to this site and its context, Council has excluded the cottages as a strategically significant site to retain the residential low density characteristics of this street.		
78 (also 126 and 434).	Neutral Precinct Committee		78.1	**Building height**	See also section 3.2 of the Council Report. Provided additional comments further to their previous submission (see 126) (also reaffirmed in their minutes which was considered as a submission, see 434). Objected to the proposed scheme for Site 1, particularly increasing building heights to up to 12 storeys and undergrounding parking facilities at Grosvenor Lane. Claimed these proposals would compromise the village feel of the centre and would adversely affect small businesses.	The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand for employment floorspace, upgrade community facilities and deliver improvements to the public domain. However, the Report also sets out clear restrictions on building height. Based on feedback from the draft Future Direction Report, building height will be restricted further, though this will result in less opportunities to leverage public benefits through the development process. Doing nothing is a very undesirable option. Under current legislation, developers have the opportunity to bypass Council with their development aspirations directly to bodies external to Council. For more information can be found in the Council Report (4.7.1) and the amended Future Direction Report.	Site 4 – removed as opportunity site has led to a substantial decrease of potential public domain delivery – however it has also substantially lowered the amount of locations with increased building height. Site 3 – improved transition to Yeo Street from 8 storeys to 6 storeys along the north Site 2 – increased height at the western end of this site only from 6 storeys to 8 storeys to make the public parking entry feasibly build away from the car park. Site 1 – refinements of the position of the building to improve solar outcomes Other draft increased height had no change	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
			78.2	**Public parking**	Refer to sub 126	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. Existing properties will continue with similar loading arrangement. More detail can be found at section 4.5.2 in the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
			78.3	**Community engagement**	Refer to sub 126	The community has provided input into the planning study in three stages. The first stage, from 26 July to 22 August 2018, included a community survey on what people value about the centre and initial views on its future form and role. The second stage, from 8 August to 9 September 2020, sought feedback on two discussion papers. The third and final stage is public exhibition of the Draft Future Directions paper. Feedback on the first two stages were reported to Council on 24 September 2018 and 28 October 2019. Council's draft plan attempts to take as much of the feedback received on board, noting the wide diversity of opinions and the need to formulate a plan that is in line with state government directions, is realisable and achieves better outcomes for the wider community. This last public exhibition was particularly valuable but challenging during the epidemic. Various added information was made available to the website including a summary brochure, voice-over presentation, interactive website and frequently asked questions. More time was spend on the phone guiding costumers that we usually would meet in our regular information kiosks. Finally, Council extended the exhibition period twice and was open for comments for more than 3 months. It is in Council's interest to continue informing the public on this important project in particular stakeholders that have made a submission.	No action	2a
			78.4	**Local shops**	Refer to sub 126	Council recognises the valuable contribution local shops make to the village atmosphere of the centre. Support for small local shops was recognised in the draft Future Direction Report and further strengthened in the final draft report. Access to parking and loading is an important consideration as well as the various potential options of staging construction to limit disruption. This is particularly relevant with the changes proposed around the Grosvenor Lane car park. Proposed public facilities such as public parking and public domain will remain in Council's control. Detailed design solutions of relocated loading and public parking need to clearly support local speciality shops.	Amended Grosvenor Lane Plaza scheme and staged delivery	1c
			78.5	**Heritage**	Requested that Council consider several potential heritage items that have not been listed: - 224 Military Road - 228 Military Road - 230-232 Military Road - 240 Military Road - Cottages on Bydown Street Encouraged Council to undertake further investigations of heritage in the area, claimed this would assist in retaining the village character of the centre.	The Future Direction Report maintains protections for existing heritage items in the area. It also identifies additional period buildings that contribute to the existing character of the area. Council encourages new development proposals on these sites to retain heritage features from these buildings. Other areas were not addressed as period buildings, such as the cottages along Bydown Street. The draft proposal anticipated a potential new development in this location. Expert heritage advice from "Urbis", received from the developer/landowner, demonstrates that the cottages along Bydown Street have little significance. However, based on the community feedback regarding street character and other relevant issues relating to this site and its context, Council has excluded the cottages as a strategically significant site to retain the residential low density characteristics of this street. The NBRS study has been available in the document library of the YourSay website throughout the exhibition period and will still be accessible for review.	Height removed from Site 4	1d
79			79.1	**Traffic**	Object to the proposal as it will impact the village feel of the area.	See submission 1.3	See submission 1.3	1e/2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					Raised concerns over the current issues with traffic in the area, and especially Military Road's role as a transport corridor. Questioned the merit of increasing density along such a major traffic corridor and doubted whether a village feel is achievable given the traffic volumes in the area. proposal does not solve the traffic problem.			
			79.2	**Employment**	Questioned whether commercial floorspace is necessary in the centre given changing workplace dynamics.	See Submission 1.4 and section 4.6 of the Council Report	See Submission 1.4	2e
			79.3	**Public transport**	Suggested that Council focus on easing traffic on Military Road through a rail line or a tunnel rather than prioritise development in the area.	See Submission 3.3	No action	2a
80	Landowner		80.1	**Building height**	Objected to the proposed development control framework put forward in the planning study. Objected to the setback controls for properties on Young Street. Recommended that these controls align with the requirements for properties in the rest of the centre.	Proposed future building heights have been carefully balanced to support the needs of the locality. Increasing permissible building heights will provide opportunities to meet future demand for employment floorspace, deliver community facilities and create improvements to the public domain. However, it is important to note that Council's plan for the area also sets out clear restrictions on building height. The proposed two storey podium reflects the existing context around Young Street. It provides the built form that ensures amenity to the public domain. This includes solar access, recessive built form and decent tree canopies.	Site 4 – removed as opportunity site has led to a substantial decrease of potential public domain delivery – however it has also substantially lowered the amount of locations with increased building height. Site 3 – improved transition to Yeo Street from 8 storeys to 6 storeys along the north Site 2 – increased height at the western end of this site only from 6 storeys to 8 storeys to make the public parking entry feasibly build away from the car park. Site 1 – refinements of the position of the building to improve solar outcomes Other draft increased height had no change	2d
			80.5	**Young Street Closure**	Objected to the closure of Young Street due to the loss of vehicle access to underground car parking facilities off the street. Claimed that Council had not undertaken engagement with property owners to satisfy issues over ingress and egress for properties on the street. Also argued that the proposed closure would exacerbate traffic and parking issues in the area, particularly on Ben Boyd and Waters Road. Raised concerns that the closure of Young Street would make the	The closure of Young Street is part of Council's ongoing efforts to make the shopping and the commercial strip more appealing as a shopping destination for residents and visitors. Council is currently testing the Young Street closure and the implications on the street network and influence on pedestrian amenity in the area. The temporary closure commenced on Monday 2 November until March 2021 (section 4.3.1 or Council's website).	No action	2e

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					redevelopment of properties on Young Street more difficult Argued that the proposed height increase for properties at Young Street is insufficient. Suggested that a height increase to 8 storeys would be more appropriate, and may compensate property owners for the impacts of the closure of Young Street.			
			80.2	**Public parking**		The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. Existing properties will continue with similar loading arrangement. More detail found at section 4.5.2 in the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
			80.3	**Traffic**		This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. While this is the already expected amount of traffic generation with the added density, the study recognises the need for further transport studies as part of travel planning requirements for subsequent Planning Proposals and Development Applications following the Future Direction Report. Traffic impacts of projects identified/endorsed as part of the planning study (e.g. the Young Street closure) have been/will be assessed on a project-by-project basis during more detailed design development. For example, a TMP (Traffic Management Plan) for the Young Street closure has been submitted to TfNSW by Council. TMPs for projects like the Grosvenor Lane car park changes into a plaza, will have to be prepared as part of the development/delivery of that project.	Added chapter regarding next steps/ implementation Amended Grosvenor Lane Plaza scheme and staged delivery	1e/2b
			80.4	**Loading**		Existing properties will continue with similar loading arrangements. Access will be required to be maintained if a neighbouring property redevelops. Major development will require an internalised loading dock. A detailed solution that meets the requirements of the Future Direction Report will be required to be fully investigated as part of a future Planning Proposal.	Amended Grosvenor Lane Plaza scheme and staged delivery	1e/2b
81	Resident		81.1	**Building height**	Objected to the proposals and raised concerns over the effect it will have on the village feel of the centre. The planning study proposes to utilise public land to expand a private supermarket development. Combining supermarket and public parking will force residents to go through the supermarket to access the rest of the centre, reducing the amenity of the Neutral Bay Town Centre.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					The removal of on-street parking will reduce the accessibility of local shops and businesses and favour generic supermarket developments. Loading facilities for the supermarket will remain above ground, and the present issues of conflict between trucks and pedestrians and vehicles will not be resolved. There is no additional car parking provided to support the growth proposed in the centre. Concerned that the parking arrangements would reduce foot traffic in the village and favours larger retailers and supermarkets at the expense of small businesses. Requested that Council consider alternative approaches such as retaining public ownership of the car park, creating north facing plazas and connecting parking with future developments.			
			81.2	**Public benefits**		See Submission 1.2	See Submission 1.2	1d
			81.3	**Public parking**		See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			81.4	**Loading**		See Submission 14.1	See submission 1.3	1e/2b
			81.5	**Local shops**		See Submission 2.3	See submission 1.3	1c
			81.6	**Heritage**		See Submission 17.3 and Section 4.7.3 of the Council Report	See Submission 17.3	1d
			81.7	**Public ownership**		See Submission 13.2	No action	2b/2f
				Governance	Raised concerns over the balance between the interests of developers and the proposed benefits for the community. Concerned with the lack of transparency over these planning decisions.	See Submission 2.1	No Action	2f
82	Resident		82.1	**Building height**	Argued that height should be limited on the north side of the centre to ensure good solar access to the proposed public spaces. Recommended that Council consider other potential sites to the east and west of the precinct for height increases.	See submission 1.1	See submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
			82.2		Claimed there is a lack of incentive to consolidate sites and suggested Council allocate heights based on site area. Pointed out that site consolidation would benefit the centre by improving facilities at street level.	Noted	No Action	2e
			82.3	**Public parking**	Recommended that Council seek to provide more parking to accommodate growth in the centre.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. Existing properties will continue with similar loading arrangement. More detail found at section 4.5.2 in the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
			82.4	**Traffic**	Concerned that the proposals do not give sufficient consideration to traffic and servicing issues in the centre	This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. While this is the already expected amount of traffic generation with the added density, the study recognises the need for further transport studies as part of travel planning requirements for subsequent Planning Proposals and Development Applications following the Future Direction Report. Traffic impacts of projects identified/endorsed as part of the planning study (e.g. the Young Street closure) have been/will be assessed on a project-by-project basis during more detailed design development. For example, a TMP (Traffic Management Plan) for the Young Street closure has been submitted to TfNSW by Council. TMPs for projects like the Grosvenor Lane car park changes into a plaza, will have to be prepared as part of the development/delivery of that project.	Added chapter regarding next steps/ implementation Amended Grosvenor Lane Plaza scheme and staged delivery	1e/2b
			82.5	**Community engagement**		The community has provided input into the planning study in three stages. The first stage, from 26 July to 22 August 2018, included a community survey on what people value about the centre and initial views on its future form and role. The second stage, from 8 August to 9 September 2020, sought feedback on two discussion papers. The third and final stage is public exhibition of the Draft Future Directions paper. Feedback on the first two stages were reported to Council on 24 September 2018 and 28 October 2019. Council's draft plan attempts to take as much of the feedback received on board, noting the wide diversity of opinions and the need to formulate a plan that is in line with state government directions, is realisable and achieves better outcomes for the wider community. This last public exhibition was particularly valuable but challenging during the epidemic. Various added information was made available to the website including a summary brochure, voice-over presentation, interactive website and frequently asked questions. More time was spend on the phone guiding costumers that we usually would meet in our regular information kiosks. Finally, Council extended the exhibition period twice and was open for comments for more than 3 months. It is in Council's interest to continue informing the public on this important project in particular stakeholders that have made a submission.	No action	2a
			82.6	**Local shops**	Claimed that staging of development should be considered and provisions made for small businesses who may be impacted by extended periods of construction.	Council recognises the valuable contribution local shops make to the village atmosphere of the centre. Support for small local shops was recognised in the draft Future Direction Report and further strengthened in the final draft report. Access to parking and loading is an important consideration as well as the various potential options of staging construction to limit disruption. This is particularly relevant with the changes proposed around the Grosvenor Lane car park. Proposed public facilities such as public parking and public domain will remain in Council's control. Detailed	Amended Grosvenor Lane Plaza scheme and staged delivery	1c

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					Concerned that the proposed undergrounding of parking facilities would alter the village character of the centre. Noted that convenient and accessible parking is important for local businesses.	design solutions of relocated loading and public parking need to clearly support local speciality shops.		
			82.7	**Young Street Closure**	Argued that the closure of Young Street will have adverse impacts on local traffic conditions and divert traffic into Grosvenor Lane.	The closure of Young Street is part of Council's ongoing efforts to make the shopping and the commercial strip more appealing as a shopping destination for residents and visitors. Council is currently testing the Young Street closure and the implications on the street network and influence on pedestrian amenity in the area. The temporary closure commenced on Monday 2 November until March 2021 (section 4.3.1 or Council's website).	No action	2e
83	Landowner		83.1	**Building height**	Objected to the proposed development control framework put forward in the planning study. Objected to the setback controls for properties on Young Street. Recommended that these controls align with the requirements for properties in the rest of the centre.	Proposed future building heights have been carefully balanced to support the needs of the locality. Increasing permissible building heights will provide opportunities to meet future demand for employment floorspace, deliver community facilities and create improvements to the public domain. However, it is important to note that Council's plan for the area also sets out clear restrictions on building height.	Site 4 – removed as opportunity site has led to a substantial decrease of potential public domain delivery – however it has also substantially lowered the amount of locations with increased building height. Site 3 – improved transition to Yeo Street from 8 storeys to 6 storeys along the north Site 2 – increased height at the western end of this site only from 6 storeys to 8 storeys to make the public parking entry feasibly build away from the car park. Site 1 – refinements of the position of the building to improve solar outcomes Other draft increased height had no change	2d
			83.5	**Young Street Closure**	Objected to the closure of Young Street due to the loss of vehicle access to underground car parking facilities off the street. Claimed that Council had not undertaken engagement with property owners to satisfy issues over ingress and egress for properties on the street. Also argued that the proposed closure would exacerbate traffic and parking issues in the area, particularly on Ben Boyd and Waters Road. Raised concerns that the closure of Young Street would make the redevelopment of properties on Young Street more difficult. Argued that the proposed height increase for properties at Young Street is insufficient. Suggested that a height increase to 8 storeys would be more appropriate, and	The closure of Young Street is part of Council's ongoing efforts to make the shopping and the commercial strip more appealing as a shopping destination for residents and visitors. Council is currently testing the Young Street closure and the implications on the street network and influence on pedestrian amenity in the area. The temporary closure commenced on Monday 2 November until March 2021 (section 4.3.1 or Council's website).	No action	2e

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					may compensate property owners for the impacts of the closure of Young Street.			
			83.2	**Public parking**		The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. Existing properties will continue with similar loading arrangement. More detail found at section 4.5.2 in the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
			83.3	**Traffic**		This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. While this is the already expected amount of traffic generation with the added density, the study recognises the need for further transport studies as part of travel planning requirements for subsequent Planning Proposals and Development Applications following the Future Direction Report. Traffic impacts of projects identified/endorsed as part of the planning study (e.g. the Young Street closure) have been/will be assessed on a project-by-project basis during more detailed design development. For example, a TMP (Traffic Management Plan) for the Young Street closure has been submitted to TfNSW by Council. TMPs for projects like the Grosvenor Lane car park changes into a plaza, will have to be prepared as part of the development/delivery of that project.	Added chapter regarding next steps/ implementation Amended Grosvenor Lane Plaza scheme and staged delivery	1e/2b
			83.4	**Loading**		Existing properties will continue with similar loading arrangements. Access will be required to be maintained if a neighbouring property redevelops. Major development will require an internalised loading dock. A detailed solution that meets the requirements of the Future Direction Report will be required to be fully investigated as part of a future Planning Proposal.	Amended Grosvenor Lane Plaza scheme and staged delivery	1e/2b
84	Resident		84.1	**Building height**	Objected to the proposed public space at Rangers Road. Claimed that this space would be of limited use and its amenity would be compromised by wind and public safety issues. Concerned that Military Road does not have capacity to accommodate additional traffic from residential growth. Also opposed 12 storey towers due to their impacts on the village feel of the centre. Supported more modest increases in height, up to 5 storeys. Claimed this would retain the centre's amenity and village feel and accommodate a mix of uses.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			84.2	**Traffic**		See submission 1.3	See submission 1.3	1e/2b
			84.3	**Local shops**	Objected to the proposed undergrounding of supermarkets in	See Submission 2.3	See submission 1.3	1c

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					the centre, claimed this would have negative public health impacts.	Further assessments on built form would occur at later Planning Proposal and Development Application stages.		
			84.5	**Military Road**	Argued that Council should prioritise connecting the north and south sides of Military Road via a pedestrian bridge.	See Submission 25.7 and section 4.5.4 of the Council Report	No action	2a/2e
85	Mecone obo Landowner		85.1	**Building height**	Raised the following built form concerns in relation Site 2: Claimed that the maximum FSR of 3.9:1 is unrealistic and not feasible for redevelopment given that the current controls allow an FSR of 3.0:1. Without the redevelopment of the site the public benefits Council proposes cannot be delivered. Also argued that the imposition of a maximum FSR on this site is unfair given that this control is not proposed to be applied to the other key sites.	Proposed future building heights have been carefully balanced to support the needs of the locality. Increasing permissible building heights will provide opportunities to meet future demand for employment floorspace, deliver community facilities and create improvements to the public domain. However, it is important to note that Council's plan for the area also sets out clear restrictions on building height. For further detail, refer to the full Council Report (5.2) and amended Future Direction Report.	Refined building envelope: - Height on 166-176 Military Road raised from 6 storeys to 8 storeys. The added GFA is required to ensure an amalgamation that can deliver the essential entry point north of this site into a potential public car park facility. - Height on 190-192 Military Road raised from 3 storeys to 12 storeys. The Council owned site is currently zoned 5 storeys. Neighbouring site is raised to 12 storeys. For consistency and design flexibility in the next stage of the work the same treatment is given to this site. - Solar access requirements require no additional overshadowing on May Gibbs Place during winter solstice. Barry Street Future Shared Zone is included to ensure future pedestrian amenity. - Minimum 2,000m^2 lot size removed for consistency with other strategic sites. Replaced by urban design principles to ensure good building outcomes.	2d
			85.2	**Public benefits**	Argued that any new community centre should remain on Council land, possibly located above the new art alley and creative spaces or at another suitable location.	Your feedback regarding public domain and/or community facilities improvements has informed the preparation of the final Future Direction Report. Delivering the right public domain and/or community facilities improvements is an important outcome for the area and part of the final Future Direction Report. Please refer to the Council report (5.2) and Future Direction Report for more information.	Revised Grosvenor Lane Plaza scheme	1d
			85.3	**Public parking**	Supported the proposal to create a public plaza at Grosvenor Lane. However, raised concerns with the removal of surface car parking and the combination of replacement and supermarket parking underground.	The revised proposal for the Grosvenor Lane Plaza has a stronger emphasise to locate public parking close to local shops. The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density.	Revised Grosvenor Lane Plaza scheme	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
						Existing properties will continue with similar loading arrangement. More detail found at section 4.5.2 in the Council Report.		
			85.4	**Traffic**	Raised concerns regarding traffic.	This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. While this is the already expected amount of traffic generation with the added density, the study recognises the need for further transport studies as part of travel planning requirements for subsequent Planning Proposals and Development Applications following the Future Direction Report. Traffic impacts of projects identified/endorsed as part of the planning study (e.g. the Young Street closure) have been/will be assessed on a project-by-project basis during more detailed design development. For example, a TMP (Traffic Management Plan) for the Young Street closure has been submitted to TfNSW by Council. TMPs for projects like the Grosvenor Lane car park changes into a plaza, will have to be prepared as part of the development/delivery of that project.	Added chapter regarding next steps/ implementation Amended Grosvenor Lane Plaza scheme and staged delivery	1e/2b
			85.5	**Loading**	Claimed that loading would be negatively impacted.	Existing properties will continue with similar loading arrangements. Access will be required to be maintained if a neighbouring property redevelops. Major development will require an internalised loading dock. A detailed solution that meets the requirements of the Future Direction Report will be required to be fully investigated as part of a future Planning Proposal.	Added chapter regarding next steps/ implementation Amended Grosvenor Lane Plaza scheme and staged delivery	1e/2b
			85.6	**Local shops**	Claimed that customers rely on free, convenient and accessible parking. Suggested an alternative design with lower ground floor parking adjacent to Grosvenor Lane.	Council recognises the valuable contribution local shops make to the village atmosphere of the centre. Support for small local shops was recognised in the draft Future Direction Report and further strengthened in the final draft report. Access to parking and loading is an important consideration as well as the various potential options of staging construction to limit disruption. This is particularly relevant with the changes proposed around the Grosvenor Lane car park. Proposed public facilities such as public parking and public domain will remain in Council's control. Detailed design solutions of relocated loading and public parking need to clearly support local speciality shops.	Added chapter regarding next steps/ implementation Amended Grosvenor Lane Plaza scheme and staged delivery	1c
			85.7	**Young Street Closure**	Opposed the closure of Young Street and the conversion of Grosvenor Lane (west) into a shared zone. Claimed this would exacerbate access issues and impact businesses who rely on these streets for parking and access.	The closure of Young Street is part of Council's ongoing efforts to make the shopping and the commercial strip more appealing as a shopping destination for residents and visitors. Council is currently testing the Young Street closure and the implications on the street network and influence on pedestrian amenity in the area. The temporary closure commenced on Monday 2 November until March 2021 (section 4.3.1 or Council's website).	No action	2e
			85.8	**Grosvenor Lane Plaza**	Recommended that design guidelines for Site 1 be amended to require the supermarket and other retail uses to be on the ground level facing the plaza. Claimed this would encourage pedestrian activity and movement on the ground plane, benefitting other businesses in the centre.	Council appreciates your support in delivering a Grosvenor Lane Plaza. Council has revised the Future Direction Report to include a more principle based way to deliver the new plaza. This includes a swap of the public benefits from Site 1 and Site 2. Council looks forward to work together in a subsequent detailed Planning Proposal to deliver this unique new public domain for North Sydney. See section 4.3.2 for more information regarding the Grosvenor Lane Plaza.	Added chapter regarding next steps/ implementation Amended Grosvenor Lane Plaza scheme and staged delivery	2d
			85.9	**Employment**	Requested that the minimum non-residential FSR for Site 2 be reduced from 1.7:1 to 1.5:1. Claimed that the current non-residential FSR detracts from the base land value and makes	This feedback advice was noted and analysed in detail. The amended built form was assessed and included the new revised public benefit outcome on Site 2. The Future Direction Report is revised to include a minimum non-residential FSR of 1.5:1. This will deliver local jobs in the area, now and in the future.	Adjusted local employment FSR of 1.7:1 to 1.5:1.	1a

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					redevelopment of the site unfeasible.			
			85.10	**Employment**	Recommended the baseline height increase for non-key sites be 7 storeys rather than 5 storeys. Argued this would provide more incentive for redevelopment and the delivery of non-residential floorspace.	The Future Direction Report aims to revitalise the centre IF redevelopment occurs. Advice regarding the proposed minimum non-Residential FSR 1:2:1 and 6 storeys height of building was part of our background research which included a built form study and employment strategy.	No Action	2e
			85.11	**Independent survey**	Provided additional community awareness and feedback through an independently run survey that received more than 2,400 responses.	See section 3.4.6 of the Council Report	No Action	2f
86	Ethos Urban obo Landowner		86.1	**Building height**	Supported the intent of the planning study to permit additional density and increased building heights provided commensurate public benefits were delivered.	Proposed future building heights have been carefully balanced to support the needs of the locality. Increasing permissible building heights will provide opportunities to meet future demand for employment floorspace, deliver community facilities and create improvements to the public domain. However, it is important to note that Council's plan for the area also sets out clear restrictions on building height.	No Action	2e
			86.2	**LGA Housing Supply**	Argues the need for Council to deliver an additional 665 dwellings in the LGA by 2026, over and above that originally intended in its Local Housing Strategy.	The adopted NSC LHS is forwarded to DPIE for their approval and publication on the NSW Planning Portal. NSC is confident to meet housing targets in 2026. We will continue to monitor the delivery of new dwellings in the LGA. After approval the aim is to review the strategy every 5 years. More information is available on Council's website or feel free to call the relevant Council officer to discuss this in more detail.	No Action	2f
			86.3	**Public Benefits**	Questioned the feasibility of the proposed development in light of the impacts of COVID-19, and argued this would prevent the delivery of the public benefits outlined in the Future Directions paper.	Delivering public domain and community facilities is an important driver to consider any height changes in this area and part of the final Future Direction Report. The preliminary findings of the impact of COVID-19 have been considered as part of finalising the Future Direction Report. It is encouraged to read the full memorandum that is attached to the Council Report.	No Action	2e
			86.4	**Financial Feasibility**	Suggested that economic and feasibility considerations have not been taken into consideration, and that it remained unclear that solar analysis testing, including testing of slender taller towers has occurred.	Council has undertaken three financial feasibility testings before finalising the plan. These assessments are commercial-in-confidence and not available to the public. It is also important to note that the testing is only one of the important parameters that leads to the revitalisation of the town centre. Numerous built form testing and solar assessments have been undertaken including the exhibited options in the Discussion Papers and earlier feedback received. Based on this an indicative built form envelope is presented in the final Future Direction Report.	No Action	2f
			86.5	**Setback**	Request more flexibility regarding the proposed whole-of-building setbacks.	The aim for a whole-of-building setback is to allow for deep soil zones and large tree canopies.	No Action	2e
			86.6	**Grosvenor Lane Plaza**	Questioned the allocation and location of some of the proposed works.	Based on feedback, Council has revised the framework of the Grosvenor Lane Plaza and the related surrounding public benefits.	Amended Grosvenor Lane Plaza scheme and staged delivery	1a

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
						Section 4.3.2 of the Council Report		
			86.7	**Building height and built form**	Recommended that Council pursue further incentivisation (FSR/height) for landowners to redevelop sites and delivery public benefits through VPAs in particular the potential access into a future parking facility away from the existing Grosvenor Lane car park.	Based on feedback, Council has revised the framework of the Grosvenor Lane Plaza and the related surrounding public benefits. An additional 2 storeys is located on "The Grove" to enable a new public car park entry from the north of this site. Further incentives includes the adjusted minimum non-residential FSR from 1.7:1 to 1.5:1. For consistency with other significant sites, the required minimum lot size of 2,000m^2 and maximum FSR is removed from the final Future Direction Report. Built form principles are included to ensure good urban outcomes. More details refer to section 5.2 of the Council Report	Built form revisions regarding strategic significant site 2	1c
			86.8	**Parking**	Expressed concerns regarding parking and loading at the existing Grosvenor Lane car park.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. Existing properties will continue with similar loading arrangement. More detail found at section 4.5.2 in the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1a
			86.9	**Young Street Closure**	Argued that that commitments to a new Young Street Plaza in the Future Directions Paper cannot be made until the findings of the traffic and parking assessment are evaluated.	The intention of the Young Street Plaza is to deliver more public domain and promote pedestrian amenity along and across Military Road. The Future Direction Report has made refinements to reflect this. The format in which the new public domain improvements are delivered will be tested through the temporary closure that is currently set-up. The temporary closure of Young Street is part of Council's ongoing efforts to make the shopping and the commercial strip more appealing as a shopping destination for residents and visitors. Council is currently testing the Young Street closure and the implications on the street network and influence on pedestrian amenity in the area.	Minor refinements regarding Young Street Plaza (p27 of the Future Direction Report)	1e
87	Holtermann Precinct Committee		87.1	**Building height**	See also section 3.2 of the Council Report. Supported the proposals of the Future Directions paper for the following reasons: - the proposals will support employment and retail demand in the centre while delivering public benefits - the centre has good access to public transport, which can support increases in residential density and employment - the proposed height increases will provide views along the crest of Military Road - the need for more local employment is apparent and additional employment opportunities will benefit the community	Proposed future building heights have been carefully balanced to support the needs of the locality. Increasing permissible building heights will provide opportunities to meet future demand for employment floorspace, deliver community facilities and create improvements to the public domain. However, it is important to note that Council's plan for the area also sets out clear restrictions on building height.	No Action	2d
			87.2	**Grosvenor Lane Plaza**	- the undergrounding of car parking facilities would assist in enhancing the amenity of the centre and delivering more jobs	Council appreciates your support in delivering a Grosvenor Lane Plaza. More detail will be provided in a subsequent Planning Proposal to deliver this unique new public domain for North Sydney.	No Action	2d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
			87.3	**Public benefits**	- supports a holistic approach to planning for the centre rather than relying on the ad hoc approach of planning proposals and DAs - height and floorspace are intended to be leveraged for public benefit	Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No Action	2d
88 (2 subs)	Business Owner and Landowner		88.1	**Public parking**	Concerned that the redevelopment of Site 2 depends on the successful redevelopment of Site 1 and the creation of new parking facilities and access arrangements. Requested that existing parking spaces and delivery access for properties fronting Military Road be retained.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. Existing properties will continue with similar loading arrangement. More detail found at section 4.5.2 in the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
			88.2	**Loading**	Also raised concerns that the proposed arrangements would reduce the ease of access for customers and deliveries to local businesses.	Existing properties will continue with similar loading arrangements. Access will be required to be maintained if a neighbouring property redevelops. Major development will require an internalised loading dock. A detailed solution that meets the requirements of the Future Direction Report will be required to be fully investigated as part of a future Planning Proposal.	Added chapter regarding next steps/ implementation Amended Grosvenor Lane Plaza scheme and staged delivery	1a
			88.3	**Local shops and village atmosphere**	Queried the timing of the proposed development and in relation to the existing local shops that contribute to the area. Raised concerns over the impacts on the vibrancy and village atmosphere of the centre.	Council recognises the valuable contribution local shops make to the village atmosphere of the centre. Support for small local shops was recognised in the draft Future Direction Report and further strengthened in the final draft report. Access to parking and loading is an important consideration as well as the various potential options of staging construction to limit disruption. This is particularly relevant with the changes proposed around the Grosvenor Lane car park. Proposed public facilities such as public parking and public domain will remain in Council's control. Detailed design solutions of relocated loading and public parking need to clearly support local speciality shops.	Amended Grosvenor Lane Plaza scheme and staged delivery	1a
			88.4	**Grosvenor Lane Plaza**	Formally objects to the proposals of the Planning Study as the full impacts on the submitter's properties and potential advantages of the proposals are not yet clear.	The draft Future Direction Report provided limited detail for the various options to deliver a relocated public parking facility. Feedback indicated the importance of the public function of parking and loading/unloading to the surrounding local businesses. The amended Future Direction Report recognises this interdependence. Amendments include a principles-based approach to guide the ultimate masterplan which may include various stages to relocate the existing car park. This approach increases the flexibility in different options being considered and allows existing businesses to continue trading with their existing parking and loading in place if other surrounding development is delivered (section 4.3.2, Council report).	Amended Grosvenor Lane Plaza scheme and staged delivery	1a
			88.5	**Heritage**	Suggested that Council consider including a new planning rule that allows increased height on heritage items, such as the item at 194-196 Military Road, to be transferred from this site onto another site. Claimed this would ensure the conservation of heritage buildings whilst facilitating the redevelopment of other sites.	The Future Direction Report maintains protections for existing heritage items in the area. It also identifies additional period buildings that contribute to the existing character of the area. Council encourages new development proposals on these sites to retain heritage features from these buildings. Transferable Development Rights are currently not considered within the North Sydney LGA. For clarification the amended Future Direction Report incorporates the specific heritage advise by incorporating the principle from the public exhibited background heritage report.	For clarification: incorporate the explicit principle from the public exhibited background heritage report into the Future Direction Report - *"Retain the form and external fabric of the original front building at 194 Military Road and front facade of 196 Military Road. Alterations should treat the heritage components as the prominent feature of any future development proposal."*	1e

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
			88.6	**Ownership**	States that the Grosvenor Lane car park is publicly owned land originally acquired from local land owners and should not be traded by the Council without due regard to its history and the interests of those Military Road properties from which it was originally acquired.	The draft Future Direction Report seeks to deliver an improved public domain and more of it. The framework suggests the relocation of the existing Grosvenor Lane car park, and in a staged approach, potentially closing part of Grosvenor Lane. Feedback received pressed for more transparency on the ownership. The intent of the planning study is for the new plaza to remain in Council's ownership however to add to the transparency to the public a recommendation was put forward to Council before finalising the study which specifically puts forward the notion that any private use of the the Council car park at Grosvenor Place in a development scheme would be subject of a public Expressions of Interest Process. Detail provided in the front section of the Council report.	A recommendation to reinforce the public expression of interest process, was put forward to Council	1a
89	Resident		89.1	**Public parking**	Raised concerns over the current issues with parking in the area, and claimed the proposals and the closure of Young Street will worsen these issues for residents and visitors to the centre.	See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			89.2	**Building heights**	Claimed that the planning study are at odds with Council's position on the Western Harbour Tunnel, as the WHT will result in increased traffic along the corridor and the planning study proposes increased building heights up to 12 storeys. Concerned that increase building heights would exacerbate traffic issues in the centre, reduce solar access and increase overshadowing impacts on surrounding areas. Concerned that further development will compromise the village feel of the area.	See Submission 1.1 and Section 4.7.1 of the Council Report	See Submission 1.1	1d
			89.3	**Military Road**		See Submissions 1.3 and 94.5	See submission 1.3	1e 2a 2b
			89.3	**Heritage**	Concerned that heritage buildings would be impacted and overshadowed by the proposed scale of development.	Character and heritage is a valued aspect of the Neutral Bay town centre. The amended Future Direction Report has considered all heritage feedback. Based on the community feedback regarding street character and other relevant issues, Council has excluded the cottages at Bydown Street as a strategically significant site to retain the residential low density characteristics and good solar access to this street. See also Submission 17.3 and Section 4.7.3 of the Council Report	See Submission 17.3	1d
90	Resident		90.1	**Building height**	Requests that Council still make some improvements to the area, such as the closure of Young Street, but that existing building heights be retained. Concerned that the proposals are a response to pressure from developers.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
			90.2	**Public benefits**		Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No action	2d
			90.3	**Governance**	Claimed that the proposals only benefit developers, and are not in the interests of the local community.	See Submission 2.1	No Action	2f
91	Resident			**Building height**	Offered general support for the proposals, but objected to the scheme for Site 1, particularly the proposed height limit. Concerned that an increase in building height to 8 storeys would result in loss of views, reduce solar access and create a significant visual bulk for surrounding properties.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
92	Resident		92.1	**Building height**	Supported the creation of better parking facilities, new public spaces and improved community facilities but argued that this should not be predicated on increases in building height, which would compromise the village atmosphere of the area. Favoured more modest increases in building heights up to 6 storeys but objected to 8-12 storey building heights. Claimed that such heights would result in loss of sunlight and lead to increased congestion in the area.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. However, the Future Directions Report also sets out clear restrictions on building height. Based on feedback from the draft Future Direction Report, building height is restricted, but also overall with less opportunities for public benefits.	Site 4 – removed as opportunity site has led to a substantial decrease of potential public domain delivery – however it has also substantially lowered the amount of locations with increased building height. Site 3 – improved transition to Yeo Street from 8 storeys to 6 storeys along the north Site 2 – increased height at the western end of this site only from 6 storeys to 8 storeys to make the public parking entry feasibly build away from the car park. Site 1 – refinements of the position of the building to improve solar outcomes Other draft increased height had no change	1d
			92.2	**Public benefits**		Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No Action	2d
			92.3	**Governance**	Concerned that the Future Directions Paper is not representative of community views and has failed to take into account previous feedback. Supported the intent of the Planning Study, but concerned that the interests of developers are favoured over the concerns of the community.	The draft Future Direction Report was informed by several independent feasibility studies and seeks to strike a balance between development and community benefits. Concerns regarding this balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents has further been refined the desired outcome of the final Future Direction Report. Council has been engaging with all stakeholder since 2018 on this project. The study balances feedback received while aiming to deliver on the overall objectives of the study. The Future Direction Report recognises the complexities and nuances of the town centre and seeks to guide development pressures and leverage value from it to retain and build on its village qualities, enhance the public domain and retain and expand local jobs. These targeted outcomes will simply not be achieved by the application of a 5-6 storey height limit across the board. The result of a no change or single storey increase across the board, will simply be more of the same with no potential for fundamental improvements to the centre.	No Action	2f
			92.4	**Traffic**		This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is built into the current	Added chapter regarding next steps/ implementation	1e/2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
						planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. While this is the already expected amount of traffic generation with the added density, the study recognises the need for further transport studies as part of travel planning requirements for subsequent Planning Proposals and Development Applications following the Future Direction Report. Traffic impacts of projects identified/endorsed as part of the planning study (e.g. the Young Street closure) have been/will be assessed on a project-by-project basis during more detailed design development. For example, a TMP (Traffic Management Plan) for the Young Street closure has been submitted to TfNSW by Council. TMPs for projects like the Grosvenor Lane car park changes into a plaza, will have to be prepared as part of the development/delivery of that project.	Amended Grosvenor Lane Plaza scheme and staged delivery	
			92.5	**Employment**	Rejected the need to deliver additional commercial floorspace through increases in building height given Neutral Bay's proximity to other employment centres and the current levels of commercial vacancy. Supported amending NSLEP 2013 to provide potential increases in office space without the proposed height increases.	The Future Directions Report does not seek to alter the local job market but rather to support existing and future demand for local employment uses in the town centre. The impact of Covid-19 on these targets have been assessed in response to the feedback received. For detail regarding the amendments refer to section 4.6 of the Council Report and review the finalised Future Direction Report.	No Action - Minor adjustments to employment targets	2e
			92.6	**Community engagement**	Suggested that Council undertake further engagement through Precinct Committees to better gauge community sentiment on these issues. Requested that any specific proposals for the development of Grosvenor Street or other specific sites be shared with the community.	The community has provided input into the planning study in three stages. The first stage, from 26 July to 22 August 2018, included a community survey on what people value about the centre and initial views on its future form and role. The second stage, from 8 August to 9 September 2020, sought feedback on two discussion papers. The third and final stage is public exhibition of the Draft Future Directions paper. Feedback on the first two stages were reported to Council on 24 September 2018 and 28 October 2019. Council's draft plan attempts to take as much of the feedback received on board, noting the wide diversity of opinions and the need to formulate a plan that is in line with state government directions, is realisable and achieves better outcomes for the wider community. This last public exhibition was particularly valuable but challenging during the epidemic. Various added information was made available to the website including a summary brochure, voice-over presentation, interactive website and frequently asked questions. More time was spend on the phone guiding costumers that we usually would meet in our regular information kiosks. Finally, Council extended the exhibition period twice and was open for comments for more than 3 months. It is in Council's interest to continue informing the public on this important project in particular stakeholders that have made a submission.	No action	2a
			92.7	**Local shops**		Council recognises the valuable contribution local shops make to the village atmosphere of the centre. Support for small local shops was recognised in the draft Future Direction Report and further strengthened in the final draft report. Access to parking and loading is an important consideration as well as the various potential options of staging construction to limit disruption. This is particularly relevant with the changes proposed around the Grosvenor Lane car park. Proposed public facilities such as public parking and public domain will remain in Council's control. Detailed design solutions of relocated loading and public parking need to clearly support local speciality shops.	Amended Grosvenor Lane Plaza scheme and staged delivery	1c
			92.8	**Grosvenor Lane Plaza**		Council appreciates your support in delivering a Grosvenor Lane Plaza. More detail will be provided in a subsequent Planning Proposal to deliver this unique new public domain for North Sydney.	Amended Grosvenor Lane Plaza scheme and staged delivery	2d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
			92.9	**Heritage**		The Future Direction Report maintains protections for existing heritage items in the area. It also identifies additional period buildings that contribute to the existing character of the area. Council encourages new development proposals on these sites to retain heritage features from these buildings. Other areas were not addressed as period buildings, such as the cottages along Bydown Street. The draft proposal anticipated a potential new development in this location. Expert heritage advice from "Urbis", received from the developer/landowner, demonstrates that the cottages along Bydown Street have little significance. However, based on the community feedback regarding street character and other relevant issues relating to this site and its context, Council has excluded the cottages as a strategically significant site to retain the residential low density characteristics of this street.	Height removed from Site 4	1d
			92.10	**Military Road**	Concerned that more focus should be given to linking the northern and southern sides of Military Road through a pedestrian bridge or underpass.	In accordance with the community principles detailed in the North Sydney Transport Strategy, grade separated crossings are only considered if both topography and land uses support the delivery of direct (vertical as well as horizontal) and activated walking links that support improved safety and amenity for pedestrians, cyclists and public transport users. Military Road topography is unlikely to support these outcomes. Instead, steep climbs in and out of underpasses/overpasses would result in poorer personal security (crime) and pedestrian/disability access outcomes. Furthermore, introduction of separated crossings on Military Road would reinforce the domination of vehicles over pedestrians in Neutral Bay and Cremorne; this would result in higher traffic speeds and more risky driving behaviour, increasing the risk of crashes and injuries for other road users and any pedestrians that continue to cross Military Road at more direct, at grade crossings. In light of the above, it is important to recognise that a bridge or underpass would not contribute to the desired future character of the area identified in the Future Directions Report (section 4.5.4, Council report).	No Action	2a/2e
93	Willoughby Precinct Committee		93.1	**Building height**	See also section 3.2 of the Council Report. Opposed increases in building heights to 8-12 storeys, and claimed the current 5 storey limit is adequate. Concerned that the height increases proposed in the Planning Study would compromise the highly valued, village atmosphere of the centre. Considered the current planning controls sufficient to deliver increased commercial and residential development.	The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand for employment floorspace, upgrade community facilities and deliver improvements to the public domain. However, the Report also sets out clear restrictions on building height. Based on feedback from the draft Future Direction Report, building height will be restricted further, though this will result in less opportunities to leverage public benefits through the development process. Doing nothing is a very undesirable option. Under current legislation, developers have the opportunity to bypass Council with their development aspirations directly to bodies external to Council. For more information can be found in the Council Report (4.7.1) and the amended Future Direction Report.	Site 4 – removed as opportunity site has led to a substantial decrease of potential public domain delivery – however it has also substantially lowered the amount of locations with increased building height. Site 3 – improved transition to Yeo Street from 8 storeys to 6 storeys along the north Site 2 – increased height at the western end of this site only from 6 storeys to 8 storeys to make the public parking entry feasibly build away from the car park. Site 1 – refinements of the position of the building to improve solar outcomes Other draft increased height had no change	1d
			93.2	**Traffic**	Recommended that Council should prioritise calming traffic conditions on Military Road, and that this would offer the greatest improvement to the village atmosphere of the centre.	This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. While this is the already expected amount of traffic generation with the added density, the study recognises the need for further transport studies as part of travel planning requirements for subsequent Planning Proposals and Development Applications following the Future Direction Report. Traffic impacts of projects identified/endorsed	Added chapter regarding next steps/ implementation Amended Grosvenor Lane Plaza scheme and staged delivery	1e/2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
						as part of the planning study (e.g. the Young Street closure) have been/will be assessed on a project-by-project basis during more detailed design development. For example, a TMP (Traffic Management Plan) for the Young Street closure has been submitted to TfNSW by Council. TMPs for projects like the Grosvenor Lane car park changes into a plaza, will have to be prepared as part of the development/delivery of that project.		
			93.3	**Young Street Closure**	Opposed the closure of Young Street and Grosvenor Lane. Claimed these streets were necessary for vehicle access. Questioned the proposals to increase density while simultaneously converting trafficable streets to open spaces.	The closure of Young Street is part of Council's ongoing efforts to make the shopping and the commercial strip more appealing as a shopping destination for residents and visitors. Council is currently testing the Young Street closure and the implications on the street network and influence on pedestrian amenity in the area. The temporary closure commenced on Monday 2 November until March 2021 (section 4.3.1 or Council's website).	No action	2e
			93.4	**Grosvenor Lane Plaza**		The draft Future Direction Report provided limited detail for the various options to deliver a relocated public parking facility. Feedback indicated the importance of the public function of parking and loading/unloading to the surrounding local businesses. The amended Future Direction Report recognises this interdependence. Amendments include a principles-based approach to guide the ultimate masterplan which may include various stages to relocate the existing car park. This approach increases the flexibility in different options being considered and allows existing businesses to continue trading with their existing parking and loading in place if other surrounding development is delivered (section 4.3.2, Council report).	Amended Grosvenor Lane Plaza scheme and staged delivery	2e
			93.5	**Delivery mechanism**	Objected to the delivery of community facilities and social amenities through height increases and argued that there are other ways which Council can fund and deliver public benefits. Rejected the claim that development will deliver through-site links as the links identified in the proposals already exist.	Council works within the existing NSW Planning Legislation in which Voluntary Planning Agreements are a significant tool to deliver new public benefits at important locations. Most opportunities in the Future Direction Report propose tangible public benefits as in-kind contributions. The Voluntary Planning Agreement process ensures transparency and provides valuable benefits including community facilities and open space for the public where new density is introduced, whilst covering the costs of delivery and ensuring benefits are implemented in a timely manner.	No action	2e
			93.6	**Military Road**		State Government is prioritising delivery of their Beaches Link motorway tunnel project. As noted in the Beaches Link project update (2019), the introduction of the Beaches Link motorway will result in only a 15% reduction in traffic on Military Road. As such and without additional travel demand management measures to redistribute private vehicle trips away from Military Road in the peak hours, Beaches Link will provide limited opportunities to improve local amenity on Military Road. Council must, therefore, continue to advocate for cost-effective walking, cycling and public transport interventions that help to improve local amenity on Military Road.	No action	2a
94	Resident		94.1	**Building height**	Opposed increases in building heights to 8-12 storeys, and claimed the current 5 storey limit is adequate. Concerned that the height increases proposed in the Planning Study would compromise the highly valued, village atmosphere of the centre. Objected to the delivery of community facilities and social amenities through height increases	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d 2f

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					and argued that there are other ways which Council can fund and deliver public benefits. Opposed the closure of Young Street and Grosvenor Lane. Claimed these streets were necessary for vehicle access. Questioned the proposals to increase density while simultaneously converting trafficable streets to open spaces. Rejected the claim that development will deliver through-site links as the links identified in the proposals already exist. Recommended that Council should prioritise calming traffic conditions on Military Road, and that this would offer the greatest improvement to the village atmosphere of the centre. Considered the current planning controls sufficient to deliver increased commercial and residential development. States that the proposal caters for developers and landowners, not residents. Raised concerns over the balance between developer interests and benefits for the community.			
			94.2	**Governance**		See Submission 2.1	No Action	2f
			94.3	**Traffic**		See submission 1.3	See submission 1.3	1e/2b
			94.4	**Heritage**		See Submission 17.3 and Section 4.7.3 of the Council Report	See Submission 17.3	1d
			94.5	**Military Road**		State Government is prioritising delivery of their Beaches Link motorway tunnel project. As noted in the Beaches Link project update (2019), the introduction of the Beaches Link motorway will result in only a 15% reduction in traffic on Military Road. As such and without additional travel demand management measures to redistribute private vehicle trips away from Military Road in the peak hours, Beaches Link will provide limited opportunities to improve local amenity on Military Road. Council must, therefore, continue to advocate for cost-effective walking, cycling and public transport interventions that help to improve local amenity on Military Road.	No action	2a
95	Resident		95.1	**Building height**	Opposed increases in building heights to 8-12 storeys, and claimed the current 5 storey limit is adequate. Concerned that the height increases proposed in the Planning Study would compromise the village atmosphere of the centre	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					and detract from the heritage character of the area. Questioned the proposals to increase density while simultaneously converting trafficable streets to open spaces. Rejected the claim that development will deliver through-site links as the links identified in the proposals already exist. Considered the current planning controls sufficient to deliver increased commercial and residential development. States that the proposal caters for developers and landowners, not residents.			
			95.2	**Delivery mechanism**	Objected to the delivery of community facilities and social amenities through height increases and argued that there are other ways which Council can fund and deliver public benefits.	See Submission 6.3	No Action	2e
			95.3	**Governance**	Raised concerns over the balance between developer interests and benefits for the community.	See Submission 2.1	No Action	2f
			95.4	**Traffic**	Recommended that Council should prioritise calming traffic conditions on Military Road, and that this would offer the greatest improvement to the village atmosphere of the centre.	See submission 1.3	See submission 1.3	1e/2b
			95.5	**Heritage**		See Submission 17.3 and Section 4.7.3 of the Council Report	See Submission 17.3	1d
			95.6	**Young Street closure**	Opposed the closure of Young Street and Grosvenor Lane. Claimed these streets were necessary for vehicle access.	See Submission 25.6 and section 4.3.1 of the Council Report	No Action	2e
			95.7	**Military Road**		See Submission 25.7 and Section 4.5.4 of the Council Report	No action	2a
96	Resident		96.1	**Governance**		See Submission 2.1	No Action	2f
			96.2	**Public parking**	Raised concerns over the amount of street parking available in the area, claimed it is insufficient due to increases in traffic in recent years. Concerned that the proposed cycleway in Harrison Street would exacerbate this issue further.	See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			96.3	**Traffic**		See submission 1.3	See submission 1.3	1e/2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
97	Property Council of Australia		97.1	**Building height**	Requested that Council seek to deliver a balance between retaining the area's village atmosphere of the area and providing jobs and housing.	Proposed future building heights have been carefully balanced to support the needs of the locality. Increasing permissible building heights will provide opportunities to meet future demand for employment floorspace, deliver community facilities and create improvements to the public domain. However, it is important to note that Council's plan for the area also sets out clear restrictions on building height.	See submission 1.1	1a
			97.2	**Delivery mechanism**	Supported the Planning Study as a means for Council to meet its job and housing targets identified by the North District Plan. Also supported the staged approach for planning and development along the Military Road corridor.	Council works within the existing NSW Planning Legislation in which Voluntary Planning Agreements are a significant tool to deliver new public benefits at important locations. Most opportunities in the Future Direction Report propose tangible public benefits as in-kind contributions. The Voluntary Planning Agreement process ensures transparency and provides valuable benefits including community facilities and open space for the public where new density is introduced, whilst covering the costs of delivery and ensuring benefits are implemented in a timely manner.	No action	2e
			97.3	**Financial feasibility**	Suggested that the proposed public works be costed to improve the transparency of planning in the centre. Supported the identification of key sites capable of additional development uplift and public benefits. Emphasised the need for clarity and certainty around the contributions required from developers for the precinct. Without certainty over contributions, the commercial viability of these sites may be compromised. Requested that Council consider development feasibility and uplift potential at the same time to ensure realistic community expectations.	Council understands that the delivery of public benefits depends on uplift and has analysed the financial feasibility of the Plan. As this is a long term plan, the price point to deliver any public domain upgrade and community facility will fluctuate over time as will feasibility. The amended Future Direction Report contains improvements between chapters with better navigation within the document to provide this clarity. Refer to section 3.4.4 of the Councilor Report.	No Action	2g
			97.4	**Employment**	Supported the goal of maintaining and growing Neutral Bay's role as an employment centre. Recommended that planning controls designed to increase the amount of commercial or retail floorspace should be tested to ensure their economic viability.	The Future Directions Report does not seek to alter the local job market but rather to support existing and future demand for local employment uses in the town centre. The impact of Covid-19 on these targets have been assessed in response to the feedback received. For detail regarding the amendments refer to section 4.6 of the Council Report and review the finalised Future Direction Report.	No Action - Minor adjustments to employment targets	2e
			97.5	**Process**	Advised Council to ensure its requirements for planning agreements align with the current guidelines issued by the DPIE, that they are primarily used as a value capture mechanism and deliver public benefits related to the proposed development.	Noted	No Action	2c
			97.6	**General**	Raised concern that the proposal is justified as an attempt to stop developers lodging 'ad-hoc' planning, argued that it is Council's responsibility to plan for the future regardless of development pressure within an area.	Noted	No Action	2c
98	Willow Tree Planning		98.1	**Building height**	Aims to deliver more housing on 30-34 Grosvenor Street within the	Proposed future building heights have been carefully balanced to support the needs of the locality. Increasing permissible building heights will provide opportunities to	No Action	2e

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
	obo landowner				context of Neutral Bay Town Centre.	meet future demand for employment floorspace, deliver community facilities and create improvements to the public domain. However, it is important to note that Council's plan for the area also sets out clear restrictions on building height and the area to which this applies. No changes are currently considered outside the Mixed Use zone.		
			98.2	**Housing**	Claimed the draft Future Directions paper did not appropriately recognise the desired medium-term housing outcomes of the LSPS and LHS. Suggested Council consider additional building height at the site and on other R4 sites on the fringe of the study area. Argued that an appropriate height increase, up to 5 storeys, could facilitate mid-rise residential development and contribute towards achieving the 20-year dwelling targets identified in the LHS.	The adopted NSC LHS is forwarded to DPIE for their approval and publication on the NSW Planning Portal. NSC is confident to meet housing targets in 2026. We will continue to monitor the delivery of new dwellings in the LGA. After approval it is anticipated to review the strategy every 5 years. The adopted NSC LHS will facilitate their housing targets with dwelling density predominantly being delivered around the new metro stations in the St Leonards/Crows Nest growth areas. More information is available on Council's website or call the relevant Council officer to discuss this in more detail	No Action	2e
			98.3	**Context**	Suggested the there is an opportunity to facilitate a more harmonious urban design outcome with the interface of the Neutral Bay Town Centre.	The study was informed through various built form option testing including: - the existed Discussion Papers. - other options that were received during the exbhition periods. - previous Council strategies for this area.	No Action	2e
99	Heritage NSW		99.1	**Heritage**	Requested that the Future Directions paper and associated heritage review be amended to identify 'St John's Uniting Church and Pipe Organ' as a State Heritage Item (SHR 00423) at 49A Yeo Street. This item was erroneously omitted from the planning study as exhibited.	The amended Future Direction report will specifically highlight the St John's Uniting Church and Pipe Organ (SHR 00423) as a State Heritage Register Item	Map amended	1e
			99.2	**Heritage**	Encouraged the protection of local heritage items and characteristic facades along Military Road.	See Submission 17.3 and Section 4.7.3 of the Council Report	Height removed from Site 4	1a
100	Resident		100.1	**Building height**	Objected to the proposals, particularly increases in building height of up to 12 storeys. Concerned that this would compromise the village atmosphere of the centre and adversely affect small businesses. Rejected the claim that more people prefer to access the centre by walking or cycling, and emphasised the importance of vehicle access and parking in the area, especially for older and less mobile community members. Recommended that	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					development provide additional parking in the centre.			
			100.2	**Governance**	Argues that proposals benefit developers at the expense of the community	See Submission 2.1	No Action	2f
			100.3	**Public parking**		See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			100.4	**Traffic**		See submission 1.3	See submission 1.3	1e/2b
			100.5	**Local shops**		See Submission 2.3	See submission 1.3	1c
			100.6	**Heritage**		See Submission 17.3 and Section 4.7.3 of the Council Report	See Submission 17.3	1d
101	Resident		101.1	**Public parking**	Endorsed the submission from Brightmore Precinct Committee (refer 59) and made the following additional comments: Questioned whether the planning study had adequately considered the implications of COVID-19 for the future of planning in the area. Suggested that there may be less demand for commercial floorspace and residential density than previously anticipated as people relocate and workplace dynamics change in response to COVID-19. Claimed there will be an increased trend of older demographics relocating outside of metropolitan areas, which will decrease demand for development in the area. Concerned that the proposals will not provide a sufficient amount of parking and that the suggested alternatives of walking and cycling are not used by the community to the extent claimed in the planning study. Raised the possibility that they may be an 'anti-car' element within Council. Recommends additional customer parking be delivered in the centre and that given the uncertainties over the delivery of the WHTBL it would be unlikely that further parking could be provided on Military Road.	See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			101.2	**Covid-19**		See Submission 32.5 and section 4.6.1 of the Council Report	No action	2e
			101.3	**Public parking**		See Submission 2.2 and section 4.5.2 of the Council Report	See Submission 1.3	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
102	Business Owner		102.1	**Grosvenor Lane Plaza**	Raised concerns over the scheme for the interim plaza, claimed that this would reduce parking and impede loading and vehicle circulation in Grosvenor Lane. Recommended that Council should seek to ensure that the proposed public spaces receive greater levels of solar access. Questioned the merit of allowing additional height on the supermarket site adjacent to the plaza, claimed this would cause overshadowing and a poor public domain outcome.	The Future Directions Report has considered solar access and overshadowing, with detailed Solar Access Information in Appendix A. However, overshadowing and solar access diagrams are indicative only and any future Planning Proposal or Development Application will need to comply with SEPP 65 and NSDCP 2013 controls, informed by detailed solar analysis.	See Submission 1.2	1d
			102.2	**Public parking**	Emphasised that access to public parking is essential for the small businesses in the centre, and that the proposed undergrounding of Grosvenor Lane car park should ensure that public parking is separated from supermarket parking and provides convenient access to the shops within the centre. Argued that additional parking is necessary to support the proposed increases in density and increased works and visitors in the centre.	See Submission 2.2 and section 4.5.2 of the Council Report Council recognises the valuable contribution local shops make to the village atmosphere of the centre. Feedback during public exhibition emphasised the importance of convenient and accessible parking and loading arrangements to local businesses. The final Future Directions Report considers a range of options for the staging of development at Grosvenor Lane to minimise disruption to local retailers and allow businesses to continue to trade and retain current surface parking and loading arrangements. Detailed design solutions of future parking and loading facilities will need to support local businesses. Refer to section 4.5 of the Council Report.	See submission 1.3	1d
			102.3	**Loading**	Concerned that the circulation road to the rear of the centre is too narrow to accommodate loading and vehicle circulation requirements. Also requested some surface parking be retained in the proposed scheme.	See Submission 14.1 Noted. The Future Direction Report considers a range of options for staging development at Grosvenor Lane as part of a future masterplanning process. Detailed design outcomes, including access and loading arrangements will be resolved in this process and informed by a more detailed traffic and parking study.		1e/2b
			102.4	**Local shops**	Concerned that the proposals were not providing support for local businesses. Particularly concerned by the potential impacts on parking, loading and access to the centre.	See Submission 2.3 Community feedback emphasised the importance of convenient and accessible parking and loading facilities to the businesses around Grosvenor Lane. In response the Future Direction Report has been amended to consider a range of options for staging the delivery of public domain improvements, to minimise disruption and allow local businesses to continue trading. These options also include retaining surface parking and loading facilities to support local businesses.	See submission 1.3	1c
			102.5	**Community facilities**	Suggested that Council relocate some of the proposed community facilities, as the community centre and proposed creative maker spaces occupy prime retail locations within the centre.	In response to community feedback the type and location of community facilities identified in the Future Direction Report has been revised. The amended Planning Study considers Site 3 as a potential location for a community facility. Further discussions with landowners on the type and location of community facilities will be required during the preparation of future Planning Proposals.		
103	Business Owner		103.1	**Public benefits**	Recommended that Council should seek to ensure that the proposed public spaces receive greater levels of solar access. Questioned the merit of allowing additional height on the supermarket site adjacent to	See Submission 102.1	See Submission 1.2	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					the plaza, claimed this would cause overshadowing and a poor public domain outcome.			
			103.2	**Public parking**	Concerned that the proposals were not providing support for local businesses. Particularly concerned by the potential impacts on parking, loading and access to the centre. Emphasised that access to public parking is essential for the small businesses in the centre, and that the proposed undergrounding of Grosvenor Lane car park should ensure that public parking is separated from supermarket parking and provides convenient access to the shops within the centre. Argued that additional parking is necessary to support the proposed increases in density and increased works and visitors in the centre. Raised concerns over the scheme for the interim plaza, claimed that this would reduce parking and impede loading and vehicle circulation in Grosvenor Lane. Also requested some surface parking be retained in the proposed scheme.	See submission 102.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			103.3	**Loading**	Concerned that the circulation road to the rear of the centre is too narrow to accommodate loading and vehicle circulation requirements.	See Submission 102.3		1e/2b
			103.4	**Community facilities**	Suggested that Council relocate some of the proposed community facilities, as the community centre and proposed creative maker spaces occupy prime retail locations within the centre.	See Submission 102.5		1c
104	Business Owner		104.1	**Grosvenor Lane Plaza**	Recommended that Council should seek to ensure that the proposed public spaces receive greater levels of solar access. Questioned the merit of allowing additional height on the supermarket site adjacent to the plaza, claimed this would cause overshadowing and a poor public domain outcome.	See Submission 102.1	See Submission 1.2	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
			104.2	**Public parking**	Concerned that the proposals were not providing support for local businesses. Particularly concerned by the potential impacts on parking, loading and access to the centre. Emphasised that access to public parking is essential for the small businesses in the centre, and that the proposed undergrounding of Grosvenor Lane car park should ensure that public parking is separated from supermarket parking and provides convenient access to the shops within the centre. Argued that additional parking is necessary to support the proposed increases in density and increased works and visitors in the centre. Raised concerns over the scheme for the interim plaza, claimed that this would reduce parking and impede loading and vehicle circulation in Grosvenor Lane. Also requested some surface parking be retained in the proposed scheme.	See Submission 102.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			104.3	**Loading**	Concerned that the circulation road to the rear of the centre is too narrow to accommodate loading and vehicle circulation requirements.	See Submission 102.3	See submission 1.3	1e/2b
			104.4	**Community facilities**	Suggested that Council relocate some of the proposed community facilities, as the community centre and proposed creative maker spaces occupy prime retail locations within the centre.	See Submission 102.5	See submission 1.3	1c
105	Business Owner		105.1	**Public benefits**	Supermarket doesn't contribute to the village atmosphere of Neutral Bay town centre. Closure of Young street and Grosvenor Lane and waters Lane will create an isolated commercial island.	See Submission 1.2	See Submission 1.2	1d
			105.2	**Public parking**	Access to public parking essential. Add more supermarket parking as it doesn't support their operational	See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					needs which effects public parking capacity.			
			105.3	**Traffic**		See submission 1.3	See submission 1.3	1e/2b
			105.5	**Local shops**	Lack of support of local businesses in the Planning Study.	See Submission 2.3	See submission 1.3	1c
106	Business Owner		106.1	**Grosvenor Lane Plaza**	Recommended that Council should seek to ensure that the proposed public spaces receive greater levels of solar access. Questioned the merit of allowing additional height on the supermarket site adjacent to the plaza, claimed this would cause overshadowing and a poor public domain outcome.	See Submission 102.1	See Submission 1.2	1d
			106.2	**Public parking**	Concerned that the proposals were not providing support for local businesses. Particularly concerned by the potential impacts on parking, loading and access to the centre. Emphasised that access to public parking is essential for the small businesses in the centre, and that the proposed undergrounding of Grosvenor Lane car park should ensure that public parking is separated from supermarket parking and provides convenient access to the shops within the centre. Argued that additional parking is necessary to support the proposed increases in density and increased works and visitors in the centre. Raised concerns over the scheme for the interim plaza, claimed that this would reduce parking and impede loading and vehicle circulation in Grosvenor Lane. Also requested some surface parking be retained in the proposed scheme.	See Submission 102.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			106.4	**Loading**	Concerned that the circulation road to the rear of the centre is too narrow to accommodate loading and vehicle circulation requirements.	See Submission 102.3	See submission 1.3	1e/2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
			106.5	**Community facilities**	Suggested that Council relocate some of the proposed community facilities, as the community centre and proposed creative maker spaces occupy prime retail locations within the centre.	See Submission 102.5	See submission 1.3	1c
107	Resident		107.1	**Building height**	Concerned that the proposals would lead to overdevelopment of the centre and detract from the area's village feel. Believed that the current plans do not reflect the aspirations of the local community. Objected to increases in building heights up to 8-12 storeys, claimed that the consensus in the community was that building heights should be limited to 6 storeys.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			107.2	**Public benefits**	Claimed that the proposed indoor sports centre is unnecessary and initial feedback indicated it was not a priority for local residents.	Upon further consideration of the recreational public benefit components of the exhibited draft Future Direction Report, it is considered that a single court recreational facility is not suitable in Neutral Bay town centre. Updated financial feedback identified that a single multi-purpose sports court is not feasible to operate. Some negative feedback was also received with little support for the facility. The amended Future Direction Report has therefore not identified a location in the Neutral Bay town centre for this facility. A larger recreational facility elsewhere in North Sydney is preferred. See also Submission 1.2	See Submission 1.2	1d
			107.3	**Cycleways**	Objected to the proposed cycleway in Harrison Street. Concerned over the loss of on-street parking and street trees to accommodate a dedicated bike lane. Claimed the relatively calm traffic conditions on the street mean a cycleway is unnecessary and that the Planning Study had overstated the needs of cyclists.	See Submission 41 and section 4.5.7 of the Council Report	Legend amended to reflect NSC bike map correctly	1e
			107.4	**Public parking**	Raised concerns over increases local traffic and further problems with parking in the centre.	See Submission 2.2 and section 4.5.2 of the Council Report	Legend amended to reflect NSC bike map correctly	1d
			107.5	**Traffic**		See submission 1.3	See submission 1.3	1e/2b
			107.6	**Employment**	Questioned the need to deliver additional employment growth in the area given Neutral Bay's proximity to other employment centres. Supported a renewal of retail and commercial areas but without large increases in height and density.	See Submission 1.4 and section 4.6 of the Council Report	See Submission 1.4	2e

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
			107.7	**Community facilities**			Recreational facility removed from public benefits	1d
108	Business Owner		108.1	**Grosvenor Lane Plaza**	Recommended that Council should seek to ensure that the proposed public spaces receive greater levels of solar access. Questioned the merit of allowing additional height on the supermarket site adjacent to the plaza, claimed this would cause overshadowing and a poor public domain outcome.	See Submission 102.1	See Submission 1.2	1d
			108.2	**Public parking**	Concerned that the proposals were not providing support for local businesses. Particularly concerned by the potential impacts on parking, loading and access to the centre. Emphasised that access to public parking is essential for the small businesses in the centre, and that the proposed undergrounding of Grosvenor Lane car park should ensure that public parking is separated from supermarket parking and provides convenient access to the shops within the centre. Argued that additional parking is necessary to support the proposed increases in density and increased works and visitors in the centre. Raised concerns over the scheme for the interim plaza, claimed that this would reduce parking and impede loading and vehicle circulation in Grosvenor Lane. Also requested some surface parking be retained in the proposed scheme.	See Submission 102.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			108.3	**Loading**	Concerned that the circulation road to the rear of the centre is too narrow to accommodate loading and vehicle circulation requirements.	See Submission 102.3	See submission 1.3	1e/2b
			108.4	**Community facilities**	Suggested that Council relocate some of the proposed community facilities, as the community centre and proposed creative maker	See Submission 102.5	See submission 1.3	1c

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					spaces occupy prime retail locations within the centre.			
109	Business Owner		109.1	**Grosvenor Lane Plaza**	Recommended that Council should seek to ensure that the proposed public spaces receive greater levels of solar access. Questioned the merit of allowing additional height on the supermarket site adjacent to the plaza, claimed this would cause overshadowing and a poor public domain outcome.	See Submission 102.1	See Submission 1.2	1d
			109.2	**Public parking**	Concerned that the proposals were not providing support for local businesses. Particularly concerned by the potential impacts on parking, loading and access to the centre. Emphasised that access to public parking is essential for the small businesses in the centre, and that the proposed undergrounding of Grosvenor Lane car park should ensure that public parking is separated from supermarket parking and provides convenient access to the shops within the centre. Argued that additional parking is necessary to support the proposed increases in density and increased works and visitors in the centre. Raised concerns over the scheme for the interim plaza, claimed that this would reduce parking and impede loading and vehicle circulation in Grosvenor Lane. Also requested some surface parking be retained in the proposed scheme.	See Submission 102.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			109.3	**Loading**	Concerned that the circulation road to the rear of the centre is too narrow to accommodate loading and vehicle circulation requirements.	See Submission 102.3	See submission 1.3	1e/2b
			109.4	**Community facilities**	Suggested that Council relocate some of the proposed community facilities, as the community centre and proposed creative maker spaces occupy prime retail locations within the centre.	See Submission 102.5	See submission 1.3	1c

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
110	Business Owner		110.1	**Grosvenor Lane**	Recommended that Council should seek to ensure that the proposed public spaces receive greater levels of solar access. Questioned the merit of allowing additional height on the supermarket site adjacent to the plaza, claimed this would cause overshadowing and a poor public domain outcome.	See Submission 102.1	See Submission 1.2	1d
			110.2	**Public parking**	Concerned that the proposals were not providing support for local businesses. Particularly concerned by the potential impacts on parking, loading and access to the centre. Emphasised that access to public parking is essential for the small businesses in the centre, and that the proposed undergrounding of Grosvenor Lane car park should ensure that public parking is separated from supermarket parking and provides convenient access to the shops within the centre. Argued that additional parking is necessary to support the proposed increases in density and increased works and visitors in the centre. Raised concerns over the scheme for the interim plaza, claimed that this would reduce parking and impede loading and vehicle circulation in Grosvenor Lane. Also requested some surface parking be retained in the proposed scheme.	See Submission 102.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			110.3	**Loading**	Concerned that the circulation road to the rear of the centre is too narrow to accommodate loading and vehicle circulation requirements.	See Submission 102.3	See submission 1.3	1e/2b
			110.4	**Community facilities**	Suggested that Council relocate some of the proposed community facilities, as the community centre and proposed creative maker spaces occupy prime retail locations within the centre.	See Submission 102.5	See submission 1.3	1c
111	Business Owner		111.1	**Grosvenor Lane**	Recommended that Council should seek to ensure that the proposed public spaces receive greater levels	See Submission 102.1	See Submission 1.2	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					of solar access. Questioned the merit of allowing additional height on the supermarket site adjacent to the plaza, claimed this would cause overshadowing and a poor public domain outcome.			
			111.2	**Public parking**	Concerned that the proposals were not providing support for local businesses. Particularly concerned by the potential impacts on parking, loading and access to the centre. Emphasised that access to public parking is essential for the small businesses in the centre, and that the proposed undergrounding of Grosvenor Lane car park should ensure that public parking is separated from supermarket parking and provides convenient access to the shops within the centre. Argued that additional parking is necessary to support the proposed increases in density and increased works and visitors in the centre. Raised concerns over the scheme for the interim plaza, claimed that this would reduce parking and impede loading and vehicle circulation in Grosvenor Lane. Also requested some surface parking be retained in the proposed scheme.	See Submission 102.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			111.3	**Loading**	Concerned that the circulation road to the rear of the centre is too narrow to accommodate loading and vehicle circulation requirements.	See Submission 102.3	See submission 1.3	1e/2b
			111.4	**Community facilities**	Suggested that Council relocate some of the proposed community facilities, as the community centre and proposed creative maker spaces occupy prime retail locations within the centre.	See Submission 102.5	See submission 1.3	1c
112	Business Owner		112.1	**Grosvenor Lane Plaza**	Recommended that Council should seek to ensure that the proposed public spaces receive greater levels of solar access. Questioned the merit of allowing additional height on the supermarket site adjacent to the plaza, claimed this would cause	See Submission 102.1	See Submission 1.2	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					overshadowing and a poor public domain outcome.			
			112.2	**Public parking**	Concerned that the proposals were not providing support for local businesses. Particularly concerned by the potential impacts on parking, loading and access to the centre. Emphasised that access to public parking is essential for the small businesses in the centre, and that the proposed undergrounding of Grosvenor Lane car park should ensure that public parking is separated from supermarket parking and provides convenient access to the shops within the centre. Argued that additional parking is necessary to support the proposed increases in density and increased works and visitors in the centre. Raised concerns over the scheme for the interim plaza, claimed that this would reduce parking and impede loading and vehicle circulation in Grosvenor Lane. Also requested some surface parking be retained in the proposed scheme.	See Submission10 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			112.3	**Loading**	Concerned that the circulation road to the rear of the centre is too narrow to accommodate loading and vehicle circulation requirements.	See Submission 102.3	See submission 1.3	1e/2b
			112.4	**Community facilities**	Suggested that Council relocate some of the proposed community facilities, as the community centre and proposed creative maker spaces occupy prime retail locations within the centre.	See Submission 102.5	See submission 1.3	1c
113	Business Owner		113.1	**Grosvenor Lane Plaza**	Recommended that Council should seek to ensure that the proposed public spaces receive greater levels of solar access. Questioned the merit of allowing additional height on the supermarket site adjacent to the plaza, claimed this would cause overshadowing and a poor public domain outcome.	See Submission 102.2	See Submission 1.2	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
			113.2	**Public parking**	Concerned that the proposals were not providing support for local businesses. Particularly concerned by the potential impacts on parking, loading and access to the centre. Emphasised that access to public parking is essential for the small businesses in the centre, and that the proposed undergrounding of Grosvenor Lane car park should ensure that public parking is separated from supermarket parking and provides convenient access to the shops within the centre. Argued that additional parking is necessary to support the proposed increases in density and increased works and visitors in the centre. Raised concerns over the scheme for the interim plaza, claimed that this would reduce parking and impede loading and vehicle circulation in Grosvenor Lane. Also requested some surface parking be retained in the proposed scheme.	See Submission 102.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			113.3	**Loading**	Concerned that the circulation road to the rear of the centre is too narrow to accommodate loading and vehicle circulation requirements.	See Submission 102.3	See submission 1.3	1e/2b
			113.4	**Community facilities**	Suggested that Council relocate some of the proposed community facilities, as the community centre and proposed creative maker spaces occupy prime retail locations within the centre.	See Submission 102.5	See submission 1.3	1c
114	Business Owner		114.1	**Grosvenor Lane Plaza**	Recommended that Council should seek to ensure that the proposed public spaces receive greater levels of solar access. Questioned the merit of allowing additional height on the supermarket site adjacent to the plaza, claimed this would cause overshadowing and a poor public domain outcome.	See Submission 102.2	See Submission 1.2	1d
			114.2	**Public parking**	Concerned that the proposals were not providing support for local businesses. Particularly concerned	See Submission 102.2 and section 4.5.2 of the Council Report	See submission 1.3	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					by the potential impacts on parking, loading and access to the centre. Emphasised that access to public parking is essential for the small businesses in the centre, and that the proposed undergrounding of Grosvenor Lane car park should ensure that public parking is separated from supermarket parking and provides convenient access to the shops within the centre. Argued that additional parking is necessary to support the proposed increases in density and increased works and visitors in the centre. Raised concerns over the scheme for the interim plaza, claimed that this would reduce parking and impede loading and vehicle circulation in Grosvenor Lane. Also requested some surface parking be retained in the proposed scheme.			
			114.3	**Loading**	Concerned that the circulation road to the rear of the centre is too narrow to accommodate loading and vehicle circulation requirements.	See Submission 102.3	See submission 1.3	1e/2b
			114.4	**Community facilities**	Suggested that Council relocate some of the proposed community facilities, as the community centre and proposed creative maker spaces occupy prime retail locations within the centre.	See Submission 102.5	See submission 1.3	1c
115	Business Owner		115.1	**Grosvenor Lane Plaza**	Recommended that Council should seek to ensure that the proposed public spaces receive greater levels of solar access. Questioned the merit of allowing additional height on the supermarket site adjacent to the plaza, claimed this would cause overshadowing and a poor public domain outcome.	See Submission 102.1	See Submission 1.2	1d
			115.2	**Public parking**	Concerned that the proposals were not providing support for local businesses. Particularly concerned by the potential impacts on parking, loading and access to the centre.	See Submission 102.2 and section 4.5.2 of the Council Report	See Submission 2.2	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

