

8.9. Masterplan for the Public Domain upgrade of Kirribilli Village Centre – Post Community Consultation report

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ATTACHMENTS:

1. Consultation Submissions Summary [8.9.1 - 41 pages]
2. Masterplan for the Public Domain upgrade of Kirribilli Village Centre (Amended) [8.9.2 - 42 pages]
3. NSC Your High Street Grant Program application [8.9.3 - 25 pages]
4. NSC Your High Street Grant Program Guidelines [8.9.4 - 1 page]

PURPOSE:

This report provides Council with the outcome of the community consultation on the draft Masterplan for the Public Domain upgrade of Kirribilli Village Centre.

EXECUTIVE SUMMARY:

Council, at its meeting on 23 July 2020, endorsed the public exhibition of the Kirribilli Draft Masterplan for 60 days. Community consultation was undertaken between September and November 2020 in line with the Community Engagement Strategy developed for this project.

Council received a total of 79 submissions, comprising 14 written submissions and 65 online submission forms (Attachment 1). The majority of submissions received by Council support the proposal (86.08% support, 6.1% oppose, 3% neither support nor oppose, and 3% don't know).

This report outlines the consultation outcomes and changes made to the Masterplan as a result of the feedback received. The final Masterplan (Attachment 2) is included in this report to Council for adoption.

FINANCIAL IMPLICATIONS:

The implementation of this Masterplan is a long-term program that will be implemented as funding becomes available.

Partial funding of \$500K for this project is included in the Special Rate Variation (SRV) and Capital Works for the financial year 2021/2022.

The Masterplan for the Kirribilli Village Centre will be used to inform forward planning for Council's Streetscape Upgrades in Kirribilli as well as future Capital Works budgets in Council's Delivery Program.

The Master Plan will also be used for future grant funding applications, which will be required to deliver the projects that have been identified in the document.

RECOMMENDATION:

- 1.THAT** Council note the submissions received.
- 2.THAT** The Masterplan for the Public Domain upgrade of Kirribilli Village Centre including the amendments made as a result of the feedback received during the community consultation period be adopted.
- 3.THAT** Council proceeds with detailed design and construction of the **Burton Street - Pilot Project**, to be in place for a period of 6 months which is funded through the NSW Department of Planning, Industry and Environment "Streets and Shared Spaces Grant"
- 4.THAT** Council proceeds with detailed design and construction of **Bligh Street- Pilot Shared Zone**, to be in place for a period of 6 months which is funded through the NSW Department of Planning, Industry and Environment "Streets and Shared Spaces Grant"
- 5.THAT** should Council resolve to proceed with the pilot projects, that approval from the North Sydney Traffic Committee be sought under delegation to the Manager Traffic and Transport Operations for the road closures and shared zone implementation, under the TfNSW Special Covid-19 traffic regulation delegation to Councils - Section 115 of the Roads Act 1993 for temporary pedestrian and bicycle works.
- 6.THAT** Council endorses the grant application submitted to NSW Department of Planning, Industry and Environment, on 29 January 2021, for "Your High Street" Grant program, nominating the Broughton Street - "High Street" - Permanent Upgrade Works - Project. Formal Council endorsement is a requirement of the "Your High Street" Grant program guidelines – refer to attachment 4.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

1. Our Living Environment

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

3. Our Future Planning

3.1 Prosperous and vibrant economy

BACKGROUND

The public domain of the Kirribilli Village Centre area is in need of upgrading. This area in its current form was designed and built in the mid 1990's and is now looking progressively outdated and tired. In the Kirribilli Village Centre, there are multiple layers of streetscape elements which have been combined together over the decades creating an Ad-hoc streetscape character that is visually inconsistent and difficult for Council to maintain. The colour scheme, paving materials and streetscape furniture do not resonate with current contemporary approaches of Urban Design and "Place Making". In addition, some of the various palettes of materials originally used have performed poorly over those years.

On 25 June 2018, Council resolved to adopt North Sydney Council Delivery Program 2018/19-2020/21, including forecast estimates prepared under SRV Scenario 3. This scenario included \$1m for public domain and streetscape upgrades in Kirribilli and McMahons Point villages (\$500,000 each).

To plan for the implementation of the Kirribilli Village Centre public domain and streetscape upgrades, Council engaged the professional consultancy services of Turf Design Studio to prepare Masterplan for the proposed (next generation) Public Domain upgrade at this iconic harbourside Village.

Council, at its meeting on 23 July 2020, endorsed the public exhibition of the "Draft" Masterplan for the Public Domain upgrade of Kirribilli Village Centre for 60 days. Community consultation was undertaken between September and November 2020.

The key objectives of this Masterplan are:

- upgrade the public domain of this iconic lower North Shore Village Centre and its associated streetscape and public spaces while celebrating its unique harbourside character and preserving the existing status as being in the top 10 most “liveable” suburbs in Sydney.
- create a new and contemporary Public Domain for the Kirribilli Village Centre that supports the needs of local businesses and enables a vibrant economy to prosper both during the day and night.
- create a public domain that embraces the principles of “Place Making” which is community driven, visionary, functional, adaptive, inclusive, flexible and collaborative to ensure that the Kirribilli Village Centre continues to be a destination for all people who live in or visit Sydney for generations to come.
- identify opportunities to increase and improve public spaces and recreational facilities with accompanying services that meet local residents, business, and broader local community needs.
- identify opportunities for public art, decorative lighting and to celebrate iconic heritage features of this unique harbourside Village Centre.
- identify opportunities for soft landscape including tree planting and decorative planting such as hanging baskets and planter boxes and for seasonal “living colour” displays
- improve accessibility for pedestrians and cyclists to encourage sustainable and active transport to and from each of this Village Centre.
- provide designs that reflect innovative and creative use of the public space and streetscape, incorporating current finishes and materials palette in accordance with Council’s currently adopted Public Domain Style Manual and Design Codes.
- create a pedestrian plaza in Bligh Street between Humphrey Place and Broughton Street in Kirribilli.
- identify areas to increase the public open space to improve pedestrians’ amenities.

The following six (6) key areas that have been identified to be implemented as part of this Masterplan:

1. Milsons Point Station arrival (Upper and Lower Ennis Road)
2. Burton Street Underpass
3. Burton Street Green Heart
4. Broughton High Street
5. Bligh Street Community Heart
6. Fitzroy Street

Partial funding for these projects is included in the Special Rate Variation (SRV) and Capital Works for the financial year 2021/2022. The implementation of this Masterplan is a long-term program that will be implemented as funding becomes available.

The Masterplan will be used to inform forward planning for Council’s Streetscape Upgrades Capital Works budgets as well as grant funding applications.

The projects identified in this Masterplan will complement the Kirribilli and Milsons Point 40km/h HPAA project currently being implemented.

It is anticipated that by having this adopted Masterplan and vision for Kirribilli, Council will have a stronger chance of being successful for any Federal or State Government Funding that is made available through supplementary grant programs.

Council has already submitted a grant application to the NSW Department of Planning, Industry and Environment, on 29 January 2021, for “Your High Street” Grant program, nominating the Broughton Street - "High Street" - Permanent Upgrade Works. This Project is one of the key projects identified in the Kirribilli Village Centre Public Domain Masterplan.

CONSULTATION REQUIREMENTS

Community engagement was undertaken in accordance with Council’s Community Engagement Protocol. This report provides the results of the consultation on the proposal.

Council was briefed on the both the Kirribilli Village Centre and Blues Point Road Master Plan Projects on 15 June 2020.

SUSTAINABILITY STATEMENT

The following table provides a summary of the key sustainability implications:

<i>QBL Pillar</i>	<i>Description of Impacts</i>
<i>Environmental</i>	<ul style="list-style-type: none">• <i>Project will encourage people to walk to and from their destinations instead of driving reduces the amount of emissions and pollutants into the environment.</i>• <i>Some street trees are expected to be impacted by the works and additional trees will be planted to enhance the green aspect of the area. Any street trees requiring removal will be replaced as part of the project.</i>
<i>Social</i>	<ul style="list-style-type: none">• <i>All facilities will be constructed in accordance Council's Public Domain Manual with high quality finishes improving the overall appearance of the public domain.</i>

	<ul style="list-style-type: none"> • <i>Project will encourage people to walk in the local area which has a positive impact on individual health and wellbeing.</i>
<i>Economic</i>	<ul style="list-style-type: none"> • <i>Partial funding for these projects is included in the Special Rate Variation (SRV) and Capital Works for the financial year 2021/2022.</i> • <i>Additional funding to be sought</i>
<i>Governance</i>	<ul style="list-style-type: none"> • <i>The project is aligned with the Community Strategic Plan as identified LINK TO COMMUNITY STRATEGIC PLAN</i>

DETAIL

The Masterplan

This Masterplan sets out a framework for the Kirribilli Village Centre upgrade, with the work being progressively completed as funding becomes available. Construction for initial projects is expected to begin in 2021 and is funded through Council's SRV (Special Rate Variation - \$500,000). Additional funding is required to deliver all projects and the Masterplan will be used to inform forward planning for Council's capital works budgets and grant applications.

The new streetscape design will reflect innovative and creative use of the public space and streetscape. Finishes and materials that will be used are to be in accordance with Council's Public Domain Style Manual and Design Codes.

Your High Street Grant Program - NSW Department of Planning, Industry and Environment:

In November 2020, NSW Department of Planning, Industry and Environment invited all NSW councils to submit applications for the Your High Street Grants Fund Program to improve the amenity and functionality of high streets, support local business and local boost economy as response to the pandemic recovery. This grant program will enable permanent improvements

On 29 January 2021, Council submitted an application to this Grant program, nominating the Broughton Street - "High Street" Project – permanent works. The vision of this project is to transform this tired looking commercial Main Street into a thriving and vibrant destination that attracts not just local residents and workers but also tourists from all over metropolitan Sydney. The implementation of this project will enable a significant upgrade of Broughton Street in accordance with the Kirribilli Village Centre Public Domain Masterplan.

The project will also expand the amount of outdoor dining opportunities along the street through footpath widening as well as facilitating better pedestrian circulation to and from Milsons Point Train Station and Ferry Wharf.

Successful applicants will be granted up to \$1 million to support the delivery of the projects by May 2022. Outcome of this application will be announced in April 2021.

This application supports Councils previous application to the NSW Department of Planning, Industry and Environment “Streets and Shared Spaces Grants Program” in which Council was successful in receiving \$500,000 for the temporary (pilot) closure of Burton Street, and Bligh Street – shared zone, which are part of the recommendations of this report.

As part of this application Council pledged a contribution of \$500,000 from Council’s 2021/22 Capital works budget funded by the Special Rate Variation (SRV) that includes \$1m for public domain and streetscape upgrades in Kirribilli and McMahons Point villages. Total estimate value of the Broughton Street - "High Street" Project is \$1.5 million.

The application deadline fell prior to the first Council meeting for 2021. All applications must be accompanied by a Council resolution endorsing the application. It is a recommendation of this report that Council endorses this grant application (Attachment 3).

COMMUNITY CONSULTATION DETAILS

This report details the outcomes of community consultation on the proposed “Draft” Masterplan for the Public Domain upgrade of Kirribilli Village Centre.

Summary of Submissions:

Council received a total of 79 submissions, comprising 14 written submissions and 65 online submission forms (Attachment 1). The majority of submissions received by Council support the proposal (86.08% support for the general proposal).

a. Public Exhibition

In accordance with the Community Engagement Strategy, the public consultation ran from 1 September to 1 November 2020. To spread awareness and encourage stakeholders to have their say during the exhibition period survey and draft Masterplan design were promoted using following means:

- Letterbox drop of 3000 double-sided full colour A5 flyer, distributed to all properties within Kirribilli including local residents, property owners and businesses. This flyer invited all receipts to have their day accessing the consultation website via QR code and it promoted an online information session open to all held on 15 September 2020.
- Memo with consultation details was distributed to all Councillors and active Precinct Committees.
- Council's E-newsletters including Council E-news, Precincts E-news and Business E-news.
- Posters with QR code to project website and key dates were also installed in key throughfares in the area to promote and encourage the community to have their say during the exhibition period.
- Draft Masterplan was available to review online. Hard copies of the document were available from Council's Customer Service and Stanton Library
- Council staff presented the proposal at the Union Precinct meeting held on 7 October 2020, Milson Precinct meeting held on 8 October 2020 and Lavender Bay Precinct meeting held on 29 October 2020.
- A Councillor briefing on the Project was held on Monday 15 June 2020.
- Council's social media accounts on 8 September 2020.
 - ✓ Combined Instagram and Facebook reached 10,829 with 201 interactions (reactions, shares and comments)
 - ✓ Twitter reached 647 users
- Online information session held on 15 September 2020 with 37 pre-registered attendees including residents, property owners and businesses.
- Have your say website released 1 September 2020 to allow community access to all the project information and to provide online feedback at any time, during the consultation period there were 1,010-page views.

b. Submissions' analysis:

The submissions received were collated, analysed and summarised below. Refer to Attachment 1 for detail submissions summary

In Summary:

- Council received a total of 79 submissions. Comprising 14 written submissions and 65 online submission forms. A targeted population of 3,000 was established to include all properties within Kirribilli, to increase confidence levels of the consultation additional promotion was sent via different media channels.
- Majority of submissions (86.08%) support the exhibited general proposal.
- Submissions were received as follows:
 - ✓ 65 Online survey responses*
 - ✓ 12 Free format submissions
 - ✓ 2 submissions from Precincts**

**** Group submissions hold no more weight than an individual submission.**

- Two (2) x submissions supported the proposal highlighting that additional traffic restrictions should be applied to private vehicles in the area to reduce traffic.
- Only one (1) x submission raised concerns about Council not consulting surveying all residents.
- One submission was received from School Infrastructure NSW (SINSW) - NSW Department of Education (DoE) supporting the proposal and highlighting that the improve amenities will increase the safety of students in the area.
- Six (6) x submissions expressed that the seasonal colour brought to the village by the Jacarandas during the blooming period can become a bigger attraction in the area.
- Five (5) x submissions highlighted disagreement and concerns about the Council's adopted finishes pallet to be implemented as part of this Masterplan.
- 2 survey submissions had the same content as another, i.e. submissions 44 and 46 were almost identical.

c. Free format submissions summary:

The 14 written submissions letters 10 support the Masterplan with comments and 4 did not express support or opposition, however all provided comments that are addressed via the Final Masterplan.

d. Survey details - on-line submissions:

The online submission form included a series of questions. The results are summarised below:

Question 1 - (MANDATORY) Do you support the objectives of the draft Masterplan?

Respondents were asked to indicate a preference for this question being Support, neither support nor oppose, Oppose, or don't know. A summary of the results to this survey question is below.

1. Support – 87.7%
2. Neither support nor oppose – 3.1%
3. Oppose – 6.1%
4. Don't know – 3.1%

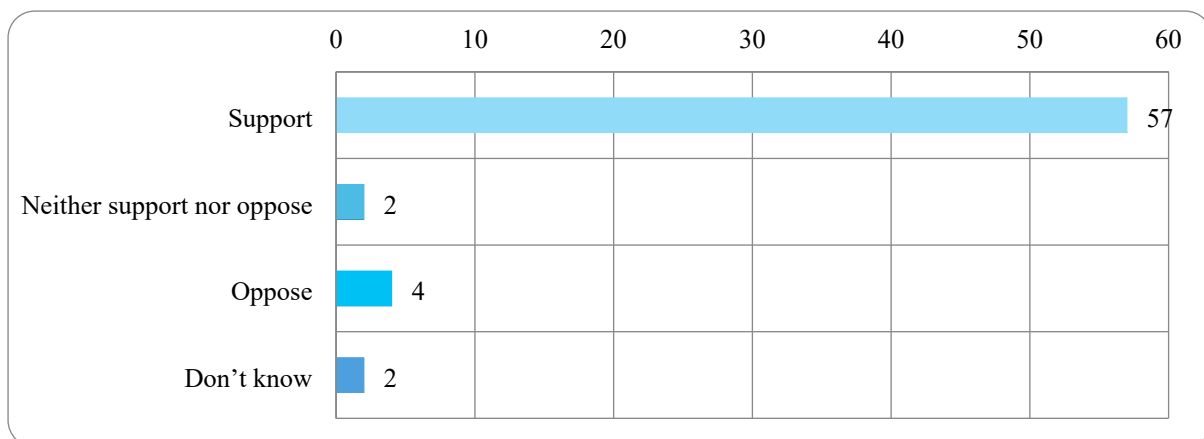


Figure 1 - Question 1 Survey Responses Graph

The responses to this question indicate strong support for the overall project proposal.

Question 2 - (OPTIONAL) To assist project prioritisation, please rank the following projects in order of preference where 1 is your favourite and 6 is your least favourite.

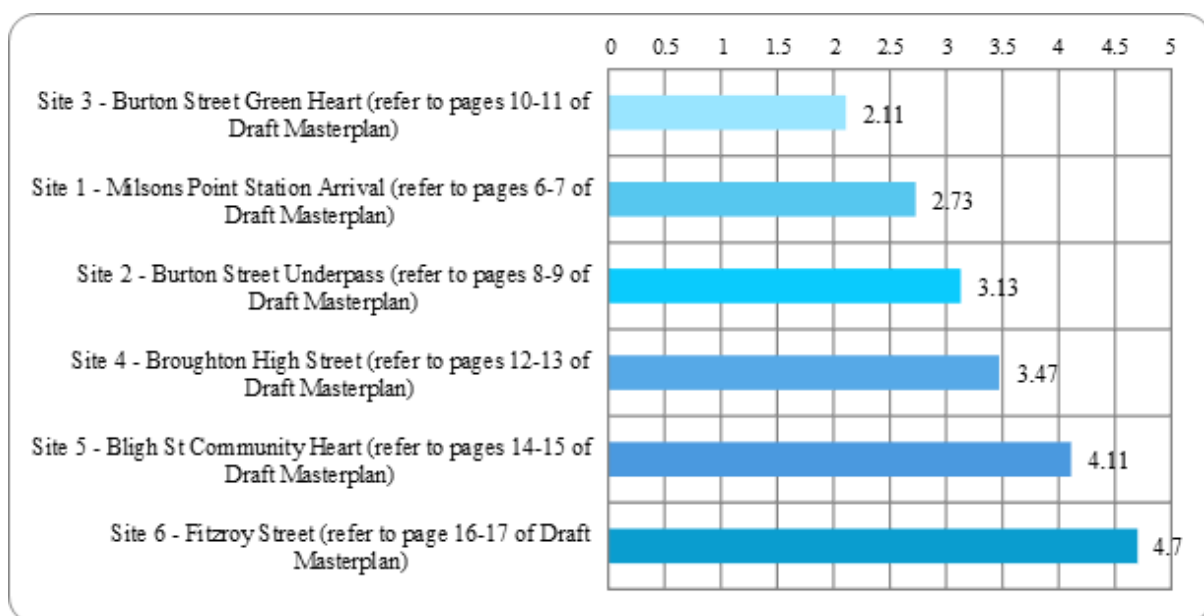


Figure 2 - Question 2 Survey Responses Graph

Figure 2 shows the preference results, with Site 3 - Burton Street Green Heart as the most favourite, followed by Site 1 - Milsons Point Station Arrival, Site 2 - Burton Street Underpass, Site 4 - Broughton High Street, Site 5 - Bligh St Community Heart and lastly Site 6 - Fitzroy Street.