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					Emphasised that access to public parking is essential for the small businesses in the centre, and that the proposed undergrounding of Grosvenor Lane car park should ensure that public parking is separated from supermarket parking and provides convenient access to the shops within the centre. Argued that additional parking is necessary to support the proposed increases in density and increased works and visitors in the centre. Raised concerns over the scheme for the interim plaza, claimed that this would reduce parking and impede loading and vehicle circulation in Grosvenor Lane. Also requested some surface parking be retained in the proposed scheme.			
			115.3	**Loading**	Concerned that the circulation road to the rear of the centre is too narrow to accommodate loading and vehicle circulation requirements.	See Submission 102.3	See Submission 14.1	1e/2b
			115.4	**Community facilities**	Suggested that Council relocate some of the proposed community facilities, as the community centre and proposed creative maker spaces occupy prime retail locations within the centre.	See Submission 102.5	See Submission 2.3	1c
116	Business Owner		116.1	**Grosvenor Lane Plaza**	Recommended that Council should seek to ensure that the proposed public spaces receive greater levels of solar access. Questioned the merit of allowing additional height on the supermarket site adjacent to the plaza, claimed this would cause overshadowing and a poor public domain outcome.	See Submission 102.1	See Submission 1.2	1d
			116.2	**Public parking**	Concerned that the proposals were not providing support for local businesses. Particularly concerned by the potential impacts on parking, loading and access to the centre. Emphasised that access to public parking is essential for the small businesses in the centre, and that	See Submission 102.2 and section 4.5.2 of the Council Report	See submission 1.3	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					the proposed undergrounding of Grosvenor Lane car park should ensure that public parking is separated from supermarket parking and provides convenient access to the shops within the centre. Argued that additional parking is necessary to support the proposed increases in density and increased works and visitors in the centre. Raised concerns over the scheme for the interim plaza, claimed that this would reduce parking and impede loading and vehicle circulation in Grosvenor Lane. Also requested some surface parking be retained in the proposed scheme.			
			116.3	**Loading**	Concerned that the circulation road to the rear of the centre is too narrow to accommodate loading and vehicle circulation requirements.	See Submission 102.3	See submission 1.3	1e/2b
			116.4	**Community facilities**	Suggested that Council relocate some of the proposed community facilities, as the community centre and proposed creative maker spaces occupy prime retail locations within the centre.	See Submission 102.5	See submission 1.3	1c
117	Business Owner		117.1	**Grosvenor Lane Plaza**	Recommended that Council should seek to ensure that the proposed public spaces receive greater levels of solar access. Questioned the merit of allowing additional height on the supermarket site adjacent to the plaza, claimed this would cause overshadowing and a poor public domain outcome.	See Submission 102.1	See Submission 1.2	1d
			117.2	**Public parking**	Concerned that the proposals were not providing support for local businesses. Particularly concerned by the potential impacts on parking, loading and access to the centre. Emphasised that access to public parking is essential for the small businesses in the centre, and that the proposed undergrounding of Grosvenor Lane car park should ensure that public parking is	See Submission 102.2 and section 4.5.2 of the Council Report	See submission 1.3	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					separated from supermarket parking and provides convenient access to the shops within the centre. Argued that additional parking is necessary to support the proposed increases in density and increased works and visitors in the centre. Raised concerns over the scheme for the interim plaza, claimed that this would reduce parking and impede loading and vehicle circulation in Grosvenor Lane. Also requested some surface parking be retained in the proposed scheme.			
			117.3	**Loading**	Concerned that the circulation road to the rear of the centre is too narrow to accommodate loading and vehicle circulation requirements.	See Submission 102.3	See submission 1.3	1e/2b
			117.4	**Community facilities**	Suggested that Council relocate some of the proposed community facilities, as the community centre and proposed creative maker spaces occupy prime retail locations within the centre.	See Submission 102.5	See submission 1.3	1c
118	Resident		118.1	**Building height**	Offered general support for increased density along Military Road and particularly supported increased density at Sites 2, 3 and 4 provided adequate traffic management plans were put in place. Objected to the proposed scheme for Site 1. Particularly concerned that: - public land was being 'handed over' to a private developer, favouring the supermarket at the expense of small businesses - the removal of vehicle access on Young Street and the closure of Grosvenor Lane will exacerbate congestion issues on nearby streets. - there is no community benefit to undergrounding parking facilities at Grosvenor Lane. Suggested some surface parking be retained for small businesses in the centre and	See Submission 3.1 Based on feedback from the draft Future Direction Report, building height is restricted, but also overall with less opportunities for public benefits.	See Submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					with additional spaces located below the plaza. Concerned that the centre needs additional parking to accommodate the proposed growth. - Concerned by the proposed increases in building height and the potential overshadowing and wind impacts on public space. Questioned whether there are alternative to the current proposals and whether the community would be able to see and comment on these.			
			118.2	**Public parking**		See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			118.3	**Traffic**	Concerned with the effects of poor traffic flow management and congestion on the village feel of the centre, particularly in the streets on the north side of Military Road. Claimed there was little in the proposals to mitigate traffic issues.	See submission 1.3	See submission 1.3	1e/2b
			118.4	**Local shops**		See Submission 2.3	See submission 1.3	1c
				Governance	Objects to the handing over of community space to a supermarket developer	See Submission 2.1	No Action	2f
119	Business Owner			**Building height**	Objected to the proposed development control framework put forward in the planning study. Argued that the proposed height increase for properties at Young Street is insufficient. Suggested that a height increase to 8 storeys would be more appropriate, and may compensate property owners for the impacts of the closure of Young Street. Objected to the setback controls for properties on Young Street. Recommended that these controls align with the requirements for properties in the rest of the centre.	Proposed future building heights have been carefully balanced to support the needs of the locality. Increasing permissible building heights will provide opportunities to meet future demand for employment floorspace, deliver community facilities and create improvements to the public domain. However, it is important to note that Council's plan for the area also sets out clear restrictions on building height.	See Submission 1.1	2d
				Public parking		The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
						Existing properties will continue with similar loading arrangement. More detail found at section 4.5.2 in the Council Report.		
				Traffic		This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. While this is the already expected amount of traffic generation with the added density, the study recognises the need for further transport studies as part of travel planning requirements for subsequent Planning Proposals and Development Applications following the Future Direction Report. Traffic impacts of projects identified/endorsed as part of the planning study (e.g. the Young Street closure) have been/will be assessed on a project-by-project basis during more detailed design development. For example, a TMP (Traffic Management Plan) for the Young Street closure has been submitted to TfNSW by Council. TMPs for projects like the Grosvenor Lane car park changes into a plaza, will have to be prepared as part of the development/delivery of that project.	Added chapter regarding next steps/ implementation Amended Grosvenor Lane Plaza scheme and staged delivery	1e/2b
				Loading		Existing properties will continue with similar loading arrangements. Access will be required to be maintained if a neighbouring property redevelops. Major development will require an internalised loading dock. A detailed solution that meets the requirements of the Future Direction Report will be required to be fully investigated as part of a future Planning Proposal.	Amended Grosvenor Lane Plaza scheme and staged delivery	1e/2b
				Young Street Closure	Objected to the closure of Young Street due to the loss of vehicle access to underground car parking facilities off the street. Claimed that Council had not undertaken engagement with property owners to satisfy issues over ingress and egress for properties on the street. Also argued that the proposed closure would exacerbate traffic and parking issues in the area, particularly on Ben Boyd and Waters Road. Concerned that the proposed shared zone would present a safety risk to pedestrians and young children. Raised concerns that the closure of Young Street would impact current property values and make the redevelopment of properties on Young Street more difficult.	The closure of Young Street is part of Council's ongoing efforts to make the shopping and the commercial strip more appealing as a shopping destination for residents and visitors. Council is currently testing the Young Street closure and the implications on the street network and influence on pedestrian amenity in the area. The temporary closure commenced on Monday 2 November until March 2021 (section 4.3.1 or Council's website).	Young Street Plaza – No action	2e
120	Business Owner		120.1	**Grosvenor Lane Plaza**	Recommended that Council should seek to ensure that the proposed public spaces receive greater levels of solar access. Questioned the merit of allowing additional height on the supermarket site adjacent to the plaza, claimed this would cause overshadowing and a poor public domain outcome.	See Submission 102.1	See Submission 1.2	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
			120.2	**Public parking**	Concerned that the proposals were not providing support for local businesses. Particularly concerned by the potential impacts on parking, loading and access to the centre. Emphasised that access to public parking is essential for the small businesses in the centre, and that the proposed undergrounding of Grosvenor Lane car park should ensure that public parking is separated from supermarket parking and provides convenient access to the shops within the centre. Argued that additional parking is necessary to support the proposed increases in density and increased works and visitors in the centre. Raised concerns over the scheme for the interim plaza, claimed that this would reduce parking and impede loading and vehicle circulation in Grosvenor Lane. Also requested some surface parking be retained in the proposed scheme.	See Submission 102.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			120.3	**Loading**	Concerned that the circulation road to the rear of the centre is too narrow to accommodate loading and vehicle circulation requirements.	See Submission 102.3	See submission 1.3	1e/2b
			120.4	**Community facilities**	Suggested that Council relocate some of the proposed community facilities, as the community centre and proposed creative maker spaces occupy prime retail locations within the centre.	See Submission 102.5	See submission 1.3	1c
121	Resident		121.1	**Public benefits**	Supported the redevelopment of the car park site but objected to public land being handed over to private developers. Concerned that removing easy access to parking was not the optimal solution for the centre.	Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No action	2d
			121.2	**Local shops**		See Submission 2.3	See submission 1.3	1c

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
			121.3	**Grosvenor Lane Plaza**		Council appreciates your support in delivering a Grosvenor Lane Plaza. More detail will be provided in a subsequent Planning Proposal to deliver this unique new public domain for North Sydney.	See Submission 1.3	2d
			121.4	**Public ownership**		See Submission 13.2	No action	2b/2f
				Community engagement	Raised concerns over Council's approach to community engagement in light of the COVID-19, claimed that this had not lived up to Council's previous high standards for community consultation in the area and lacked integrity.	See Submission 24.1	No Action	2a
122	Resident			**Public ownership**	Objected to public land being handed over to developers. Requested that further community consultation be undertaken before the proposals are implemented.	See Submission 13.2	No action	2b/2f
123	Resident		123.1	**Building height**	Objected to the proposals, and particularly increases in building heights. Concerned that the proposals favour developer interests and offer few benefits to the community.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			123.2	**Governance**		See Submission 2.1	No Action	2f
124	Resident			**Public ownership**	Concerned over the handover of public land to private developers. Claimed this decision lacked transparency and had not been adequately advertised. Requested an explanation of Council approach to community engagement around these decisions.	See Submission 13.2	No action	2b/2f
125	Resident		125.1	**Building height**	Objected to increases in building heights, as the scale of development proposed would compromise the centre's village atmosphere. Suggested heights should be limited to 3 storeys to protect this atmosphere. Supported the creation of new public spaces and the closure of Young Street. Requested that the community centre remain in a central convenient location. Objected to the handover of public land for private purposes.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			125.2	**Public benefits**		Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No action	2d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
			125.3	**Employment**		See Submission 1.4 and section 4.6 of the Council Report	See Submission 1.4	2e
			125.4	**Public ownership**		See Submission 13.2	No action	2b/2f
126 (see also sub 78 and 434)	Neutral Bay Precinct Committee		126.1	**Building height**	See also section 3.2 of the Council Report. Offered general support for the intent of the Planning Study and the approach Council has taken to community consultation. Also supported the provision of new public spaces through undergrounding parking facilities and upgrading community facilities in the centre. Supported modest increases in maximum building heights from 5 to 6 storeys. Objected to the proposed site-specific schemes. Particularly opposed increases in building heights up to 12 storeys on two of the four sites. Claimed that the scale of the height increase proposed would be out of keeping with the village character of the centre. Offered moderate support for the proposed height increases to 8 storeys at sites 1 and 3, but expressed a preference for 6 storeys. Supported the public domain improvements associated with these schemes.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. However, the Future Directions Report also sets out clear restrictions on building height. Based on feedback from the draft Future Direction Report, building height is restricted, but also overall with less opportunities for public benefits. The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand for employment floorspace, upgrade community facilities and deliver improvements to the public domain. However, the Report also sets out clear restrictions on building height. Based on feedback from the draft Future Direction Report, building height will be restricted further, though this will result in less opportunities to leverage public benefits through the development process. Doing nothing is an undesirable option. Under current legislation, developers have the opportunity to bypass Council with their development aspirations directly to bodies external to Council. For more information refer to the Council Report (4.7.1) and the amended Future Direction Report.	Site 4 – removed as opportunity site has led to a substantial decrease of potential public domain delivery – however it has also substantially lowered the amount of locations with increased building height. Site 3 – improved transition to Yeo Street from 8 storeys to 6 storeys along the north Site 2 – increased height at the western end of this site only from 6 storeys to 8 storeys to make the public parking entry feasibly build away from the car park. Site 1 – refinements of the position of the building to improve solar outcomes Other draft increased height had no change	1d
			126.2	**Public benefits**	Supported the proposed building setbacks on Military Road and near public spaces to allow for tree planting and public domain improvements.	Support to deliver this important additional space along the B-Line bus stops is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No Action	2d
			126.3	**Public parking**		The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. Existing properties will continue with similar loading arrangement. More detail found at section 4.5.2 of the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
			126.4	**Employment**	Questioned the need to increase non-residential floorspace controls	The Future Directions Report does not seek to alter the local job market but rather to support existing and future demand for local employment uses in the town centre.	No Action - Minor adjustments to employment targets	2e

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					from 0.5:1 to 1.2:1, given that the North Sydney CBD is the main commercial centre of the LGA. Claimed this change had not been adequately justified in the planning study.	The impact of Covid-19 on these targets have been assessed in response to the feedback received. For detail regarding the amendments refer to section 4.6 of the Council Report and review the finalised Future Direction Report.		
			126.5	**Village atmosphere**	Reiterate to support the village atmosphere	Local shops make a valuable contribution to the village atmosphere of the centre. Support for small local shops was recognised in the draft Future Direction Report and further strengthened in the final draft report. Access to parking and loading is an important consideration as well as the various potential options of staging construction to limit disruption. This is particularly relevant with the changes proposed around the Grosvenor Lane car park. Proposed public facilities such as public parking and public domain will remain in Council's control. Detailed design solutions of relocated loading and public parking need to clearly support local speciality shops.	Amended Grosvenor Lane Plaza scheme and staged delivery	1c
			126.6	**Young Street Closure**	Concerned that the closure of Young Street would have negative impacts on local traffic conditions and will create access issues for residents of the street.	The closure of Young Street is part of Council's ongoing efforts to make the shopping and the commercial strip more appealing as a shopping destination for residents and visitors. Council is currently testing the Young Street closure and the implications on the street network and influence on pedestrian amenity in the area. The temporary closure commenced on Monday 2 November until March 2021 (section 4.3.1 or Council's website).	No action	2e
			126.7	**Heritage**	Objected to the proposed scheme for site 4: - Concerned that the proposed building heights of 8 storeys on Yeo Street and 6 storeys at Bydown Street were out of keeping with the character of surrounding residential areas - Concerned that development of this scale might set a precedent for further development in this part of the centre - Concerned that the site was located off the main road and not suitable for the propose height increase - Argued that the workman's cottages on Bydown Street had heritage value and should be repurposed, suggested a childcare centre would be suitable. - Requested the heritage study undertaken by NBRS Architects be made public.	The Future Direction Report maintains protections for existing heritage items in the area. It also identifies additional period buildings that contribute to the existing character of the area. Council encourages new development proposals on these sites to retain heritage features from these buildings. Other areas were not addressed as period buildings, such as the cottages along Bydown Street. The draft proposal anticipated a potential new development in this location. Expert heritage advice from "Urbis", received from the developer/landowner, demonstrates that the cottages along Bydown Street have little significance. However, based on the community feedback regarding street character and other relevant issues relating to this site and its context, Council has excluded the cottages as a strategically significant site to retain the residential low density characteristics of this street.	Height removed from Site 4	1d
			126.8	**Military Road**	Suggest to consider segregated pedestrian crossings across Military Road	In accordance with the community principles detailed in the North Sydney Transport Strategy, grade separated crossings are only considered if both topography and land uses support the delivery of direct (vertical as well as horizontal) and activated walking links that support improved safety and amenity for pedestrians, cyclists and public transport users. Military Road topography is unlikely to support these outcomes. Instead, steep climbs in and out of underpasses/overpasses would result in poorer personal security (crime) and pedestrian/disability access outcomes. Furthermore, introduction of separated crossings on Military Road would reinforce the domination of vehicles over pedestrians in Neutral Bay and Cremorne; this would result in higher traffic speeds and more risky driving behaviour, increasing the risk of	No Action	2a/2e

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
						crashes and injuries for other road users and any pedestrians that continue to cross Military Road at more direct, at grade crossings. In light of the above, it is important to recognise that a bridge or underpass would not contribute to the desired future character of the area identified in the Future Directions Report (section 4.5.4, Council report).		
			126.9	**Construction**	Concerned over the potential impacts for local residents from development combined with the construction of the Western Harbour Tunnel and Warringah Freeway upgrade.	This project aims to get the best outcome if development is proposed. It is not a formal development proposal but a new framework for future applications.	No Action	2a
			126.10	**Stage 2**	Recommended that the 'Big Bear' site also be considered as part of the planning study.	The Big Bear site will be considered as part of the next stage of the Military Road Corridor Planning Study	No Action	2b
127	Milson Precinct Committee		127.1	**Building height**	See also section 3.2 of the Council Report. Concerned that the proposed increases in building height are excessive and pose a risk 'overdevelopment' in the centre. Claimed the proposed heights would have overshadowing impacts on residential area to the south of the precinct.	See Submission 3.1, 1.1 and section 4.7.1 of the Council Report Based on feedback from the draft Future Direction Report, building height is restricted, but also overall with less opportunities for public benefits.	See submission 1.1	1d
			127.2	**Public benefits**	Supported the proposed public spaces, upgraded community facilities and improving connections between the north and south sides of Military Road.	Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No action	2d
			127.3	**Public parking**	Raised concerns over the loss of surface parking for the businesses in the vicinity of Grosvenor Plaza. Concerned that undergrounding the car parking facilities and combining them with parking for the supermarket would be a disincentive for customers of local businesses.	See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			127.4	**Community engagement**	Requested a three month extension to the exhibition period in light of COVID-19 restrictions.	See Submission 24.1	No action	2a
			127.5	**Local shops**		See Submission 2.3	See submission 1.3	1c
			127.6	**Heritage**	Objected to the loss of cottages on Bydown Street.	See Submission 17.3 and Section 4.7.3 of the Council Report	See Submission 17.3	1d
128	Business Owner		128.1	**Public parking**	Raised concerns regarding the parking and traffic impacts of the proposals, and the potential effects on retailing in the centre.	See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			128.2	**Traffic**		See submission 1.3	See submission 1.3	1e/2b
			128.3	**Community engagement**	Requested an extension of the exhibition period and submission	See Submission 24.1	No action	2a

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					deadlines to allow Council opportunity to run information sessions and to give the community more time to consider the proposals.			
			128.5	**Local shops**		See Submission 2.3	See submission 1.3	1c
129	Resident		129.1	**Building height**	Objected to the proposals of the Future Directions paper, and supported the alternative plaza solution put forward by the Neutral Bay Village Business Group.	See Submission 3.1	See Submission 1.1	2d
			129.2	**Public benefits**		See Submission 1.2	See Submission 1.2	1d
			129.3	**Public parking**		See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			129.4	**Traffic**		See submission 1.3	See submission 1.3	1e/2b
			129.5	**Loading**		See Submission 14.1	See submission 1.3	1e/2b
			129.6	**Local shops**		See Submission 2.3	See submission 1.3	1c
			129.7	**Young Street Closure**		See Submission 25.6 and section 4.3.1 of the Council Report	No action	1e
			129.8	**Grosvenor Lane Plaza**		Council appreciates your support in delivering a Grosvenor Lane Plaza. More detail will be provided in a subsequent Planning Proposal to deliver this unique new public domain for North Sydney.	See Submission 1.3	2d
130	Resident		130.1	**Building height**	Opposed the proposals of the Future Directions paper, claimed that they would result in the 'overdevelopment' of Neutral Bay and further impact the declining village atmosphere of the centre.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			130.2	**Public parking**	Concerned with the impact of the proposals on the existing congestion and parking issues in the area.	See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
131	Resident			**Public ownership**	Raised concerns regarding the ownership of public car parking at Grosvenor Lane.	See Submission 13.2	No action	2b/2f
132	Resident		132.1	**Building height**	Concerned by the proposed height increases for buildings on Rangers Road, though unclear over the exact nature of the proposals. Concerned that increases in building height would compromise the village feel of Neutral Bay. Also concerned by the potential overshadowing impacts on current residents and for the proposed public spaces. Claimed there would be little use in delivering new open space if they are affected by overshadowing.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					Sought clarity over the extent of foreign property ownership in the centre and queried whether Council had a policy on this issue.			
			132.2	**Traffic**	Raised concerns that increases in density would exacerbate existing congestion issues on local roads.	See submission 1.3	See submission 1.3	1e/2b
133	Business Owner		133.1	**Public parking**	Raised concerns regarding the parking and traffic impacts of the proposals, and the potential effects on retailing in the centre.	See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			133.2	**Traffic**		See submission 1.3	See submission 1.3	1e/2b
			133.3	**Community engagement**	Requested an extension of the exhibition period and submission deadlines to allow Council opportunity to run information sessions and to give the community more time to consider the proposals.	See Submission 24.1	No action	2a
			133.5	**Local shops**		See Submission 2.3	See submission 1.3	1c
134 (also 59 & 136)	Brightmore Precinct Committee		134.1	**Building height**	Offered general support for the intent of the planning study but opposed the proposals of the Future Direction. Objected to the proposed increases in building height up to 8-12 storeys as this would compromise the village feel of the centre. Argued that building heights should be limited to 5-6 storeys. Noted that there have been several large expansions in retail and shopping centres nearby which had not been considered by the Planning Study. Rejected the notion that developers may exceed Council controls via State planning processes or the through the courts. Argued that this is not an adequate justification for increasing building heights in the centre. Noted that development pressure is to be expected and that Council should focus on negotiating more acceptable outcomes for the community. Requested that the proposals for	The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand for employment floorspace, upgrade community facilities and deliver improvements to the public domain. However, the Report also sets out clear restrictions on building height. Based on feedback from the draft Future Direction Report, building height will be restricted further, though this will result in less opportunities to leverage public benefits through the development process. Doing nothing is a very undesirable option. Under current legislation, developers have the opportunity to bypass Council with their development aspirations directly to bodies external to Council. For more information refer to the Council Report (4.7.1) and the amended Future Direction Report. There were requests to delay this project for various reasons including the implications of stage 2, the request for more consultation and the unknown impacts of covid-19. Council appreciates the interest of the planning for the rest of the Military Road Corridor in Stage 2. It is the intent to have one holistic strategy for the entire Military Road Corridor. The next stage of the Planning Study will cover Cremorne and Military Road Island/Big Bear area. This is anticipated to commence once Stage 1 is finalised, pending Council resources. From the outset, Council has clearly communicated to undertake Stage 2 following Stage 1 and for transparency and expectations to all stakeholders, it is recommended to continue this approach.	Site 4 – removed as opportunity site has led to a substantial decrease of potential public domain delivery – however it has also substantially lowered the amount of locations with increased building height. Site 3 – improved transition to Yeo Street from 8 storeys to 6 storeys along the north Site 2 – increased height at the western end of this site only from 6 storeys to 8 storeys to make the public parking entry feasibly build away from the car park. Site 1 – refinements of the position of the building to improve solar outcomes Other draft increased height had no change	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					Stage 2 be released concurrently with the current proposals.			
			134.2	**Public benefits**	Supported the proposed upgrading of the community centre, asked Council to be more specific with what it envisions for the facility. Opposed the delivery of an indoor sports centre in the centre, suggested it may be more appropriately located elsewhere.	Your feedback regarding public domain and/or community facilities improvements has informed the preparation of the final Future Direction Report. Delivering the right public domain and/or community facilities improvements is an important outcome for the area and part of the final Future Direction Report. Detailed design outcomes will be further resolved in next phases including Planning Proposals and Development Applications and in consultation with stakeholders. Principles of the facility are included in chapter 2.1 of the amended Future Direction Report. Upon further consideration of the recreational public benefit components of the exhibited draft Future Direction Report, it is considered that a single court recreational facility is not suitable in Neutral Bay town centre. Updated financial feedback identified that a single multi-purpose sports court is not feasible to operate. Some negative feedback was also received with little support for the facility. The amended Future Direction Report has therefore not identified a location in the Neutral Bay town centre for this facility. A larger recreational facility elsewhere in North Sydney is preferred.	See Submission 1.2	1d
			134.3	**Public parking**	Concerned that there is not appropriate transport infrastructure in place to support development of this scale. Noted that the proposals depend on the construction of the WHTBL to reclaim space on Military Road for parking, and this project is not yet assured for delivery. Emphasised that these businesses require convenient and accessible public parking. Argued that the proposed level pf residential growth would warrant an increase in parking for the centre.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. Existing properties will continue with similar loading arrangement. More detail found at section 4.5.2 in the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
			134.4	**Traffic**	Rejected the claim that most people access the centre by walking and cycling. Claimed that the majority of shoppers access the centre by car and that climate conditions do not favour walking and cycling.	This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. While this is the already expected amount of traffic generation with the added density, the study recognises the need for further transport studies as part of travel planning requirements for subsequent Planning Proposals and Development Applications following the Future Direction Report. Traffic impacts of projects identified/endorsed as part of the planning study (e.g. the Young Street closure) have been/will be assessed on a project-by-project basis during more detailed design development. For example, a TMP (Traffic Management Plan) for the Young Street closure has been submitted to TfNSW by Council. TMPs for projects like the Grosvenor Lane car park changes into a plaza, will have to be prepared as part of the development/delivery of that project.	Added chapter regarding next steps/ implementation Amended Grosvenor Lane Plaza scheme and staged delivery	1e/2b
			134.5	**Community engagement**	Concerned that the proposals do not reflect the desires of the local community and previous feedback from precinct committees and the wider community had been	The community has provided input into the planning study in three stages. The first stage, from 26 July to 22 August 2018, included a community survey on what people value about the centre and initial views on its future form and role. The second stage, from 8 August to 9 September 2020, sought feedback on two discussion papers. The third and final stage is public exhibition of the Draft Future Directions paper.	No action	2a

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					disregarded. Queried what proportion of previous submissions were in favour of the proposed building heights.	Feedback on the first two stages were reported to Council on 24 September 2018 and 28 October 2019. Council's draft plan attempts to take as much of the feedback received on board, noting the wide diversity of opinions and the need to formulate a plan that is in line with state government directions, is realisable and achieves better outcomes for the wider community. This last public exhibition was particularly valuable but challenging during the epidemic. Various added information was made available to the website including a summary brochure, voice-over presentation, interactive website and frequently asked questions. More time was spent on the phone guiding costumers that we usually would meet in our regular information kiosks. Finally, Council extended the exhibition period twice and was open for comments for more than 3 months. It is in Council's interest to continue informing the public on this important project in particular stakeholders that have made a submission.		
				Delivery mechanism	Concerned by the balance between community and developer interests in the VPA negotiation process.	Council works within the existing NSW Planning Legislation in which Voluntary Planning Agreements are a significant tool to deliver new public benefits at important locations. Most opportunities in the Future Direction Report propose tangible public benefits as in-kind contributions. The Voluntary Planning Agreement process ensures transparency and provides valuable benefits including community facilities and open space for the public where new density is introduced, whilst covering the costs of delivery and ensuring benefits are implemented in a timely manner.	No action	2e
			134.6	**Covid-19**	Suggested the proposals should be reassessed in light of the consequences of COVID-19.	The Future Direction Report is a long term strategy aimed at addressing the current and future demand requirements of the growing population. While population and employment growth may slow in the short term, the market is anticipated to recover and somewhat normalise in the mid to longer term. The controls proposed in the HillPDA Economic Analysis and Strategy, which informed the draft report, still align with the above rational. While jobs may decline in the short term and some transition of businesses may occur, this is reflective of market cycles and volatility. The proposed minimum non-residential floorspace controls were proposed in correlation with alterations in building height to maintain viability (section 4.6.1, Council report).	Covid-19 – No action	2e
			134.7	**Local shops**	Raised concerns that the proposed access and parking arrangements would negatively impact local businesses.	Council recognises the valuable contribution local shops make to the village atmosphere of the centre. Support for small local shops was recognised in the draft Future Direction Report and further strengthened in the final draft report. Access to parking and loading is an important consideration as well as the various potential options of staging construction to limit disruption. This is particularly relevant with the changes proposed around the Grosvenor Lane car park. Proposed public facilities such as public parking and public domain will remain in Council's control. Detailed design solutions of relocated loading and public parking need to clearly support local speciality shops.	Amended Grosvenor Lane Plaza scheme and staged delivery	1c
			134.8	**Young Street Closure**	Objected to the closure of Young Street, claimed the proposed public space would have little amenity.	The closure of Young Street is part of Council's ongoing efforts to make the shopping and the commercial strip more appealing as a shopping destination for residents and visitors. Council is currently testing the Young Street closure and the implications on the street network and influence on pedestrian amenity in the area. The temporary closure commenced on Monday 2 November until March 2021 (section 4.3.1 or Council's website).	No action	2e
			134.9	**Grosvenor Lane Plaza**		Council appreciates your support in delivering a Grosvenor Lane Plaza. More detail will be provided in a subsequent Planning Proposal to deliver this unique new public domain for North Sydney.	Amended Grosvenor Lane Plaza scheme and staged delivery	2d
			134.10	**Military Road**	Suggested a pedestrian bridge over Military Road would be a more appropriate urban design intervention to enhance the connectivity between the north and south sides of Military Road.	In accordance with the community principles detailed in the North Sydney Transport Strategy, grade separated crossings are only considered if both topography and land uses support the delivery of direct (vertical as well as horizontal) and activated walking links that support improved safety and amenity for pedestrians, cyclists and public transport users. Military Road topography is unlikely to support these outcomes. Instead, steep climbs in and out of underpasses/overpasses would result	Military Road – No Action	2a/2e

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
						in poorer personal security (crime) and pedestrian/disability access outcomes. Furthermore, introduction of separated crossings on Military Road would reinforce the domination of vehicles over pedestrians in Neutral Bay and Cremorne; this would result in higher traffic speeds and more risky driving behaviour, increasing the risk of crashes and injuries for other road users and any pedestrians that continue to cross Military Road at more direct, at grade crossings. In light of the above, it is important to recognise that a bridge or underpass would not contribute to the desired future character of the area identified in the Future Directions Report (section 4.5.4, Council report).		
135	Resident		135.1	**Building height**	Raised the following concerns in relation to the proposed scheme for Site 4: - the loss of residences at 27-37 Bydown Street, claimed that Council has not properly considered the heritage impacts of this proposal. - the scheme would cause increases in traffic and make street parking more difficult for residents - the scheme would compromise the village feel of the area - there is potential for increased noise and disturbances from traffic and commercial enterprise, impacts on privacy, and the amenity of public spaces - the scheme would negatively impact property values in the vicinity of Site 4	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			135.2	**Governance**		See Submission 2.1	No Action	2f
			135.3	**Public parking**		See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			135.4	**Traffic**		See submission 1.3	See submission 1.3	1e/2b
			135.5	**Community engagement**	Raised concerns over Council's approach to community engagement, claimed that many property owners had not been directly notified.	See Submission 24.1	No action	2a
			135.6	**Heritage**		See Submission 17.3 and Section 4.7.3 of the Council Report Other areas were not addressed as period buildings, such as the cottages along Bydown Street. The draft proposal anticipated a potential new development in this location. Expert heritage advice from "Urbis", received from the developer/landowner, demonstrates that the cottages along Bydown Street have little significance. However, based on the community feedback regarding street character and other relevant issues relating to this site and its context, Council has excluded the cottages as a strategically significant site to retain the residential low density characteristics of this street.	See Submission 17.3	1d
136	Brightmore Precinct Committee			**Community engagement**	Discussed issues over the incorporation of previous feedback from Precinct Committees into the	The community has provided input into the planning study in three stages. The first stage, from 26 July to 22 August 2018, included a community survey on what people value about the centre and initial views on its future form and role. The second stage,	No action	2a

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
(also 59 & 134)					Planning Study. Sought to ensure that input from all relevant Precinct Committees is included in the process in the future.	from 8 August to 9 September 2020, sought feedback on two discussion papers. The third and final stage is public exhibition of the Draft Future Directions paper. Feedback on the first two stages were reported to Council on 24 September 2018 and 28 October 2019. Council's draft plan attempts to take as much of the feedback received on board, noting the wide diversity of opinions and the need to formulate a plan that is in line with state government directions, is realisable and achieves better outcomes for the wider community. This last public exhibition was particularly valuable but challenging during the epidemic. Various added information was made available to the website including a summary brochure, voice-over presentation, interactive website and frequently asked questions. More time was spend on the phone guiding costumers that we usually would meet in our regular information kiosks. Finally, Council extended the exhibition period twice and was open for comments for more than 3 months. It is in Council's interest to continue informing the public on this important project in particular stakeholders that have made a submission.		
137	Resident		137.1	**Building height**	Opposed the proposals as exhibited and claimed they would need further thought and refinement. Concerned that allowing high-rise development adjacent to proposed public spaces would compromise the solar amenity of these spaces.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			137.2	**Public parking**	Concerned that parking provisions were insufficient.	See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
138	Titanium Property obo Coles		138.1	**General**	Requests the provision of a greater level of flexibility to accommodate the needs of a wide range of stakeholders	In response to general feedback Council has made important changes to 43-53 Grosvenor Street, known in the Future Direction Report as Site 1. Revisions are included in section 5.1 of the Council Report. This includes a less prescriptive, more principles-based approach to the Grosvenor Lane car park to address concerns of existing landowners and local shops regarding public ownership, parking, loading, access and the balance/location of public improvements. The amended Future Direction Report suggests to locate the new community centre around one of the future plaza's. It seeks to deliver the facility potentially on site 1 rather than the draft proposal at site 2. It is an attractor for the area for a variety of users and supported by the community. Based on feedback received, the relocation of the public parking is proposed to be removed from the public benefits identified for site 1. The public parking will be more closely associated with the local shops to support the existing character of the centre on site 2.	No Action	2e
			138.2	**Building height**	Offered support for Council's approach to planning for the centre. Supported the addition of new recreation and child-care facilities, improvements to open space and the public domain, increasing building heights to 6 storeys throughout the centre and the provision of additional commercial floorspace via increases in minimum non-residential FSR.	Noted	No Action	2d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
			138.3	**Employment**	Suggests a reduction in the minimum non-residential FSR on Site 1 from 2.2:1 to 1.2:1	Based on the revised public benefits including public domain and community facility being delivered on Site 1 further refinement on minimum non-residential FSR was made for this location from 2.2:1 to 2.0:1	Refinement on minimum non-residential FSR from 2.2:1 to 2.0:1	1a
			138.4	**Setbacks**	Sought a reduction in the proposed 6.5m setback to the Grosvenor Lane Plaza to enable a greater range of development options for the site and plaza	The ground floor setbacks on Site 1 are important to enable redirection of all traffic through Waters Lane and Cooper Lane by providing adequate ground floor setback to accommodate turning circles. This will allow traffic to be removed from the Grosvenor Lane car park area. Consequently, the draft proposed ground floor setbacks have been rebalanced with 1.5m (was 2.5m) at Cooper Lane, 5.0m (was 2.5m) at Waters Lane and 5.0m (was 6.5m) at Grosvenor Lane.	Revised setbacks	1e
			138.5	**Grosvenor Lane Plaza**	Consider alternative designs for plazas and public spaces provided they meet performance criteria.	Council appreciates your support in delivering a Grosvenor Lane Plaza. Feedback has assisted to provide further details and include principles to achieve the new public domain area. Council looks forward to work together towards a subsequent Planning Proposal to deliver this unique new public domain for North Sydney.	Revised Grosvenor Lane Plaza principles and delivery	1a
			138.6	**Public parking, traffic and pedestrian amenity**	Consider appropriate parking measures and effective design of access and circulation. Council should allow for increases in the number of parking spaces to meet demand.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. Existing properties will continue with similar loading arrangement. More detail found at section 4.5.2 in the Council Report. This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. While this is the already expected amount of traffic generation with the added density, the study recognises the need for further transport studies as part of travel planning requirements for subsequent Planning Proposals and Development Applications following the Future Direction Report. Traffic impacts of projects identified/endorsed as part of the planning study (e.g. the Young Street closure) have been/will be assessed on a project-by-project basis during more detailed design development. For example, a TMP (Traffic Management Plan) for the Young Street closure has been submitted to TfNSW by Council. TMPs for projects like the Grosvenor Lane car park changes into a plaza, will have to be prepared as part of the development/delivery of that project.	No Action	2e
			138.7	**Pedestrian amenity**		Council advocates for projects to support improved walking, cycling and public transport outcomes for Military Road and the rest of Neutral Bay town centre in line with Council's Transport Vision. Based on feedback, existing policy and further research, the Future Direction Report continues to propose significant new open space.	No Action	2b
139	Central Element obo landowner		139.1	**General**	Supported the proposals of the Future Directions Report, including increases in building height, non-residential FSR and improvements to the public domain. Supported Council making the proposed amendments to NSLEP 2013 and NSDCP 2013, rather than requiring site-specific planning proposals across the centre.	Noted	No Action	2d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
			139.2	**Building height**	Suggested that a site-specific LEP clause providing a height increase of 8-10 storeys subject to the delivery of a number of public benefits would be an appropriate means of facilitating the proposed amalgamation. Also suggested a site-specific DCP could be prepared with additional requirements.	Proposed future building heights have been carefully balanced to support the needs of the locality. Increasing permissible building heights will provide opportunities to meet future demand for employment floorspace, deliver community facilities and create improvements to the public domain. However, it is important to note that Council's plan for the area also sets out clear restrictions on building height. Significant feedback from the public exhibition expressed concerns regarding the increased building heights in the town centre. Based on this and further assessments, the amended Future Direction Report has not increased heights beyond the draft proposed 6 storeys on 12 – 14 Waters Road.	No Action	2e
			139.3	**General**	Provided a scheme for 12 Waters Road which complied with the future controls for the site identified in the Future Directions Report. Also noted a DA had been submitted to Council in relation to the site.	An increase of employment floor space with a building height of 6 storeys for 12 Waters Road is supported by the Future Direction Report.	No Action	2d
			139.4	**Public benefits**	Suggested that increased height could facilitate an increase in the non-residential FSR from 1.2:1 to 1.7:1, providing additional employment opportunities, additional monetary contributions through a VPA to contribute towards the delivery of community infrastructure or the provision of public domain works in kind, increase in sustainability commitments beyond BASIX and Section J requirements and a single basement with vehicle access restrict off Waters Lane, enabling the creation of a pedestrian scale laneway with fine grain retail.	Public benefits have been carefully balanced through this project. Significant feedback from the public exhibition expressed concerns regarding the increased building heights in the town centre. Consequently, the amended Future Direction Report has not increased heights beyond the draft proposed 6 storeys on 12 – 14 Waters Road.	No Action	2e
			139.5	**Grosvenor Lane Plaza - Alternative Masterplan**	Provided an alternative masterplan for the Town Centre and requested Council give consideration to alternative designs and schemes which seek to deliver the objectives of the Planning Study.	Council appreciates your support in delivering a Grosvenor Lane Plaza. More detail will be provided in a subsequent Planning Proposal to deliver this unique new public domain for North Sydney. Development proposals of landowners that deliver on the Future Direction Report could benefit this scheme. More detail is provided in the Council Report and the amended Future Direction Report.	Related amendment - amended Grosvenor Lane Plaza scheme and staged delivery	2g
140	Resident		140.1	**Building height**	Objected to the proposed height increases from 5 to 8-12 storeys. Council has already satisfied state government targets. All Precinct Committees in the area have opposed increases in height over 6 storeys. The proposed building heights will increase overshadowing in the area and will result in the creation of a	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					wind tunnels, compromising the amenity and village feel of the centre			
			140.2	**Governance**	Argued that the proposals appear to be developer driven.	See Submission 2.1	No Action	2f
			140.3	**Public parking**	The scale of development proposed and increases in commercial will exacerbate current parking issues.	See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			140.4	**Traffic**	Existing infrastructure is already under pressure and cannot cope with the level of growth proposed.	See submission 1.3	See submission 1.3	1e/2b
			140.5	**Employment**	Questioned the need for additional commercial floorspace given the scale of development occurring in North Sydney and St Leonards/Crows Nest, and the potential implications of COVID-19. Concerned by the proposal to increase employment away from transport services.	See Submission 1.4 and section 4.6 of the Council Report	See Submission 1.4	2e
			140.6	**Covid-19**		See Submission 32.5 and section 4.6.1 of the Council Report	No action	2e
			140.7	**Local shops**		See Submission 2.3	See submission 1.3	1c
141	Landowner		141.1	**Building height**	Concerned that the proposed scheme for Site 3 is not current feasible. Requested that Council consider permitting an overall height of 10 storeys on the south-east building on Site 3, to accommodate the floorspace lost to the community sports facility elsewhere in the building.	Proposed future building heights have been carefully balanced to support the needs of the locality. Increasing permissible building heights will provide opportunities to meet future demand for employment floorspace, deliver community facilities and create improvements to the public domain. However, it is important to note that Council's plan for the area also sets out clear restrictions on building height. As such no height increases are proposed on Site 3. Built form refinements are included in the amended Future Direction Report. More detail is provided in section 5.3 of the Council Report and the amended Future Direction Report.	Related amendment - refinements on the built form site 3	1a
			141.2	**Public benefits**	Noted that due to the height required to accommodate multi-purpose courts on the site, the proposed community sports facility would occupy a space equivalent to 3 storeys. This facility would also have a significant impact on the structural design of the building by limiting the ability to place structural columns in the space. This impacts the total amount of floorspace deliverable on the site and the viability of this public benefit.	Upon further consideration of the recreational public benefit components of the exhibited draft Future Direction Report, it is considered that a single court recreational facility is not suitable in Neutral Bay town centre. Updated financial feedback identified that a single multi-purpose sports court is not feasible to operate. Some negative feedback was also received with little support for the facility. The amended Future Direction Report has therefore not identified a location in the Neutral Bay town centre for this facility. A larger recreational facility elsewhere in North Sydney is preferred. To enable a suitable re-location of a new larger community centre, it is sought to deliver such facility in the first instance in proximity of the existing facility. Another potential location along the new Rangers Road Plaza has been added to the amended Future Direction Report. This location also fits with the requirements of a new community centre. More detail is provided in the Council Report and the amended Future Direction Report.	Amended public benefit	1a
			141.3	**Pedestrian amenity**		Council advocates for projects to support improved walking, cycling and public transport outcomes for Military Road and the rest of Neutral Bay town centre in line with Council's Transport Vision. Based on feedback, existing policy and further	No Action	2e

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
						research, the Future Direction Report continues to propose significant new open space.		
142	CityPlan obo Landowner		142.1	**Building height**	Generally supports the proposals but raised concerns regarding the feasibility of retaining the facades of the 246-254 Military Road properties that were listed as facades of character (period buildings)	Noted. The draft Future Direction Report was informed by several independent feasibility studies and seeks to strike a balance between development and community benefits. It is a framework that guides future plans including the 246-254 Military Road. The applicant is encouraged to discuss their development opportunities further in a pre-DA meeting.	No Action	2e
			142.2	**Key sites**	Request reconsideration of 246-254 Military Road as a key development site. Detailed plans and assessment accompanied this consideration.	The delivery of strategic significant sites was limited to 4 sites. Based on community feedback this has been limited to 3 sites in the amended Future Direction Report. See Submission 3.1	No Action	2e
143	Resident		143.1	**Building height**	Generally supports the proposals but raised the following concerns in relation to Sites 1 and 2: - Supported the relocation of the Grosvenor Lane car park underground, but concerned that the proposed access arrangements would increase congestion. Suggested that separate entrances for cars and vehicles would be needed to minimise conflict and that parking entrances and exits should also be separate to allow for continuous, one-directional traffic flow. - Claimed that Council is overestimating the number of people who walk or cycle to the centre, and that most people access the centre by car. - Concerned that the building heights for Sites 1 and 2 would diminish the appeal of the proposed public space. Acknowledged that the proposed schemes seem to allow adequate solar access. - Concerned that disruption during construction would adversely impact small businesses in the area and that many would not survive prolonged construction periods and temporary reductions in parking. Current arrangements should be retained unless this can be addressed.	See Submission 3.1 Based on feedback from the draft Future Direction Report, building height is restricted, but also overall with less opportunities for public benefits.	See Submission 1.1	1d
			143.2	**Public parking**		See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			143.3	**Traffic**		See submission 1.3	See submission 1.3	1e/2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
144	Resident		144.1	**Building height**	Supported the submission made by the Brightmore Precinct Committee (refer 59). Concerned that Council had not given proper consideration to particular sites adjacent to the precinct: Bus Depot/Aurecon Building site and Parraween Street Cremorne. Questioned the merit of postponing planning for these areas in a subsequent stage of the Planning Study and argued that the full vision for the entire corridor should be presented together.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			144.2	**Public benefits**		See Submission 1.2	See Submission 1.2	1d
			144.3	**Public parking**		See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			144.4	**Traffic**		See submission 1.3	See submission 1.3	1e/2b
			144.5	**Community engagement**		See Submission 24.1	No action	2a
			144.6	**Covid-19**		See Submission 32.5 and section 4.6.1 of the Council Report	No action	2e
			144.7	**Local shops**		See Submission 2.3	See submission 1.3	1c
			144.8	**Young Street Closure**		See Submission 25.6 and section 4.3.1 of the Council Report	No action	2e
			144.9	**Grosvenor Lane Plaza**		Council appreciates your support in delivering a Grosvenor Lane Plaza. More detail will be provided in a subsequent Planning Proposal to deliver this unique new public domain for North Sydney.	See Submission 1.3	2d
			144.10	**Military Road**		See Submission 25.7 and section 4.5.4 of the Council Report	No action	2a/2e
145	Resident		145.1	**Building height**	Supported the concerns raised in the submission made by the Brightmore Precinct Committee (refer 59). Requested that Council reconsider the proposals in light of the concerns raised in the submission.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			145.2	**Public benefits**		See Submission 1.2	See Submission 1.2	1d
			145.3	**Public parking**		See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			145.4	**Traffic**		See submission 1.3	See submission 1.3	1e/2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
			145.5	**Community engagement**		See Submission 24.1	No action	2a
			145.6	**Covid-19**		See Submission 32.5 and section 4.6.1 of the Council Report	No action	2e
			145.7	**Local shops**		See Submission 2.3	See submission 1.3	1c
			145.8	**Young Street Closure**		See Submission 25.6 and section 4.3.1 of the Council Report	No action	1e
			145.9	**Grosvenor Lane Plaza**		Council appreciates your support in delivering a Grosvenor Lane Plaza. More detail will be provided in a subsequent Planning Proposal to deliver this unique new public domain for North Sydney.	See Submission 1.3	2d
			145.10	**Military Road**		See Submission 25.7 and section 4.5.4 of the Council Report	No action	2a/2e
146	Resident		146.1	**Building heights**	.	Proposed future building heights have been carefully balanced to support the needs of the locality. Increasing permissible building heights will provide opportunities to meet future demand for employment floorspace, deliver community facilities and create improvements to the public domain. However, it is important to note that Council's plan for the area also sets out clear restrictions on building height.	Site 4 – removed as opportunity site has led to a substantial decrease of potential public domain delivery – however it has also substantially lowered the amount of locations with increased building height. Site 3 – improved transition to Yeo Street from 8 storeys to 6 storeys along the north Site 2 – increased height at the western end of this site only from 6 storeys to 8 storeys to make the public parking entry feasibly build away from the car park. Site 1 – refinements of the position of the building to improve solar outcomes Other draft increased height had no change	2d
			146.2	**Public benefits**		Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No Action	2d
147	Resident			**Traffic**	Raised concerns over whether existing infrastructure would match planned growth, particularly with regard to parking, vehicular circulation and congestion.	See submission 1.3	See submission 1.3	1e/2b
148	Resident			**Building height**	Recommends that the proposed building heights should be even higher, up to 12-24 storeys, to reflect Neutral Bay's growing connections with the Sydney CBD.	See Submission 3.1 Based on feedback from the draft Future Direction Report, building height is restricted, but also overall with less opportunities for public benefits.	See Submission 1.1	2d 1d
149	Resident		149.1	**Building height**	Opposed the recommendations of the Future Directions Paper for the following reasons: - Area already overdeveloped	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					- Further high rise development will have adverse impacts on solar amenity - Vacancies in the area show a lack of demand for commercial space Suggested that Council repurpose existing buildings for community, creative or recreational facilities and prioritise maintaining existing open spaces over delivering new spaces.			
			149.2	**Employment**		See Submission 1.4 and section 4.6 of the Council Report	See Submission 1.4	2e
150	Resident			**Public benefits**	Supports the delivery of more public spaces needed to promote village atmosphere. Highlighted the need to address the divisive effect of Military Road.	Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No action	2d
151	Resident			**Public benefits**	Requested that Council consider an enclosed childrens play area safely away from traffic where local families could gather, similar to the area in Lane Cove Town Centre. Claimed there is currently a lack of safe, enclosed spaces for young children in Neutral Bay.	See Submission 1.2	See Submission 1.2	1d
152	Resident		152.1	**Building height**	Questioned the need for the proposed changes, raised concerns over whether changes to building height would destroy the area's village atmosphere and solar access..	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			152.2	**Public benefits**	Supported the closing off Young Street, Grosvenor Lane and providing new open spaces, but not at the expense of solar access or the village atmosphere of the area	Support to deliver public domain is noted. Delivering on this demand is an important outcome for the area. Achieving improved solar outcomes compared to the existing controls is an important part of the direction and part of the final Future Direction Report.	No Action	2d
153	Resident		153.1	**Building height**	Supported the proposed changes, saw them as a positive step towards planning for future development in the area.	See Submission 3.1	See Submission 1.1	2d
			153.2	**Public benefits**		Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No action	2d
154	Resident		154.1	**Public benefits**	Opposed the inclusion of undergrounding of car park as a community facility and questioned whether this would benefit developers or the community.	See Submission 1.2	See Submission 1.2	1d
			154.2	**Governance**		See Submission 2.1	No Action	2f
155	Resident		155.1	**Building height**	Supported the proposed changes, viewed the proposed public domain	See Submission 3.1	See Submission 1.1	2d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					improvements as necessary and overdue.			
			155.2	**Public benefits**		Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No action	2d
156	Resident			**Building height**	Expressed concerns with whether the proposed changes in building heights would result in overshadowing impacts. Doubted that higher densities along such a busy thoroughfare would create a village atmosphere or a sense of community.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
157	Resident		157.1	**Building height**	Supported increased heights to deliver the proposed public spaces.	See Submission 3.1	See Submission 1.1	2d
			157.2	**Public benefits**		Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No action	2d
			157.3	**Employment**	Questioned need for new commercial and retail spaces in the area, due to the impacts of COVID-19 on working and shopping habits.	See Submission 1.4 and section 4.6 of the Council Report	See Submission 1.4	2e
			157.4	**Covid-19**		See Submission 32.5 and section 4.6.1 of the Council Report	No action	2e
			157.5	**Grosvenor Lane Plaza**	Supported closing off Grosvenor Lane for new public space and the undergrounding of the car park.	Council appreciates your support in delivering a Grosvenor Lane Plaza. More detail will be provided in a subsequent Planning Proposal to deliver this unique new public domain for North Sydney.	See Submission 1.3	2d
158	Resident		158.1	**Building height**	Generally supported the proposal and the proposed public domain improvements. Opposed the increases to building heights, argued that they should be adjusted to match current tallest buildings. Questions impact of further development on Military Road and the feasibility of achieving a 'village feel', given the current levels of traffic and congestion. Also raised concerns around the cumulative impacts of ongoing construction impact on residential amenity.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			158.2	**Public benefits**		Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No action	2d
			158.3	**Traffic**		See submission 1.3	See submission 1.3	1e/2b
			158.4	**Military Road**		See Submission 94.5	No action	2a
159	Resident			**Building height**	Generally supported the proposed changes including increases to building heights. Suggested that new developments should fit in with	See Submission 3.1	See Submission 1.1	2d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					the existing style and architecture of area.			
160	Resident		160.1	**Building height**	Offered general support for the proposed changes including building heights and public domain improvements. Requested additional bicycle lock-up facilities.	See Submission 3.1	See Submission 1.1	2d
			160.2	**Public benefits**		Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No action	2d
			160.3	**Public benefits**		See Submission 1.2	See Submission 1.2	1d
			160.4	**Traffic and Transport**		See Submission 10.2 and section 4.5.8 of the Council Report	No action	2a
161			161.1	**Building height**	Objected to the proposals, particularly the increases in building height.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			161.2	**Employment**	Questioned the need for additional commercial floorspace.	See Submission 1.4 and section 4.6 of the Council Report	See Submission 1.4	2e
162			162.1	**Building height**	Offered general support for the proposed changes.	See Submission 3.1	See Submission 1.1	2d
			162.2	**Public benefits**		Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No action	2d
163			163.1	**Public benefits**	Questions the proposed changes in light of the impacts of COVID on how the community will live and work in future. In particular the submission questioned the need for additional commercial floorspace in Neutral Bay and argued for additional open space and more walkable neighbourhoods with less congestion.	See Submission 1.2	See Submission 1.2	1d
				Public parking	The submission also questioned the need for car parking and the proposal to create an underground supermarket at Rangers Road (Site 3).	See Submission 2.2 and section 4.5.2 of the Council Report	See Submission 1.3	1d
			163.2	**Employment**		See Submission 1.4 and section 4.6 of the Council Report	See Submission 1.4	2e
			163.3	**Covid-19**		See Submission 32.5 and section 4.6.1 of the Council Report	No action	2e
			163.4	**Local shops**		See Submission 2.3	See Submission 1.3	1c
164	Resident			**Building height**	Raised concerns over the proposed increases to building heights up to 12 storeys, suggests a more modest increase in height at around 8 storeys would be sufficient.	See Submission 3.1 Based on feedback from the draft Future Direction Report, building height is restricted, but also overall with less opportunities for public benefits.	See Submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
165	Resident		165.1	**Building height**	Supported the plan for regeneration, and to refurbish some of the outdated built form within the Neutral Bay Town centre. Pointed out that the level of development proposed would be contingent on significant traffic improvements, particularly the Western Harbour Tunnel and Beaches Link.	See Submission 3.1	See Submission 1.1	2d
			165.2	**Public benefits**		Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No action	2d
			165.3	**Traffic**		See submission 1.3	See submission 1.3	1e/2b
			165.4	**Military Road**		See Submission 94.5	No action	2a
166	Resident			**Building height**	Objected to the proposed increases in building heights to 8-12 storeys due to the likely impacts on solar access and overshadowing.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
167	Resident		167.1	**Building height**	Offered general support for the proposals of the Future Directions Report, though they opposed Option 2 for Grosvenor Lane Plaza as it would reduce parking in the centre.	See Submission 3.1	See Submission 1.1	2d
			167.2	**Public benefits**		Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No action	2d
			167.3	**Public parking**	Raised concerns over the current pressure on parking facilities and the need for disabled and elderly members of the community to have easy access to parking within the centre. Suggested an additional 20-30 spaces to meet some of this existing demand	See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
168	Resident		168.1	**Building height**	Supported increases in building heights up to 12-16 levels for mixed use apartment buildings. Recommended a bridge crossing for Military Road.	See Submission 3.1	See Submission 1.1	2d
			168.2	**Military Road**		See Submission 25.7 and section 4.5.4 of the Council Report	No action	2a/2e
169	Resident		169.1	**Building height**	Objected to the scale and height of proposed development due to the impacts on solar access, over-imposing bulk and overshadowing. In particular, opposed the proposed building height at Grosvenor Lane Plaza, Rangers Road Plaza, and Barry Street Plaza.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
			169.2	**Public parking**	Raised concerns that the future development of the proposed scale would have unacceptable impacts on traffic and parking, particularly from commercial growth.	See Submission 2.2 and section 4.5.2 of the Council Report .	See submission 1.3	1d
			169.3	**Traffic**	Questioned whether Rangers Road Plaza would require Military Road closure and which directions Rangers Road Plaza would open to.	No closure of Rangers Road or a Military Road is proposed in the Future Direction Report. The Rangers Road Plaza opens up to Rangers Road. For more information go to p26 and p63 of the Future Direction Report.	See submission 1.3	1e/2b
			169.4	**Loading**		See Submission 14.1	See submission 1.3	1e/2b
			169.5	**Employment**		See Submission 1.4 and section 4.6 of the Council Report	See Submission 1.4	2e
			169.6	**Grosvenor Lane Plaza**		See Submission 27.7 and section 4.3.2 of the Council Report	See submission 1.3	2e
			169.7	**Heritage**	Highlighted the importance of preserving the village atmosphere and heritage feel of the Neutral Bay Town Centre.	See Submission 17.3 and Section 4.7.3 of the Council Report	See Submission 17.3	1d
			169.8	**Public transport**	Suggested that the proposed development needs significant public transport investment like a tram line, to support it.	See Submission 3.3	No action	2a
			169.9	**Military Road**	Pointed out that there were no provisions or commitments to reduce traffic flow after the WHTBL.	See Submission 94.5	No action	2a
170	Resident		170.1	**Building height**	Offered general support for the proposals.	See Submission 3.1	See Submission 1.1	2d
			170.2	**Public benefits**		Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report	No action	2d
171	Resident		171.1	**Building height**	Supported the proposed public domain improvements. Opposed the proposed increases to building heights due to traffic impacts and the lack of demand for new residential development	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			171.2	**Public benefits**		Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No action	2d
			171.3	**Traffic**		See submission 1.3	See submission 1.3	1e/2b
172	Resident		172.1	**Building height**	Offered general supported for the proposed changes.	See Submission 3.1	See Submission 1.1	2d
			172.2	**Public benefits**		Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No action	2d
173	Resident		173.1	**Building height**	Supported the creation of Grosvenor Lane plaza by undergrounding the car park and suggested that improvements to	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					community facilities should include a library branch within the centre. Opposed the following aspects of the planning study: - increases in building heights (should be limited to 4 storeys) - the closure of Young Street - Barry Street plaza, as the existing public space is poorly utilised - Rangers Road plaza, the supermarket should be retained above ground.			
			173.2	**Public benefits**		See Submission 1.2	See Submission 1.2	1d
			173.3	**Young Street Closure**		See Submission 25.6 and section 4.3.1 of the Council Report	No action	1e
			173.4	**Grosvenor Lane Plaza**		Council appreciates your support in delivering a Grosvenor Lane Plaza. More detail will be provided in a subsequent Planning Proposal to deliver this unique new public domain for North Sydney.	See Submission 1.3	2d
174	Resident		174.1	**Building height**	Supported the public domain improvements but objected to increases in building heights in exchange for delivering open spaces.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			174.2	**Public benefits**		Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No action	2d
			174.3	**Governance**	Raised concerns over the balance between developer and community benefit.	See Submission 2.1	No Action	2f
			174.4	**Public parking**	Suggested that more car parking is needed in the centre.	See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
175	Resident		175.1	**Building height**	Objected to the increases in building heights as development of the proposed scale would cause unacceptable overshadowing impacts and jeopardise the village atmosphere of the centre. Suggested that Military Road should be limited to 6 storeys rather than 8.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			175.2	**Heritage**	Also requested that characteristic buildings on Parraween Street should be preserved.	Your input is noted. This area is beyond the scope of this Stage 1 project. Further input will be sought when the next Stage of the Military Road Corridor Planning Study starts.	See Submission 17.3	1d
176	Resident			**Building height**	Offered general support for the proposed changes but suggested that a more modest height increase of 10 storeys, rather than 12 would be more appropriate.	See Submission 3.1 Based on feedback from the draft Future Direction Report, building height is restricted, but also overall with less opportunities for public benefits.	See Submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
177	Resident		177.1	**Building height**	Offered general support of the plans for the regeneration of the Neutral Bay Town Centre. Objected to the proposed increases to building heights due to overshadowing and wind impacts.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			177.2	**Public benefits**		Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No action	2d
			177.3	**Schools and health infrastructure**	Expressed concerns over whether local infrastructure such as schools, medical facilities and transport services would be able to cope with projected growth and suggested additional modelling may benefit the study.	See Submission 7.3 Council understands the concerns relating to health infrastructure. Hospitals are managed by the State Government Department of Health. Future development as envisioned in the Military Road Corridor Planning Study is managing the growth in the area. Health infrastructure should be an integrated part of that vision and as such the draft Future Direction Report was shared with State Agencies including the Department of Health Infrastructure NSW.	A letter will be sent to Department of Education	1a
			177.4	**Public transport**	Also raised concerns over the future use of private vehicles within the precinct and suggested that Council should encourage investment in shared modes of transport around high density centres and public spaces.	See Submission 3.3	No action	2a
178	Resident			**Building height**	Objected to the proposed increases to building heights due to the potential impact on views from the area.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
179			179.1	**Building height**	Objected to the proposed increases in building height as it would worsen traffic and congestion in the area. Claimed the proposals were not suited to the current character of Neutral Bay.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			179.2	**Traffic**		See submission 1.3	See submission 1.3	1e/2b
180	Resident		180.1	**Building height**	Offered general support of the plans for regeneration.	See Submission 3.1	See Submission 1.1	2d
			180.2	**Public benefits**		Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No action	2d
181			181.1	**Building height**	Offered general support of the plans for regeneration and raised the following concerns: - Allowing greater FSRs or heights on key sites (up to 15 storeys), could allow for the delivery of more off-street parking and the removal of some on-street parking.	See Submission 3.1		2d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					- The removal of on-street parking could facilitate more improvements to the public domain, particularly Grosvenor and Young Streets - Military Rd is divisive, needs improvement to prioritise pedestrians.			
			181.2	**Public benefits**		Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report. See Submission 1.2	See Submission 1.1	2d 1d
			181.3	**Traffic and Transport**		See Submission 10.2 and section 4.5.8 of the Council Report	See Submission 1.2	2a
			181.4	**Public parking**		See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			181.5	**Traffic**		See submission 1.3	No action	1e/2b
			181.6	**Pedestrian amenity**		See Submission 11.2	No action	2d
182			182.1	**Building height**	Objected to the proposed increases in building heights and argued that height limits in the area should not exceed 4 storeys. The submission did not agree that there was a need for additional parking or new community facilities, as better use could be made of existing spaces such as Primrose Park Arts & Crafts centre and church halls.	See submission 1.1 and section 4.7.1 of the Council Report .	See submission 1.1	1d
			182.2	**Public parking**		See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
183	Resident		183.1	**Building height**	Supported the plans for regeneration, particularly the proposed public spaces, community facilities and arts precinct. Claimed this would encourage a greater sense of community and improve the amenity of the area.	See Submission 3.1	See Submission 1.1	2d
			183.2	**Public benefits**		Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No action	2d
184	Resident		184.1	**Building height**	Opposed the proposed increases to building heights and raised concerns over the potential impacts on traffic and neighbourhood amenity.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			184.2	**Traffic**		See submission 1.3	See submission 1.3	1e/2b
185	Resident		185.1	**Building height**	Raised concerns over potential overshadowing, parking and noise impacts as a result of increases to	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					building heights, particularly at Site 4 on Barry St.			
			185.2	**Traffic**		See submission 1.3	See submission 1.3	1e/2b
186	Resident		186.1	**Building height**	Objected to the proposed increases to building heights.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			186.2	**Public parking**	Claimed that there is a need for improvements to resident parking, suggested Council issue free resident parking permits to rate payers.	See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			186.3	**Traffic**	Also suggests permanent clearways on Military Road.	See submission 1.3	See submission 1.3	1e/2b
187	Resident		187.1	**Building height**	Offered general support for the proposed changes.	See Submission 3.1	See Submission 1.1	2d
			187.2	**Public benefits**		Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No action	2d
188	Resident			**Public benefits**	Suggested the area would benefit from a new community centre.	See Submission 1.2	See Submission 1.2	1d
189	Resident			**Public benefits**	Supported the proposed improvements to cultural and community spaces, argued that these improvements are essential to enhancing the village atmosphere of the area and countering the impacts of new development.	Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No action	2d
190	Resident			**Public parking**	Claimed the area needs more parking, particularly at Grosvenor Lane and Barry Street.	See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
191	Resident		191.1	**Building height**	Supported plans for regeneration, claimed the proposed changes would improve local retail occupancy.	See Submission 3.1	See Submission 1.1	2d
			191.2	**Public benefits**	Suggested the creation of a new public open space by extending St Leonards Park over Warringah Freeway to Neutral Bay.	Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report. See Submission 1.2	See Submission 1.2	2d 1d
192	Resident		192.1	**Building height**	Opposed increases in building heights to 12 storeys as these heights would be detrimental to the character of these areas and exacerbate parking issues. Criticised the creation of Young Street and Barry Street plazas, claimed that these spaces would be detrimentally impacted by noise from Military Road and	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
					overshadowing. Existing public space within the centre is under-utilised due to poor amenity, and therefore additional public spaces would also be under-utilised. Raised concerned over the balance between developer and community benefits.			
			192.2	**Governance**		See Submission 2.1	No Action	2f
			192.3	**Young Street Closure**		See Submission 25.6 and section 4.3.1 of the Council Report	No action	1e
193			193.1	**Building height**	Opposed increases in building heights to 8-12 storeys due to the potential overshadowing and wind impacts. Suggested an alternative design similar to Northbridge Plaza, requiring further undergrounding of parking.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			193.2	**Public benefits**		See Submission 1.2	See Submission 1.2	1d
194	Resident		194.1	**Public benefits**	Supported the proposed extending May Gibbs Square and the creation of the art alleyway. Suggested this space might be widened and queried the time frame for delivering these projects. Objected to moving supermarket facilities underground and argued that the seating and cafe outside Woolworths Rangers Road should be retained. Raised concerns over the design of underground parking.	Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report. See Submission 1.2	See Submission 1.2	2d 1d
195			195.1	**Building height**	Offered general support for the proposed changes.	See Submission 3.1	See Submission 1.1	2d
			195.2	**Public benefits**	Particularly supported the creation of cultural and art spaces.	Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No action	2d
196	Resident		196.1	**Building height**	Offered general support for the proposed changes, but objected to the added height up to 12 storeys. Argued that the 70s buildings have not been a successful outcome.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			196.2	**Public benefits**	Support particularly the proposed improvements to the public domain. Raised concerns over the risk ground level setbacks being acquired to widen Military Road in future.	Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report. The Future Direction Report localises the setbacks on Military Road to optimise the outcome at the bus stops only and minimise the chances the entire corridor will be influenced overtime.	No action	2d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
			196.3	**Traffic and Transport**	Objected to the proposed increases in building heights to up to 12 storeys due to the impacts on traffic and congestion.	See Submission 10.2 and section 4.5.8 of the Council Report	No action	2a
			196.4	**Traffic**	Objected to the proposed increases in building heights to up to 12 storeys due to the impacts on traffic and congestion	See submission 1.3	See submission 1.3	1e/2b
			196.5	**Heritage**	Seeks the retention of characteristic and heritage buildings.	See Submission 17.3 and Section 4.7.3 of the Council Report	See Submission 17.3	1d
			196.6	**Cycleways**	Argued that the centre needs an integrated plan for cycle ways	The Future Direction Report incorporates the NSC Cycling Network. See Section 4.5.7 of the Council Report.		
197	Resident			**Traffic and Transport**	Claimed that Military Road needs a segregated bicycle path.	See Submission 10.2 and section 4.5.8 of the Council Report	No action	2a
198	Resident			**Building height**	Objected to the proposed increases in building heights of up to 12 storeys due to potential overshadowing and wind impacts. Also raised concerns over maintenance of public spaces.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
199	Resident		199.1	**Building height**	Opposed the proposed increases in building heights due to the potential overshadowing impacts.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			199.2	**Public parking**	Raised concerns around the potential adverse impacts on parking and traffic as a result of increased density.	See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
			199.3	**Covid-19**	Questioned the need for additional commercial floorspace, particularly due to the implications of COVID-19.	See Submission 32.5 and section 4.6.1 of the Council Report	No action	2e
			199.4	**Traffic**	Raises issues regarding additional traffic in areas that are already high pedestrian areas	See Submission 1.3		
200	Resident		200.1	**Building height**	Offered support to increase existing height limits for more office space.	See Submission 3.1	See Submission 1.1	2d
			200.2	**Public benefits**	Offered support of the creation of Grosvenor Lane plaza	Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No action	2d
			200.3	**Public benefits**	Supported the redevelopment of Woolworths and suggested turning Young Street Plaza and Grosvenor Lane plazas into 'eat street' precincts to improve the attractiveness of the centre for residents, workers and visitors.	See Submission 1.2	See Submission 1.2	1d
			200.4	**Pedestrian amenity**	Support the placemaking of the local centre as a destination	See Submission 11.2	No action	2d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
201	Resident			**Building height**	Objected to the proposed increases in building heights and raised concerns that these changes would have 'flow-on' effects for the rest of the Military Road Corridor.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
202	Resident			**Building height**	Offered general support for development within the area but opposed the proposed increases in building heights to 6, 8 and 12 storeys. Argued that this level of uplift in the centre would negatively impact the amenity and atmosphere of the proposed public spaces.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
203	Resident		203.1	**Building height**	Opposed the proposed increases to building heights for the following reasons: - high rise development will jeopardise the village feel of the area - overshadowing impacts from high rise development - traffic impacts from increased density	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			203.2	**Traffic**		See submission 1.3	See submission 1.3	1e/2b
204	Resident		204.1	**Building height**	Opposed the proposed increases in building heights. Claimed the proposed uplift would result in the loss of Neutral bay's village feel and cause adverse impacts on traffic and congestion.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			204.2	**Traffic**		See submission 1.3	See submission 1.3	1e/2b
205	Resident		205.1	**Building height**	Opposed the proposed increases in building heights, and argued that development should be limited to 4 storeys at Grosvenor Lane plaza. Raised concerns that the proposed height increases would cause the loss of Neutral Bay's village atmosphere. Favours a more progressive renewal retaining the current village atmosphere, rather than comprehensive new centre strategy seeking high rise development.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			205.2	**Heritage**		See Submission 17.3 and Section 4.7.3 of the Council Report	See Submission 17.3	1d
206	Resident		206.1	**Building height**	Objected to the proposed increases in building heights as it would jeopardise the village feel of the area and increase congestion.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			206.2	**Traffic**		See submission 1.3	See submission 1.3	1e/2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
207	Resident		207.1	**Building height**	Raised concerns that the current school, transport and parking infrastructure is ill-equipped to accommodate increases in density. Objected to the proposed building heights as they would compromise the atmosphere of the centre.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			207.2	**Traffic and Transport**		See Submission 10.2 and section 4.5.8 of the Council Report	No action	2a
			207.3	**Schools**		See Submission 7.3	A letter will be sent to Department of Education	1a
208	Resident		208.1	**Building height**	Offered general support for the proposed changes, and also supported new arts facilities and additional car parking in the centre. Objected to the increases in building heights of up to 10 storeys. Claimed that this level of uplift would detract from the village feel of the centre.	See Submission 3.1 Based on feedback from the draft Future Direction Report, building height is restricted, but also overall with less opportunities for public benefits.	See Submission 1.1	1d
			208.2	**Public benefits**		Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No action	2d
209	Resident			**Public benefits**	Supported the proposed inclusion of art alley within the centre. Viewed this initiative as a positive for the local economy and community groups.	Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No action	2d
210	Resident			**Public parking**	Questioned the impact that future development would have on parking and foot traffic. Concerned that the removal of on-street parking along Military Road has had the adverse effects on local businesses.	See Submission 2.2 and section 4.5.2 of the Council Report	See submission 1.3	1d
211	Resident		211.1	**Building height**	Supported the undergrounding of parking facilities, undergrounding car park. Objected to the closure of Young Street and the proposed increases in building height to 5-12 storeys. Raised concerns that future development should be considered alongside traffic calming measures on Military Road.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			211.2	**Public benefits**		See submission 1.3	No action	2d
			211.3	**Traffic**			See submission 1.3	1e/2b
			211.3	**Young Street Closure**		See Submission 25.6 and section 4.3.1 of the Council Report	No action	1e

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

Sub No.	Type	Contact [redacted]	Sub	Issues	Key Issues Raised	Council Response	Recommended Action	Criteria
			211.4	**Grosvenor Lane Plaza**		Council appreciates your support in delivering a Grosvenor Lane Plaza. More detail will be provided in a subsequent Planning Proposal to deliver this unique new public domain for North Sydney.	See Submission 1.3	2d
212	Resident		212.1	**Building height**	Questioned the need for additional commercial floorspace and high density residential growth in light of the economic impacts of COVID-19. Supported aspects of the Future Directions paper including the undergrounding of car park facilities and traffic calming measures along Military Road.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			212.2	**Traffic**		See submission 1.3	See submission 1.3	1e/2b
			212.3	**Employment**	Objected to the proposed increases in building heights to accommodate additional commercial floorspace.	See Submission 1.4 and section 4.6 of the Council Report	See Submission 1.4	2e
			212.4	**Covid-19**	Raised concerns over the economic impacts of COVID-19 and suggested that the 'quick wins' be implemented and larger scale development and accompanying public domain improvements be put on hold until the full impacts are understood.	See Submission 32.5 and section 4.6.1 of the Council Report	No action	2e
			212.5	**Grosvenor Lane Plaza**		Council appreciates your support in delivering a Grosvenor Lane Plaza. More detail will be provided in a subsequent Planning Proposal to deliver this unique new public domain for North Sydney.	See Submission 1.3	2d
213	Resident		213.1	**Building height**	Offered general support for the proposals of the Future Directions report. Objected to increases in building heights of 8-12 storeys due to the potential overshadowing, wind and traffic impacts.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d
			213.2	**Public benefits**		Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No action	2d
			213.3	**Traffic and Transport**	Suggested that Council should promote cycle ways and public transport options for the area.	See Submission 10.2 and section 4.5.8 of the Council Report See also submission 1.3	See Submission 1.3	2a 1e 2b
214	Resident		214.1	**Traffic and Transport**	Recommended that Council prioritise reducing traffic to improve the pedestrian environment and maintain the village feel of the area.	See Submission 10.2 and section 4.5.8 of the Council Report See also submission 1.3	See Submission 1.3	2a 1e 2b
			214.2	**Pedestrian amenity**		See Submission 11.2	No action	2d
215	Resident			**Building height**	Opposed to increases in building heights, especially on the south side of Military Road.	See submission 1.1 and section 4.7.1 of the Council Report	See submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

216	Resident			**Building height** **Public benefits**	Supported the proposals of the Future Directions Paper, particularly the public domain improvements.	Support for public domain improvements is noted. Delivering these improvements is an important outcome for the area and a key part of the final Future Direction Report. We encourage all submitters to review the Post-Exhibition Council Report and amended Future Direction Report.	No action.	2d
217	Resident			**Naming of Plaza**	Questioned the naming of Grosvenor Lane plaza North and South. Suggested this should be changed to Grosvenor Lane plaza East and West.	Noted.	No action.	2e
218	Landowner		218.1	**General Support**	Generally supported the proposals, emphasised the need to retain village feel of the area and carefully consider the potential impacts of development on community provisions and business.	Noted. Maintaining the village feel of the area and supporting local businesses are key aims of the Military Road Corridor Planning Study.	No action.	2d
			218.2	**Traffic and Loading**	Concerned about loading facilities on Waters Road in close proximity to residents and local businesses. Also raised general concerns around traffic circulation in the area.	Council recognises resident and local businesses needs for loading and access. A detailed design solution that meets the requirements of the Future Direction Report will be required to be fully investigated as part of future Planning Proposals. In the meantime, properties will continue with current loading arrangements. Any major development will likely require an internalised loading dock. This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is built into the current planning controls. The study recognises the need for further transport study as part of travel planning requirements for subsequent Planning Proposals and Development Applications following from the Future Direction Report. Refer to section 4.5 of the Council Report for further detail.	Traffic chapter added to Future Direction Report regarding next steps and implementation. Amended Grosvenor Lane Plaza scheme and staged delivery	1d
219	Resident		219.1	**Building height and employment**	Opposed plans for any new development.	Noted. However, doing nothing is not a desirable option. Under current legislation, developers have the opportunity to bypass Council with their development aspirations directly to bodies external to Council. The Future Directions Report seeks to support existing and future demand for local employment uses in the town centre. For more information refer to section 4.7.1 of the Council Report and the amended Future Direction Report.	No action.	2e
			219.2	**Local Shops**	Emphasised the need to support local business.	Council recognises the valuable contribution local shops make to the village atmosphere of the centre. Support for small local shops was recognised in the draft Future Direction Report and further strengthened in the final draft report. Access to parking and loading is an important consideration as well as the various potential options of staging construction to limit disruption. This is particularly relevant with the changes proposed around the Grosvenor Lane car park. Proposed public facilities such as public parking and public domain will remain in Council's control. Detailed design solutions of relocated loading and public parking need to clearly support local specialty shops.	Amended Future Direction Report emphasises the need to support local business	1a
220	Resident		220.1	**Public benefits**	Supported the proposed public domain improvements and the undergrounding of car park facilities.	Council appreciates your support in delivering a Grosvenor Lane Plaza and other public domain upgrades. Delivering on the demand for these improvements is an important outcome for the area. For more information refer to chapter 2.2 of the Future Direction Report. More detail will be provided in a subsequent Planning Proposal to deliver this unique new public domain for North Sydney.	No action.	2d
			220.2	**Building heights**	Emphasised the need for Council to carefully consider overshadowing impacts of development, which will affect attractiveness of public spaces.	Proposed future building heights have been carefully balanced to support of the needs of the locality and have incorporated detailed solar analysis. Future Planning Proposals and Development Applications will be required to consider site-specific issues in detail. Refer to the finalised Future Direction Report for more information.	Grosvenor Lane Plaza scheme and staged delivery	1d
			220.3	**Governance**	Also emphasised that Council will need to negotiate with private	Noted. The draft Future Direction Report was informed by several independent feasibility studies and seeks to strike a balance between development and community benefits.	No Action	2f

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

					developers and ensure that commitments are adhered to and long-term public benefits are secured.	Concerns regarding this balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents has further been refined the desired outcome of the final Future Direction Report.		
221	Resident		221.1	**Building height**	Opposed increases in building heights to 14 storeys, recommended that building heights should be limited at 8 storeys. Claimed that buildings exceeding 8 storeys created unacceptable overshadowing, crowding and traffic impacts. Also claimed that 8 storeys would be sufficient to support local jobs within the centre.	Noted. Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. Overshadowing and traffic impacts have been carefully considered as part of the planning study. In response to feedback from the draft Future Direction Report, building heights are restricted further, but also overall with less opportunities for public benefits.	Site 4 – removed as opportunity site has led to a substantial decrease of potential public domain delivery – however it has also substantially lowered the amount of locations with increased building height. Site 3 – improved transition to Yeo Street from 8 storeys to 6 storeys along the north Site 2 – increased height at the western end of this site only from 6 storeys to 8 storeys to make the public parking entry feasibly build away from the car park. Site 1 – refinements of the position of the building to improve solar outcomes Other draft increased – no change	1a
			221.2	**Traffic**	Raised concerns that increased density would lead to unacceptable traffic impacts.	This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is already built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. While this is the expected amount of traffic generation with the added density, the study recognises the need for further transport studies as part of travel planning requirements for subsequent Planning Proposals and Development Applications following the Future Direction Report. Traffic impacts of projects identified/endorsed as part of the planning study (e.g. the Young Street closure) have been/will be assessed on a project-by-project basis during more detailed design development. For example, a TMP (Traffic Management Plan) for the Young Street closure has been submitted to TfNSW by Council. TMPs for projects like the Grosvenor Lane car park changes into a plaza, will have to be prepared as part of the development/delivery of that project.	Clarifications regarding expectation emphasised in the amended Future Direction Report. An extra chapter was added regarding implementation.	1e
222	Resident		222.1	**Grosvenor Lane Plaza**	Raised concerns over the impacts on Grosvenor Lane car park but supported the undergrounding of car parking facilities.	Feedback on the proposals of the draft Future Directions paper, indicated the importance of the public function of parking and loading to the businesses surrounding Grosvenor Lane car park. The amended Future Direction Report recognises this interdependence and includes a principles-based approach to guide the ultimate masterplan which may include various stages to relocate the existing car park. Refer to section 4.3.2 pf the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d 2d
223	Resident		223.1	**Public benefits**	Recommended that Council make a stronger commitment to ensuring any new public domain is protected through zoning and under public ownership.	Noted. Feedback regarding public domain improvements has informed the preparation of the final Future Direction Report. Delivering the right public domain improvements is an important outcome for the area. For more information refer to chapter 2.2 of the Future Direction Report. Detailed design outcomes including loading and parking will be further resolved in next phases of the project. Planning Proposals and Development Applications and in consultation with stakeholders will also consider questions of zoning and public ownership.	No action.	2b
			223.2	**Loading and parking**	Raised concerns around public access to underground parking facilities at Grosvenor Lane, suggested consolidating	Properties will continue with similar access and loading arrangements. A detailed design solution that meets the requirements of the Future Direction Report will be required to be	Amended Grosvenor Lane Plaza scheme and staged delivery	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

					underground parking between Sites 1 and 2 be made a condition of development condition.	fully investigated as part of a future Planning Proposal for Sites 1 and 2. Refer to section 4.3.2 and 4.5 of the Council Report.		
224	Resident		224.1	**Building height**	Objected to the proposed increases in building heights of up to 12 storeys.	See Submission 1.1 and section 4.7.1 of the Council Report.	See Submission 1.1	1d
			224.2	**Traffic**	Raised concerns around the impacts on traffic and the character of the area from this scale of development.	This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is already built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. While this is the expected amount of traffic generation with the added density, the study recognises the need for further transport studies as part of travel planning requirements for subsequent Planning Proposals and Development Applications following the Future Direction Report. Traffic impacts of projects identified/endorsed as part of the planning study (e.g. the Young Street closure) have been/will be assessed on a project-by-project basis during more detailed design development. For example, a TMP (Traffic Management Plan) for the Young Street closure has been submitted to TfNSW by Council. TMPs for projects like the Grosvenor Lane car park changes into a plaza, will have to be prepared as part of the development/delivery of that project.	Traffic chapter added to Future Direction Report regarding next steps and implementation. Amended Grosvenor Lane Plaza scheme and staged delivery	2b 2d
225	Resident			**Building height** **Traffic** **Employment**	Opposed the proposals of the Future Directions paper with plan for the following reasons: • impacts on the 'village feel' of the centre • impact on traffic • current infrastructure is insufficient to the scale of development proposed • there is little need for commercial floorspace, given the area's proximity to North Sydney CBD - sets an undesirable precedent for further large development	Maintaining the highly valued character of the area is one of the key aims of this planning study. The Future Directions Report sets out clear restrictions on building height, and in response to community feedback building height will be restricted further. Refer to section 4.7.1 of the Council Report. This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is already built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. The study also recognises the need for further transport study as part of travel planning requirements for subsequent Planning Proposals and Development Applications. The Future Directions Report does not seek to alter the local job market but rather to support existing and future demand for local employment uses in the town centre. For detail regarding the amendments refer to section 4.6 of the Council Report and review the finalised Future Direction Report.	See Submission 1.1 Traffic chapter added to Future Direction Report regarding next steps and implementation. Amended Grosvenor Lane Plaza scheme and staged delivery	1d 2b 2e
226	Resident		226.1	**Building height**	Objected to the proposed increases in building heights, claimed that 8-12 storey buildings are not in keeping with the current character of the centre.	Maintaining the highly valued character of the area is one of the key aims of this planning study. The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to deliver improvements to the public domain. However, the Report also sets out clear restrictions on building height and based on feedback from the draft Future Direction Report, building heights will be restricted further.	See Submission 1.1 Site 4 removed as opportunity site	1d
			226.2	**Public benefits**	Acknowledged that there is a need for public domain improvements along Military Road with more consistency in public domain design including surface materials, street plantings, seating, bus shelters. Raised concerns that businesses along Military Road should be	Feedback regarding public domain improvements has informed the preparation of the final Future Direction Report. Delivering the right public domain and improvements is an important outcome for the area. For more information refer to chapter 2.2 of the Future Direction Report. Detailed design outcomes including materials, plantings and seating will be further resolved in next phases of the project, through Planning Proposals and Development Applications and in consultation with stakeholders.	No action.	2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

					better maintained and conform with public domain aesthetic.			
227	Resident		227.1	**Building height**	Objected to the proposed increases in building heights above current controls, claimed that building heights should be limited to 6 storeys to retain Neutral bay's village atmosphere.	See Submission 1.1 and section 4.7.1 of the Council Report.	See Submission 1.1	1d
			227.2	**Public benefits**	Supported the undergrounding of car parking at Grosvenor Lane to expand public space and the provision of community facilities. Also supported the provision of creative spaces and claimed these would also benefit local businesses by attracting visitors to the centre.	Support for Grosvenor Lane Plaza and the delivery of public domain improvements and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report. For more information refer to chapters 2.1 and 2.2 of the Future Direction Report.	No action.	2d
			227.3	**Heritage**	Requested that the heritage cottages at Bydown Street be retained for their contribution to the character of the area and visual interest.	The Future Direction Report maintains protections for existing heritage items in the area. It also identifies additional period buildings that contribute to the existing character of the area. Council encourages new development proposals on these sites to retain heritage features from these buildings. In response to community feedback Site 4 is no longer identified as a strategically significant site. Refer to section 5.4 of the Council Report and page 42 of the Future Direction Report.	Site 4 removed as opportunity site has lead to a substantial decrease of potential public domain delivery	1d
			227.4	**Site 4**	Suggested that 40 Yeo Street could be redeveloped with underground parking, but reiterates a 6 storey height limit be maintained to preserve the area's character.	Noted. In response to community feedback the Future Direction Report has been amended, and Site 4 is no longer identified as a strategically significant site. Refer to section 5.4 of the Council Report.	Site 4 removed as opportunity site has led to a substantial decrease of potential public domain delivery	1d
228	Resident			**General support**	Offered general support for the proposals of the Future Directions paper and particularly supported the undergrounding of car parking at Grosvenor Lane to reduce its visual impact and improve the pedestrian environment of the centre.	Noted. Council appreciates your support in delivering a Grosvenor Lane Plaza. More detail will be provided in a subsequent Planning Proposal to deliver this unique new public domain for North Sydney.	No action.	2d
229	Resident		229.1	**Public benefits**	Emphasised that the centre needs more open spaces with access to sunlight and to retain the village feel of the area. Requested that shade trees be retained.	Feedback regarding public domain improvements has informed the preparation of the final Future Direction Report. Delivering these improvements is an important outcome for the area and part of the final Future Direction Report and includes concerns around solar access, landscaping and tree canopy. Detailed design outcomes for these matters will be further resolved in next phases of the project. For more information refer to chapter 2.2 of the Future Direction Report.	Recreational facility removed from public benefits Site 4 removed as opportunity site has led to a substantial decrease of potential public domain delivery	1d
			229.2	**Grosvenor Lane Plaza**	Supported the undergrounding of car parking, and suggested separate access for delivery trucks. Suggested that the Stockland Plaza in Cammeray as an example of the type of space which could achieved.	Council appreciates your support in delivering a Grosvenor Lane Plaza. More detail will be provided in a subsequent Planning Proposal to deliver this unique new public domain for North Sydney. Detailed parking and loading arrangements will be resolved as part of a future Planning Proposal. Refer to sections 4.3.2 and 5.1 of the Council Report for more detail.	Loading - Amended Grosvenor Lane Plaza scheme and staged delivery Amended Grosvenor Lane Plaza scheme and staged delivery	2d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

230	Resident			**Building height**	Objected to the proposed increases in building heights of 8 to 12 storeys, claimed this was not in keeping with the village character of the area.	See Submissions 1.1 and section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
231	Resident		231.1	**Public ownership**	Objected to the sale of public land to supermarkets and requested that car parking facilities be publicly controlled and operated.	Community feedback received by Council pressed for more transparency on the ownership of new public spaces. The intent of the planning study is for the new plaza to remain in Council's ownership and a recommendation has been put forward to Council that any private use of the Council car park at Grosvenor Place in a development scheme would be subject of a public Expressions of Interest Process. Refer to section 4.3.2 of the Council Report.	No action.	2b 2f
			231.2	**Governance**	Concerned with the balance between developer and community benefits.	The draft Future Direction Report was informed by several independent feasibility studies and seeks to strike a balance between development and community benefits. Concerns regarding this balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents has have contributed to the final outcomes of the Future Direction Report.	No Action	2f
232	Resident			**Building height**	Objected to the proposed increases in building heights due to the potential overshadowing and wind impacts. Raised concerns over whether these proposals were in the community's best interest.	The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand for employment floorspace, upgrade community facilities and deliver improvements to the public domain. However, the Report also sets out clear restrictions on building height, and based on community feedback building height will be restricted further. Solar and wind analysis have been undertaken as part of the Planning Study and future Planning Proposals and Development applications will be required to consider these issues in more detail. Refer to section 4.7.1 of the Council Report and the amended Future Direction Report for more information.	See Submission 1.1	1d 2b
233	Resident		233.1	**Building height**	Offered general support for the proposals including improvements to car parking in the area.	Support to deliver public domain is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No action.	2d
			233.2	**Public benefits**	Objected to increases in building height above current levels due to overshadowing and wind impacts from high rise development. Emphasised the importance of the distinct village feel and heritage character of the area, as opposed to more high rise centres such as North Sydney and St Leonards, and argued that this would be compromised by increasing building heights up to 12 storeys.	See submission 1.1 and section 4.7.1 of the Council Report.	See Submission 1.1	1d 2b
			233.3	**Employment Covid-19**	Questioned the need for additional commercial floorspace in the centre given the potential impacts of COVID-19 on office spaces.	The Future Directions Report does not seek to alter the local job market but rather to support existing and future demand for local employment uses in the town centre. The impact of Covid-19 on these targets have been assessed in response to the feedback received. For detail regarding the amendments refer to section 4.6 of the Council Report and review the finalised Future Direction Report.	No action.	2e
234	Resident		234.1	**Building height**	Objected to the proposed increases in building heights due to the impacts on parking in the centre and the village atmosphere of the area.	Noted. The Future Directions Report also sets out clear restrictions on building height and based on community feedback building height will be restricted further. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. For more information refer to sections 4.7.1 and 4.5.2 of the Council Report and the amended Future Direction Report.	See Submission 1.1 Amended Grosvenor Lane Plaza scheme and staged delivery	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

			234.2	**Governance**	Raised concerned over balance between developer and community benefits, and that developers may push height limits even further.	The draft Future Direction Report was informed by several independent feasibility studies and seeks to strike a balance between development and community benefits. Concerns regarding this balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents has further been refined the desired outcome of the final Future Direction Report.	No Action	2c
235	Resident			**Public ownership** **Local shops**	Requested that Council retain public ownership of car parking in the centre. Raised concerns over the loss of small shops in the centre and their replacement with supermarkets.	Council accommodates public parking as a service to the community and the propsoals retain public access to parking in the town centre. Support for small local shops was recognised in the draft Future Direction Report and further strengthened in the final draft report, which has been revised to consider various potential options of staging for Grosvenor Lane car park improvements to limit disruption for local businesses More detail found at section 4.5.2 in the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	2b 2f
236	Resident		236.1	**Public parking and Traffic**	Opposed the undergrounding of car parking facilities and raised concerns over the impacts on the facilities during construction.	See Submission 2.2 section 4.5.2 of the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery Traffic chapter added to Future Direction Report regarding next steps and implementation.	1d
			236.2	**Local shops**	Claimed the area is well served by the current mix of small shops and recommended this be retained.	Noted. Council recognises the valuable contribution local shops make to the village atmosphere of the centre. The revised Future Directions Report considers potential options of staging construction to limit disruption to local businesses and allow continued trading. Refer to section 4.3.2 of the Council report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
			236.3	**Grosvenor Lane Plaza**	Questioned the deliverability of road closures and other public domain improvements.	The traffic impacts of projects identified as part of the planning study such as the Young Street closure, have been or will be assessed on a project-by-project basis during more detailed design development. Refer to sections 4.2.1 and 4.3.2 of the Council report for more detail.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
237	Resident		237.1	**Building height**	Objected to the proposed increases in building heights as it would compromise the village feel of Neutral Bay.	See Submission 1.1 and section 4.7.1 of the Council Report	See Submission 1.1	1d
			237.2	**Public benefits**	Supported the proposed improvements to the public domain.	Support to deliver public domain is noted. Delivering on this demand is an important outcome for the area and part of the final Future Directions Report. For more information refer to chapter 2.2 of the Future Direction Report.	No action.	2d
			237.3	**Schools**	Concerned with the current capacity of Neutral Bay primary school, and the potential noise impacts that expanding schools may have on residents.	Council understands the concerns relating school capacity. However, schools are managed by State Governments' Department of Education. Schools should be an integrated part of the vision for the area and as such the draft Future Direction Report was shared with State Agencies including the Department of Education. As part of finalising the Future Direction Report, Council will relate your concerns regarding school capacity to State Government. This will further raise awareness and assist them to plan for future education.	A letter will be sent to Department of Education	1a
238	Resident			**Building height**	Objected to the proposals.	See Submission 1.1 and section 4.7.1 of the Council Report.	No action.	2c
239	Resident		239.1	**Building height**	Objected to the proposed increases in building heights. Recommended that building heights be limited to 4 storeys.	See submission 1.1 and section 4.7.1 of the Council Report.	See Submission 1.1	1d
			239.2	**Public benefits**	Supported improvements to the public domain.	Support to deliver public domain is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report. For more information refer to chapter 2.2 of the Future Direction Report.	No action.	2d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

			239.3	**Schools**	Concerned with the current school capacity of Neutral Bay primary school, and the potential noise impacts that expanding this school may have on residents.	Council understands the concerns relating school capacity. However, schools are managed by State Governments' Department of Education. Schools should be an integrated part of the vision for the area and as such the draft Future Direction Report was shared with State Agencies including the Department of Education. As part of finalising the Future Direction Report, Council will relate your concerns regarding school capacity to State Government. This will further raise awareness and assist them to plan for future education.	A letter will be sent to Department of Education	1a
240	Resident		240.1	**Building height**	Objected to the proposed increases in building heights above current controls due to the impacts on solar access from overshadowing. Concerned that the proposed increases in height limits would compromise the village atmosphere of the area.	Maintaining the highly valued character of the area is one of the key aims of this planning study. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been restricted further. Overshadowing impacts have been considered as part of the Planning Study and future Planning proposals and Development Applications will be required to consider solar amenity in detail. Refer to section 4.7.1 of the Council Report and the amended Future Direction Report for more information.	See Submission 1.1	1d
			240.2	**Governance and Public ownership**	Raised concerns over the balance between developer and community benefits, and opposed the removal of car parking and the use of public land by supermarkets.	The draft Future Direction Report was informed by several independent feasibility studies and seeks to strike a balance between development and community benefits. and the feedback received during public exhibition pressed for more transparency on the ownership. Proposed public facilities such as public parking and public domain will remain in Council's control and any private use of public land would be subject of a public Expressions of Interest Process.	No action.	2f 2b
			240.3	**Public parking**	Supported the undergrounding of commercial vehicle loading facilities.	Noted. Feedback received pressed for more transparency on the ownership. Council recognises the importance of public parking to the centre. The intent of the planning study is for the new plaza to remain in Council's ownership and for public parking to continue to be provided in the centre. Refer to section 4.3.2 of the Council Report.	No action.	2d
241	Resident			**General support**	Offered general support for the proposals of the Future Directions paper.	Noted. Support for the delivery of public domain is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No action.	2d
242	Resident		242.1	**Building height**	Objected to increases in building heights of 8-12 storeys due to the potential impacts of overshadowing, noise, and loss of open space. Claimed the proposals would compromise the village feel of the centre.	Maintaining the highly valued character of the area is one of the key aims of this planning study. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been restricted further. Overshadowing and noise impacts, as well as the amenity of current and proposed public spaces have been considered as part of the Planning Study. Future Planning Proposals and Development Applications will be required to consider these issues in detail. For more information refer to section 4.7.1 of the Council Report.	See Submission 1.1	1d
			242.2	**Schools**	Also concerned over whether local schools have capacity to accommodate residential growth.	Council understands the concerns relating school capacity. However, schools are managed by State Governments' Department of Education. Schools should be an integrated part of the vision for the area and as such the draft Future Direction Report was shared with State Agencies including the Department of Education. As part of finalising the Future Direction Report, Council will relate your concerns regarding school capacity to State Government. This will further raise awareness and assist them to plan for future education.	A letter will be sent to Department of Education	1a
243	Resident		243.1	**General support**	Offered general support for the proposals of the Future Directions Report, supported the holistic and place-based approach to planning.	Noted.	No action.	2d
			243.2	**Public transport**	Questioned the timeframes for the delivery of new development and argued that the proposed increases in density would need further consideration of public transport investment, such as Metro line.	Options to focus on alternative transport modes are considered in the final Future Direction Report. In the first instance a balance between all transport modes and future development will be struck in individual proposals with a stronger focus on walking, cycling and public transport. The Future Directions Report will allow Council to advocate for improvements to Military Road in collaboration with the NSW Government. For more information refer to section 4.5.8 of the Council Report.	No action.	2b
244	Resident		244.1	**Building height, Parking and**	Opposed the proposed increases in building heights above 6 storeys, particularly on the	The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand for employment floorspace, upgrade community facilities and deliver	See Submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

				Traffic	Rangers Road side. Raised concerns that the proposed building heights would compromise the village feel of the area and create adverse impacts on parking and traffic.	improvements to the public domain. Maintaining the highly valued character of the area is one of the key aims of this planning study. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been restricted further. This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is acceptable under the current planning controls. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. For more information refer to section 4.5.2 and 4.7.1 of the Council Report.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	
			244.2	**Employment and Covid-19**	Questioned need for additional commercial floorspace in the centre, given the proximity of Neutral Bay to other centres and the long term economic effects of COVID-19.	The Future Directions Report does not seek to alter the local job market but rather to support existing and future demand for local employment uses in the town centre. The impact of Covid-19 on these targets have been assessed in response to the feedback received. For detail regarding the amendments refer to section 4.6 of the Council Report and review the finalised Future Direction Report.	No action.	2e
245	Resident		245.1	**Building height and Employment**	Offered general support for the proposals but raised concerns over increase in building height of 8 to 12 storeys to provide additional commercial floorspace. Supported the diversification of office opportunities for business but suggested that a more low-rise approach should be taken given Neutral Bay's proximity of other high rise centres.	Noted. The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand for employment floorspace and support local businesses in the town centre. However, the Report also sets out clear restrictions on building height. Based on feedback from the draft Future Direction Report, building height will be restricted further.	See Submission 1.1	1d 2e
			245.2	**Amenity**	Concerned that the scale of development proposed would compromise the village feel of the area and have adverse effects on privacy, parking and traffic, the amenity of public spaces and solar access.	Privacy and solar access, as well as the amenity of current and proposed public spaces have been considered as part of the Planning Study. Future Planning Proposals and Development Applications will be required to consider these issues in detail. For more information refer to sections 4.6 and 4.7.1 of the Council Report and the amended Future Direction Report.	No action.	2b
			245.3	**Traffic**	Flagged particular issues regarding the traffic on Yeo Road and in vicinity of Neutral Bay primary school.	This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is already built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. The study also recognises the need for further transport study as part of travel planning requirements for subsequent Planning Proposals and Development Applications. Refer to section 4.5.2 of the Council Report for more information.	Traffic chapter added to Future Direction Report regarding next steps and implementation.	
246	Resident		246.1	**Building height**	Supported Option 1 for Grosvenor Lane Plaza to retain the area's village feel whilst permitting some development. Concerned with the delivery of open space in relation to increased population in the area.	Support to deliver public domain is noted. Delivering on the growing demand for open space an important outcome for the area and part of the final Future Directions Report.	No action.	2d
			246.2	**Employment and Covid-19**	Questioned need for commercial floorspace, given the anticipated economic impacts of COVID-19.	The Future Directions Report seeks to support existing and future demand for local employment uses in the town centre. The impact of Covid-19 on these targets have been assessed in response to the feedback Council has received. For detail regarding the amendments refer to section 4.6 of the Council Report and review the finalised Future Direction Report.	No action.	2e

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

247	Resident		247.1	**Building height**	Opposed increases in building heights of 8-12 storeys.	Noted. The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand for employment floorspace, upgrade community facilities and deliver improvements to the public domain. The Future Directions Report sets out clear restrictions on building height and based on feedback building heights will be restricted further. For more information refer to section 4.7.1 of the Council Report and the amended Future Direction Report.	See Submission 1.1	1d
			247.2	**Governance** **Grosvenor Lane Plaza**	Objected to the undergrounding of car parking facilities and argued that Council should retain public use of car parking opposite Woolworths. Raised concerns over the balance between developer interests and benefits for local residents and businesses.	The draft Future Direction Report was informed by several independent feasibility studies and seeks to strike a balance between development and community benefits. Concerns regarding this balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents has further been refined the desired outcome of the final Future Direction Report. The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. For more detail refer to section 4.5.2 of the Council Report.	No Action Amended Grosvenor Lane Plaza scheme and staged delivery	2c 1d
248	Resident			**Public parking and Local shops**	Concerned over loss of parking at Woolworths, as this would favour large retailers at the expense of small businesses and exacerbate congestion issues. Concerned that the proposals would compromise the area's village feel.	Maintaining the highly valued character of the area and supporting the valuable contribution of local shops are key aims of the planning study. The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Refer to section 4.5.2 of the Council Report for more detail.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d 1c
249	Resident		249.1	**Governance**	Emphasised the importance of the community feel of the Neutral Bay Village.	Noted. Maintaining the highly valued character of the area is one of the key aims of the planning study. The draft Future Direction Report seeks to strike a balance between development and community benefits.	No Action	2c
			249.2	**Public parking**	Concerned over loss of public car parking, claimed these changes would favour developers over the wider community.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Refer to section 4.5.2 of the Council Report for more detail.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
250	Resident			**Community character**	Emphasised the importance of retaining the community feel of the centre.	Noted.	No action.	2b
251	Resident			**Public parking and Traffic**	Raised concerns over the potential impacts of increased development on traffic and parking, argued that more transport infrastructure and parking facilities are needed to support growth.	This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is already built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. The study also recognises the need for further transport study as part of travel planning requirements for subsequent Planning Proposals and Development Applications. Refer to section 4.5.2 of the Council Report for more information.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1d
252	Resident		252.1	**Parking**	Raised concerns over current parking issues.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. More detail found at section 4.5.2 in the Council Report.	See Submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

			252.2	**Local shops**	Emphasised the need to protect existing local shops and tenants.	Council recognises the valuable contribution local shops make to the village atmosphere of the centre. Support for small local shops was recognised in the draft Future Direction Report and further strengthened in the final draft report. Access to parking and loading is an important consideration as well as the various potential options of staging construction to limit disruption. Refer to section 4.3.2 of the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
253	Resident			**General support**	Offered general support for the proposals, and commended Council's approach to the planning processes. Supported Council's consultative and place-based approach to planning as a way of protecting the area against haphazard over-development.	Noted.	No action.	2d
254	Resident		254.1	**Governance**	Objected to the proposals of the Future Directions paper with plan, claimed the proposals were piecemeal and site-specific rather than a cohesive, holistic strategy. Concerned by procedural disconnect between Stages of the planning study and sites within the precinct, suggesting Council was not acting in the community interest with regard to certain developers and stakeholders.	Noted. The draft Future Direction Report is the culmination of a long term strategic planning process. Throughout this process Council has sought to balance the needs of various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents. In response to community feedback the final Future Direction Report has been further refined. Refer to section 4 of the Council Report.	No action.	2f 2b
			254.2	**Traffic**	Questioned the traffic assessment with regard to traffic flows, access points, and loading facilities. Argued that the centre needs more parking, with multiple access points.	This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is already built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. The study also recognises the need for further transport study as part of travel planning requirements for subsequent Planning Proposals and Development Applications. Refer to section 4.5.2 of the Council Report for more information.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1d 2b
			254.3	**Sites 1 and 2**	Raised concerns over the proposals for sites 1 and 2 due to the adequacy of solar analysis, parking requirements and servicing provisions.	Council has revised the proposed schemes for Sites 1 and 2 in response to community feedback, including new options for staging and delivery. More detail will be provided in a subsequent Planning Proposal to deliver unique new public domain for North Sydney. Parking arrangements and solar analysis have been considered as part of the planning for public domain improvements. Refer to section 5.1 and 5.2 of the Council Report for more information.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
			254.4	**Public benefits**	Supported improvements to the public domain in principle.	Support for the delivery of public domain is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report. For more information refer to chapter 2.2 of the Future Direction Report.	No action.	2d
255	Resident		255.1	**General support**	Offered general support for the proposals and improvements to the public domain, especially given the poor quality of the current public spaces.	Support to deliver public domain is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report. For more information refer to chapter 2.2 of the Future Direction Report.	No action.	2d
			255.2	**Building height**	Objected to increases in building heights and high rise development due to potential	The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand for employment floorspace, upgrade community facilities and deliver	See Submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

					wind and overshadowing impacts.	improvements to the public domain. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building heights will be restricted further. Overshadowing and wind impacts have been considered as part of the Planning Study. Future Planning Proposals and Development Applications will be required to consider these issues in detail. For more information refer to section 4.7.1 of the Council Report and the amended Future Direction Report.		
256	Resident			**Public parking**	Concerned over changes to parking, and claimed the current facilities do not meet the needs of local businesses.	Council recognises the valuable contribution local shops make to the village atmosphere of the centre, and notes these businesses have for accessible parking. The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. More detail found at section 4.5.2 in the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
257	Resident		257.1	**Local shops**	Concerned that supermarket redevelopment was being prioritised at the expense of local businesses.	The draft Future Direction Report was informed by several independent feasibility studies and seeks to strike a balance between development and community benefits. Concerns regarding this balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents has further been refined the desired outcome of the final Future Direction Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	2e
			257.2	**Traffic**	Raised concerns over traffic impacts from development.	This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is already built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. The study also recognises the need for further transport study as part of travel planning requirements for subsequent Planning Proposals and Development Applications. For more information refer to section 4.6.1 of the Council report.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	2b
258	Resident		258.1	**General support**	Offered general support of the proposals of the Future Directions paper,	Noted.	No action.	2d
			258.2	**Building height**	Objected to increases in building heights up to 12 storeys, requested building heights be limited to 8 storeys.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. However, the Future Directions Report also sets out clear restrictions on building height. Based on community feedback building heights are further restricted, but also overall with less opportunities for public benefits.	See Submission 1.1	1d
			258.3	**Traffic and Transport**	Raised concerns with the provision of more parking in the centre, claimed this would favour private vehicle use over walking and cycling.	Options to focus on alternative transport modes are considered in the final Future Direction Report. In the first instance Council will seek to strike a balance between all transport modes in future development with a stronger focus on walking, cycling and public transport. The Future Directions Report will also allow Council to advocate for improvements to Military Road in collaboration with the NSW Government. For more information refer to section 4.5.8 of the Council Report.	No action.	2b
259			259.1	**Public parking**	Objected to the loss of public car parking facilities.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Proposed public facilities like public parking will remain in Council's control and future detailed design solutions will need to clearly support local speciality shops. Council accommodates public parking as a service to the community and will continue to do so. More detail found at section 4.5.2 in the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
			259.2	**Governance**	Raised concerns over balance between developer interests and	The draft Future Direction Report was informed by several independent feasibility studies and seeks to strike a balance between development and community benefits. Concerns	No Action	2f

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

					the interests of local residents and businesses.	regarding this balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents has further been refined the desired outcome of the final Future Direction Report.		
260	Resident		260.1	**General support**	Offered general support for the proposals.	Noted.	No action.	2d
			260.2	**Employment**	Raised concerns with the provision of additional retail and commercial floorspace. Questioned the need for more floorspace given the long term trends in retail vacancy in the centre and the tendency for businesses to move to other locations. Particularly concerned with the viability of food and drink venues, claimed that many had been unsuccessful causing high turnover and lessening the attractiveness of the centre.	The Future Directions Report does not seek to alter the local job market but rather to support existing and future demand for local employment uses in the town centre. The impact of Covid-19 and retail trends on these targets have been assessed in response to the feedback received. For detail regarding the amendments refer to section 4.6 of the Council Report and review the finalised Future Direction Report.	No action.	2e
			260.3	**Public parking**	Recommended that Council seek to provide additional parking within the centre to support businesses and enable more potential customers to easily visit the precinct. Suggested businesses make staff parking available to the public outside of operating hours.	Noted. The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. For more detail refer to section 4.5.2 of the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
261	Resident			**Building height**	Objected to the proposals and opposed increases in building heights above five storeys and high rise development, particularly in the Rangers Road area.	The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand for employment floorspace, upgrade community facilities and deliver improvements to the public domain. However, the Future Directions Report also sets out clear restrictions on building height. Based on feedback building height will be restricted further, and this includes amendments to building height at Site 4 and refinements to the transition in height along Yeo Street. For more information refer to section 4.7.1 of the Council Report and the amended Future Direction Report.	See Submission 1.1	1d
262	Resident		262.1	**Public Parking** **Grosvenor Lane Plaza**	Concerned over the loss of public car parking and the undergrounding of car parking facilities at Grosvenor Lane, emphasised the need to retain public parking spaces in the centre. Flagged the need for more disabled parking in the centre. Suggested the entrance for underground parking facilities should be via Grosvenor Lane East, with an exit via Cooper Lane and that supermarket loading facilities should be underground to eliminate impacts on traffic flow.	Noted. The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. More detail design on the parking arrangements for Grosvenor Lane will be provided in a subsequent Planning Proposal. More detail can be found in section 4.5.2 in the Council Report.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1d 1e 2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

			262.2	**Building height**	Opposed the proposed increases in building heights due to the potential overshadowing and solar access impacts.	The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand for employment floorspace, upgrade community facilities and deliver improvements to the public domain. However, the Report also sets out clear restrictions on building height. Based on feedback from the draft Future Direction Report, building height will be restricted further. Overshadowing and solar access has been considered as part of the Planning Study, and future Planning Proposals and Development Applications will be required to address these issues in detail. For more information refer to section 4.7.1 of the Council Report and the amended Future Direction Report.	See Submission 1.1	1d
263	Resident		263.1	**Public parking** **Grosvenor Lane Plaza**	Supported the undergrounding of some car parking at Grosvenor Lane, but retaining a portion of above-ground spaces for ease of access to local businesses. Concerns over health impacts of underground parking in light of COVID-19, favours outdoor spaces where possible.	Noted. Community feedback regarding public domain improvements has informed the preparation of the final Future Direction Report. Delivering the right public domain improvements is an important outcome for the area and part of the final Future Direction Report including parking and loading arrangements. Detailed design outcomes including for loading and public parking will be further resolved in next phases of the project in consultation with stakeholders.	Recreational facility removed from public benefits Amended Grosvenor Lane Plaza scheme and staged delivery	1d 2b
			263.2	**Building height**	Questioned the need for increases in building height up to 12 storeys.	The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand for employment floorspace, upgrade community facilities and deliver improvements to the public domain. Based on feedback from the draft Future Direction Report, building height will be restricted further.	See submission 1.1 - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1d
264	Resident		264.1	**Building height**	Objected to the proposed increases in building heights. Concerned that such increases would have overshadowing impacts, and create of a windy and sterile pedestrian environment. Also concerned that the proposed scale of development would compromise the unique village feel and vibrancy of the centre. Concerned over reduced tree planting and loss of canopy as a result of high rise development.	Maintaining the highly valued character of the area is one of the key aims of this planning study. The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand for employment floorspace, upgrade community facilities and deliver improvements to the public domain. However, the Report also sets out clear restrictions on building height. Based on feedback from the draft Future Direction Report, building height will be restricted further, though this will result in less opportunities to leverage public benefits through the development process. Overshadowing and wind impacts, as well as potential landscaping and tree canopy have been considered as part of the planning study, and future Planning Proposals and Development Applications will be required to address these issues in detail. For more information refer to section 4.7.1 of the Council Report and the amended Future Direction Report.	See Submission 1.1 - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1d
			264.2	**Loading**	Suggested that loading facilities be undergrounded, rather than the supermarket itself.	Noted. The Future Directions Report has been refined to consider various options for staging development and includes options for parking and loading facilities. Detailed design outcomes for loading and public parking will be further resolved in next phases of the project in consultation with stakeholders.	No action.	2b
			264.3	**Governance**	Concerned over the balance between development and benefits for local businesses and retaining the distinct character of the centre for the community.	The draft Future Direction Report was informed by several independent feasibility studies and seeks to strike a balance between development and community benefits. Concerns regarding this balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents has further been refined the desired outcome of the final Future Direction Report.	No Action	2f
265	Resident		265.1	**Military Road and Pedestrian amenity**	Raised concerns around the amenity on Military Road and the impacts it has on the pedestrian environment. Suggested more segregated crossings or an over bridge, funded through development. Also suggests that a future metro extension could underground crossings.	Noted. In accordance with the community principles detailed in the North Sydney Transport Strategy, grade separated crossings are only considered if both topography and land uses support the delivery of direct and activated walking links that support improved safety and amenity for pedestrians, cyclists and public transport users. Military Road topography is unlikely to support these outcomes. Instead, steep climbs in and out of underpasses/overpasses would result in poorer personal security and disability access outcomes. Furthermore, introduction of separated crossings on Military Road would reinforce the domination of vehicles over pedestrians in Neutral Bay and Cremorne; this would result in higher traffic speeds and more risky driving behaviour, increasing the risk of crashes and injuries for other road users and any pedestrians that continue to cross Military Road at more direct, at grade crossings. In light of the above, it is important to recognise	No action.	2b 2a

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

						that a bridge or underpass would not contribute to the desired future character of the area identified in the Future Directions Report. Refer to section 4.5.4 of the Council Report for more information.		
			265.2	**Transport**	Supported additional cycling infrastructure but emphasised the need for safe cycle access to centre from south and separate lanes for cyclists.	Options to focus on alternative transport modes are considered in the final Future Direction Report. Council will seek to strike a balance between all transport modes in future development with a stronger focus on walking, cycling and public transport. For more information refer to section 4.5.8 of the Council Report.	No action.	2b
266	Resident		266.1	**Public benefits**	Offered general support for the proposals, and particularly supported replacing existing car park facilities with public space.	Support to deliver public domain is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report. For more information refer to chapter 2.2 of the Future Direction Report.	No action.	2d
			262.2	**Public parking and ownership**	Raised concerns around the loss of parking in the centre, access points and the loss of public land to a supermarket, even for use as a car park.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Feedback received pressed for more transparency on the ownership of public parking facilities. The intent of the planning study is for the new plaza and parking facilities to remain in Council's ownership and any private use of the Council car park at Grosvenor Place would be subject to a public Expressions of Interest Process. More detail can be found in section 4.5.2 in the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
			262.3	**Public benefits**	Suggested that the centre at Cammeray could serve as a useful model for the future of Neutral Bay.	Noted.	No action.	2c
267	Resident		267.1	**Building height**	Objected to the proposed increases in building heights, particularly around Grosvenor Lane plaza. Claimed that the scale of development proposed would also compromise the village atmosphere of the centre despite improvements to the public domain.	Noted. The Planning Study seeks to balance development with the need to maintain the highly valued character of the area, The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand for employment floorspace, upgrade community facilities and deliver improvements to the public domain. However, the Future Directions Report sets out clear restrictions on building height in order. Based on community feedback building heights will be restricted further. Solar access and potential overshadowing have been considered as part of the planning study, and future Planning Proposals and Development Applications will be required to address these issues in detail. For more information refer to section 4.7.1 of the Council Report and the amended Future Direction Report.	See Submission 1.1	1d
			267.2	**Public parking and Traffic**	Concerned that such an increase in the scale and density of development would cause overshadowing impacts on public spaces and place more pressure on local infrastructure including schools, parking and public transport.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. Council will also continue to advocate for cost-effective walking, cycling and public transport infrastructure that help to improve local amenity on Military Road. For more information refer to section 4.5.2 of the Council Report.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1d 2a
268	Resident		268.1	**Building height**	Objected to the proposed increases in building heights, particularly around Grosvenor Lane plaza. Concerned that such	Noted. The Planning Study seeks to balance development with the need to maintain the highly valued character of the area, The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand for employment floorspace,	See Submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

					an increase in the scale and density of development would cause overshadowing impacts on public spaces. Claimed that the scale of development proposed would also compromise the village atmosphere of the centre despite improvements to the public domain.	upgrade community facilities and deliver improvements to the public domain. However, the Future Directions Report sets out clear restrictions on building height in order. Based on community feedback building heights will be restricted further. Solar access and potential overshadowing have been considered as part of the planning study, and future Planning Proposals and Development Applications will be required to address these issues in detail. For more information refer to section 4.7.1 of the Council Report and the amended Future Direction Report.		
			268.2	**Public parking and Transport**	Concerned that the proposals would place more pressure on local infrastructure including schools, parking and public transport.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. Council will also continue to advocate for cost-effective walking, cycling and public transport infrastructure that help to improve local amenity on Military Road. For more information refer to section 4.5.2 of the Council Report.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	2a 2b
269				**Local shops**	Opposed supermarket facilities being moved underground, claimed that their current footprint should be sufficient. Concerned that such a change would prioritise larger businesses at the expense of smaller, diverse local retailers. Emphasised the importance of maintaining the village atmosphere of the centre.	Council recognises the valuable contribution local shops make to the village atmosphere of the centre. Support for small local shops was recognised in the draft Future Direction Report and further strengthened in the final draft report. Access to parking and loading is an important consideration, and the Future Directions Report considers various potential options of staging construction to limit disruption. Detailed design solutions for new public spaces and parking facilities will need to clearly support local speciality shops.	Amended Grosvenor Lane Plaza scheme and staged delivery	1c
270				**Grosvenor Lane Plaza**	Supported the undergrounding of car parking facilities and the creation of public space at Grosvenor Lane.	Council appreciates your support in delivering a Grosvenor Lane Plaza. More detail will be provided in a subsequent Planning Proposal to deliver this unique new public domain for North Sydney.	No action.	2d
271			271.1	**Building height**	Objected to the proposed increases in building heights due to the potential impacts development of such scale would have on solar access in the area. Also raised concerns that the proposed heights would compromise the village feel of the centre.	Maintaining the highly valued character of the area is one of the key aims of this planning study. The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand for employment floorspace, upgrade community facilities and deliver improvements to the public domain. However, the Report also sets out clear restrictions on building height. Based on feedback from the draft Future Direction Report, building height will be restricted further. Solar access has been an important consideration and has informed the proposals of the Planning Study. Future Planning Proposals and Development Applications will be required to consider solar access in detail. For more information refer to section 4.7.1 of the Council Report and the amended Future Direction Report.	See Submission 1.1	1d
			271.2	**Traffic**	Raised concerns over the potential impacts on local traffic conditions.	This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is already built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. The study also recognises the need for further transport study as part of travel planning requirements for subsequent Planning Proposals and Development Applications.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and	1e 2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

							amended Future Direction Report for full details.	
272				**Public benefits**	Supported the undergrounding of car parking facilities and the creation of new public spaces at Grosvenor Lane. Claimed this would create opportunities for more food and drink premises at ground level and assist in facilitating social distancing. Supported the provision of spaces for creative industries and markets as this would increase the appeal of the centre.	Support for the delivery of public domain upgrades and new community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report. For more information refer to chapter 2.2 of the Future Direction Report.	No action.	2d
273	Resident			**Public ownership**	Concerned over the loss of public land to supermarket to deliver public domain improvements, claimed this would jeopardise the village feel of the centre and have adverse effects on local businesses.	Council recognises the valuable contribution local shops make to the village atmosphere of the centre. The framework suggests the relocation of the existing Grosvenor Lane car park, and in a staged approach, potentially closing part of Grosvenor Lane. Feedback received during public exhibition pressed for more transparency on the ownership of public spaces and parking. The intent of the planning study is for the new plaza to remain in Council's ownership and a recommendation was put forward to Council which that any private use of the Council car park at Grosvenor Place in a development scheme would be subject of a public Expressions of Interest Process. For more information refer to sections 4.3.2 and 5.1 of the Council Report.	No action.	2b 2f
274	Resident		274.1	**Public benefits**	Supported the coordinated and place-based approach to planning undertaken by Council, in particular supported Option 1 for the undergrounding of car parking facilities and the creation of Grosvenor Lane plaza. Claimed this would be an opportunity for new markets in this space.	Council appreciates your support for the Planning Study and delivering a Grosvenor Lane Plaza. More detail will be provided in a subsequent Planning Proposal to deliver this unique new public domain for North Sydney.	No action.	2d
			274.2	**Public parking and Traffic**	Raised concerns over the consequences of the loss of parking in the centre, and recommended that more detailed consideration of parking, traffic, public transport integration and access measures are warranted.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. While this is the already approved amount of traffic generation with added density, the study recognises the need for further transport study as part of travel planning requirements for subsequent Planning Proposals and Development Applications following from the Future Direction Report. More detail found at section 4.5.2 in the Council Report.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1d 1e 2b
275	Resident		275.1	**Public ownership**	Objected to the loss of public land for the redevelopment of a supermarket, suggested the onus should be on supermarket to propose redevelopment with parking.	The draft Future Direction Report seeks to deliver an improved public domain while retaining parking facilities. Feedback received during public exhibition pressed for more transparency on the ownership of public spaces and parking facilities. The intent of the planning study is for the new plaza and parking facilities to remain in Council's ownership and a recommendation was put forward to Council that any private use of the Council car park at Grosvenor Place in a development scheme would be subject of a public Expressions of Interest Process. For more information refer to section 4.3.2 of the Council Report.	No action.	2b 2f

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

			275.2	**Local shops**	Offered general support of below ground parking facilities as a means of delivering new public spaces and retaining the village feel of the area. Emphasised that the village atmosphere is crucial to attracting more residents and visitors to the centre.	Noted. Council recognises the valuable contribution local shops make to the village atmosphere of the centre. Support for small local shops was recognised in the draft Future Direction Report and further strengthened in the final draft report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1c
276	Resident		276.1	**Building height**	Objected to the proposed increases in building height up to 6-8 storeys, particularly around Grosvenor Lane plaza. Claimed that the scale and density of the proposed development would put further pressure on strained local infrastructure including schools, roads and public transport.	The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand for employment floorspace, upgrade community facilities and deliver improvements to the public domain. However, the Report also sets out clear restrictions on building height. Based on feedback from the draft Future Direction Report, building height will be restricted further. Council will continue to advocate on behalf of the local community for improvements to Military Road and will work in collaboration with the NSW Government to ensure schools and transport infrastructure can support any growth in the area. For more information refer to section 4.7.1 of the Council Report and the amended Future Direction Report.	See Submission 1.1	1d 2a 1e 1a
			276.2	**Solar analysis**	Also raised concerns around the overshadowing impacts of high-rise development and claimed that these effects would compromise the quality of the proposed public space.	Overshadowing and solar access impacts, as well as the amenity of current and proposed public spaces have been considered as part of the Planning Study. Future Planning Proposals and Development Applications will be required to address these concerns in detail.	No action.	2b
277	Resident		277.1	**Grosvenor Lane Plaza** **Public ownership**	Objected to the proposals of the Future Directions paper, particularly the loss of public land at Grosvenor and Waters Lanes. Concerned over balance between developer interests and community benefits.	The draft Future Direction Report seeks to strike a balance between development and community benefits. Concerns regarding this balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents has further been refined the desired outcome of the final Future Direction Report, and the feedback received during public exhibition pressed for more transparency on the ownership. Proposed public facilities such as public parking and public domain will remain in Council's control and any private use of public land would be subject of a public Expressions of Interest Process. Refer to section 4.3.2 of the Council report for more information.	Recreational facility removed from public benefits Site 4 removed as opportunity site has lead to a substantial decrease of potential public domain delivery Amended Grosvenor Lane Plaza scheme and staged delivery	1d 2f 2b 2f
			277.2	**Public benefits**	Supported the undergrounding of car park facilities and the creation of public space at Grosvenor Lane, claimed that Neutral Bay needed new high-quality public space with good solar access. Emphasised the need to preserve the centre's village atmosphere.	Your feedback regarding public domain improvements has informed the preparation of the final Future Direction Report. Delivering the right public domain improvements and preserving the highly valued character of the area are important outcomes for the final Future Direction Report. Detailed design outcomes will be further resolved in next phases including Planning Proposals and Development Applications and in consultation with stakeholders. For more information refer to chapter 2.2 of the Future Direction Report.	No action.	2d
278	Resident		278.1	**Public benefits**	Offered general support for the proposals, and particularly supported the creation of an Arts Alley.	Support for delivering upgraded community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report. For more information refer to chapter 2.1 of the Future Direction Report.	No action.	2d
			278.2	**Military Road Pedestrian amenity**	Suggested that Council should consideration of additional crossings or pedestrian bridges for Military Road.	In accordance with the community principles detailed in the North Sydney Transport Strategy, grade separated crossings are only considered if both topography and land uses support the delivery of direct (vertical as well as horizontal) and activated walking links that support improved safety and amenity for pedestrians, cyclists and public transport users. Military Road topography is unlikely to support these outcomes. Instead, steep climbs in	No action.	2e

						and out of underpasses/overpasses would result in poorer personal security and access outcomes. Furthermore, introduction of separated crossings on Military Road would reinforce the domination of vehicles over pedestrians in Neutral Bay and Cremorne. In light of the above, it is important to recognise that a bridge or underpass would not contribute to the desired future character of the area identified in the Future Directions Report. Refer to section 4.5.4 of the Council Report for more detail.		
279	Resident			**Governance** **Public ownership**	Objected to the proposals of the Future Directions paper. Raised concerns over the loss of public land to facilitate private redevelopment and of the balance between developer interests and community benefits.	The draft Future Direction Report seeks to strike a balance between development and community benefits. Concerns regarding this balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents have contributed to refining the desired outcome of the final Future Direction Report. Feedback received during public exhibition pressed for more transparency on the ownership. Proposed public facilities such as public parking and public domain will remain in Council's control and any private use of public land would be subject of a public Expressions of Interest Process. Refer to section 4.3.2 of the Council report for more information.	No action.	2b 2f
280	Resident			**Building height**	Opposed increases in building heights of 12 storeys, as this would compromise the character of the area. Concerned with the potential impacts of development on small businesses.	The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand for employment floorspace, upgrade community facilities and deliver improvements to the public domain, all of which aim to support local businesses in the area. However, the Report also sets out clear restrictions on building height and on feedback received during public exhibition, building heights will be restricted further. For more information refer to section 4.7.1 of the Council Report and the amended Future Direction Report.	See Submission 1.1	1d
281	Resident		281.1	**Building height**	Raised concerns with the proposed building heights, particularly at Site 3 on Rangers Road. Claimed that development of the scale proposed is out of keeping with the current built form of the area and would compromise the village atmosphere of the centre.	The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand for employment floorspace, upgrade community facilities and deliver improvements to the public domain. However, the Report also sets out clear restrictions on building height and based on feedback received during public exhibition, building heights will be restricted further. For more information refer to section 4.7.1 of the Council Report and the amended Future Direction Report.	See Submission 1.1	1d
			281.2	**Building height**	Concerned with the potential overshadowing, wind and amenity impacts from high rise development and the consequences this would have for existing residents and businesses.	Wind, solar access and the amenity of current and proposed public spaces have been considered as part of this Planning Study and inform the proposals of the Future Directions Report. Future Planning Proposals and Development Applications will be required to address these issues in detail.	No action.	2b
			281.3	**Public parking**	Claimed that increase development would exacerbate current parking and traffic issues, as new development provides limited on-site parking and often no visitor parking. Proposed underground parking facilities are too far to serve Rangers Road residents.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. More detail found at section 4.5.2 in the Council Report.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1e 2b
282	Resident		282.1	**Grosvenor Lane Plaza**	Opposed the proposals for the centre and particularly the changes to Grosvenor Lane.	Feedback on the draft Future Directions Report indicated the importance of public parking and loading facilities to the surrounding local businesses. The amended Future Direction Report recognises this interdependence and includes a principles-based approach to guide the ultimate masterplan and considers various options for staging development to allow	Amended Grosvenor Lane Plaza scheme and staged delivery	1d 2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

						existing businesses to continue trading with their existing parking and loading in place. Refer to section 4.3.2 of the Council Report for more information.		
			282.2	**Public parking**	Objected to the undergrounding of supermarkets and argued that more car parking is needed to support retail in the centre.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. More detail found at section 4.5.2 in the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d 1e 2b
283	Resident		283.1	**Public parking**	Raised concerns with the current and proposed parking arrangements for the centre. Claimed that supermarket and that the current arrangements allow for sufficient time for shopping but not for dining, and that the proposed underground car parking facilities will deter potential users, who may assume the parking is only for supermarket customers.	Feedback received on the draft Future Directions Report emphasised the importance of parking facilities to local businesses in the centre. The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. For more detail refer to section 4.5.2 in the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d 1c
			283.2	**Governance**	Raised concerns over the balance between developer interests and benefits for local residents and businesses	The draft Future Direction Report seeks to strike a balance between development and community benefits. Concerns regarding this balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents have contributed the outcomes of the final Future Direction Report.	No action.	2f
284	Resident		284.1	**Public parking**	Objected to the replacement of above ground parking with underground parking, claimed that at grade parking is convenient and supports local businesses.	Council recognises the important contribution of local businesses to the highly valued character of the centre, and feedback received during public exhibition emphasised the importance of accessible Parking to local business. The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. More detail found at section 4.5.2 in the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
			284.2	**Building height** **Grosvenor Lane Plaza**	Offered support for increases in building heights and density, but expressed concerns with allowing additional height adjacent to planned plazas and open space due to the overshadowing effects. Suggested Site 2 is suitable to accommodate residential growth and additional height.	Noted. Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. Solar access and overshadowing impacts have been considered in this Planning Study and have informed the outcomes proposed in the Future Directions Report. The final Future Directions Report sets out clear restrictions on building height and based on feedback from the community, building height will be restricted further.	See Submission 1.1 Amended Grosvenor Lane Plaza scheme and staged delivery	1d 2e
			284.3	**Governance**	Concerned over the balance between developer interests and benefits for residents and local businesses.	The draft Future Direction Report seeks to strike a balance between development and community benefits. Concerns regarding this balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents have contributed the outcomes of the final Future Direction Report.	No action.	2f
285	Resident		285.1	**Public ownership**	Objected to the proposals of the Future Directions paper, and was particularly concerned with the loss of public land to facilitate redevelopment of a supermarket site.	The draft Future Direction Report seeks to deliver an improved public domain. Feedback received pressed for more transparency on the ownership of public spaces and parking facilities. The intent of the planning study is for the new public spaces to remain in Council's ownership. To further increase transparency a recommendation was put forward to Council that any private use of the Council car park at Grosvenor Lane in a development scheme would be subject of a public Expressions of Interest Process. For more detail refer to section 4.3.2 of the Council Report.	No action.	2b 2f

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

			285.2	**Public benefits** **Grosvenor Lane Plaza**	Supported the undergrounding of car park facilities and the creation of new public space at Grosvenor Lane. Emphasised that the community needs more public space within the centre.	Support to deliver public domain is noted. Delivering on the growing demand for public spaces is an important outcome for the area and part of the final Future Direction Report. For more information refer to chapter 2.2 of the Future Direction Report.	No action.	2d
286				**Building height**	Opposed the proposed increases to building height, and was particularly concerned that these proposals favoured some landowners and unfairly excluded others. Sought a consistent approach to height limits across the centre.	Proposed future building heights have been carefully balanced to support the needs of the locality. Increasing permissible building heights will provide opportunities to meet future demand for employment floorspace, deliver community facilities and create improvements to the public domain. However, it is important to note that Councils plan for the area also sets out clear restrictions on building height.	See Submission 1.1	1d
287	Resident			**General support** **Public parking**	Offered general support for the proposals of the Future Directions paper. Supported the proposed undergrounding of car parking facilities and saw this as beneficial to residents and visitors to the centre.	Noted. Delivering on the demand for improved public domain is an important outcome for the area and part of the final Future Direction Report.	No action.	2d
288	Resident			**Governance** **Public ownership**	Concerned over loss of public land for private development, highlighted the importance of maintaining the village feel of the centre and negotiating public benefits from developers.	The draft Future Direction Report seeks to strike a balance between development and community benefits while retaining the highly valued character of the area. Feedback received during public exhibition pressed for more transparency on the ownership of public spaces and parking facilities. The intent of the planning study is for the new public spaces and parking facilities to remain in Council's ownership. To improve transparency a recommendation was put forward to Council that any private use of the Council car park at Grosvenor Place in a development scheme would be subject of a public Expressions of Interest Process. For more detail refer to section 4.3.2 of the Council Report and chapter 2.2 of the Future Direction Report.	No action.	2f 2b
289	Resident			**Local shops** **Public ownership**	Emphasised the importance of maintaining the village feel and increasing the walkability of the centre. Valued the diversity of local businesses and raised concerns over the loss of public land to facilitate redevelopment.	Council recognises the valuable contribution of diverse local shops to the village atmosphere of the centre. Support for small local shops was recognised in the draft Future Direction Report and further strengthened in the final draft report. The final Future Directions Report outlines key public domain improvements which will improve the walkability of the centre and enhance the pedestrian environment. Proposed public spaces will remain in Council's control. For more detail refer to section 4.3.2 of the Council Report.	No Action Amended Grosvenor Lane Plaza scheme and staged delivery	1c 2b 2f
290	Resident			**Building height**	Objected to the proposed increases in building heights from 5 to 12 storeys, claimed this would have adverse effects on local traffic and detract from the quality of the local skyline.	Proposed future building heights have been carefully balanced to support the needs of the locality. Increasing permissible building heights will provide opportunities to meet future demand for employment floorspace, deliver community facilities and create improvements to the public domain. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. However, it is important to note that Councils plan for the area also sets out clear restrictions on building height and considers how development will sit in the existing built form context. For more information refer to section 4.7.1 of the Council Report.	See Submission 1.1	1d
291	Resident		291.1	**Harrison Street**	Raised concerns over the impacts of any redevelopment on the residents of Harrison Street. Requested that no changes be made to the planning controls for the south side of Yeo Street, due to the potential impacts of increased bulk and scale on the residential amenity of surrounding properties.	The Future Direction Report does not propose any changes to height or heritage controls for residential zones outside of the Neutral Bay Town Centre. The mixed use areas in the Neutral Bay Town Centre that receive additional height have been carefully positioned to minimise overshadowing and create an appropriate transition to surrounding residential areas. For further information please refer to section 4.7.1 of the Council Report or the amended Future Direction Report.	No action.	2a

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

			291.2	**Heritage**	Questioned the heritage listing of a portion of Harrison Street given the prevalence of multi-storey and high rise buildings in the area.	The Future Direction Report maintains protections for existing heritage items in the area. It also identifies additional period buildings that contribute to the existing character of the area. Council encourages new development proposals on these sites to retain heritage features from these buildings. Refer to section 4.7.3 of the Council Report and page 42 of the Future Direction Report.	No action.	2e
292	Resident		292.1	**Harrison Street**	Raised concerns over the impacts of any redevelopment on the residents of Harrison Street. Requested that no changes be made to the planning controls for the south side of Yeo Street, due to the potential impacts of increased bulk and scale on the residential amenity of surrounding properties.	The Future Direction Report does not propose any changes to height or heritage controls for residential zones outside of the Neutral Bay Town Centre. The mixed use areas in the Neutral Bay Town Centre that receive additional height have been carefully positioned to minimise overshadowing and create an appropriate transition to surrounding residential areas. For further information please refer to section 4.7.1 of the Council Report and the final Future Direction Report.	No action.	2a
			292.2	**Heritage**	Questioned the heritage listing of a portion of Harrison Street given the prevalence of multi-storey and high rise buildings in the area.	The Future Direction Report maintains protections for existing heritage items in the area. It also identifies additional period buildings that contribute to the existing character of the area. Council encourages new development proposals on these sites to retain heritage features from these buildings. Refer to section 4.7.3 of the Council Report and page 42 of the Future Direction Report.	No action.	2e
293	Resident		293.1	**Harrison Street**	Raised concerns over the impacts of any redevelopment on the residents of Harrison Street. Requested that no changes be made to the planning controls for the south side of Yeo Street, due to the potential impacts of increased bulk and scale on the residential amenity of surrounding properties.	The Future Direction Report does not propose any changes to height or heritage controls for residential zones outside of the Neutral Bay Town Centre. The mixed use areas in the Neutral Bay Town Centre that receive additional height have been carefully positioned to minimise overshadowing and create an appropriate transition to surrounding residential areas. For further information please refer to section 4.7.1 of the Council Report and the final Future Direction Report.	No action.	2a
			293.2	**Heritage**	Questioned the heritage listing of a portion of Harrison Street given the prevalence of multi-storey and high rise buildings in the area.	The Future Direction Report maintains protections for existing heritage items in the area. It also identifies additional period buildings that contribute to the existing character of the area. Council encourages new development proposals on these sites to retain heritage features from these buildings. Refer to section 4.7.3 of the Council Report and page 42 of the Future Direction Report.	No action.	2e
294	Resident		294.1	**Building height**	Objected to the proposed increase in building height above 4-5 storeys, raised concerns that the scale of development would compromise the village atmosphere of the centre.	Proposed future building heights have been carefully balanced to support the needs of the locality. Increasing permissible building heights will provide opportunities to meet future demand for employment floorspace, deliver community facilities and create improvements to the public domain. However, it is important to note that Councils plan for the area sets out clear restrictions on building height and that in response to community feedback building heights have been restricted further. refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			294.2	**Employment**	Questioned the idea that increasing commercial floorspace within the centre would increase the vibrancy and diversity of the centre, and argued that employment growth would only be achieved by altering the highly valued character of the centre.	The Future Directions Report does not seek to alter the local job market but rather to support existing and future demand for local employment uses in the town centre. Increases in building height within the Neutral Bay Town Centre aim to support local employment in the long term. For more detail refer to section 4.6 of the Council Report and the finalised Future Direction Report.	No action.	2e
			294.3	**Governance**	Raised concerns over the balance of developer interests and benefits for local residents and businesses.	The draft Future Direction Report was informed by several independent feasibility studies and seeks to strike a balance between development and community benefits. Concerns regarding this balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents have contributed to the outcomes of the final Future Direction Report.	No action.	2f

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

295	Resident			**Harrison Street**	Raised concerns over the impacts of any redevelopment on the residents of Harrison Street. Requested that no changes be made to the planning controls for the south side of Yeo Street, due to the potential impacts of increased bulk and scale on the residential amenity of surrounding properties and on the heritage buildings on Harrison Street.	The Future Direction Report does not propose any changes to height or heritage controls for residential zones outside of the Neutral Bay Town Centre. The mixed use areas in the Neutral Bay Town Centre that receive additional height have been carefully positioned to minimise overshadowing and create an appropriate transition to surrounding residential areas. For further information please refer to section 4.7.1 of the Council Report.	No action.	2a
296	Resident		296.1	**General support**	Offered general support for the proposed changes and increases in building heights along Military Rd and at Sites 2, 3 ad 4.	Noted. Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and public domain improvements.	No action.	2d
			296.2	**Traffic**	Raised concerns over the loss of community space and the potential traffic impacts of the proposed scheme for Sites 1 and 2. Argued that poor traffic flow management has damaged the amenity of the centre, particularly in the streets north of Military Road.	This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is already built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. The study also recognises the need for further transport study as part of travel planning requirements for subsequent Planning Proposals and Development Applications.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1d
			296.3	**Public parking**	Raised further concerns that the loss of surface parking would have a detrimental impact on small businesses, which need additional surface spaces to accommodate growth.	Feedback during public exhibition emphasised the importance of parking facilities to local businesses. The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. More detail found at section 4.5.2 in the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
			296.4	**Public ownership**	Concerned by the loss of public land for to facilitate redevelopment of a supermarket, and opposed the undergrounding of car parking facilities. Expressed concerns that there was a preference towards developer interests at the expense of local businesses and that the proposed urban design interventions with loading facilities on Waters Lane would compromise the village feel of the area.	The draft Future Direction Report was informed by several independent feasibility studies and seeks to strike a balance between development and community benefits. Concerns regarding this balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents have contributed to the outcomes of the final Future Direction Report. Feedback received during public exhibition pressed for more transparency on the ownership of proposed public spaces. The intent of the planning study is for the new plaza and parking facilities to remain in Council's ownership. For more detail refer to section 4.3.2 of the Council report.	No action.	2b
			296.5	**Young Street Closure** **Grosvenor Lane Plaza**	Objected to the closure of Young Street and Grosvenor Lane due to the potential impacts on Belgrave Street and Waters Road traffic as well as the loss residential access on Sutherland Street. Claimed that there were already issues with 'rat runs' and	Traffic impacts of projects identified as part of the planning study like the Young Street closure have been assessed on a project-by-project basis during more detailed design development. A Traffic Management Plan for the Young Street closure has been submitted to TfNSW by Council. The closure of Young Street is part of Council's ongoing efforts to make the shopping and the commercial strip more appealing as a shopping destination for residents and visitors. Council is currently testing the Young Street closure and the implications on the street network and influence on pedestrian amenity in the area. The	No action. Amended Grosvenor Lane Plaza scheme and staged delivery	1d 2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

					congestion in the area which would be exacerbated by these proposals.	temporary closure commenced on Monday 2 November and will run until March 2021. Refer to section 4.2.1 of the Council Report for more detail.		
			296.6	**Building height**	Questioned the proposed towers in the vicinity of new public spaces due to potential overshadowing and wind impacts.	Proposed future building heights have been carefully balanced to support of the needs of the locality. This includes analysis of potential solar access and wind impacts, and future Planning Proposals and Development Applications will be required to consider these issues in detail.	See Submission 1.1	1d
			296.7	**Community engagement**	Queried whether "alternative plans" mentioned in the Future Directions paper will be put to public consultation.	Various staging options for Grosvenor Lane Plaza have been included in the final Future Directions Report. More detail design options will be provided in a subsequent Planning Proposal, which will entail further public consultation.	No action.	2b
297	Resident		297.1	**Building height Employment Covid-19**	Objected to the proposed increases in building heights of up to 12 storeys, argued that height limits should be limited to 5 storeys. Questioned the need for uplift to provide additional commercial floorspace within the centre due to the economic implications of COVID-19. Raised concerns that heights of up to 12 storeys would have adverse impacts on the solar access of public space in the centre.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace and support local businesses. The impact of Covid-19 on these targets has been assessed in response to the feedback received. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building heights have been restricted further. Solar access impacts and the amenity of proposed public spaces have been considered as part of the Planning Study, and future Planning Proposals and Development Applications will be required to consider these issues in detail.	See Submission 1.1	1d 2e
			297.2	**Grosvenor Lane Plaza**	Emphasised the importance of the centre's village atmosphere and human scale, and supported the creation Grosvenor Lane plaza.	Council appreciates your support in delivering a Grosvenor Lane Plaza. More detail will be provided in a subsequent Planning Proposal to deliver this unique new public domain for North Sydney.	No action.	2d
			297.3	**Governance**	Concerned by the balance between developer interests and benefits for local residents and ratepayers.	The draft Future Direction Report was informed by several independent feasibility studies and seeks to strike a balance between development and community benefits. Concerns regarding this balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents have contributed to the outcomes of the final Future Direction Report.	No action.	2f
298	Resident		298.1	**Building height**	Objected to the proposed increases in building heights as these would detrimentally impact the village feel of the area and have overshadowing and wind tunnel effects on the centre's public spaces.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and public domain improvements. Solar access and wind impacts have been considered as part of the Planning Study and future Planning proposals and Development Applications will require these issues to be considered in detail. The Future Directions Report also sets out clear restrictions on building height and based on community feedback building heights have been restricted further. For more information refer to section 4.7.1 of the Council Report and the amended Future Direction Report.	See Submission 1.1	1d
			298.2	**Employment and COVID-19**	Questioned the need for additional commercial floorspace in the centre due to the economic effects of COVID-19.	The Future Directions Report does not seek to alter the local job market but rather to support existing and future demand for local employment uses in the town centre. The impact of Covid-19 on these targets have been assessed in response to the feedback received. For detail regarding the amendments refer to section 4.6 of the Council Report and review the finalised Future Direction Report.	No action.	2e
299			299.1	**Building height**	Offered general support for more modest scale of development within the centre, but objected to	Noted. Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities	See Submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

					the proposed increases in building heights of up to 8-12 storeys.	and public domain improvements. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been restricted further. For more information refer to section 4.7.1 of the Council Report and the amended Future Direction Report.		
			299.2	**Traffic and Transport**	Raised concerns that the scale of development proposed would compromise the area's village atmosphere and that current public transport infrastructure would not be able to accommodate increases in density.	Options to focus on alternative transport modes are considered in the final Future Direction Report. Council seeks to strike a balance between all transport modes with a stronger focus on walking, cycling and public transport in future development. The Future Directions Report will allow Council to advocate for improvements to Military Road in collaboration with the NSW Government. Refer to section 4.5.8 of the Council Report for more information.	No action.	2a
300	Resident		300.1	**Building height**	Objected to the proposed increases in building heights of 8 to 12 storeys. Raised concerned over the potential overshadowing, amenity, and noise impacts of development of that scale. Concerned that it would compromise the village feel of the centre.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and public domain improvements. Solar access, noise and wind impacts have been considered as part of the Planning Study and future Planning proposals and Development Applications will require these issues to be considered in detail. The Future Directions Report also sets out clear restrictions on building height and based on community feedback building heights have been restricted further. For more information refer to section 4.7.1 of the Council Report and the amended Future Direction Report.	See Submission 1.1	1d
			300.2	**Traffic**	Raised concerns over the potential impacts on local traffic.	This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is already built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. The study also recognises the need for further transport study as part of travel planning requirements for subsequent Planning Proposals and Development Applications. Refer to section 4.5 of the Council Report.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1e 2b
301	Landowner		301.1	**Young Street Closure**	Concerned over access for maintenance and servicing on Young Street, and that the proposed arrangements would prevent commercial tenants from being able to undertake these functions conveniently.	The closure of Young Street is part of Council's ongoing efforts to make the shopping and the commercial strip more appealing as a shopping destination for residents and visitors. Council is currently testing the Young Street closure and the implications on the street network and influence on pedestrian amenity in the area. The temporary closure commenced on Monday 2 November and will continue to March 2021. Refer to section 4.2.1 of the Council Report.	No action.	2b
			301.2	**Public parking**	Objected to the proposed undergrounding of car parking facilities, claimed that the centre needs additional parking, and that the level of development proposed would warrant even more. Also raised concerns that the proposed arrangements would not provide sufficient access to local retailers.	Council recognises the valuable contribution local shops make to the village atmosphere of the centre. Feedback on the draft Future Direction Report indicated that access to parking and loading is an important consideration and the final report proposes various potential options of staging construction to limit disruption The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Proposed public parking facilities will remain in Council's control and detailed design solutions will be required to clearly support local speciality shops. Refer to sections 4.3.2 and 4.4.1 of the Council report for more information.	Amended Grosvenor Lane Plaza scheme and staged delivery	1e 2b
302	Resident		302.1	**Public ownership** **Public parking**	Objected to the loss of public land to facilitate redevelopment of a supermarket. Raised concerns over the impact that undergrounding car parking facilities would have on the	The draft Future Direction Report seeks to deliver an improved public domain while retaining car parking facilities. Feedback received pressed for more transparency on the ownership of parking facilities and emphasised the importance of accessible parking to the current functioning of the centre. The intent of the planning study is for the new plaza to remain in Council's ownership and to increase transparency a recommendation was put to Council that any private use of the Council car park at Grosvenor Place in a development scheme	Amended Grosvenor Lane Plaza scheme and staged delivery	1d 2b 2f

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

					village feel of the centre.	would be subject of a public Expressions of Interest Process. The final Future Directions Report also considers a range of options for staging parking and development at Grosvenor Lane. Refer to section 4.3.2 of the Council Report.		
			302.2	**Governance**	Questioned the need for new supermarkets within the centre and was concerned over the balance between developer interests and community benefits.	The draft Future Direction Report was informed by several independent feasibility studies and seeks to strike a balance between development and community benefits. Council recognises the valuable contribution local shops make to the village atmosphere of the centre and has refined the outcomes of the final Future Direction Report to balance the needs of various stakeholders in the area.	No Action	2f
303	Resident		303.1	**Public parking**	Concerned by the proposed loss of surface parking and the impacts this may have on local businesses.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Feedback during public exhibition highlighted the importance of accessible parking to local businesses. Council accommodates public parking as a service to the community and will continue to do so. Refer to section 4.5.2 of the Council Report for more detail.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d 1c
			303.2	**Timeframe**	Questioned the timeframes for the delivery of these proposals.	For development in and around Grosvenor Lane Plaza more detail will be provided in a subsequent Planning Proposal to deliver this unique new public domain for North Sydney. For the rest of the Town Centre timing will depend on the lodgement of future Planning Proposals and Development Application. The amended Future Directions report contains further information on potential options for the timing and staging of construction.	No action.	2c
304	Resident			**Public parking**	Claimed that the proposed increases in building height and density would not be feasible without additional parking for residents.	One of the intentions of the study is to limit traffic generation from new development. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. More detail found at section 4.5.2 in the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
305	Resident		305.1	**Cycleways**	Raised concerns over the impacts of cycleway on Harrison Street on pedestrian safety, street parking and the potential removal of tree plantings.	Council's Traffic and Transport division is investigating options to make minor revisions to the intersection between Harrison Street and Rangers Road to improve the existing vehicle one way/cycling two way arrangement. Community consultation will be undertaken on any proposed plans for cycling infrastructure prior to a decision being made regarding its installation. Aside from these investigations, Council is not currently planning to install a separated cycle path on Harrison Street. The street is identified on Council's bike map and bike network plans, but it is not earmarked for dedicated cycling paths. Amendments to the final Future Directions Report have been made to reflect this. Refer to section 4.5.7 of the Council Report.	Legend amended to reflect NSC bike map correctly	1e
			305.2	**Building height**	Opposed increases in building heights of 5 to 8 storeys on Yeo Street due to the effects on amenity for surrounding residents and the impacts of construction noise.	The Future Directions Report sets out clear restrictions on building height. Based on feedback from the draft Future Direction Report, building height on site 4 and in the vicinity of Yeo Street will be restricted further. For more information refer to section 4.7.1 of the Council Report and the amended Future Direction Report.	See Submission 1.1	1d
306	Resident		306.1	**Cycleways**	Concerned by the impacts of a cycleway on Harrison Street on street parking, and the flow on effects this would have on local traffic.	Council's Traffic and Transport division is investigating options to make minor revisions to the intersection between Harrison Street and Rangers Road to improve the existing vehicle one way/cycling two way arrangement. Community consultation will be undertaken on any proposed plans for cycling infrastructure prior to a decision being made regarding its installation. Aside from these investigations, Council is not currently planning to install a separated cycle path on Harrison Street. The street is identified on Council's bike map and bike network plans, but it is not earmarked for dedicated cycling paths. Amendments to the final Future Directions Report have been made to reflect this. Refer to section 4.5.7 of the Council Report.	Legend amended to reflect NSC bike map correctly	1e
			306.2	**Parking and Traffic**	Raised further concern that the potential development under the proposals would create additional traffic and congestion. Claimed that the combined effect of	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity	Amended Grosvenor Lane Plaza scheme and staged delivery	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

					removing on-street parking and facilitating construction would exacerbate these traffic and parking issues.	that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. For more detail refer to section 4.5.2 of the Council Report.		
307	Resident		307.2	**Cycleways**	Concerned by the impacts of a cycleway on Harrison Street on street parking, and the flow on effects this would have on local traffic.	Council's Traffic and Transport division is investigating options to make minor revisions to the intersection between Harrison Street and Rangers Road to improve the existing vehicle one way/cycling two way arrangement. Community consultation will be undertaken on any proposed plans for cycling infrastructure prior to a decision being made regarding its installation. Aside from these investigations, Council is not currently planning to install a separated cycle path on Harrison Street. The street is identified on Council's bike map and bike network plans, but it is not earmarked for dedicated cycling paths. Amendments to the final Future Directions Report have been made to reflect this. Refer to section 4.5.7 of the Council Report.	Legend amended to reflect NSC bike map correctly	1d
			307.2	**Public parking**	Raised further concern that the potential development under the proposals would create additional traffic and congestion. Claimed that the combined effect of removing on-street parking and facilitating construction would exacerbate these traffic and parking issues.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. For more detail refer to section 4.5.2 of the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
308	Resident			**Building height**	Objected to the proposed increases in building height due to the impacts on the village feel and aesthetic quality of the area.	Proposed future building heights have been carefully balanced to support the needs of the locality. Increasing permissible building heights will provide opportunities to meet future demand for employment floorspace, deliver community facilities and create improvements to the public domain. However, it is important to note that Councils plan for the area also sets out clear restrictions on building height and that in response to community feedback, building heights have been restricted further.	See Submission 1.1	1d
309	Resident		309.1	**General support**	Offered general support for the proposals, and particularly the delivery of new community facilities. Claimed that artists studios, more retail and dining options, a new community centre, more vegetation and human-scale open space would be a welcome additions to the centre.	Noted. Your feedback regarding community facility improvements has informed the preparation of the final Future Direction Report. Delivering the right public domain and community facility improvements is an important outcome for the area and part of the final Future Direction Report.	No action.	2d
			309.2	**Traffic and Transport** **Public parking**	Flagged that these additions need to be supported with additional parking facilities, including bike parking facilities. Emphasised there was a strong need to mitigate the adverse effects of traffic within the centre.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. The Future Directions Report will also allow Council to advocate for improvements to Military Road in collaboration with the NSW Government. Refer to section 4.5.8 of the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery No action.	1d 2a
310	Resident			**Public parking** **Public ownership**	Concerned over whether the proposed underground parking facilities would remain open to the public, needed assurance that there would be no loss of free and accessible public parking spaces for customers visiting the centre.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Feedback on the draft Future Directions Report emphasised the importance of public parking to the functioning of the centre. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. More detail found at section 4.5.2 in the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d 2b 2f
311	Resident			**Building height**	Objected to the proposed increases in building heights, claimed that building heights should be no greater than 6 storeys.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. The Future Directions Report sets out clear restrictions on building	See Submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

						height and based on community feedback building height has been further restricted. Refer to section 4.7.1 of the Council Report.		
312	Resident		312.1	**Building height**	Objected to the proposed increases in building heights of 8 to 12 storeys, as this would set a precedent of increased height for the area and compromise the centre's village feel.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. Solar access, tree canopy, wind impacts and how development relates to the existing built form have been considered as part of the Planning Study, and future Planning Proposals and Development Applications will be required to address site specific issues in detail. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report.	See Submission 1.1	1d
			312.2	**Traffic**	Claimed that development of the proposed scale would have adverse traffic, overshadowing, wind and view impacts. Raised concerns over the loss of street trees as a result of development.	This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is already built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. The study also recognises the need for further transport study as part of travel planning requirements for subsequent Planning Proposals and Development Applications. Building heights have been carefully managed to minimise solar impacts especially in the public domain. The intent is to preserve and enhance tree canopy.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1e 2b
			312.3	**Heritage**	Argued that Council should focus on preserving heritage buildings and retail frontages.	The Future Direction Report maintains protections for existing heritage items in the area. It also identifies additional period buildings that contribute to the existing character of the area. Council encourages new development proposals on these sites to retain heritage features from these buildings. Refer to section 4.7.3 of the Council Report and page 42 of the Future Direction Report.	Height removed from Site 4	1d
313	Resident			**Building height**	Objected to the proposed increases in density and building heights, claimed this would compromise the village feel of the area, and that additional construction would create unacceptable disruptions.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. The Future Directions Report sets out clear restrictions on building height and considers options for staging construction to minimise disruption. Based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report.	See Submission 1.1	1d
314	Resident		314.1	**Building height** **Public parking**	Objected to the proposed changes to the centre's planning controls due to the impacts on traffic and parking.	The study seeks to limit off-street parking in future development to the capacity that is currently allowed under existing planning controls, ensuring no net increase in traffic from increases in density and any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. More detail found at section 4.5.2 in the Council Report.	See Submission 1.1 - Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1d 1d
			314.2	**Traffic and Transport**	Claimed there is not adequate public transport to support further increases in the area's density.	Options to focus on alternative transport modes are considered in the final Future Directions Report. Council seeks to strike a balance between all transport modes and future development will be struck in individual proposals with a stronger focus on walking, cycling and public transport. The Future Directions Report will also allow Council to advocate for improvements to Military Road in collaboration with the NSW Government. More information regarding previous regional schemes that were considered refer to section 4.5.8 of the Council Report.	No action.	2a