This ranking shows that after the implementation of the pilot pedestrianisation project of Burton Street (currently under development and funded by Street as Shared Spaces grants program) Milsons Point Station Arrival, Burton Street Underpass and Broughton High Street are the community's next preferred options.

Question 3 - (OPTIONAL) Do you support the temporary pedestrianisation of Burton Street – between Broughton Street and Humphrey Place

Respondents were asked to indicate a preference for this question being Yes, No, Don't know or provide further details. A summary of the results to this survey question is below.

1. Yes – 84.13%
2. No – 7.93%
3. Don't know – 0%
4. Provide detail – 7.93%

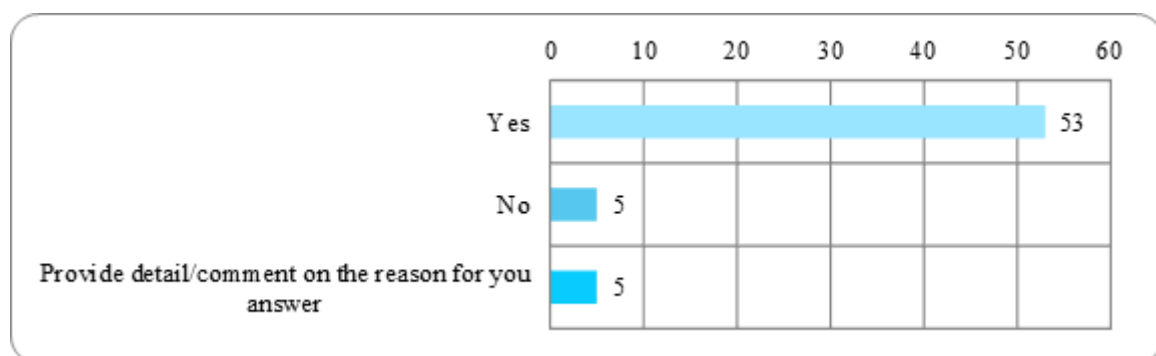


Figure 3 - Question 3 Survey Responses Graph

Figure 3 shows that the majority of the respondents perceive that the proposal has a positive impact to the area.

Question 4 - (OPTIONAL) Do you support the temporary pedestrianisation of Burton Street underpass - between Alfred Street South and Broughton Street

Respondents were asked to indicate a preference for this question being Yes, No, Don't know or provide further details. A summary of the results to this survey question is below.

1. Yes – 71.8%
2. No – 12.7%
3. Don't know – 0%
4. Provide detail – 15.5%

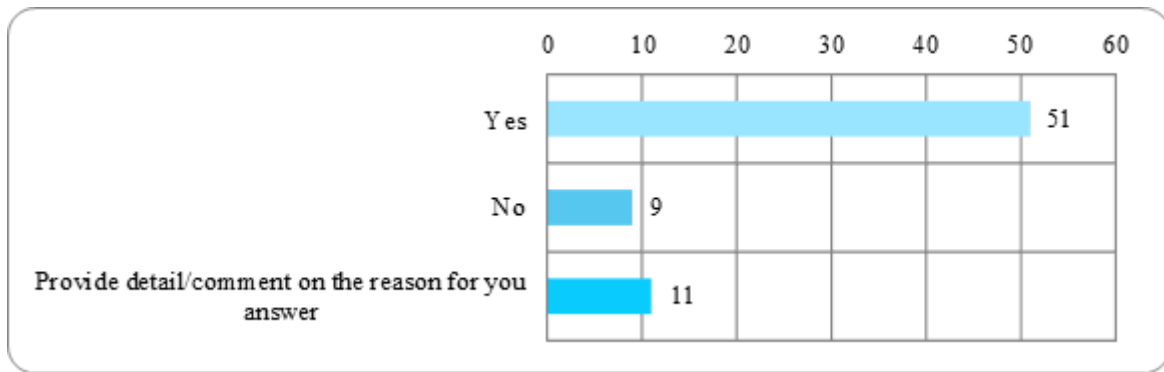


Figure 4 – Question 4 Survey Responses Graph

Figure 4 shows that the majority of the respondents perceive that the proposal has a positive impact to the area.

Question 5 - (OPTIONAL) Do you support the temporary shared zone implementation at Bligh Street

Respondents were asked to indicate a preference for this question being Yes – No or provide further details. A summary of the results to this survey question is below.

1. Yes – 70.6%
2. No – 11.8%
3. Don't know – 4.4%
4. Provide detail – 13.2%

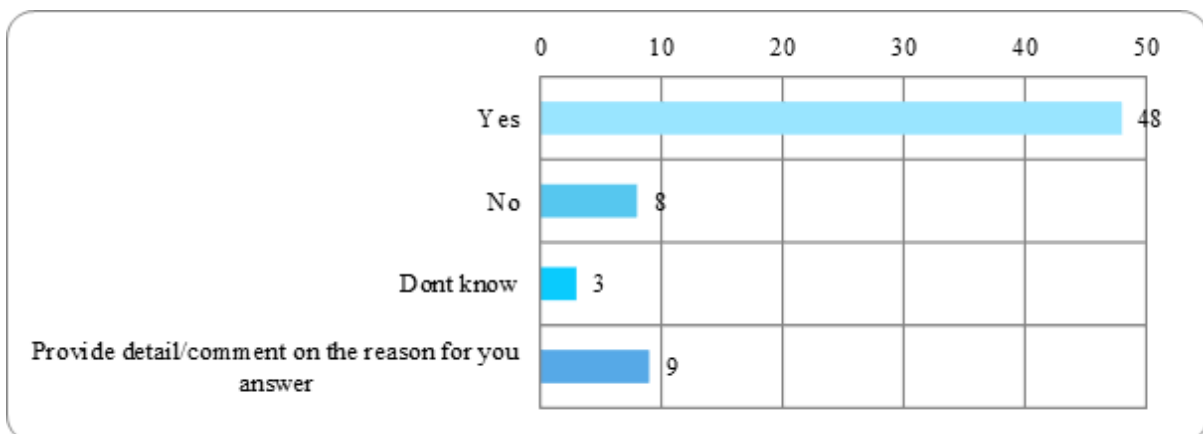


Figure 5 – Question 5 Survey Responses Graph

Figure 5 shows that the majority of the respondents perceive that the proposal has a positive impact to the area.

Question 6 - (MANDATORY) What is your relationship to Kirribilli?

Respondents were asked to indicate their relationship with Kirribilli, respondents were able to select one or more answers. A summary of the results to this survey question is below.

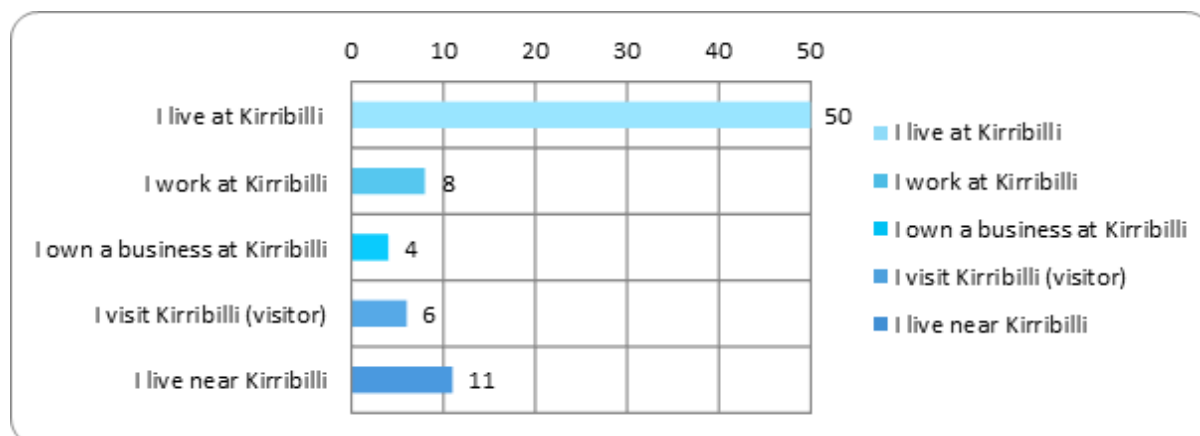


Figure 6 – Question 5 Survey Responses Graph

Figure 6 shows that the majority of the respondents are local residents to the area.

Respondents General Comments:

Below is a summary of comments made, and concerns raised by the respondents.

Comments:

- ✓ *Including positive comments from submissions Very supportive. Well done Council.*
- ✓ *This is a very welcome proposal which will greatly enhance Kirribilli. I support it wholeheartedly.*
- ✓ *I do support the pedestrianisation of the streets. I would look to carefully consider the Jacaranda scenario. While it may become a superb event in October/November each year it also carries with its problems with footpaths and the flowers etc (this seemingly is manageable with regular maintenance). However, looking on a big picture it may create Kirribilli to become a centre of a festival.*
- ✓ *I support the temporary pedestrianisation, and I want to see permanent pedestrianisation.*
- ✓ *Put people using the space and walking as top priority. Put people in cars as the lowest priority. Make Kirribilli quieter, less polluted, more social, with stronger businesses and community interactions.*
- ✓ *What a fantastic and exciting initiative. All sites mentioned really do need upgrading and re-energising. Jacaranda placement looks to be spot on.*

- ✓ *Plans are a step in the right direction but should go further. Broughton Street should be a shared zone between Burton Street and Fitzroy Street or closed to cars entirely.*
- ✓ *Kirribilli is a quiet suburb. The changes aren't warranted. The footpaths aren't too busy and don't need to be widened. Some trees and better street furniture would be ok.*
- ✓ *The area could develop into a destination for food and entertainment, buskers etc.*
- ✓ *Ideas for the use of the space under the Burton St tunnel: Food markets.*
- ✓ *Kirribilli village is tired and deserves some money spent on it.*
- ✓ *There is a great opportunity to create the Burton St underpass and Burton St closure as the central focus for Kirribilli.*
- ✓ *The colours are dull and the pavers dreary.*

Concerns:

- ✓ *Need more thought around traffic flow for school drop offs on area.*
- ✓ *What is the plan to replace the parking spaces that are to be eliminated on Burton Street? As a resident without a garage, that detail is of concern.*
- ✓ *The shared zoning will add to congestion and loss of parking (possibly).*
- ✓ *Footpaths in front of shops are dirty and never cleaned, trees are dead (jacarandas would be beautiful) filthy garbage bin and seating from the 60's. I note some of these items are addressed in the master plan, but some real energy needs to happen as its a dying part of the village.*
- ✓ *The Burton Street Green Heart plan has the potential to badly clog up traffic through Humphrey Pl, Crescent Pl and Bligh St. Taking away the option to turn from Broughton Rd into Burton St will send cars (particularly St Aloysius drop off/pick up traffic) down the afore mentioned lanes. I can envisage traffic chaos in busy times.*
- ✓ *I agree with the Masterplan's objectives and am delighted to see this happening but please remember the privacy and noise concerns of residents. Activation day and night will have serious consequences for residents living near these zones.*
- ✓ *Kirribilli is well served by public transport. We should discourage visitors' cars and work with the schools to rid our small streets of the conga line of four-wheel drives that block Carabella, Fitzroy and Burton Streets during school drop off and pick up hours each school day.*
- ✓ *One concern is cyclists moving through the Burton St underpass. A dedicated cycle section should be considered. My other concern is the school drop off traffic - can't have a rat run along Crescent and/or Humphrey Places and*

Carabella St is already a parking lot in morning and afternoons. Loss of 15 parking spaces overall is a tragedy and not sure the area can handle that.

- ✓ *Angle parking should be put in place in Ennis rd. before parking is removed from the Burton St tunnel.*
- ✓ *One of my concerns with the Draft plan is the loss of car spaces. One of the objectives of the plan is “supports the need of local businesses and enables a vibrant economy to prosper both during day and night”. With the loss of these car spaces this will have a big effect on the village.*

Draft Master Plan Amendments as a result of Community Consultation

In response to the feedback received, the following amendments to the Masterplan were made:

1. General revision to plans and artist impressions to clarify proposal details.
2. Note added to clarify that loading/drop-off zones will remain as existing – Page 12 attachment 2 – Masterplan for the Public Domain upgrade of Kirribilli Village Centre (Amended).
3. Burton Street Underpass plan was amended to allow the retention of 10 carpark spaces at the western end of the tunnel near Alfred Street South. Keeping these 10 car spaces reduces the overall Masterplan parking loss from 14 spaces to 4 spaces – Pages 16 and 38 attachment 2 – Masterplan for the Public Domain upgrade of Kirribilli Village Centre (Amended).
4. Performance stage added to the Burton Street Underpass to create a cultural space and enable temporary activations – Page 16 attachment 2 – Masterplan for the Public Domain upgrade of Kirribilli Village Centre (Amended).
5. Shared zone (pedestrians/cyclists) in the Burton Street Underpass has been identified and added to the drawings, this shared is to be kept free at all other times and cyclists are to dismount during events and activations – Page 16 attachment 2 – Masterplan for the Public Domain upgrade of Kirribilli Village Centre (Amended).
6. Details to the proposed Upper Ennis Road Parking rearrangement included – Pages 36 and 37 attachment 2 – Masterplan for the Public Domain upgrade of Kirribilli Village Centre (Amended).
7. Details of proposed Pedestrian movements at Broughton St, Ennis Road and Burton Street are shown as part of The Burton Street Green Heart plan, amended for clarity – Page 22 attachment 2 – Masterplan for the Public Domain upgrade of Kirribilli Village Centre (Amended).
8. Detailed transport and traffic report was updated, to reflect the recommendations for the proposed traffic changes.
9. Detailed design of the Pedestrianisation of Burton Street Underpass to be completed in consultation the Kirribilli Neighbourhood Centre to give consideration to the current operation of the Kirribilli Markets.

Masterplan Implementation Program

<i>Proposed Project</i>	<i>Funding Source</i>	<i>Delivered by</i>
<i>Pilot Pedestrianisation Burton Street</i>	Funded though Street as Shared Spaces Grant Program	<i>June 2021</i>
<i>Pilot Shared Zone Implementation Bligh Street</i>		
<i>Broughton Street High Street</i>	Partial funded by the Special Rate Variation (SRV) and Capital Works for the financial year 2021/2022. <i>Additional funding required - pending outcome of Your High Street Grant Program</i>	<i>June 2022</i>
<i>Burton Street Green Heart</i>	<i>Subject to funding being made available on by Council in the next 4 Year Delivery Plan.</i>	
<i>Milsons Point Station Arrival</i>		
Burton Street Underpass and Upper Ennis Road (Parking rearrangement)		
Bligh St Community Heart		
Fitzroy Street		

Summary and Recommendations

Given that the majority of respondents generally support the Kirribilli Village Centre, Draft Public Domain Upgrade Masterplan proposal, it is recommended that Council adopts the revised Masterplan (Attachment 2) for the implementation of the nominated projects.

“Draft” Masterplan for the Public Domain upgrade of Kirribilli Village Centre Summary of submissions received during public exhibition period

Prepared February 2021

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

1. The concept design **would be** amended if the point:

- 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 Draft Plan/Policy or;
- e indicated omissions, inaccuracies or a lack of clarity.

2. The concept design **would not be** amended if the point:

- a addressed issues beyond the scope of the Plan/Policy.
- b was already in the plan/policy or will be considered during the development of a subordinate plan/procedure (prepared by Council).
- c offered an open statement, or no change was sought.
- d clearly supported the draft proposals.
- e was an alternate viewpoint received on the topic but the recommendation of the draft plan 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.

IT IS RECOMMENDED THAT COUNCILLORS REFER TO THE COMPLETE SUBMISSIONS MADE AVAILABLE TO THEM, AND TO THE REPORT TO COUNCIL, WHICH EXPANDS ON THE ISSUES RAISED IN THE SUBMISSIONS.