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

315	Resident			**Building height**	Concerned with the proposed increases in building heights and the potential this may have to compromise the character of the area. Claimed that high rise development of this scale would create adverse effects on amenity through wind and overshadowing impacts. Emphasised the importance of redevelopment maintaining the current character of the area.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. Overshadowing and wind impacts have been considered as part of the Planning Study, and future Planning Proposals and Development Applications will be required to address site specific issues in detail. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
316	Resident		316.1	**Building height**	Opposed increases to building heights, especially on Yeo Street, due to the loss of the village feel and aesthetic of the area, the impacts of overshadowing on residential amenity and the potential increases in local traffic.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. Overshadowing and solar access impacts have been considered as part of the Planning Study, and future Planning Proposals and Development Applications will be required to address site specific issues in detail. The study also to limits off-street parking in future development to the capacity that is currently allowed under existing planning controls, ensuring there is no net increase in traffic from increases in density. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted, including Site 4 in the vicinity of Yeo Street. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1 Amended Grosvenor Lane Plaza scheme and staged delivery	1d 1d
			316.2	**Employment and COVID-19**	Questioned the need for additional retail floorspace given the anticipated economic impacts of COVID-19 and the high vacancy rate pre-COVID.	The Future Directions Report does not seek to alter the local job market but rather to support existing and future demand for local employment uses in the town centre. The impact of Covid-19 on these targets have been assessed in response to the feedback received. For detail regarding the amendments refer to section 4.6 of the Council Report and review the finalised Future Direction Report.	No action.	2e
			316.3	**Governance**	Questioned whether Council was acting in the interest of the community or attempting to increase their own revenue through rates.	The draft Future Direction Report was informed by several independent feasibility studies and seeks to strike a balance between development and community benefits. Concerns regarding the balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents have contributed to the final outcomes of the final Future Direction Report.	No Action	2f
317	Resident			**General support** **Local shops**	Offered general support for the principles of the Future Directions paper. Suggested that Grosvenor Lane underground car park needs access from southern side to improve access to small businesses.	Noted. Council recognises the valuable contribution local shops make to the village atmosphere of the centre. The final Future Direction Report discusses access, parking and loading arrangements and considers various potential options for staging construction to limit disruption around Grosvenor Lane. Detailed design solutions of relocated loading and public parking need to clearly support local speciality shops.	No action.	2d
318	Resident		318.1	**Building height** **Schools**	Concerned by whether the proposals would meet the needs of local families. Claimed that the proposed increases in building height and density would negatively impact the school community and the amenity of the centre. Claimed that this level of development would compromise the character of the area.	Maintaining the highly valued character of the area is one of the key objectives of this Planning Study. Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. Local schools are also part of this vision and as such the draft Future Direction Report has been shared with State Agencies including the Department of Education. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1 A letter will be sent to Department of Education	1d 1a
			318.2	**Traffic**	Raised concerns with the current levels of congestion, particularly on Yeo Street, amenity impact, particularly on Yeo Street.	This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is already built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. The study also recognises	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation	1e 2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

						the need for further transport study as part of travel planning requirements for subsequent Planning Proposals and Development Applications.	- Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	
			318.3	**Public benefits**	Questions the idea of an indoor sports centre within the precinct, claimed that due to the high levels of congestion Neutral Bay Town Centre would be a poor choice of location. Suggested St Leonards/Forsyth Park would be better locations.	In response to community feedback the final Future Directions Report has been amended and no longer identifies an indoor sports facility as a proposed public benefit. Refer to section 4.3.2 of the Council Report and chapter 2.1 of the Future Direction Report for more information.	Recreational facility removed from public benefits.	1d
			318.4	**Governance**	Raised concerns around the balance between developer interests and genuine benefits for the local community.	The draft Future Direction Report was informed by several independent feasibility studies and seeks to strike a balance between development and community benefits. Concerns regarding the balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents have contributed to the final outcomes of the final Future Direction Report.	No Action	2f
319	Resident		319.1	**Public benefits** **Grosvenor Lane Plaza**	Offered general support for the proposals, and the undergrounding of Grosvenor Lane car park to deliver new public space.	Council appreciates your support in delivering a Grosvenor Lane Plaza. More detail will be provided in a subsequent Planning Proposal to deliver this unique new public domain for North Sydney.	No action.	2d
			319.2	**Public parking**	Highlighted the need for additional parking, including bicycle parking, to support future demand. Also emphasised the importance of creating parking facilitates that are convenient for residents and visitors to the centre.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Options to focus on alternative transport modes have also been considered in the final Future Direction Report, and Council will seek to strike a balance between all transport modes in future development with a stronger focus on walking, cycling and public transport. More detail found at section 4.5.2 in the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
			319.3	**Big Bear precinct**	Queried why the Big Bear precinct was not included in the study.	The Big Bear precinct lies outside of the boundaries of Stage One of the Military Road Corridor Planning Study. Planning for this precinct will be examined in Stage Two of the Planning Study.	No action.	2b
320	Resident			**Building height**	Objected to the proposals of the Future Directions paper, particularly around Rangers Road, the impacts on residential amenity.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted further. The final Future Directions Report also considers options for staging construction to minimise disruption to the centre. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
321	Resident		321.1	**Building height**	Objected to the proposed increases in building heights up to 12 storeys, particularly at the Woolworths site. Recommended that 5 storey height limits be maintained.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted further, particularly on Site 4 in the vicinity of Yeo Street. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			321.2	**Public parking**	Particularly concerned that enlarging the Woolworths site would cause adverse effects on traffic, noise and pedestrian safety, particularly along Yeo	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility.	- Amended Grosvenor Lane Plaza scheme and staged delivery	1d 1e 2b

				Traffic	Street. Objected to lowering speed limit to 40km/hr as a means of calming traffic.	Council accommodates public parking as a service to the community and will continue to do so. More detail found at section 4.5.2 in the Council Report.	- Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	
			321.3	**Cycleways**	Concerned over whether there would be a loss of street parking to deliver a cycleway on Harrison Street.	Council's Traffic and Transport division is investigating options to make minor revisions to the intersection between Harrison Street and Rangers Road to improve the existing vehicle one way/cycling two way arrangement. Community consultation will be undertaken on any proposed plans for cycling infrastructure prior to a decision being made regarding its installation. Aside from these investigations, Council is not currently planning to install a separated cycle path on Harrison Street. The street is identified on Council's bike map and bike network plans, but it is not earmarked for dedicated cycling paths. Amendments to the final Future Directions Report have been made to reflect this. Refer to section 4.5.7 of the Council Report.	Legend amended to reflect NSC bike map correctly	1e
322	Resident		322.1	**General support**	Offered general support for the proposals within the Neutral Bay Town Centre.	Noted.	No action.	2d
			322.2	**Cycleways**	Raised concerns over whether the installation of a cycleway on Harrison Street would be practicable given the need for on-street parking in the area.	Council's Traffic and Transport division is investigating options to make minor revisions to the intersection between Harrison Street and Rangers Road to improve the existing vehicle one way/cycling two way arrangement. Community consultation will be undertaken on any proposed plans for cycling infrastructure prior to a decision being made regarding its installation. Aside from these investigations, Council is not currently planning to install a separated cycle path on Harrison Street. The street is identified on Council's bike map and bike network plans, but it is not earmarked for dedicated cycling paths. Amendments to the final Future Directions Report have been made to reflect this. Refer to section 4.5.7 of the Council Report.	Legend amended to reflect NSC bike map correctly	1e
323	Resident		323.1	**Building height**	Concerned over loss of heritage buildings to facilitate high-rise development. Objected to the proposed increases in with building heights of 12 storeys on Woolworths site due to the potential overshadowing of Yeo and Harrison Streets. Raised concerns over the impacts of high-rise development on the area's amenity and property values.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted further, particularly on Site 4 in the vicinity of Yeo Street and Harrison Street. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			323.2	**Heritage**	Suggested that more emphasis be placed on protecting and restoring heritage shop fronts rather than pursuing high rise development. This would maintain the area's distinct village character and appeal.	Maintaining the highly valued character of the area is one of the key objectives of the Planning Study, which includes heritage. The Future Direction Report maintains protections for existing heritage items in the area. It also identifies additional period buildings that contribute to the existing character of the area. Council encourages new development proposals on these sites to retain heritage features from these buildings. Refer to section 4.7.3 of the Council Report and page 42 of the Future Direction Report.	Height removed from Site 4	1d
			323.3	**Cycleways**	Objected to the proposed addition of a cycleway on Harrison Street due to the potential for increased conflicts between cyclists and vehicles, the potential loss of street trees, and the loss of on-street parking.	Council's Traffic and Transport division is investigating options to make minor revisions to the intersection between Harrison Street and Rangers Road to improve the existing vehicle one way/cycling two way arrangement. Community consultation will be undertaken on any proposed plans for cycling infrastructure prior to a decision being made regarding its installation. Aside from these investigations, Council is not currently planning to install a separated cycle path on Harrison Street. The street is identified on Council's bike map and bike network plans, but it is not earmarked for dedicated cycling paths. Amendments to the	Legend amended to reflect NSC bike map correctly	1e

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

						final Future Directions Report have been made to reflect this. Refer to section 4.5.7 of the Council Report.		
324	Resident			**Cycleways Public**	Objected to the proposed addition of a cycleway on Harrison Street. Raised concerns that the removal of on-street parking would exacerbate existing parking issues for residents. Claimed that the current traffic conditions along the street are slow and do not pose a danger to cyclists. Suggested painted stencils on the road would be a more effective way of encouraging cycling along the street, rather than a dedicated bike path.	Council's Traffic and Transport division is investigating options to make minor revisions to the intersection between Harrison Street and Rangers Road to improve the existing vehicle one way/cycling two way arrangement. Community consultation will be undertaken on any proposed plans for cycling infrastructure prior to a decision being made regarding its installation. Aside from these investigations, Council is not currently planning to install a separated cycle path on Harrison Street. The street is identified on Council's bike map and bike network plans, but it is not earmarked for dedicated cycling paths. Amendments to the final Future Directions Report have been made to reflect this. Refer to section 4.5.7 of the Council Report.	Legend amended to reflect NSC bike map correctly	1e
325	Resident		325.1	**Building height**	Offered general support for the redevelopment of the centre but objected to the proposed increases in building heights of 8 to 12 storeys, requested that building heights should be limited to 6 storeys. Raised concerns that this would compromise the village feel of the centre.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information. The Future Directions Report includes several diagrams illustrating the proposed heights through the centre and on key sites.	See Submission 1.1	1d
			325.2	**Future directions report images**	Claimed that the report is misleading by only showing a select portion of the Barry Street promenade limited to 6 storeys, rather than the areas with greater height.	Noted. The visuals included in the Future Direction Report are indicative only and illustrate the proposed built form for the entire Neutral Bay Town Centre and the site-specific schemes. Future Planning Proposals and Development Applications will provide more detail on proposals for the centre.	No action.	2f
326	Resident		326.1	**Cycleways**	Objected to the creation of a cycleway in Harrison Street for the following reasons: • potential to inhibit access to medical facilities on the street • loss of on-street parking • the need to remove street trees to install this infrastructure • safety issues caused by conflict between cyclists and vehicles • adverse effects on school drop-off and pick-up areas	Council's Traffic and Transport division is investigating options to make minor revisions to the intersection between Harrison Street and Rangers Road to improve the existing vehicle one way/cycling two way arrangement. Community consultation will be undertaken on any proposed plans for cycling infrastructure prior to a decision being made regarding its installation. Aside from these investigations, Council is not currently planning to install a separated cycle path on Harrison Street. The street is identified on Council's bike map and bike network plans, but it is not earmarked for dedicated cycling paths. Amendments to the final Future Directions Report have been made to reflect this. Refer to section 4.5.7 of the Council Report.	Legend amended to reflect NSC bike map correctly	1e
			326.2	**Traffic and parking**	Claimed that the proposals will not alleviate any of the current traffic and parking issues in the centre, and the redevelopment of the Woolworths site to include a	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity	Amended Grosvenor Lane Plaza scheme and staged delivery	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

					sports facility may worsen these issues.	that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. refer to section 4.5.2 of the Council Report for more detail.		
327	Resident		327.1	**Building height**	Objected to the proposed increases building heights, recommend that heights should be limited to 6 storeys.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			327.2	**Public parking**	Raised concerns over the impact of development of the scale proposed on the parking capacity and village feel of the centre.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. Refer to section 4.5.2 of the Council Report for more detail.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
328	Resident		328.1	**Building height**	Objected to the proposed increases in building heights, and recommended that heights should be limited to 6 storeys. Claimed that the scale of development proposed would compromise the village feel of the centre and increase overshadowing problems. Suggested a more sympathetic scale of development, similar to Stocklands in Cammeray, would be more appropriate.	The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. Overshadowing and solar access have been considered as part of the Planning Study, and future Planning Proposals and Development Applications will be required to address site specific issues in detail. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1 - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1d
			328.2	**Public parking**	Concerned over loss of surface parking and the potential impacts on small businesses. Claimed that there should be a mix of surface and underground parking in the centre.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. The final Future Directions Report considers various options for staging construction whilst retaining surface parking at Grosvenor Lane. Refer to section 4.5.2 of the Council Report for more detail.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
			328.3	**Employment and COVID-19**	Questioned need for additional commercial floorspace in the centre given the implications of COVID-19.	The Future Directions Report does not seek to alter the local job market but rather to support existing and future demand for local employment uses in the town centre. The impact of Covid-19 on these targets have been assessed in response to the feedback received. For detail regarding the amendments refer to section 4.6 of the Council Report and review the finalised Future Direction Report.	No action.	2e
			328.4	**Community facilities**	Supported the addition of a new community facility, but denied that there was any need for a new library or recreational facilities, as existing facilities were already located close by.	In response to community feedback the final Future Directions Report has been amended and no longer identifies an indoor sports facility as a proposed public benefit. Refer to section 4.3.2 of the Council Report and section 2.1 of the Future Direction Report for more information.	Recreational facility removed from public benefits	1d
			328.5	**Military Road**	Suggested that the centre would benefit from a pedestrian and cyclist connection between north and south sides of Military Road.	Noted. Council advocates for projects to support improved walking, cycling and public transport outcomes for Military Road and the rest of Neutral Bay town centre in line with Councils Transport Vision. Based on feedback, existing policy and further research, the Future Direction Report continues to propose significant new improvements to the public domain to help facilitate greater pedestrian and cyclist connectivity.	No action.	2a

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

329	Resident			**Building height**	Objected to the proposed increases in building heights, recommended the Woolworths site be retained as it is.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
330	Resident		330.1	**Building height**	Objected to the proposed increases in building heights and the redevelopment of the Woolworths site. Concerned that shops were being replaced with housing.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			330.2	**Schools**	Claimed that more consideration should be given to local students.	Schools and local students are also part of the vision of this Planning Study and as such the draft Future Direction Report was shared with State Agencies including the Department of Education. As part of finalising the Future Direction Report, Council will relate community concerns regarding schools and local students to State Government. This will further raise awareness and assist them to plan for future education.	A letter sent to Department of Education	1a
331	Resident			**Building height**	Objected to the proposals.	Noted.	No action.	2c
332	Resident			**Building height**	Objected to the proposals and raised concerns around their impact on the centre's amenity and village feel.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
333	Resident			**Building height**	Objected to the proposals and opposed any development beyond the current height and scale within the centre. Raised concerns over the potential impacts on local students and elderly residents.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. The Planning Study has also considered feedback from a wide range of stakeholders and community members. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
334	Resident		334.1	**Building height**	Objected to the proposed increases in building heights up to 8-12 storeys.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. The Planning Study has also considered feedback from a wide range of stakeholders and community members. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			334.2	**Local shops**	Concerned that the proposals would remove the supermarket at Rangers Road, claimed this would create difficulties for elderly and disabled residents.	Council recognises the valuable contribution local shops make to the village atmosphere of the centre. Feedback from the community emphasised the importance of accessibility for elderly and disabled visitors to the centre. In response the final Future Directions Report considers a range of staging options for Grosvenor Lane to retain surface level access and limit disruption to the centre. Detailed design solutions will need to consider accessibility outcomes.	Amended Grosvenor Lane Plaza scheme and staged delivery	1c
335	Resident		335.1	**General support**	Offered general support for the approach Council has taken to this planning study and the intention to manage development along Military Road.	Noted. The draft Future Direction Report was informed by several independent feasibility studies and seeks to strike a balance between development and community benefits. Concerns regarding this balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents have contributed towards the outcomes of the final Future Direction Report.	No action.	2d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

			335.2	**Building height and Employment**	Objected to the proposed increases in building heights of 8 to 12 storeys. Claimed this was not in keeping with the established character of the area and based on unsubstantiated assumptions regarding the need for commercial floorspace.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, in order to support existing and future demand for local employment uses in the town centre. The Planning Study has also considered feedback from a wide range of stakeholders and community members. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted. Refer to sections 4.6 and 4.7.1 of the Council Report for more information.	See Submission 1.1	1d 2e
			335.3	**Young Street Closure**	Objected to the closure of Young Street due to the potential adverse impacts on local traffic.	The closure of Young Street is part of Council's ongoing efforts to make the centre more appealing as a shopping destination for residents and visitors. Council is currently testing the Young Street closure and the implications on the street network and influence on pedestrian amenity in the area. The temporary closure commenced on Monday 2 November and will run until March 2021. Refer to section 4.2.1 of the Council Report for more information.	No action.	2e
			335.4	**Heritage**	Raised concerns over the loss of heritage workers cottages at Bydown Street.	The Future Direction Report maintains protections for existing heritage items in the area. It also identifies additional period buildings that contribute to the existing character of the area. Council encourages new development proposals on these sites to retain heritage features from these buildings. In response to community feedback Site 4 is no longer identified as a strategic site. Refer to section 5.4 of the Council Report and page 42 of the Future Direction Report.	Height removed from Site 4	1d
			335.5	**Grosvenor Lane Plaza**	Objected to the redevelopment of shops on Grosvenor Lane and the undergrounding of car parking facilities.	Feedback on the proposals for Grosvenor Lane indicated the importance of the public function of parking and loading facilities to the surrounding local businesses. The amended Future Direction Report recognises this and includes a principles-based approach to guide the ultimate masterplan for this site. The report considers various options for staging development of Grosvenor Lane. This increases the flexibility for delivering new public space and allows existing businesses to continue trading and retain their existing parking and loading arrangements. Refer to section 4.3.2 of the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
336	Resident		336.1	**Building height**	Objected to the proposed increases in building heights of 8-12 storeys, claimed that these heights would compromise the village feel of the centre.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, in order to support existing and future demand for local employment uses in the town centre. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted. Refer to sections 4.6 and 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			336.2	**Employment**	Questioned the need for additional commercial floorspace to be delivered in the centre.	The Future Directions Report does not seek to alter the local job market but rather to support existing and future demand for local employment uses in the town centre. The impact of Covid-19 on these targets have been assessed in response to the feedback received. For detail regarding the amendments refer to section 4.6 of the Council Report and review the finalised Future Direction Report.	No action.	2e
			336.3	**Community facilities**	Supported the addition of a new community centre, but not claimed that new sports or library facilities were unnecessary.	Your feedback regarding public domain and/or community facilities improvements has informed the preparation of the final Future Direction Report. In response to community feedback the final Future Directions Report has been amended and no longer identifies an indoor sports facility as a proposed public benefit. Refer to section 4.3.2 of the Council Report and section 2.1 of the Future Direction Report for more information.	Recreational facility removed from public benefits	1d
			336.4	**Public ownership**	Opposed the undergrounding of supermarket and raised concerns over the loss of public space and land to a supermarket and whether the community's interests were being prioritised.	The draft Future Direction Report seeks to improve the current public domain and create new public spaces. Feedback from the community pressed for more transparency on the ownership of the proposed public spaces. The intent of the planning study is for the new plaza to remain in Council's ownership and a recommendation has been put forward to that any private use of the Council car park at Grosvenor Place would be subject of a public Expressions of Interest Process. Refer to section 4.3.2 of the Council Report for more detail.	No action.	2b 2f

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

			336.5	**Traffic**	Opposed road closures and claimed they would exacerbate congestion issues in the centre.	Traffic impacts of projects identified as part of the planning study such as the Young Street closure have been or will be assessed on a project-by-project basis during more detailed design development. For example, a Traffic Management Plan for the Young Street closure has been submitted to TfNSW by Council. Similar plans for projects like the development of Grosvenor Lane Plaza, will have to be prepared as part of the project delivery.	No action.	2b
337			337.1	**Building height**	Objected to the proposals for Sites 1, 2, 3 and 4, the undergrounding of car parking and supermarket facilities and the proposed public spaces. Raised concerns over the potential wind tunnel effects, loss of sunlight, public amenity and views.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, in order to support existing and future demand for local employment uses in the town centre. Solar access, wind impacts, and the amenity of public spaces have all been considered as part of the Planning Study. Future Planning Proposals and Development Applications will be required to consider site specific issues in detail. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted. Refer to sections 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			337.2	**Public parking**	Concerned that the undergrounding of car parking facilities would have detrimental effects on the accessibility and safety of these facilities for the community. Also concerned that the amount of bicycle parking proposed is insufficient.	Feedback from the community emphasised the importance of convenient and accessible public parking. The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. The final Future Directions Report has been refined to consider various options for staging and delivering Grosvenor Lane Plaza, and includes options for surface and underground parking arrangements. Council accommodates public parking as a service to the community and will continue to do so. Refer to section 4.5.2 of the Council Report for more detail.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1d
			337.3	**COVID-19**	Argued that the proposals would need to be reworked to account for the implications and potential long term consequences of COVID-19.	The Future Directions Report does not seek to alter the local job market but rather to support existing and future demand for local employment uses in the town centre. The impact of Covid-19 on these targets have been assessed in response to the feedback received. For detail regarding the amendments refer to section 4.6 of the Council Report and review the finalised Future Direction Report.	No action.	2e
			337.4	**Governance**	Raised concerns over the accessibility of the public exhibition material, Council's approach to community consultation and the transparency of planning decisions.	The draft Future Direction Report has been informed by several independent feasibility studies and seeks to strike a balance between development and community benefits. Council has undertaken a long-term planning process with multiple stages of community consultation. This placed-based and consultative approach to planning has sought to ensure that planning decisions are transparent and reflect the interests of the community. Feedback regarding the balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents have contributed to the final outcomes of the final Future Direction Report. Refer to section 2 of the Council Report for more detail.	No Action	2f
338	Resident		338.1	**Building height**	Opposed the proposed schemes for all four of the area's key sites.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, in order to support existing and future demand for local employment uses in the town centre. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted. Refer to sections 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			338.2	**Public parking**	Opposed the undergrounding of car parking facilities.	Feedback from the community emphasised the importance of convenient and accessible public parking. The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. The final Future Directions Report has been refined to consider various options for staging and delivering Grosvenor Lane Plaza, and includes options for surface and underground parking arrangements. Council accommodates public parking as a service to	Amended Grosvenor Lane Plaza scheme and staged delivery	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

						the community and will continue to do so. Refer to section 4.3.2 of the Council Report for more detail.		
339	Resident		339.1	**Public benefits**	Offered general support for the proposals and appreciated Councils efforts to provide a framework for development in the area. Supported the proposed improvements to the public domain, building setbacks and upgrading community facilities.	Support for delivering public domain is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report. For more information refer to chapters 2.1 and 2.2 of the Future Direction Report.	No action.	2d
			339.2	**Building height**	Objected to the proposed increases in building heights. Raised concerns over the potential effects of high rise development, particularly overshadowing and wind impacts and the flow on effects for local businesses if the amenity of the centre is compromised. Concerned that the proposed increases would increase development pressure in the area and lead to even greater increases in building heights in future. Claimed that high rise development would compromise the village atmosphere of the centre and that the current low-rise character of the centre should be maintained.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, in order to support existing and future demand for local employment uses in the town centre. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted. Doing nothing is not a desirable option as under current legislation, developers have the ability to bypass local planning controls through bodies external to Council. This has the potential to result greater height increases and limits the ability for Council to deliver public benefits. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			339.3	**Public parking**	Raised concerns that the proposed increases in density would exacerbate parking issues in the area.	Noted. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls to ensure that there is no net increase in traffic from increases in density. More detail found at section 4.5.2 in the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
			339.4	**Heritage**	Concerned over the loss of and impacts on heritage buildings in the area, particularly workers cottages on Bydown Street and the Neutral Bay Fire Station.	The Future Direction Report maintains protections for existing heritage items in the area. It also identifies additional period buildings that contribute to the existing character of the area. Council encourages new development proposals on these sites to retain heritage features from these buildings. In response to community feedback the Future Directions Report has been amended to no longer include Site 4 as a site-specific scheme. Refer to section 5.4 of the Council Report and page 42 of the Future Direction Report.	Height removed from Site 4	
			339.5	**Employment and COVID-19**	Questioned the need for additional commercial and retail floorspace given the proximity to other employment centres and the anticipated changes to work patterns in response to COVID-19.	The Future Directions Report does not seek to alter the local job market but rather to support existing and future demand for local employment uses in the town centre. The impact of Covid-19 on these targets have been assessed in response to the feedback received. For detail regarding the amendments refer to section 4.6 of the Council Report and review the finalised Future Direction Report.	No action.	2e
			339.6	**Governance**	Concerned by the balance between developer interests and community benefits.	The draft Future Direction Report has been informed by several independent feasibility studies and seeks to strike a balance between development and community benefits. Feedback regarding the balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents have contributed to the final outcomes of the final Future Direction Report.	No Action	2f
340	Resident		340.1	**Building height and**	Raised concerns that the proposals would increase traffic and congestion issues within the Neutral Bay town centre.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. Off-street parking spaces in new development will not	See Submission 1.1 - Amended Grosvenor Lane	1d 1e 2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

				Traffic	Emphasised the need to create more public open space and prioritise pedestrians over vehicles to maintain the area's village feel.	exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	
			340.2	**Governance**	Concerned over the balance between developer interests and benefits for the community.	The draft Future Direction Report has been informed by several independent feasibility studies and seeks to strike a balance between development and community benefits. Feedback regarding the balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents have contributed to the final outcomes of the final Future Direction Report.	No Action	2f
			340.3	**Employment and COVID-19**	Questioned whether the assumptions of this planning study would be valid post-COVID and raised concern with the level of community consultation. Recommended any changes be deferred to allow for a review of these assumptions and additional consultation.	The Future Direction Report is a long-term strategy aimed at addressing the current and future needs of the area's growing population. While population and employment growth may slow in the short term, the market is anticipated to recover in the mid to longer term. The impact of Covid-19 on these targets have been assessed in response to the feedback received. For detail regarding the amendments refer to section 4.6 of the Council Report and review the finalised Future Direction Report.	No action.	2e
341	Landowner		341.1	**Building height**	Objected to the proposed increases in building heights due to the potential for view loss and overshadowing.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			341.2	**Employment Covid-19**	Questioned the need for additional commercial floorspace given the long term economic effects of COVID-19.	The Future Directions Report does not seek to alter the local job market but rather to support existing and future demand for local employment uses in the town centre. The impact of Covid-19 on these targets have been assessed in response to the feedback received. For detail regarding the amendments refer to section 4.6 of the Council Report and review the finalised Future Direction Report.	No action.	2e
			341.3	**Public benefits**	Supported improvements to the public domain and the provision of additional open space.	Support to deliver public domain is noted. Delivering on the demand for open space in the area is an important outcome the final Future Direction Report.	No action.	2d
342	Resident		342.1	**Public benefits**	Offered general support for the proposals, especially the provision of additional public spaces, recreational facilities, mixed use towers and improvements to the public domain.	Noted. Delivering on the demand for open space, community facilities and an enhanced public domain in the area is are important outcomes the final Future Direction Report. Refer to chapters 2.1 and 2.2 of the Future Direction Report for more information.	No action.	2d
			242.2	**Building height**	Objected to increases in building heights above 8 storeys. Claimed heights beyond this would detract from the village feel of the centre and exacerbate congestion issues.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. Off-street parking spaces in new development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. The Future Directions Report sets out clear	See Submission 1.1 - Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation	1d 2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

						restrictions on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	- Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	
			242.3	**Cycleways**	Concerned over the loss of street parking to provide a cycleway on Harrison Street.	Council's Traffic and Transport division is investigating options to make minor revisions to the intersection between Harrison Street and Rangers Road to improve the existing vehicle one way/cycling two-way arrangement. Community consultation will be undertaken on any proposed plans for cycling infrastructure prior to a decision being made regarding its installation. Aside from these investigations, Council is not currently planning to install a separated cycle path on Harrison Street. The street is identified on Council's bike map and bike network plans, but it is not earmarked for dedicated cycling paths. Amendments to the final Future Directions Report have been made to reflect this. Refer to section 4.5.7 of the Council Report.	Legend amended to reflect NSC bike map correctly	1e
343	Resident		343.1	**Building height and Traffic**	Objected to increases in building heights above 6 storeys. Claimed the development of the scale proposed would compromise the village feel of the centre, create adverse effects on congestion and create problems with overshadowing.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. Off-street parking spaces in new development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1 - Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1d 2b
			343.2	**Young Street Closure**	Objected to the closure of Young Street due to the loss of vehicular access and the potential to exacerbate congestion issues.	The closure of Young Street is part of Council's ongoing efforts to make the centre and the commercial strip more appealing as a shopping destination for residents and visitors. Council is currently testing the Young Street closure and the implications on the street network and influence on pedestrian amenity in the area. The temporary closure commenced on Monday 2 November and will run until March 2021. Refer to section 4.2.1 of the Council Report for more detail.	No action.	2e 2b
			343.3	**Governance**	Concerned over balance between developer interests and benefits for the community.	The draft Future Direction Report has been informed by several independent feasibility studies and seeks to strike a balance between development and community benefits. Feedback regarding the balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents have contributed to the final outcomes of the final Future Direction Report.	No Action	2f
344	Resident		344.1	**Traffic and Transport**	Offered general support for the approach Council has taken to the planning study. Raised concerns that there is not adequate transport infrastructure planned for the precinct to accommodate the proposed increases in density.	Noted. The Future Directions Report will allow Council to advocate for improvements to infrastructure on Military Road in collaboration with the NSW Government. For more refer to section 4.5.8 of the Council Report.	No action.	2a
			344.2	**Employment and COVID-19**	Concerned that the changing patterns of office space requirements and the impacts of COVID-19 means additional commercial floorspace would not be necessary.	The Future Directions Report does not seek to alter the local job market but rather to support existing and future demand for local employment uses in the town centre. The impact of Covid-19 on these targets have been assessed in response to the feedback received. For detail regarding the amendments refer to section 4.6 of the Council Report and review the finalised Future Direction Report.	No action.	2e

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

			344.3	**Building height**	Objected to increasing the height of buildings to 8-10 storeys.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			344.4	**Governance**	Raised concerns that the plans were not flexible enough to account for major changes in future.	Noted. The Future Direction Report is a long-term strategy aimed at addressing the current and future needs of a growing population. The Study identifies opportunities for improved public spaces and seeks to ensure that planning controls for the centre are able to deliver the type and mix of development the community needs in the long term.	No action.	2e
345	Resident			**Building height**	Objected to the proposals of the Future Directions report, raised concerns over overshadowing and wind impacts from development and the potential to compromise the area's village feel.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. Solar access and wind impacts have been considered as part of this planning study, and future Planning Proposals and Development Applications will be required to consider site specific issues in detail. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
346	Resident		346.1	**Building height**	Objected to the proposed increases in building heights and density. Raised concerns about the impacts on traffic, residential amenity and the character of the area.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			346.2	**Public parking and Traffic**	Raised more detailed concerns with regard to parking in the centre. Claimed that additional off-street parking would be required beyond the level permissible under current planning controls for both residential and commercial development. Also claimed that the study needs a more robust traffic analysis, particularly for the Rangers Road and Barry Street areas.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls. Limiting off-street parking will ensure that there is no net increase in traffic from increases in density. The Future Direction Report also recognises the need for further transport study as part of travel planning requirements for subsequent Planning Proposals and Development Applications. More detail found at section 4.5.2 in the Council Report.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1d 1e 2b
347	Resident		347.1	**Governance**	Concerned that there is insufficient parking planned under the current proposals. Claimed that this would not be adequate to accommodate the levels of residential and commercial growth anticipated in the centre.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. Refer to section 4.5.2 of the Council Report for more detail.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
			347.2	**Public ownership**	Concerned over loss of public land and argued that the onus should be on developers to bear the cost of underground parking.	The draft Future Direction Report seeks to improve the current public domain and create new public spaces. Feedback from the community pressed for more transparency on the ownership of the proposed public spaces. The intent of the planning study is for the new plaza to remain in Council's ownership and a recommendation has been put forward to that any private use of the Council car park at Grosvenor Place would be subject of a public Expressions of Interest Process. The final Future Direction Report also considers a range of options to stage development, ensuring a level of surface parking is retained to allow	No action.	2f 2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

						local businesses to continue trading. Refer to sections 4.3.2 and 5.1 of the Council Report for more detail.		
348	Resident		348.1	**Building height and Traffic**	Objected to the proposed increases in building height. Raised concerns that the proposals would adversely impact residential amenity and increase traffic and congestion in the area.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1 Traffic chapter added to Future Direction Report regarding next steps and implementation. Amended Grosvenor Lane Plaza scheme and staged delivery	1d 1e 2b
			348.2	**Military Road**	Requested that the proposed changes be delayed until the completion of Western Harbour Tunnel and Beaches Link.	The Future Directions Report will allow Council to advocate for improvements to the infrastructure on Military Road in collaboration with the NSW Government. Refer to section 4.5.8 of the Council Report for more information.	No action.	2a
349	Resident		349.1	**General support**	Offered general support for the proposals and praised the pro-active approach Council had taken to this planning study.	Noted.	No action.	2d
			349.2	**Building height**	Objected to increases in building heights above 5 storeys, and the proposed heights for all four key sites. Claimed recent high-rise developments in other centres had negative impacts on residential amenity.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1 No Action	1d
			349.3	**Employment and COVID-19**	Questioned the need for additional commercial floorspace and the assumptions of the study given the long term effects of COVID-19 and Neutral Bay's proximity to other employment centres.	The Future Directions Report does not seek to alter the local job market but rather to support existing and future demand for local employment uses in the town centre. The impact of Covid-19 on these targets have been assessed in response to the feedback received. For detail regarding the amendments refer to section 4.6 of the Council Report and review the finalised Future Direction Report.	No action.	2e
			349.4	**Heritage**	Concerned over loss of heritage workers cottages on Bydown Street.	The Future Direction Report maintains protections for existing heritage items in the area. It also identifies additional period buildings that contribute to the existing character of the area. Council encourages new development proposals on these sites to retain heritage features from these buildings. In response to community feedback the Future Directions Report has been amended to no longer include Site 4 as a site-specific scheme. Refer to section 5.4 of the Council Report and page 42 of the Future Direction Report.	Height removed from Site 4	1d
350				**Building height**	Raised concerns that the proposed increases in building height would compromise the village feel of the centre and create adverse wind and overshadowing effects.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. Solar access and wind impacts have been considered as part of the Planning Study and future Planning Proposals and Development Applications will be required to consider site specific issues in detail. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights	See Submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

						have been further restricted. Refer to section 4.7.1 of the Council Report for more information.		
351	Resident			**Public parking** **Local shops**	Concerned over changes to parking arrangements and the potential impacts on small businesses.	Council recognises the valuable contribution local shops make to the village atmosphere of the centre. Feedback during public exhibition emphasised the importance of convenient and accessible parking to local businesses. The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. The final Future Directions Report also considers various options for the staging of development at Grosvenor Lane to minimise disruption, allowing businesses to continue to trade and retain current surface parking and loading arrangements. Council accommodates public parking as a service to the community and will continue to do so. Refer to section 4.5.2 of the Council Report for more detail.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d 1c
352	Resident			**Building height and Traffic**	Objected to increases in building heights above 8 storeys. Recommended that Council seek to minimise congestion on Military Road.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information. This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is acceptable under the current planning controls. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. The Future Direction Report will also allow Council to continue to advocate for improvements along Military Road with the State Government.	See Submission 1.1 - Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1d
353	Resident			**Local shops**	Objected to the undergrounding of car park facilities. Argued that the proposed changes to parking arrangements would negatively impact on the village feel of the centre and makes the centre less accessible for people with a disability. Emphasised the need to prioritise and support small businesses.	Council recognises the valuable contribution local shops make to the village atmosphere of the centre. Feedback during public exhibition emphasised the importance of convenient and accessible parking and loading arrangements to local businesses. The final Future Directions Report considers a range of options for the staging of development at Grosvenor Lane to minimise disruption to local retailers and allow businesses to continue to trade and retain current surface parking and loading arrangements. Detailed design solutions of future parking and loading facilities will need to support local businesses. Refer to section 4.5.3 of the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1c
354	Resident		354.1	**Public benefits**	Supported the proposed public domain improvements including Grosvenor Lane and Rangers Road plazas.	Support to deliver public domain is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.		2d
			354.2	**Building height**	Objected to building heights of 12 storeys. Claimed this would compromise the village character of the centre and cause further issues with congestion and overshadowing.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. Solar access and overshadowing have been considered as part of the Planning Study, and future Planning proposals and Development Applications will be required to consider site specific issues in detail. Off-street parking in new development will also be limited to the capacity that is currently allowed under existing planning controls, ensuring there is no net increase in traffic from increases in density. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1 - Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

							Report for full details.	
			354.3	**Cycleways**	Raised concerns over the potential loss of on-street parking to allow for a cycleway on Harrison Street.	Council's Traffic and Transport division is investigating options to make minor revisions to the intersection between Harrison Street and Rangers Road to improve the existing vehicle one way/cycling two-way arrangement. Community consultation will be undertaken on any proposed plans for cycling infrastructure prior to a decision being made regarding its installation. Aside from these investigations, Council is not currently planning to install a separated cycle path on Harrison Street. The street is identified on Council's bike map and bike network plans, but it is not earmarked for dedicated cycling paths. Amendments to the final Future Directions Report have been made to reflect this. Refer to section 4.5.7 of the Council Report.	Legend amended to reflect NSC bike map correctly	1d
355	Resident		355.1	**Building height**	Objected to the proposed increases in building heights above 6 storeys. Claimed this would compromise the village feel of the centre and adversely impact the amenity of public spaces.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1 - Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1d
			355.2	**Employment**	Questioned the need for commercial floorspace, given Neutral Bay's proximity to other centres and the limited public transport options available.	The Planning Study does not seek to alter the local job market but rather to support existing and future demand for local employment uses in the town centre. The Future Directions Report will allow Council to advocate for improvements to Military Road in collaboration with the NSW Government. For detail regarding the amendments refer to sections 4.5.8 and 4.6 of the Council Report and review the finalised Future Direction Report.	No action.	2e
			355.3	**Heritage**	Concerns over impact on heritage buildings within the precinct and whether the proposed development would relate well to characteristic buildings, particularly the stretch of shops from Wycombe to Rangers Road, the Fire Station and May Gibbs Square.	The Future Direction Report maintains protections for existing heritage items in the area. It also identifies additional period buildings that contribute to the existing character of the area. Council encourages new development proposals on these sites to retain heritage features from these buildings. In response to community feedback the Future Direction Report has been amended and no longer identifies Site 4 as a strategically significant site. Refer to section 5.4 of the Council Report and page 42 of the Future Direction Report.	Height removed from Site 4	1d
356	Resident		356.1	**Public benefits**	Offered general support for the proposals and the provision of new community facilities and additional commercial and retail spaces.	Support for delivering community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report.	No action.	2d
			356.2	**Cycleways**	Raised concerns over the loss of on-street parking and trees to allow for a cycleway on Harrison Street and the flow-on effects this may have on local traffic and congestion issues.	Council's Traffic and Transport division is investigating options to make minor revisions to the intersection between Harrison Street and Rangers Road to improve the existing vehicle one way/cycling two-way arrangement. Community consultation will be undertaken on any proposed plans for cycling infrastructure prior to a decision being made regarding its installation. Aside from these investigations, Council is not currently planning to install a separated cycle path on Harrison Street. The street is identified on Council's bike map and bike network plans, but it is not earmarked for dedicated cycling paths. Amendments to the final Future Directions Report have been made to reflect this. Refer to section 4.5.7 of the Council Report.	Legend amended to reflect NSC bike map correctly	1e

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

357	Resident		357.1	**Building height**	Objected to the proposed increases in building heights of up to 8-12 storeys. Claimed this would compromise the centre's village atmosphere and that current controls would deliver sufficient commercial and residential development.	Proposed future building heights have been carefully balanced to support of the needs of the locality. The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. The Future Directions Report sets out clear restrictions on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			357.2	**Governance**	Objected to the delivery of new community facilities by allowing development and height increases.	Noted. The draft Future Direction Report seeks to strike a balance between development and community benefits. Concerns regarding this balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents have contributed to the final outcomes of the final Future Direction Report.	No action.	2e
			357.3	**Young Street Closure** **Grosvenor Lane Plaza**	Opposed Young and Grosvenor Street closures, emphasised the need for vehicular access, claimed that more focus should be placed on reducing traffic along Military Road.	The closure of Young Street is part of Council's ongoing efforts to make the centre and the commercial strip more appealing as a shopping destination for residents and visitors. Council is currently testing the Young Street closure and the implications on the street network and influence on pedestrian amenity in the area. The temporary closure commenced on Monday 2 November and will run until March 2021. Refer to section 4.2.1 of the Council Report for more detail. Community feedback on the proposals for Grosvenor Lane indicated the importance of convenient and accessible parking and loading to the surrounding local businesses. The amended Future Direction Report recognises this and adopts a principles-based approach to guide the ultimate masterplan for Grosvenor Lane. The report also considers various options for staging development, to minimise disruption and ensure local businesses can continue trading. Refer to section 4.3.2 of the Council Report.	Young Street Plaza – No action Amended Grosvenor Lane Plaza scheme and staged delivery	2b 1d
358	Resident		358.1	**Public benefits**	Offered general support for the proposals, particularly improvements to the public domain and the provision of new public space. Also supported the delivery of creative spaces and additional commercial floorspace with modest increases in building height of 5-6 storeys.	Support to deliver public domain is noted. Delivering on the demand for public space is an important outcome for the area and part of the final Future Direction Report. For more information refer to chapters 2.1 and 2.2 of the Future Direction Report.	See Submission 1.1	1d
			358.2	**Building height**	Objected to the proposed increases in building heights beyond 6 storeys. Concerned that building of 8-10 and 12 storeys would compromise the distinct village feel of the area, worsen local traffic issues and negatively impact local businesses.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. The Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is acceptable under the current planning controls, and limits the amount of off-street parking in new development to ensure there is no net increase in traffic from increases in density. The Future Directions Report sets out a clear framework on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	Legend amended to reflect NSC bike map correctly	1d
			358.3	**Cycleways**	Objected to the proposed installation of a cycleway on Harrison Street. Claimed that this street has low traffic and is	Council's Traffic and Transport division is investigating options to make minor revisions to the intersection between Harrison Street and Rangers Road to improve the existing vehicle one way/cycling two-way arrangement. Community consultation will be undertaken on any proposed plans for cycling infrastructure prior to a decision being made regarding its	No action.	2e

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

					already safe for cyclists on the road, and raised concerns on the loss of on-street parking, narrowing of the roadway and the loss of street trees. Pointed out that there was already an east-west cycleway nearby, on Bannerman Street.	installation. Aside from these investigations, Council is not currently planning to install a separated cycle path on Harrison Street. The street is identified on Council's bike map and bike network plans, but it is not earmarked for dedicated cycling paths. Amendments to the final Future Directions Report have been made to reflect this. Refer to section 4.5.7 of the Council Report.		
			358.4	**Heritage**	Raised concerns over the loss of heritage buildings and the character of the area, claimed that a more modest level of development would better preserve this character.	The Future Direction Report maintains protections for existing heritage items in the area. It also identifies additional period buildings that contribute to the existing character of the area. Council encourages new development proposals on these sites to retain heritage features from these buildings. In response to community feedback Site 4 is no longer identified as a strategic site. Refer to section 5.4 of the Council Report and page 42 of the Future Direction Report.	Height removed from Site 4	1d
359	Resident		359.1	**Grosvenor Lane Plaza**	Supported the undergrounding of car parking facilities to create Grosvenor Lane plaza.	Noted. Council appreciates your support in delivering a Grosvenor Lane Plaza. More detail will be provided in a subsequent Planning Proposal to deliver this unique new public domain for North Sydney	Amended Grosvenor Lane Plaza scheme and staged delivery	2d
			359.2	**Building height**	Raised concerns with the heights of scheme for the redevelopment of Woolworths site, claimed it would compromise the character of the area.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. The Future Directions Report sets out a clear framework on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
360	Resident			**Cycleways**	Objected to the installation of a cycleway on Harrison Street due to the loss of on-street parking.	Council's Traffic and Transport division is investigating options to make minor revisions to the intersection between Harrison Street and Rangers Road to improve the existing vehicle one way/cycling two-way arrangement. Community consultation will be undertaken on any proposed plans for cycling infrastructure prior to a decision being made regarding its installation. Aside from these investigations, Council is not currently planning to install a separated cycle path on Harrison Street. The street is identified on Council's bike map and bike network plans, but it is not earmarked for dedicated cycling paths. Amendments to the final Future Directions Report have been made to reflect this. Refer to section 4.5.7 of the Council Report.	Legend amended to reflect NSC bike map correctly	1e
361	Resident			**Building height**	Opposed the scheme for Site 1, particularly concerned that the proposed building height would have a negative visual impact and cause issues with overshadowing.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. Overshadowing as well as how the proposed built form relates to its surrounding context have been considered as part of the Planning Study. Future Planning proposals and Development Applications will be required to consider site specific issues in detail. The Future Directions Report sets out a clear framework on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
362	Resident			**Building height**	Objected to the proposed scheme for to the corner of Rangers and Military Roads.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. The Future Directions Report sets out a clear framework on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
363	Resident		363.1	**Building height**	Concerned over the loss of public space and the potential amenity impacts of development.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. Feedback from the community pressed for more transparency on the ownership of the proposed public spaces. The intent of the planning study is for the new plaza to remain in Council's ownership and a recommendation has been put forward to that any private use of the Council car park at Grosvenor Place would	See Submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

						be subject of a public Expressions of Interest Process. Refer to section 4.3.2 of the Council Report for more detail.		
			363.2	**Community facilities**	Questioned the need for an indoor community centre, claimed that open space with good solar access is a greater priority.	Your feedback regarding community facilities improvements has informed the preparation of the final Future Direction Report. In response to community feedback the final Future Directions Report has been amended and no longer identifies an indoor sports facility as a proposed public benefit. Refer to section 4.3.2 of the Council Report and chapter 2.1 of the Future Direction Report for more information.	Recreational facility removed from public benefits.	1d
364	Resident		364.1	**Building height**	Offered general support for the proposals, but objected to the scale of development on Rangers Road and Grosvenor Street. Raised concerns that this would compromise the village atmosphere of the centre. Objected to the proposed increases in building heights of 8-12 storeys, claimed the majority of the community is opposed to this scale of development.	Noted. Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. The Future Directions Report sets out a clear framework on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			364.2	**Public parking**	Objected to the undergrounding of car par facilities and the proposed scheme for the Woolworths site. Concerned over the loss of on-street parking as a result of the proposed growth within the centre.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. The Future Directions Report also considers various options for staging development to minimise disruption to local businesses and retain surface level parking and loading facilities. Refer to section 4.5.2 of the Council Report for more detail.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
			364.3	**Public benefits**	Questioned need for indoor sports centre, and claimed a facility of that type would cause negative traffic and amenity impacts and is not suitable for the area.	In response to community feedback the final Future Directions Report has been amended and no longer identifies an indoor sports facility as a proposed public benefit. Refer to section 4.3.2 of the Council Report and section 2.1 of the Future Direction Report for more information.	Recreational facility removed from public benefits	1d
			364.4	**Employment**	Questioned the need for additional commercial floorspace Claimed there was not sufficient demand in the area to warrant more floorspace.	The Future Directions Report does not seek to alter the local job market but rather to support existing and future demand for local employment uses in the town centre. The impact of Covid-19 on these targets have been assessed in response to the feedback received. For detail regarding the amendments refer to section 4.6 of the Council Report and review the finalised Future Direction Report.	No action.	2e
			364.5	**Cycleways**	Objected to the installation of a cycleway on Harrison Street. Raised concerns that this would aversely impact the landscape of the street and create traffic issues by narrowing the road. Questioned the demand for cycle infrastructure in Neutral Bay and claimed that the proposal would prioritise the needs of cyclists over other residents.	Council's Traffic and Transport division is investigating options to make minor revisions to the intersection between Harrison Street and Rangers Road to improve the existing vehicle one way/cycling two-way arrangement. Community consultation will be undertaken on any proposed plans for cycling infrastructure prior to a decision being made regarding its installation. Aside from these investigations, Council is not currently planning to install a separated cycle path on Harrison Street. The street is identified on Council's bike map and bike network plans, but it is not earmarked for dedicated cycling paths. Amendments to the final Future Directions Report have been made to reflect this. Refer to section 4.5.7 of the Council Report.	Legend amended to reflect NSC bike map correctly	1e
365	Resident		365.1	**Building height**	Objected to the proposed increases in building heights of 8 to 12 storeys. Concerned that such an increase would lead to	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. The Future Directions Report sets out a clear	See Submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

					the replacement of local businesses and would not benefit residents.	framework on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.		
			365.2	**Public benefits**	Questioned need for an indoor sports centre as there are other facilities nearby.	Your feedback regarding improvements to community facilities has informed the preparation of the final Future Direction Report. In response to community feedback the final Future Directions Report has been amended and no longer identifies an indoor sports facility as a proposed public benefit. Refer to section 4.3.2 of the Council Report and section 2.1 of the Future Direction Report for more information.	Recreational facility removed from public benefits	1d
			365.3	**Public parking and Traffic**	Raised concerns around the impact of the proposed scale of development on local traffic and on-street parking.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. Refer to section 4.5.2 of the Council Report for more detail.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1d 2e
366	Resident			**General support**	Offered general support for the proposals but emphasised the need to retain supermarket on both sides of Military Road, as alternatives were inconvenient and had poor parking facilities.	Noted.	No action.	2d 2a
367	Resident		367.1	**Building height**	Objected to the increases in building heights above 5-6 storeys. Claimed that developments around these heights with appropriate landscaping, would suit the centre's character better than high rise developments.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. The Future Directions Report sets out a clear framework on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			367.2	**Public benefits**	Raised concerns around the amenity of the proposed public spaces, particularly the effects of overshadowing and wind from high rise development on these spaces.	Your feedback regarding public domain improvements has informed the preparation of the final Future Direction Report. Delivering the right public domain improvements is an important outcome for the area. For more information refer to chapter 2.2 of the Future Direction Report. Solar access and wind impacts for the proposed public spaces have been considered as part of the Planning Study and detailed design outcomes addressing these issues will be further resolved in next phases of the project in consultation with stakeholders.	No action.	2d
			367.3	**Public parking** **Grosvenor Lane Plaza**	Opposed any reduction in parking within the centre and the proposals for parking arrangements at Grosvenor Lane. Claimed that the current arrangements were convenient and supported local business. Also claimed the loss of on-street parking on Military Road has had adverse amenity impacts on the centre due to noise and disruption from traffic. Raised concerns over whether the	Council recognises the valuable contribution local shops make to the village atmosphere of the centre. Feedback from the community emphasised the importance of convenient and accessible parking and loading facilities. The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. The Future Directions Report also considers options for staging development at Grosvenor Lane to minimise disruption and allow local businesses to continue trading. Council accommodates public parking as a service to the community and will continue to do so. Refer to section 4.5.2 of the Council Report for more information.	Amended Grosvenor Lane Plaza scheme and staged delivery	

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

					proposals would improve conditions for small businesses or exacerbate existing problems in the centre.			
			367.4	**Public benefits**	Offered support for arts/creative initiative and affordable housing for young people.	Support to deliver upgrades to community facilities is noted. Delivering on the demand for community infrastructure is an important outcome for the area and a key part of the final Future Direction Report. Refer to section 4.4.3 of the Council Report and chapter 2.1 of the Future Direction Report for more information.	No action.	2d
368	Resident		368.1	**Building height**	Objected to the proposed increases in building heights and density, claimed development of the scale proposed would have adverse effects on residential amenity and compromise the village atmosphere of the centre.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. The Future Directions Report sets out a clear framework on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			368.2	**Traffic and Transport**	Raised concerns over the amount of commuter traffic in the area, and claimed development would exacerbate congestion issues.	Options to focus on alternative transport modes are considered in the final Future Direction Report. Council will seek to strike a balance between all transport in new development, with a stronger focus on walking, cycling and public transport. The Future Directions Report will also allow Council to advocate for improvements to Military Road in collaboration with the NSW Government. Refer to section 4.5.8 of the Council Report for more information.	No action.	2a
369	Resident		369.1	**Building height**	Objected to the proposed increases in building heights to 8-12 storeys, claimed they are not in keeping with the character of the area.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. The Future Directions Report sets out a clear framework on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			369.2	**Employment**	Did not accept the need for additional commercial floorspace in the centre.	The Future Directions Report does not seek to alter the local job market but rather to support existing and future demand for local employment uses in the town centre. The impact of Covid-19 on these targets have been assessed in response to the feedback received. For detail regarding the amendments refer to section 4.6 of the Council Report and review the finalised Future Direction Report.	No action.	2e
370	Resident			**Building height**	Objected to the proposed increases in building heights. Claimed the scale of the development proposed would compromise the area's village feel.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. The Future Directions Report sets out a clear framework on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
371	Resident		371.1	**Public benefits**	Supported improvement to the public domain and additional green spaces.	Support to deliver improvements to the public domain is noted. Delivering on this demand is an important outcome for the area and a key part of the final Future Direction Report. For more information refer to chapter 2.2 of the Future Direction Report.	No action.	2d
			371.2	**Building height**	Objected to increases in height to 8-12 storeys, claimed this would not be in keeping with the current character of the area.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. The Future Directions Report sets out a clear framework on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

			371.3	**Heritage**	Also raised concerns over the loss of heritage buildings.	The Future Direction Report maintains protections for existing heritage items in the area. It also identifies additional period buildings that contribute to the existing character of the area. Council encourages new development proposals on these sites to retain heritage features from these buildings. Refer to section 4.7.3 of the Council Report and page 42 of the Future Direction Report.	Height removed from Site 4	1d
372	Resident		372.1	**Public benefits and Grosvenor Lane Plaza**	Offered general support for parts of the proposal, particularly the creation of Grosvenor Lane plaza.	Support to deliver public domain improvements and Grosvenor Lane Plaza is noted. Delivering on this demand is an important outcome for the area. More detail on the plans for Grosvenor Lane be provided in a subsequent Planning Proposal to deliver this unique new public space for North Sydney. For more information refer to chapter 2.2 of the Future Direction Report.	No action.	2d
			372.2	**Building height**	Objected to increases in building heights above 6 storeys and the proposed scheme for Rangers Road. Raised concerns that the scale of development proposed would compromise the area's village feel and lead to overcrowding and further issues with traffic and parking.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. The Future Directions Report sets out a clear framework on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			373.3	**Heritage**	Concerned over the loss of heritage buildings in Barry Street.	The Future Direction Report maintains protections for existing heritage items in the area. It also identifies additional period buildings that contribute to the existing character of the area. Council encourages new development proposals on these sites to retain heritage features from these buildings. In response to community feedback the proposed scheme for Site 4 has been removed from the Future Direction Report. Refer to section 5.4 of the Council Report and page 42 of the Future Direction Report.	Height removed from Site 4	1d
373	Resident		373.1	**Public benefits**	Offered general support for the proposals and supported linking with schools to deliver shared facilities.	Noted. Your feedback regarding public domain improvements has informed the preparation of the final Future Direction Report. Delivering the right public domain and community facilities improvements are important outcomes for the area and a key part of the final Future Direction Report.	No action.	2d
			373.2	**Building height**	Objected to increases in building heights above 6 storeys.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. The Future Directions Report sets out a clear framework on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
374	Resident			**Cycleways**	Objected to the proposed cycleway in Harrison Street, claimed this addition is inappropriate and would warrant further community consultation.	Council's Traffic and Transport division is investigating options to make minor revisions to the intersection between Harrison Street and Rangers Road to improve the existing vehicle one way/cycling two-way arrangement. Community consultation will be undertaken on any proposed plans for cycling infrastructure prior to a decision being made regarding its installation. Aside from these investigations, Council is not currently planning to install a separated cycle path on Harrison Street. The street is identified on Council's bike map and bike network plans, but it is not earmarked for dedicated cycling paths. Amendments to the final Future Directions Report have been made to reflect this. Refer to section 4.5.7 of the Council Report.	Legend amended to reflect NSC bike map correctly	1e 2a
375	Resident		375.1	**Building height**	Objected to the proposed increases in building height, raised concerns that this would compromise the village atmosphere of the centre. Claimed that five storeys is an appropriate height limit to retain	The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. The Future Directions Report sets out a clear framework on building height and based on community feedback building heights	See Submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

					the area's existing character and allow additional commercial and residential development.	have been further restricted. Refer to section 4.7.1 of the Council Report for more information.		
			375.2	**Delivery mechanism**	Questioned the assertion that additional community facilities can only be delivered through development.	Council works within the existing NSW Planning Legislation in which Voluntary Planning Agreements are a significant tool to deliver new public benefits at important locations. Most opportunities in the Future Direction Report propose tangible public benefits as in-kind contributions. The Volunary Planning Agreement process ensures transparency and provides valuable benefits including community facilities and open space for the public where new density is introduced, whilst covering the costs of delivery and ensuring benefits are implemented in a timely manner.	No action.	2e
			375.3	**Young Street Closure**	Opposed road closures to provide additional public space, raised concerns with vehicle access for residents.	The closure of Young Street is part of Council's ongoing efforts to make the centre and the commercial strip more appealing as a shopping destination for residents and visitors. Council is currently testing the Young Street closure and the implications on the street network and influence on pedestrian amenity in the area. The temporary closure commenced on Monday 2 November and runs until March 2021. Feedback during public exhibition emphasised the importance of convenient parking and access arrangements for the centre. For Grosvenor Lane the final Future Directions Report has been amended to adopt a principles based approach for future development on the site. The report also considers a range of options for staging the delivery of this project to minimise disruption and allow local businesses to continue trading. Refer to sections 4.2.1 and 4.3.2 of the Council Report.	No action.	2b
			375.4	**Public benefits**	Claimed that the depiction of through-site links in the paper is misleading, as the proposed links already exist.	Your feedback regarding public domain improvements has informed the preparation of the final Future Direction Report. Delivering the right public domain improvements is an important outcome for the area and part of the final Future Direction Report including the pedestrian access and through-site links. Detailed design outcomes will be further resolved in next phases of the project, through Planning Proposals and Development Applications and in consultation with stakeholders. The Future Direction Report also recommends Council amend its DCP in relation to future through site links. Refer to sections 4.2 and 4.6 of the Council Report.	No action.	2b 2e
			375.5	**Military Road**	Claimed that the most important improvement for the centre would be the removal of ground level traffic on Military Road.	Options to focus on alternative transport modes are considered in the final Future Direction Report. Council will seek to strike a balance between all transport in new development, with a stronger focus on walking, cycling and public transport. The Future Directions Report will also allow Council to advocate for improvements to Military Road in collaboration with the NSW Government. Refer to section 4.5.8 of the Council Report for more information.	No action.	2a
			375.6	**Governance**	Raised concerns around the balance between developer interests and those of the community.	The draft Future Direction Report seeks to strike a balance between development and community benefits. Concerns regarding this balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents have contributed to the final outcomes of the final Future Direction Report.	No Action	2f
376	Resident		376.1	**Building height**	Objected to the proposed increased in building heights. Claimed high-rise development would result in poor residential amenity and cause adverse overshadowing, wind and privacy impacts on residents and visitors to the centre.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. Solar access, wind impacts and privacy issues have been considered as part of the Planning Study and future Planning Proposals and Development Applications will be required to address site specific issues in detail. The Future Directions Report sets out a clear framework on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			376.2	**Public ownership**	Concerned over the apparent loss of public land for supermarket redevelopment. Also raised concerns about the arrangements for loading and servicing for the supermarket.	The draft Future Direction Report seeks to improve the current public domain and create new public spaces. Feedback from the community pressed for more transparency on the ownership of the proposed public spaces. The intent of the planning study is for the new plaza to remain in Council's ownership and a recommendation has been put forward to that any private use of the Council car park at Grosvenor Place would be subject of a public Expressions of Interest Process. The final Future Direction Report also considers a range of options to stage development, ensuring a level of surface parking and loading facilities are retained to allow local businesses to continue trading. Detailed design outcomes for	No action.	2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

						parking and loading facilities will be considered as part of the future Planning Proposals for the site. Refer to sections 4.3.2 and 5.6 of the Council Report for more detail.		
			376.3	**Governance**	Concerned over the transparency of planning decisions and the balance between developer interests and community benefits.	The draft Future Direction Report seeks to strike a balance between development and community benefits. Concerns regarding this balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents have contributed to the final outcomes of the final Future Direction Report.	No Action	2f
377	Resident		377.1	**Building height**	Supported the proposed public domain improvements.	Your feedback regarding public domain improvements has informed the preparation of the final Future Direction Report. Delivering the right public domain improvements is an important outcome for the area and a key part of the final Future Direction Report.	No action.	2d
			377.2	**Cycleways**	Objected to bike lanes on Harrison and Young Streets, claimed that most cyclists prefer to ride on the road and that the addition would be out of keeping with the character of the area.	Noted. Council's Traffic and Transport division is investigating options to make minor revisions to the intersection between Harrison Street and Rangers Road to improve the existing vehicle one way/cycling two-way arrangement. Community consultation will be undertaken on any proposed plans for cycling infrastructure prior to a decision being made regarding its installation. Aside from these investigations, Council is not currently planning to install a separated cycle path on Harrison Street. The street is identified on Council's bike map and bike network plans, but it is not earmarked for dedicated cycling paths. Amendments to the final Future Directions Report have been made to reflect this. Refer to section 4.5.7 of the Council Report.	Legend amended to reflect NSC bike map correctly	1e
			377.3	**Building heights**	Objected to increases in building heights of 8-12 storeys, supported more modest increases in height up to 5-6 storeys. Claimed the proposed height increases would have detrimental effects on small businesses.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. Council recognises the important contribution of local businesses to the highly valued character of the centre. The Future Direction report seeks to support the demand for local employment and sets out a clear framework on building height. Based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			377.4	**Community facilities**	Questioned the need for indoor sports centre.	In response to community feedback the final Future Directions Report has been amended and no longer identifies an indoor sports facility as a proposed public benefit. Refer to section 4.3.2 of the Council Report and section 2.1 of the Future Direction Report for more information.	Recreational facility removed from public benefits	1d
378	Resident			**Building height**	Objected to increases in building heights above 5-6 storeys.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. The Future Direction report sets out a clear framework on building height and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
379	Resident		379.1	**Building height**	Objected to the proposed building heights and the scale of development proposed, raised concerns around potential disruptions from construction.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. The Future Direction report sets out a clear framework on building heights and considers various options for staging development to minimise the impacts of construction on the centre. Based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			379.2	**Building height**	Objected specifically to increases of height up to 8-12 storeys around Waters Road. Claimed that development of this scale would adversely impact residential amenity, and create unacceptable overshadowing,	Noted. In response to community feedback building heights have been restricted further, particularly on Site 4. Solar access and wind impacts have been considered as part of the Planning Study, and future Planning Proposals and Development Applications will be required to address site specific issues in detail.	See Submission 1.1	1d

					wind, and view impacts. Claimed the overshadowing from new development would block light from existing solar panels. Claimed the proposals would compromise the village feel of the centre.			
			379.3	**Employment and COVID-19**	Questioned the need for additional retail and commercial floorspace due to ongoing decline in retail and the effects of COVID-19.	The Future Directions Report does not seek to alter the local job market but rather to support existing and future demand for local employment uses in the town centre. The impact of Covid-19 on these targets have been assessed in response to the feedback received. For detail regarding the amendments refer to section 4.6 of the Council Report and review the finalised Future Direction Report.	No action.	2e
			379.4	**Traffic and transport**	Raised concerns over the capacity of public transport infrastructure to accommodate further growth, and claimed that development would cause issues for small businesses due to the effects on traffic, parking, and loading.	Options to focus on alternative transport modes are considered in the final Future Direction Report. Council will seek to strike a balance between all transport modes in new development with a stronger focus on walking, cycling and public transport. The Future Directions Report will allow Council to advocate for improvements to Military Road in collaboration with the NSW Government. Refer to section 4.5.8 of the Council Report for more information.	No action.	2a
			379.5	**Young Street Closure**	Objected to the closure of Young Street, claimed it would have negative impacts on access for residents.	The closure of Young Street is part of Council's ongoing efforts to make the centre and the commercial strip more appealing as a shopping destination for residents and visitors. Council is currently testing the Young Street closure and the implications on the street network and influence on pedestrian amenity in the area. The temporary closure commenced on Monday 2 November and will run until March 2021. Refer to section 4.2.1 of the Council Report for more detail.	No action.	2b
380	Resident		380.1	**Building height**	Objected to the proposed increases in building heights due to the effects of overshadowing on residential amenity and public spaces.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. Overshadowing and solar access have been considered as part of the Planning Study and future Planning Proposals and Development Applications will be required to address site specific issues in detail. The Future Direction report sets out a clear framework on building heights and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			380.2	**Heritage**	Concerned over impact on characteristic and heritage buildings.	The Future Direction Report maintains protections for existing heritage items in the area. It also identifies additional period buildings that contribute to the existing character of the area. Council encourages new development proposals on these sites to retain heritage features from these buildings. Refer to section 4.7.3 of the Council Report and page 42 of the Future direction Report.	No action.	2b
			380.3	**Governance**	Questioned the value of public benefit from development contributions, land acquisitions and additional ratepayers.	The draft Future Direction Report seeks to strike a balance between development and community benefits. Concerns regarding this balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents have contributed to the final outcomes of the final Future Direction Report.	No action.	2f
381	Resident		381.1	**Cycleways**	Concerned over traffic impacts of a cycleway on Harrison Street.	Noted. Council's Traffic and Transport division is investigating options to make minor revisions to the intersection between Harrison Street and Rangers Road to improve the existing vehicle one way/cycling two-way arrangement. Community consultation will be undertaken on any proposed plans for cycling infrastructure prior to a decision being made regarding its installation. Aside from these investigations, Council is not currently planning to install a separated cycle path on Harrison Street. The street is identified on Council's bike map and bike network plans, but it is not earmarked for dedicated cycling paths. Amendments to the final Future Directions Report have been made to reflect this. Refer to section 4.5.7 of the Council Report.	Legend amended to reflect NSC bike map correctly	1e

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

			381.2	**Building height**	Objected to the proposed increases in building heights in the centre.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. The Future Direction report sets out a clear framework on building heights and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
382	Resident		383.1	**Building height**	Objected to increases in building heights of 8-12 storeys at Rangers Road plaza.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. The Future Direction report sets out a clear framework on building heights and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			382.2	**Cycleways**	Objected to the creation of dedicated cycleways in the area.	Noted. Council's Traffic and Transport division is investigating options to make minor revisions to the intersection between Harrison Street and Rangers Road to improve the existing vehicle one way/cycling two-way arrangement. Community consultation will be undertaken on any proposed plans for cycling infrastructure prior to a decision being made regarding its installation. Aside from these investigations, Council is not currently planning to install a separated cycle path on Harrison Street. The street is identified on Council's bike map and bike network plans, but it is not earmarked for dedicated cycling paths. Amendments to the final Future Directions Report have been made to reflect this. Refer to section 4.5.7 of the Council Report.	Legend amended to reflect NSC bike map correctly	1e
383	Resident		383.1	**General Support**	Offered general support for the proposals and the intent of the planning study.	Noted.	No action	2d
			383.2	**Building height**	Objected to the proposed increases in building heights. Claimed the scale of development proposed would alter the village atmosphere of the centre.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. The Future Direction report sets out a clear framework on building heights and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			383.3	**Employment**	Questioned the need for greater height to deliver additional commercial floorspace, as there are other employment centres nearby.	The Future Directions Report does not seek to alter the local job market but rather to support existing and future demand for local employment uses in the town centre. The impact of Covid-19 on these targets have been assessed in response to the feedback received. For detail regarding the amendments refer to section 4.6 of the Council Report and review the finalised Future Direction Report.	No action.	2e
			383.4	**Public benefits**	Acknowledged that many of the centre's public spaces need to be revitalised, but raised concerns with the proposed public spaces and plazas including the loss of on-street parking and the village character of the shops. Concerned that new development and new public spaces would diminish the character and aesthetic quality of the centre.	Your feedback regarding public domain improvements has informed the preparation of the final Future Direction Report. Delivering the right public domain improvements is an important outcome for the area and part of the final Future Direction Report including the balance open space with the need parking and loading facilities. Detailed design outcomes for the public domain, including loading and parking arrangements will be further resolved in next phases through Planning Proposals and Development Applications in consultation with stakeholders. For more information refer to chapter 2.2 of the Future Direction Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
			383.5	**Public parking**	Raised concerns with the loss of on-street parking and tree removal to accommodate bike lanes.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to	Amended Grosvenor Lane Plaza scheme and staged delivery	1d 2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

						do so. Council's Traffic and Transport division is investigating options to make minor revisions to the intersection between Harrison Street and Rangers Road to improve the existing vehicle one way/cycling two way arrangement at the intersection. Community consultation will be undertaken on any proposed plans for cycling infrastructure prior to a decision being made regarding its installation. Refer to section 4.5.2 of the Council Report for more detail.		
			383.6	**Community facilities**	Questioned the need for recreational facilities, as there are already facilities within or close to the area. Claimed such facilities would have adverse noise and traffic impacts.	In response to community feedback the final Future Directions Report has been amended and no longer identifies an indoor sports facility as a proposed public benefit. Refer to section 4.3.2 of the Council Report and section 2.1 of the Future Direction Report for more information.	Recreational facility removed from public benefits	1d
384	Resident		384.1	**Building height**	Objected to the proposed increases in building heights up to 8-12 storeys along Military Road. Claimed that the vibrant village character of the centre would be compromised by such heights and that a 5-6 storey limit should be maintained.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. The Future Direction report sets out a clear framework on building heights and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			384.2	**Parking and loading**	Objected to the proposed scheme for the redevelopment of Woolworths site due to the reduction in parking. Raised concerns with the proposed arrangements for loading, claimed that such facilities would be better located underground to avoid traffic disruption and improve the village atmosphere of the centre. Argued that the current parking arrangements provide more direct and convenient access to local businesses.	Council recognises the valuable contribution local shops make to the village atmosphere of the centre. Feedback from the community emphasised the importance of convenient and accessible parking and loading facilities. The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. The Future Directions Report also considers options for staging development at Grosvenor Lane to minimise disruption, retain surface parking and allow local businesses to continue trading. Council accommodates public parking as a service to the community and will continue to do so. Refer to section 4.5.2 of the Council Report for more information.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
			384.3	**Young Street Closure** **Grosvenor Lane Plaza**	Opposed the proposed road closures, claimed these would have adverse impacts on traffic in the centre.	The closure of Young Street is part of Council's ongoing efforts to make the shopping and the commercial strip more appealing as a shopping destination for residents and visitors. Council is currently testing the Young Street closure and the implications on the street network and influence on pedestrian amenity in the area. The temporary closure commenced on Monday 2 November and runs until March 2021. The Future Direction Report considers various options for the delivery of Grosvenor Lane Plaza, in order to minimise disruption and retain surface parking. Refer to sections 4.2.1 and 4.3.2 of the Council Report.	No action. Amended Grosvenor Lane Plaza scheme and staged delivery	2b 1d
			384.4	**Military Road**	Suggested an above or below ground crossing of Military Road should be prioritised.	The topography of Military Road topography is unlikely to support underpasses or overpasses. These interventions would result in poorer personal security and pedestrian/disability access outcomes. Furthermore, introduction of separated crossings on Military Road would reinforce the domination of vehicles over pedestrians in Neutral Bay and Cremorne. Refer to section 4.5.4 of the Council Report for more detail.	No action.	2e

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

			384.5	**Community facilities**	Support the need for a new community centre, but claimed an indoor sports centre was not necessary.	Noted. In response to community feedback the final Future Directions Report has been amended and no longer identifies an indoor sports facility as a proposed public benefit. Refer to section 4.3.2 of the Council Report and section 2.1 of the Future Direction Report for more information.	Recreational facility removed from public benefits	1d
			284.6	**Public benefits**	Suggested more modest public domain improvements of existing plaza.	Your feedback regarding public domain improvements has informed the preparation of the final Future Direction Report. Delivering the right public domain improvements is an important outcome for the area and part of the final Future Direction Report, including ensuring the right balance with parking and loading facilities. Detailed design outcomes will be resolved in next phases of the project through Planning Proposals and Development Applications in consultation with stakeholders. For more information refer to chapter 2.2 of the Future Direction Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	
385	Resident		385.1	**Building height**	Objected to the proposed increases in building heights to 8-12 storeys. Raised concerns that the scale of development proposed would compromise the village feel of the centre and that high-rise development would cause adverse impacts on residential amenity from wind and overshadowing.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. Solar access and wind impacts have been considered as part of the Planning Study. Future Planning Proposals and Development Applications will be required to address site specific issues in detail. The Future Direction report sets out a clear framework on building heights and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			385.2	**Public ownership**	Concerned by the loss of public land to supermarket and the impacts on local businesses.	Council recognises the valuable contribution local shops make to the village atmosphere of the centre. The draft Future Direction Report seeks to deliver an improved public domain and create new public spaces. Feedback from the community pressed for more transparency on the ownership of proposed public spaces and parking facilities. The intent of the planning study is for the new plaza to remain in Council's ownership and a recommendation has been put forward to Council that any private use of the Council car park at Grosvenor Place would be subject of a public Expressions of Interest Process. Refer to section 4.3.2 of the Council Report for more information.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
386	Resident		386.1	**Building height**	Offered support for the proposals, including the scale of development proposed.	Noted.	No action.	2d
			386.2	**Heritage**	Raised concerns over the loss of heritage buildings.	The Future Direction Report maintains protections for existing heritage items in the area. It also identifies additional period buildings that contribute to the existing character of the area. Council encourages new development proposals on these sites to retain heritage features from these buildings. Refer to section 4.7.3 of the Council Report Report and page 42 of the Future Direction Report.	Height removed from Site 4	1d
387	Resident		387.1	**Building height**	Objected to the proposed increases in building heights, particularly opposed the proposed scheme for Barry Street, May Lane and Bydown Street. Claimed that these proposals would compromise the village feel and amenity of the centre.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. The Future Direction report sets out a clear framework on building heights and based on community feedback building heights have been further restricted, particularly around Site 4. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			387.2	**Heritage**	Concerned by the loss of heritage buildings, particularly the workers cottages on Bydown Street.	The Future Direction Report maintains protections for existing heritage items in the area. It also identifies additional period buildings that contribute to the existing character of the area. Council encourages new development proposals on these sites to retain heritage features from these buildings. Refer to section 4.7.3 of the Council Report and page 42 of the Future Direction Report.	Height removed from Site 4	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

388	Resident			**Building height**	Offered general support for the public domain improvements and a more modest level of redevelopment. Objected to the proposed increases in building height, claimed that high rise development would compromise the village feel of the area and cause overshadowing issues for public spaces.	Proposed future building heights have been carefully balanced to support of the needs of the locality. The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. Solar access and overshadowing impacts have been considered as part of the Planning Study. Future Planning Proposals and Development Applications will be required to address site specific issues in detail. The Future Direction report sets out a clear framework on building heights and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
389	Resident		389.1	**Building height**	Offered general support for the proposals but objected to the proposed increases in building heights of 8-12 storeys. Claimed that high-rise development of this scale would have adverse amenity impacts from overshadowing and wind, and compromise the village feel of the centre.	Proposed future building heights have been carefully balanced to support of the needs of the locality. The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, upgrade community facilities and deliver improvements to the public domain. Solar access and wind impacts have been considered as part of the Planning Study. Future Planning Proposals and Development Applications will be required to address site specific issues in detail. The Future Direction report sets out a clear framework on building heights and based on community feedback building heights have been further restricted. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			389.2	**Traffic**	Concerned by the traffic impacts of the proposals and whether Military Road would need to be widened or have more turning points added.	This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is already built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. The study also recognises the need for further transport study as part of travel planning requirements for subsequent Planning Proposals and Development Applications. Council will also continue to advocate for cost-effective walking, cycling and public transport interventions that help to improve local amenity and traffic and advocate with the State Government for interventions which improve traffic conditions on Military Road. Refer to section 4.5.8 of the Council Report.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1e 2b
390	Resident			**Community engagement**	Requested that further consultation be undertaken.	The community has provided input into the planning study at multiple stages. Council's draft plan attempts to take as much of the feedback received on board, noting the wide diversity of opinions and the need to formulate a plan that is in line with State government directions, is feasible and achieves better outcomes for the wider community. Refer to section 2 of the Council Report.	No action.	2a
391	Resident		391.1	**Military Road**	Suggested segregated crossings on Military Road would be better to improve the connectivity between the north and south of Military Road.	In accordance with the community principles detailed in the North Sydney Transport Strategy, separated crossings are only considered if both topography and land uses support the delivery of direct. The topography of Military Road is unlikely to support these outcomes. Instead, steep climbs in and out of underpasses or overpasses would result in poorer personal security and disability access outcomes. Furthermore, the introduction of separated crossings on Military Road would reinforce the domination of vehicles over pedestrians in Neutral Bay and Cremorne. In light of the above, it is considered that a bridge or underpass would not contribute to the desired future character of the area identified in the Future Directions Report. Refer to section 4.5.4 of the Council Report.	No action.	2e
			391.2	**Grosvenor Lane Plaza**	Suggests retaining above ground car park and building a new plaza over the top.	Community feedback on the proposals for Grosvenor Lane indicated the importance of convenient and accessible parking and loading to the surrounding local businesses. The amended Future Direction Report recognises this and adopts a principles-based approach to guide the ultimate masterplan for Grosvenor Lane. The report also considers various options for staging development, to minimise disruption, ensure local businesses can continue trading, and provide visitors with convenient surface parking. Refer to section 4.3.2 of the Council Report for more information.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

			392.3	**Public ownership**	Concerned over the loss of public land for development, raised issues with the balance between developer interests and community benefits.	The draft Future Direction Report seeks to improve the current public domain and create new public spaces. Feedback from the community pressed for more transparency on the ownership of the proposed public spaces. The intent of the planning study is for the new plaza to remain in Council's ownership and a recommendation has been put forward to that any private use of the Council car park at Grosvenor Place would be subject of a public Expressions of Interest Process. Refer to section 4.3.2 of the Council Report for more detail.	No action.	2b
			391.4	**Traffic and parking**	Concerned over the potential traffic and parking impacts, particularly for additional workers in the centre. Claimed there is a need for more on-street parking.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. Refer to section 4.5.2 of the Council Report for more detail.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1d 1e 2b
392	Resident			**Building height**	Offered general support for the proposals but objected to the proposed increases in building heights above 8 storeys. Claimed that the proposed scale would compromise the village feel of the centre and look out of place.	Noted. Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
393	Resident		393.1	**Building height**	Opposed to the proposed changes in building height limits. Claimed the proposed heights would compromise the solar access of public spaces and alter the village character of the area.	Proposed future building heights have been carefully balanced to support of the needs of the locality. The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. Solar access to the proposed public spaces has been considered as part of the Planning Study, and future Planning Proposals and Development Applications will be required to address this issue in further detail. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			393.2	**Solar analysis**	Questioned the accuracy of shadow analysis and claimed the paper does not accurately depict the scale of development proposed.	The Future Directions Report contains detailed Solar Access Information in Appendix A. However, overshadowing and solar access diagrams are indicative only and any future Planning Proposal or Development Application will need to comply with SEPP 65 and NSDCP 2013 controls, informed by detailed solar analysis.	No action.	2b
			393.3	**Public ownership**	Offered support for the proposed public domain improvements, but raised concerns over loss of public land.	Noted. The draft Future Direction Report seeks to improve the current public domain and create new public spaces. Feedback from the community pressed for more transparency on the ownership of the proposed public spaces. The intent of the planning study is for the new plaza to remain in Council's ownership and a recommendation has been put forward to that any private use of the Council car park at Grosvenor Place would be subject of a public Expressions of Interest Process. Refer to section 4.3.2 of the Council Report for more detail.	No action.	2b
			393.4	**Delivery mechanism**	Questioned whether these improvements would be achieved in exchange for greater heights.	Council works within the existing NSW Planning Legislation in which Voluntary Planning Agreements are a significant tool to deliver new public benefits at important locations. Most opportunities in the Future Direction Report propose tangible public benefits as in-kind	No action.	2e

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

						contributions. The Voluntary Planning Agreement process ensures transparency and provides valuable benefits including community facilities and open space for the public where new density is introduced, whilst covering the costs of delivery and ensuring benefits are implemented in a timely manner.		
394	Resident		394.1	**Public benefits**	Offered general support for the proposals, particularly the improvements to community facilities and public spaces.	Support to deliver public domain and community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report. For more information refer to chapters 2.1 and 2.2 of the Future Direction Report.	No action.	2d
			394.2	**Military Road**	Questioned the effectiveness of plans without traffic reduction on Military Road and the improvement of crossings.	Noted. Council advocates for projects to support improved walking, cycling and public transport outcomes for Military Road and the rest of Neutral Bay town centre in line with Councils Transport Vision. Based on feedback, existing policy and further research, the Future Direction Report continues to propose interventions which will enhance the pedestrian environment along Military Road. The Future Directions Report will also allow Council to advocate for improvements to Military Road in collaboration with the NSW Government. For more information refer to section 4.5.8 of the Council Report.	No action.	2a
395	Resident			**General Support**	Supported the proposals of the Future Directions Paper.	Noted.	No action.	2d
396	Resident		396.1	**Building height**	Opposed increases in building heights along Military Road above 3 storeys. Concerned that greater heights would compromise the village feel of the centre.	Proposed future building heights have been carefully balanced to support of the needs of the locality. The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			396.2	**Heritage**	Raised concerns over the loss of heritage buildings.	The Future Direction Report maintains protections for existing heritage items in the area. It also identifies additional period buildings that contribute to the existing character of the area. Council encourages new development proposals on these sites to retain heritage features from these buildings. Refer to section 4.7.3 of the Council Report and page 42 of the Future Direction Report.	Height removed from Site 4	1d
397	Resident			**Building height**	Objected to the proposals of the Future Directions report.	Noted.	No action.	2c
398	Resident			**Traffic**	Objected to the scale of the proposed development due to the issues with traffic and congestion in the area. Claimed that further development would exacerbate the current issues with congestion, particularly on Military Road and Belgrave Street.	This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is already built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. The study also recognises the need for further transport study as part of travel planning requirements for subsequent Planning Proposals and Development Applications. Refer to section 4.6.1 of the Council Report for more detail.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1e 2b
399	Resident			**Building height**	Opposed to the proposals of the Future Directions report, claimed that they would compromise the village atmosphere of the neighbourhood.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
400			400.1	**Building height**	Objected to the proposed increases in building heights, particularly the proposed 12	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create	Building height - Height removed from site 4	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

					storey towers. Claimed that high rise development of this scale would have detrimental impacts on the village feel of the centre and cause issues with overshadowing.	space for public domain. Solar access and overshadowing have been considered as part of the Planning Study and future Planning Proposals and Development Applications will be required to address site specific issues in detail. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further. Refer to section 4.7.1 of the Council Report for more information.		
			400.2	**Traffic**	Raised concerns over the impacts on local traffic conditions.	This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is already built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. The study also recognises the need for further transport study as part of travel planning requirements for subsequent Planning Proposals and Development Applications. Refer to sections 4.6.1 and 4.5.2 of the Council Report for more detail.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1e 2b
401	Resident		401.1	**Building height**	Objected to the proposed increases in building heights of 8-12 storeys. Claimed the proposed scale of development would compromise the community feel of the area. Raised concerns over the overshadowing and wind impacts of high-rise development.	Proposed future building heights have been carefully balanced to support of the needs of the locality. The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. Solar access and wind impacts have been considered as part of the Planning Study and future Planning Proposals and Development Applications will be required to address site specific issues in detail. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			401.2	**Public parking and Traffic**	Raised concerns over impacts on congestion and parking within the centre.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. Refer to section 4.5.2 of the Council Report for more detail.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1d 1e 2b
			401.3	**Schools**	Also raised concerns over the capacity of local schools to accommodate further growth.	Council understands the concerns relating school capacity. However, schools are managed by State Governments' Department of Education. Schools should be an integrated part of the vision for the area and as such the draft Future Direction Report was shared with State Agencies including the Department of Education. As part of finalising the Future Direction Report, Council will relate your concerns regarding school capacity to State Government. This will further raise awareness and assist them to plan for future education.	A letter will be sent to Department of Education	1a
402	Resident		402.1	**Building height**	Raised concerns that the proposed building heights would compromise the village feel of the centre. Claimed that high rise development would have unacceptable overshadowing	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. Solar access has been considered as part of the Planning Study and future Planning Proposals and Development Applications will be required to address site specific issues in detail. However, the Future Directions Report also sets out clear	See Submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

					impacts and reduce the amount of green space in the area.	restrictions on building height and based on community feedback building height have been restricted further. Refer to section 4.7.1 of the Council Report for more information.		
			402.2	**Traffic**	Raised concerns that development would generate additional traffic in the area.	This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is already built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. The study also recognises the need for further transport study as part of travel planning requirements for subsequent Planning Proposals and Development Applications. Refer to sections 4.6.1 and 4.5.2 of the Council Report for more detail.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1e 2b
403	Resident			**Building height**	Objected to the proposed increases in building height, particularly 12 storey towers. Requested that building heights be limited to 6 storeys.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
404	Resident		404.1	**Building height**	Objected to the proposed increases in building heights. Raised concerns over the potential overshadowing and wind impacts.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. Solar access and wind impacts has been considered as part of the Planning Study and future Planning Proposals and Development Applications will be required to address site specific issues in detail. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			404.2	**Traffic**	Concerned with the traffic impacts of the proposed scale of development.	This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is already built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. The study also recognises the need for further transport study as part of travel planning requirements for subsequent Planning Proposals and Development Applications. Refer to sections 4.6.1 and 4.5.2 of the Council Report for more detail.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1e 2b
405	Resident		405.1	**Building height**	Objected to the proposed increases building heights due to the potential wind and overshadowing impacts. Requested that building heights be limited to 6 storeys.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. Solar access and wind impacts has been considered as part of the Planning Study and future Planning Proposals and Development Applications will be required to address site specific issues in detail. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			405.2	**Traffic**	Raised concerns over the traffic impacts of the proposed developments.	This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is already built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. The study also recognises the need for further transport study as part of travel planning requirements for subsequent	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that	1e 2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

						Planning Proposals and Development Applications. Refer to sections 4.6.1 and 4.5.2 of the Council Report for more detail.	emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	
406	Resident		406.1	**Public benefits**	Supported the proposed public domain improvements and new public spaces.	Support to deliver public domain is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report. For more information refer to chapter 2.2 of the Future Direction Report.	No action.	2d
			406.2	**Building height**	Opposed increases in building heights to 8 storeys and above, especially on Barry Street. Raised concerns that the scale of development would cause adverse overshadowing and wind impacts.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. Solar access and wind impacts has been considered as part of the Planning Study and future Planning Proposals and Development Applications will be required to address site specific issues in detail. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			406.3	**Public parking and Traffic**	Also concerned with the potential impacts on traffic and parking, particularly on Yeo and Barry Streets.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. Refer to section 4.5.2 of the Council Report for more detail.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1d 1e 2b
407	Resident		407.1	**Schools**	Raised concerns over the capacity of local schools and whether they could accommodate further growth.	Council understands the concerns relating school capacity. However, schools are managed by State Governments' Department of Education. Schools should be an integrated part of the vision for the area and as such the draft Future Direction Report was shared with State Agencies including the Department of Education. As part of finalising the Future Direction Report, Council will relate your concerns regarding school capacity to State Government. This will further raise awareness and assist them to plan for future education.	A letter will be sent to Department of Education	1a
			407.2	**Building height**	Objected to increases in building heights above 6 storeys. Claimed that high rise development of that scale or greater would have adverse overshadowing and wind impacts and would not be in keeping with the character of the area.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. Solar access and wind impacts has been considered as part of the Planning Study and future Planning Proposals and Development Applications will be required to address site specific issues in detail. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
408	Resident		408.1	**Building height**	Raised concerns over the proposed increases in building	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create	See Submission 1.1	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

					heights for some sites to 12 storeys.	space for public domain. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further. Refer to section 4.7.1 of the Council Report for more information.		
			408.2	**Traffic**	Claimed the proposals would impact local traffic conditions, particularly on Yeo Street.	This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is already built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. The study also recognises the need for further transport study as part of travel planning requirements for subsequent Planning Proposals and Development Applications. Refer to sections 4.6.1 and 4.3.2 of the Council Report for more detail.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1e 2b
409	Resident		409.1	**General support**	Offered general support for modest increases in density.	Noted.	No action.	2d
			409.2	**Heritage**	Raised concerns over the impact of future development on heritage buildings, particularly with setbacks behind heritage shopfronts.	The Future Direction Report maintains protections for existing heritage items in the area. It also identifies additional period buildings that contribute to the existing character of the area. Council encourages new development proposals on these sites to retain heritage features from these buildings. Refer to section 4.7.3 of the Council Report and page 42 of the Future Direction Report.	Height removed from Site 4	1d
			409.3	**Public benefits**	Claimed that the proposed public benefits are insufficient to justify development.	The draft Future Direction Report seeks to strike a balance between development and community benefits. Concerns regarding this balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents have contributed to the final outcomes of the Future Direction Report. For more information refer to chapter 2.2 of the Future Direction Report.	No action.	2e
			409.4	**Employment**	Questioned the need for additional commercial floorspace, due to the proximity of other employment centres.	The Future Direction Report seeks to support existing and future demand for local employment uses in the town centre. For further detail refer to section 4.6 of the Council Report and review the finalised Future Direction Report.	No action.	2e
			409.5	**Public parking** **Grosvenor Lane Plaza**	Suggested an alternative redevelopment of existing public domain, retaining car parking at ground level.	Your feedback regarding public domain improvements has informed the preparation of the final Future Direction Report. Delivering the right public domain and community facilities improvements is an important outcome for the area. For more information refer to chapter 2.2 of the Future Direction Report. Feedback from the community emphasised the importance of convenient and accessible parking to the centre. In response, the proposals for Grosvenor Lane have been revised to consider a range of staging options, retaining surface parking and loading to enable local businesses to continue trading. Detailed design outcomes, including loading and parking arrangements will be further resolved in next phases of the project including Planning Proposals and Development Applications.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
			409.6	**Building height**	Objected to increases in building heights beyond 8 storeys.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			409.7	**Images in Future Direction Report**	Raised concerns over the artist impressions and visuals within the paper, claimed the designs are misleading and did not show the full heights proposed.	Noted. The visuals included in the Future Direction Report are indicative only and illustrate the proposed built form for the entire Neutral Bay Town Centre and the site-specific schemes. Future Planning Proposals and Development Applications will provide more detail on proposals for the centre.	No action.	2e

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

410	Resident			**Building height**	Objected to building heights of 12 storeys.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
411	Resident			**Governance**	Objected to the proposals, claimed they are developer led plan and propose poor design outcomes. Requested existing planning controls be left in place.	The draft Future Direction Report was informed by several independent feasibility studies and seeks to strike a balance between development and community benefits. Concerns regarding this balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents have contributed to the final outcomes of the final Future Direction Report.	No Action	2f
412				**Building height**	Objected to the proposed increases in building height.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
413	Resident			**Building height**	Objected to the proposed increases in building heights of 12 storeys and the proposals for high-rise development. Claimed this would compromise the character, amenity and property values of the area. Suggested that the report is misleading by omitting the negative impacts of high-rise development in other areas.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create new public spaces. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
414	Resident		414.1	**Building height**	Objected to the proposed increases in building heights of 8-10 storeys. Raised concerns over the potential wind impacts from high-rise development.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create new public spaces. Wind impacts have been considered as part of the Planning Study and future Planning Proposals and Development Applications will be required to address site specific issues in detail. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			414.2	**Traffic**	Raised concerns over worsening traffic conditions from increases in density.	The intention of the Planning Study is to limit the traffic generation from new development. Off-street parking spaces in a new development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. The study also recognises the need for further transport study as part of travel planning requirements for subsequent Planning Proposals and Development Applications following from the Future Direction Report. Refer to sections 4.6.1 and 4.5.2 of the Council Report for more detail.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1e 2b
			414.3	**Employment**	Questioned the need for commercial floorspace in the centre, given the area's proximity to the North Sydney CBD.	The Future Directions Report does not seek to alter the local job market but rather to support existing and future demand for local employment uses in the town centre. The impact of Covid-19 on these targets have been assessed in response to the feedback received. For detail regarding the amendments refer to section 4.6 of the Council Report and review the finalised Future Direction Report.	No action.	2e
			414.4	**Governance**	Concerned over the balance between development and	The draft Future Direction Report was informed by several independent feasibility studies and seeks to strike a balance between development and community benefits. Concerns regarding this balance between the various stakeholders in the area including local shop	No Action	2f

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

					developer interests, and benefits for the local community.	holders, supermarkets, major landowners, workers, visitors and residents have contributed to the final outcomes of the final Future Direction Report.		
415	Resident			**General objection**	Objected to the proposals of the Future Directions paper.	Noted.	No action.	2c
416	Resident		416.1	**Building height**	Objected to the proposed increases in building heights of 8-12 storeys. Concerned over the capacity of local schools as well as the impacts on traffic, solar access and wind from high-rise development.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create new public spaces. Solar access and wind impacts have been considered as part of the Planning Study and future Planning Proposals and Development Applications will be required to address site specific issues in detail. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1 Amended Grosvenor Lane Plaza scheme and staged delivery	1d
			416.2	**Local shops**	Concerned that the scale of development would deter visitors from the centre and affect small businesses. Emphasised the importance of retaining the village feel of the centre.	Council recognises the valuable contribution local shops make to the village atmosphere of the centre. The Planning Study seeks to support employment uses and local businesses by encouraging more commercial components in future development. In addition, community feedback emphasised the importance of convenient and accessible parking and loading arrangements to local businesses. In response the final Future Direction Report considers a range of potential options of staging construction to limit disruption. Refer to section 4.5.3 of the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1c
			416.3	**Schools**	Concerned over the capacity for local schools to accommodate growth.	Council understands the concerns relating school capacity. However, schools are managed by State Governments' Department of Education. Schools should be an integrated part of the vision for the area and as such the draft Future Direction Report was shared with State Agencies including the Department of Education. As part of finalising the Future Direction Report, Council will relate your concerns regarding school capacity to State Government. This will further raise awareness and assist them to plan for future education.	A letter will be sent to Department of Education	1a
417	Resident		417.1	**Public benefits**	Supported the proposed public domain improvements and the provisions of pedestrian-friendly public spaces.	Support to deliver public domain improvements and pedestrian-friendly spaces is noted. Delivering on this demand is an important outcome for the area and a key part of the final Future Direction Report. For more information refer to chapter 2.2 of the Future Direction Report.	No action.	2d
			417.2	**Building heights**	Raised concerns that increasing building heights to 12 storeys would be excessive and would compromise the charm of the area.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create new public spaces. Solar access and wind impacts have been considered as part of the Planning Study and future Planning Proposals and Development Applications will be required to address site specific issues in detail. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
418	Resident		418.1	**Building height**	Opposed further increases in building heights. Claimed the proposals would create overshadowing issues.	Proposed future building heights have been carefully balanced to support of the needs of the locality. The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create new public spaces. Solar access and wind impacts have been considered as part of the Planning Study and future Planning Proposals and Development Applications will be required to address site specific issues in detail. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			418.2	**Traffic**	Concerned that the proposals would exacerbate existing traffic issues in the area.	The intention of the Planning Study is to limit the traffic generation from new development. Off-street parking spaces in a new development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. The study also recognises the need for further transport study as part of travel planning requirements for subsequent Planning Proposals and Development Applications	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that	1e 2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

						following from the Future Direction Report. Refer to section 4.6.1 of the Council Report for more detail.	emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	
419	Resident		419.1	**Building height**	Objected to the proposed increases in building heights and density.	Proposed future building heights have been carefully balanced to support of the needs of the locality. The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create new public spaces. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			419.2	**Traffic**	Claimed the proposals would worsen existing problems with traffic and congestion.	The intention of the Planning Study is to limit the traffic generation from new development. Off-street parking spaces in a new development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. The study also recognises the need for further transport study as part of travel planning requirements for subsequent Planning Proposals and Development Applications following from the Future Direction Report. Refer to section 4.6.1 of the Council Report for more detail.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1e 2b
420	Resident			**Public parking**	Raised concerns with the parking provisions within the centre. Claimed that both residential and commercial on-site parking rates should be increased and that current public parking was inadequate. Argued that the proposals should provide additional public parking to support growth.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. Refer to section 4.5.2 of the Council Report for more information.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
421	Resident		421.1	**Military Road**	Claimed that the Western Harbour Tunnel and Beaches Link would ease traffic conditions on Military Road in future, and that this would support the proposals for the centre.	State Government is prioritising the delivery of their Beaches Link motorway tunnel project. As noted in the Beaches Link project update (2019), the introduction of the Beaches Link motorway will result in only a 15% reduction in traffic on Military Road. As such and without additional travel demand management measures to redistribute private vehicle trips away from Military Road in the peak hours, Beaches Link will provide limited opportunities to improve local amenity on Military Road. Council must, therefore, continue to advocate for cost-effective walking, cycling and public transport interventions that help to improve local amenity on Military Road.	No action.	2a
			421.2	**Pedestrian amenity**	Claimed that pedestrian access should be enhanced between the north and south sides of Military Road through over or underpasses.	In accordance with the community principles detailed in the North Sydney Transport Strategy, grade separated crossings are only considered if both topography and land uses support the delivery of direct and activated walking links that support improved safety and amenity for pedestrians, cyclists and public transport users. The topography of Military Road topography is unlikely to support these outcomes. Instead, steep climbs in and out of underpasses/overpasses would result in poorer personal security disability access outcomes. Furthermore, introduction of separated crossings on Military Road would reinforce the domination of vehicles over pedestrians in Neutral Bay and Cremorne. In light of the above, it is important to recognise that a bridge or underpass would not contribute to the desired future character of the area identified in the Future Directions Report. Refer to section 4.5.4 of the Council Report.	No action.	2a 2e

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

			421.3	**Public parking**	Also claimed that more parking is required to support the centre and local business.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. Refer to section 4.5.2 of the Council Report for more information.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
422	Resident			**Building height**	Raised concerns with the proposed increases in building heights. Claimed that high rise development of this scale would compromise the village feel of the area. Supported a more modest increase in height and density to retain the character of the area.	Noted. Proposed future building heights have been carefully balanced to support of the needs of the locality. The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create new public spaces. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
423	Resident		423.1	**Pedestrian amenity**	Questioned the lack of an over or underpass of Military Road in the proposals. Claimed that more of a focus should be placed on improving the experience and safety of pedestrians in the centre.	In accordance with the community principles detailed in the North Sydney Transport Strategy, grade separated crossings are only considered if both topography and land uses support the delivery of direct and activated walking links that support improved safety and amenity for pedestrians, cyclists and public transport users. The topography of Military Road topography is unlikely to support these outcomes. Instead, steep climbs in and out of underpasses/overpasses would result in poorer personal security disability access outcomes. Furthermore, introduction of separated crossings on Military Road would reinforce the domination of vehicles over pedestrians in Neutral Bay and Cremorne. Council will continue to advocate for projects which support improved walking, cycling and public transport outcomes for Military Road. Refer to section 4.5.4 of the Council Report.	No action.	2a 2e
			423.2	**Military Road**	Also raised concerns that the WHTBL would create additional traffic and worsen conditions for pedestrians.	State Government is prioritising the delivery of their Beaches Link motorway tunnel project. As noted in the Beaches Link project update (2019), the introduction of the Beaches Link motorway will result in only a 15% reduction in traffic on Military Road. As such and without additional travel demand management measures to redistribute private vehicle trips away from Military Road in the peak hours, Beaches Link will provide limited opportunities to improve local amenity on Military Road. Council must, therefore, continue to advocate for cost-effective walking, cycling and public transport interventions that help to improve local amenity on Military Road.	No action.	2a
424	Resident		424.1	**General Support and Delivery Mechanism**	Supported the addition of community facilities, public domain improvements and new open spaces. Claimed that upgrades should not be dependent on developer contributions.	Noted. Council works within the existing NSW Planning Legislation in which Voluntary Planning Agreements are a significant tool to deliver new public benefits at important locations. Most opportunities in the Future Direction Report propose tangible public benefits as in-kind contributions. The Voluntary Planning Agreement process ensures transparency and provides valuable benefits including community facilities and open space for the public where new density is introduced, whilst covering the costs of delivery and ensuring benefits are implemented in a timely manner.	No action.	2d 2e
			424.2	**Parking and Traffic**	Argued that more consideration should be given to the parking and traffic impacts of redevelopment.	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. Refer to section 4.5.2 of the Council Report for more information.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1d 2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

			424.3	**Building heights**	Concerned that the proposed building heights will cause overshadowing problems for existing and proposed public spaces. Requested that building heights be limited to 6 storeys. Objected to the proposed heights for the four site specific schemes. Suggested heights be given in RL to make solar analysis easier.	Noted. Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create new public spaces. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			424.4	**Military Road**	Raised concerns with the effect of Military Road and traffic on the centre. Emphasised the need for better pedestrian connections between the north and south sides of the centre, suggested an under or overpass.	In accordance with the community principles detailed in the North Sydney Transport Strategy, grade separated crossings are only considered if both topography and land uses support the delivery of direct and activated walking links that support improved safety and amenity for pedestrians, cyclists and public transport users. The topography of Military Road topography is unlikely to support these outcomes. Instead, steep climbs in and out of underpasses/overpasses would result in poorer personal security disability access outcomes. Furthermore, introduction of separated crossings on Military Road would reinforce the domination of vehicles over pedestrians in Neutral Bay and Cremorne. Council will continue to advocate for projects which support improved walking, cycling and public transport outcomes for Military Road. Refer to section 4.5.4 of the Council Report.	No action.	2a 2e
			424.5	**Grosvenor Lane Plaza**	Suggested that the current parking and loading arrangement for site 1 be improved, with access to parking and loading from Grosvenor Street. Requested Council consider the location of loading facilities and customer parking alongside the undergrounding of any supermarket. Emphasised that any proposal for underground parking should retain the same number of free, public parking spaces.	Council recognises the valuable contribution local shops make to the village atmosphere of the centre. Feedback on the draft Future Direction Report indicated that access to parking and loading is important to these local businesses. The final report proposes various potential options for staging construction to limit disruption and allow local businesses to continue trading. The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Proposed public parking facilities will remain in Council's control and detailed design solutions will be required to clearly support local speciality shops. Refer to sections 4.3.2 and 4.5.2 of the Council report for more information.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d 2b
425	Resident		425.1	**Building height**	Objected to the proposed increases in building heights. Claimed this would compromise the village atmosphere of the centre.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create new public spaces. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			425.2	**Heritage**	Concerned over the loss of heritage buildings, particularly the workers cottages in Bydown Street.	The Future Direction Report maintains protections for existing heritage items in the area. It also identifies additional period buildings that contribute to the existing character of the area. Council encourages new development proposals on these sites to retain heritage features from these buildings. The proposed scheme for Site 4 has been amended in response to community feedback. Refer to section 5.4 of the Council Report and page 42 of the Future Direction Report.	Height removed from Site 4	1d
			425.3	**Community engagement**	Raised concerns over the balance between developer interests and the interests of the local community and the process of community consultation.	The community has provided input into the Planning Study at multiple stages. Council's draft plan attempts to take as much of the feedback received on board, noting the wide diversity of opinions and the need to formulate a plan that is in line with state government directions, is feasible and achieves better outcomes for the wider community. The Future Direction Report seeks to strike a balance between development and community benefits. Concerns regarding this balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents have contributed to the final outcome of the Future Direction Report. Refer to section 2 of the Council Report.	No action.	2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

426	Resident			**General Support**	Supported the proposals of the Future Directions report, including the proposed increases in building heights, the provision of additional commercial floorspace, increased residential density and new community facilities and public spaces.	Noted. Delivering on the demand for improved public domain and new community facilities is an important outcome for the area and a key part of the final Future Direction Report.	No action.	2d
427	Resident		427.1	**Building height**	Objected to the proposed increases in building heights to 6-8 storeys, and objected to the proposed increases in height at Site 4. Raised concerns over the potential for wind and overshadowing issues from high rise tower developments. Claimed that the scale of development and the loss of heritage buildings would compromise the village feel of the area.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create new public spaces. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further, particularly for Site 4. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			427.2	**Public parking**	Raised concerns over the potential impacts on traffic and on-street parking, especially in the vicinity of Site 4	The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible. Any loss of public parking at grade will, in the first instance, be replaced within a public parking facility. Council accommodates public parking as a service to the community and will continue to do so. Off-street parking spaces in a proposed development will not exceed the capacity that is currently allowed under existing planning controls ensuring no net increase in traffic from increases in density. In response to community feedback Site 4 is no longer identified as a strategically significant site. Refer to sections 4.5.2 and 5.4 of the Council Report for more information.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1d
			427.3	**Heritage**	Concerned over loss of heritage buildings, specifically workers cottages in Bydown Street, questioned the quality of heritage assessment of these properties.	The Future Direction Report maintains protections for existing heritage items in the area. It also identifies additional period buildings that contribute to the existing character of the area. Council encourages new development proposals on these sites to retain heritage features from these buildings. Refer to section 4.7.3 of the Council report and page 42 of the Future Direction Report.	Height removed from Site 4	1d
428	Resident		428.1	**Building height**	Objected to the proposed increases in building heights above 6 storeys, particularly concerned with the proposals related to Bydown Street and the Barry Street promenade.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create new public spaces. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further, particularly for Site 4. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			428.2	**Traffic**	Raised concerns that the Barry Street car park proposals would have negative impacts on the traffic and amenity of Bydown Street and other local streets.	This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is already built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. The study also recognises the need for further transport study as part of travel planning requirements for subsequent Planning Proposals and Development Applications.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction	1e 2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

							Report for full details.	
			428.3	**Heritage**	Concerned over loss of heritage buildings, particularly workers cottages at Bydown Street. Claimed this would detrimentally impact the character and village feel of the area.	The Future Direction Report maintains protections for existing heritage items in the area. It also identifies additional period buildings that contribute to the existing character of the area. Council encourages new development proposals on these sites to retain heritage features from these buildings. The proposals for Site 4 have also been amended in response to community feedback. Refer to section 5.4 of the Council Report and page 42 of the Future Direction Report.	Height removed from Site 4	1d
			428.4	**Pedestrian amenity**	Supported the proposed public domain improvements and the creation of pedestrian friendly spaces. Claimed that additional parking is not needed due to the high level of public transport access in the area.	Noted. The intention of the study is for the total number of on-street public parking spaces in Neutral Bay to be maintained unless no alternative parking arrangements are feasible.	No action.	2d
429	Resident		429.1	**Building height**	Objected to the proposals of the Future Directions paper, particularly increases in building heights above 5-6 storeys.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create new public spaces. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further, particularly for Site 4. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			429.2	**Employment and Public transport**	Questioned the need for commercial floorspace, and claimed the lack of a rail connection to the area would mean that public transport services would be unable to support employment growth.	The Future Directions Report does not seek to alter the local job market but rather to support existing and future demand for local employment uses in the town centre. Options to focus on alternative transport modes are considered in the final Future Direction Report. Council will seek to strike a balance between all transport modes in new development with a stronger focus on walking, cycling and public transport. The Future Directions Report will also allow Council to advocate for improvements to Military Road in collaboration with the NSW Government. Refer to section 4.5.8 of the Council Report for more information.	No action.	2e
			429.3	**Young Street Closure** **Grosvenor Lane Plaza**	Offered general support for public domain improvements but raised concerns with road closures and increases in density to deliver new public spaces.	Noted. The closure of Young Street is part of Council's ongoing efforts to make the shopping and the commercial strip more appealing as a shopping destination for residents and visitors. Council is currently testing the Young Street closure and the implications on the street network and influence on pedestrian amenity in the area. The temporary closure commenced on Monday 2 November and will continue to March 2021. The Future Direction Report also proposes an amended scheme for Grosvenor Lane, which considers options to stage development while retaining surface parking and loading access for local businesses. Refer to sections 4.2.1 and 4.3.2 of the Council Report.	Young Street Plaza – No action Amended Grosvenor Lane Plaza scheme and staged delivery	2b 1d
430	Resident		430.1	**Support**	Offered general support for the proposals of the Future Directions paper, particularly the creation of new plazas and connections between public spaces.	Noted.	No action.	2d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

			430.2	**Building height**	Objected to increasing building heights to 12 storeys, raised concerns over the overshadowing impacts as well as the lack of community atmosphere in high-rise developments of this scale. Emphasised the importance of maintaining the village feel of the centre. Suggested 7 storeys may be a more appropriate height to deliver commercial and residential growth. while retaining this atmosphere.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. However, the Future Directions Report also sets out clear restrictions on building height. Based on feedback from the draft Future Direction Report, building height is restricted, but also overall with less opportunities for public benefits.	See Submission 1.1	1d
			430.3	**Traffic**	Raised concern with the current turning arrangements between Ben Boyd and Military Roads. Suggested Council consider not allowing rights turns from Military Road onto Ben Boyd Road to alleviate congestion issues from this intersection	This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is already built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. The study also recognises the need for further transport study as part of travel planning requirements for subsequent Planning Proposals and Development Applications. Traffic impacts of projects identified/endorsed as part of the planning study (e.g. the Young Street closure) have been and/or will be assessed on a project-by-project basis during more detailed design development. For example, a TMP (Traffic Management Plan) for the Young Street closure has been submitted to TfNSW by Council. TMPs for projects like the Grosvenor Lane car park changes into a plaza, will have to be prepared as part of the development/delivery of that project.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	1e/2b
			430.4	**Public Benefits**	Supported the delivery of a new indoor sports centre, but claimed that Council should carefully consider upgrades to community centre facilities as they are currently underutilised. Suggested that Council consider small library facilities, studio or co-working spaces.	Support to deliver community facilities is noted. Delivering on this demand is an important outcome for the area and part of the final Future Direction Report. For more information refer to chapter 2.2 of the Future Direction Report.	No action.	2d
431	Resident			**Building height**	Objected to the proposed increases in building heights around the Barry Street area. Claimed this would negatively impact the amenity and village feel of the centre.	The current planning controls permit development of up to 5 storeys across the Neutral Bay Town Centre. Building above the existing allowable building height provides opportunities to meet future demand for employment floorspace, upgrade community facilities and deliver improvements to the public domain. However, the Report also sets out clear restrictions on building height. Based on feedback from the draft Future Direction Report, building height will be restricted further, though this will result in less opportunities to leverage public benefits through the development process. Doing nothing is a very undesirable option. Under current legislation, developers have the opportunity to bypass Council with their development aspirations directly to bodies external to Council. For more information refer to section 4.7.1 of the Council Report and the amended Future Direction Report.	See Submission 1.1	1d
432	Resident		432.1	**Building height**	Opposed increases in building heights above 6-8 storeys.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create space for public domain. However, the Future Directions Report also sets out clear restrictions on building height. Based on feedback from the draft Future Direction Report, building height is restricted, but also overall with less opportunities for public benefits.	See Submission 1.1	1d
			432.2	**Public benefits**	Supports the proposed public domain improvements.	Noted.	No Action	2d
			432.3	**Site 3**	Suggested that the Woolworths car park on the southern side of Military Road could be	Noted. This option has been identified in the Planning Study. Delivering on the demand for improved public domain is an important outcome for the area and part of the final Future Direction Report. Refer to chapter 2.2 of the Future Direction Report for more information.	No Action	2b

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
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					undergrounded for an additional plaza.			
			432.4	**Road closure**	Suggests that the closure of streets outside of the Woolworths site on the north side could deliver additional open space for outdoor dining.	Support to deliver public domain is noted. Delivering on this demand is in the strategy and an important outcome for the area and part of the final Future Direction Report. Refer to chapter 2.2 of the Future Direction Report for more information.	No Action	2b
433	Resident		433.1	**Building height**	Objected to increasing building heights, particularly at Rangers Road and Barry Street. Concerned that the scale of development is not in keeping with the character of the area.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create new public spaces. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further, particularly for Site 4. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			433.2	**Schools**	Concerned over the capacity of local schools to accommodate further growth.	Council understands the concerns relating school capacity. However, schools are managed by State Governments' Department of Education. Schools should be an integrated part of the vision for the area and as such the draft Future Direction Report was shared with State Agencies including the Department of Education. As part of finalising the Future Direction Report, Council will relate your concerns regarding school capacity to State Government. This will further raise awareness and assist them to plan for future education.	A letter will be sent to Department of Education	1a
			433.3	**Governance**	Concerned over the balance between developer and community interests.	The draft Future Direction Report was informed by several independent feasibility studies and seeks to strike a balance between development and community benefits. Concerns regarding this balance between the various stakeholders in the area including local shop holders, supermarkets, major landowners, workers, visitors and residents have contributed to the outcomes of the final Future Direction Report.	No action.	2b
434	Precinct Committee		434.1	**Building heights**	Reiterated their objection in their minutes to the increasing building heights above 5 storeys that were submitted earlier (sub 126 and 78)	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create new public spaces. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further, particularly for Site 4. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			434.2	**Traffic**	Concerned that the proposals would lead to increased traffic in the area.	This Planning Study aims to ensure that new development results in "no net increase in traffic in the Neutral Bay Precinct" above the level that is already built into the current planning controls. This will ensure that traffic operational efficiency is no worse than if the developer addressed the requirements of the current controls. The study also recognises the need for further transport study as part of travel planning requirements for subsequent Planning Proposals and Development Applications.	- Amended Grosvenor Lane Plaza scheme and staged delivery - Added chapter regarding next steps/ implementation - Refinements that emphasise the draft intended outcomes - Refer to the post-exhibition Council Report and amended Future Direction Report for full details.	2b 1d
			434.3	**Delivery Mechanism**	Objected to the use of VPAs to deliver community facilities.	Council works within the existing NSW Planning Legislation in which Voluntary Planning Agreements are a significant tool to deliver new public benefits at important locations. Most opportunities in the Future Direction Report propose tangible public benefits as in-kind contributions. The Voluntary Planning Agreement process ensures transparency and provides valuable benefits including community facilities and open space for the public where new density is introduced, whilst covering the costs of delivery and ensuring benefits are implemented in a timely manner.	No action.	2e
			434.4	**Heritage**	Concerned over the loss of heritage cottages at Bydown Street.	In response to community feedback the Future Direction Report has been amened and no longer identifies Site 4 as a strategically significant site. Refer to section 5.4 of the Council Report for more information.	Site 4 removed as opportunity site	1d

MILITARY ROAD CORRIDOR PLANNING STUDY – DRAFT FUTURE DIRECTION REPORT
SUMMARY OF PUBLIC EXHIBITION RECEIVED DURING EXHIBITION PERIOD (26 APRIL 2020 – 31 JULY 2020)

435	Business		435.1	**Building heights**	Objected to increasing building heights. Claimed that the scale of development proposed is not suited to the local area.	Proposed future building heights have been carefully balanced to support of the needs of the locality. Building above the existing allowable building height provides opportunities to meet future demand of employment floorspace, deliver community facilities and create new public spaces. However, the Future Directions Report also sets out clear restrictions on building height and based on community feedback building height have been restricted further, particularly for Site 4. Refer to section 4.7.1 of the Council Report for more information.	See Submission 1.1	1d
			435.2	**Local shops**	Raised concerns that the proposals would adversely affect local businesses.	Noted. Council recognises the valuable contribution local shops make to the village atmosphere of the centre. The revised Future Directions Report considers potential options of staging construction to limit disruption to local businesses and allow continued trading. Refer to section 4.3.2 of the Council report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d
			435.3	**Public parking**	Concerned that the proposed underground parking facilities benefit supermarkets financially rather than supporting local businesses.	The draft Future Direction Report seeks to deliver an improved public domain while retaining parking facilities. Feedback received during public exhibition pressed for more transparency on the ownership of public spaces and parking facilities. The intent of the planning study is for the new plaza and parking facilities to remain in Council's ownership and a recommendation was put forward to Council that any private use of the Council car park at Grosvenor Place in a development scheme would be subject of a public Expressions of Interest Process. For more information refer to section 4.3.2 of the Council Report.	Amended Grosvenor Lane Plaza scheme and staged delivery	1d



NEUTRAL BAY TOWN CENTRE

MILITARY ROAD CORRIDOR PLANNING STUDY STAGE 1

Future Directions

North Sydney Council
November 2020

Military Road Corridor Planning Study, Stage 1

Neutral Bay Town Centre

November 2020

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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

CONTENTS

0 - Executive Summary 5

1 - A Plan for the Community 6

- Planning Process
- Community Engagement
- Project - Stage One

2 - Placemaking Strategy 14

- Community Facilities
- Public Domain

3 - Future Growth 30

- Employment
- Transport
- Built Form
- Key sites and requirements
- Implementation

St Leonards Park
North Sydney CBD
Military Road
Neutral Bay Town Centre
Milsons Point
Sydney CBD

EXECUTIVE SUMMARY

The Military Road Corridor Planning Study is a review into the current planning controls that apply along Military Road to deliver future housing and job growth and meet the needs of the current and future community.

This Stage 1 report focuses on the 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.

A decline in local jobs and increasing pressures on public domain and community facilities, however, could threaten the vibrancy and diversity of the area.

Currently the centre supports 2,850 jobs. By 2036 demand is expected to increase to 4,000 jobs. However, under current planning controls, this number is estimated to drop to 1,500 jobs.

There is also demand for a new recreational facility, affordable child-care, a modernised community centre and improved public open space.

Development pressure

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

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

Military Road Corridor Planning Study

This report is the product of three community consultation periods.

An initial community survey was run in mid-2018.

Two discussion papers were exhibited in mid-2019:

- Objectives and Ideas paper
- Analysis paper

These papers explored a range of changes to planning controls and investigated the public benefits that are achievable through different built form options.

The last exhibition in mid-2020 provided input to the draft version of this report.

Community feedback 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?

Based on community feedback, this report proposes the following planning control changes.

For most new mixed-use buildings in Neutral Bay town centre, it is recommended that the 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, widen footpaths to improve the amenity of Military Road and improve the public domain.

Planning proposal opportunities

On three 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 whilst providing much needed new open space or community facilities:

- **Site 1 Grosvenor Lane North**

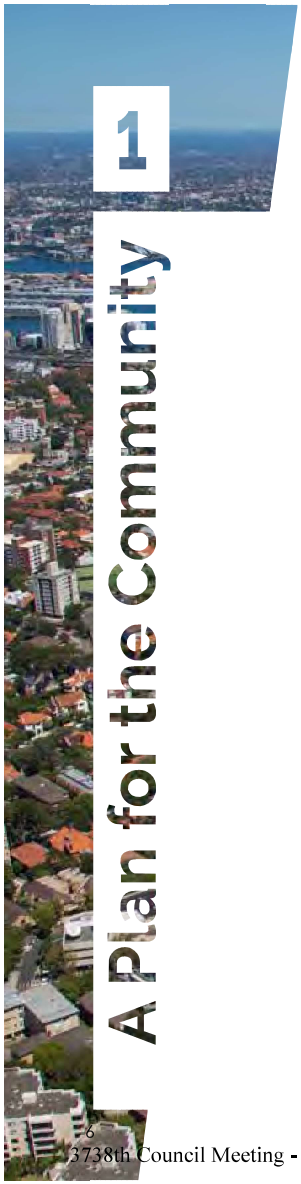
Increase building heights to a maximum of 8 storeys with a building mass that enables better solar access to the new Grosvenor Lane plaza created by sites 2 and 3. Redirect traffic away from the new plaza and provide a new community centre.

- **Site 2 Grosvenor Lane South**

Increase building heights to a maximum of 8 and 12 storeys in designated areas. Re-locate public parking underground and deliver a new Grosvenor Lane plaza, through-site-links and creative spaces.

- **Site 3 Rangers Road**

Increase building heights to a maximum of 6, 8 and 12 storeys. Deliver a new public plaza and through-site-link.



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 and managed, contributes to a strong sense of place and is supported by generous open space and community facilities.

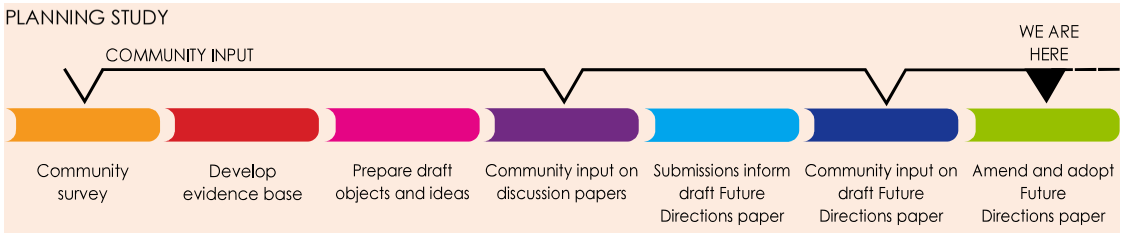
Council's vision

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 details 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.

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 and public exhibition
- Heritage analysis
- Valuation advice
- Preparation of the draft Future Directions Report and public exhibition
- Update on preliminary effects of Covid-19 on employment strategy
- Finalisation of the Future Directions Report



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 establishes:

- 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 managed and assessed
- A range of community benefits that will be delivered via voluntary planning agreements 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 whilst considering 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 three 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

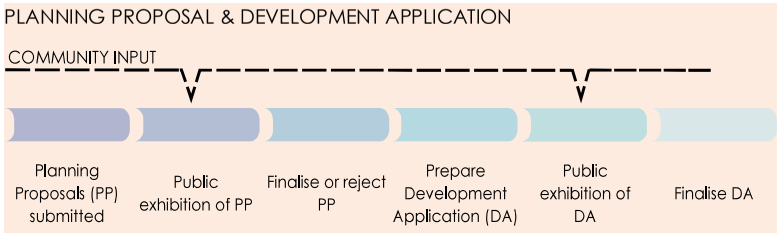
These contributions can be made through:

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









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)
- Two discussion papers (2019)
- Draft Future Directions 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.

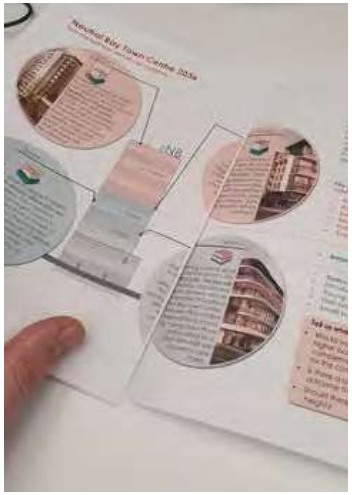


Figure 2 - As part of early community consultation brochures were mailed to residents in the area.

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

Key issues

- Impact of increased building heights
- Achieving public benefits through planning agreements
- Maintaining a village atmosphere
- Balanced parking provisions
- Military Road pedestrian amenity

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 amenity

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.

Employment

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

"Increased height limits need to be carefully managed to maintain the village atmosphere of the area."
- Survey response, 2019

"Expand the tree canopy along Military Road and laneways, optimise solar access and introduce some public art."
- Survey response, 2019

Draft Future Directions 2020

In April 2020, Council adopted the draft Future Directions Report for the Military Road Corridor for the purposes of public exhibition.

The draft Future Directions Report was placed on public exhibition from Thursday 26 April until Friday 31 July 2020. Council received a total of 433 responses from the engagement process.

In recognition of the Covid-19 pandemic, Council resolved to extend the usual exhibition period. Exhibition was supplemented with additional material and online forums.

The 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 NBRS Architecture

Draft Future Directions Report feedback and amendments

Key issues

- Building height on the character of Neutral Bay village
- Protecting public parking
- Access to local shops
- Achieving public benefits through planning agreements

Traffic and parking

Traffic and parking concerns often relate specifically to the Grosvenor Lane car park with many submissions seeking better access to local shops.

Building height

A smaller number of submissions support modest height increases in return for various proposed public benefits, however, believe that the proposed building height of 12 storeys is inappropriate for the area.

A number of submissions expressed concerns that the changes will impact the character of the area.

Public benefit support

There was also a significant degree of support for the proposed public domain and community facility improvements.

Amendments to the draft report

This report has been amended based on the feedback received.

Revisions include:

- Removal of site 4 as a strategically significant site. Site 4 comprised the Barry Street car park, neighboring residential cottages and the commercial building at 40 Yeo Street.
- Feedback and further assessment suggest there are issues with building height increases, solar impact, transition, financial feasibility and change of character.
- Remove identified location of a single court recreation facility.
- There was little support for the facility and the proposed height increase was not seen as a reasonable outcome. At this stage a larger facility elsewhere in North Sydney is preferred.
- Refinements to the placemaking strategy including the potential locations of a new community centre.
- An indicative staged delivery of the Grosvenor Lane plaza with greater clarification on public ownership, parking, loading, access and location of public improvements.

The Future Directions Report continues to:

- Recognise and address the ongoing loss of employment floor space.
- Adjust built form controls to improve the urban design and amenity of the centre.
- Identify large, strategically significant sites that can support some increases in height and deliver significant public domain and community facility improvements that would otherwise be beyond Council's capacity in the Neutral Bay town centre.

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). Whilst having regard to the surrounding context, changes are only proposed within the commercial/mixed use area.

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-serviced 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.

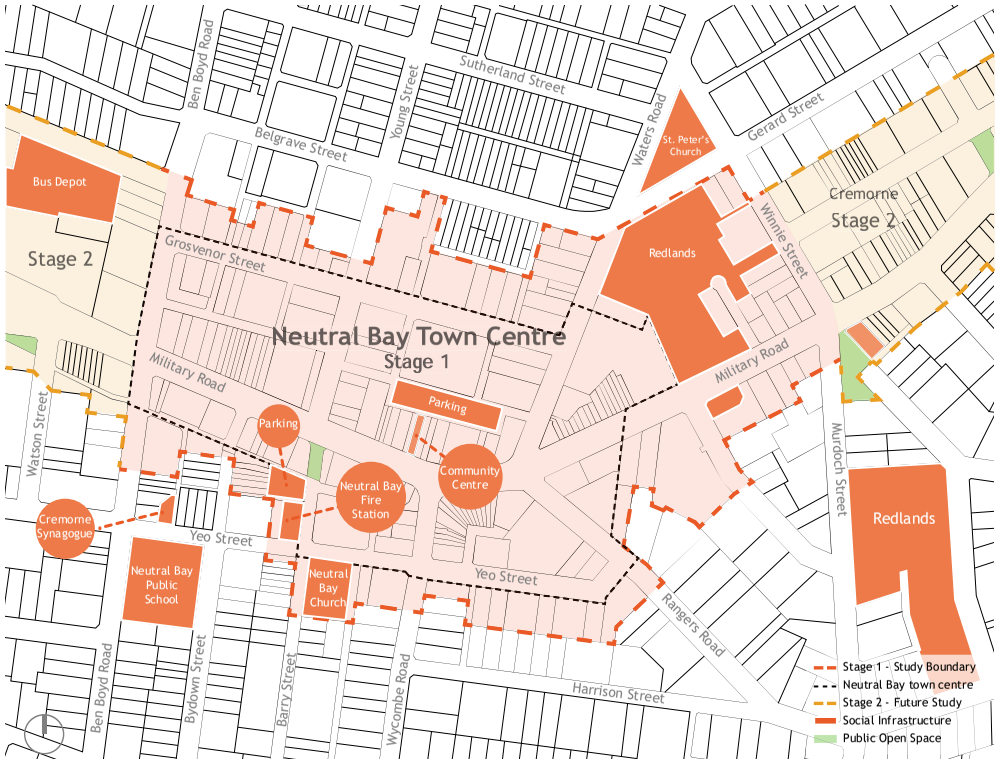


Figure 3 - Stage 1 boundary along Military Road corridor is outlined (orange) along with future Stage 2 study area (yellow). Existing social infrastructure and public open space in the area is also noted.

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 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 local 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.



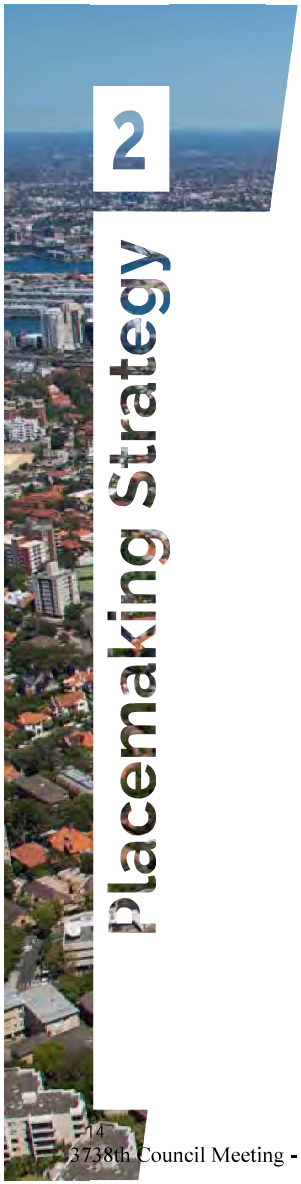
Figure 4 - The study area suffers from a distinct lack of public open space. Opportunities for respite within the study area come chiefly from private café/dining spaces or informal internal mall seating. May Gibbs Place and the adjacent pocket park is the only public plaza/green space provided within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

Report structure

The report focuses on five major areas that are key drivers of the revitalisation of Neutral Bay town centre:

- 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
- 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
- Built form – Outlines changes to existing development controls to support the future mixed-use function of Neutral Bay town centre

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



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 the locality of Neutral Bay town centre:

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

This study identifies potential locations for the first three facilities within the town centre as shown in Figure 4. Other facilities are recommended to be delivered preferably in walking distance from the centre.

Implementation

As the need for community facilities increases, it is important to look at how these facilities are funded. One approach is through voluntary planning agreements (VPAs), where council negotiates with developers to deliver community benefits as part of a planning proposal.

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, planning proposals and planning agreements can be found in chapter 3.4.

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



Context

Previous Council studies identify the redevelopment or upgrade of several Council owned assets, those being:

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

This planning study opens up new opportunities for these Council assets.

The *Community Uses on Council Land Study* (NSC 2016) identifies redevelopment options for Barry Street car park. Option 1 includes community space, retail and residential. Options 2 includes community and recreation space and retail. Both include open space and relocate the public car park underground. This planning study leaves these options open and notes a third option is for Council to deliver public domain improvements on the site with the potential future undergrounding or relocation of the existing car park.

The community uses study also identifies the need to upgrade the existing Neutral Bay community centre. This planning study proposes to relocate the community centre to a nearby location with larger floorspace. Once relocated, the through site link can be widened and transformed into a creative makers art alley.

The Grosvenor Lane Planning Study (NSC 2015) aims to transform the Grosvenor Lane Car Park into a plaza by placing the car park underground. A similar outcome is adopted in this study.

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.

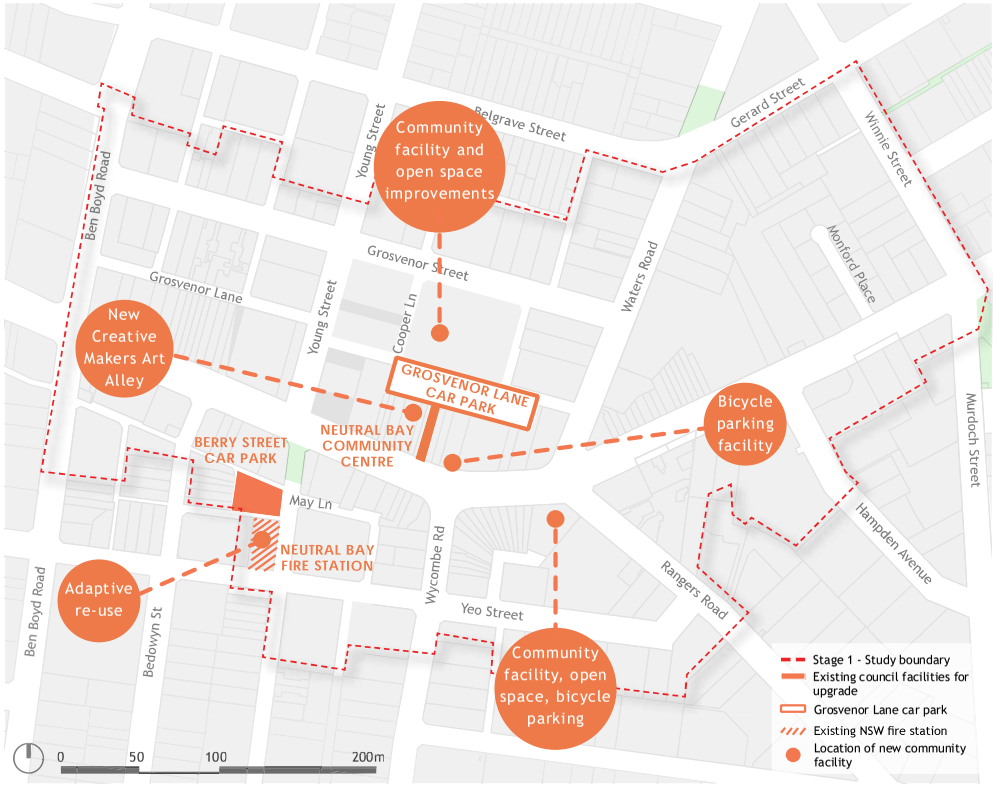


Figure 5 - Council owned assets and proposed locations of new facilities in Neutral Bay town centre.

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.

Objective

Provide larger Neutral Bay community centre for improved services.

- Deliver a new 1,000m2 (GFA) community centre in Neutral Bay town centre
- 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
- Include ground floor storage space of 20m^2 to service community markets and events
- Ensure available space for community groups during construction and relocation
- Ideally situated to include a balcony overlooking a public plaza
- Supports convenient access to visitors parking
- Secure entry and exit for key community services





Figure 6 - A new community centre can be used for a variety of purposes including courses and community programs.

Secured bicycle parking facilities

Forecast future growth of Neutral Bay's residents and workers could potentially put further demand on an already busy Military Road. 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 accommodate workers and residents.

- Provide 28 public and secured commuter bicycle parking spaces located to the north (14 spaces) and south (14 spaces) 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
- Communicate the facilities availability and wayfinding in a clear and noticeable way at the entry and in signage throughout Neutral Bay town centre

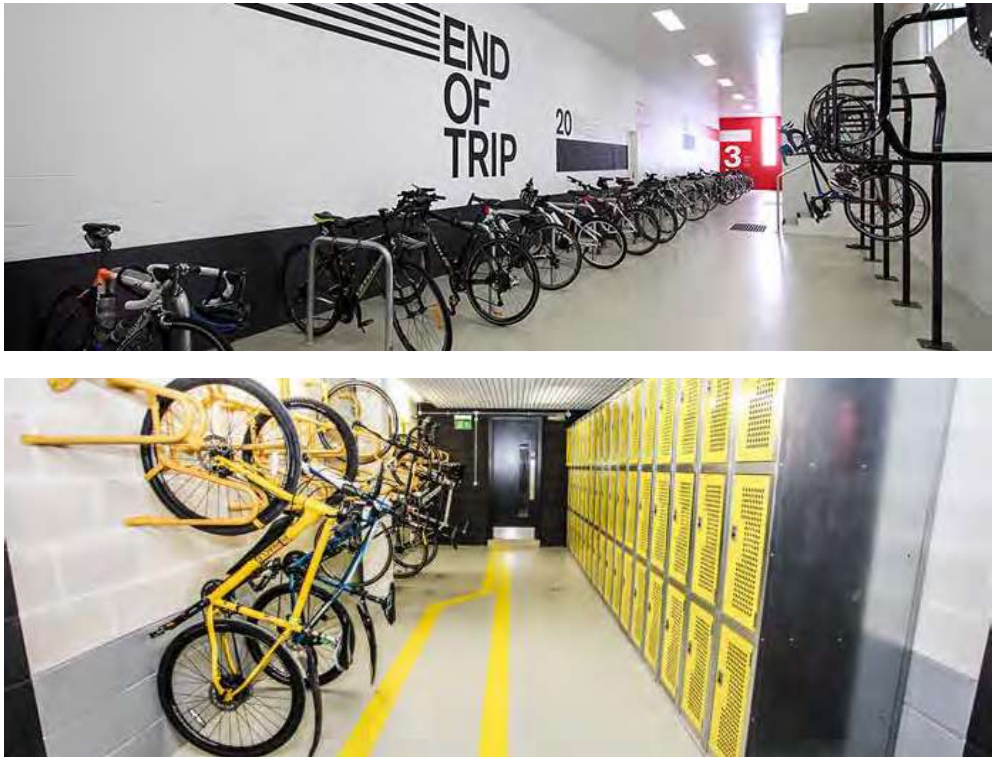


Figure 7 - A future end-of-trip bicycle facility would be able to accommodate the cycling targets detailed in North Sydney Council's *Integrated Cycling Strategy* (2014).

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 to a larger premises
- 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 8 - Artist studios can activate a street as well as contribute to the local community and economy.

Figure 9 - 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. Catenary lighting allows the laneway to transition from day to night use and improves the safety and amenity for pedestrians.

Indoor recreation 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 recreation facility for a variety of sports and activities.

- A new indoor recreational facility should include a minimum of two multi-purpose courts, adequate storage and change rooms within walking distance from the town centre
- The facility should have natural light, natural ventilation and easy access from the street
- Encourage recreation facilities within private education establishments to open to the public

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







Figure 10 - 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.

Affordable childcare centre

Early public feedback revealed an increased demand for more affordable 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

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

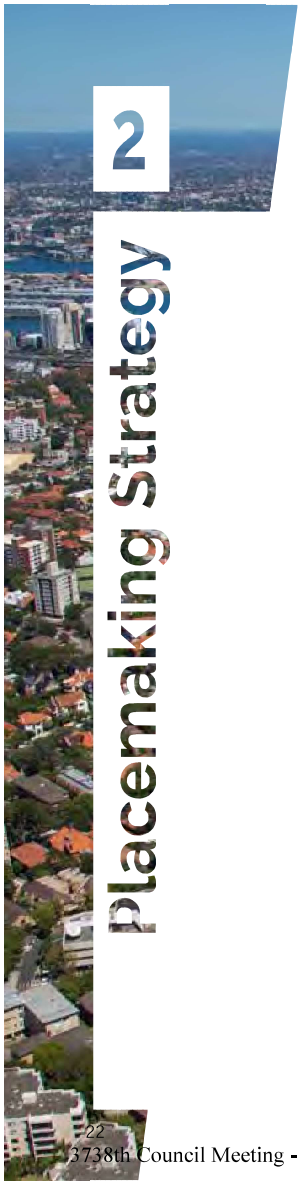
- The childcare space should be within walking distance from Neutral Bay town centre
- The facility should have natural light, natural ventilation and easy access from the street

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





Figure 11 - 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.



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:

- 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 space opportunities have been identified in this study.

- Grosvenor Lane Plaza - a major new public open space in the heart of Neutral Bay village
- Rangers Road Plaza - another significant opportunity for new open space on the southern side of Military Road
- Ground floor setbacks on Military Road will provide more room for pedestrians and landscaping
- Four through-site-links will create a more permeable, village atmosphere

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

Context

The *Grosvenor Lane Planning Study* (NSC 2015) explores opportunities to revitalise the area and create further open space in Neutral Bay town centre.

This planning study builds on that work. It aims to deliver:

- A major new public plaza on the existing Grosvenor Lane car park by relocating the majority of public parking underground
- 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
- Shared zone along Barry Street, with links to May Gibbs Place and Young Street across Military Road

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

Through a staged relocation of the existing Grosvenor Lane car park and loading dock, sections of Grosvenor Lane could close over time. The final Grosvenor Lane plaza will be new, high-quality public domain located in the heart of the Neutral Bay town centre.

These interventions and strategies are summarised in Figure 12.

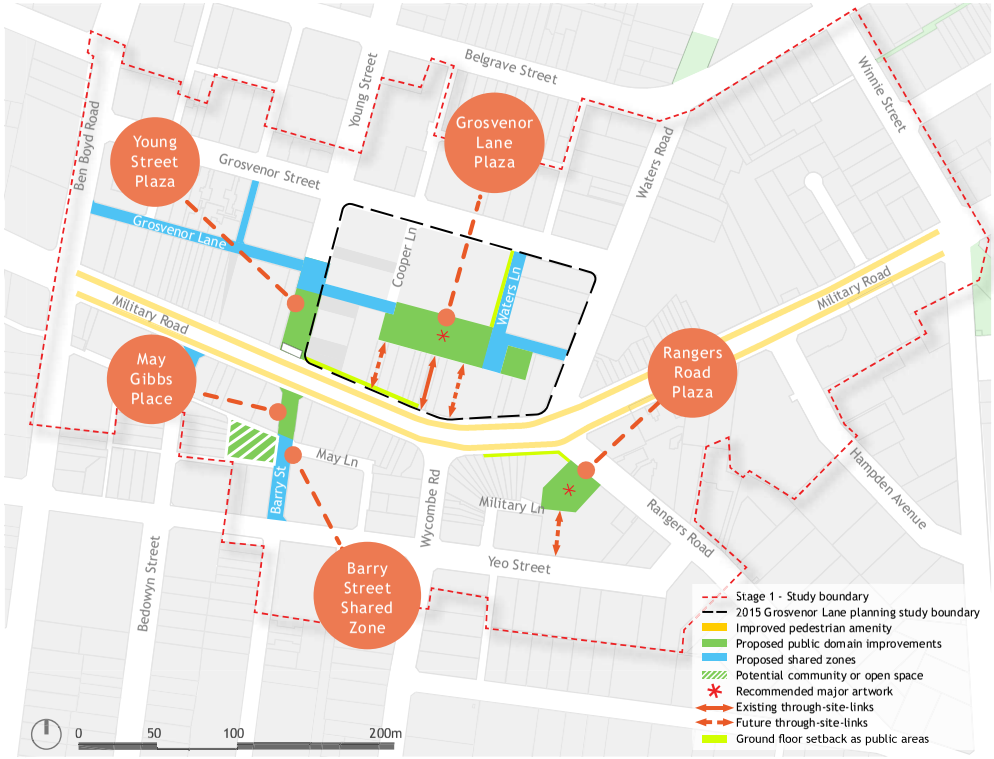


Figure 12 - Proposed public domain strategy for Neutral Bay town centre. This strategy focuses on pedestrian and public domain improvements throughout the town centre including the provision of new open space.

Grosvenor Lane Plaza

The existing Grosvenor Lane car park on Council-owned land currently provides an important public function supporting local shops and enabling loading/ unloading to the surrounding local businesses.

The *Grosvenor Lane Planning Study (2015)* encourages 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 public car park to be conveniently relocated nearby, within private development sites so that a plaza can be developed on public land.

The Grosvenor Lane Plaza would be a major new public space in the heart of Neutral Bay. It would enjoy year -round sunlight and large enough to support weekend markets.

Several schemes to deliver the plaza have been proposed by surrounding landowners since the initial planning study. It is important for these development proposals to work towards a common masterplan so that the design can be achieved in stages.

By staging the delivery, remaining local businesses can continue trading with their existing parking and loading in place while sections of the plaza are being delivered.

Grosvenor Lane plaza and convenient public parking will support local businesses and enhance the village atmosphere of Neutral Bay.

Further detail is provided in chapter 3.4.



Figure 13 - Artist's impression of the long-term transformation of Grosvenor Lane. By relocating the existing Grosvenor Lane car park there is potential for a large new plaza in the middle of Neutral Bay town centre.

Objective

Create a new public plaza in the heart of the Neutral Bay town centre

1. Relocate existing public parking in the Grosvenor Lane car park into parking facility in Site 2 as amalgamated landholdings redevelop along Military Road (further detail in chapter 3.4)
2. Add landscaping, paving, major artwork, on-street bicycle parking and street furniture
3. Redirect traffic through Waters Lane and Coopers Lane with sufficient maneuvering space to turn large vehicles
4. Maintain good solar access to the plaza locating the maximum built form height to the north of Site1 and a 5m ground floor setback to the south
5. Car park access to be located on private land. Pedestrian access to the car park to be located on the edges of the plaza
6. Maintain the natural slope of the land and avoid stairs where possible to allow seamless connections between existing and future development. This also allows for deep soil opportunities
7. Encourage fine grain active retail frontages around the plaza and encourage outdoor dining
8. Design to enable host events, markets, food trucks
9. Staged delivery progressively delivers the final scheme for Grosvenor Lane Plaza (further detail in chapter 3.4)
10. During the interim stages of redevelopment of sites surrounding the Grosvenor Lane car park, Grosvenor Lane will remain open for parking and loading to existing businesses.



Figure 14 - Indicative ultimate masterplan of the Grosvenor Lane Plaza. Several other interim stages need to be considered when preparing a planning proposal for this area for all sites to work towards the principles of the Grosvenor Lane Plaza masterplan.

Rangers Road Plaza

A new public plaza on the southern side of Military Road can be delivered by relocating the current supermarket underground. This would provide much needed open space and expanded retail opportunities to support population growth.

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. The plaza would be activated by shops, restaurants, and cafes along the edges, creating a vibrant and safe open space for the community.

Objective

Create a new public plaza along Rangers Road

1. Underground the existing supermarket to support a 1,000m² plaza that has good year-round solar access
2. Create a through-site-link from the new plaza to 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. Entries into the supermarket or underground parking should be integrated along the edges of the plaza to ensure the plaza is not encumbered by built form structures
6. Add landscaping, paving, major artwork, on-street bicycle parking and street furniture

Further detail is provided in chapter 3.4.



Figure 15 - 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.

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 to trial a temporary closure of the street. The temporary closure commenced in November 2020 and will continue until March 2021. The trial will allow Council to make an informed decision about the future of the plaza.

Objective

Investigate the delivery of a new public plaza on Young Street

1. Should the temporary closure be a success, investigate the permanent closure of 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. Liaise with TfNSW to investigate the realignment of existing traffic signals over Military Road to provide a more direct link between May Gibbs Place and Young Street



Figure 16 - 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 shared zone

The Barry Street shared zone 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.

The future redevelopment of the Barry Street car park will complement these improvements. Options include undergrounding or relocating the public car park, future community facilities and improved public domain.

Objective

Investigate converting Barry Street into a shared zone

1. Provide street furniture and paving to visually connect May Gibbs Place south to the shared zone as well as to the new Young Street Plaza
2. The potential adaptive re-use of the Neutral Bay fire station could also provide further outdoor space along Barry Street. This will require engagement with Fire and Rescue NSW
3. Improve pedestrian connectivity across Yeo Street



Figure 17 - Artist's impression of the future Barry Street Shared Zone. This promenade will improve pedestrian connection in Neutral Bay town centre and provide new open space for the community.

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. A similar opportunity exists at Yeo Street with the creation of the proposed Rangers Road Plaza.

Objective

Retain and optimise permeability between Military Road and Grosvenor Lane car park and towards Yeo Street through existing and new 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 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
3. Encourage accessibility along the through-site-links by using the natural grade of the land
4. Create through-site links that have active facades to promote street activation and to create safer, accessible spaces for pedestrians

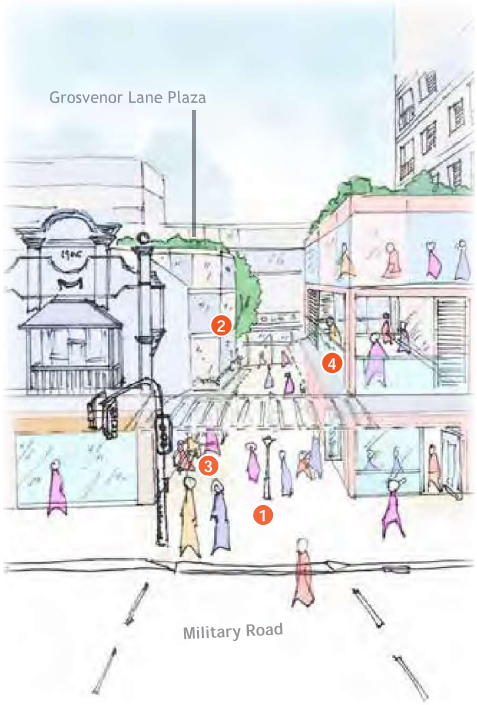
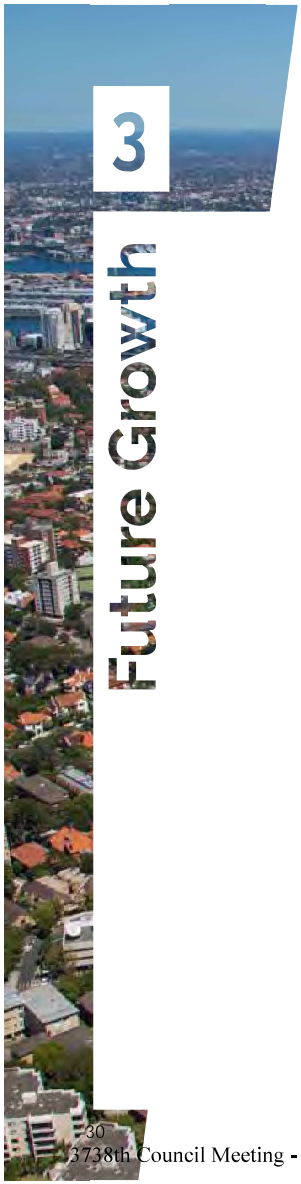


Figure 18 - Artist's impression of a through-site-link at Wycombe Road. The link is open to the sky and seamlessly connects to Grosvenor Lane. Also pictured is the proposed new community centre and art alley.



Figure 19 - 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

Landowners and residents questioned the forecast of employment floorspace demand due to Covid-19. A preliminary review of the long-term effects has been taken into consideration in the finalisation of this study.

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. An economic study commissioned by Council suggests this could fall to 1,500 jobs by 2036 if there are no changes to current planning controls. Critically, to support the predicted growth of existing industries in Neutral Bay, the study recommends the planning controls be amended to support capacity for a total of 4,000 jobs by 2036.

This planning study proposes to support 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 provides the policy basis to:

- Retain existing employment character that supports local businesses
- Increase local 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

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 1,500 jobs in the Neutral Bay area far below the expected demand 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.

By increasing the non-residential FSR in the mixed use zone, this reduction can be reversed.

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 20



Figure 20 - (Top right) Proposed minimum increases to non-residential FSR in the NSLEP 2013 and further increases through planning proposals. (Bottom right) Indicative diagram showing increase 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 (<200m^2) 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 100-250m^2 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 (50-100m^2) 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 21 - 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:

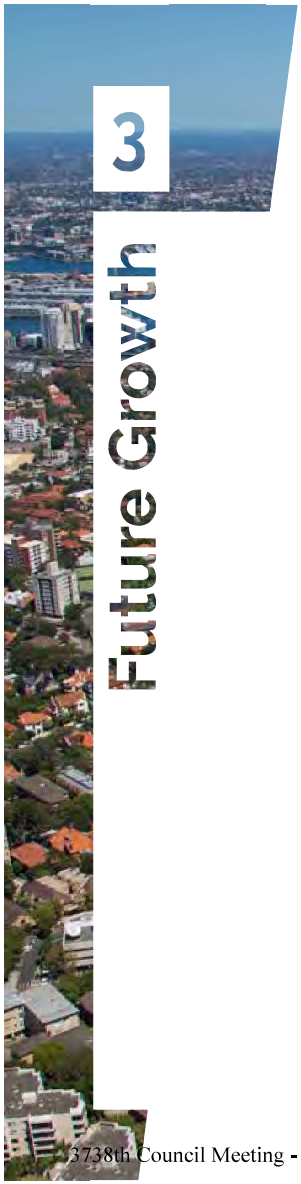
- Smaller floorplates tailored to the town centre with retail spaces at 51-100m^2 and offices at 101-250m^2
- Adaptable, flexible spaces
- Inclusion of incubator hubs and coworking spaces
- The 'pop-up shop' application on existing and future vacant commercial space to support entrepreneurs and start-up businesses and minimise negative amenity impacts during a redevelopment process



Figure 22 - Outdoor dining along Rangers Road helps activate the street and draws people in.



Figure 23 - 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 are:

- 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

Public feedback to this study identified traffic and parking concerns often related specifically to the Grosvenor Lane car park. Many submissions highlighted the importance of convenient access to local shops and businesses.

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 people. 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 perceptions of pedestrian safety.

This chapter provides the policy basis 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
- Maintain access to parking and loading for existing local shops

B-Line projects

Transport for NSW (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 from State Government is being provided to help mitigate the impact of the B-Line on pedestrian amenity.

Objectives

Mitigate impacts of the B-Line on pedestrian amenity.