LETTERS FREE FORMAT SUBMISSIONS

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
1	Supports the proposal: Yes I would Suggest the Fitzroy Street Underpass be closed except for busses, taxis, and emergency vehicles. Motorists currently drive down Broughton Street and back up Alfred Street, or vice versa. This causes unnecessary excess vehicle traffic in Milsons Point shopping centre making it unpleasant for shoppers and diners.	Suggests additional vehicular traffic restrictions for private vehicles to reduce traffic	Noted	N	E	
2	Supports the proposal: Yes I wish to support the closure of Burton Street and landscaping of Bligh St as specified in the Masterplan on the understanding that traffic flow is changed accordingly. This plan would only work if Loreto Kirribilli car line moves to Elaming Ave, a much wider street than Carabella, leaving St Aloysius Prep exiting Bligh St. Bligh Street is already a bottleneck so the exit from Bligh into Broughton would need to be left turn only. This is not only safer but would keep traffic moving.	Supports Masterplan, in particular the pedestrianisation of Burton Street and shared zone in Bligh Street. Suggests additional vehicular traffic restrictions for school zones	Noted	N	E	
3	Supports the proposal: Yes, with comments Mostly a very good set of initiatives, I think the Fitzroy upgrade is pretty poor to be honest!! Fitzroy street is run down and looks in very poor condition with garbage bins not cleared and overflowing sometimes on a weekend when visitors are about Also Jeffreys street leading from Kirribilli to the wharf could be transformed to a really nice street leading to the best vantage spots in the city. What I also find amazing is the lack of a plan for Bradfield park !!! It is run down and the spot where hundreds of thousands of tourists come to visit each year presents a pretty 3rd world type of infrastructure!!! If Bradfield park was revitalized with say an proper	Suggests more work should be done in Fitzroy Street.	Proposed works to Fitzroy Street extent within the village centre. Proposed works will improve the look and feel of the area.	N	B	
		Highlights Bradfield Park has not been included in the Masterplan.	Bradfield Park is part of the Bradfield Park & Kirribilli Foreshore Masterplan adopted in 1998. (here) Works have progressively implemented since 2003.	N	A	

"Draft" Masterplan for the Public Domain upgrade of Kirribilli Village Centre Summary of submissions received during public exhibition period

2

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<p>place for bands/music to be played on a Saturday evening and night , visitors from all over including parts of Sydney would make it a night on the town helping our many eateries get valuable business and the place would be buzzing!!!</p> <p>Finally, the Milson's point station!!! It should rank as one of the most dilapidated stations in a prime location of any major city in the world!! Again, like Bradfield park there seems to be little thought on what can be done to revitalize the most important impressions that visitors get when they come to this side of the harbor!! I have had numerous friends of ours who have visited us from overseas and have asked why does you local council not make these places at least look worthy of a first world country!!</p> <p>Sorry for being very blunt but if you have to spend the money do something about these two areas (Milson's Point Station and the Bradfield Park precinct) !!!</p>	Support the upgrade for Milsons Point Station.	Noted	N	A	
4	<p>Supports the proposal: Yes, with comments</p> <p>In general, we agree with the elements of the masterplan but we wish to make brief comments on certain aspects</p> <p>1. MILSON POINT STATION ARRIVAL</p> <p>The Station arrival area is in heavy use by commuters during peak hours (in a non-COVID-19 situation) and especially students of Loreto College and St Aloysius College.</p> <p>The footpath needs to provide wide access for these users.</p> <p>The present footpath does this with the addition of several low-level landscape planters. These are proposed to be replaced with plantings of Jacaranda trees.</p> <p>The roadway at the southern end of Ennis Road is proposed to be a flush shared street to slow traffic and improve pedestrian safety.</p> <p>UPGRADE ISSUES:</p>	MILSONS POINT ARRIVAL: Minimise street furniture and maximise pedestrian access to the station.	Minimum furniture is proposed near the train station entry.	N	B	
		Jacarandas are not supported in high pedestrian activity areas.	Tree species are subject to detailed design and in Consultation with Council's arborists.	N	B	
		A shared zone with vehicles travelling both ways could be confusing.	Shared zones increase safety for pedestrians and cyclists by creating a lower speed environment.	N	E	
		BURTON STREET UNDERPASS: Activations for the space will be costly and the acoustics are not great. The removal of parking is not acceptable. Suggest that the	Amended Masterplan proposal includes the retention of 10 parking spaces on the western end of Burton Street and the reconfiguration of	Y	D	Page 16

"Draft" Masterplan for the Public Domain upgrade of Kirribilli Village Centre Summary of submissions received during public exhibition period

3

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<p>The proposed benches in the proposed footpath widened area south of the concourse entrance will obstruct access unnecessarily.</p> <p>Planting of Jacaranda trees is unsuitable for a high traffic footpath area as the trees grow large and in flowering season the fallen blossoms are dangerous on footpaths as they are slippery and require almost continual sweeping.</p> <p>The proposed flushed shared street at the southern end of Ennis Road is unsuitable because of the number of vehicles travelling both ways which will have to give way to pedestrians including schoolchildren who are not known for traffic vigilance.</p> <p>2. THE BURTON STREET UNDERPASS</p> <p>The proposal is to remove parking and roadway in the underpass is to maintain openness, increase usability for events and activation. In addition, all the current benches and tables in Kirribilli Plaza at the eastern side of the underpass are to be removed.</p> <p>UPGRADE ISSUES:</p> <p>The underpass has a General Market on the fourth Saturday of the month and a Design Market on the fourth Sunday of the Month. Otherwise the area is used for parking and pedestrian access to Alfred Street.</p> <p>For NSC to organise and provide infrastructure for special events would be costly. The acoustics are not good for activities and even schoolchildren's voices are loud on school days.</p> <p>In addition the removal of parking is not acceptable.</p> <p>The current outdoor tables and seats in the Kirribilli Plaza area surrounded by a base and glass protective wall with additional undercover benches just inside the underpass provide a convenient and accessible area for anyone wanting to eat take</p>	Burton Street underpass plaza layout remains as it is.	Upper Ennis Road parking creating 22 new parking spaces. Masterplan total loss of parking is reduced from 14 to 4 spaces.			
		Benches and tables in Kirribilli Plaza at the eastern side of the underpass are to be removed.	New benches and tables are proposed as part of the plaza redesign, new plaza layout promotes permeability between the underpass and Kirribilli Village Centre	N	E	
		UPPER ENNIS ROAD: Commends the off-set of parking in Ennis Road - however road widening and footpath removal on the eastern side will affect the pedestrian access to residents of Greenway.	Pedestrians will have western Ennis Road footpath to access the northern section of Ennis Road.	N	E	
		THE BLIGH STREET COMMUNITY HEART: Shared streets are dangerous for pedestrians, especially with the numbers of schoolchildren around this area.	Shared zones increase safety for pedestrians and cyclists by creating a lower speed environment.	N	E	

"Draft" Masterplan for the Public Domain upgrade of Kirribilli Village Centre Summary of submissions received during public exhibition period

4

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<p>away meals from the nearby cafes or rest and enjoy the sunshine after e.g. walking across the Harbour Bridge. The enclosure provides a safe seating and eating area for families and provides relief from winter winds.</p> <p>We consider that the removal of this barrier and furniture would be detrimental to the amenity of the KVC.</p> <p>The upgrade proposal to provide removable weather protected furniture in the centre of the dark underpass is not a desirable alternative.</p> <p>3. UPPER ENNIS ROAD PARKING</p> <p>The proposal to introduce 90 degree parking on the eastern side of upper Ennis Road is a good one to provide 21 new parking spaces.</p> <p>UPGRADE ISSUES:</p> <p>As part of the 90 degree parking configuration the road is to be widened and the existing footpath on the eastern side above the cliff is to be replaced with a planting zone. Because of the bulk of the cars the planting zone will not be visible from either the roadway or western side of the street.</p> <p>This footpath, in addition to being the main pedestrian access to residents of Greenway Flats, provides a platform for visitors to see the eastern neighbourhood view.</p> <p>The current western side footpath of Ennis Road has a collection of driveways which makes it inconvenient for Greenway residents to pull shopping trolleys etc.</p> <p>As Ennis Road is a dead-end street the current width should allow drivers reversing out of the new parking spaces to reverse, turn right and travel south with safety.</p> <p>4. THE BLIGH STREET COMMUNITY HEART</p>					

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<p>The current footpath on the northern side of Bligh Street will be removed and replaced with lush planting.</p> <p>The one-way vehicle traffic to Broughton Street will be retained but the kerb will be removed to provide a flush shared street to increase a sense of space.</p> <p>UPGRADE ISSUES:</p> <p>Once again shared streets are potentially dangerous especially with the numbers of schoolchildren from St Aloysius Junior School using that street.</p>					
5	<p>Supports the proposal: Yes, with comments</p> <p>KIRRIBILLI VILLAGE CENTRE PUBLIC DOMAIN UPGRADE</p> <p>The Lavender Bay Precinct Committee provides the following feedback on the draft masterplan for the public domain upgrade of the Kirribilli village centre. Members of the Precinct Committee live near Kirribilli and are regular visitors to the area.</p> <p>1. Site 2, Burton Street underpass (pilot project): The Committee is concerned about the proposed loss of 35 parking spaces in the Burton Street underpass, which would impact visitors, businesses, and residents. We understand some additional spaces are planned at the northern end of Ennis Road, but that there would be an overall net loss of 15 spaces. We believe that such a loss would adversely affect the pedestrian traffic that the project seeks to attract. The additional spaces would also be less useful to people visiting areas south of Burton Street.</p> <p>2. Site 2, Burton Street underpass (pilot project): The Committee is concerned about potential conflict between pedestrians and cyclists coming off the Harbour Bridge and wanting to access Broughton Street via the Burton Street underpass. We understand that the detailed design of the project will include cycleways. We consider that avoiding pedestrian/cyclist conflict must be a key priority in the design of the pilot project.</p>	<p>BURTON STREET UNDERPASS: Concerns about the loss of 35 car spaces</p>	<p>Amended Masterplan proposal includes the retention of 10 parking spaces on the western end of Burton Street and the reconfiguration of Upper Ennis Road parking creating 22 new parking spaces. Masterplan total loss of parking is reduced from 14 to 4 spaces.</p>	Y	D	Page 16
		<p>Concerns about conflict between pedestrians and cyclists.</p>	<p>Amended Masterplan proposal defines the cyclist/pedestrians shared zones to be kept clear at all times</p>	Y	D	Page 16

"Draft" Masterplan for the Public Domain upgrade of Kirribilli Village Centre Summary of submissions received during public exhibition period

6

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
6	<p>Supports the proposal: Yes, with comments</p> <p>Kirribilli currently enjoys a good communal atmosphere with frequent markets, cafes and eating places. In addition, there is a daily am & pm peak Buzz with local schools using Private and public transport to commute. The proposed plans can only enhance that environment.</p> <p>My comments are in Relation to parking. Thought should be given to where additional car Parking spaces can created because more people will want to experience this improved Communal space (same simple fixes would be the markets space when not being used for that purpose and the top uphill section under the harbour bridge - it's a big void space). Equally greater thought can be applied to the current parking situation to support our local businesses (particularly at this COVID recovery time). For example, in Ennis Rd Between 6.30am -8am many people are buying coffee after exercising, on their way to work via train & bus and dropping Kids at school.</p> <p>However current parking rules do not support these daily activities with parking dedicated to loading zones at these crucial times. Sadly, I have seen Immobile seniors Booked in the loading zones In Ennis Rd at 7.15am whilst getting ordering takeaway. It breaks your heart and destroys the communal experience. I would strongly recommend to the council to observe Kirribilli's Communal behaviour throughout each day so as to design parking and other facilities that best support various business & public enterprises.</p>	Suggests changes to parking restrictions and additional ¼ hour parking along Ennis Road to allow drop-off and short-term parking for the coffee shops.	<p>Noted</p> <p>Suggested amendments to parking restrictions will be forwarded to Council's Traffic & Transport Operations department</p>	N	A	
7	<p>Supports the proposal: Yes</p> <p>I fully support the proposed increased external public spaces (including additional external dining space) for Kirribilli. It will encourage more locals to spend time outdoors whilst supporting the local economy.</p>	Supports the Masterplan	Noted	N	D	
8	<p>Supports the proposal: Unclear</p> <p>A. Lost Opportunities & inconsistent information that needs to be addressed:</p>	A. Lost Opportunities & inconsistent information that needs to be addressed:	Only one draft Masterplan was available during the community consultation period,	N	F	

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<ul style="list-style-type: none"> Different information was given on the walk about than had been made available on the plans. the Masterplan should be extended to include all high pedestrian and tourist zone areas. the community was informed that Jeffrey St was no longer included. a different set of plans was provided to the consultant and not the community. No reference was made to the Visitor Strategy of 2019, or its relationship to opportunities for pedestrian visitor participation e.g. end of Broughton St, Bradfield Park and Olympic Drive <p>B. Traffic Study & Impacts is needed:</p> <ul style="list-style-type: none"> Milson Precinct requests that a traffic study be included to address the number of car movements along all the Kirribilli streets, especially those that are planned to be closed / pedestrianised or made into shared zones, or others with no pedestrian footpath, for a full understanding of the impact of those car movements onto other streets; and school drop off and pick up movements, from both Loreto and St. Aloysius Junior schools of over 700 students. Survey local residents whose garages on Crescent Place and Humphrey Place that use these roads. Survey local residents who live on Carabella, Burton & Bligh Streets, between Willoughby and Fitzroy St, as many do not have off street parking. The variety of all bus movements should be noted, as well as all the 'Out of Service' buses that travel these Kirribilli streets. (Issue of taking some/many of these buses off Broughton St is dealt within see item 3.) <p>C. Burton St. Tunnel:</p> <ul style="list-style-type: none"> This section of Burton Street, within the tunnel is a very inhospitable space, as it is windy and draft-y, during substantial periods throughout the year. 	<ul style="list-style-type: none"> Different information provided to public. 	available from Council website.			
		<ul style="list-style-type: none"> Include touristic areas including Harbour foreshore and Bradfield Park. 	Bradfield Park and the Harbour foreshore is part of the Bradfield Park & Kirribilli Foreshore Masterplan adopted in 1998. (here) Works have progressively implemented since 2003.	N	A	
		<ul style="list-style-type: none"> Jeffrey Street excluded. 	Jeffrey Street is residential area outside the Village centre	N	A	
		<ul style="list-style-type: none"> No reference made to Visitor Strategy 2019 	The Masterplan aligns with the NORTH SYDNEY VISITOR ECONOMY STRATEGY by improving the community facilities and creating vibrant streetscape to support local business and attract more visitors.	N	B	
		<p>B. Traffic Study & Impacts is needed:</p> <ul style="list-style-type: none"> Traffic study to be included. 	Overall Traffic and Transport review was undertaken by TTPP Consultant for the draft Masterplan and updated after community consultation.	N	B	
		<ul style="list-style-type: none"> Crescent place has very narrow footpaths 	Noted	N	B	

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<ul style="list-style-type: none"> Importantly the mouth of the Broughton St. tunnel should be emphasised as an opportunity for activation and a permanent centre for activity, e.g. a movable grandstand etc. Intervening Green structures could be placed in front of the walls to soften the appearance & low barriers could reduce the wind effects and help to ameliorate the current acoustic reverberation within the tunnel itself along with other improved acoustics. A connection to the wider pedestrian 'scramble' crossing the full width of Burton Street, to cross over Broughton Street, is seen to be a positive to link the opposite sides of Burton St. The Form, Space, Design and Use of the tunnel space has to be more fully thought through. The temporary markets through the tunnel twice a month works very well. Some parking should remain at the western end of the tunnel, and especially disable parking for people travelling on the train, as the tunnel is closest to the station entrance on Alfred Street. Lights and pop-up displays could be added, but security would need to be considered for night-time. <p>D. Parking:</p> <ul style="list-style-type: none"> The loss of Burton St's 35 parks, and the gain of Ennis Road angle parking, still leaves a net loss of 15 parking spaces for the Village, which impacts on the businesses, cafes, restaurants, and local residents. Noting that all the buildings along Alfred St., were originally office buildings, without sufficient parking for the residential apartment conversions, some residents utilise the Burton St. Tunnel for parking their cars at night. Milson Precincts therefore requests that there is no net loss of parking for the village, which is already at a premium. <p>E. Loading Zones:</p>	<ul style="list-style-type: none"> Survey local residents. 	All Kirribilli residents were notified about the Masterplan consultation in accordance with the Community Engagement Strategy, 3000 double-sided full colour A5 flyers were distributed to all mailboxes in the suburb.	N	B	
		C. Burton St. Tunnel:	Noted	N	E	
		<ul style="list-style-type: none"> Burton Street tunnel is a very windy area, barriers need to be considered to reduce wind effect and improve acoustics. 				
		<ul style="list-style-type: none"> emphasises as an opportunity for activation and a permanent centre for activity, e.g. a movable grandstand. 	Amended Masterplan includes performance stage at the eastern side of the underpass.	Y	D	Page 16
		<ul style="list-style-type: none"> Some parking should remain at the western end of the tunnel. 	Amended Masterplan proposal includes the retention of 10 parking spaces on the western end of Burton Street and the reconfiguration of Upper Ennis Road parking creating 22 new parking spaces. Masterplan total loss of parking is reduced from 14 to 4 spaces.	Y	D	Page 16

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<ul style="list-style-type: none"> There are Loading Zones on Broughton St, outside the pub, above Crescent Place, as well as outside Flight Centre and Chemist, and on Ennis Road, prior to the Station Entry point; These are to remain. These footpaths, which have already been widened in the past, therefore they should not be widened any further. <p>F. Ennis Road: one resident,</p> <ul style="list-style-type: none"> thought that there could be some enticing water feature at the end of Ennis road, before it goes into the cycle and walkway up to the Warringah Freeway. Concerns were expressed for the 'widening' of the road, taking out the northern pedestrian Footpath for the Greenway residents, who have shade and air flow along that path as opposed to only being able to walk along the side of the bridge structure. It would be beneficial if this footpath could remain. <p>G. Footpaths:</p> <ul style="list-style-type: none"> The footpath along Ennis Road was widened by double, some years ago, with street plantings, as can be seen by the width of the footpath by comparison to the awnings above and streetlight placements. This was the same for Broughton St., from Burton to Bligh and then down to Fitzroy. Broughton St widening outside the church block is not needed as this would then take out the bike lane adjacent to the parked cars on that side of the road. <p>H. Bligh St.:</p> <ul style="list-style-type: none"> The removal of a 'road' along this section of Bligh St., from Humphrey Place to Broughton St., will have a huge impact on the egress of cars, if there is no pedestrian footpath, all the school children and adults will just meander down the centre of the road, mingling with the trucks and cars. 	<ul style="list-style-type: none"> Lights and pop-up displays could be added. 	Decorative lighting will be part of the detailed design and pilot implementation.	N	B	
		<ul style="list-style-type: none"> Supports the pedestrian connection between Burton Street and Burton Street Underpass across Broughton Street. 	Noted	N	B	
		<ul style="list-style-type: none"> Concerns about the loss of parking 	Amended Masterplan proposal includes the retention of 10 parking spaces on the western end of Burton Street and the reconfiguration of Upper Ennis Road parking creating 22 new parking spaces. Masterplan total loss of parking is reduced from 14 to 4 spaces.	Y	D	Page 16
		<p>D. Parking:</p> <ul style="list-style-type: none"> Minimise loss of parking. 	Amended Masterplan proposal includes the retention of 10 parking spaces on the western end of Burton Street and the reconfiguration of Upper Ennis Road parking creating 22 new parking spaces. Masterplan total loss of parking is reduced from 14 to 4 spaces.	Y	D	Page 16
		<p>E. Loading bays:</p> <ul style="list-style-type: none"> All existing loading bays to remain 	No changes are proposed for the existing loading bays.	N	B	

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<ul style="list-style-type: none"> The garbage trucks that service the businesses, cafés, schools, all come down Humphrey place, and turn into Bligh St., to get onto Broughton St., and so for this short section of road, it will be best if the footpath remains for people to walk along. <p>I. Burton Street:</p> <ul style="list-style-type: none"> The temporary closure of Burton Street from Broughton to Humphrey place could be trialled with movable pot plants, to be able to ascertain the impact of this closure on the other road networks. <p>J. Community Consultation:</p> <ul style="list-style-type: none"> Council should survey the residents who live in these streets or have access to their off-street parking along these streets, being Burton St., Bligh St., Carabella between Willoughby & Fitzroy Streets as well as along Humphrey Place & Crescent Place. Council sends around surveys for the change of time on a street sign, and yet has not done the same for the many residents who will be greatly impacted by the changes to these streets, and loss of parking within the Village. 	<ul style="list-style-type: none"> Objects to footpath widening 	Noted	N	E	
		<p>F. Ennis Road:</p> <ul style="list-style-type: none"> Suggests water feature to be installed at the dead end of Ennis Road – near Greenway Building 	Noted	N	B	
		<ul style="list-style-type: none"> Opposes to the widening of Ennis road for the provision of additional angle parking to offset parking losses. 	Road Widening is required to reconfigure parking arrangements, Pedestrians will have western Ennis Road footpath to access the northern section of Ennis Road.	N	E	
		<p>G. Footpaths:</p> <ul style="list-style-type: none"> Opposes to the footpath widening 	Noted	N	E	
		<p>H. Bligh St.:</p> <ul style="list-style-type: none"> Opposes to the proposed shared zone in Bligh Street 	Shared zones increase safety for pedestrians and cyclists by creating a lower speed environment.	N	E	
		<p>I. Burton Street:</p> <ul style="list-style-type: none"> Supports the temporary closure of Burton Street to assess the impact of on the road network. 	Noted	N	B	
		<p>J. Community Consultation:</p> <ul style="list-style-type: none"> Council should survey all residents 	All Kirribilli residents were notified about the Masterplan consultation in accordance with the Community Engagement	N	F	

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
			Strategy, 3000 double-sided full colour A5 flyers were distributed to all mailboxes in the suburb.			
9	<p>Supports the proposal: Yes</p> <p>School Infrastructure NSW (SINSW), as part of the Department of Education (DoE), has reviewed the documents prepared by North Sydney Council (Council) to support the Kirribilli Village Centre, Draft Public Domain Upgrade Masterplan (draft Masterplan). We welcome the opportunity to provide feedback.</p> <p>SINSW notes that North Sydney Public School (NSPS) and Mosman High School (MHS) currently service the suburb of Kirribilli. SINSW is supportive of the draft Masterplan, as the proposed works to Kirribilli Village Centre will:</p> <ul style="list-style-type: none"> * Improve overall pedestrian and bicycle access (sustainable travel) for students, teachers and guardians travelling to and from NSPS and MHS via Kirribilli; * Improve overall safety for students, teachers and guardians travelling to and from NSPS and MHS via Kirribilli; and * Assist with reducing localised traffic by discouraging vehicular travel to and from Kirribilli. 	Supports the Masterplan	Noted	N	D	
10	<p>Supports the proposal: Unclear</p> <p>As Council is embarking on a broader upgrade of the Kirribilli/Milsons Point precinct I'd like to provide some early feedback on some work done to date. The 'landscaping' or planting of the new beds to date is a bit of a shocker. Deeply suburban garden planting -standard Iceberg roses/ annuals etc don't really cut it. I was just observing today how the gardens running the western side of the Station / Highway are so beautiful and understated. Under recognised as well. Could we please improve the quality of the landscaping?</p>	Improve quality of landscaping	Noted	N	B	

"Draft" Masterplan for the Public Domain upgrade of Kirribilli Village Centre Summary of submissions received during public exhibition period

12

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
1 1	<p>Supports the proposal: Yes, with comments</p> <p>Hi, Thank you for the opportunity to respond to your plan for the Kirribilli village. I have lived, worked and raised children in the village for the last 20 years and I am deeply passionate about the place and the community. Following is my feedback:</p> <p>* I agree we need a facelift and more emphasis on a communal village lifestyle as that is Kirribilli's character. Don't have major issues with the conceptual direction.</p> <p>* There are a number of practical things that residents, visitors and business owners are annoyed about that don't get explicitly addressed in the plan. We are more concerned about these things than fancy designs:</p> <ol style="list-style-type: none"> 1. There are insufficient/ no public rubbish bins on Broughton street on the eastern side where most of the shops are. This creates rubbish on the ground and puts pressure on local businesses to provide bins in their shops. 2. It is unclear in some places who has right of way, pedestrians or cars e.g. Bligh and Broughton. This is very dangerous. 3. There is insufficient street lighting in Carabella Street to get home from the village on winter evenings without feeling unsafe from attack or falling over. 4. People like greening, but they dislike flower beds impeding major vehicle thoroughfares e.g. Lavender Street flower bed in the middle of the road is widely criticised 5. Both visitors and residents need parking. In recent months (through COVID) almost every resident has received a parking fine just trying to drop their kids at school or get some groceries. People are extremely angry as many of the parking places have been taken up by council works during this period. 6. Any plans that reduce parking places without providing new ones will be viewed dimly. 7. Please be aware of the intense pressure placed on Kirribilli Streets (parking and thoroughfare) during school drop off, 	Increase rubbish bins	More bins will be installed as part of the improved street furniture.	N	B	
		Improve Street lighting	Streetlighting to be improved as part of the masterplan.	N	B	
		Greening but not flowers	Noted – Planting subject to detailed design and in Consultation with Council's gardeners.	N	B	
		Opposes to parking loses Requests automated traffic lights	Amended Masterplan proposal includes the retention of 10 parking spaces on the western end of Burton Street and the reconfiguration of Upper Ennis Road parking creating 22 new parking spaces. Masterplan total loss of parking is reduced from 14 to 4 spaces.	Y	D	Page 16
		Requests automated traffic lights	Traffic lights are managed by TfNSW.	N	A	
		Increase planning controls	Noted	N	A	
		Increase outdoor dining areas	Increased outdoor dining areas included as part of this masterplan	N	B	
		Better curated art	Noted	N	B	
		Better variety of shops	Better streetscape amenity will attract different businesses to the area	N	B	

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<p>pick-up and market days. We don't want traffic jams all through our suburb.</p> <p>8. Could we please have automated traffic lights so we don't need to press the button during a pandemic like City of Sydney.</p> <p>9. Private developments in the village should be consistent with creating a village character. A number of monstrosities have been approved and look cheap and nasty.</p> <p>10. We want more outdoor dining, but this is impractical outside cafes that are on a slope. Could more flat platforms be built in sloping areas to facilitate outdoor dining.</p> <p>11. The selection of sculptural works could benefit from international quality curatorship (some in the North Sydney CBD are a bit tacky and tokenistic). Try Barbara Flynn who does Sydney Lane Ways and many of the large corporate commissions in the City.</p> <p>* We are missing some services in the village such as</p> <ol style="list-style-type: none"> 1. Affordable dining options that are not Thai 2. Fresh Juice and healthy sandwich bar 3. Last minute gift shop 4. High end deli/ supermarket such as Fratelli Fresh or Fourth Village 5. Good Quality butcher 6. Good quality fish monger 7. Newsagent/ stand 8. high quality bakery <p>Could we consider something more ambitious with the tunnel like a glassed-in atrium/ green house with integrated retail and dining concept? Maybe we should question the future of Markets. It is no longer a differentiated proposition.</p>					
1 2	<p>Supports the proposal: Yes, with comments</p> <p>Hi, I love the plans in general and am very pleased the council is investing in the village.</p> <p>I'm a resident who also has children at Loreto. I am concerned about the shared pedestrian/ car areas on Ennis and Bligh. I'm</p>	Concerns about the shared zoned being dangerous for pedestrians and cause extra traffic delays	Shared zones increase safety for pedestrians and cyclists by creating a lower speed environment.	N	E	

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<p>and pavement design. The Kirribilli Conservation Area is typified by dark brown and dark red brick buildings with terracotta tile roofs. Pavement selection in this colour range would enhance this. The buildings also have strongly geometric designs and this should also be considered in the pavement design.</p> <p>c) Street Furniture, Lighting and Fencing- Street furniture should have geometric design to further reinforce the architectural style of the village.</p> <p>STREET TREES Kirribilli is a well vegetated suburb and has large numbers of canopy trees which is unusual for a harbour-side suburb. This tree cover not only has significant positive environmental benefits but also contributes to the heritage character of the suburb. The use of Jacaranda trees is supported from a heritage perspective as the McDougall Street Jacarandas contribute to the heritage significance of the Careening Cove Conservation Area. It is recommended that Doug Foster, Council's Tree Management Supervisor be consulted with regard to tree maintenance as Jacarandas are not widely regarded as an appropriate tree in areas of high pedestrian activity due to slippery surfaces created during flower and leaf drop.</p> <p>All new street trees need to be considered with regard to the visual impact to the Sydney Harbour Bridge Approaches which form part of its state heritage listing. All works on the Bridge, its viaducts and within its visual curtilage need to be in accordance with the policy framework of the Sydney Harbour Bridge Conservation Management Plan. See:</p> <p>https://www.rms.nsw.gov.au/documents/about/environment/protecting-heritage/sydney-harbour-bridge-conservationmanagement-plan.pdf</p> <p>Tree planting in the vicinity of the Bridge approaches need to be in accordance with Policy 13.3:</p>	<p>The use of Jacaranda trees is supported from a heritage perspective. Consultation it is recommended with Council's Tree Management Supervisor with regard tree maintenance.</p>	<p>design and in Consultation with Council's arborists.</p>			
		<p>Trees need to be considered with regard to the visual impact to the Sydney Harbour Bridge Approaches.</p> <p>All works on the Bridge, its viaducts and within its visual curtilage to be in accordance with the policy framework of the Sydney Harbour Bridge Conservation Management Plan.</p> <p>Tree planting in the vicinity need to be in accordance with Policy 13.3.</p>	Noted	N	B	
		<p>BURTON STREET UNDERPASS</p> <p>All works on the Bridge, its viaducts and within its visual curtilage need to be in accordance with the Sydney Harbour Bridge Conservation Management Plan. Policy 19.</p>	Noted.	N	B	

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<p><i>13.3 Views of the original form of the rendered masonry approaches should be maintained and not obscured.</i></p> <p>BURTON STREET UNDERPASS The Burton Street Underpass also forms part of the state heritage listed Sydney Harbour Bridge. All works on the Bridge, its viaducts and within its visual curtilage need to be in accordance with re policy framework of the Sydney Harbour Bridge Conservation Management Plan. (See weblink above). New work to the Bridge needs to comply with the following policy:</p> <p><i>Policy 19—New Development 19.1 New development should enhance the function and use of the bridge without obscuring or damaging the integrity of the original design or significant fabric.</i> <i>19.2 New work should be designed to respond to the character of the existing significant design and fabric.</i> <i>19.3 Before committing to any proposal for change to the bridge, including the introduction of new uses, the impact of the proposed changes on the cultural heritage values of the bridge as a whole, any operational and security requirements, and other relevant agreements regarding the use of the bridge, should be assessed.</i></p> <p>It is therefore unlikely that any fixture to the Burton Street Underpass would be approved. Ephemeral light displays, as indicated on the exhibition material, may be considered to be acceptable but must not detract from the character of the Bridge or contain any advertising material.</p>					

SURVEY SUBMISSIONS SUMMARY - SURVEY

	Do you support the objectives of the draft Masterplan?	Support the pilot of Burton Street	Support pilot of Burton Street underpass	Support pilot of Bligh Street shared zone	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
1	Support	Yes	Yes	Yes	Very supportive. Well done Council.	Noted	N	D	
2	Support	Yes	Yes	Yes	My main concern is the overall loss of 15 car parking spaces given that the lack of parking spaces is already such an aggravating problems for residents and visitors. We live on Broughton St and have to rely on street parking. I can envisage that as a result of the loss of 15 spaces, more of the spaces on the Broughton St will be taken up by visitors.	Amended Masterplan proposal includes the retention of 10 parking spaces on the western end of Burton Street and the reconfiguration of Upper Ennis Road parking creating 22 new parking spaces. Masterplan total loss of parking is reduced from 14 to 4 spaces.	Y	D	Page 16
3	Support	Yes	Yes	Yes	Any proposals to reduce parking in Kirribilli and increase pedestrian activity is welcome. Kirribilli is accessible by train, bus and ferry (and walking for	Noted	N	D	

"Draft" Masterplan for the Public Domain upgrade of Kirribilli Village Centre Summary of submissions received during public exhibition period

18

	Do you support the objectives of the draft Masterplan?	Support the pilot of Burton Street	Support pilot of Burton Street underpass	Support pilot of Bligh Street shared zone	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
					locals), so parking should not be a priority for this area.				
4	Support	Yes	Yes	Yes		Noted	N	D	
5	Support	Yes	Complete loss of parking is excessive. I am a resident and access to some short-term parking in this area is useful when picking up shoppy etc.	the shared space but not total planting against wall. Good to have some area for temporary tables there for cafes	<p>I support the general upgrade of the area. Update of furniture etc should relate more with the history and heritage of the area (e.g. Harbour bridge/ station entry/ pub/ church/ building on cnr of Broughton and Bligh) than latest products (bland - esp poles).</p> <p>I do not support the purple coloured road in Burton which will date quickly. Again, something more in keeping with area. Not sure what that is! Jacaranda is notable but only lasts 4 weeks a year so purple is not right.</p> <p>Adequate short-term parking important fire residents and retailers. I am a resident and access to some short-term parking in the area is useful when picking up shopping etc. Open to some reduction in parking if it makes sense. Will Perpendicular parking in Ennis work from a flow perspective for short term visits?</p> <p>There's been talk for many years of upgrade to retail in Ennis. Are there proposed changes consistent with those plans?</p> <p>I do not support curb extensions in Jeffries St - traffic flow given sight lines and dish gutter require full width road for cars to pass etc</p> <p>Broughton high Street - more thought about connection to Bradfield / Harbour bridge walls - rather than just planting more leafy trees to cover them.</p> <p>Need more thought around traffic flow for school drop offs on area. Howe will closure of Burton impact on Carabella traffic? Also, areas for children coming and going to school. Thought around Kiss and drop areas etc</p>	<p>Streetscape footpath finishes and street furniture to be installed is to be in accordance with North Sydney Council Public Domain Style Manual & Design Code, adopted 28 March 2014 – latest revision dated 30 September 2019.</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Kerb extensions are proposed to narrow roadway and shorten crossing distance for the safety of pedestrians in areas of high pedestrian crossing volume.</p> <p>Noted</p> <p>Overall Traffic and Transport review was undertaken by TTPP Consultant for the draft Masterplan and updated after community consultation.</p> <p>Additional traffic measures will be included to Traffic Management Plans for the pilot projects to test the traffic impact in the area.</p>	<p>N</p> <p>N</p> <p>N</p> <p>N</p> <p>N</p> <p>N</p> <p>N</p>	<p>E</p> <p>B</p> <p>B</p> <p>A</p> <p>E</p> <p>B</p> <p>B</p>	
6	Support	Yes	Yes	Yes		Noted	N	D	
7	Support	Yes	Yes	Yes	great	Noted	N	D	
8	Support	Yes	Yes	Yes	This is a very welcome proposal which will greatly enhance Kirribilli. I support it wholeheartedly.	Noted	N	D	

"Draft" Masterplan for the Public Domain upgrade of Kirribilli Village Centre Summary of submissions received during public exhibition period

19

	Do you support the objectives of the draft Masterplan?	Support the pilot of Burton Street	Support pilot of Burton Street underpass	Support pilot of Bligh Street shared zone	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
9	Support	Yes	Yes	Yes	I do support the pedestrianisation of the streets. I would look to carefully consider the Jacaranda scenario. While it may become a superb event in October/November each year it also carries with its problems with footpaths and the flowers etc (this seemingly is manageable with regular maintenance). However, looking on a big picture it may create Kirribilli to become a centre of a festival? or event and bring a sense of purpose to the area? combine the street closings with a cultural event co coincide with the flowers. Noting the Japanese blossom season as bringing people to an area?	Noted	N	D	
10	Support	I support the temporary pedestrianisation, and I want to see permanent pedestrianisation. Why do people in cars need to drive along 25 metres of a narrow street that is the centre of retail and eating? They can drive around the block to get through to Humphrey Pl. People dining don't want a car driving past inches from their elbow. Let people step out of the bakery and chat to a friend without a noisy car drowning them out. Let	Great idea! Make it permanent.	Make it a pedestrianised zone. Customers will have a more enjoyable dining experience. Ristorante Italiano will do more business as the streetscape becomes more enjoyable. The restaurant will likely pay the council more if they can have more outdoor dining space. Win, win, win. People in cars can spend a few more seconds and drive around the block, not through it.	Put people using the space and walking as top priority. Put people in cars as the lowest priority. Make Kirribilli quieter, less polluted, more social, with stronger businesses and community interactions.	Noted	N	D	

"Draft" Masterplan for the Public Domain upgrade of Kirribilli Village Centre Summary of submissions received during public exhibition period

20

	Do you support the objectives of the draft Masterplan?	Support the pilot of Burton Street	Support pilot of Burton Street underpass	Support pilot of Bligh Street shared zone	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
		parents sit down and feel comfortable to have their kids play nearby. Make space for buskers. Remove the railings adjacent to the outdoor dining and give this space back to the people using, not the people travelling past it.							
11	Support	Yes	Yes	Yes		Noted	N	D	
12	Support	Yes	No, Anything that removes car spaces is not a winner in Kirribilli	Yes					
13	Support	Yes	Yes	Yes	What a fantastic and exciting initiative. All sites mentioned really do need upgrading and re-energising. Jacaranda placement looks to be spot on and will really offer that elegant visual lift and splash of colour and shade the species are known for. The upgrades will make the area more 'liveable' in the sense of pedestrian access, flow, shopping and will dramatically make life easier for young families with prams and small children. It's like a jig-saw puzzle coming together - linking important community 'nodes' or hubs with these upgrades. (including our neighbourhood centre. Finally, the recent small upgrades (leveling across Bligh St and others), has already made a positive impact!) Thank you! (We do have a baby and pram). Wishing you the very best for the rollout of this project.	Noted	N	D	
14	Support	Yes	Yes	Yes	Plans are a step in the right direction but should go further. Broughton Street should be a shared zone between Burton Street and Fitzroy Street or closed	Noted	N	D & E	

"Draft" Masterplan for the Public Domain upgrade of Kirribilli Village Centre Summary of submissions received during public exhibition period