- Investigate the permanent closure of Young Street to deliver more public domain along Military Road
- Relocate the existing pedestrian crossing in line with May Gibbs Place and the proposed Young Street Plaza
- Repave Military Road footpaths

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

- Preparing an Urban Branding Strategy for Neutral Bay and Cremorne along Military Road to refresh commercial areas after two years of construction
- Implementing the Neutral Bay and Cremorne Public Domain Upgrade plans
- Implementing the B-Line Public Art Strategy for bus stops in Neutral Bay and Cremorne town centres

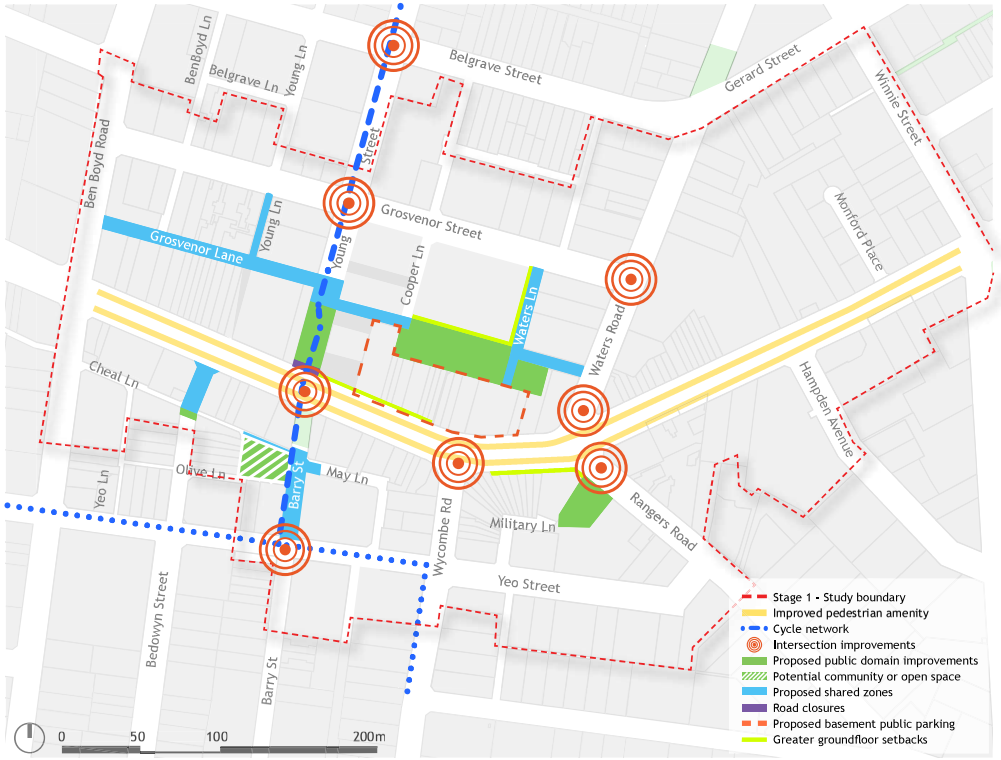


Figure 24 - Future transport improvements and public car park opportunities that address the increasing detrimental effects of motorised vehicles in Neutral Bay town centre over the last decades.

Beaches Link

In 2016, the NSW 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 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 limited reductions in Military Road traffic as a result of the revised Western Harbour Tunnel and Warringah Freeway Upgrades proposal.

Military Road

Military Road plays an important role in Sydney's strategic transport network as well as being the focus for Neutral Bay's local road network.

Military Road has a carriageway that is 6 traffic lanes wide, accommodating temporal bus lanes, bus stop zones, some time-restricted on-street parking as well as two traffic lanes in each direction.

In 2019, RMS analysis showed that, in the AM peak hour, approximately twice as many walking and bus journeys were made on the Neutral Bay section of Military Road than car journeys. Analysis of historic traffic data shows that traffic volumes have remained static and, in some cases declined on Military Road since 2010; this may be linked to generally static populations in both the Northern Beaches and Mosman over the same period. With limited on-street parking outside peak hours providing minimal buffer between pedestrians on footpaths and fast moving traffic on the carriageway, community perception is that the Neutral Bay section of Military Road has become increasingly dangerous over the last few decades.

Despite this, the RMS's recent B-line project resulted in significant increases in Military Road traffic capacity. Extension of traffic tidal flow systems and provision of additional signal phase time for regional through-traffic coming at the expense of additional pedestrian crossing priority, Military Road cycling improvements or additional road-space re-allocation to bus infrastructure. It also resulted in reduced priority for local traffic movements.

Limited efforts to address the community's safety and amenity concerns have included the introduction of a temporal school speed limit zone between Rangers Road and Cremorne. This speed limit zone demonstrates that speed limits can be reduced to improve the safety and amenity of pedestrian and other transport modes. In 2016, Council adopted recommendations to introduce 40km/h "High Pedestrian Activity Area" speed limit zones to improve the safety and amenity in all North Sydney centres. Advocacy for reduced speed limits on Military is part of Council's on-going advocacy program.

Objectives

Improve the safety and amenity of Military Road by lobbying the NSW Government to:

- Pursue projects that will achieve more significant traffic reduction on Military Road and encourage existing traffic to by-pass the Neutral Bay Centre, thereby encouraging even more walking, cycling and public transport use in the area
- Introduce a 40km/h High Pedestrian Activity Area speed limits to improve safety and amenity
- Widen footpaths and allow longer crossing times for pedestrians
- Introduce separated cycle lanes on Military Road
- Increase road space allocation for buses on Military Road
- Allocate additional space for deliveries in growing local centres
- Re-introduce on-street parking on Military Road
- Increase priority for local traffic movements entering/crossing the Military Road corridor

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 for pedestrians and cyclists will improve amenity throughout the 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, Barry Street and the Young Street closure.



Figure 25 - A shared zone can restrict vehicle access to a space at specific times, allowing the space to be fully pedestrianised periodically.



Figure 26 - The recent completion of the Grosvenor Lane shared includes new paving, furniture, landscaping and night-time safety improvements including new lighting. A shared zone enhances the pedestrian amenity significantly as drivers must give way to pedestrians at all times.

Balance transport priorities

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

This study advocates for:

- Enforced slower speed limits across Neutral Bay town centre and Military Road
- New innovative ways to slow down cars, especially at intersections
- Supports the roll-out of shared zones in Waters Lane, Barry Street and Grosvenor Lane

Needs of local businesses

Servicing and delivery are imperative to the daily operation of local 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.

Future development proposals have an opportunity to relocate some of the public parking and loading. The relocation of some of those functions within the development opens up valuable space in front of the building for pedestrians. Meanwhile at neighbouring locations, existing local shops and businesses should be able to continue trading with their existing parking and loading in place and relocated if their site redevelops at a later stage.



Figure 27 - This table top junction in Port Macquarie, NSW, slows down vehicles and prioritises pedestrians. Intersection improvements within Neutral Bay should consider a similar approach.



Figure 28 - The Grosvenor Lane car park includes a variety of uses including outdoor dining and a pocket park. Parking and loading are essential for the local shops but also take up the majority of this great space.

Parking

The balance between parking and other uses needs to be carefully managed. Creating more public and private parking spaces in the centre increases traffic congestion. This is not sustainable in the long term and does not support Council's overarching objective of enabling cycling and walking as the key modes of transport.

Notwithstanding, on-street parking is recognised as a valuable public asset that not only facilitates access to the Neutral Bay town centre, particularly for less mobile members of the community, but can also act 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.

Council accommodates public parking as a service to the community and will continue to do so. It is recognised that access to public parking will need to support all members of the community, including the less mobile, and support existing and future local shops. This is particularly relevant for the proposed relocation of the public parking from the Grosvenor Lane car park.

To ensure no net increase in traffic from any proposed additional building density, off-street parking spaces in new developments will not exceed the capacity that is currently allowed under existing planning controls.

Objectives

Improve amenity for alternative modes of transport including walking and cycling.

Provide public parking to support local shops.

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

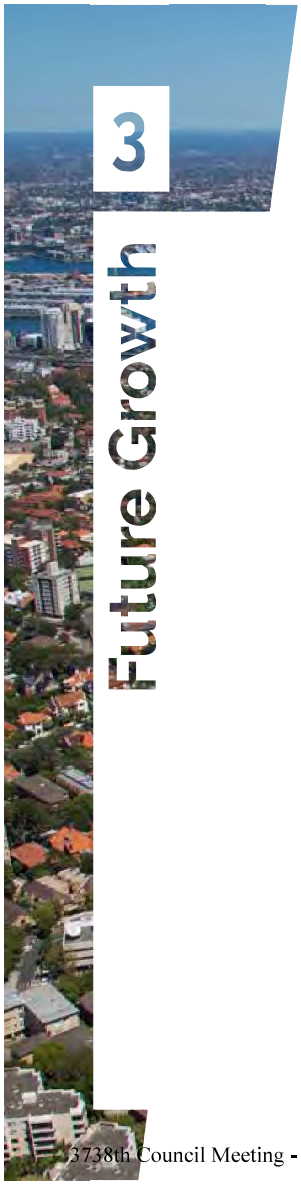
- Deliver public domain and local access benefits as described in Chapter 2.2 - Public Domain
- Incorporate site access requirements as described in Chapter 3.4
- For significant development sites, any redevelopment proposal will need to demonstrate that satisfactory arrangements have been made to ensure that there is no net increase in traffic generation as a result of the development
- Major redevelopment sites will require an internalised loading dock

Transport works

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 may 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 Bydown 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 may occur within set times, for example in the early morning and evening

Improvements on Military Road are subject to NSW State Government approval.



3.3 BUILT FORM

Community views

This Future Direction report has been shaped by community feedback received from mid-2018 to 2020.

Early engagement encouraged comments on values and issues from residents and workers. This feedback provided valuable insights in Neutral Bay with the suburb's 'village atmosphere' rating as one of its greatest attributes.

Feedback from Discussion papers that examined a range of urban design options were on exhibition in mid-2019.

There were mixed opinions regarding building height increases in the area. 52% of survey responses 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 advising it 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.

The report was placed on public exhibition for an extended period of 14 weeks during the pandemic in 2020. Most frequently raised issues were concerns relating to building height, traffic and parking.

This final report addresses these concerns by removing the draft proposed height increases on one of the most difficult sites in terms of built form, streetscape and impact context.

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 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.

Received feedback from stakeholder engagement identified a need to meet community demand on various issues including the lack of good community facilities and shortage of public domain. The Discussion papers utilised a building height increase across the town centre to leverage public benefits delivered through contributions over time.

Similarly, as proposed in this final report, 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

This chapter examines existing planning controls in Neutral Bay town centre 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 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 guidelines for planning proposals (PP) that outline 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

The majority of the study area is zoned B4 - Mixed Use under NSLEP 2013. The objective of the B4 zone is to create interesting and vibrant centres with a mix of business, retail, office, residential and other compatible development in accessible locations that maximise public transport patronage and encourage walking and cycling.

The study area transitions to R3 – Medium Density Residential and R4 - High Density Residential on the periphery. The R3 and R4 zones provide a variety of housing types that complement the amenity of the surrounding area.

There are also pockets of land zoned SP2 - Special Uses (Infrastructure). The SP2 zone provides for classified roads, car parks, emergency services facilities, educational establishments, places of public worship.

All proposed changes in this report are related to the B4 - Mixed Use zoning and remain appropriate in this context. This includes changes to the height of building, non-residential FSR and other changes to the DCP. Advocacy regarding improvements to the Military Road and potential adaptive re-use of the NSW Fire Station are related to SP2 - Special Uses but does not require a change of land-use.

It is recommended to investigate changes to the land use zoning when new public domain is being delivered as part of a planning proposal.

Objective

Retain existing characteristics of the land-uses.

- The zoning of new public domain to public recreation (RE1) will be investigated once firm proposals are tabled
- No other changes are proposed to the zoning

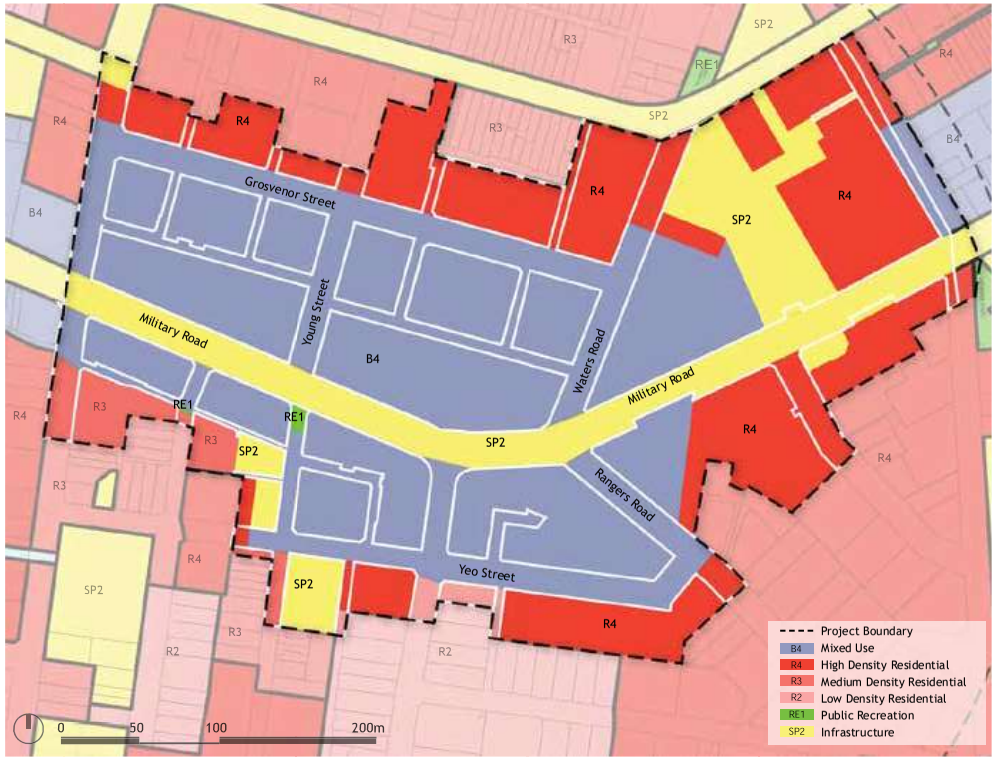


Figure 29 - NSLEP 2013 - Existing Land Use Zoning. There are no direct changes to the existing land zoning controls at this stage. Future changes could be considered if they allow for the better delivery of public domain benefits.

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 listed 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 town centre retail experience.

1. Retain heritage items listed in the NSLEP 2013 and State Heritage Register
2. Retain the form and external fabric of the original front building at 194 Military Road and front facade of 196 Military Road. Alterations should treat the heritage components as the prominent feature of any future development proposal.
3. Retain iconic facades of 'period buildings' that contribute to the local character of Neutral Bay town centre (Figures 31 & 32)
4. Investigate the adaptive re-use of the Neutral Bay fire station for community uses with Fire and Rescue NSW



Figure 30 - Existing conservation items and conservation areas from NSLEP 2013. Buildings of character that have been identified through this report have also been highlighted.





Figure 31 - 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 32 - 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, generally, 12 metres or 4 storeys.

Military Road runs along a ridgeline with the centre of Neutral Bay also located in this elevated position. Subsequently, the area is the backdrop of the skyline from many distant vantage points, as well as, offering magnificent views from the existing taller residential apartments within the area.

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

A further increase in maximum building height is recommended where new community facilities and public domain projects can be delivered through voluntary planning agreements (VPAs) or in-kind contributions (Chapter 1.1). These may occur on larger, amalgamated sites that can accommodate taller buildings. The proposed height would not exceed existing tall towers in the surrounding R4-residential zone, thereby keeping within the existing character of the Neutral Bay. The height increases will transition down from Military Road to ensure there is minimal impact on surrounding residential areas.

Proposed heights are discussed in more detail in Chapter 3.4.

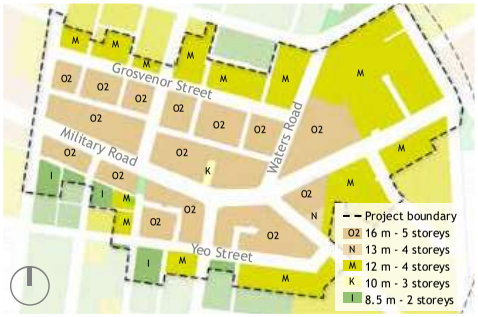


Figure 33 - NSLEP 2013 - Existing Maximum Building Height controls.



Section location

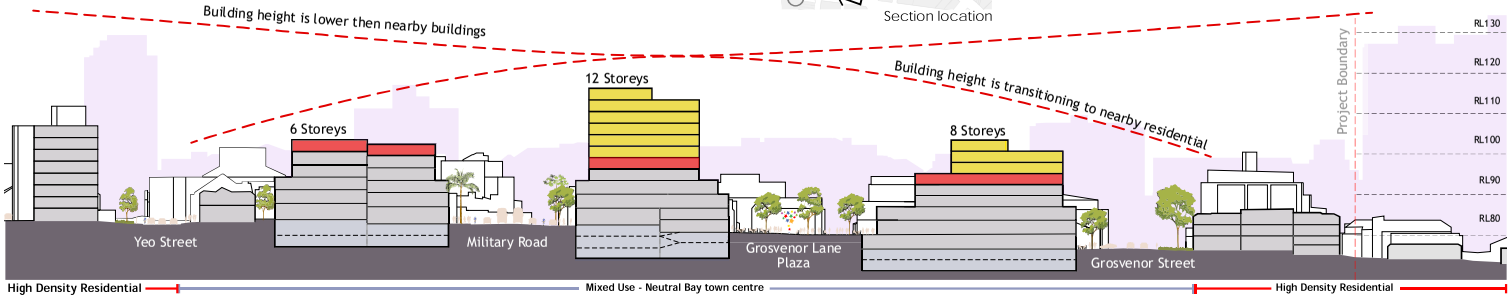


Figure 34 - North-south section through Neutral Bay town centre looking west. New height limits will meet the demand for non-residential floorspace (pink) with a few taller residential towers (yellow) to help provide much needed public benefits. Details on Planning Proposal and VPAs can be found in Chapter 3.4.

Objectives

Carefully manage increases in building height on a limited number of locations:

- to maintain a viable level of employment and residential capacity
- in a manner that does not detract from the village character of the centre
- that can deliver public benefits identified in this report

1. Increase the maximum building height from 5 storeys to 6 storeys for sites identified in Figure 35 to deliver increased employment floor space
2. Council will consider planning proposals that seek to increase the maximum height limit that applies to sites 1-3, to enable a development up to the maximum number of storeys shown on Figure 35
3. Retain current height controls for residential areas
4. Proposed height is subject to solar and setback controls described in this report, the NSDCP and SEPP65
5. Residential towers should appear slender, maximise above podium habitable facades to all sides and with tower breaks to avoid a continuous wall along Military Road

More information regarding solar requirements are provided on the next pages.

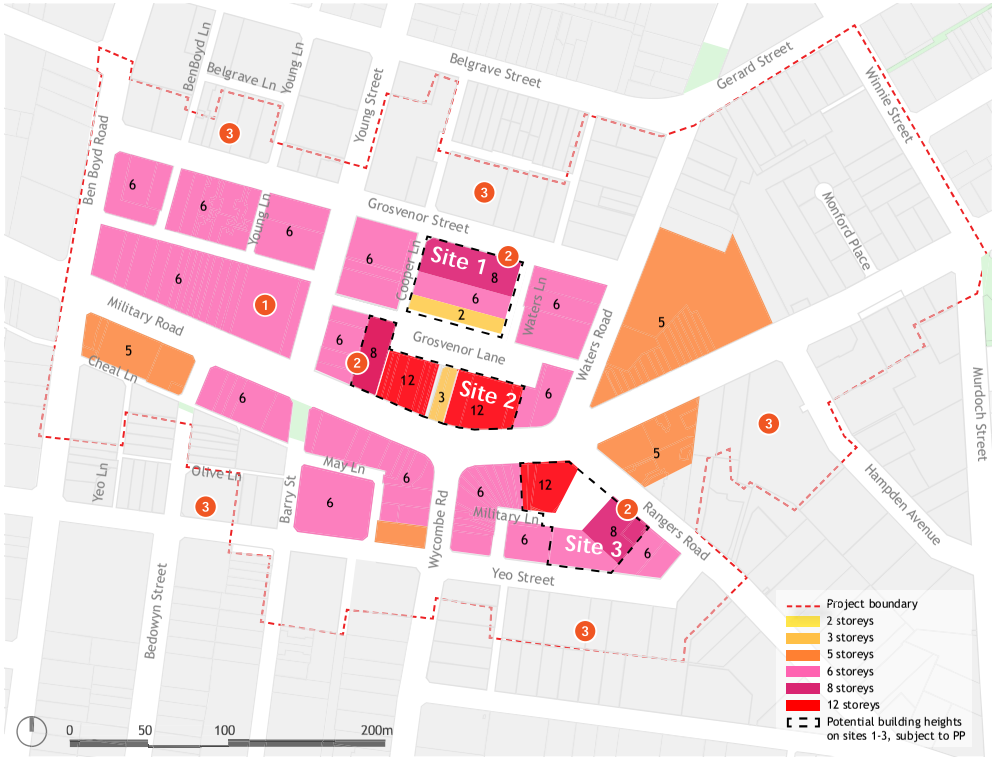


Figure 35 - Proposed new building heights controls (in storeys) in Neutral Bay town centre. A slight increase in the maximum building heights will cater to future jobs growth. The potential heights within the three outlined sites will first require detailed planning proposals and negotiations for VPAs or in-kind contributions before changes to the NSLEP 2013 are considered.

Protect sunlight to public domain

New development has the potential to impact solar access to the 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 1-3 (Chapter 3.4) 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 public open space to maintain Neutral Bay's village atmosphere.

Prevent overshadowing of important existing and future public spaces.

1. Proposals for sites 1-3 should demonstrate that there is a significant increase in solar access to the surrounding public domain compared to existing controls
2. Buildings above 5 storeys should not create additional shadows on May Gibbs Place and the future Barry Street shared zone during winter solstice
3. 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 existing and future spaces - Grosvenor Lane Plaza, Rangers Road Plaza & Young Street Plaza
4. Maintain a minimum of 2 hours of sunlight to 70% of residential dwellings consistent with the solar provisions of NSDCP 2013 and SEPP65 (ADG)



Figure 36 - Existing and future overshadowing and solar access gains. Under the proposed schemes there is noticable solar gain in public domain areas and minimal new overshadowing.

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

GROSVENOR LANE

Existing controls

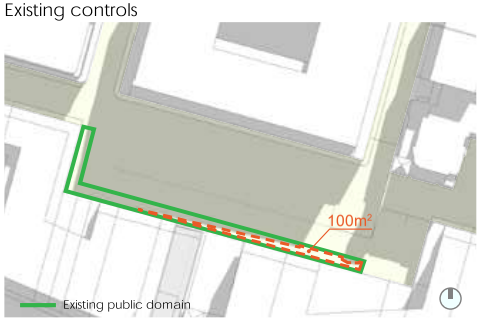


Figure 37 - 100m² of sunlight in public domain areas at Grosvenor Lane on 21 June at 10am

Proposed controls

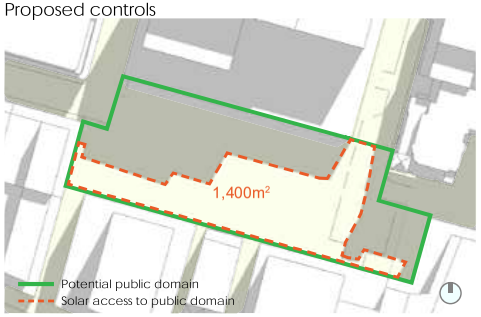


Figure 38 - 1,300m² of sunlight in existing and new public domain areas at Grosvenor Lane under proposed controls on 21 June at 10am

BARRY STREET

Existing controls

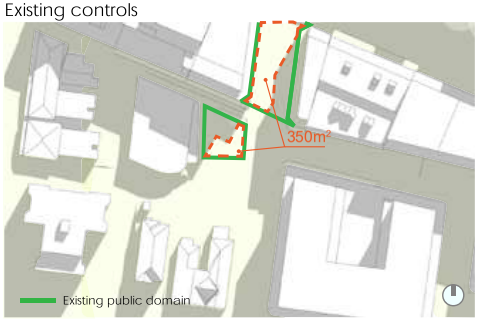


Figure 39 - 350m² of sunlight in public domain areas including May Gibbs Place under existing controls on 21 June at 10am

Proposed controls



Figure 40 - 1,500m² of sunlight in existing and potential public domain areas at Barry Street (for further investigation) on 21 June at 10am

RANGERS ROAD

Existing controls

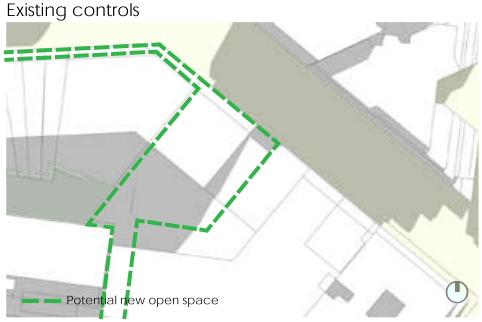


Figure 41 - Existing solar impact on Rangers Road on 21 June at 10am

Proposed controls

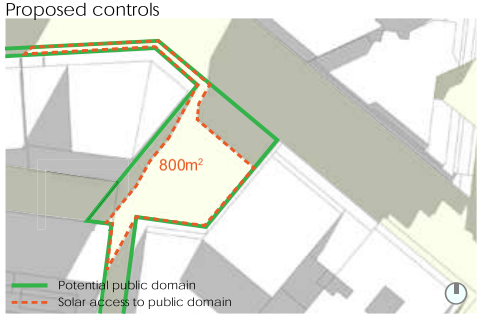


Figure 42 - 800m² of sunlight in new public domain areas at Rangers Road under proposed controls on 21 June at 10am

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. Reverse setbacks are not an acceptable built form outcome. 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. Paving used in these setbacks should match the material of existing footpaths.

2.5m whole of building setbacks along B-Line bus-stops will improve pedestrian safety and amenity.

Objective

Refine whole of building setbacks to improve pedestrian amenity.

1. Amend setback requirements in the NSDCP 2013 as per Figure 43
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
5. Rangers Road plaza setbacks are subject to further design to deliver a new 1,000m² public space (see Chapter 3.4)

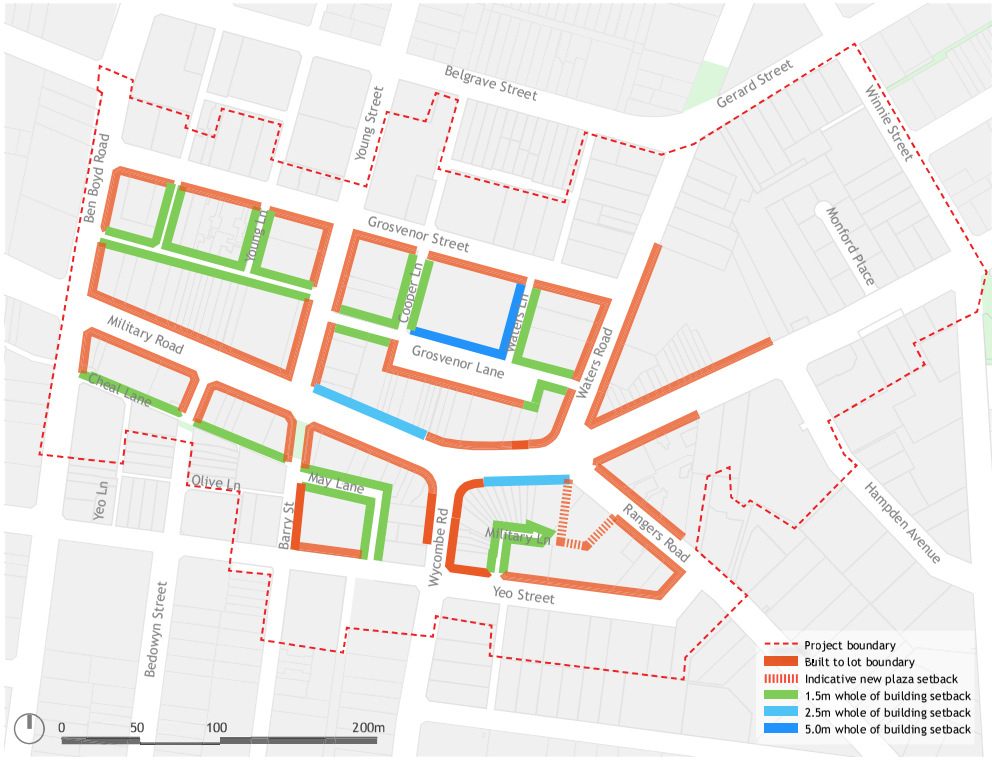


Figure 43 - Proposed minimum whole of building setback requirements. These setbacks will allow for the widening of footpaths and allow for deep soil zones to help rebuild Neutral Bay's tree canopies. At Grosvenor Lane it will provide a larger future plaza space and allow redirection of vehicles.

Figure 44 - 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 a 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, protect the village atmosphere and provides building separation. 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. Amend the podium height and above podium setback requirements in the NSDCP 2103 as shown in Figure 45
2. Upper level setbacks should result in:
   - improved solar access
   - building separation that meets SEPP65 guidelines
   - a strong relationship to the surrounding context
   - a scale that is appropriate to the village atmosphere
3. The groundfloor setback is outlined on the previous pages and relate to all floors of the podium (no reverse setbacks). The upper level setback is calculated from the edge of the podium and is in addition to a ground floor setback.

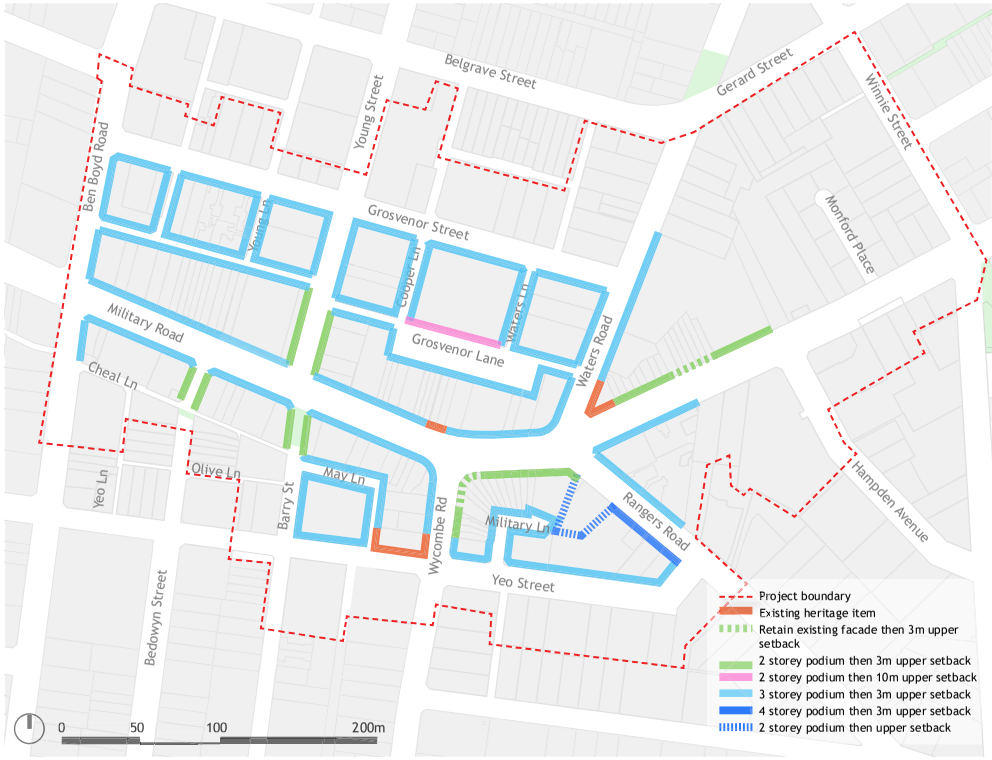


Figure 45 - Proposed above podium setback requirements. These proposed setbacks will reduce the scale and bulk of buildings and maintain a human scale for pedestrians in the town centre and on Military Road.

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 restaurants but the surrounding retail precinct.

Objectives

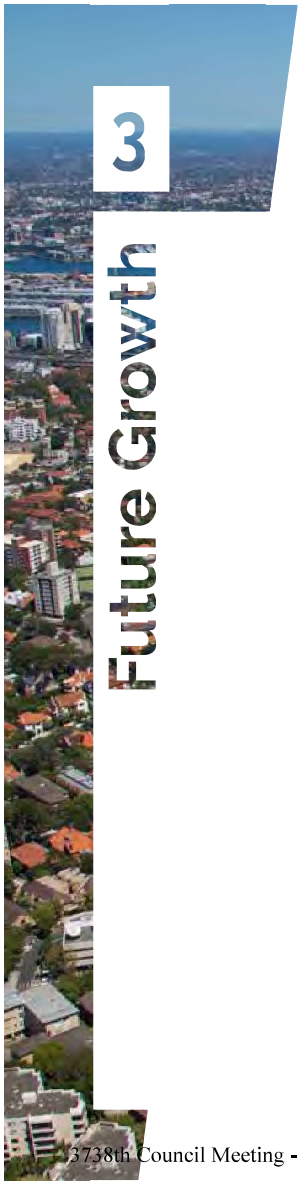
Provide active retail frontages along main pedestrian thoroughfares.

Expand outdoor dining in new public domain.

1. Increase active retail frontages as indicated in Figure 46
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 46
4. Maximise potential outdoor dining spaces on new and improved public domain
5. Encourage a level of activation and passive surveillance in all laneways
6. Provide and replace fine-grain architectural articulation in new facades through careful choice of materials and providing entries every 4-8m



Figure 46 - 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.



3.4 KEY SITES AND REQUIREMENTS

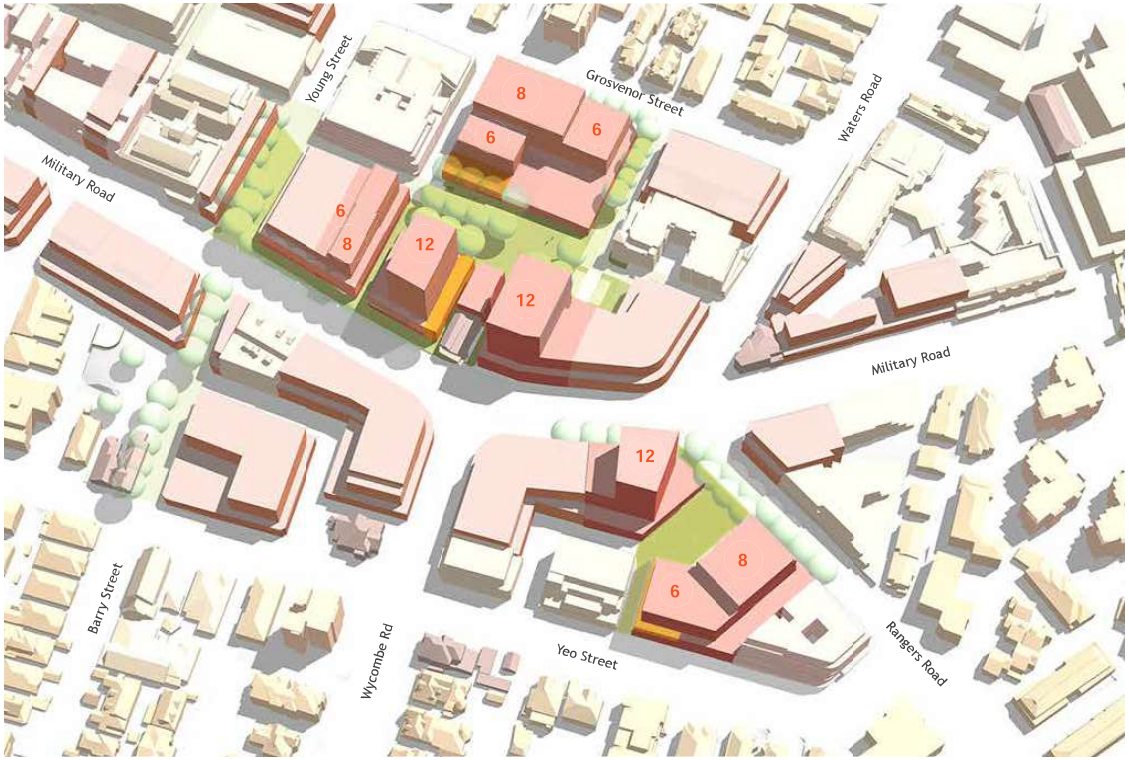


Figure 47 - Aerial of indicative proposed development envelope. The built form maximum heights (in storeys) will be achieved through planning proposals that are subject to further public exhibition processes. An increase of one storey is proposed across the town centre which would be through an amendment to the NSLEP 2013.

Locations

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

Three sites have been identified to support additional residential and employment capacity and deliver these public benefits:

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

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.

Urban design objectives and requirements for each site are described in this chapter and should be referred to when a planning proposal is prepared.



Figure 48 - 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



Figure 49 - Location of site 1

Site 1 is located at 43-51 Grosvenor Street and currently supports a large supermarket. The site fronts the Council-owned Grosvenor Lane car park and is enclosed by Cooper Lane, Waters Lane and Grosvenor Street.

There is potential to relocate the Grosvenor Lane car park into adjacent buildings on Site 2 and create a fully pedestrianised public plaza.

A 5m whole of building setback and 10m above podium setback on the southern side of Site 1 will widen the plaza and allow more sunlight into the space compared to the 5-storey controls that currently apply to the site.

An additional 5m whole of building setback to Waters Lane, particularly to the south, is necessary to accommodate the traffic changes needed to redirect traffic away from the plaza

By locating the proposed 8-storey building to the north, along Grosvenor Street, and staggering heights down to 2 storeys to Grosvenor Lane, more sunlight will reach the plaza.

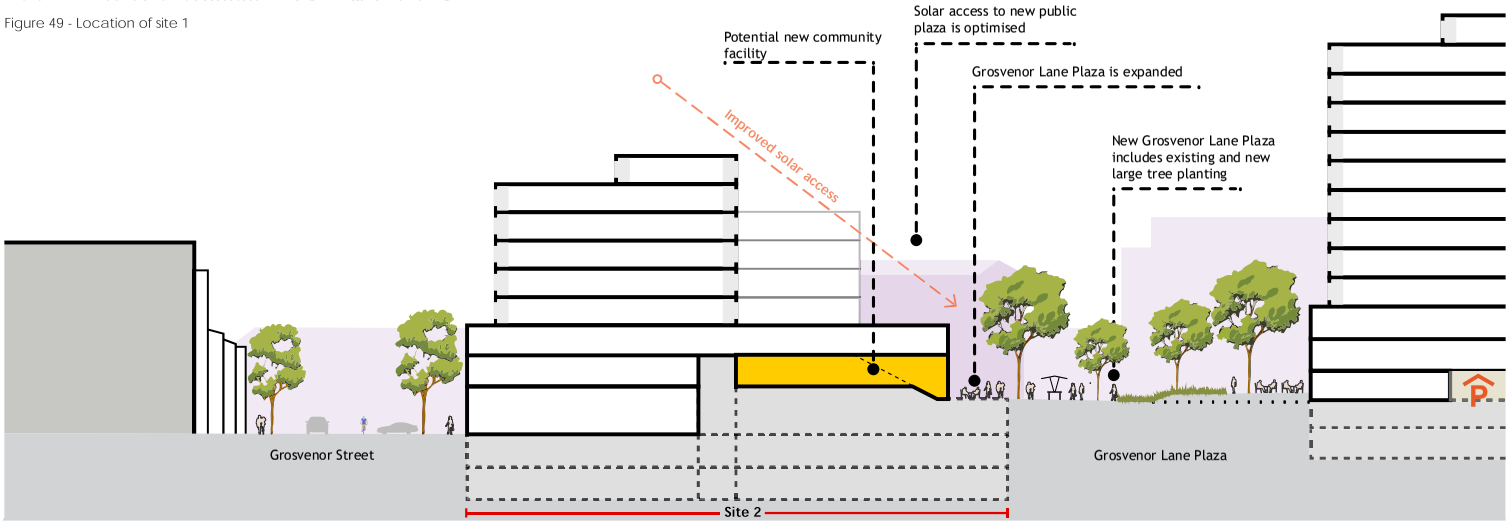


Figure 50 - Section of indicative scheme for site 1 - Grosvenor Lane North

Objectives

Enable the redevelopment of Site 1 to:

- Support local jobs, local shops and housing opportunities
- Transform the Grosvenor Lane car park into a new, sunny public plaza
- Improve pedestrian amenity and access between Grosvenor Street and Grosvenor Lane
- Potentially deliver a new community facility
- Support the village atmosphere

1. Provide additional employment floor space with a minimum 2.0:1 non-residential FSR
2. Provide a whole of building setback of approx. 5.0m along Waters Lane and Grosvenor Lane and 1.5m along Cooper Lane (as per DCP)
3. There is potential to deliver a new community facility on Site 1 (see Chapter 2.1). This will be examined as part of any future planning proposal and planning agreement for the site
4. Provide multiple fine-grain retail shops along Grosvenor Street, Waters Lane and Grosvenor Lane to support a variety of new on-street shops
5. Maintain and add more trees in Waters Lane and Grosvenor Street where possible and provide deep soil large tree planting along the new Grosvenor Lane Plaza
6. Protect solar access with staggered building heights as shown in Figure 51
7. Minimise impact of loading and parking access by providing vehicular access through Cooper Lane

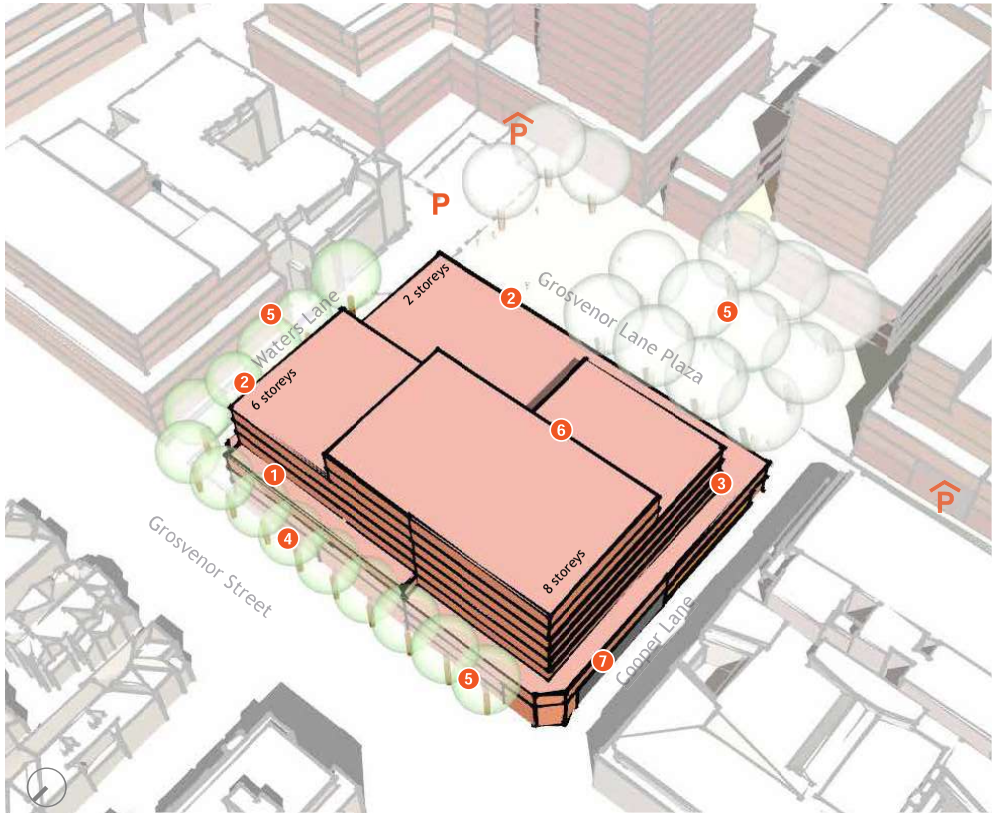


Figure 51 - Illustrative building envelope looking south-east. Building height increases transition with the surrounding residential area and are in keeping with the character of Grosvenor Street. Additional tree planting along Grosvenor Street and upper level setbacks further limit the visual impact.

Indicative staged implementation of the Grosvenor Lane Plaza if Site 1 develops first

Stage1: Site 1 develops first

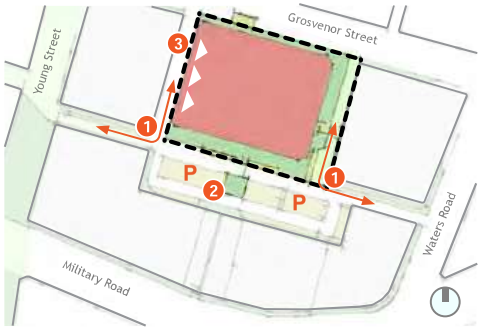


Figure 52 - Indicative diagrams

This series of diagrams show how the Grosvenor Lane Plaza could be staged if Site 1 develops first.

1. A 5m setback to Waters Lane provides space for trucks to turn at the intersection with Grosvenor Lane, thereby redirecting traffic away from the initial stages of the plaza. Trees are retained to the laneway.
2. At grade parking is still provided with a pocket park.
3. Access for loading and parking is from Cooper Lane with an internalised loading dock.
4. Site 2 can be subsequently developed in stages. Stage 2(a) and 2(b) show the partial relocation of public parking into a redevelopment site fronting Military Road. Existing local shops retain parking and loading.
5. This delivers another portion of the new plaza with some at grade parking retained.

Stage 2(a): Followed by Site 2 (east)



Stage 2(b): Followed by Site 2 (west)



Stage 3: Complete scheme



The above image shows the completed scheme with Sites 1 and 2 redeveloped.

6. Full Grosvenor Lane Plaza
7. Retain some at-grade parking including disability parking, drop-off and community bus stop to improve accessibility

Detailed design considerations for Site 1

Public benefits



Figure 53 - Public benefits

Potential new community facility (1,000m²)

Contribution towards Grosvenor Lane Plaza public domain improvements

Accommodate Waters Lane and Cooper Lane turning circles

Increased pedestrian amenity along Waters Lane including retention of trees where possible

Maximum building height

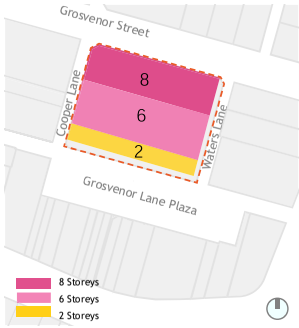


Figure 54 - Proposed maximum building heights

Cap maximum building heights at 2, 6 and 8 storeys

Articulate building through separate built form volumes stepped with the topography and urban fabric

Solar access



Figure 55 - Solar access requirements

Maintain minimum 2 hours sunlight to 70% of dwellings consistent with NSDCP 2013 and SEPP65

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

Parking and loading

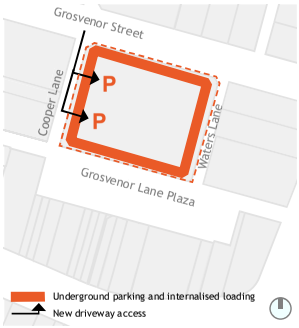


Figure 56 - Access changes to Cooper Lane and Waters Lane

Provide access into parking and loading from Cooper Lane.

Internalise loading

Redirecting traffic through Cooper Lane and Waters Lane will eliminate the need for vehicles to cross the future Grosvenor Plaza (subject to detailed traffic assessment)

Whole of building setbacks

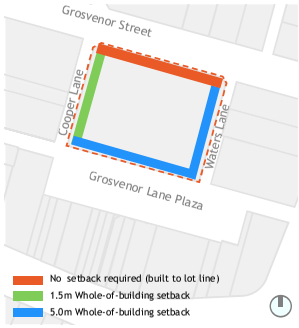


Figure 57 - Whole of building setbacks

Provide setbacks from Waters Lane and Cooper Lane to allow for turning circles of vehicles

Ultimately this would allow no vehicles to cross over the future Grosvenor Plaza (subject to detailed traffic assessment)

Provide setback from Grosvenor Lane to expand the Grosvenor Lane Plaza

Above podium setbacks

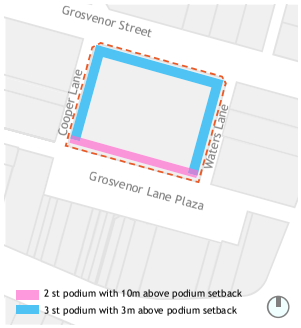


Figure 58 - Above podium setbacks

3 storey podium with 3m above podium setback along Grosvenor Street

Other upper level setbacks should result in:

- improved solar access
- building separation according SEPP65
- related to the surrounding context
- reinforce the village atmosphere
- subject to height controls

Site 2 - Grosvenor Lane South



Figure 59 - Site 2 location

Site 2 is located at 176-214 Military Road and supports multiple local shops and businesses. The site also fronts the Council-owned Grosvenor Lane car park and is bounded by Military Road and Grosvenor Lane.

There is potential to relocate the Grosvenor Lane car park into the redevelopment of Site 2 and create a fully pedestrianised public plaza. The plaza will be at grade to avoid privatising the space.

The public car park will be conveniently located to service the local shops.

Two residential towers will be capped at 12 storeys.

Objective

Enable the staged redevelopment of Site 2 to:

- Support local jobs, local shops and housing opportunities
- Transform the Grosvenor Lane car park into a new, sunny public plaza
- Improve pedestrian amenity and access between Military Road and the new plaza
- Deliver a new art alley, bicycle parking and public parking
- Support the village atmosphere

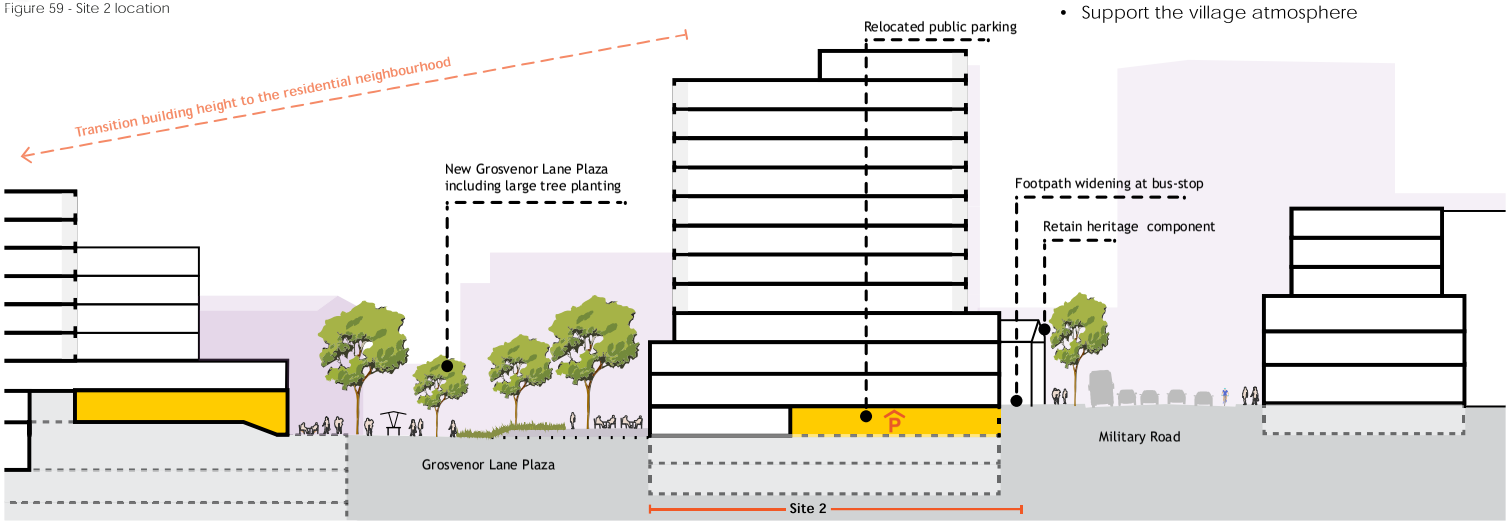


Figure 60 - Section of site 2 - Grosvenor Lane South

Requirements

1. Provide additional employment floor space with a minimum 1.5:1 non-residential FSR
2. Residential towers should appear slender, maximise above podium habitable facades to all sides and provide generous tower breaks to avoid a continuous 'wall effect' along Military Road
3. Protect solar amenity to existing and future public domain when increasing building heights (refer to Chapter 3.3)
4. Improve streetscape amenity by delivering the through-site-links and a 2.5m whole of building setback along Military Road as per the detailed design considerations on the following pages
5. Enable the Grosvenor Lane plaza by relocating the public parking and loading function into the new development. Utilise existing grade and topography of the land to connect existing and future development to the plaza
6. Provided a new facility has been established, redevelop the existing community centre site into a creative makers art alley with 600m² GFA
7. Provide 14 secured commuter bicycle parking spots as part of the creative makers art alley
8. Expand tree canopy on Military Road and in new open space on Grosvenor Lane Plaza
9. Sensitively incorporate existing heritage item into the development site

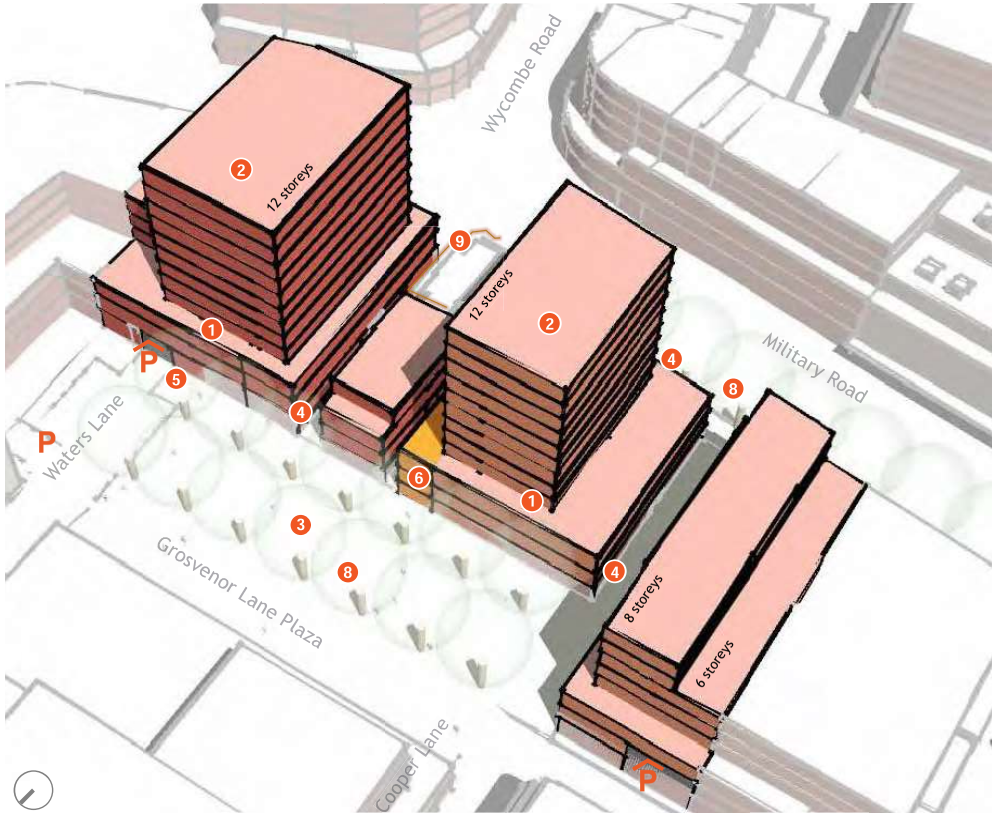
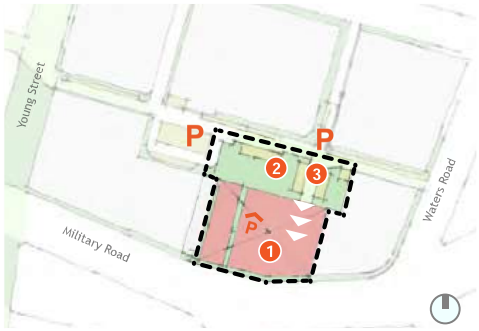


Figure 61 - Illustrative building envelope looking south-east. An increase in maximum building height would allow a range of opportunities for the public including a new creative makers art alley, new through-site-links, relocated public parking and open space.

Indicative staged implementation of the Grosvenor Lane Plaza if Site 2 develops first

Stage 1(a): Site 2 (west) develops first



Stage 1(a): Site 2 (east) develops first



Figure 62 - Indicative diagrams of the various stages a development is established and the context it needs to tie into.

Stage 2: Site 2 complete



This series of diagrams show how the Grosvenor Lane Plaza could be staged if Site 2 develops first.

1. Site 2 can be developed in stages, with the eastern or western side redeveloped and public parking and loading incorporated into the building.
2. Each side delivers a a portion of the Grosvenor Lane Plaza (~900m²).
3. Each side retains some at grade parking.
4. Stage 2 shows Site 2 completed. The majority of the plaza is complete. Existing trees are retained, where possible.
5. Essential parking and loading functions are retained until traffic can be redirected following the redevelopment of Site 1.

Stage 3: Complete scheme

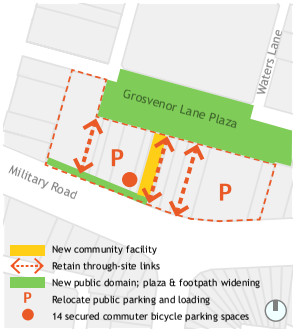


The above image shows the completed scheme with Sites 1 and 2 redeveloped.

6. Full Grosvenor Lane Plaza
7. Retain some at-grade parking including disability parking, drop-off and community bus stop to improve accessibility

Detailed design considerations for Site 2

Public benefits



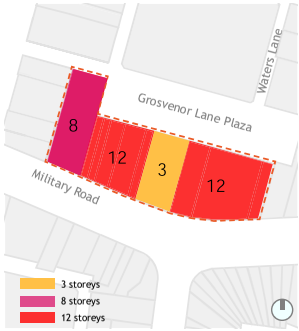
Relocate existing Grosvenor Lane car park into new public parking facilities and contribute towards the creation of a new Grosvenor Lane Plaza

Secured public commuter bicycle parking (14 spots)

New creative makers space (600m²)

Figure 63 - Public benefits

Maximum building height, lotsize and FSR



Maximum building height of 12 storeys

Building height above 6 storeys should:

- appear slender
- maximise above podium habitable facades to all sides
- have breaks to avoid a continuous 'wall effect' along Military Road

Figure 64 - Proposed maximum building heights

Solar access



No additional overshadowing on May Gibbs Place and Barry Street as a result of the redevelopment of Site 2 during winter solstice

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

Figure 65 - Solar access requirements

Underground parking

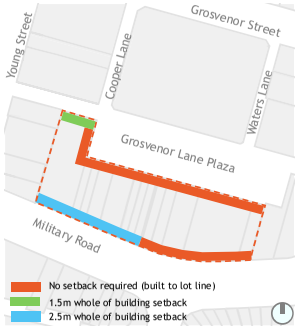


Underground car park with loading access from the western and eastern side of Grosvenor Lane.

Completion of Site 1 will ultimately enable no vehicles into the future Grosvenor Plaza (subject to detailed traffic assessment)

Figure 66 - Underground parking

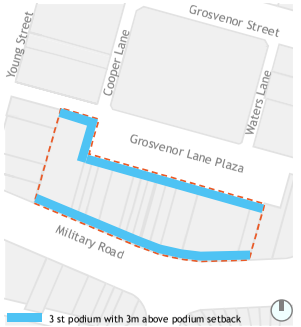
Whole of building setbacks



Provide a 2.5m whole of building setback from Military Road for a portion of Site 2, as shown on the map, to allow for widened footpaths

Figure 67 - Whole of building setbacks

Above podium setbacks



Provide a 3 storey podium along Military Road

Provide a 3 storey podium along the new Grosvenor Lane Plaza

Provide at least a 3m above podium setback

Figure 68 - Above podium setbacks

Site 3 - Rangers Road



Figure 69 - Site 3 location - Rangers Road

Site 3 is located at 183-185 Military Road and 1-7 Rangers Road. The site fronts Military Road, Rangers Road and Yeo Street.

By relocating the supermarket underground, a new public plaza can be delivered fronting Rangers Road. Access to the plaza can also be achieved from Yeo Street.

Residential buildings with be capped at 12 storeys fronting Military Road, 8 storeys to Rangers Road and 6 storeys to Yeo Street.

The podium will support a new 1,000m² community facility.

Objective

Enable the redevelopment of Site 3 to:

- Support local jobs, local shops and housing opportunities
- Create a new public plaza fronting Rangers Road
- Improve pedestrian amenity and access between Rangers Road and Yeo Street
- Deliver a new community facility, bicycle parking and public parking
- Support the village atmosphere

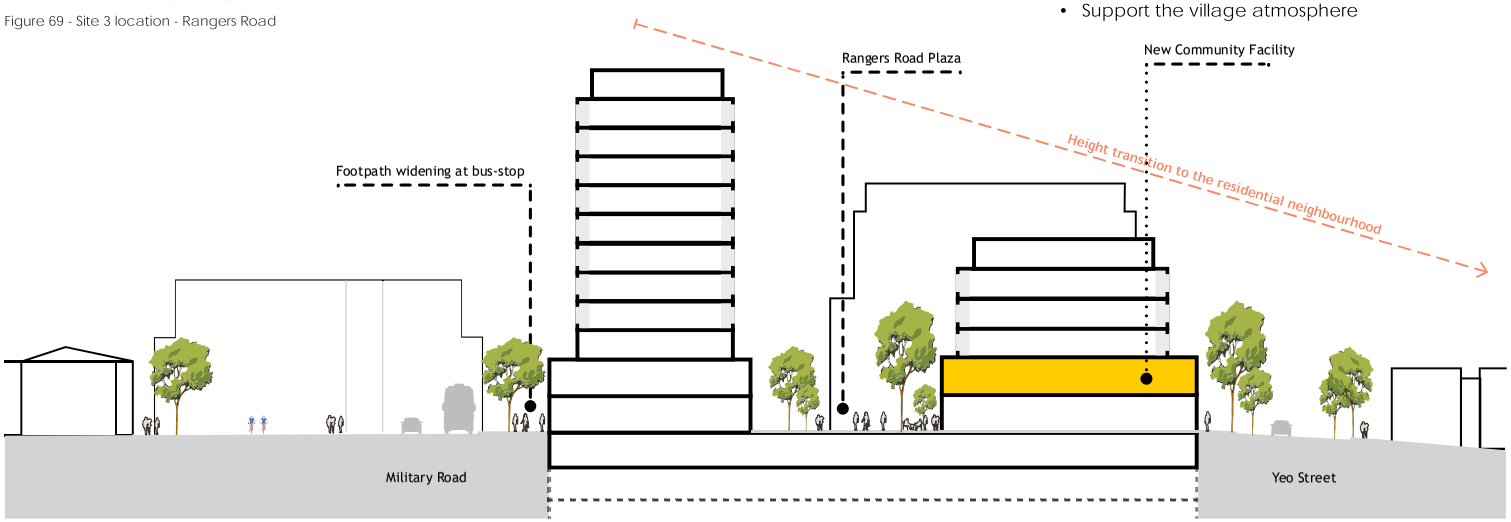


Figure 70 - Section of Site 3 - Rangers Road

Requirements

1. Provide additional non-residential floor space with a minimum 2.0:1 FSR
2. Residential towers should appear slender, maximise above podium habitable facades to all sides
3. Provide a new community facility (1,000m²) (see Chapter 2.1)
4. Deliver 1,250m² new public domain including:
   - A 1,000m² new public plaza with an underground supermarket
   - A through-site-link to Yeo Street
   - A 2.5m whole of building setback that expands the tree canopy along Rangers Road and Military Road
5. Deliver a 14-space public commuter bicycle parking facility
6. Activate street edges along Rangers Road, Military Road, the new plaza, through-site-link and part of Yeo Street
7. Deliver loading and basement access through Military Lane or potentially along Yeo Street, subject to a transport study
8. Mitigate wind impacts to the public plaza
9. Provide access to underground uses within a building facade to limit structures on the plaza



Figure 71 - Illustrative building envelope for 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.

Visual assessment

The boundary of Site 3 runs along Yeo Street, a leafy local street on the edge of the Neutral Bay town centre. Building heights along this street are to be kept at an appropriate scale with the surrounds With the right finegrain architectectural detailing, the proposed height of 6 storeys may reinforce the character of the street. Any future planning proposal will need to demonstrate that the visual impact of the taller building volumes of 8 storeys at Rangers Road and 12 storeys at Military Road is minimal from Yeo Street.

Objective

Buildings along Yeo Street will be limited to 6 storeys in height to support the local character of the streetscape and limit overshadowing impacts to residential properties to the south

Taller elements along Rangers Road and Military Road are to be located away from Yeo Street to limit the visual impact



Figure 72 - View analysis location along Yeo Street



Figure 73 - Illustration demonstrating the moderate building heights and leafy local street characteristics along Yeo Street

Detailed design considerations for Site 3

Public benefits



Figure 74 - Public benefits

New community facility (1,000m²)

Public plaza (1,000m²)

Through-site-link

2.5m whole of building setback along Military Road that includes deep soil zones for large trees

Secured public commuter bicycle parking (14 spots)

Maximum building height

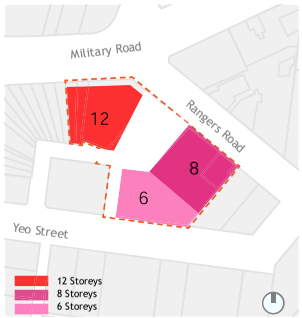


Figure 75 - Proposed maximum building heights

Maximum building heights at 6, 8 and 12 storeys

Solar access

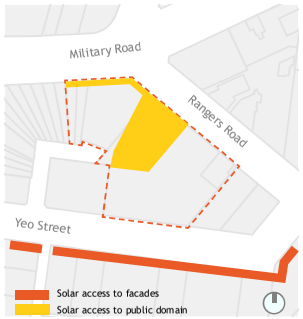


Figure 76 - Solar access requirements

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

Built form should demonstrate improvements to solar access to the surrounding public domain compared to existing controls

Underground parking



Figure 77 - Underground parking

Underground basement including parking and loading with minimum impacts to the local streets

Whole of building setbacks



Figure 78 - Whole of building setbacks

Provide 2.5m whole of building setback from Military Road to widen footpath and provide better amenity

Above podium setbacks

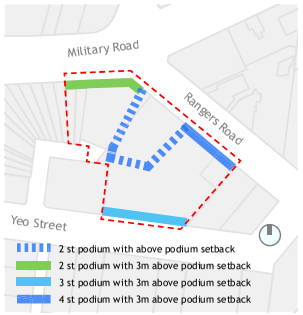
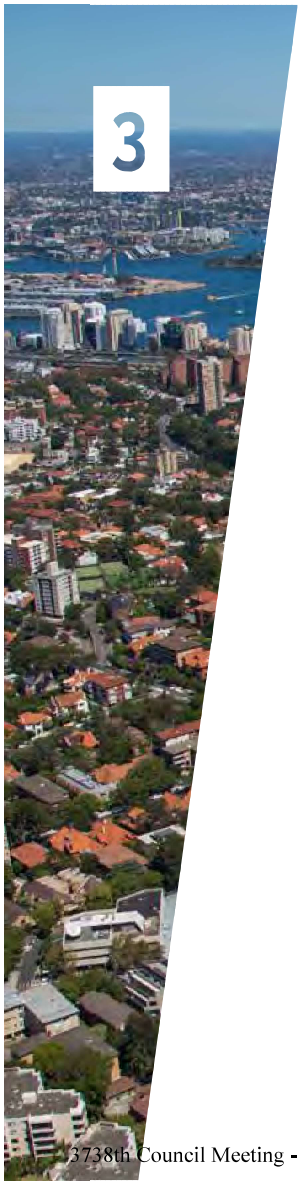


Figure 79 - Above podium setbacks

Provide podium height that responds to the context

Provide a podium level around the new plaza that reinforce the village atmosphere

Side setbacks according SEPP65



3.5 IMPLEMENTATION

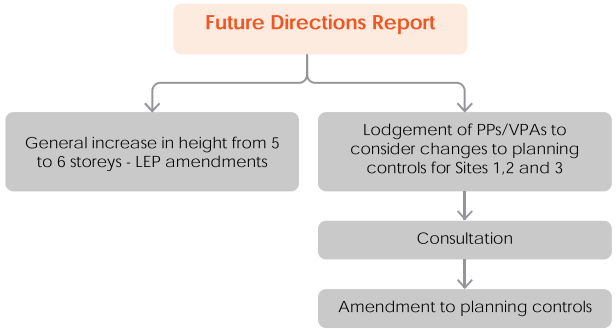
This Future Direction Report represents the culmination of a series of public consultation processes including the latest public exhibition as well as further internal and external expert feedback. The Future Direction Report represents Council's strategic framework for Neutral Bay town centre which will guide any requests for amended planning controls through the Planning Proposal process.

The Future Directions Report is the long-term strategic plan for Neutral Bay. It identifies a vision for the centre and presents a framework for future built form and public domain outcomes.

Next Steps

In the first instance, it is proposed that Council will amend the NSLEP, 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, the adjustment of setback controls.

The more significant changes mooted for the 3 strategically significant sites identified, will not be pursued as holistic changes to the planning controls. These directions will simply act as principles to guide landowners seeking changes to the planning controls through the Planning Proposal process.



Pre-lodgement of a Planning Proposal

A Planning Proposal, inclusive of built form, general architectural treatment, detailed landscape design and traffic+transport planning should be developed consistent with Council's strategic objectives for North Sydney and this Future Directions Report.

To inform the scheme, the proponent is to consult Council staff, the Precinct Committee, local landowners and the Design Excellence Panel prior to lodgement.

Council will review those proposals to ensure they align with the objectives and recommendations of the Future Directions Report. That process 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.

Planning Proposal

For development to achieve the proposed height, zone and non residential floor space ratios envisaged within the preferred option, a landowner initiated planning proposal is required to amend the North Sydney LEP 2013.

There are opportunities to further refine outcomes as part of the planning proposal consideration and negotiation process.

The following page provides an indicative list of the studies that are generally required to accompany the planning proposal.

A driving principle of this study is that development opportunities beyond those available under existing controls should only be pursued if public benefit is provided in parallel to meet community needs. A planning proposal seeking to amend the North Sydney LEP 2013 will be accompanied by a draft voluntary planning agreement (VPA), which sets out any public benefits proposed to be delivered in accordance with Council's "Voluntary Planning Agreements Policy".

Consultation to inform the Planning Proposal

Draft Community Consultation Plan	An indication of any proposed community consultation is required with the planning proposal. The planning proposal should outline the community consultation to be undertaken in respect of the proposal, having regard to the requirements set out in 'A guide to preparing local environmental plans' as well as Council's Community Engagement Strategy. The Gateway determination will then confirm the public consultation that must be undertaken in respect of the planning proposal. This part of the proposal must be revised to reflect any change to the consultation requirements specified in the Gateway determination prior to the proposal being publicly exhibited. Additional information or studies may be required to be included in the planning proposal before consultation is undertaken with the public or Government agencies. This is to ensure interested parties / persons can make an informed opinion regarding the proposed LEP amendment. The requirement for this additional information or studies will be outlined in the Gateway determination document.
Council Staff	Preliminary discussion with Council staff is encouraged to provide broad feedback on the Proposal prior to lodgment.
Stakeholder Engagement	To ensure the proposal has regard to the needs and aspirations of the local community, the proponent is to present the scheme and seek feedback from the Precinct Committees and local landowners.
Design Excellence Panel	The scheme will be put to the Design Excellence Panel for comment. A meeting with Council staff will then be held to discuss any amendments that should be made before proceeding with a formal planning proposal.

Studies to inform the planning proposal

Architectural Plans **Urban Design Report** **Landscape Design Report**	Having regard to the design principles in the Future Direction Report of the Military Road Corridor Planning Study Stage 1, the Urban Design and Landscape Design report should provide: • a justification of the built form massing and public domain design with an explanation of the proposed amendments to the NSLEP2013 • detailed landscape design of all public domain, new through site links, ground floor setbacks and road reserves including high quality renders • an assessment against the Apartment Design Guide (DPE 2015) • shadow impact analysis • visual assessment of key views demonstrating the impact of the built form from all surrounding streets • economic impact assessment • wind assessment • heritage assessment (if relevant)
Transport and Access Study	The Transport and Access Study should inform the public domain design extending across the full site, including the future open space. A traffic impact assessment report is required detailing the impact on traffic flow and generation, vehicular access, loading and unloading of service deliveries, parking provisions, walking and cycling amenities. An additional traffic management plan is required if the proposal results in any of the envisioned road closures and changes to the existing traffic flow direction. A meeting with relevant Council staff should be arranged to discuss the scope of the study in detail and should include consultation with Roads and Maritime Services staff.
Draft Travel Plan	The draft Travel Plan is to be informed by the Transport and Access Study. It is to demonstrate how the development can minimise car parking requirements and traffic generation and promote sustainable travel behaviour by residents, staff and guests travelling to and from the site.
Draft Voluntary Planning Agreement	Draft Voluntary Planning Agreement or letter of offer that proposes public benefits as a part of the proposal to amend the NSLEP 2013.

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
- NSC Draft Local Housing Strategy 2019

- 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
- NSC Street Tree Strategy 2016
- NSC Urban Forest Strategy 2011
- NSC Economic Development Strategy 2016
- NSC Infrastructure Manual
- NSC Transport Strategy
- NSC Neutral Bay Traffic Study 2015
- NSC Integrated Cycling Strategy
- NSC Local Area Traffic Management Action Plans 2017
- 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
- NSC Floodplain Risk Management Study and Flood Management Plan

Australian Bureau of Statistics
Censusdata.abs.gov.au, (2016). - available at: http://www.censusdata.abs.gov.au

.id The Population Experts.
Profile.id.com.au. - available at: http://profile.id.com.au/north-sydney

State Government documents -

available at https://www.greater.sydney/
- DPIE GSC – Greater Sydney Regional Plan
- DPIE GSC – North District Plan

available at https://future.transport.nsw.gov.au/
- TfNSW – Future Transport Strategy 2056

Expert Consultant Advice

- Economic Baseline Report - Stage 1 Economic Strategy - HillPDA Pty Ltd
- Transport Study - Aurecon International Pty Ltd
- Financial Feasibility Assessment on Discussion Paper Options - HillPDA Pty Ltd
- Heritage Review - NBRSArchitecture Pty Ltd
- Financial Feasibility Testing of Draft and Preferred Option - BEM Pty Ltd
- Memorandum on impacts of Covid-19 - HillPDA 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 - community housing for key workers that could otherwise not afford to live in the area

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

Masterplan - 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 support the increased demand for public amenities and public services in an area

Setback - the space between the lot boundary and the building, or the edge of the podium and the tower element of a building

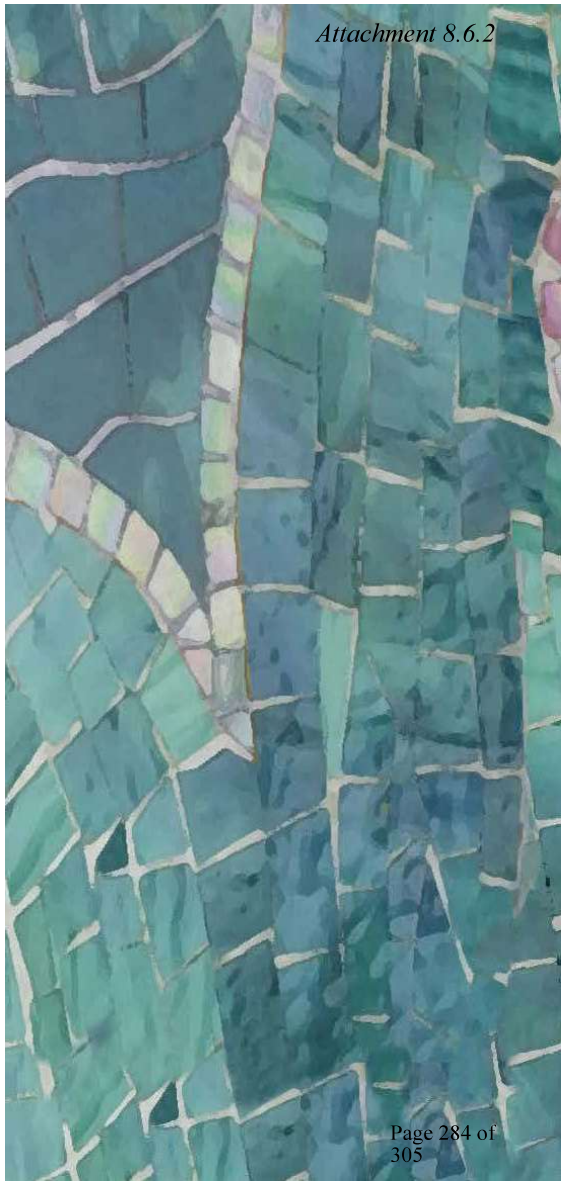
Finegrain built form - Small scale architectural detailing and promoting multiple entries in ground floor facades to provide variety, interest & activity.

Military Road Corridor Planning Study, Stage 1

Neutral Bay Town Centre
November 2020

North Sydney Council
200 Miller Street
North Sydney 2060

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



APPENDIX A
-
SOLAR ACCESS INFORMATION

MILITARY ROAD CORRIDOR PLANNING STUDY
STAGE 1

Future Directions

North Sydney Council
November 2020

Site 1 - Grosvenor Lane North

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 site survey.

Grosvenor Lane
Grosvenor Street
Winter Solstice at noon
Indicative Existing Planning Controls*
Indicative Proposed*
Winter Solstice at 1pm
Winter Solstice at 2pm
Winter Solstice at 3pm

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 site survey.