21

	Do you support the objectives of the draft Masterplan?	Support the pilot of Burton Street	Support pilot of Burton Street underpass	Support pilot of Bligh Street shared zone	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
					to cars entirely. Traffic lanes should be minimised and there should be no parking on the shops side here. Bligh Street also should ideally be closed to traffic opposite shops (reverse the one way on Humphrey Pl to minimise cars past the shops) or at least have a large area of pedestrian priority (no kerbs) opposite the shops and remove that one car parking space where trucks idle. We've are also in the process at the same time with the "Kirribilli and Milsons Point High Pedestrian Activity Area" project which is obviously aligned. Rather than take meagre steps with each of these individually and pilot projects, Council should seek to pool funding and do it all at once and properly.				
15	Support	Yes	Yes	Yes	I am in great support of the pedestrianised spaces and think for the most part the draft masterplan looks great.	Noted	N	D	
					I do not support the proposed lighting in the Burton Street underpass as it is currently proposed. I think a lot of the character of the area is the art deco historic nature, and the light show is at odds with that.	Decorative lighting will be part of the detailed design and pilot implementation.	N	B	
					I also do not support the material palette proposed. The current brick/cobblestone adds to the charm and character, and village feel of Kirribilli. The material palette reads as very characterless and bland. If that it proceeded with, Kirribilli village will not be distinct from North Sydney CBD which should have a very different intended objective. To promote visitors to the area, the objective of Kirribilli needs to remain as a small village with historic features, not a small metropolis.	Streetscape footpath finishes and street furniture to be installed is to be in accordance with North Sydney Council Public Domain Style Manual & Design Code, adopted 28 March 2014 – latest revision dated 30 September 2019.	N	E	
16	Support	Yes	Yes	Yes		Noted	N	D	
17	Support	Yes	Yes	Don't know		Noted	N	D	
18	Support	Yes	Yes	Yes	Please create a mini library with glass walls/doors. We don't have a good library other than the one in Kirribilli centre (very small). It will provide a space for people to work and read.	Noted	N	D	
19	Oppose	Yes	No	Yes	Please don't paint the ceiling of the Burton St Underpass purple, for God's sake.	Bruton Street Underpass ceiling will not be painted purple. The purple effect in the artist impression is the aspiration of the decorative lighting, this will be part of the detailed design.	N	B	
20	Support	Yes	Yes	Yes		Noted	N	D	

	Do you support the objectives of the draft Masterplan?	Support the pilot of Burton Street	Support pilot of Burton Street underpass	Support pilot of Bligh Street shared zone	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
21	Don't know				What is the plan to replace the parking spaces that are to be eliminated on Burton Street? As a resident without a garage, that detail is of concern. How will the Junior School on Burton Street pick up work without access to cars? Email submission entered manually by Diana Mejia on 15.09.2020	Amended Masterplan proposal includes the retention of 10 parking spaces on the western end of Burton Street and the reconfiguration of Upper Ennis Road parking creating 22 new parking spaces. Masterplan total loss of parking is reduced from 14 to 4 spaces.	Y	D	Page 16
22	Neither support nor oppose	No. The suburb already experiences gridlock at school times, so blocking more roads will exacerbate this. Also, it just isn't that busy in Kirribilli to warrant all this. A few people meet for coffee on weekends. It's pretty dead at night. Doing this won't change that.	No. Kirribilli becomes gridlocked at school start and finish. Blocking another road will only make this worse. Otherwise, it is a quiet suburb. A few people meet for coffee on the weekends. It is dead at night / dinnertime. I don't think these works will change this or are warranted.	It confuses pedestrians and will be likely to cause accidents.	Kirribilli is a quiet suburb. The changes aren't warranted. The footpaths aren't too busy and don't need to be widened. Some trees and better street furniture would be ok.	Alternative routes via adjacent streets are available. Detailed Traffic Management Plan will be in place for the pilot closure. Shared zones increase safety for pedestrians and cyclists by creating a lower speed environment.	N	E	
23	Support	Yes	Yes	Yes	The pilot for Burton St and Bligh St are already in effect. Why don't we go straight into the final plan	Noted Pilot projects will be funded through NSW DPIE – Streets as Shared spaces Grants program and this program only funds temporary activations that create additional pedestrian friendly public space.	N	D	
24	Support	Yes	Yes	Yes	I realise that I have already lodged a comment but with more information I would like to add a few more thoughts: If you are trying to link both sides of Burton Street, why not have the pedestrian crossing in the middle of the tunnel going back to the closed Burton Street - this would be symmetrical and would truly link the two halves of the street.	Pedestrian link between Burton Street and Burton Street Underpass it proposed as part of the Masterplan.	N	B	

"Draft" Masterplan for the Public Domain upgrade of Kirribilli Village Centre Summary of submissions received during public exhibition period

23

	Do you support the objectives of the draft Masterplan?	Support the pilot of Burton Street	Support pilot of Burton Street underpass	Support pilot of Bligh Street shared zone	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
					Please work with Transport NSW to free up the dreadful state of the shops around the station - this should be prime real estate - they need to move from the month to month leases.	Noted	N	G	
					Kirribilli could be amazing - it is lovely but it is not there yet. Some of the choices e.g. Lombardo's white screens are appalling and should not have been approved by council - you need to keep an eye to the streetscape.	Noted	N	A	
					Could there be a one-way system in Kirribilli which limits the flow of traffic and makes it difficult for school traffic?	Detailed Traffic Management Plan will be in place for the pilot closure.	N	B	
					Kirribilli needs to be less car friendly - we hate the school traffic but parking is difficult at times and there are people who park in Kirribilli who shouldn't. Can we really enforce the people who shouldn't park here?	Noted	N	G	
25	Support	Yes	Yes	I think on weekends and outside peak business times Bligh Street access to Broughton Street should be closed and the area outside the shops converted to a seating/plaza area	Consideration should be given to blocking in/out access to Broughton Street from Fitzroy Street, Bligh Street & Burton Street. All these should be converted to pedestrian plaza's for eating. Burton Street could be developed into something like the Pitt Street Mall in the CBD - vehicles are permitted in early morning and late night for cleaning, deliveries etc. Traffic should be funnelled away from the area. The area could develop into a destination for food and entertainment, buskers etc. Taxi/Uber drop off and pick up points on the western side to the railway line.	Noted	N	E	
					The entire precinct should be smoke free. Smoking, pedestrians & cafes do not mix.	Noted	N	A	
26	Support	Yes	Yes	Yes	This is a very good plan overall. Bring it on! Some general comments follow: 1. Although we still live in the 'age of the car', it is not the future. While cars and parking remain important considerations for residents and visitors, they should not be the final paramount concern. Kirribilli is well served with public transport. Ideally, visitors should be encouraged to take it and the village should be increasingly car 'unfriendly' except to residents.	Noted	N	D	
					2. It makes sense to me to align the two proposed zones of the bridge underpass and Burton street with the traffic lights and main pedestrian crossing.	Noted	N	D	
					3. I like the idea of re-engaging with Transport NSW and reinvigorating the little retail shops	Noted	N	A	

"Draft" Masterplan for the Public Domain upgrade of Kirribilli Village Centre Summary of submissions received during public exhibition period

24

	Do you support the objectives of the draft Masterplan?	Support the pilot of Burton Street	Support pilot of Burton Street underpass	Support pilot of Bligh Street shared zone	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
					around the station. With the better atmosphere that the plan will hopefully create, this should encourage retailers, but with the COVID recession, they will need help with reasonable rents and sensible leases. This should not be to the detriment of those little shops which are currently there and which have served the community well. Kirribilli has lost a butcher, a grocer, a newsagent, and others over the years due to high rents and a poor street atmosphere.				
					4. I love the emphasis on more greenery - I would love to see even more seasonal flower boxes and street furniture generally. Is it too much to ask for a fountain? :)	Noted	N	B & D	
					Some ideas on what to do with space under the tunnel. Night (food) markets (profits to Neighbourhood centre) Permanent exercise stations suitable for all ages and genders (markets could work around if appropriately spaced) Zumba / line dancing classes Extend Vivid to the tunnel Farmers market (profits to Neighbourhood centre)	Noted	N	C	
27	Support	Yes	Yes	Yes		Noted	N	D	
28	Support	No	Yes	No	The school traffic makes it tough to see how we will get in/out of Kirribilli if there are street closures. I would be more supportive of pedestrianisation (which is actually cutting off streets) if there was a concerted effort to restrict traffic coming into Kirribilli rather than being pushed onto other already over used roads (i.e. Willoughby Street) and increasing illegal transit parking across driveways, no standing zones etc as is currently seen in Bligh Street.	Alternative routes via adjacent streets are available. Detailed Traffic Management Plan will be in place for the pilot closure to test all the traffic concerns raised.	N	B	
29	Support	Yes	Yes	The village needs to be more a place for pedestrians. If stated objectives are to be met, and to actually meet the needs of residents than Bligh should be a	please be brave and create pedestrian only zones, that's what our village needs,	Noted	N	D	

"Draft" Masterplan for the Public Domain upgrade of Kirribilli Village Centre Summary of submissions received during public exhibition period

25

	Do you support the objectives of the draft Masterplan?	Support the pilot of Burton Street	Support pilot of Burton Street underpass	Support pilot of Bligh Street shared zone	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
				pedestrian only zone.					
30	Support	No	No	No	The shared zoning will add to congestion and loss of parking (possibly). Being a resident of Fitzroy Street is my greatest concern, it has gone from a beautiful vibrant street to a dirty run-down traffic rat run.	Shared zones increase safety for pedestrians and cyclists by creating a lower speed environment. No parking loss is proposed for Bligh Street.	N	E	
					Footpaths in front of shops are dirty and never cleaned, trees are dead (jacaranda's would be beautiful) filthy garbage bin and seating from the 60's. I note some of these items are addressed in the master plan, but some real energy needs to happen as its a dying part of the village.	Streetscape footpath finishes and street furniture to be installed is to be in accordance with North Sydney Council Public Domain Style Manual & Design Code.	N	B	
					There once was a one-way traffic proposal for all of Kirribilli put together by NSC, bring that back because it was perfect and solved so many issues.	Noted	N	B	
31	Support	Yes	Yes	Yes		Noted	N	D	
32	Neither support nor oppose	No	Yes	No	The Burton Street Green Heart plan has the potential to badly clog up traffic through Humphrey Pl, Crescent Pl and Bligh St. Taking away the option to turn from Broughton Rd into Burton St will send cars (particularly St Aloysius drop off/pick up traffic) down the afore mentioned lanes. I can envisage traffic chaos in busy times.	Alternative routes via adjacent streets are available. Detailed Traffic Management Plan will be in place for the pilot closure to test all the traffic concerns raised.	N	B	
33	Support	Yes	Yes	Yes	My only concern is late night bars which would impact the peaceful enjoyment of the residents	Noted	N	D	
34	Support	Yes	Yes	Yes		Noted	N	D	
35	Support	Yes	Yes	Yes		Noted	N	D	
36	Support	Yes	Yes	Yes	I agree with the Masterplan's objectives and am delighted to see this happening but please remember the privacy and noise concerns of residents. Activation day and night will have serious consequences for residents living near these zones. For example, a restaurant very close to our house has a 24/7 liquor license. A little practicality is required!	Noted	N	B & D	
					Kirribilli is well served by public transport. We should discourage visitors' cars and work with the schools to rid our small streets of the conga line of four-wheel drives that block Carabella, Fitzroy and Burton Streets during school drop off and pick up hours each school day. For example, how about shuttle buses funded by the schools from the edges of the neighbourhood? The schools do nothing to contribute to the community, about time they stepped up.	Noted	N	A	
					We need an audit of residents' parking stickers. How is it that during school terms our streets are filled with cars bearing these stickers which	Noted	N	C	

"Draft" Masterplan for the Public Domain upgrade of Kirribilli Village Centre Summary of submissions received during public exhibition period

26

	Do you support the objectives of the draft Masterplan?	Support the pilot of Burton Street	Support pilot of Burton Street underpass	Support pilot of Bligh Street shared zone	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
					magically disappear during weekends and school holidays?				
					Please do keep to jacarandas - they do drop their blossoms but only for a short time each year. Surely, we can cope with that clean-up. They will bring uniformity and be a spectacular attraction to the neighbourhood.	Tree species are subject to detailed design and in Consultation with Council's arborists.	N	B	
					Please do move off the horrible brown paving and into greys. Much softer and more inviting. Can we look to European villages and get some hanging baskets for springtime to complement the new plantings you propose? Also, let's have some striped umbrellas to add a bit of pizzazz. Why do they have to be plain red? In summary: look after residents not just businesses and visitors, particularly around privacy and noise. Discourage visiting cars and get the school traffic off our streets. More greening is desperately required, will be wonderful to see that happening. Adding inspirational amenities like artworks and installations in the Burton St tunnel is a fabulous idea. Let's be adventurous, even a little quirky - look how great the painted boxes look!	Streetscape footpath finishes and street furniture to be installed is to be in accordance with North Sydney Council Public Domain Style Manual & Design Code.	N	E	
					Kirribilli has a lovely community and that is one of the pleasures residents always mention about living here. Let's make sure to preserve that whilst upgrading the facilities and amenities.	Noted	N	C	
37	Support	In principle agreement but concerned about bicycle lane and school drop off traffic. Don't want to see a "rat run" along Crescent Place and Humphrey Place.	Unhappy about overall minus 15 parking spaces for the area. Cyclists continue to present a hazard and will be worse as the area is more defined as a public space and less as a road.	Don't know	One concern is cyclists moving through the Burton St underpass. A dedicated cycle section should be considered. My other concern is the school drop off traffic - can't have a rat run along Crescent and/or Humphrey Places and Carabella St is already a parking lot in morning and afternoons. Loss of 15 parking spaces overall is a tragedy and not sure the area can handle that.	Amended Masterplan proposal includes the retention of 10 parking spaces on the western end of Burton Street and the reconfiguration of Upper Ennis Road parking creating 22 new parking spaces. Masterplan total loss of parking is reduced from 14 to 4 spaces.	Y	D	Page 16
						Amended Masterplan proposal defines the cyclist/pedestrians shared zones to be kept clear at all times	Y	D	Page 16
						Alternative routes via adjacent streets are available.	N	B	

	Do you support the objectives of the draft Masterplan?	Support the pilot of Burton Street	Support pilot of Burton Street underpass	Support pilot of Bligh Street shared zone	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
						Detailed Traffic Management Plan will be in place for the pilot closure to test all the traffic concerns raised.			
38	Support	Yes	No	Yes	Amenity in the Kirribilli/ Milsons Point area needs to consider parking as parking spaces are relatively few in number in light of the density and the high level of usage of facilities in the area. To lose 35 spaces in the Burton Street underpass would put enormous strain on the ability to meet parking demand and need. Of course, the environment of the underpass could and should be improved but this could be done without permanently alienating the parking function. By all means, Pedestrianise the area on an as -needs basis or even regularly, every weekend, as is done on market days, and optimise usage of this space. I'd predict that no amount of upgrading of this space would result in it being utilised in the absence of events like the markets. As a passive open space, it would never, in all likelihood, be able to attract users. By retaining the much-needed parking on weekdays while pedestrianizing the underpass on weekends we get the best of both worlds.	Amended Masterplan proposal includes the retention of 10 parking spaces on the western end of Burton Street and the reconfiguration of Upper Ennis Road parking creating 22 new parking spaces. Masterplan total loss of parking is reduced from 14 to 4 spaces.	Y	D	Page 16
39	Support	Yes	BELIEVE SOME PARKING PLACES SHOULD BE PRESERVED	Yes	1. THE PLAN SHOWED THE ABSENCE OF THE TELEPHONE BOOTH ON CNR BROUGHTON AND BURTON. WE SUPPORT ITS REMOVAL AND EXTENSION OF THE ALFRESCO RESTAURANT DINING SPACE	Phone booth to remain, outdoor dining to be extended to the additional open space created by the plaza.	N	B	
					2. REMOVE DAMAGED STREET LIGHTS AND REPLACE WITH APPROPRIATELY DESIGNED LIGHTING	Noted	N	B	
					3. BROUGHTON STREET URGENTLY NEEDS TRAFFIC CALMING MEASURES, PARTICULARLY TWO BUMPS BETWEEN FITZROY STREET AND PITT STREET, AND PITT STREET AND KIRIBILLI AVENUE TO REDUCE THE SPEED OF ALL VEHICLES INCLUDING HUNDRED OF BUSES DAILY, CARS, SUVs AND MOTORCYCLES.	Traffic Calming measures in Broughton Street will be added in some locations as part of the LATMs implementation for Kirribilli	N	A	
					4. SUGGEST PEDESTRIAN TRAFFIC LIGHTS ON BROUGHTON STREET AT PITT STREET LEVEL MAINLY FOR THE SAFETY OF ST ALOYSIUS SCHOOL CHILDREN. A SIMILAR CONFIGURATION OF LIGHTS AND BUMPS IS ON ALFRED STREET, WHY NOT BROUGHTON?	Pedestrian crossing at this location will be implemented as part of the LATMs Kirribilli	N	A	
					Burton Street Underpass - BELIEVE SOME PARKING PLACES SHOULD BE PRESERVED	Amended Masterplan proposal includes the retention of 10 parking spaces on the western end of Burton	Y	D	Page 16

"Draft" Masterplan for the Public Domain upgrade of Kirribilli Village Centre Summary of submissions received during public exhibition period

28

	Do you support the objectives of the draft Masterplan?	Support the pilot of Burton Street	Support pilot of Burton Street underpass	Support pilot of Bligh Street shared zone	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
						Street and the reconfiguration of Upper Ennis Road parking creating 22 new parking spaces. Masterplan total loss of parking is reduced from 14 to 4 spaces.			
40	Support	Yes	Yes	Yes	<p>Ideas for the use of the space under the Burton St tunnel: Food markets e.g. noodle markets; could be managed by the Kirribilli Neighbourhood Centre with stallholders' fees going to the KNC Afternoon concerts, plays, ballets etc (on a demountable stage); note risk of noise pollution in highly residential area so no late night events Attach to Vivid Festival (but lighting and art installations could run year round) Farmers' market (food only - stallholders' fees to KNC and KNC to manage) Dance classes, exercise classes</p> <p>To address reduction of car spaces, why not keep the parking from the Alfred St end of Burton St to the start of the Burton St tunnel? Metered angle parking along that stretch, just during the day, would add back the 15 car spaces we are losing under this plan. Obviously, they wouldn't be available on market days as per current system, or at other times as deemed appropriate</p>	Noted	N	B	
						Amended Masterplan proposal includes the retention of 10 parking spaces on the western end of Burton Street and the reconfiguration of Upper Ennis Road parking creating 22 new parking spaces. Masterplan total loss of parking is reduced from 14 to 4 spaces.	Y	D	Page 16
41	Support	Yes	Yes	Yes	Kirribilli village is tired and deserves some money spent on it	Noted	N	D	
42	Support	Yes	Yes	Yes	Kirribilli village has been neglected for decades. The pavers are dull and stain easily. An upgrade of the village will attract better quality tenants. New lights and railings are needed	Noted	N	D	
43	Support	Yes	Yes	Yes		Noted	N	D	
44	Support	Yes	Yes	Yes	There is a great opportunity to create have the Burton St underpass and Burton St closure as the centre piece for Kirribilli. These 2 pieces of infrastructure are not currently connected. The plan shows one flowing into the other. The underpass could have space for concerts	Noted All existing loading zones to remain	N	D	

"Draft" Masterplan for the Public Domain upgrade of Kirribilli Village Centre Summary of submissions received during public exhibition period

29

	Do you support the objectives of the draft Masterplan?	Support the pilot of Burton Street	Support pilot of Burton Street underpass	Support pilot of Bligh Street shared zone	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
					<p>(dismountable stands); light and sound shows to take advantage of the acoustics as well as the arch itself. By widening the Broughton St crossing, people should be able to flow from one to the other. Ennis Rd is totally underutilised. It is a no through road and should have wider footpaths, alfresco dining and attracting more bars and restaurants. Having direct access to rail means that people do not have to drive. They can use public transport if not local and walk if local. It is important we maintain the loading zone facilities and the rail drop off capabilities.</p> <p>Widening Broughton (between Burton and Bligh) seems of little benefit other than allowing more trees to be planted.</p> <p>It would be terrific to see trees all along Broughton, Burton, Fitzroy , Ennis. Turn Kirribilli village into a lovely attractive spot enhanced by the Tunnel for entertainment and the wider footpaths for alfresco dining. Fitzroy is tight already, so limited ability to enhance image other than planting a few trees.</p>				
					<p>However as much as these suggestions will enhance the village, they are modest. What is needed is a plan to significantly enhance Kirribilli Village and attract more restaurants. There is urgent needs to negotiate with RMS for a development plan for Ennis Rd. It is ideal for more street dining. It is a shame that this street is so poorly used e.g. most cafes close at 4pm.</p>	Noted	N	A	
45	Support	Yes	Yes	Yes		Noted	N	D	
46	Support	Yes	Yes	Yes	<p>There is a great opportunity to create the Burton St underpass and Burton St closure as the central focus for Kirribilli. These two pieces of infrastructure are not currently connected. The plan shows one flowing into the other. The underpass could have space for concerts (dismountable stands); light and sound shows to take advantage of the acoustics as well as the arch itself. By widening the Broughton St crossing, people should be able to flow from one to the other. Ennis Rd is totally underutilized. It is a no through road and should have wider footpaths, alfresco dining and attracting more bars and restaurants. Having direct access to rail means that people do not have to drive. They can use public transport if not local and walk if local. It is important we maintain the loading zone facilities and the rail drop off capabilities. Widening Broughton (between Burton and Bligh) seems of</p>	<p>Noted</p> <p>All existing loading zones to remain</p>	N	D	

"Draft" Masterplan for the Public Domain upgrade of Kirribilli Village Centre Summary of submissions received during public exhibition period

30

	Do you support the objectives of the draft Masterplan?	Support the pilot of Burton Street	Support pilot of Burton Street underpass	Support pilot of Bligh Street shared zone	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
					little benefit other than allowing more trees to be planted. It would be terrific to see trees all along Broughton, Burton, Fitzroy, Ennis. Turn Kirribilli village into a leafy attractive spot enhanced by the Tunnel for entertainment and the wider footpaths for alfresco dining. Fitzroy is tight already, so limited ability to enhance image other than planting a few trees. However as much as these suggestions will enhance the village, they are modest. What is needed is a broader plan to significantly enhance Kirribilli Village and attract more restaurants.				
					There is urgent need to negotiate with RMS for a development plan for Ennis Rd. It is ideal for more street dining and open later.	Noted	N	A	
47	Support	Yes	Yes	Yes		Noted	N	D	
48	Support	Yes	Yes	Yes		Noted	N	D	
49	Support	Yes	Yes, As long as consideration is given to the operation of the Kirribilli Markets.	Yes	As General Manager of the Kirribilli Centre and Operator of the Kirribilli Markets, there are several issues I would like to draw to Councils attention. 1. Street furniture mentioned in the Masterplan would need to be moved each market day as this would mean a loss of 40 stalls if the furniture was not moved. Consideration would have to be given to the type of street furniture used. 2. Impact on the Markets during construction. If the Kirribilli Markets were to be impacted that Council considers allowing the markets to use the grassed area so that we are able to achieve the same number of stalls. 3. That any art installation takes into consideration the operation of the market. Whilst hanging artworks may have little to none impact on the operation of the markets, any installation which is on the surface would. 4. That Council consider allowing the Kirribilli Centre to extend the markets on the allocated market days out to the new pedestrian area. 5. As part of creating a greater village feel, that Council consider allowing the Kirribilli Centre to operate a smaller food-based midweek market and include our local restaurants as part of that market. Overall the Kirribilli Neighbourhood Centre is in favour of the plan and can see great benefits to the community and to the local business in the village. The centre would like to be a part of this wonderful transformation and only asks that the above points are taken into consideration as over half of the Kirribilli Centre income is derived from the Kirribilli	Detailed design of the Pedestrianisation of Burton Street underpass to be completed in consultation the Kirribilli Neighbourhood Centre to give consideration to the current operation of the Kirribilli Markets.	N	B	

"Draft" Masterplan for the Public Domain upgrade of Kirribilli Village Centre Summary of submissions received during public exhibition period

31

	Do you support the objectives of the draft Masterplan?	Support the pilot of Burton Street	Support pilot of Burton Street underpass	Support pilot of Bligh Street shared zone	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
					Markets. Regards, General Manager Kirribilli Neighbourhood Centre				
50	Support	Yes	Yes	Yes	All will improve Kirribilli	Noted	N	D	
51	Support	Yes	Yes	Yes	Kirribilli village is due for an upgrade. The fences and lamps are damaged	Noted	N	D	
52	Support	Yes	Yes	Yes	Some people are saying that car parking should be prioritised. Specifically, that the underpass shouldn't be completely free of parking. This is a mistake. I think we should look forward to a car-less village in the longer term. In the meantime, we can create more parking for short-term shoppers by making all the four-hour spots into shorter periods. Let's get rid of as many cars as possible The Burton Street tunnel should be seen as a pathway/link to the Alfred Street park (Bradfield North). It should be parking-free and every effort made to link the two sides of the bridge approaches. Perhaps cyclists need to be allowed to traverse the tunnel, dismounted. There is some mention of art. NO LARGE ABSTRACT SCULPTURE PLEASE!	Noted	N	D	
53	Support	Yes	Yes	Yes	Cycleway on Alfred St for harbour bridge access	Noted	N	A & D	
54	Support	Yes	Yes	Yes		Noted	N	D	
55	Support	Yes	Yes	Yes		Noted	N	D	
56	Support	Yes	Yes	Yes	All looks great - and I heartily endorse the proposal on the photos to plant more jacarandas. We can't have too many. Thanks.	Noted	N	D	
57	Support		Yes	Yes	Angle parking should be put in place in Ennis rd. before parking is removed from the Burton St tunnel. Lack of parking in Kirribilli village is a serious problem.	Amended Masterplan proposal includes the retention of 10 parking spaces on the western end of Burton Street and the reconfiguration of Upper Ennis Road parking creating 22 new parking spaces. Masterplan total loss of parking is reduced from 14 to 4 spaces.	Y	D	Page 16
58	Support	Yes	Yes, Extra parking should be added in Ennis rd. to make up for the loss of parking in the tunnel. This should be done simultaneously to the trial	Yes, Yes it will slow traffic down at the intersection with Broughton and make the sidewalk a more pleasant place to sit	A Kirribilli village upgrade is long overdue. The colours are dull and the pavers dreary. Jacarandas will help brighten up the Village	Noted	N	D	

"Draft" Masterplan for the Public Domain upgrade of Kirribilli Village Centre Summary of submissions received during public exhibition period

32

	Do you support the objectives of the draft Masterplan?	Support the pilot of Burton Street	Support pilot of Burton Street underpass	Support pilot of Bligh Street shared zone	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
			otherwise it's not a fair trial! Kirribilli suffers from a deficiency in parking						
59	Support	Yes	Yes	Don't know		Noted	N	D	
60	Support	Yes	No, This will mean the loss as I understand it of 15 car spaces which the village cannot afford. If the 12 car spaces between the Alfred Street end of the tunnel and Alfred Street were retained this would help with the loss of car spaces.	No, This is a busy narrow street especially at school knock off time. A traffic study should be undertaken covering all of Kirribilli taking in Loreto and the Junior and Senior Aloysius schools to ensure the most efficient way of handling Kirribilli traffic. Consideration should also be given to the possibility of diverting some of the school buses along Broughton Street in the afternoon pick up time.	One of my concerns with the Draft plan is the loss of car spaces. One of the objectives of the plan is "supports the need of local businesses and enables a vibrant economy to prosper both during day and night". With the loss of these car spaces this will have a big effect on the village. As parking spaces will be more limited, visitors and businesspeople will be forced to go further to park. This will make it more difficult for residents who do not have off street parking, to find car a car park in the surrounding streets. These streets are already difficult to park in. In the event that the tunnel is closed for parking, residents who hold a disabled parking permit and park there to use the train station will be disadvantaged by being forced to walk a further distance. As mentioned above I think there should be a comprehensive traffic study of the Kirribilli traffic especially in relation to the schools.	Amended Masterplan proposal includes the retention of 10 parking spaces on the western end of Burton Street and the reconfiguration of Upper Ennis Road parking creating 22 new parking spaces. Masterplan total loss of parking is reduced from 14 to 4 spaces. Overall Traffic and Transport review was undertaken by TTPP Consultant for the draft Masterplan and updated after community consultation. Alternative routes via adjacent streets are available. Detailed Traffic Management Plan will be in place for the pilot closure.	Y N	D B	Page 16
61	Oppose	No	No	No	Pedestrianisation of aforementioned spaces in Milsons point show a blatant disregard to the fact that there are three schools in the area. Pedestrianisation of these areas will impede traffic to everyone's misery. Hope you aren't stupid enough to go through with this xoxo	Noted	N	E	
62	Oppose	NSC needs to have traffic	No, Burton Street Tunnel	No, Bligh St as shared	I think that this plan needs serious traffic input before further implementation.	Overall Traffic and Transport review was undertaken by TTPP Consultant	N	B	

"Draft" Masterplan for the Public Domain upgrade of Kirribilli Village Centre Summary of submissions received during public exhibition period

33

	Do you support the objectives of the draft Masterplan?	Support the pilot of Burton Street	Support pilot of Burton Street underpass	Support pilot of Bligh Street shared zone	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
		study done to know the impact of this proposed closure of Burton St., as it will greatly impact people like me, who live on Carabella St., and use this as our access to our homes. If Crescent Place / lane behind the pub becomes the thoroughfare, what impact will that have on the through traffic along Broughton St., as people wait to make a RHT at the pub, with the traffic coming up Broughton. It least at the lights, we can turn into Burton St. Without impact on slowing the traffic, as there is the second lane for cars to go around or into Ennis Rd.	provides lots of parking for disabled people going into the city by train during the week. It provides needed parking for Kirribilli businesses, Dentists, allied health professionals, for the cafes and restaurants, the schools for parents to go to uniform shop, library, school meetings, tuck shop duty etc. to go to the community centre. If all this parking was removed permanently it would have a serious impact on the viability of many services provided within the Kirribilli village community. They have to remain viable, and parking is already at a	zone does not provide any increased open space under the Covid19 response, if anything planting out the footpath against the church will mean more foot traffic with the restaurant outdoor seating space; and this road has much traffic go along it to exit Kirribilli from the 40+ garages and all those who live on Carabella St., plus the Aloysius Junior school kiss and drop flow of traffic. Mixing these vehicles, garbage trucks etc. with pedestrians on the road would only result in unnecessary chaos and slow down the process of cars exiting, as		for the draft Masterplan and updated after community consultation.			
					There are two school with about 700+ junior schoolchildren, whose parents drop off and collect them, even more so with COVID, so as to not have them on Public transport. Their car movements, the delivery trucks, the garbage trucks, plus the houses with garages and all those properties without garages, need to be considered prior to any changes to the roads, with closures and pedestrianizing of spaces.	Alternative routes via adjacent streets are available. Detailed Traffic Management Plan will be in place for the pilot closure.	N	B	
					These property owners need to be sent questionnaires for road changes, like NSC does for proposed changes to street parking signs ..THIS HAS NOT HAPPENED ... and needs too!	All Kirribilli residents were notified about the Masterplan consultation in accordance with the Community Engagement Strategy, 3000 double-sided full colour A5 flyers were distributed to all mailboxes in the suburb.	N	F	
					I object to the loss of pedestrian walkway on the Greenway side of Ennis Road, as this side provides shaded walk for Greenway residents.	Road Widening is required to reconfigure parking arrangements, Pedestrians will have western Ennis Road footpath to access the northern section of Ennis Road.	N	E	
					Ennis Road, towards the Station has already had the footpath widened and the road narrowed about 15 years ago, to its maximum, to still allow two vehicles passing and the loading zone, that we have been assured by Duncan Mitchell and the Mayor, will not be removed.	All existing loading zones to remain	N	B	
					Broughton St. outside the Flight Centre, Chemist and Church has also had the footpath widened, more recently, and trees planted, with street bench seats provided. If this footpath was widened by the amount that the landscape planner suggested on the walk around, it would impact on the cycle way next to the loading zone and parked cars outside these properties.	Noted – loading zones to remain in the existing locations	N	E	
					Why, at our Milson Precinct walk around meeting, we were informed, that the whole of Kirribilli was no longer being considered at the same time? A Masterplan is meant to be that - MASTER - looking towards all of the area, to plan the whole area, looking at all the impacts, potential benefits and pitfalls, from the beginning, rather than doing a piecemeal job.	This masterplan is proposed for the upgrade of the streetscape of the Kirribilli Village Centre only.	N	A	
					If this is only to try to get some more other governments funding for works that are not needed or ill-conceived at this time, shame on	Noted	N	C	

"Draft" Masterplan for the Public Domain upgrade of Kirribilli Village Centre Summary of submissions received during public exhibition period

34

	Do you support the objectives of the draft Masterplan?	Support the pilot of Burton Street	Support pilot of Burton Street underpass	Support pilot of Bligh Street shared zone	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
			premium. If there is a net loss of over 15 space, with the parking moved up to the end of Ennis Road, that makes it a long distance for people to get to the schools, the community centre, the cafe's and businesses. It will also put added pressure on the limited on street parking of Carabella St., for the many residents, who do not have off street parking. The Tunnel is a cold draughty space, that is well used by people for markets, twice a month, but it is hardly a space to be enticing 24/7 for people to gather ... maybe we only need to lose a few car	pedestrians wander up the middle of the road, which will in turn have more pollution for the cafe & restaurant goers ...	NSC. Better to allow the limited funds post COVID go to a more needy municipality.				

	Do you support the objectives of the draft Masterplan?	Support the pilot of Burton Street	Support pilot of Burton Street underpass	Support pilot of Bligh Street shared zone	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
			spaces at the Broughton Street mouth of the tunnel, to have some people interaction space, but we like and use all the current tables and chairs that are there.						
63	Oppose	No	No	No	<p>I oppose the Draft Masterplan for Kirribilli - these ideas have not been thought through or about how these spaces are actually used at present.</p> <p>The fact that there are two schools with high traffic use of these roads and areas and that the municipal waste removal trucks use those roads as well as buses use the roads for transporting the students and the local community.</p> <p>That all of these plans would actually impact and affect the functioning infrastructure in the Kirribilli and Milson Point area, that there would be impact on waste removal, public transport, the schools, the businesses, the local community And residents.</p>	Noted	N	C	
					<p>Bligh Street : Not to mention that there is a lot of learner drivers and young students and then tourists in the area that if there are areas not clearly defined where pedestrian and cars use the some space, then I believe that with current plans that North Sydney Council is proposing are asking for there to be injuries and fatalities from people being confused and unaware of the changes in the road conditions as well as being unfamiliar with the areas and some of the customs in Australia. Especially along Bligh St.</p> <p>This is not even including commuters or students who may be rushing and not paying attention to their surroundings which also another danger if it is unclear between where drivers and people interact. As this area is already quite hazardous to pedestrians and other road users at school pick up time and drop off time because there is a lot</p>	Shared zones increase safety for pedestrians and cyclists by creating a lower speed environment.	N	E	

	Do you support the objectives of the draft Masterplan?	Support the pilot of Burton Street	Support pilot of Burton Street underpass	Support pilot of Bligh Street shared zone	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
					<p>happening in the area and a lot of people moving about and vehicles.</p> <p>Humphrey Place which connects Burton to Bligh Street a lot of cars come out of that and don't realise that cars are going along Bligh St, but that's also where the garbage truck which picks up from the pub all the businesses from the school goes along that road onto Bligh Street and then turns out of that road then you also have the garbage truck go along between the Bakery and Morgan's to pick up the rubbish from along those streets and turns onto Carabella Street sometimes to pick up the residents rubbish.</p>				
					<p>Burton Street, Closure will confuse learner drivers, who will have to turn down the laneways behind the hotel, which could create greater safety issues for all, due to the size of these laneways, garages, pedestrians, schools etc.</p>	Additional traffic measures and signs will be included as part of the Traffic Management Plans for the pilot projects to test the traffic impact in the area.	N	B	
					<p>Burton Street Tunnel</p> <p>The tunnel area which has parking, I've only seen occasionally people doing training under the tunnel and really wet weather, as the tunnel is quite cold even in summer that when you're walking through the tunnel you sometimes feel like you want to be wearing a jacket.</p> <p>This is not make it seem like it's an ideal space for people to want to come to sit down in when it's quite cold that's a wind tunnel.</p> <p>The tunnel otherwise is used for carspaces and also use by cars who have a vehicle breakdown also for parking there vehicles,</p> <p>The tunnel so functions as a good spot to put your car if you know that there is going to be torrential weather and hail, because a lot of residents in the area have only on street parking which means if there is going to be a storm with hail, they'll probably going to move the vehicle there.</p> <p>The tunnel is used for twice monthly markets, and for event vehicles, like seven bridges walk, NYE, Cycle days and other events that use the Milsons point and Kirribilli area.</p>	Noted	N	E	
					<p>Ennis road</p> <p>As regards to this road - there is already issues</p>	Taxi Rank located in Ennis Rd – South part is to remain as existing.	N	E	