Indicative Existing Planning Controls*
Military Road
Winter Solstice at noon
Indicative Proposed*
Military Road
Winter Solstice at noon
Indicative Existing Planning Controls*
Military Road
Winter Solstice at 1pm
Indicative Proposed*
Military Road
Winter Solstice at 1pm
Indicative Existing Planning Controls*
Military Road
Winter Solstice at 2pm
Indicative Proposed*
Military Road
Winter Solstice at 2pm
Indicative Existing Planning Controls*
Military Road
Winter Solstice at 3pm
Indicative Proposed*
Military Road
Winter Solstice at 3pm

Site 3 - Rangers Road

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 site survey.

Indicative Existing Planning Controls*
Indicative Proposed*
Winter Solstice at 3pm
Winter Solstice at 2pm
Winter Solstice at 1pm
Winter Solstice at noon
Yeo Street
Rangers Road

Neutral Bay town centre

Solar Impact Diagrams

Winter Solstice

Indicative Existing Planning Controls*



Equinox at 9am

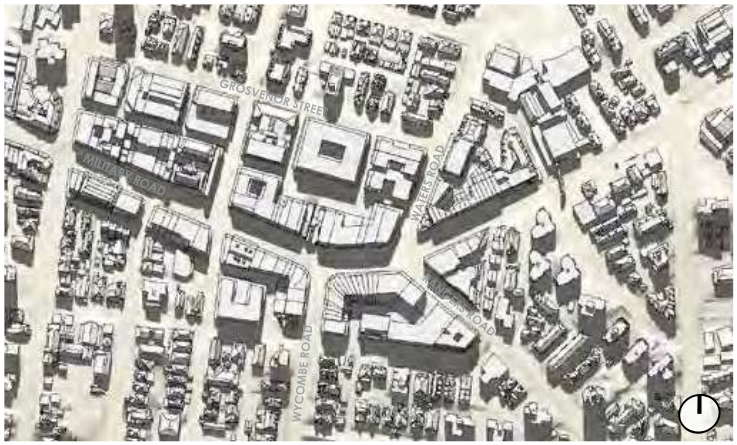
Indicative Proposed*



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 site survey.*

Indicative Existing Planning Controls*



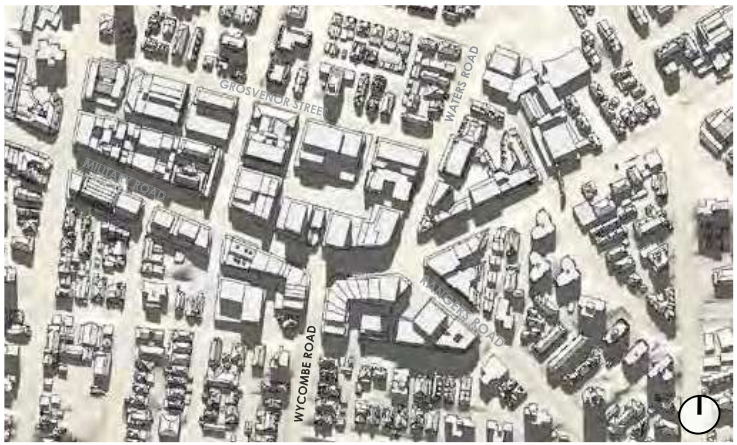
Equinox at noon

Indicative Existing Planning Controls*



Equinox at 3pm

Indicative Proposed*



Equinox at noon

Indicative Proposed*



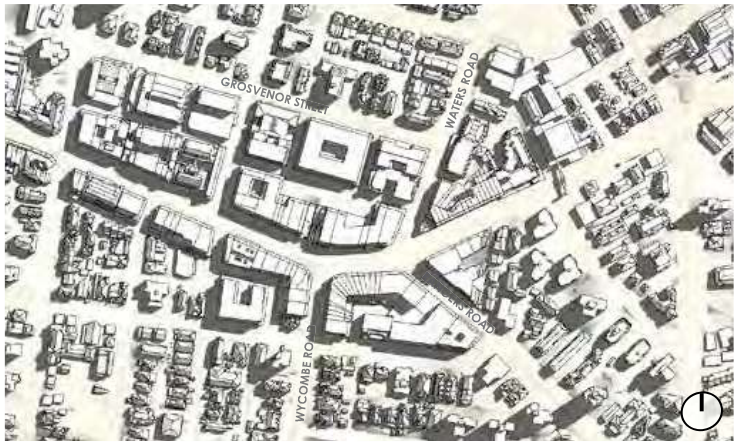
Equinox at 3pm

Neutral Bay town centre

Solar Impact Diagrams

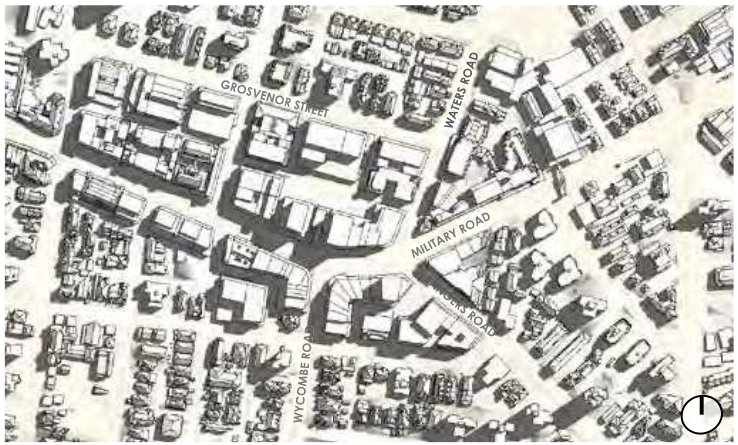
Equinox

Indicative Existing Planning Controls*



Equinox at 9am

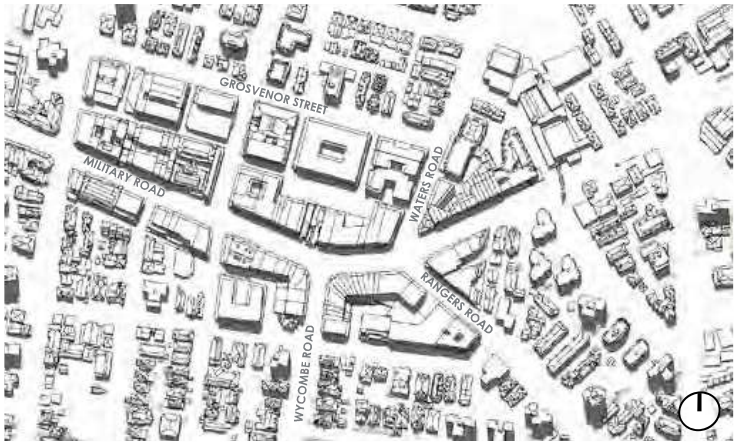
Indicative Proposed*



Equinox at 9am

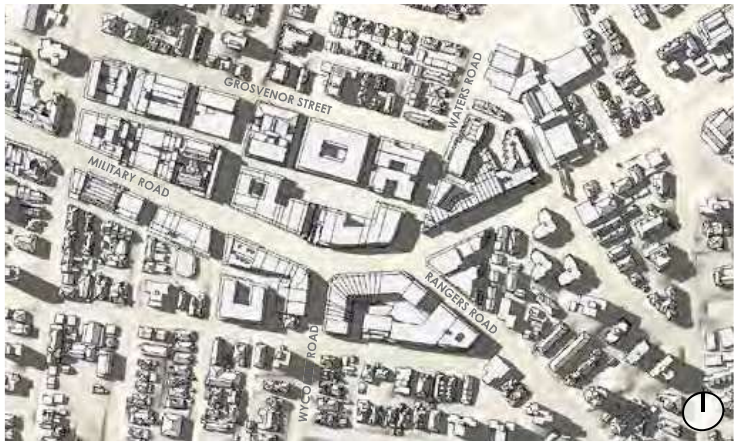
** - Overshadowing diagrams are indicative only. Any future Planning Proposal and/or Development Application need to comply to the SEPP65 and NSDCP 2013 controls and informed by a detailed site survey.*

Indicative Existing Planning Controls*



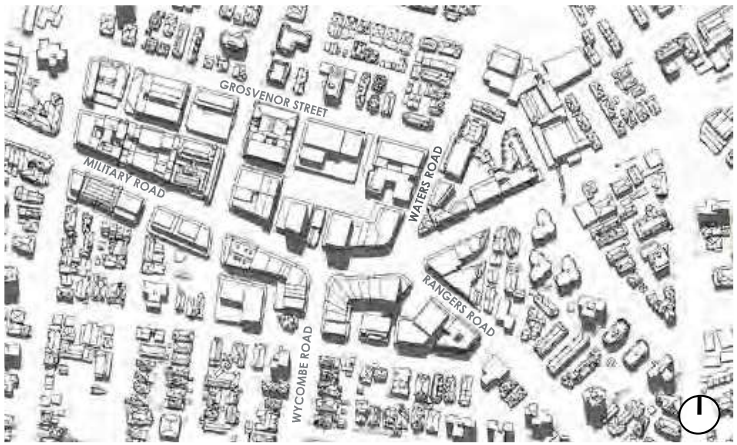
Equinox at noon

Indicative Existing Planning Controls*



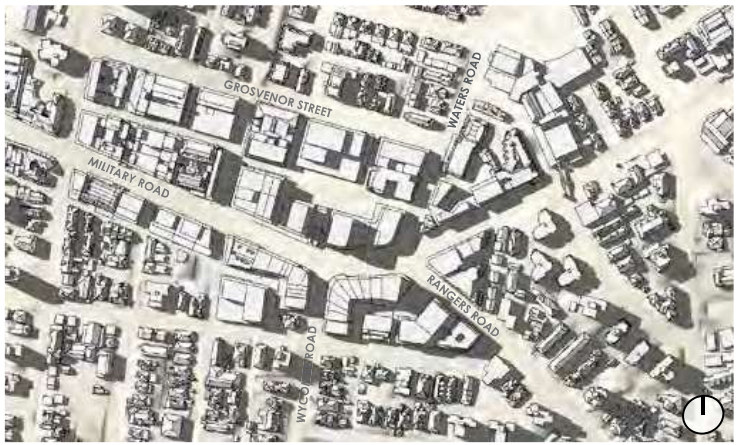
Equinox at 3pm

Indicative Proposed*



Equinox at noon

Indicative Proposed*

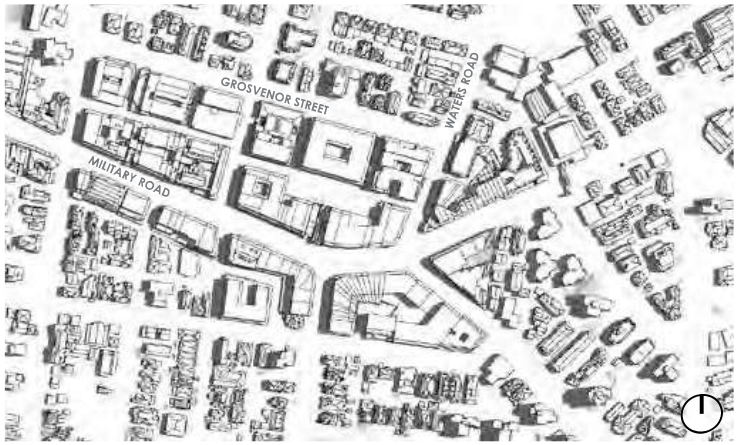


Equinox at 3pm

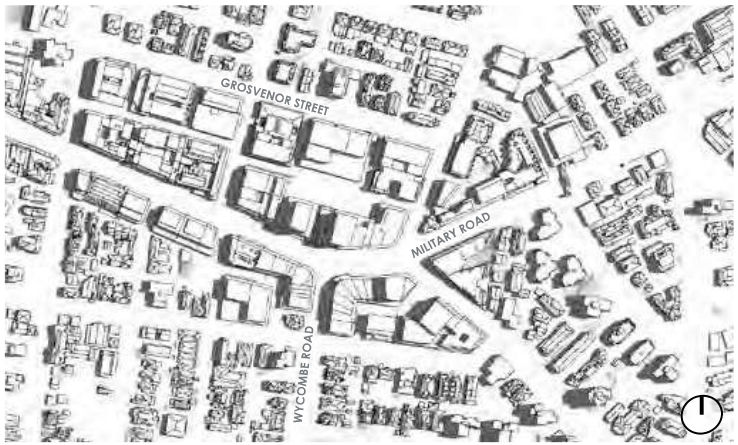
Neutral Bay town centre

Solar Impact Diagrams

Summer Solstice



Equinox at 9am



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.*



Equinox at 3pm



Equinox at 3pm



Equinox at noon



Equinox at noon

Military Road Corridor Planning Study, Stage 1

Neutral Bay Town Centre
November 2020

North Sydney Council
200 Miller Street
North Sydney 2060

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



Attachment 8.6.4

HillPDA CONSULTING

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ABN 52 003 963 755

MEMORANDUM

13 July 2020

Company: North Sydney Council
Address: 200 Miller Street, North Sydney

To: Tomas Van Der Meer
From: HillPDA

Subject: Implications of COVID-19 on Neutral Bay

1.1 Background

In 2019, HillPDA was commissioned by North Sydney Council to provide economic analysis to support the development of the broader Military Road Corridor Planning Study (MRCPS). The analysis included projecting the demand for floorspace in the centre to meet the future population projections for 2036.

A comprehensive floorspace audit and theoretical development modelling identified that if development was to continue to occur in line with the current planning controls, it would result in a net loss of commercial floorspace in the study area of around 27,500 sqm. This was due to new development replacing formerly double or multi-storey commercial buildings with ground floor retail and above-ground residential outcomes. In terms of jobs, Neutral Bay supported around 2,850 jobs with the employment opportunities potentially falling to 1,500 jobs by 2036, without changes to existing planning controls.

Demand modelling indicated that by 2036 the demand for commercial floorspace was projected to increase to between 32,780 and 37,520 sqm, of which around 13,800sqm was for retail floorspace and approximately 18,900sqm to 23,700sqm was for office and business premise floorspace.

It was concluded that a minimum non-residential FSR should be considered to both prevent a net reduction in commercial floorspace and help contribute to meeting future demand. To maintain development feasibility, it was recommended for every additional level of commercial floorspace proposed, an additional level of residential floorspace (around 0.4:1 FSR) would be required to compensate for the full level of commercial. A recommendation of a mix of minimum non-residential floorspace controls (ranging from 0.5:1 – 2.1:1) was proposed with the building height being adjusted up to 8 storeys to maintain development viability.

A further study was undertaken by HillPDA that considered development feasibility and public benefits that could be raised through development contributions. 'Option 3' which increased the height to between 8 and 14 storeys was able to return the greatest increase in floorspace, maintain development viability and produce the highest monetary contributions to pay for public infrastructure.

Council subsequently prepared and exhibited MRCPS which proposed a mix of minimum non-residential FSR controls to be adopted ranging from 0.5:1 up to 2.2:1. Heights of up to 12 storeys were proposed when associated with a Voluntary Planning Agreement on select larger sites.

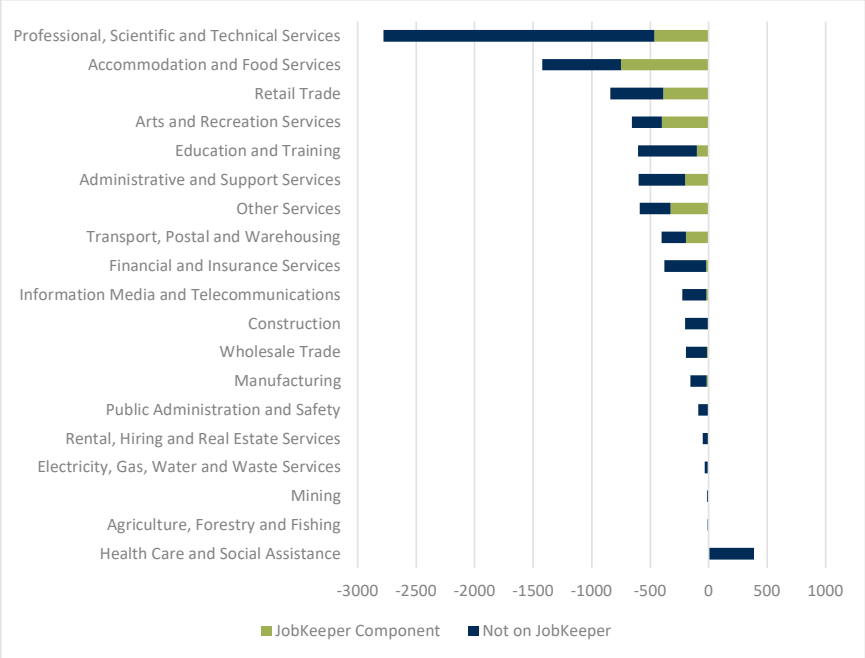
The exhibited MRCPS has raised some public concern that the demand and proposed built form controls may no longer be appropriate considering the impacts of COVID-19.

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1.2 COVID-19 local job impact

Data released by the Id. Consultants for the June Quarter 2020 in North Sydney LGA has indicated a decline in Gross Regional Product of around 19 per cent and a fall in local jobs of around 13 per cent or around 13,000 jobs. As can be seen in Figure 1, the Professional, Scientific and Technical Service industry has experienced the a substantially greater decline in job numbers (around 2,800) compared to the next closest industry of Accommodation and Food Service (around 1,400).

Figure 1: Local jobs impact in June Quarter 2020 (compared to 2018/19 quarter average)

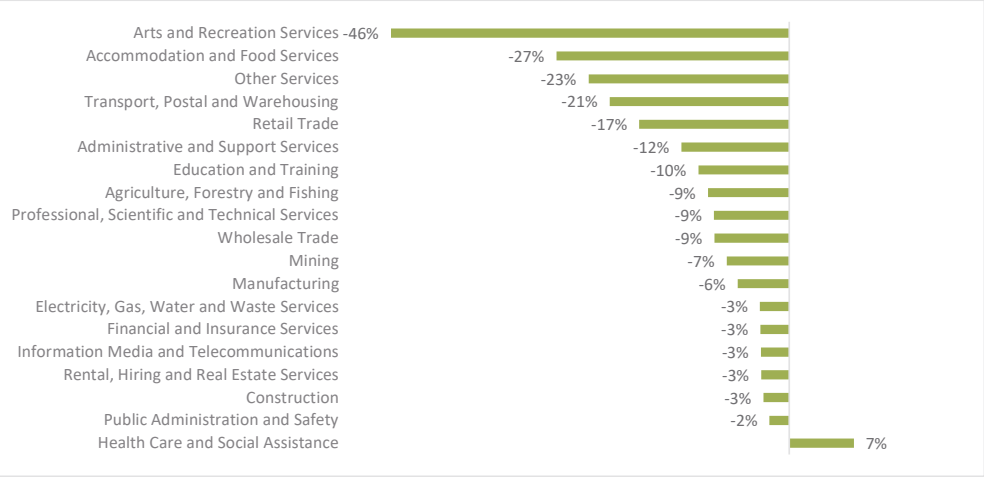


Source: .id Consultants Economy Id COVID-19 Economic Outlook 2020

To evaluate the significance of local job impacts in the LGA, when compared to the overall LGA job numbers, an analysis of the proportional change in jobs compared to the previous year can be undertaken. Figure 2 illustrates the industry of arts and recreation services has been proportionally the most substantially affected, with the potential that this may affect longer term viability of the industry in the LGA. The industry of accommodation and food services has also been substantially affected. The JobKeeper payment is due to end in September. Dependent on the government restrictions in place at the time and the capacity for businesses to return to normal operations, further job losses may occur.

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Figure 2: Proportional change in LGA jobs since same period 2018/19



The impact of COVID-19 has resulted in government restrictions leading to job losses, businesses closing and supply chain disruptions, uncertainty in the market and a recession. It remains too early to understand the full implication of government restrictions due to COVID-19 as the implications of government funding and support and the ongoing pandemic are still being played out.

1.3 Market commentary

Market commentary and research on the potential implications of COVID-19 has been varied with differing opinions on whether demand across sectors will reduce or increase (see reference list for sources). Some common themes have emerged. These have been explored in Table 1.

Table 1: COVID-19 implications on sectors

Sector	Themes
Retail, food and beverage services	• Acceleration of the consolidation of bricks and mortar and emergence of online retailing, but unlikely that bricks and mortar will fully be dissolved in the long term, rather integrated with online platforms (Short term – reduced demand) • Stores and cafes/restaurants that have adapted to online platforms have been able to maintain and, in some instances, grow, their customer base with capacity to continue online streams (Short term – increased demand) • Some stores unable to remain viable with COVID-19 restrictions and forced to permanently close (Short term – reduced demand) • More people working from home, increasing business at local retailers, cafes and restaurants (since restrictions have eased) (Short term – increased demand) • Hospitality lockdown, working from home, and personal service restrictions will likely benefit food, office supply, and beauty products in the short term (Short term – increased demand) • Reduced apparel consumption likely to be continued mid-term with shift in customer awareness towards 'true' sustainability and more conscious apparel spending (Midterm – reduced demand) • Australian household consumption has taken a dip of 8-11% in 2020 with recovery to pre-COVID-19 levels not anticipated until the beginning of 2022 (Short term – reduced demand) • Decline in discretionary income limiting demand for discretionary product, food and beverage expenditure (Short term – reduced demand)

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Sector	Themes
	• Supply-chain disruptions due to small proportion of products being produced domestically (Short term – reduced demand) • Fall in employee numbers and wage costs due to trade ceasing temporarily (Short term – reduced demand) • Viability of shopping malls has reduced due to COVID-19 restriction with some big brand retailers permanently closing stores (Short term – reduced demand) • Potential increase in expenditure with people shifting priority from travel to lifestyle and comfort (Short term – increased demand) • Retailers likely to rethink their operations and supply chains. (Midterm – demand neutral)
Office	• Demand for service and consultant businesses declines as clients seek to reduce costs (Short term – reduced demand) • Restructuring of companies with hours and staff numbers reduced to respond to falling demand and slowing business activity (Short term – reduced demand) • More people working from home, reducing demand for office space (Short term – reduced demand) • Downtown office space will come back, however it will be nuanced by the experience of working remotely (Midterm – demand neutral) • Remote work is the new norm with employees seeing the benefit in productivity, flexibility and reclaimed time from commutes • Some companies look to return to normal working arrangements and see the benefit of office collaboration in a centralised location (Midterm – demand neutral) • People see the benefit of shorter commute times and look to establish smaller office hubs in more affordable local centres or utilise shared spaces (Mid term – increased demand) • The physical office will be a critical component of a hybrid workplace by acting as the hub for a more widely distributed employee network • Anticipated trend identified through various surveys is that employees will want to work at least two to three days in the office (Midterm – demand neutral) • Office space will need to be well-designed and tech-enabled to respond to the hybrid model • Field and branch locations that are disbursed across the city will emerge (Mid term – increased demand) • De-densification is also likely as the appeal of highly dense, large, open-plan offices is being challenged (Mid term – increased demand)
Residential	• Demand for housing in Sydney has declined with fewer households prepared to commit to loans amidst rising unemployment (Short-mid term – reduced demand) • Prolonged downturn, coupled with high local unemployment and reduced migration will likely slow population growth and housing demand in the short term (Short term – reduced demand) • Developers less inclined to take financial risk with uncertainty in the market (Short term – demand neutral) • Stock and sales prices reduced, leading to developers seeking to vary controls in order to maintain financial return (Short term – demand neutral) • People may reconsider the desirability of high-density housing stock, with an acute awareness that they may need more space (Mid term – reduced demand) • Access to community spaces, good public transport and essential services will become a higher priority (Mid term – demand neutral) • Greater demand for larger private living areas within units and an additional bedroom or study space to accommodate working from home (Mid term – increased demand)

So what?

- The overall implications of COVID-19 and government restriction are unlikely to be known for some time.
- There is evidence that generally short-term impacts will result in reduced demand across most sectors.
- Some sectors may experience an improvement in demand in the short-term, particularly in relation to localised services.
- There is limited commentary on mid to long term impacts available as the virus is still playing out.

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- There is some commentary that the Australian market is anticipated to recover more quickly due to the lower number of cases and government stimulus packages.
- There is expectation that in the mid to long term the market will recover, however there will likely be a shift in the way people work and a push for more secure, local supply chains.

1.4 What COVID-19 could mean to Neutral Bay?

The implications of COVID-19 on the economy have been due to the government mandating isolation, operating and capacity restrictions and temporary business closures. To offset the impacts, government stimulus packages, including Jobkeeper, have been activated to minimise the economic implications. The full implications of these actions on the Neutral Bay Town Centre will not be known for some time, however based on the market commentary some changes could be anticipated. This may include:

Table 2: Neutral Bay specific risks/opportunities

Sector	Short term risk/opportunities	Mid-long term risk/opportunities
Retail and business services	• A turnover in premises due to less viable businesses closing, with the potential for higher vacancy rates in the shorter term. • Changed nature of retail and café/restaurants with a higher percentage of businesses operating physical and online platforms. • Lower revenue stream for retailers and service businesses with more conscious consumer expenditure and changes in purchasing behaviour. • Reduced foot traffic from local workers in the centres, but countered by increased foot traffic from local residents working at home.	• Establishment of new businesses filling the gap in the market where less viable businesses have vacated. • Businesses will likely continue some form of online trading once operation is normalised. This may increase demand for deliveries and need for more loading zones. • Relatively fast recovery and return to 'business as usual model' for cafes, restaurants and personal service businesses once restrictions are eased however employee numbers may remain lower to reduce overhead costs.
Office	• More people working from home, reducing demand for office space	• More people may choose to continue working from home leading to a potential decline in demand for office space. • An increase in demand may be generated from smaller businesses seeking to benefit from the affordability of the market and appeal of local centre operation. • Shared office spaces may become more popular as employees seek to maintain work-life flexibility and reduced commute times.
Residential	• Developers may be less inclined to take on financial risk or may seek to vary planning controls is response to a depressed and uncertain market.	• Demand for larger lifestyle apartments in local centres as people place higher value on amenities such private open space, extra bedroom and larger living areas.

Market commentary is suggesting that the recession may last for 2-5 years, which is considered short term. The above sections indicate that there will likely be some instability in employment numbers and demand across sectors in the short term.

As demonstrated in Figure 1, across North Sydney LGA, the professional, service and technical industry has been the most affected by COVID-19 government restrictions, in terms of total job loss. Proportionally however to the overall LGA job numbers, this equates to less than a 10 per cent reduction in jobs within this sector. The type of office stock available in Neutral Bay is vastly different to that in North Sydney and the Sydney CBD. The stock in Neutral Bay is more tailored to smaller businesses and sole traders looking to establish a premise away from home or hub location for workers. The job loss implications are more anticipated in North Sydney CBD.

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The industries of accommodation and food services and retail trade have also been affected by government restrictions. Fortunately, as demonstrated in Figure 1, these sectors have had a higher number of employees on the Jobkeeper payment, hopefully reducing longer term impacts on business performance and viability. These two industries are particularly prevalent in Neutral Bay Town Centre, with the temporary closure of shops and restaurants evident. Despite this, the retail and hospitality services available in the centre, are already tailored to a local market and will likely recover once restrictions are eased.

The MRCPS is a long term strategy aimed at addressing the current and future demand requirements of the growing population. While population and employment growth may slow in the short term, the market is anticipated to recover and somewhat normalise in the mid to longer term. The short-term economic implications as a result of government restrictions does not necessarily provide rational to immediately alter the proposed planning controls. This is due to two reasons:

- Firstly, the planning controls identified in the study were proposed to reduce the net decline in jobs and employment floorspace occurring due to development. Regardless of any short-term variation in demand, the controls require amendments to preserve the current provision of employment floorspace.
- Secondly, the amendments were suggested to secure capacity to respond to longer term population growth. At this stage, there has been no release of revised population growth projections from the State Government off the back of COVID-19. Until new data is released, the conservative approach would be to assume that growth will continue, with housing and employment targets still intended to be reached.

The controls proposed in the HillPDA Economic Analysis and Strategy still align with the above rational. While jobs may decline in the short term and some transition of businesses may occur, this is reflective of market cycles and volatility. The proposed minimum non-residential floorspace controls were proposed in correlation with alterations in building height to maintain viability. A height limit of up to eight storeys was proposed.

Any further increases in the height limit would be to achieve greater public benefits through development contributions and voluntary planning agreements, not to meet demand.

1.5 Potential response

The planning controls identified in the study were proposed to reduce the net decline in jobs and employment floorspace and secure capacity to respond to longer term population growth. If a response is required to the COVID-19 implications, two alternate approaches could be taken:

1. Continue to progress the Local Environmental Plan amendment to protect future supply, recognising that:
    a. COVID-19 may impact on the centre performance for 2-5 years while the recession plays out
    b. Additional development potential created by the LEP amendments may be deferred until the market recovers
    c. Public benefits may be captured in the longer term once development interest is reinstated.
2. Defer or delay the Local Environmental Plan amendment and monitor market conditions by:
    a. Undertaking bi-annual audits of the vacancy rate and turn-over of stock in the centre to compare with the existing audit
    b. Reviewing the population projections for the centre and remodel floorspace demand (dependent on new population projections being released) to include the current market downturn
    c. Revise the LEP amendments as appropriate with consideration of adjusting the requirement for minimum non-residential floorspace provision and subsequent building height in line with revised population projections and vacancy rate.

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NEUTRAL BAY TOWN CENTRE

MILITARY ROAD CORRIDOR PLANNING STUDY STAGE 1

Future Directions

North Sydney Council
February 2021

Military Road Corridor Planning Study, Stage 1

Neutral Bay Town Centre

February 2021

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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

CONTENTS

0 - Executive Summary 5

1 - A Plan for the Community 6

Planning Process

Community Engagement

Project - Stage One

2 - Placemaking Strategy 14

Community Facilities

Public Domain

3 - Future Growth 30

Employment

Transport

Built Form

Key sites and requirements

Implementation


Neutral Bay Town Centre
Sydney CBD
Milsons Point
Military Road
North Sydney CBD
St Leonards Park

EXECUTIVE SUMMARY

The Military Road Corridor Planning Study is a review into the current planning controls that apply along Military Road to deliver future housing and job growth and meet the needs of the current and future community.

This Stage 1 report focuses on the 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.

A decline in local jobs and increasing pressures on public domain and community facilities, however, could threaten the vibrancy and diversity of the area.

Currently the centre supports 2,850 jobs. By 2036 demand is expected to increase to 4,000 jobs. However, under current planning controls, this number is estimated to drop to 1,500 jobs.

There is also demand for a new recreational facility, affordable child-care, a modernised community centre and improved public open space.

Development pressure

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

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

Military Road Corridor Planning Study

This report is the product of three community consultation periods.

An initial community survey was run in mid-2018.

Two discussion papers were exhibited in mid-2019:

- Objectives and Ideas paper
- Analysis paper

These papers explored a range of changes to planning controls and investigated the public benefits that are achievable through different built form options.

The last exhibition in mid-2020 provided input to the draft version of this report.

Community feedback 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?

Based on community feedback, this report proposes the following planning control changes.

For most new mixed-use buildings in Neutral Bay town centre, it is recommended that the 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, widen footpaths to improve the amenity of Military Road and improve the public domain.

Planning proposal opportunities

On three 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 whilst providing much needed new open space or community facilities:

- **Site 1 Grosvenor Lane North**

Increase building heights to a maximum of 8 storeys with a building mass that enables better solar access to the new Grosvenor Lane plaza created by sites 2 and 3. Redirect traffic away from the new plaza and provide a new community centre.

- **Site 2 Grosvenor Lane South**

Increase building heights to a maximum of 8 and 12 storeys in designated areas. Re-locate public parking underground and deliver a new Grosvenor Lane plaza, through-site-links and creative spaces.

- **Site 3 Rangers Road**

Increase building heights to a maximum of 6, 8 and 12 storeys. Deliver a new public plaza and through-site-link.



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 and managed, contributes to a strong sense of place and is supported by generous open space and community facilities.

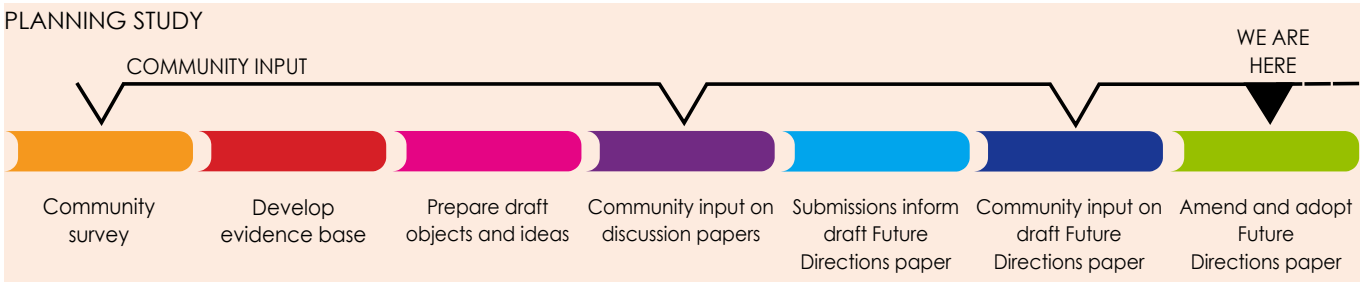
Council's vision

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 details 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.

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 and public exhibition
- Heritage analysis
- Valuation advice
- Preparation of the draft Future Directions Report and public exhibition
- Update on preliminary effects of Covid-19 on employment strategy
- Finalisation of the Future Directions Report



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 establishes:

- 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 managed and assessed
- A range of community benefits that will be delivered via voluntary planning agreements 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 whilst considering 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 three 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

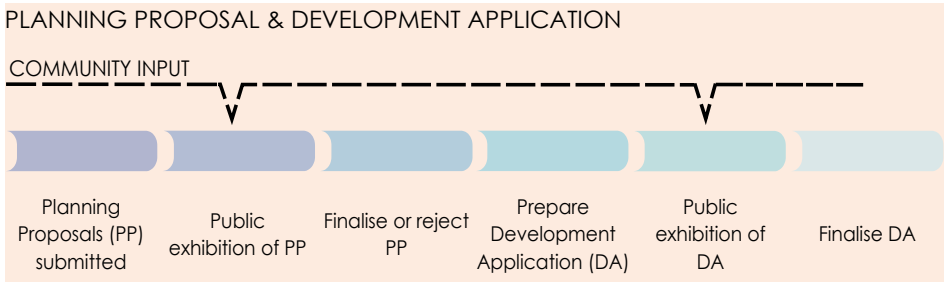
These contributions can be made through:

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









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)
- Two discussion papers (2019)
- Draft Future Directions report (2020)

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

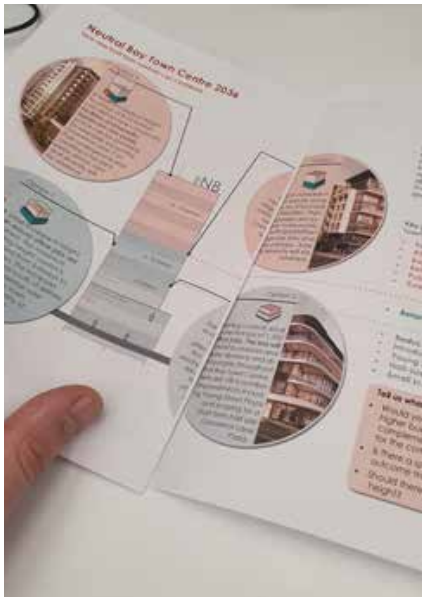


Figure 2 - As part of early community consultation brochures were mailed to residents in the area.

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

Key issues

- Impact of increased building heights
- Achieving public benefits through planning agreements
- Maintaining a village atmosphere
- Balanced parking provisions
- Military Road pedestrian amenity

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 amenity

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.

Employment

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

"Increased height limits need to be carefully managed to maintain the village atmosphere of the area."
- Survey response, 2019

"Expand the tree canopy along Military Road and laneways, optimise solar access and introduce some public art."
- Survey response, 2019

Draft Future Directions 2020

In April 2020, Council adopted the draft Future Directions Report for the Military Road Corridor for the purposes of public exhibition.

The draft Future Directions Report was placed on public exhibition from Thursday 26 April until Friday 31 July 2020. Council received a total of 433 responses from the engagement process.

In recognition of the Covid-19 pandemic, Council resolved to extend the usual exhibition period. Exhibition was supplemented with additional material and online forums.

The 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 NBRS Architecture

Draft Future Directions Report feedback and amendments

Key issues

- Building height on the character of Neutral Bay village
- Protecting public parking
- Access to local shops
- Achieving public benefits through planning agreements

Traffic and parking

Traffic and parking concerns often relate specifically to the Grosvenor Lane car park with many submissions seeking better access to local shops.

Building height

A smaller number of submissions support modest height increases in return for various proposed public benefits, however, believe that the proposed building height of 12 storeys is inappropriate for the area.

A number of submissions expressed concerns that the changes will impact the character of the area.

Public benefit support

There was also a significant degree of support for the proposed public domain and community facility improvements.

Amendments to the draft report

This report has been amended based on the feedback received.

Revisions include:

- Removal of site 4 as a strategically significant site. Site 4 comprised the Barry Street car park, neighboring residential cottages and the commercial building at 40 Yeo Street.
- Feedback and further assessment suggest there are issues with building height increases, solar impact, transition, financial feasibility and change of character.
- Remove identified location of a single court recreation facility.
- There was little support for the facility and the proposed height increase was not seen as a reasonable outcome. At this stage a larger facility elsewhere in North Sydney is preferred.
- Refinements to the placemaking strategy including the potential locations of a new community centre.
- An indicative staged delivery of the Grosvenor Lane plaza with greater clarification on public ownership, parking, loading, access and location of public improvements.

The Future Directions Report continues to:

- Recognise and address the ongoing loss of employment floor space.
- Adjust built form controls to improve the urban design and amenity of the centre.
- Identify large, strategically significant sites that can support some increases in height and deliver significant public domain and community facility improvements that would otherwise be beyond Council's capacity in the Neutral Bay town centre.

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). Whilst having regard to the surrounding context, changes are only proposed within the commercial/mixed use area.

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-serviced 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.

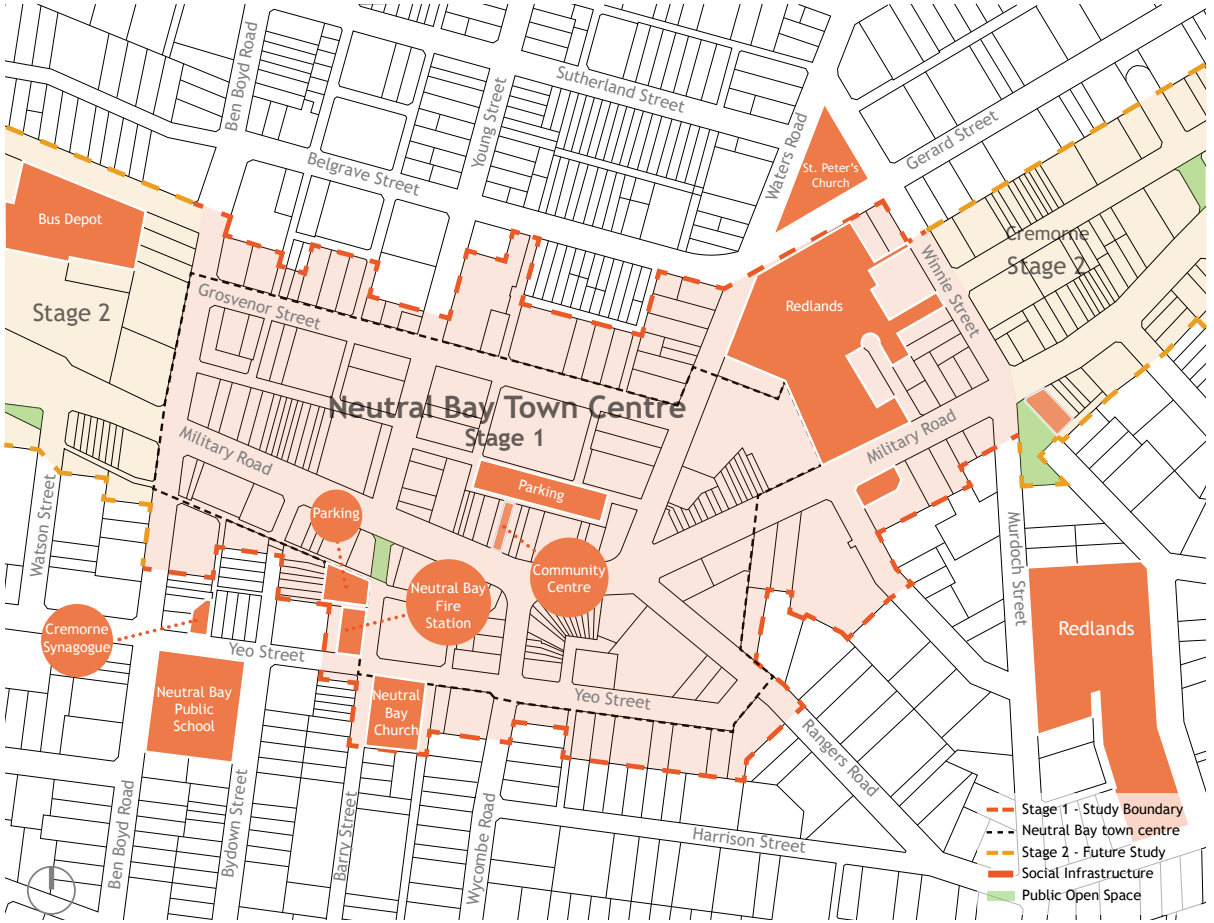


Figure 3 - Stage 1 boundary along Military Road corridor is outlined (orange) along with future Stage 2 study area (yellow). Existing social infrastructure and public open space in the area is also noted.

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 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 local 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.



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.

Report structure

The report focuses on five major areas that are key drivers of the revitalisation of Neutral Bay town centre:

- 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
- 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
- Built form – Outlines changes to existing development controls to support the future mixed-use function of Neutral Bay town centre

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



2 Placemaking Strategy

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 the locality of Neutral Bay town centre:

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

This study identifies potential locations for the first three facilities within the town centre as shown in Figure 4. Other facilities are recommended to be delivered preferably in walking distance from the centre.

Implementation

As the need for community facilities increases, it is important to look at how these facilities are funded. One approach is through voluntary planning agreements (VPAs), where council negotiates with developers to deliver community benefits as part of a planning proposal.

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, planning proposals and planning agreements can be found in chapter 3.4.

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



Context

Previous Council studies identify the redevelopment or upgrade of several Council owned assets, those being:

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

This planning study opens up new opportunities for these Council assets.

The *Community Uses on Council Land Study* (NSC 2016) identifies redevelopment options for Barry Street car park. Option 1 includes community space, retail and residential. Options 2 includes community and recreation space and retail. Both include open space and relocate the public car park underground. This planning study leaves these options open and notes a third option is for Council to deliver public domain improvements on the site with the potential future undergrounding or relocation of the existing car park.

The community uses study also identifies the need to upgrade the existing Neutral Bay community centre. This planning study proposes to relocate the community centre to a nearby location with larger floorspace. Once relocated, the through site link can be widened and transformed into a creative makers art alley.

The Grosvenor Lane Planning Study (NSC 2015) aims to transform the Grosvenor Lane Car Park into a plaza by placing the car park underground. A similar outcome is adopted in this study.

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.

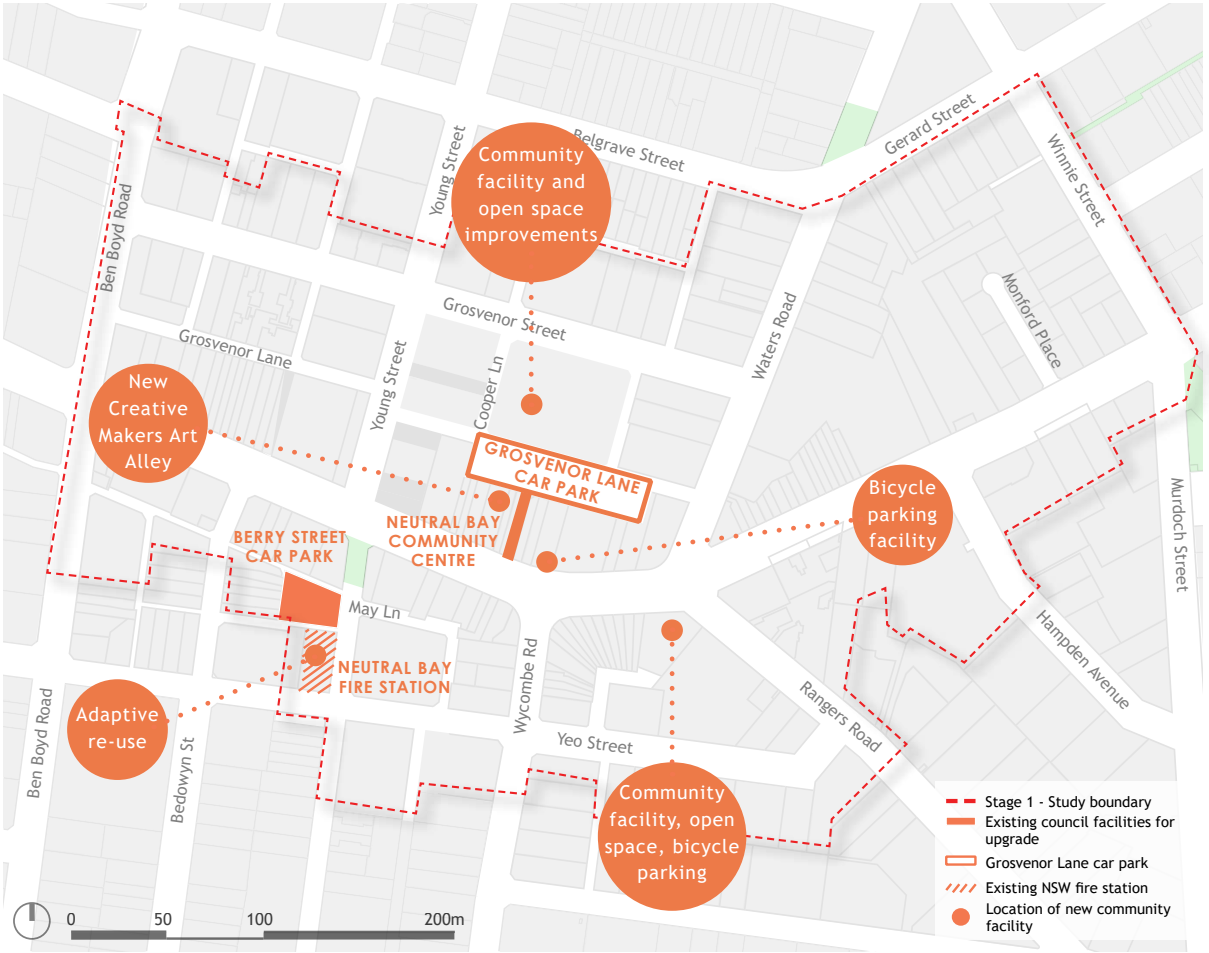


Figure 5 - Council owned assets and proposed locations of new facilities in Neutral Bay town centre.

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.

Objective

Provide larger Neutral Bay community centre for improved services.

- Deliver a new 1,000m2 (GFA) community centre in Neutral Bay town centre
- 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
- Include ground floor storage space of 20m^2 to service community markets and events
- Ensure available space for community groups during construction and relocation
- Ideally situated to include a balcony overlooking a public plaza
- Supports convenient access to visitors parking
- Secure entry and exit for key community services





Figure 6 - A new community centre can be used for a variety of purposes including courses and community programs.

Secured bicycle parking facilities

Forecast future growth of Neutral Bay's residents and workers could potentially put further demand on an already busy Military Road. 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 accommodate workers and residents.

- Provide 28 public and secured commuter bicycle parking spaces located to the north (14 spaces) and south (14 spaces) 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
- Communicate the facilities availability and wayfinding in a clear and noticeable way at the entry and in signage throughout Neutral Bay town centre

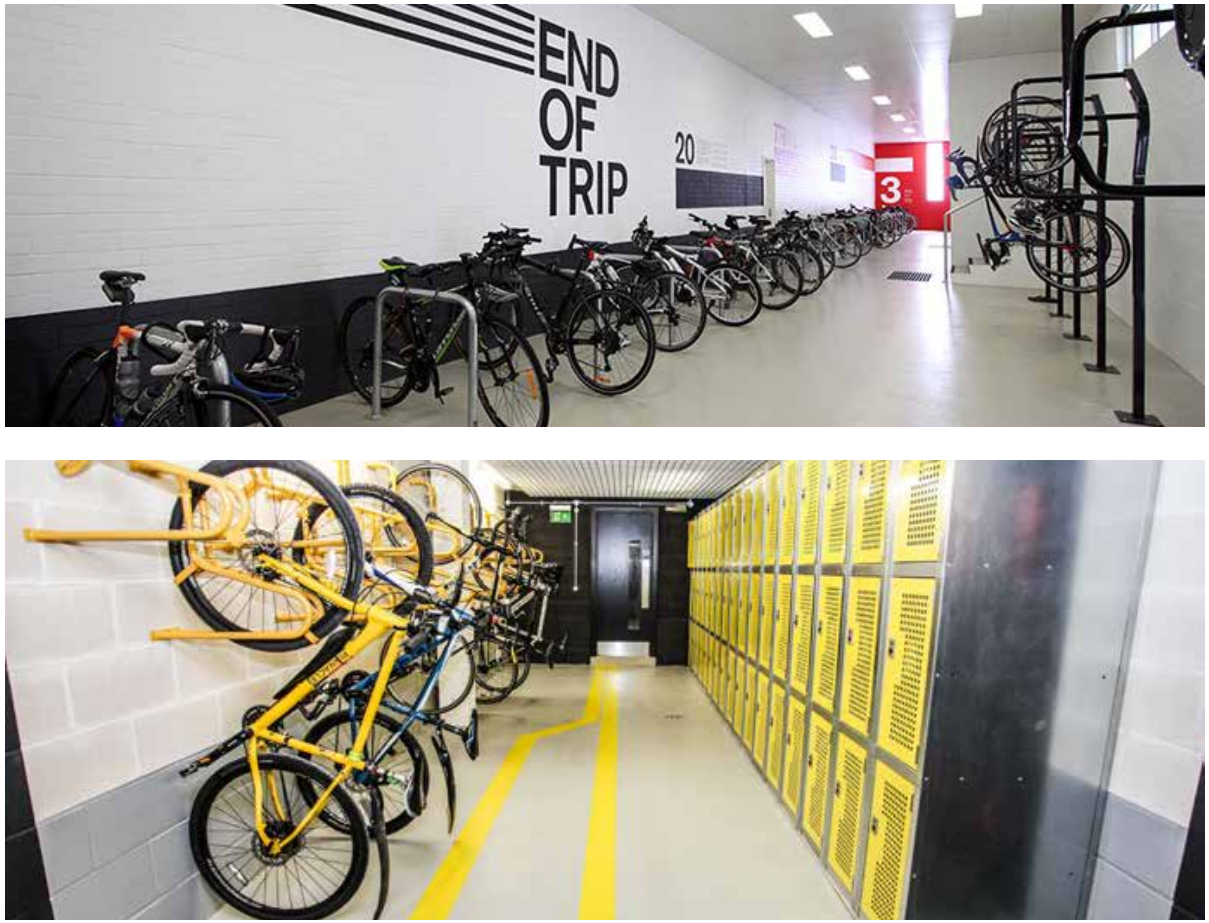


Figure 7 - A future end-of-trip bicycle facility would be able to accommodate the cycling targets detailed in North Sydney Council's *Integrated Cycling Strategy* (2014).

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 to a larger premises
- 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 8 - Artist studios can activate a street as well as contribute to the local community and economy.



Figure 9 - 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. Catenary lighting allows the laneway to transition from day to night use and improves the safety and amenity for pedestrians.

Indoor recreation 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 recreation facility for a variety of sports and activities.

- A new indoor recreational facility should include a minimum of two multi-purpose courts, adequate storage and change rooms within walking distance from the town centre
- The facility should have natural light, natural ventilation and easy access from the street
- Encourage recreation facilities within private education establishments to open to the public

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







Figure 10 - 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.

Affordable childcare centre

Early public feedback revealed an increased demand for more affordable 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

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

- The childcare space should be within walking distance from Neutral Bay town centre
- The facility should have natural light, natural ventilation and easy access from the street

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





Figure 11 - 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.



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:

- 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 space opportunities have been identified in this study.

- Grosvenor Lane Plaza - a major new public open space in the heart of Neutral Bay village
- Rangers Road Plaza - another significant opportunity for new open space on the southern side of Military Road
- Ground floor setbacks on Military Road will provide more room for pedestrians and landscaping
- Four through-site-links will create a more permeable, village atmosphere

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

Context

The *Grosvenor Lane Planning Study* (NSC 2015) explores opportunities to revitalise the area and create further open space in Neutral Bay town centre.

This planning study builds on that work. It aims to deliver:

- A major new public plaza on the existing Grosvenor Lane car park by relocating the majority of public parking underground
- 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
- Shared zone along Barry Street, with links to May Gibbs Place and Young Street across Military Road

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

Through a staged relocation of the existing Grosvenor Lane car park and loading dock, sections of Grosvenor Lane could close over time. The final Grosvenor Lane plaza will be new, high-quality public domain located in the heart of the Neutral Bay town centre.

These interventions and strategies are summarised in Figure 12.

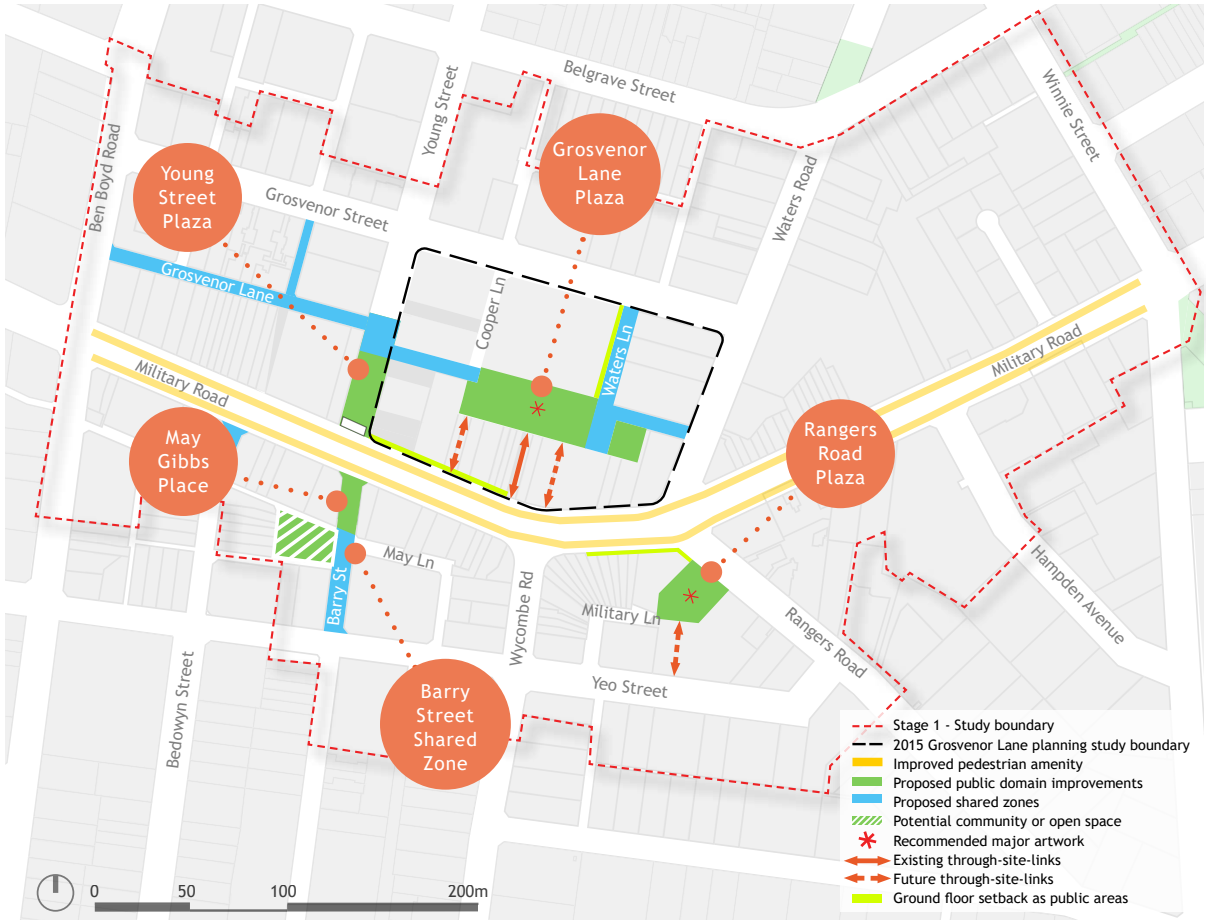


Figure 12 - Proposed public domain strategy for Neutral Bay town centre. This strategy focuses on pedestrian and public domain improvements throughout the town centre including the provision of new open space.

Grosvenor Lane Plaza

The existing Grosvenor Lane car park on Council-owned land currently provides an important public function supporting local shops and enabling loading/ unloading to the surrounding local businesses.

The *Grosvenor Lane Planning Study (2015)* encourages 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 public car park to be conveniently relocated nearby, within private development sites so that a plaza can be developed on public land.

The Grosvenor Lane Plaza would be a major new public space in the heart of Neutral Bay. It would enjoy year -round sunlight and large enough to support weekend markets.

Several schemes to deliver the plaza have been proposed by surrounding landowners since the initial planning study. It is important for these development proposals to work towards a common masterplan so that the design can be achieved in stages.

By staging the delivery, remaining local businesses can continue trading with their existing parking and loading in place while sections of the plaza are being delivered.

Grosvenor Lane plaza and convenient public parking will support local businesses and enhance the village atmosphere of Neutral Bay.

Further detail is provided in chapter 3.4.



Figure 13 - Artist's impression of the long-term transformation of Grosvenor Lane. By relocating the existing Grosvenor Lane car park there is potential for a large new plaza in the middle of Neutral Bay town centre.

Objective

Create a new public plaza in the heart of the Neutral Bay town centre

1. Relocate existing public parking in the Grosvenor Lane car park into parking facility in Site 2 as amalgamated landholdings redevelop along Military Road (further detail in chapter 3.4)
2. Add landscaping, paving, major artwork, on-street bicycle parking and street furniture
3. Redirect traffic through Waters Lane and Coopers Lane with sufficient maneuvering space to turn large vehicles
4. Maintain good solar access to the plaza locating the maximum built form height to the north of Site1 and a 5m ground floor setback to the south
5. Car park access to be located on private land. Pedestrian access to the car park to be located on the edges of the plaza
6. Maintain the natural slope of the land and avoid stairs where possible to allow seamless connections between existing and future development. This also allows for deep soil opportunities
7. Encourage fine grain active retail frontages around the plaza and encourage outdoor dining
8. Design to enable host events, markets, food trucks
9. Staged delivery progressively delivers the final scheme for Grosvenor Lane Plaza (further detail in chapter 3.4)
10. During the interim stages of redevelopment of sites surrounding the Grosvenor Lane car park, Grosvenor Lane will remain open for parking and loading to existing businesses.



Figure 14 - Indicative ultimate masterplan of the Grosvenor Lane Plaza. Several other interim stages need to be considered when preparing a planning proposal for this area for all sites to work towards the principles of the Grosvenor Lane Plaza masterplan.

Rangers Road Plaza

A new public plaza on the southern side of Military Road can be delivered by relocating the current supermarket underground. This would provide much needed open space and expanded retail opportunities to support population growth.

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. The plaza would be activated by shops, restaurants, and cafes along the edges, creating a vibrant and safe open space for the community.

Objective

Create a new public plaza along Rangers Road

1. Underground the existing supermarket to support a 1,000m² plaza that has good year-round solar access
2. Create a through-site-link from the new plaza to 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. Entries into the supermarket or underground parking should be integrated along the edges of the plaza to ensure the plaza is not encumbered by built form structures
6. Add landscaping, paving, major artwork, on-street bicycle parking and street furniture

Further detail is provided in chapter 3.4.

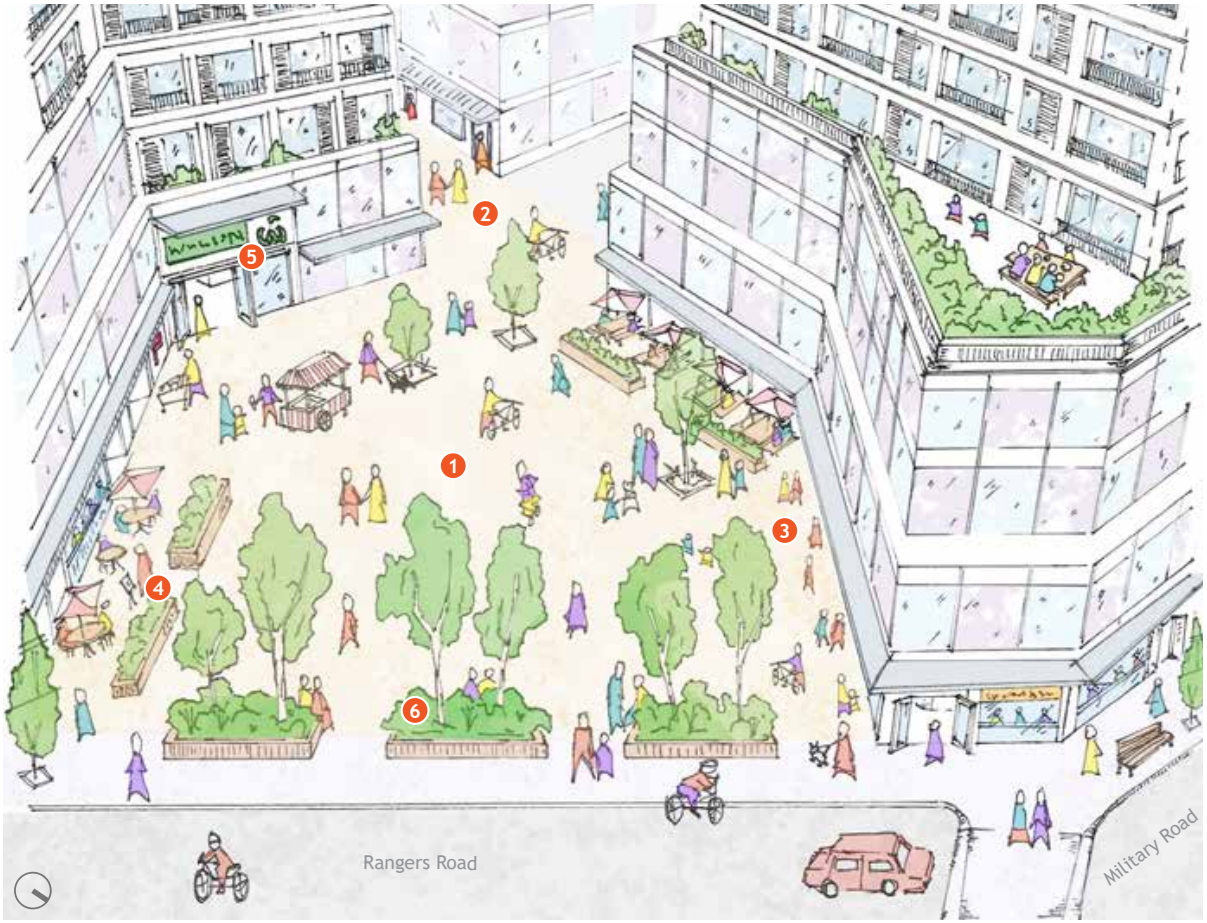


Figure 15 - Artist's impression of the future Ranger Road Plaza. The space will be activated by retail, cafes and restaurants along the edges and a continuous, open plaza which can host a variety of community events.

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 to trial a temporary closure of the street. The temporary closure commenced in November 2020 and will continue until March 2021. The trial will allow Council to make an informed decision about the future of the plaza.

Objective

Investigate the delivery of a new public plaza on Young Street

1. Should the temporary closure be a success, investigate the permanent closure of 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. Liaise with TfNSW to investigate the realignment of existing traffic signals over Military Road to provide a more direct link between May Gibbs Place and Young Street



Figure 16 - 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 shared zone

The Barry Street shared zone 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.

The future redevelopment of the Barry Street car park will complement these improvements. Options include undergrounding or relocating the public car park, future community facilities and improved public domain.

Objective

Investigate converting Barry Street into a shared zone

1. Provide street furniture and paving to visually connect May Gibbs Place south to the shared zone as well as to the new Young Street Plaza
2. The potential adaptive re-use of the Neutral Bay fire station could also provide further outdoor space along Barry Street. This will require engagement with Fire and Rescue NSW
3. Improve pedestrian connectivity across Yeo Street



Figure 17 - Artist's impression of the future Barry Street Shared Zone. This promenade will improve pedestrian connection in Neutral Bay town centre and provide new open space for the community.

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. A similar opportunity exists at Yeo Street with the creation of the proposed Rangers Road Plaza.

Objective

Retain and optimise permeability between Military Road and Grosvenor Lane car park and towards Yeo Street through existing and new 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 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
3. Encourage accessibility along the through-site-links by using the natural grade of the land
4. Create through-site links that have active facades to promote street activation and to create safer, accessible spaces for pedestrians

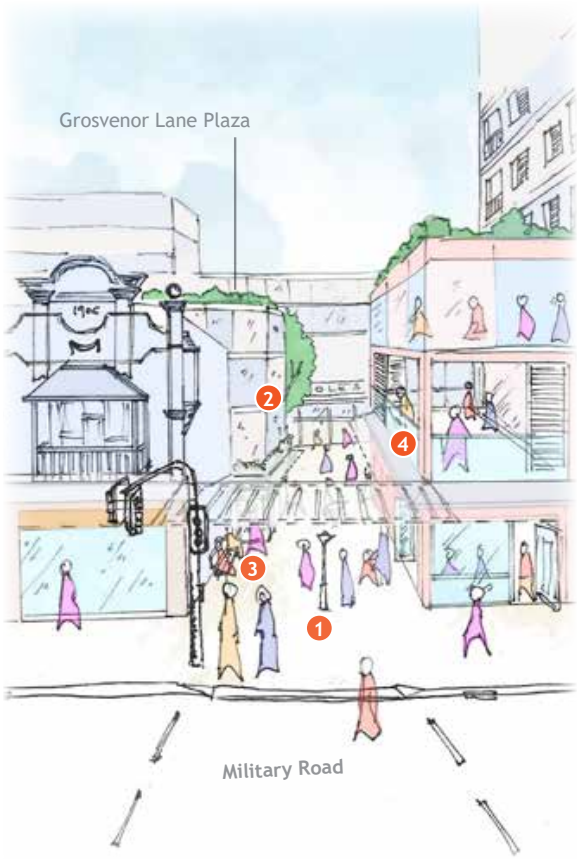


Figure 18 - Artist's impression of a through-site-link at Wycombe Road. The link is open to the sky and seamlessly connects to Grosvenor Lane. Also pictured is the proposed new community centre and art alley.



Figure 19 - 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 Future Growth

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

Landowners and residents questioned the forecast of employment floorspace demand due to Covid-19. A preliminary review of the long-term effects has been taken into consideration in the finalisation of this study.

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. An economic study commissioned by Council suggests this could fall to 1,500 jobs by 2036 if there are no changes to current planning controls. Critically, to support the predicted growth of existing industries in Neutral Bay, the study recommends the planning controls be amended to support capacity for a total of 4,000 jobs by 2036.

This planning study proposes to support 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 provides the policy basis to:

- Retain existing employment character that supports local businesses
- Increase local 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

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 1,500 jobs in the Neutral Bay area far below the expected demand 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.

By increasing the non-residential FSR in the mixed use zone, this reduction can be reversed.

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 20



Figure 20 - (Top right) Proposed minimum increases to non-residential FSR in the NSLEP 2013 and further increases through planning proposals. (Bottom right) Indicative diagram showing increase 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 (<200m^2) 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 100-250m^2 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 (50-100m^2) 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 21 - 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 51-100m^2 and offices at 101-250m^2
- 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 22 - Outdoor dining along Rangers Road helps activate the street and draws people in.



Figure 23 - 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 are:

- 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

Public feedback to this study identified traffic and parking concerns often related specifically to the Grosvenor Lane car park. Many submissions highlighted the importance of convenient access to local shops and businesses.

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 people. 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 perceptions of pedestrian safety.

This chapter provides the policy basis 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
- Maintain access to parking and loading for existing local shops

B-Line projects

Transport for NSW (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 from State Government is being provided to help mitigate the impact of the B-Line on pedestrian amenity.

Objectives

Mitigate impacts of the B-Line on pedestrian amenity.

- Investigate the permanent closure of Young Street to deliver more public domain along Military Road
- Relocate the existing pedestrian crossing in line with May Gibbs Place and the proposed Young Street Plaza
- Repave Military Road footpaths

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

- Preparing an Urban Branding Strategy for Neutral Bay and Cremorne along Military Road to refresh commercial areas after two years of construction
- Implementing the Neutral Bay and Cremorne Public Domain Upgrade plans
- Implementing the B-Line Public Art Strategy for bus stops in Neutral Bay and Cremorne town centres

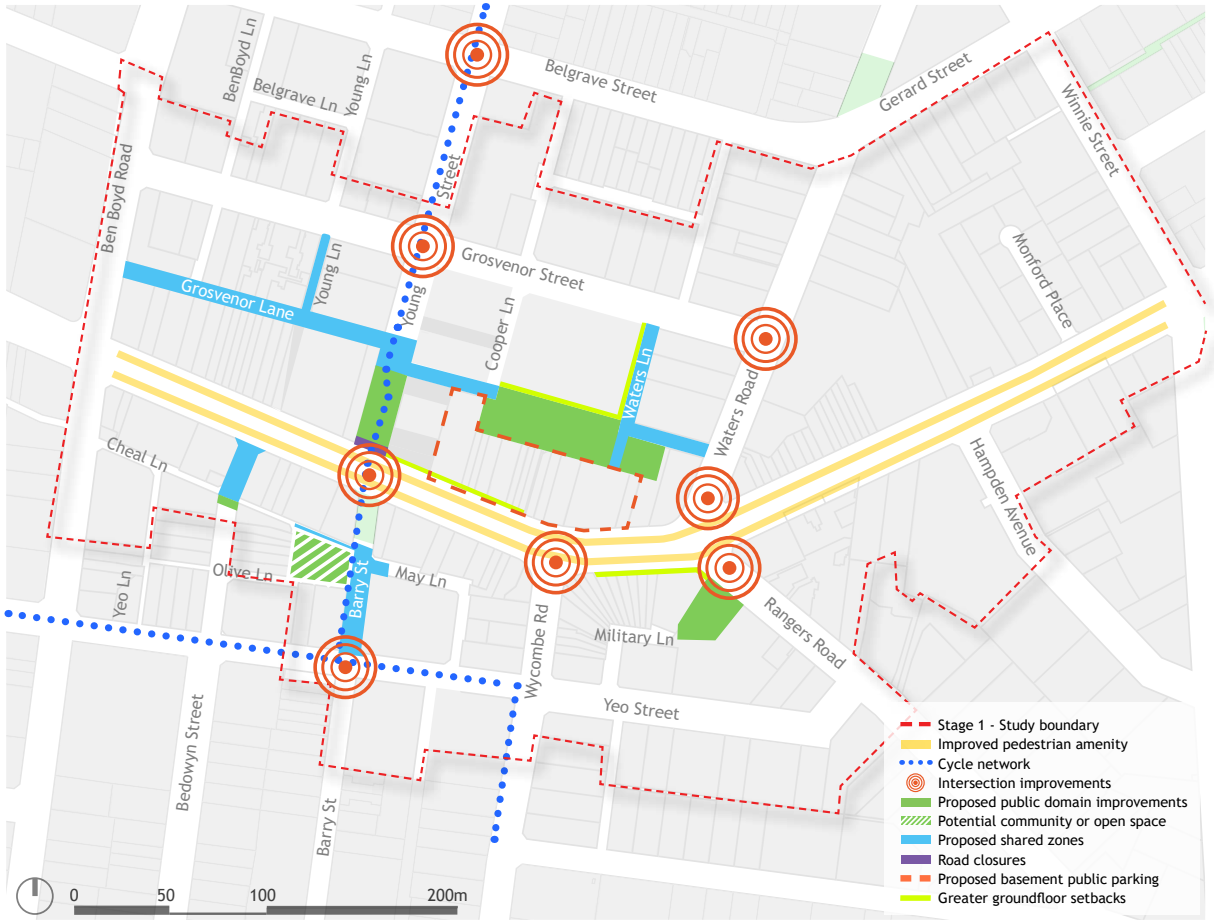


Figure 24 - Future transport improvements and public car park opportunities that address the increasing detrimental effects of motorised vehicles in Neutral Bay town centre over the last decades.

Beaches Link

In 2016, the NSW 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 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 limited reductions in Military Road traffic as a result of the revised Western Harbour Tunnel and Warringah Freeway Upgrades proposal.

Military Road

Military Road plays an important role in Sydney's strategic transport network as well as being the focus for Neutral Bay's local road network.

Military Road has a carriageway that is 6 traffic lanes wide, accommodating temporal bus lanes, bus stop zones, some time-restricted on-street parking as well as two traffic lanes in each direction.

In 2019, RMS analysis showed that, in the AM peak hour, approximately twice as many walking and bus journeys were made on the Neutral Bay section of Military Road than car journeys. Analysis of historic traffic data shows that traffic volumes have remained static and, in some cases declined on Military Road since 2010; this may be linked to generally static populations in both the Northern Beaches and Mosman over the same period. With limited on-street parking outside peak hours providing minimal buffer between pedestrians on footpaths and fast moving traffic on the carriageway, community perception is that the Neutral Bay section of Military Road has become increasingly dangerous over the last few decades.

Despite this, the RMS's recent B-line project resulted in significant increases in Military Road traffic capacity. Extension of traffic tidal flow systems and provision of additional signal phase time for regional through-traffic coming at the expense of additional pedestrian crossing priority, Military Road cycling improvements or additional road-space re-allocation to bus infrastructure. It also resulted in reduced priority for local traffic movements.

Limited efforts to address the community's safety and amenity concerns have included the introduction of a temporal school speed limit zone between Rangers Road and Cremorne. This speed limit zone demonstrates that speed limits can be reduced to improve the safety and amenity of pedestrian and other transport modes. In 2016, Council adopted recommendations to introduce 40km/h "High Pedestrian Activity Area" speed limit zones to improve the safety and amenity in all North Sydney centres. Advocacy for reduced speed limits on Military is part of Council's on-going advocacy program.

Objectives

Improve the safety and amenity of Military Road by lobbying the NSW Government to:

- Pursue projects that will achieve more significant traffic reduction on Military Road and encourage existing traffic to by-pass the Neutral Bay Centre, thereby encouraging even more walking, cycling and public transport use in the area
- Introduce a 40km/h High Pedestrian Activity Area speed limits to improve safety and amenity
- Widen footpaths and allow longer crossing times for pedestrians
- Introduce separated cycle lanes on Military Road
- Increase road space allocation for buses on Military Road
- Allocate additional space for deliveries in growing local centres
- Re-introduce on-street parking on Military Road
- Increase priority for local traffic movements entering/crossing the Military Road corridor

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 for pedestrians and cyclists will improve amenity throughout the 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, Barry Street and the Young Street closure.



Figure 25 - A shared zone can restrict vehicle access to a space at specific times, allowing the space to be fully pedestrianised periodically.



Figure 26 - The recent completion of the Grosvenor Lane shared includes new paving, furniture, landscaping and night-time safety improvements including new lighting. A shared zone enhances the pedestrian amenity significantly as drivers must give way to pedestrians at all times.

Balance transport priorities

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

This study advocates for:

- Enforced slower speed limits across Neutral Bay town centre and Military Road
- New innovative ways to slow down cars, especially at intersections
- Supports the roll-out of shared zones in Waters Lane, Barry Street and Grosvenor Lane

Needs of local businesses

Servicing and delivery are imperative to the daily operation of local 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.

Future development proposals have an opportunity to relocate some of the public parking and loading. The relocation of some of those functions within the development opens up valuable space in front of the building for pedestrians. Meanwhile at neighbouring locations, existing local shops and businesses should be able to continue trading with their existing parking and loading in place and relocated if their site redevelops at a later stage.



Figure 27 - This table top junction in Port Macquarie, NSW, slows down vehicles and prioritises pedestrians. Intersection improvements within Neutral Bay should consider a similar approach.



Figure 28 - The Grosvenor Lane car park includes a variety of uses including outdoor dining and a pocket park. Parking and loading are essential for the local shops but also take up the majority of this great space.

Parking

The balance between parking and other uses needs to be carefully managed. Creating more public and private parking spaces in the centre increases traffic congestion. This is not sustainable in the long term and does not support Council's overarching objective of enabling cycling and walking as the key modes of transport.

Notwithstanding, on-street parking is recognised as a valuable public asset that not only facilitates access to the Neutral Bay town centre, particularly for less mobile members of the community, but can also act 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.

Council accommodates public parking as a service to the community and will continue to do so. It is recognised that access to public parking will need to support all members of the community, including the less mobile, and support existing and future local shops. This is particularly relevant for the proposed relocation of the public parking from the Grosvenor Lane car park.

Objectives

- Improve amenity for alternative modes of transport including walking and cycling.
- Provide public parking to support local shops.
- Replace on-street parking with off-street public car parking to free up public domain.
- 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
- Incorporate site access requirements as described in Chapter 3.4
- For significant development sites, any private 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

Transport works

- Major redevelopment sites will require an internalised loading dock

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 may 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 Bydown 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 may occur within set times, for example in the early morning and evening

Improvements on Military Road are subject to NSW State Government approval.