"Draft" Masterplan for the Public Domain upgrade of Kirribilli Village Centre Summary of submissions received during public exhibition period

37

	Do you support the objectives of the draft Masterplan?	Support the pilot of Burton Street	Support pilot of Burton Street underpass	Support pilot of Bligh Street shared zone	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
					<p>with regard parking and movement of cars along this road, without the proposed changes near the train station and beyond to Greenway. The road is two-way street, it is already difficult for vehicles to move along the street.</p> <p>Proposed idea would be impacting taxi rank, which helps Tourist to the areas and other people to be able to obtain an accessible means of transport if the trains or buses are not appropriate for them to use.</p> <p>I am appalled that council would be showing and contributing to disadvantage and marginalising the over 350+ residents of the housing commission called Greenway, who have had difficulty for many years to attend Accessible access from their buildings and the Greenway complex to Ennis Road.</p> <p>It seems unfair that a site, which is owed by multiple government agencies, that it took so long for these residents to finally get the means for accessible access to amenities, like the shops and transport via level access to services and facilities in the Kirribilli area, for the diverse and ageing demographic, people with prams, other mobility issues, like wheelchairs, walking frames, other diverse challenges. Seems wrong that you will now disadvantage them again, having just gained their freedoms to access.</p> <p>It just seems very wrong for a government agency such, as North Sydney Council, especially after the residents of the housing commission complex Greenway had difficulty even getting deliveries and parcels because they were all listed as 4 Ennis Road, as their address, until Greenway Drive came into existence around 2012. But please note that this building complex has been there since the 1950's, has NSC consulted with all the residents of Greenway about these proposed changes in the Daft Masterplan?</p>	<p>Pedestrians will have accessible path via western Ennis Road footpath to access the northern section of Ennis Road and Greenway complex.</p>			
64	Don't know	No. No evidence that pedestrianisation would be helpful has been	No, Pedestrians can currently use this underpass. It does not	No, slow traffic to unacceptable level. Could be dangerous mix of	<p>This questionnaire has not provided for all options. For example, point 1 does not enable a response for partial approval of the objectives and I was forced to write "Don't know". Point 3 does not allow answer if you wish to give reason for answer. This is why details of design are required prior to</p>	Noted	N	B	

"Draft" Masterplan for the Public Domain upgrade of Kirribilli Village Centre Summary of submissions received during public exhibition period

38

	Do you support the objectives of the draft Masterplan?	Support the pilot of Burton Street	Support pilot of Burton Street underpass	Support pilot of Bligh Street shared zone	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
		supplied. On the other hand, this action would have a negative effect on traffic flow and one-way laneways add complexity.	provide access to station as claimed. Events proposed not described. More info required. Could be an unsafe place particularly at night. Loss of parking	pedestrians and cars	implementation.				
					The proposal to change the traffic lights at Broughton St, Ennis Road and Burton Streets has not been dealt with in this questionnaire. This would change the dynamics of the area. However, it is a good proposal. If there is a way to make a temporary change to this feature this model should be prioritised to No 1.	Pedestrian movements at Broughton St, Ennis Road and Burton Street is shown as part of The Burton Street Green Heart, Masterplan amended for clarity.	Y	E	
					Details of the proposal for the station area and Ennis Road need to be provided prior to implementation. This project will also make a difference, and it should also be prioritised. Similarly details of proposals for Broughton and Fitzroy Streets should be provided for feedback prior to implementation but should proceed when these are approved.	Noted	N	B	
					A well-designed Federation streetscape should be designed for this residential retail area of the Federation suburb. More seating would be welcome. Care needs to be taken with plantings, in particular with trees. Trees which do not drop flowers, nuts, and berries etc should be chosen for safety. Jacaranda for example would have to be constantly cleaned up. Foliage should not interfere with line of sight for safety. A contemporary appearance of the retail area would detract from the appearance of the suburb. Council's recommendations for pavers do not seem appropriate.	Streetscape footpath finishes and street furniture to be installed is to be in accordance with North Sydney Council Public Domain Style Manual & Design Code	N	E	
					One of the major problems for the village and the suburb is lack of street parking. In the area under review it is difficult to shop in local shops because of this. More parking rather than less is what is required. Not everyone can walk to the village. Not everyone can afford to spend a lot of time or money just picking up essentials including groceries, medicines, and mail.	Amended Masterplan proposal includes the retention of 10 parking spaces on the western end of Burton Street and the reconfiguration of Upper Ennis Road parking creating 22 new parking spaces. Masterplan total loss of parking is reduced from 14 to 4 spaces.	Y	D	Page 16
					There should be no charge for limited parking sufficient for locals to have useful access to the shops, post office, pharmacy etc. An effort needs to be made to provide more appropriate parking.	Noted	N	A	

"Draft" Masterplan for the Public Domain upgrade of Kirribilli Village Centre Summary of submissions received during public exhibition period

39

	Do you support the objectives of the draft Masterplan?	Support the pilot of Burton Street	Support pilot of Burton Street underpass	Support pilot of Bligh Street shared zone	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
					<p>There are also problems in having more than two thousand school children on the footpaths and crossings at the same time. For someone who is fragile this is a matter of safety. Such a situation arises on Ennis Road and other streets in the area currently under review as well as in other areas of the suburb.</p> <p>The schools appear to have the view that other people can and should organise their day so as to fit in with the school schedule. This is not possible.</p> <p>This problem should be resolved during this project as the benefits should not only be aesthetic but also functional.</p> <p>Another problem is traffic congestion, specifically that caused by parents picking up children after school for example at the intersection of Fitzroy and Carabella Streets. At least 15 cars may be involved.</p> <p>I am advised that at least 20 minutes is wasted because of these various factors in what should be a short journey shopping for essentials in the village.</p>	Noted	N	G	
					<p>It is noted that traffic changes near the railway station are transmitted to other parts of the suburb. One cannot just study the area under review. For example, if one travels down Burton Street into Carabella Street one faces a different problem than if one is in Fitzroy Street turning into Carabella Street, when there is a traffic blockage at Loreto. I live in Kirribilli Avenue.</p> <p>Someone now does my shopping and deals with other issues for me during a 2-hour period between 12.30 - 3 pm. In addition, I would like to be able to visit the village to have a coffee for example. However, this is not possible because of these factors - insufficient parking, traffic congestion and children end masse.</p> <p>A slow traffic speed should be adopted throughout the suburb.</p>	Overall Traffic and Transport review was undertaken by TTPP Consultant for the draft Masterplan and updated after community consultation.	N	B	
					<p>However as far as the current project is concerned nothing is advocated as to the advantages of "pedestrianization" of one block of Burton Street</p>	Noted	N	B	

"Draft" Masterplan for the Public Domain upgrade of Kirribilli Village Centre Summary of submissions received during public exhibition period

40

	Do you support the objectives of the draft Masterplan?	Support the pilot of Burton Street	Support pilot of Burton Street underpass	Support pilot of Bligh Street shared zone	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
					<p>which would overcome the disadvantages of blocking traffic in this street and having other one way streets in this area.</p> <p>It is not clear what is envisaged for the underpass, but it is currently accessible for pedestrians and would not enable better access to the railway station as claimed. Safety at night would be a concern.</p> <p>In short, I agree with part of this proposal as above including providing details for the change in traffic lights, modifications to Ennis Road and the entrance to the station as well as changes to Broughton Street and Fitzroy Street.</p>				
65	Support	Yes	Yes	Yes		Noted	N	C	



KIRRIBILLI VILLAGE CENTRE MASTERPLAN

12 FEBRUARY 2021

3741st Council Meeting - 22 February 2021 Agenda

turf

tpp
transport planning

Intrax

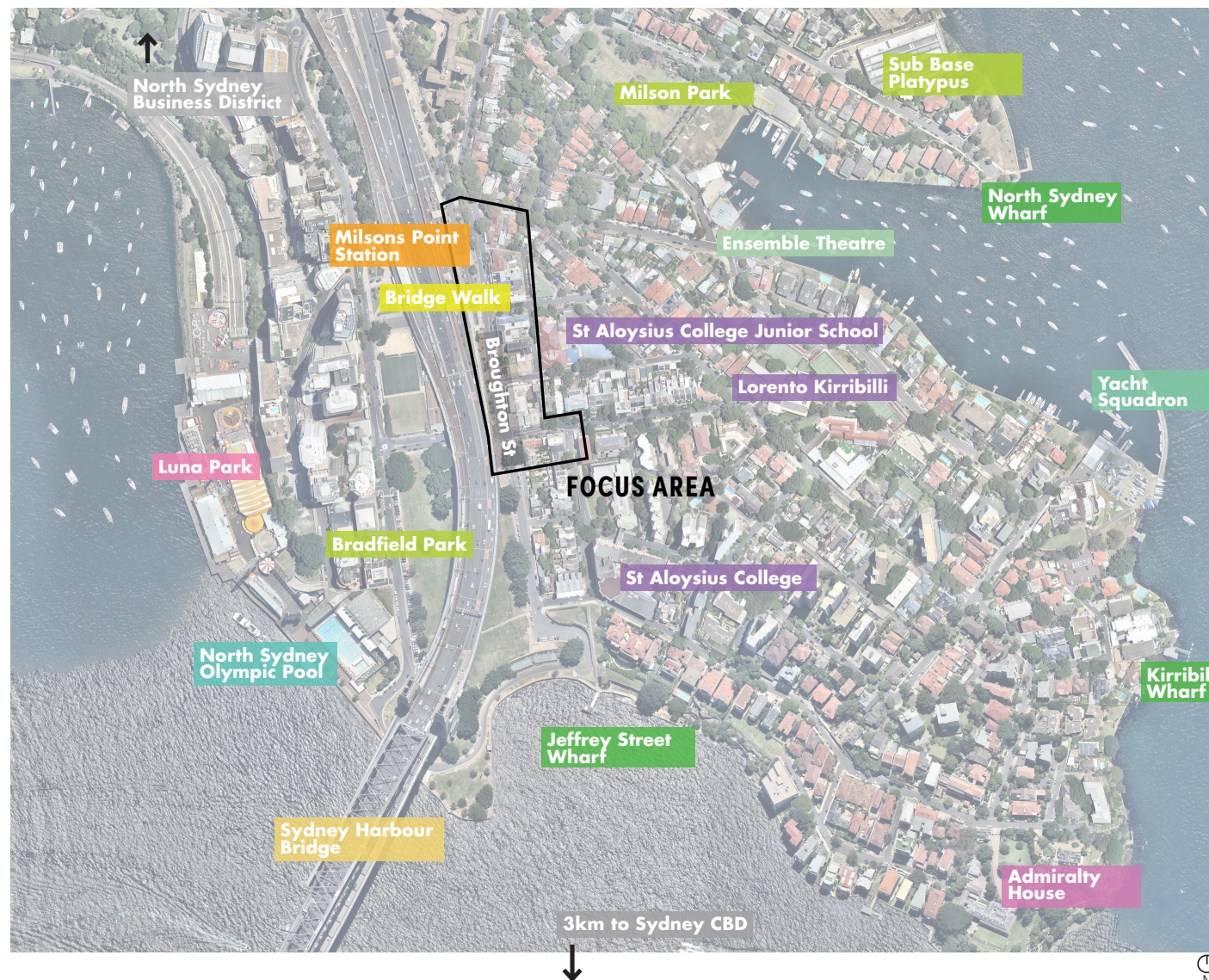
Page 58 of 125

CONTEXT

Kirribilli is a UNIQUE harbourside suburb.

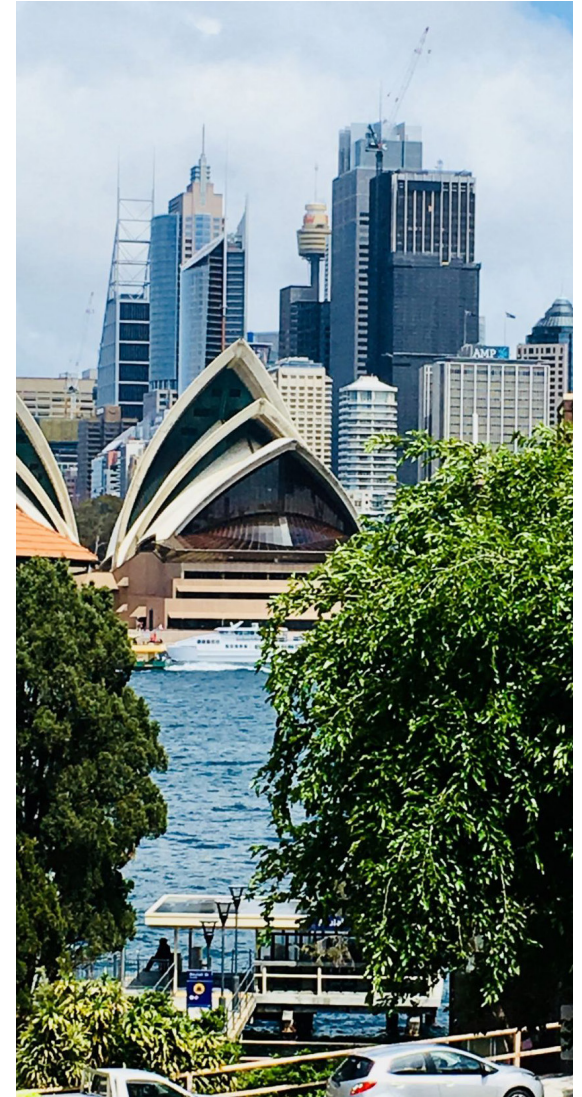
How can we make Kirribilli a **DESTINATION** and not just a by-route/ carpark for people commuting to the city or visiting nearby attractions.

So, what makes Kirribilli?





THE CULTURE OF KIRRIBILLI





VISUAL JOURNEY





ISSUES OPPORTUNITIES

Lack of a centre

Utilisation of Burton St underpass as public space and heart

Fragmented pedestrian connections

Adjust Burton St/Ennis Rd intersection to improve connections across Broughton Rd

Connectivity between foreshore and main street

Improved pedestrian experience along Broughton street

Poor arrival experience from station

Redesign Ennis Road at station entry to improve amenity

Car and pedestrian conflicts on Burton and Bligh St

Pedestrianise Burton St and improve pedestrian priority on Bligh St

Markets not extending into Kirribilli

Extend markets into Kirribilli

Poor footpath amenity

Widen footpaths and provide more seating

Lack of shade trees

Additional tree planting throughout

Outdated furniture and lighting

New furniture and lightpoles throughout

Lack of art and events

Lighting to activate key spaces and lighting to stimulate night economy

Inconsistency of paving

Continue upgrades to paving throughout

KEY AREAS

1.

Milsons Point Station Arrival

2.

Burton Street Underpass

3.

Burton St Green Heart

4.

Broughton High St

5.

Bligh St Community Heart

6.

Fitzroy St



KIRRIBILLI'S **URBAN DOMAIN + LANDSCAPE INVESTIGATION**

the **MILSONS POINT STATION ARRIVAL**

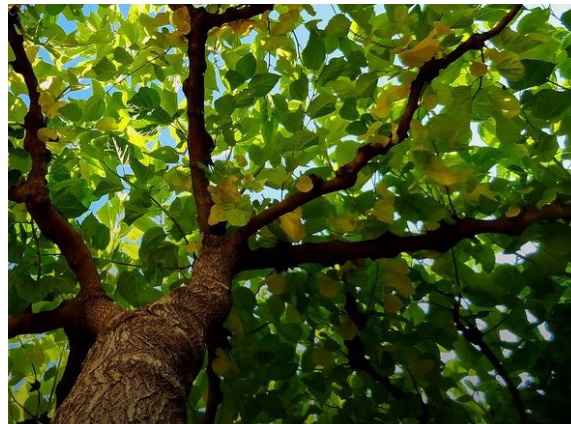
WHAT MAKES A GOOD ARRIVAL?