3.3 BUILT FORM

Community views

This Future Direction report has been shaped by community feedback received from mid-2018 to 2020.

Early engagement encouraged comments on values and issues from residents and workers. This feedback provided valuable insights in Neutral Bay with the suburb's 'village atmosphere' rating as one of its greatest attributes.

Feedback from Discussion papers that examined a range of urban design options were on exhibition in mid-2019.

There were mixed opinions regarding building height increases in the area. 52% of survey responses 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 advising it 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.

The report was placed on public exhibition for an extended period of 14 weeks during the pandemic in 2020. Most frequently raised issues were concerns relating to building height, traffic and parking.

This final report addresses these concerns by removing the draft proposed height increases on one of the most difficult sites in terms of built form, streetscape and impact context.

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 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.

Received feedback from stakeholder engagement identified a need to meet community demand on various issues including the lack of good community facilities and shortage of public domain. The Discussion papers utilised a building height increase across the town centre to leverage public benefits delivered through contributions over time.

Similarly, as proposed in this final report, 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

This chapter examines existing planning controls in Neutral Bay town centre 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 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 guidelines for planning proposals (PP) that outline 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

The majority of the study area is zoned B4 - Mixed Use under NSLEP 2013. The objective of the B4 zone is to create interesting and vibrant centres with a mix of business, retail, office, residential and other compatible development in accessible locations that maximise public transport patronage and encourage walking and cycling.

The study area transitions to R3 – Medium Density Residential and R4 - High Density Residential on the periphery. The R3 and R4 zones provide a variety of housing types that complement the amenity of the surrounding area.

There are also pockets of land zoned SP2 - Special Uses (Infrastructure). The SP2 zone provides for classified roads, car parks, emergency services facilities, educational establishments, places of public worship.

All proposed changes in this report are related to the B4 - Mixed Use zoning and remain appropriate in this context. This includes changes to the height of building, non-residential FSR and other changes to the DCP. Advocacy regarding improvements to the Military Road and potential adaptive re-use of the NSW Fire Station are related to SP2 - Special Uses but does not require a change of land-use.

It is recommended to investigate changes to the land use zoning when new public domain is being delivered as part of a planning proposal.

Objective

Retain existing characteristics of the land-uses.

- The zoning of new public domain to public recreation (RE1) will be investigated once firm proposals are tabled
- No other changes are proposed to the zoning

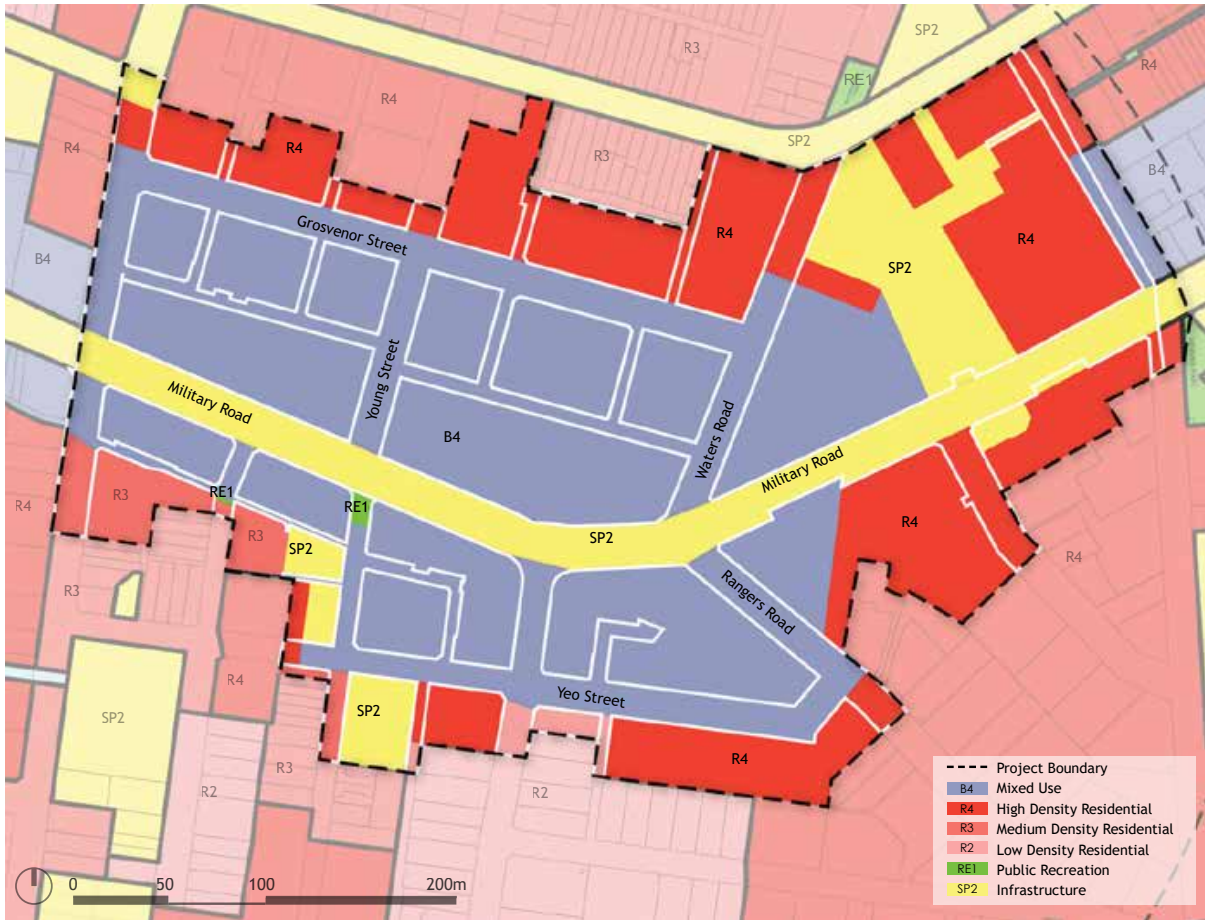


Figure 29 - NSLEP 2013 - Existing Land Use Zoning. There are no direct changes to the existing land zoning controls at this stage. Future changes could be considered if they allow for the better delivery of public domain benefits.

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 listed 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 town centre retail experience.

1. Retain heritage items listed in the NSLEP 2013 and State Heritage Register
2. Retain the form and external fabric of the original front building at 194 Military Road and front facade of 196 Military Road. Alterations should treat the heritage components as the prominent feature of any future development proposal.
3. Retain iconic facades of 'period buildings' that contribute to the local character of Neutral Bay town centre (Figures 31 & 32)
4. Investigate the adaptive re-use of the Neutral Bay fire station for community uses with Fire and Rescue NSW



Figure 30 - Existing conservation items and conservation areas from NSLEP 2013. Buildings of character that have been identified through this report have also been highlighted.





Figure 31 - 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 32 - 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, generally, 12 metres or 4 storeys.

Military Road runs along a ridgeline with the centre of Neutral Bay also located in this elevated position. Subsequently, the area is the backdrop of the skyline from many distant vantage points, as well as, offering magnificent views from the existing taller residential apartments within the area.

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

A further increase in maximum building height is recommended where new community facilities and public domain projects can be delivered through voluntary planning agreements (VPAs) or in-kind contributions (Chapter 1.1). These may occur on larger, amalgamated sites that can accommodate taller buildings. The proposed height would not exceed existing tall towers in the surrounding R4-residential zone, thereby keeping within the existing character of the Neutral Bay. The height increases will transition down from Military Road to ensure there is minimal impact on surrounding residential areas.

Proposed heights are discussed in more detail in Chapter 3.4.

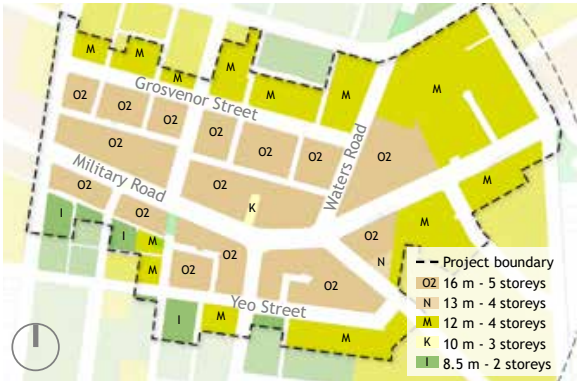


Figure 33 - NSLEP 2013 - Existing Maximum Building Height controls.

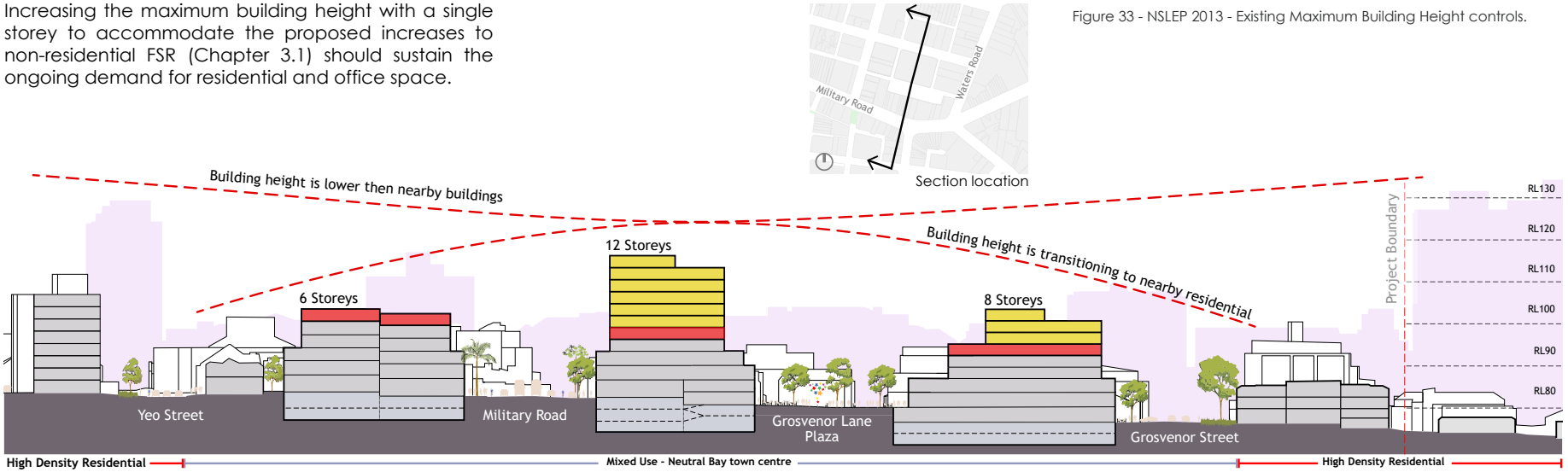


Figure 34 - North-south section through Neutral Bay town centre looking west. New height limits will meet the demand for non-residential floorspace (pink) with a few taller residential towers (yellow) to help provide much needed public benefits. Details on Planning Proposal and VPAs can be found in Chapter 3.4.

Objectives

Carefully manage increases in building height on a limited number of locations:

- to maintain a viable level of employment and residential capacity
- in a manner that does not detract from the village character of the centre
- that can deliver public benefits identified in this report

1. Increase the maximum building height from 5 storeys to 6 storeys for sites identified in Figure 35 to deliver increased employment floor space
2. Council will consider planning proposals that seek to increase the maximum height limit that applies to sites 1-3, to enable a development up to the maximum number of storeys shown on Figure 35
3. Retain current height controls for residential areas
4. Proposed height is subject to solar and setback controls described in this report, the NSDCP and SEPP65
5. Residential towers should appear slender, maximise above podium habitable facades to all sides and with tower breaks to avoid a continuous wall along Military Road

More information regarding solar requirements are provided on the next pages.

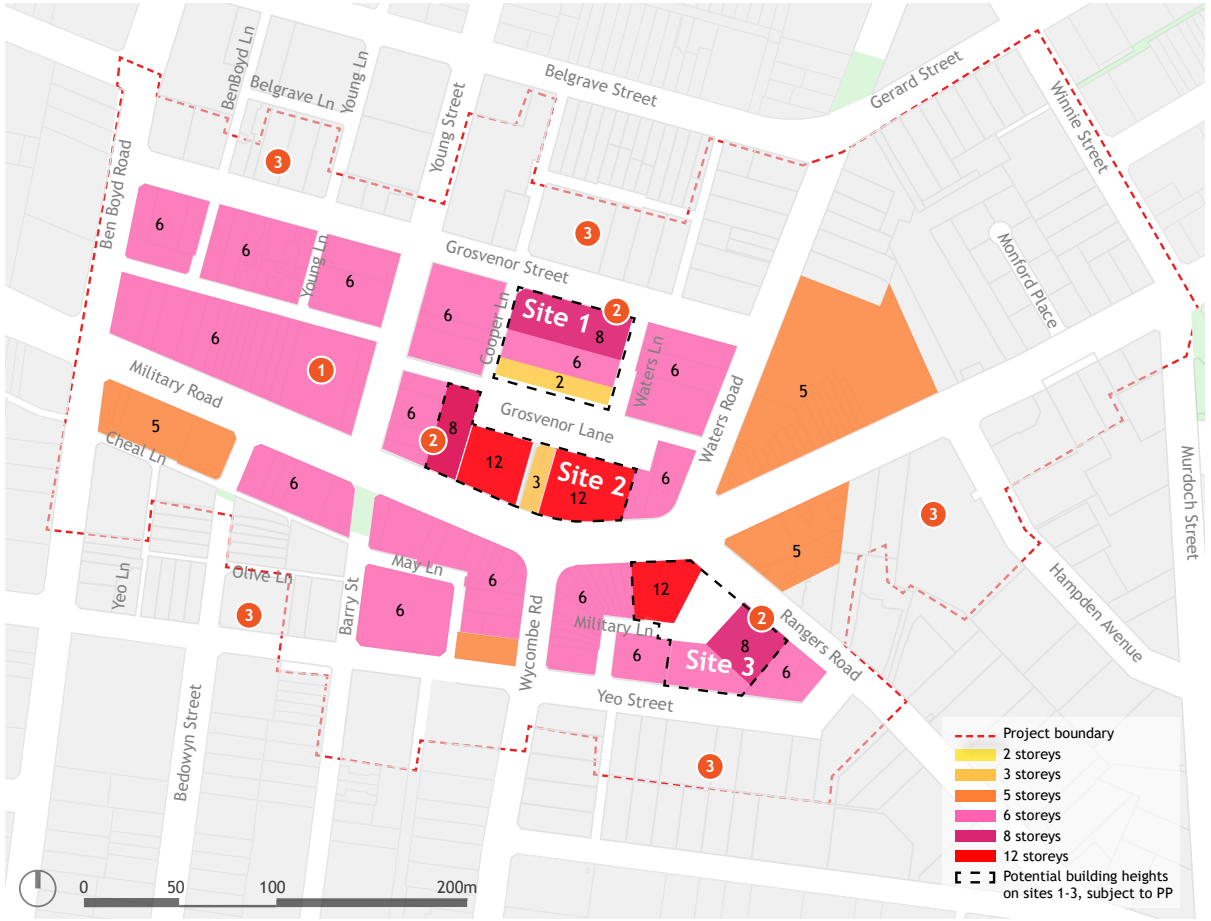


Figure 35 - Proposed new building heights controls (in storeys) in Neutral Bay town centre. A slight increase in the maximum building heights will cater to future jobs growth. The potential heights within the three outlined sites will first require detailed planning proposals and negotiations for VPAs or in-kind contributions before changes to the NSLEP 2013 are considered.

Protect sunlight to public domain

New development has the potential to impact solar access to the 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 1-3 (Chapter 3.4) 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 public open space to maintain Neutral Bay's village atmosphere.

Prevent overshadowing of important existing and future public spaces.

1. Proposals for sites 1-3 should demonstrate that there is a significant increase in solar access to the surrounding public domain compared to existing controls
2. Buildings above 5 storeys should not create additional shadows on May Gibbs Place and the future Barry Street shared zone during winter solstice
3. 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 existing and future spaces - Grosvenor Lane Plaza, Rangers Road Plaza & Young Street Plaza
4. Maintain a minimum of 2 hours of sunlight to 70% of residential dwellings consistent with the solar provisions of NSDCP 2013 and SEPP65 (ADG)



Figure 36 - Existing and future overshadowing and solar access gains. Under the proposed schemes there is noticable solar gain in public domain areas and minimal new overshadowing.

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

GROSVENOR LANE

Existing controls

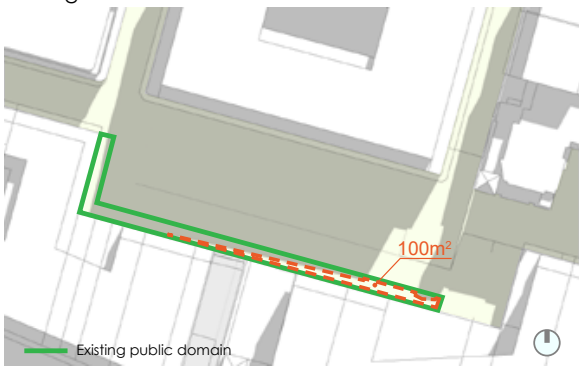


Figure 37 - 100m² of sunlight in public domain areas at Grosvenor Lane on 21 June at 10am

Proposed controls

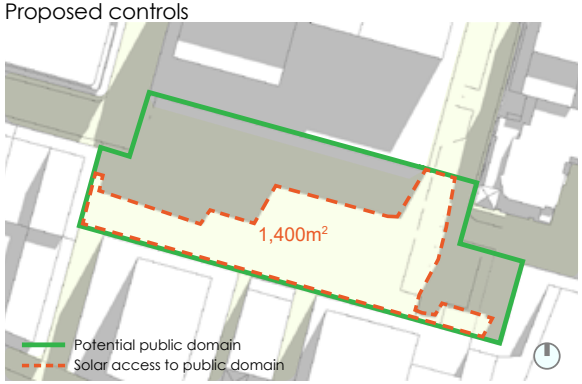


Figure 38 - 1,300m² of sunlight in existing and new public domain areas at Grosvenor Lane under proposed controls on 21 June at 10am

BARRY STREET

Existing controls



Figure 39 - 350m² of sunlight in public domain areas including May Gibbs Place under existing controls on 21 June at 10am

Proposed controls

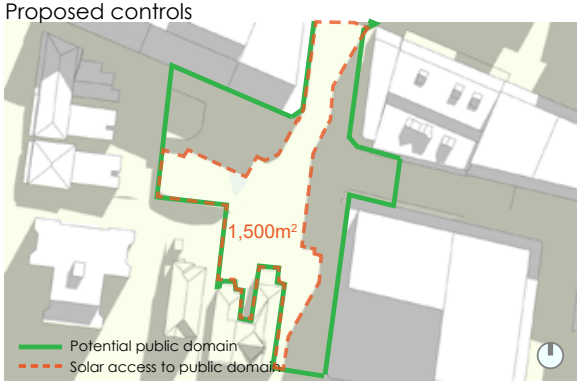


Figure 40 - 1,500m² of sunlight in existing and potential public domain areas at Barry Street (for further investigation) on 21 June at 10am

RANGERS ROAD

Existing controls

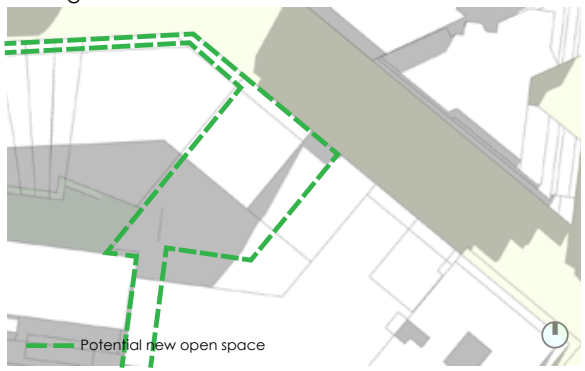


Figure 41 - Existing solar impact on Rangers Road on 21 June at 10am

Proposed controls

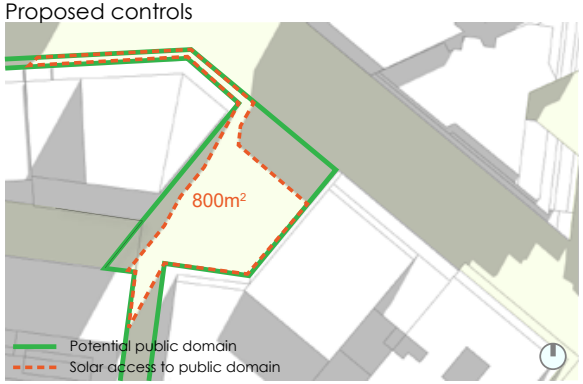


Figure 42 - 800m² of sunlight in new public domain areas at Rangers Road under proposed controls on 21 June at 10am

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. Reverse setbacks are not an acceptable built form outcome. 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. Paving used in these setbacks should match the material of existing footpaths.

2.5m whole of building setbacks along B-Line bus-stops will improve pedestrian safety and amenity.

Objective

Refine whole of building setbacks to improve pedestrian amenity.

1. Amend setback requirements in the NSDCP 2013 as per Figure 43
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
5. Rangers Road plaza setbacks are subject to further design to deliver a new 1,000m^2 public space (see Chapter 3.4)

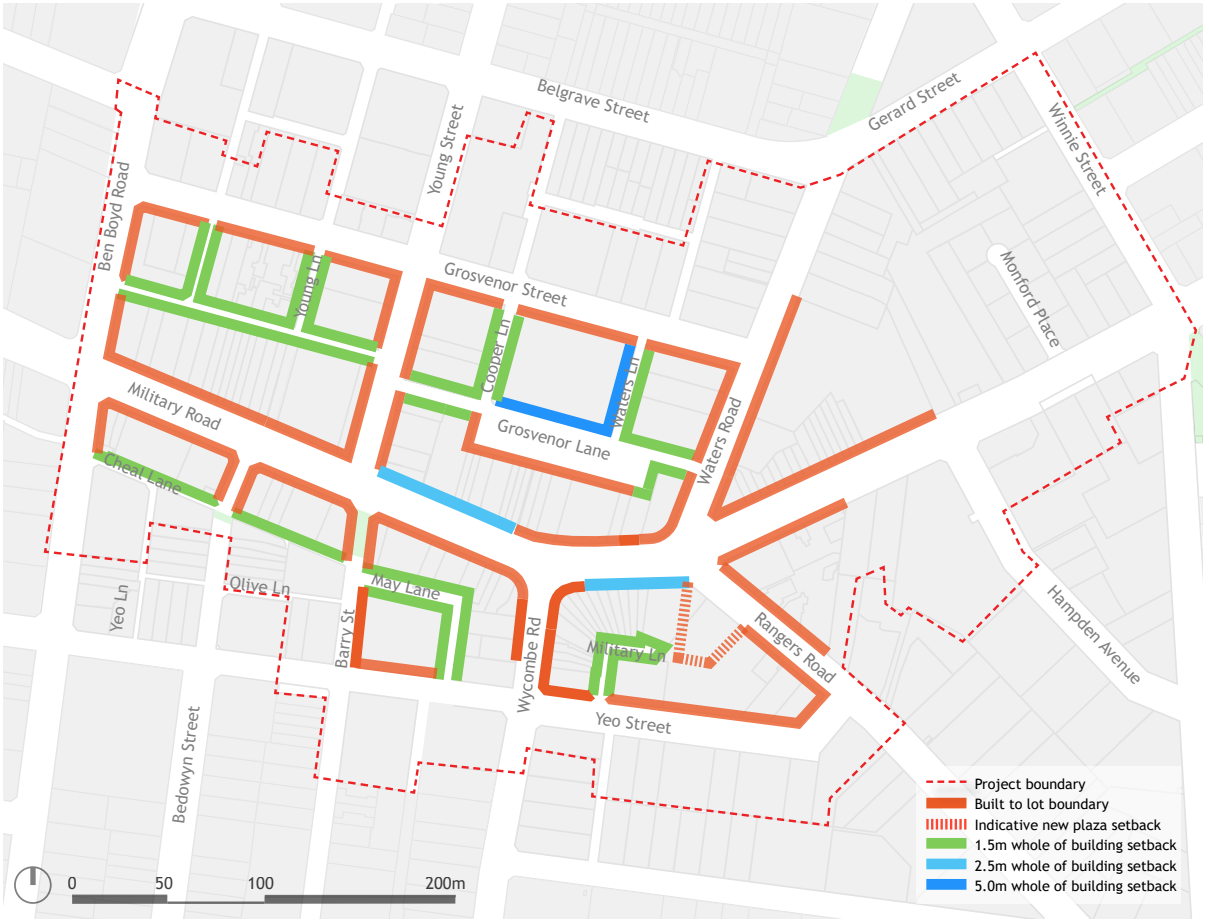


Figure 43 - Proposed minimum whole of building setback requirements. These setbacks will allow for the widening of footpaths and allow for deep soil zones to help rebuild Neutral Bay's tree canopies. At Grosvenor Lane it will provide a larger future plaza space and allow redirection of vehicles.



Figure 44 - 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 a 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, protect the village atmosphere and provides building separation. 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. Amend the podium height and above podium setback requirements in the NSDCP 2103 as shown in Figure 45
2. Upper level setbacks should result in:
   - improved solar access
   - building separation that meets SEPP65 guidelines
   - a strong relationship to the surrounding context
   - a scale that is appropriate to the village atmosphere
3. The groundfloor setback is outlined on the previous pages and relate to all floors of the podium (no reverse setbacks). The upper level setback is calculated from the edge of the podium and is in addition to a ground floor setback.

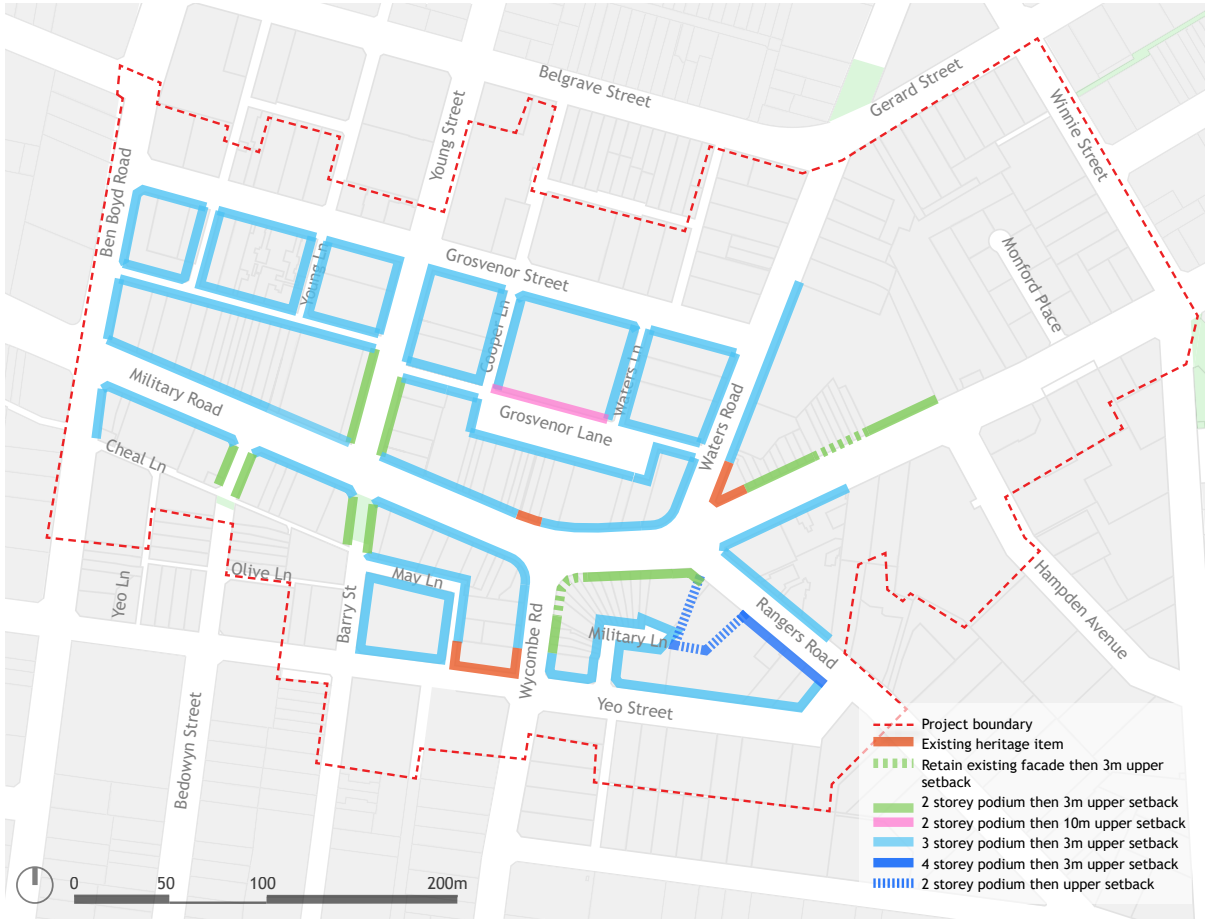


Figure 45 - Proposed above podium setback requirements. These proposed setbacks will reduce the scale and bulk of buildings and maintain a human scale for pedestrians in the town centre and on Military Road.

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 restaurants 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 46
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 46
4. Maximise potential outdoor dining spaces on new and improved public domain
5. Encourage a level of activation and passive surveillance in all laneways
6. Provide and replace fine-grain architectural articulation in new facades through careful choice of materials and providing entries every 4-8m



Figure 46 - 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.

3.4 KEY SITES AND REQUIREMENTS

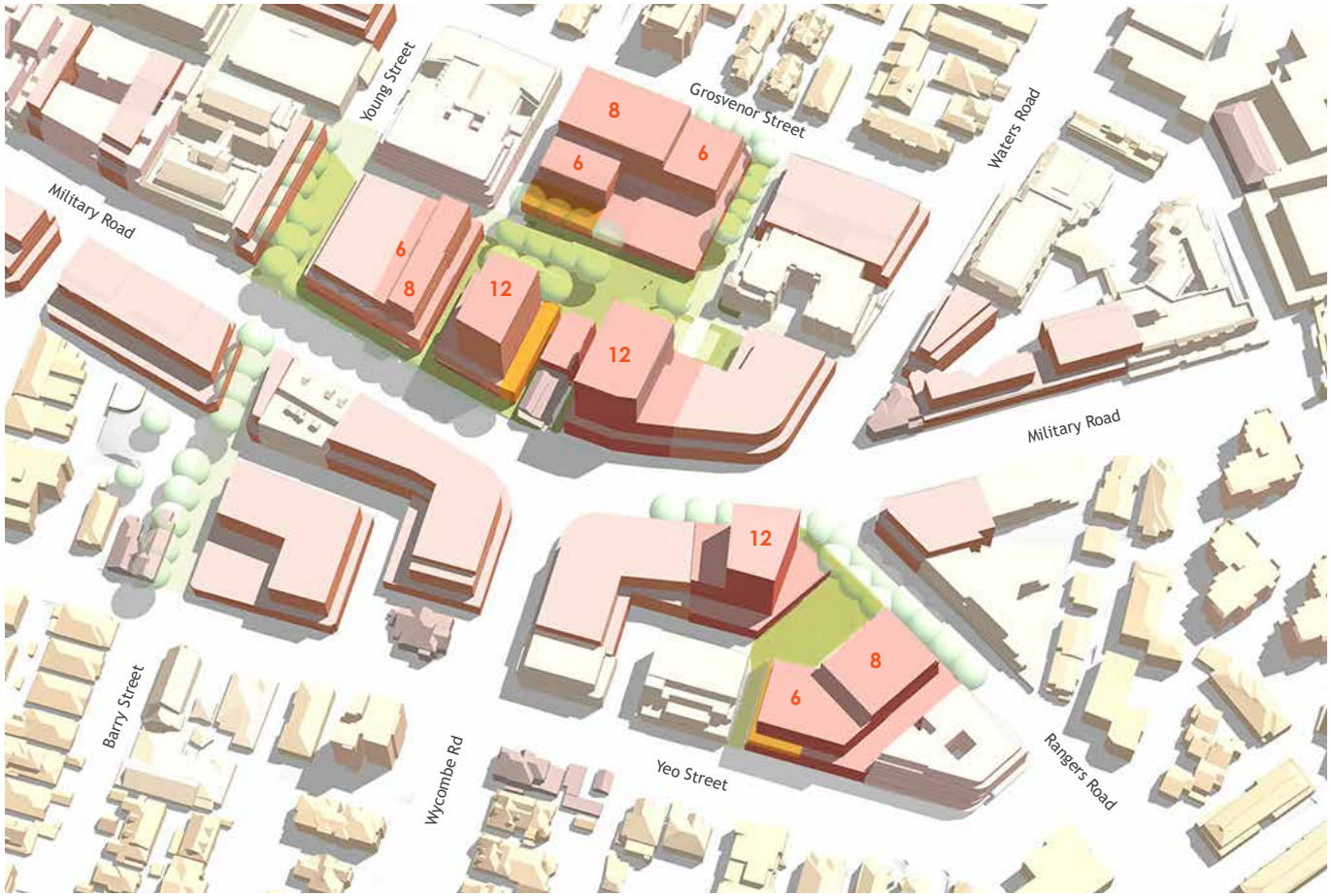


Figure 47 - Aerial of indicative proposed development envelope. The built form maximum heights (in storeys) will be achieved through planning proposals that are subject to further public exhibition processes. An increase of one storey is proposed across the town centre which would be through an amendment to the NSLEP 2013.

Locations

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

Three sites have been identified to support additional residential and employment capacity and deliver these public benefits:

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

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.

Urban design objectives and requirements for each site are described in this chapter and should be referred to when a planning proposal is prepared.



Figure 48 - 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



Figure 49 - Location of site 1

Site 1 is located at 43-51 Grosvenor Street and currently supports a large supermarket. The site fronts the Council-owned Grosvenor Lane car park and is enclosed by Cooper Lane, Waters Lane and Grosvenor Street.

There is potential to relocate the Grosvenor Lane car park into adjacent buildings on Site 2 and create a fully pedestrianised public plaza.

A 5m whole of building setback and 10m above podium setback on the southern side of Site 1 will widen the plaza and allow more sunlight into the space compared to the 5-storey controls that currently apply to the site.

An additional 5m whole of building setback to Waters Lane, particularly to the south, is necessary to accommodate the traffic changes needed to redirect traffic away from the plaza

By locating the proposed 8-storey building to the north, along Grosvenor Street, and staggering heights down to 2 storeys to Grosvenor Lane, more sunlight will reach the plaza.

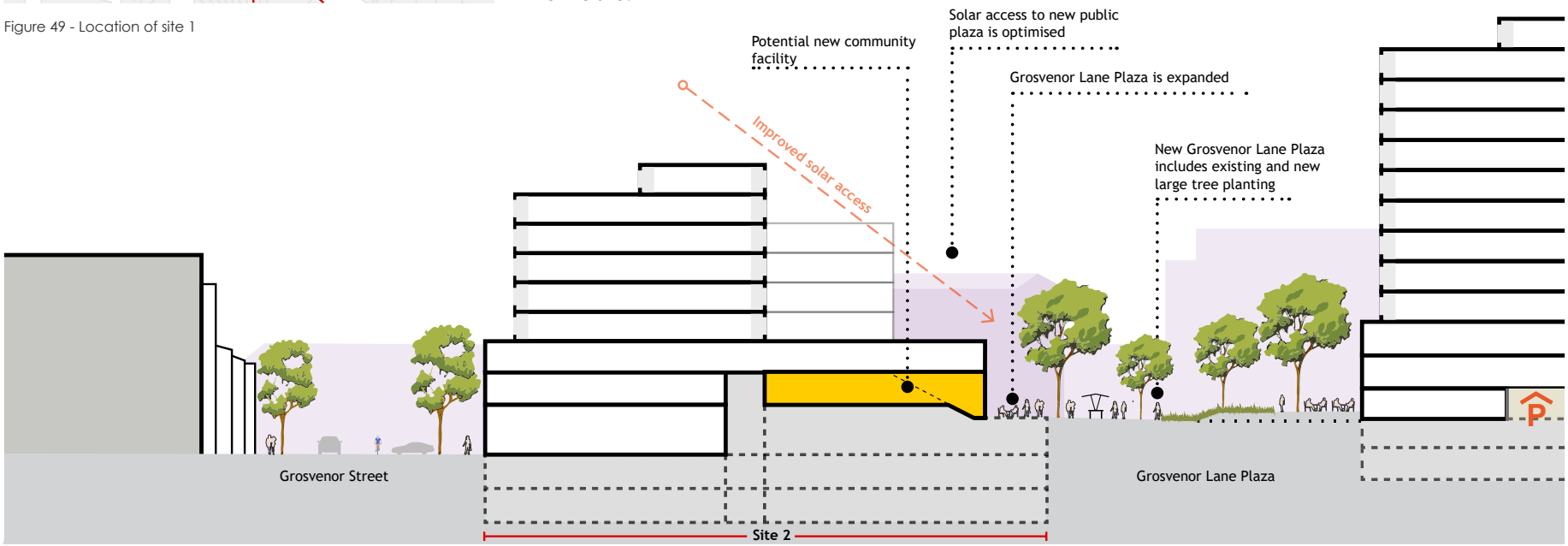


Figure 50 - Section of indicative scheme for site 1 - Grosvenor Lane North

Objectives

Enable the redevelopment of Site 1 to:

- Support local jobs, local shops and housing opportunities
- Transform the Grosvenor Lane car park into a new, sunny public plaza
- Improve pedestrian amenity and access between Grosvenor Street and Grosvenor Lane
- Potentially deliver a new community facility
- Support the village atmosphere

1. Provide additional employment floor space with a minimum 2.0:1 non-residential FSR
2. Provide a whole of building setback of approx. 5.0m along Waters Lane and Grosvenor Lane and 1.5m along Cooper Lane (as per DCP)
3. There is potential to deliver a new community facility on Site 1 (see Chapter 2.1). This will be examined as part of any future planning proposal and planning agreement for the site
4. Provide multiple fine-grain retail shops along Grosvenor Street, Waters Lane and Grosvenor Lane to support a variety of new on-street shops
5. Maintain and add more trees in Waters Lane and Grosvenor Street where possible and provide deep soil large tree planting along the new Grosvenor Lane Plaza
6. Protect solar access with staggered building heights as shown in Figure 51
7. Minimise impact of loading and parking access by providing vehicular access through Cooper Lane

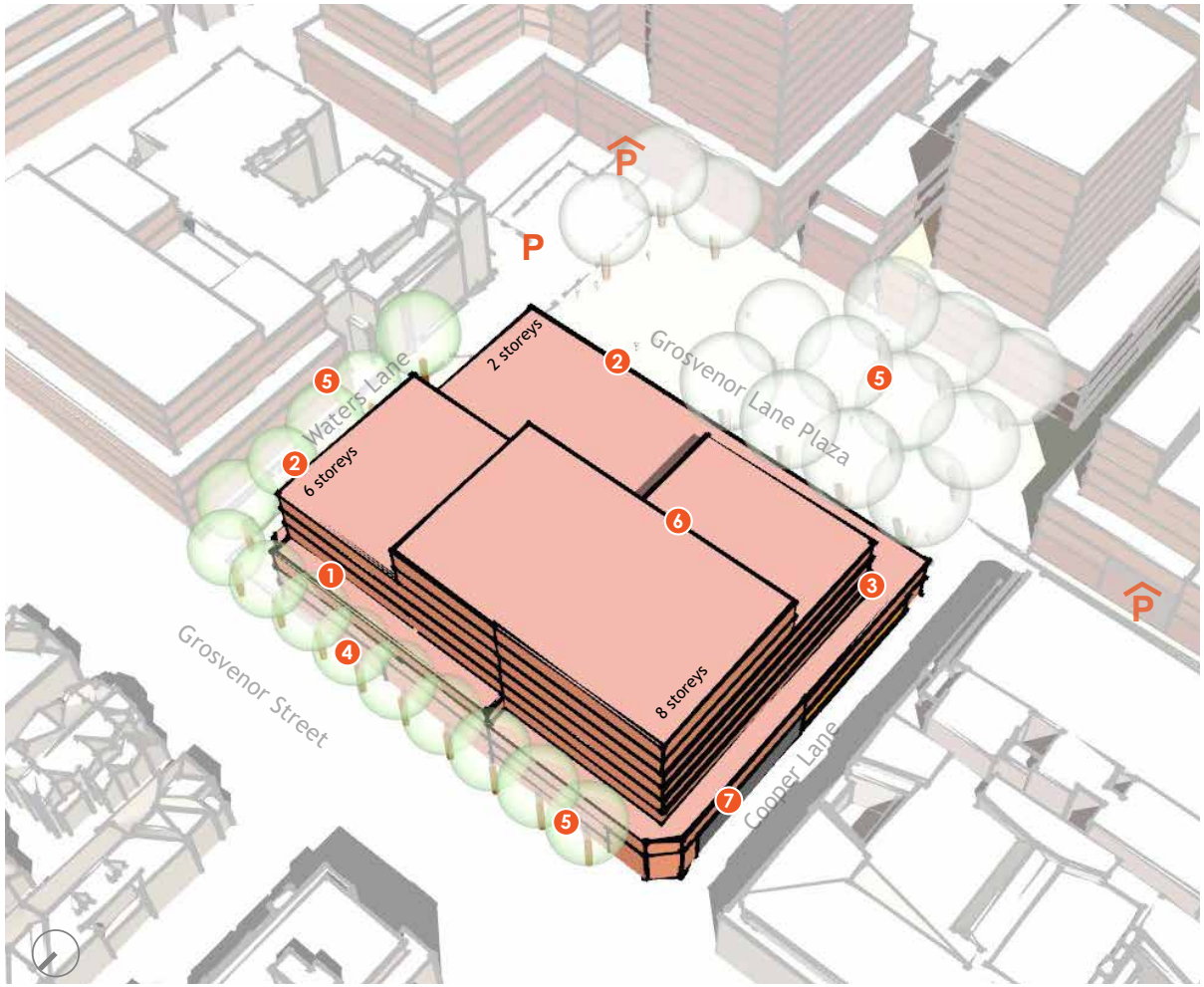


Figure 51 - Illustrative building envelope looking south-east. Building height increases transition with the surrounding residential area and are in keeping with the character of Grosvenor Street. Additional tree planting along Grosvenor Street and upper level setbacks further limit the visual impact.

Indicative staged implementation of the Grosvenor Lane Plaza if Site 1 develops first

Stage1: Site 1 develops first

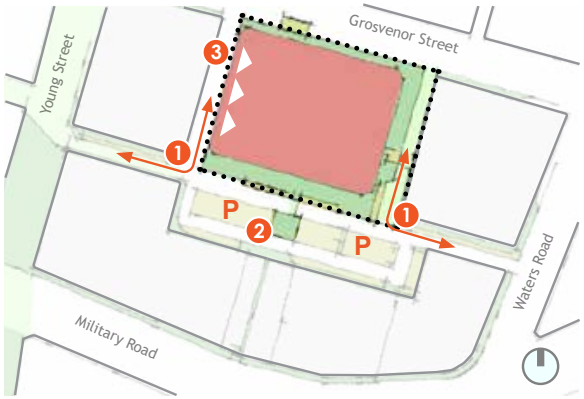
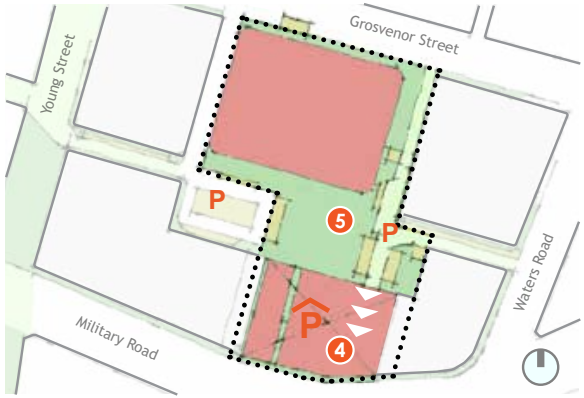


Figure 52 - Indicative diagrams

Stage 2(a): Followed by Site 2 (east)



Stage 2(b): Followed by Site 2 (west)



Stage 3: Complete scheme



This series of diagrams show how the Grosvenor Lane Plaza could be staged if Site 1 develops first.

1. A 5m setback to Waters Lane provides space for trucks to turn at the intersection with Grosvenor Lane, thereby redirecting traffic away from the initial stages of the plaza. Trees are retained to the laneway.
2. At grade parking is still provided with a pocket park.
3. Access for loading and parking is from Cooper Lane with an internalised loading dock.
4. Site 2 can be subsequently developed in stages. Stage 2(a) and 2(b) show the partial relocation of public parking into a redevelopment site fronting Military Road. Existing local shops retain parking and loading.
5. This delivers another portion of the new plaza with some at grade parking retained.

The above image shows the completed scheme with Sites 1 and 2 redeveloped.

6. Full Grosvenor Lane Plaza
7. Retain some at-grade parking including disability parking, drop-off and community bus stop to improve accessibility

Detailed design considerations for Site 1

Public benefits



Figure 53 - Public benefits

Potential new community facility (1,000m²)

Contribution towards Grosvenor Lane Plaza public domain improvements

Accommodate Waters Lane and Cooper Lane turning circles

Increased pedestrian amenity along Waters Lane including retention of trees where possible

Maximum building height

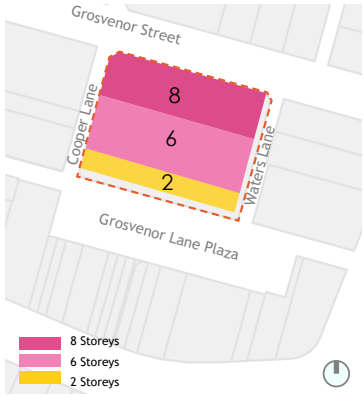


Figure 54 - Proposed maximum building heights

Cap maximum building heights at 2, 6 and 8 storeys

Articulate building through separate built form volumes stepped with the topography and urban fabric

Solar access



Figure 55 - Solar access requirements

Maintain minimum 2 hours sunlight to 70% of dwellings consistent with NSDCP 2013 and SEPP65

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

Parking and loading

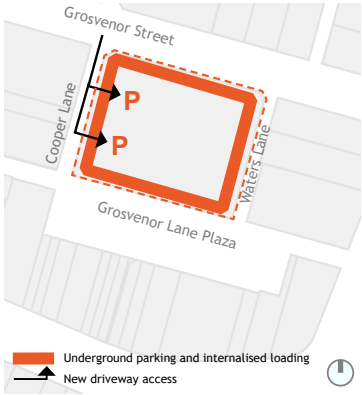


Figure 56 - Access changes to Cooper Lane and Waters Lane

Provide access into parking and loading from Cooper Lane.

Internalise loading

Redirecting traffic through Cooper Lane and Waters Lane will eliminate the need for vehicles to cross the future Grosvenor Plaza (subject to detailed traffic assessment)

Whole of building setbacks

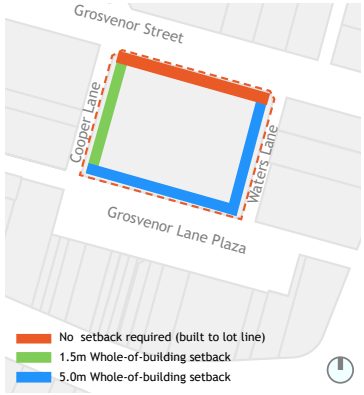


Figure 57 - Whole of building setbacks

Provide setbacks from Waters Lane and Cooper Lane to allow for turning circles of vehicles

Ultimately this would allow no vehicles to cross over the future Grosvenor Plaza (subject to detailed traffic assessment)

Provide setback from Grosvenor Lane to expand the Grosvenor Lane Plaza

Above podium setbacks

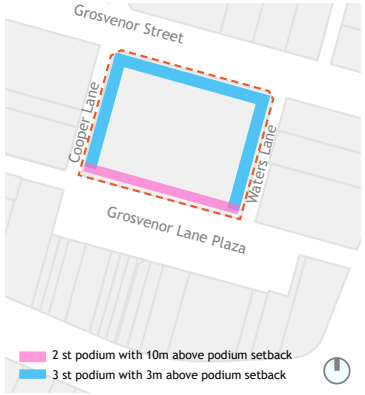


Figure 58 - Above podium setbacks

3 storey podium with 3m above podium setback along Grosvenor Street

Other upper level setbacks should result in:

- improved solar access
- building separation according SEPP65
- related to the surrounding context
- reinforce the village atmosphere
- subject to height controls

Site 2 - Grosvenor Lane South

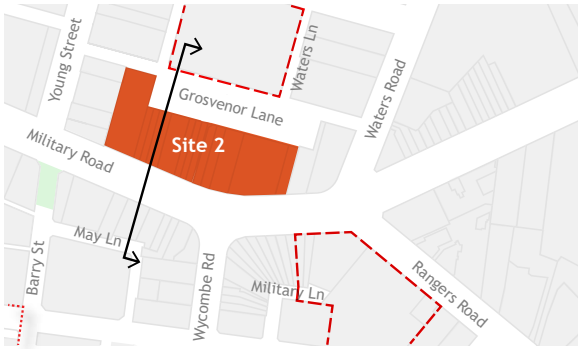


Figure 59 - Site 2 location

Site 2 is located at 176-214 Military Road and supports multiple local shops and businesses. The site also fronts the Council-owned Grosvenor Lane car park and is bounded by Military Road and Grosvenor Lane.

There is potential to relocate the Grosvenor Lane car park into the redevelopment of Site 2 and create a fully pedestrianised public plaza. The plaza will be at grade to avoid privatising the space.

The public car park will be conveniently located to service the local shops.

Two residential towers will be capped at 12 storeys.

Objective

Enable the staged redevelopment of Site 2 to:

- Support local jobs, local shops and housing opportunities
- Transform the Grosvenor Lane car park into a new, sunny public plaza
- Improve pedestrian amenity and access between Military Road and the new plaza
- Deliver a new art alley, bicycle parking and public parking
- Support the village atmosphere

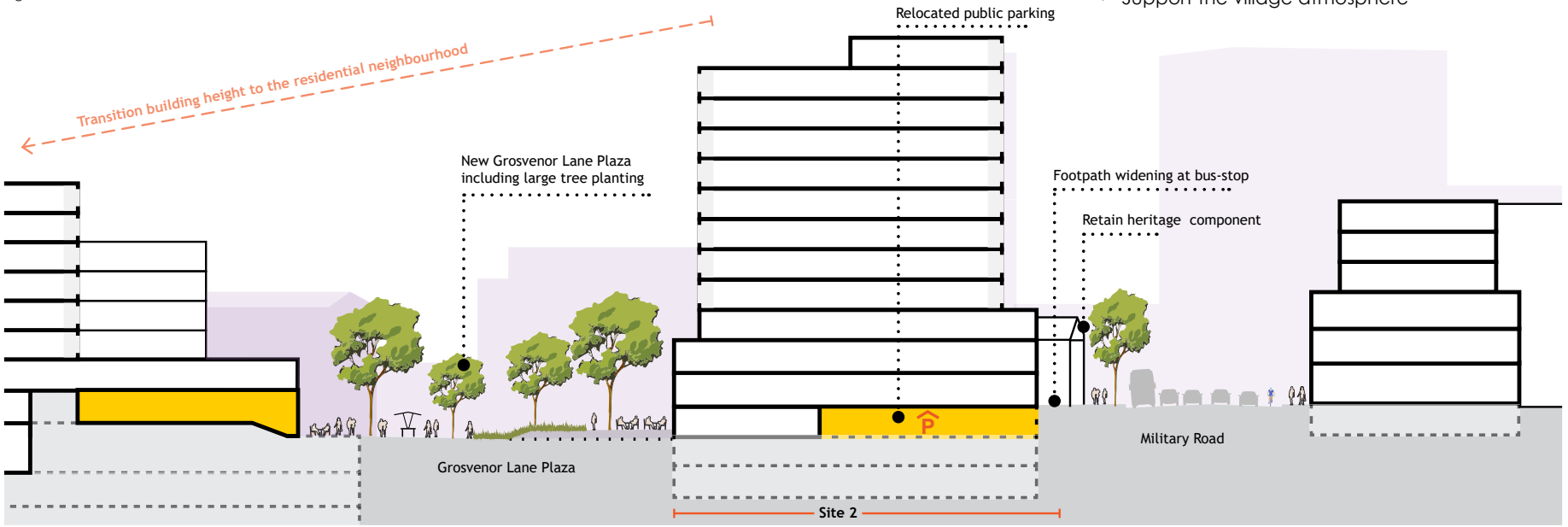


Figure 60 - Section of site 2 - Grosvenor Lane South

Requirements

1. Provide additional employment floor space with a minimum 1.5:1 non-residential FSR
2. Residential towers should appear slender, maximise above podium habitable facades to all sides and provide generous tower breaks to avoid a continuous 'wall effect' along Military Road
3. Protect solar amenity to existing and future public domain when increasing building heights (refer to Chapter 3.3)
4. Improve streetscape amenity by delivering the through-site-links and a 2.5m whole of building setback along Military Road as per the detailed design considerations on the following pages
5. Enable the Grosvenor Lane plaza by relocating the public parking and loading function into the new development. Utilise existing grade and topography of the land to connect existing and future development to the plaza
6. Provided a new facility has been established, redevelop the existing community centre site into a creative makers art alley with 600m² GFA
7. Provide 14 secured commuter bicycle parking spots as part of the creative makers art alley
8. Expand tree canopy on Military Road and in new open space on Grosvenor Lane Plaza
9. Sensitively incorporate existing heritage item into the development site

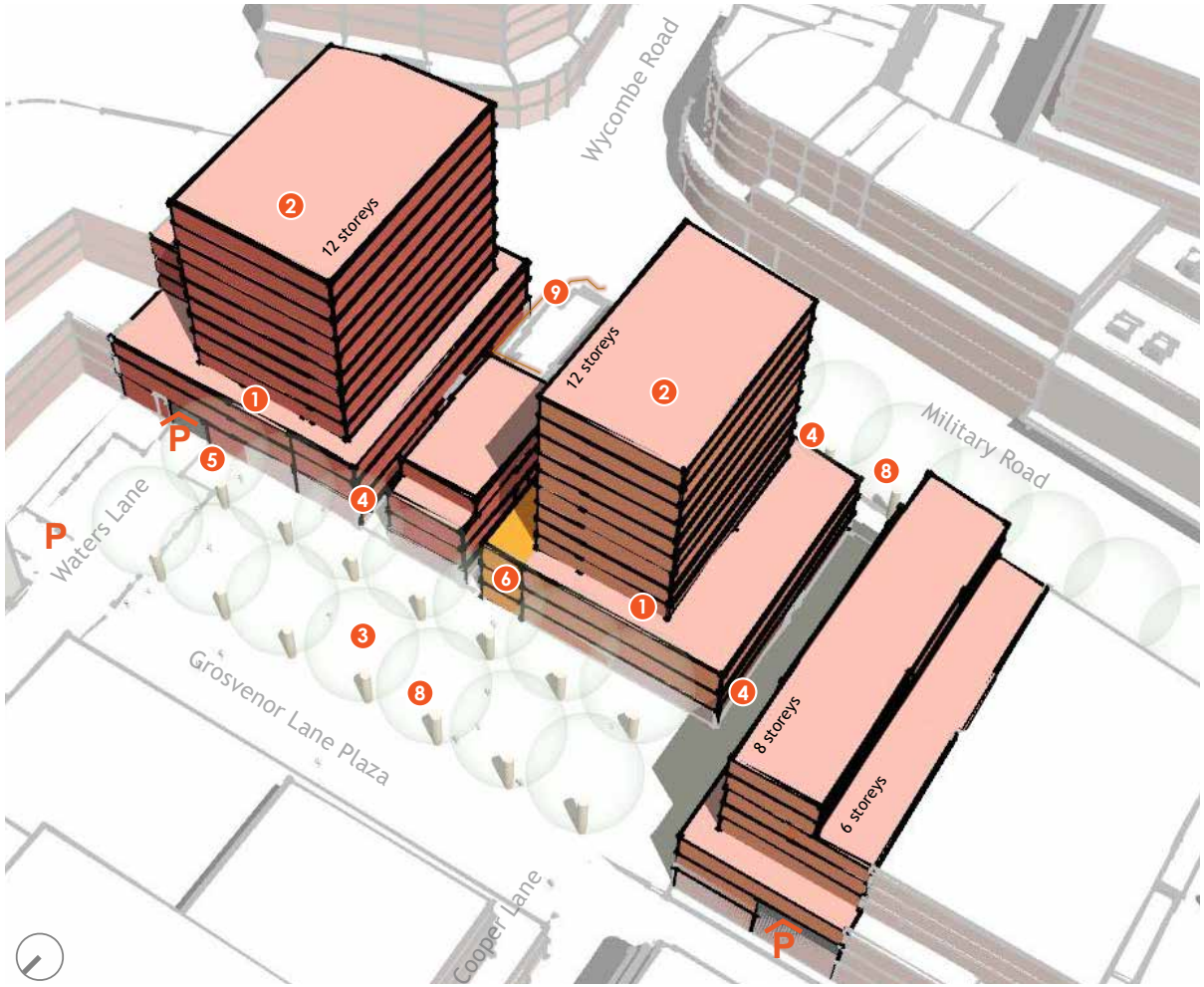
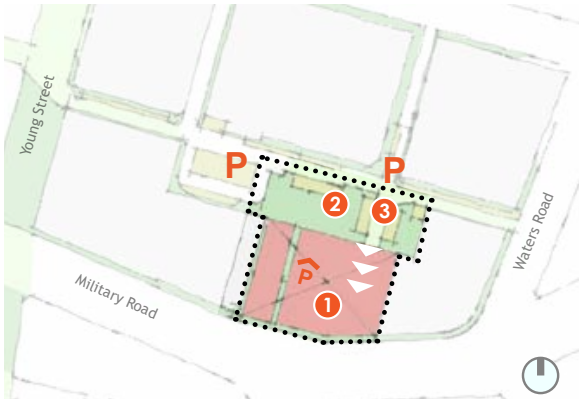


Figure 61 - Illustrative building envelope looking south-east. An increase in maximum building height would allow a range of opportunities for the public including a new creative makers art alley, new through-site-links, relocated public parking and open space.

Indicative staged implementation of the Grosvenor Lane Plaza if Site 2 develops first

Stage 1(a): Site 2 (west) develops first



Stage 2: Site 2 complete



Stage 3: Complete scheme



Stage 1(a): Site 2 (east) develops first



Figure 62 - Indicative diagrams of the various stages a development is established and the context it needs to tie into.

This series of diagrams show how the Grosvenor Lane Plaza could be staged if Site 2 develops first.

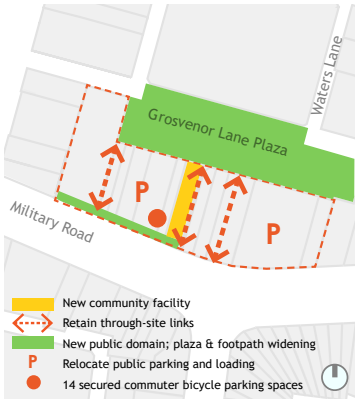
1. Site 2 can be developed in stages, with the eastern or western side redeveloped and public parking and loading incorporated into the building.
2. Each side delivers a a portion of the Grosvenor Lane Plaza (~900m²).
3. Each side retains some at grade parking.
4. Stage 2 shows Site 2 completed. The majority of the plaza is complete. Existing trees are retained, where possible.
5. Essential parking and loading functions are retained until traffic can be redirected following the redevelopment of Site 1.

The above image shows the completed scheme with Sites 1 and 2 redeveloped.

6. Full Grosvenor Lane Plaza
7. Retain some at-grade parking including disability parking, drop-off and community bus stop to improve accessibility

Detailed design considerations for Site 2

Public benefits



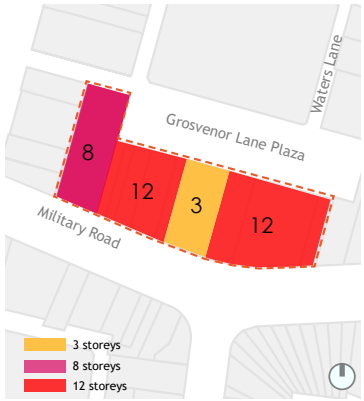
Relocate existing Grosvenor Lane car park into new public parking facilities and contribute towards the creation of a new Grosvenor Lane Plaza

Secured public commuter bicycle parking (14 spots)

New creative makers space (600m²)

Figure 63 - Public benefits

Maximum building height, lotsize and FSR



Maximum building height of 12 storeys

Building height above 6 storeys should:

- appear slender
- maximise above podium habitable facades to all sides
- have breaks to avoid a continuous 'wall effect' along Military Road

Figure 64 - Proposed maximum building heights

Solar access

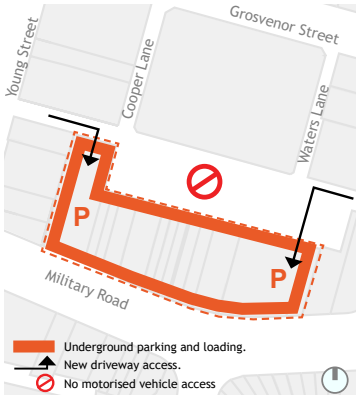


No additional overshadowing on May Gibbs Place and Barry Street as a result of the redevelopment of Site 2 during winter solstice

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

Figure 65 - Solar access requirements

Underground parking

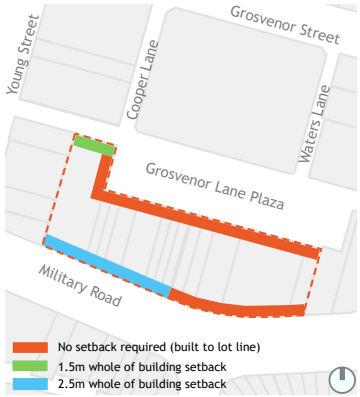


Underground car park with loading access from the western and eastern side of Grosvenor Lane.

Completion of Site 1 will ultimately enable no vehicles into the future Grosvenor Plaza (subject to detailed traffic assessment)

Figure 66 - Underground parking

Whole of building setbacks



Provide a 2.5m whole of building setback from Military Road for a portion of Site 2, as shown on the map, to allow for widened footpaths

Figure 67 - Whole of building setbacks

Above podium setbacks



Provide a 3 storey podium along Military Road

Provide a 3 storey podium along the new Grosvenor Lane Plaza

Provide at least a 3m above podium setback

Figure 68 - Above podium setbacks

Site 3 - Rangers Road



Figure 69 - Site 3 location - Rangers Road

Site 3 is located at 183-185 Military Road and 1-7 Rangers Road. The site fronts Military Road, Rangers Road and Yeo Street.

By relocating the supermarket underground, a new public plaza can be delivered fronting Rangers Road. Access to the plaza can also be achieved from Yeo Street.

Residential buildings with be capped at 12 storeys fronting Military Road, 8 storeys to Rangers Road and 6 storeys to Yeo Street.

The podium will support a new 1,000m^2 community facility.

Objective

Enable the redevelopment of Site 3 to:

- Support local jobs, local shops and housing opportunities
- Create a new public plaza fronting Rangers Road
- Improve pedestrian amenity and access between Rangers Road and Yeo Street
- Deliver a new community facility, bicycle parking and public parking
- Support the village atmosphere

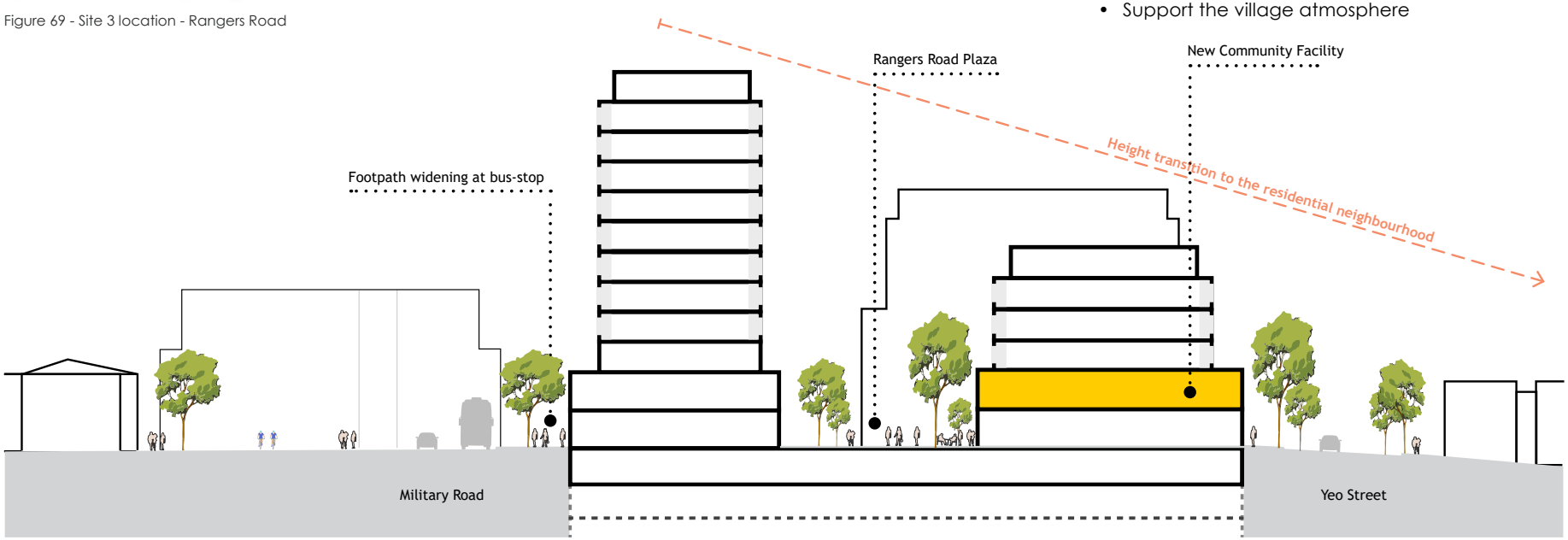


Figure 70 - Section of Site 3 - Rangers Road

Requirements

1. Provide additional non-residential floor space with a minimum 2.0:1 FSR
2. Residential towers should appear slender, maximise above podium habitable facades to all sides
3. Provide a new community facility (1,000m²) (see Chapter 2.1)
4. Deliver 1,250m² new public domain including:
   - A 1,000m² new public plaza with an underground supermarket
   - A through-site-link to Yeo Street
   - A 2.5m whole of building setback that expands the tree canopy along Rangers Road and Military Road
5. Deliver a 14-space public commuter bicycle parking facility
6. Activate street edges along Rangers Road, Military Road, the new plaza, through-site-link and part of Yeo Street
7. Deliver loading and basement access through Military Lane or potentially along Yeo Street, subject to a transport study
8. Mitigate wind impacts to the public plaza
9. Provide access to underground uses within a building facade to limit structures on the plaza



Figure 71 - Illustrative building envelope for 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.

Visual assessment

The boundary of Site 3 runs along Yeo Street, a leafy local street on the edge of the Neutral Bay town centre. Building heights along this street are to be kept at an appropriate scale with the surrounds With the right finegrain architectectural detailing, the proposed height of 6 storeys may reinforce the character of the street. Any future planning proposal will need to demonstrate that the visual impact of the taller building volumes of 8 storeys at Rangers Road and 12 storeys at Military Road is minimal from Yeo Street.

Objective

Buildings along Yeo Street will be limited to 6 storeys in height to support the local character of the streetscape and limit overshadowing impacts to residential properties to the south

Taller elements along Rangers Road and Military Road are to be located away from Yeo Street to limit the visual impact



Figure 72 - View analysis location along Yeo Street



Figure 73 - Illustration demonstrating the moderate building heights and leafy local street characteristics along Yeo Street

Detailed design considerations for Site 3

Public benefits



Figure 74 - Public benefits

New community facility (1,000m²)

Public plaza (1,000m²)

Through-site-link

2.5m whole of building setback along Military Road that includes deep soil zones for large trees

Secured public commuter bicycle parking (14 spots)

Maximum building height

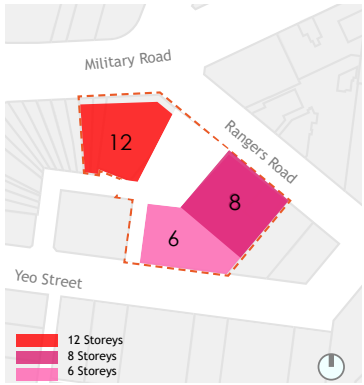


Figure 75 - Proposed maximum building heights

Maximum building heights at 6, 8 and 12 storeys

Solar access

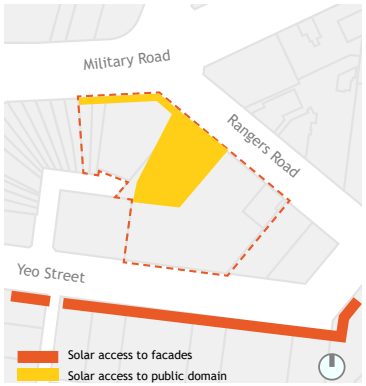


Figure 76 - Solar access requirements

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

Built form should demonstrate improvements to solar access to the surrounding public domain compared to existing controls

Underground parking



Figure 77 - Underground parking

Underground basement including parking and loading with minimum impacts to the local streets

Whole of building setbacks



Figure 78 - Whole of building setbacks

Provide 2.5m whole of building setback from Military Road to widen footpath and provide better amenity

Above podium setbacks

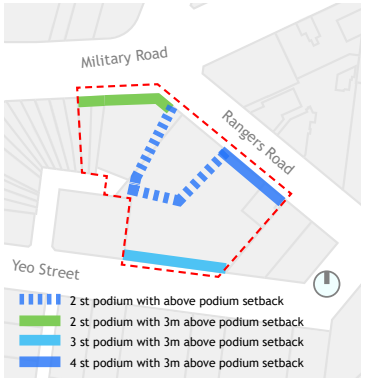


Figure 79 - Above podium setbacks

Provide podium height that responds to the context

Provide a podium level around the new plaza that reinforce the village atmosphere

Side setbacks according SEPP65



3

3.5 IMPLEMENTATION

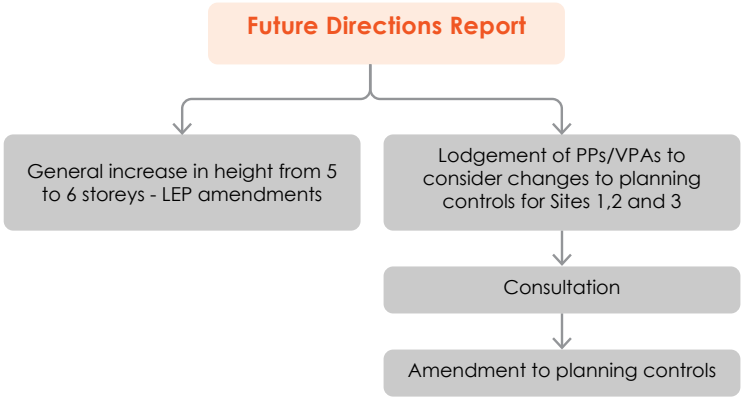
This Future Direction Report represents the culmination of a series of public consultation processes including the latest public exhibition as well as further internal and external expert feedback. The Future Direction Report represents Council's strategic framework for Neutral Bay town centre which will guide any requests for amended planning controls through the Planning Proposal process.

The Future Directions Report is the long-term strategic plan for Neutral Bay. It identifies a vision for the centre and presents a framework for future built form and public domain outcomes.

Next Steps

In the first instance, it is proposed that Council will amend the NSLEP, 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, the adjustment of setback controls.

The more significant changes mooted for the 3 strategically significant sites identified, will not be pursued as holistic changes to the planning controls. These directions will simply act as principles to guide landowners seeking changes to the planning controls through the Planning Proposal process.



Pre-lodgement of a Planning Proposal

A Planning Proposal, inclusive of built form, general architectural treatment, detailed landscape design and traffic+transport planning should be developed consistent with Council's strategic objectives for North Sydney and this Future Directions Report.

To inform the scheme, the proponent is to consult Council staff, the Precinct Committee, local landowners and the Design Excellence Panel prior to lodgement.

Council will review those proposals to ensure they align with the objectives and recommendations of the Future Directions Report. That process 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.

Planning Proposal

For development to achieve the proposed height, zone and non residential floor space ratios envisaged within the preferred option, a landowner initiated planning proposal is required to amend the North Sydney LEP 2013.

There are opportunities to further refine outcomes as part of the planning proposal consideration and negotiation process.

The following page provides an indicative list of the studies that are generally required to accompany the planning proposal.

A driving principle of this study is that development opportunities beyond those available under existing controls should only be pursued if public benefit is provided in parallel to meet community needs. A planning proposal seeking to amend the North Sydney LEP 2013 will be accompanied by a draft voluntary planning agreement (VPA), which sets out any public benefits proposed to be delivered in accordance with Council's "Voluntary Planning Agreements Policy".

Consultation to inform the Planning Proposal

Draft Community Consultation Plan	An indication of any proposed community consultation is required with the planning proposal. The planning proposal should outline the community consultation to be undertaken in respect of the proposal, having regard to the requirements set out in 'A guide to preparing local environmental plans' as well as Council's Community Engagement Strategy. The Gateway determination will then confirm the public consultation that must be undertaken in respect of the planning proposal. This part of the proposal must be revised to reflect any change to the consultation requirements specified in the Gateway determination prior to the proposal being publicly exhibited. Additional information or studies may be required to be included in the planning proposal before consultation is undertaken with the public or Government agencies. This is to ensure interested parties / persons can make an informed opinion regarding the proposed LEP amendment. The requirement for this additional information or studies will be outlined in the Gateway determination document.
Council Staff	Preliminary discussion with Council staff is encouraged to provide broad feedback on the Proposal prior to lodgment.
Stakeholder Engagement	To ensure the proposal has regard to the needs and aspirations of the local community, the proponent is to present the scheme and seek feedback from the Precinct Committees and local landowners.
Design Excellence Panel	The scheme will be put to the Design Excellence Panel for comment. A meeting with Council staff will then be held to discuss any amendments that should be made before proceeding with a formal planning proposal.

Studies to inform the planning proposal

Architectural Plans **Urban Design Report** **Landscape Design Report**	Having regard to the design principles in the Future Direction Report of the Military Road Corridor Planning Study Stage 1, the Urban Design and Landscape Design report should provide: • a justification of the built form massing and public domain design with an explanation of the proposed amendments to the NSLEP2013 • detailed landscape design of all public domain, new through site links, ground floor setbacks and road reserves including high quality renders • an assessment against the Apartment Design Guide (DPE 2015) • shadow impact analysis • visual assessment of key views demonstrating the impact of the built form from all surrounding streets • economic impact assessment • wind assessment • heritage assessment (if relevant)
Transport and Access Study	The Transport and Access Study should inform the public domain design extending across the full site, including the future open space. A traffic impact assessment report is required detailing the impact on traffic flow and generation, vehicular access, loading and unloading of service deliveries, parking provisions, walking and cycling amenities. An additional traffic management plan is required if the proposal results in any of the envisioned road closures and changes to the existing traffic flow direction. A meeting with relevant Council staff should be arranged to discuss the scope of the study in detail and should include consultation with Roads and Maritime Services staff.
Draft Travel Plan	The draft Travel Plan is to be informed by the Transport and Access Study. It is to demonstrate how the development can minimise car parking requirements and traffic generation and promote sustainable travel behaviour by residents, staff and guests travelling to and from the site.
Draft Voluntary Planning Agreement	Draft Voluntary Planning Agreement or letter of offer that proposes public benefits as a part of the proposal to amend the NSLEP 2013.

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
- NSC Draft Local Housing Strategy 2019

- 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
- NSC Street Tree Strategy 2016
- NSC Urban Forest Strategy 2011
- NSC Economic Development Strategy 2016
- NSC Infrastructure Manual
- NSC Transport Strategy
- NSC Neutral Bay Traffic Study 2015
- NSC Integrated Cycling Strategy
- NSC Local Area Traffic Management Action Plans 2017
- 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
- NSC Floodplain Risk Management Study and Flood Management Plan

Australian Bureau of Statistics
Censusdata.abs.gov.au, (2016). - available at: http://www.censusdata.abs.gov.au

.id The Population Experts.
Profile.id.com.au. - available at: http://profile.id.com.au/north-sydney

State Government documents -

available at https://www.greater.sydney/
- DPIE GSC – Greater Sydney Regional Plan
- DPIE GSC – North District Plan

available at https://future.transport.nsw.gov.au/
- TfNSW – Future Transport Strategy 2056

Expert Consultant Advice

- Economic Baseline Report - Stage 1 Economic Strategy - HillPDA Pty Ltd
- Transport Study - Aurecon International Pty Ltd
- Financial Feasibility Assessment on Discussion Paper Options - HillPDA Pty Ltd
- Heritage Review - NBRSArchitecture Pty Ltd
- Financial Feasibility Testing of Draft and Preferred Option - BEM Pty Ltd
- Memorandum on impacts of Covid-19 - HillPDA 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 - community housing for key workers that could otherwise not afford to live in the area

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

Masterplan - 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 support the increased demand for public amenities and public services in an area

Setback - the space between the lot boundary and the building, or the edge of the podium and the tower element of a building

Finegrain built form - 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
February 2021

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