SEASONAL CHANGE



SHADE & AMENITY

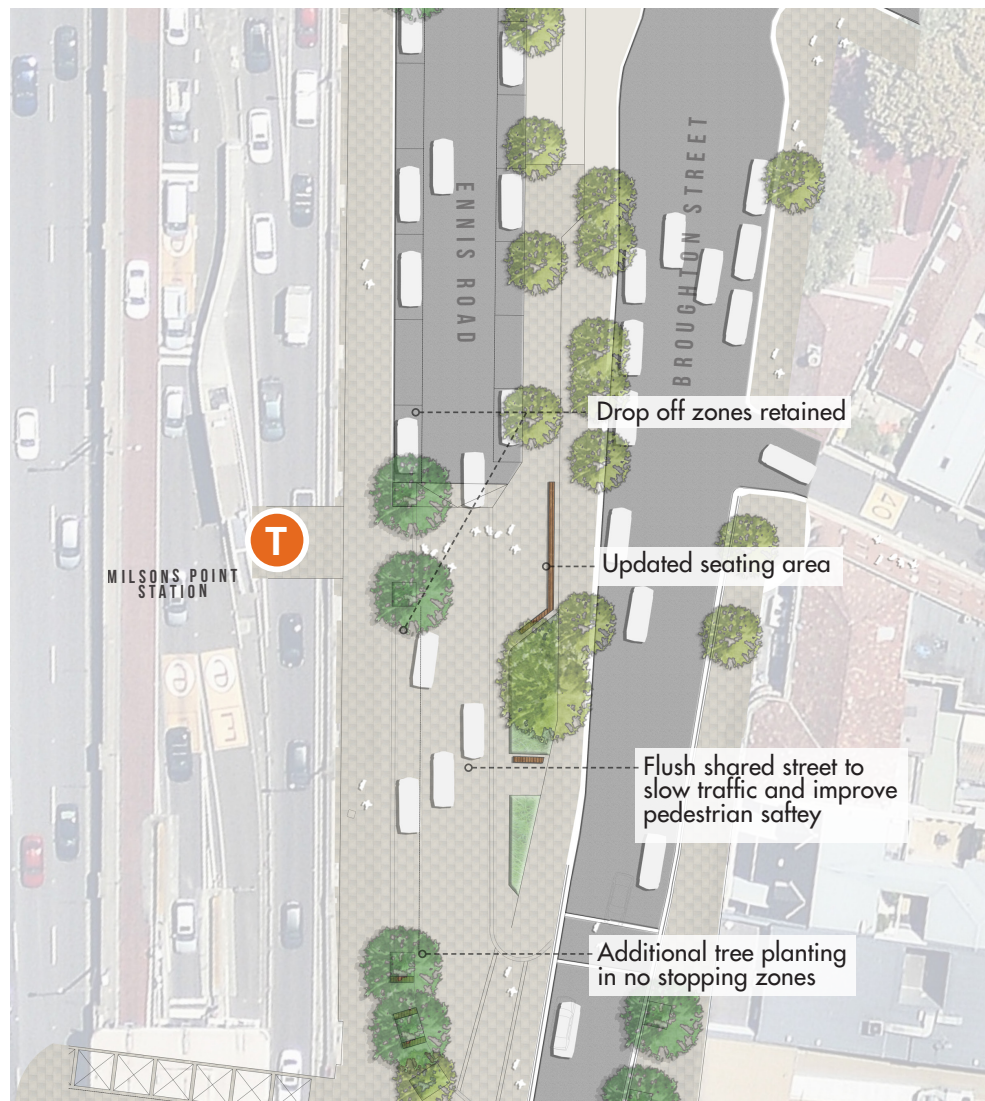
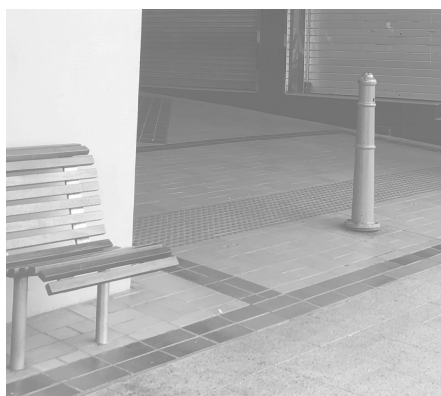


ACTIVATION



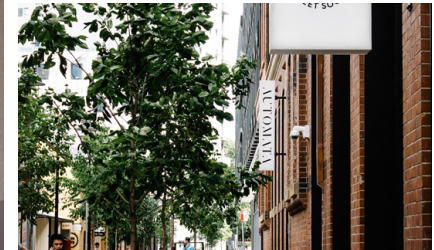
MILSON POINT STATION ARRIVAL

EXISTING CONDITION





OPPORTUNITIES

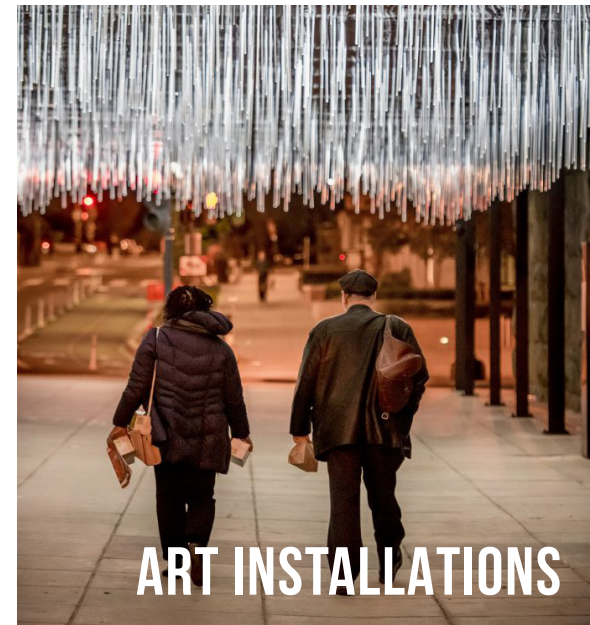


KIRRIBILLI'S **URBAN DOMAIN + LANDSCAPE INVESTIGATION**

the

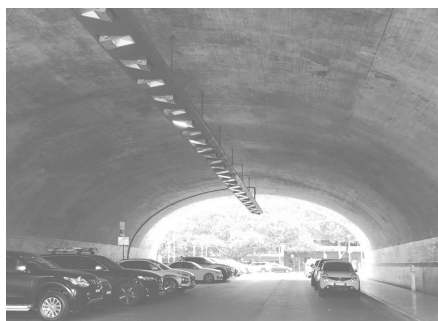
BURTON STREET UNDERPASS

WHAT MAKES A GREAT UNDERPASS?

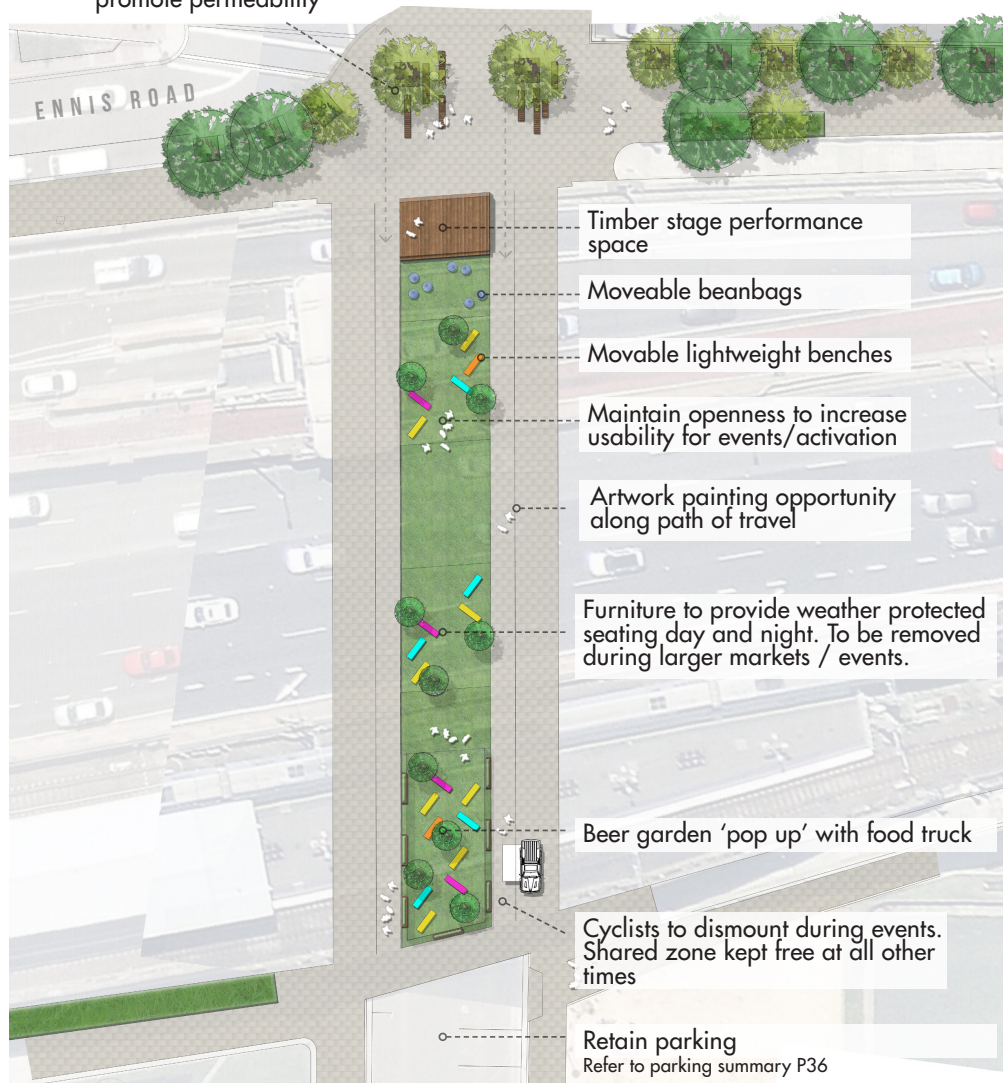


THE BURTON STREET UNDERPASS

EXISTING CONDITION

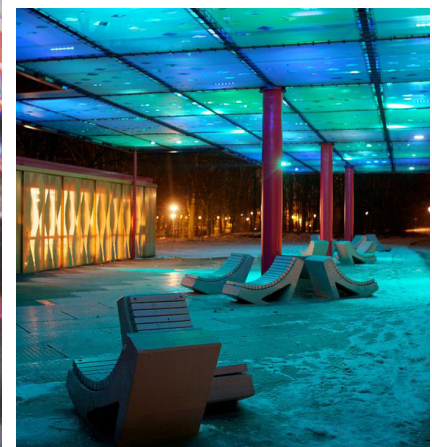


Redesign plaza to promote permeability





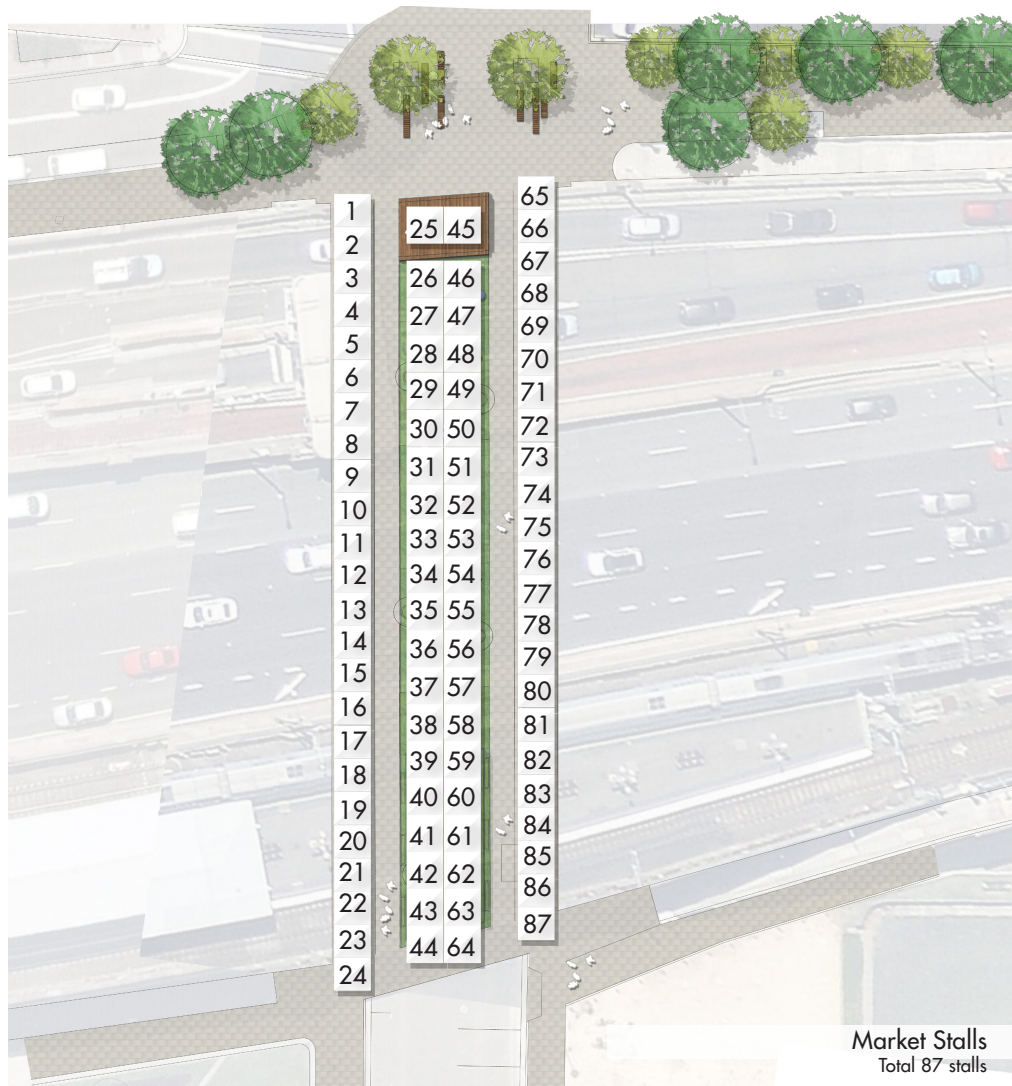
OPPORTUNITIES



the

BURTON STREET UNDERPASS MARKETS

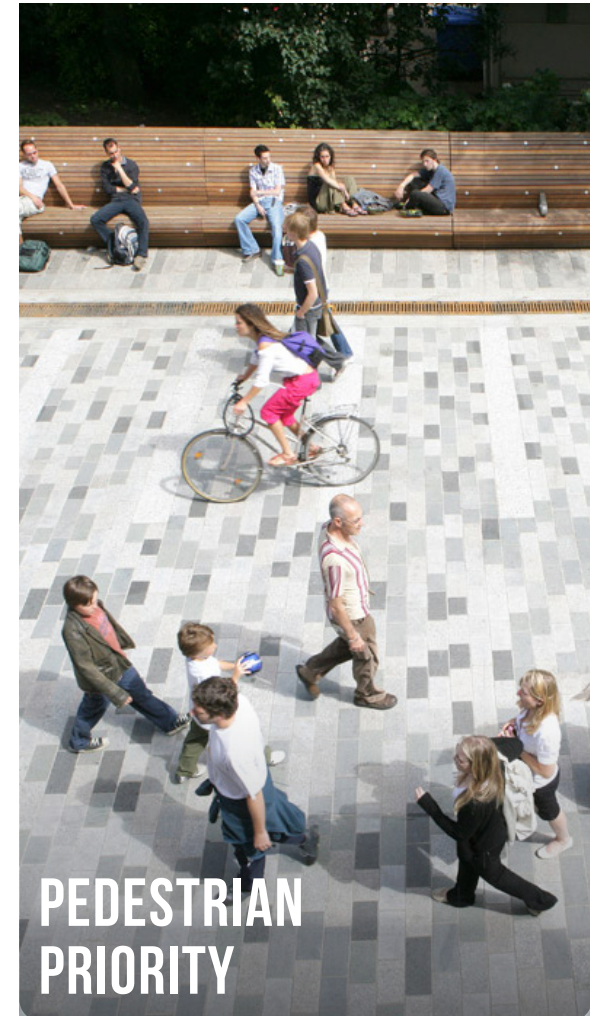
THE BURTON STREET UNDERPASS MARKETS



KIRRIBILLI'S URBAN DOMAIN + LANDSCAPE INVESTIGATION

the BURTON STREET GREEN HEART

WHAT MAKES A GREEN HEART?



THE BURTON STREET GREEN HEART

EXISTING CONDITION





OPPORTUNITIES

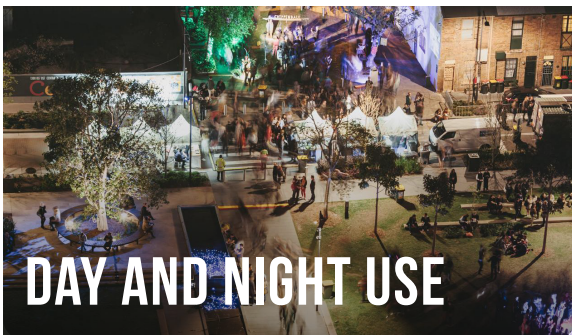


KIRRIBILLI'S **URBAN DOMAIN + LANDSCAPE INVESTIGATION**

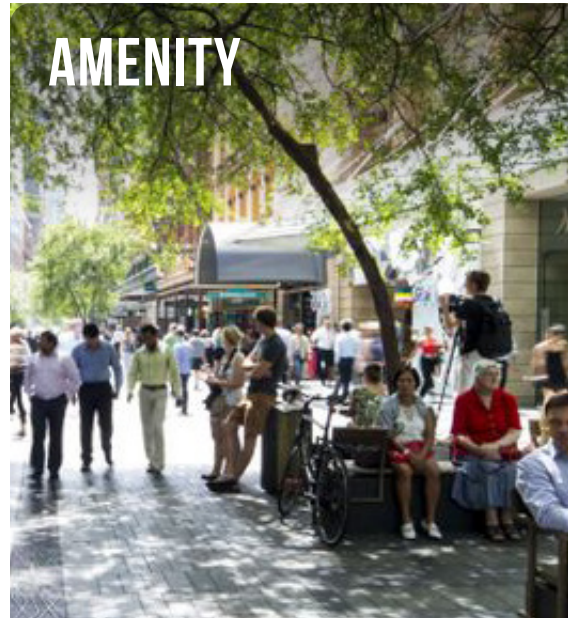
the

BROUGHTON HIGH STREET

WHAT MAKES A GOOD HIGH STREET?



DAY AND NIGHT USE



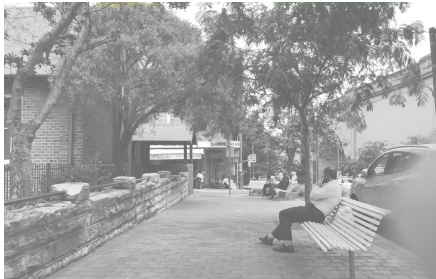
AMENITY



EVENTS

THE BROUGHTON HIGH STREET

EXISTING CONDITION





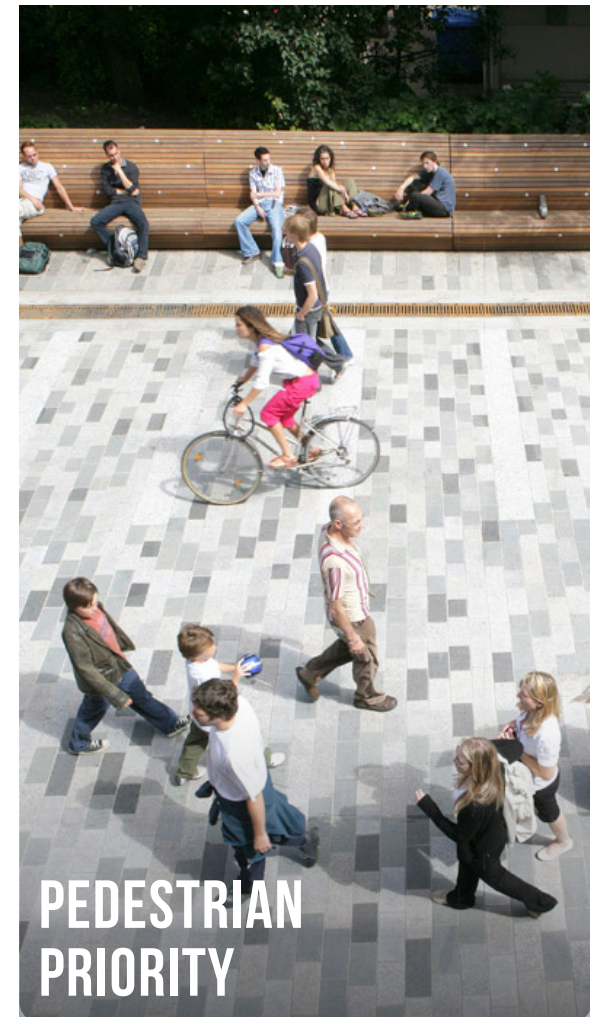
OPPORTUNITIES



KIRRIBILLI'S URBAN DOMAIN + LANDSCAPE INVESTIGATION

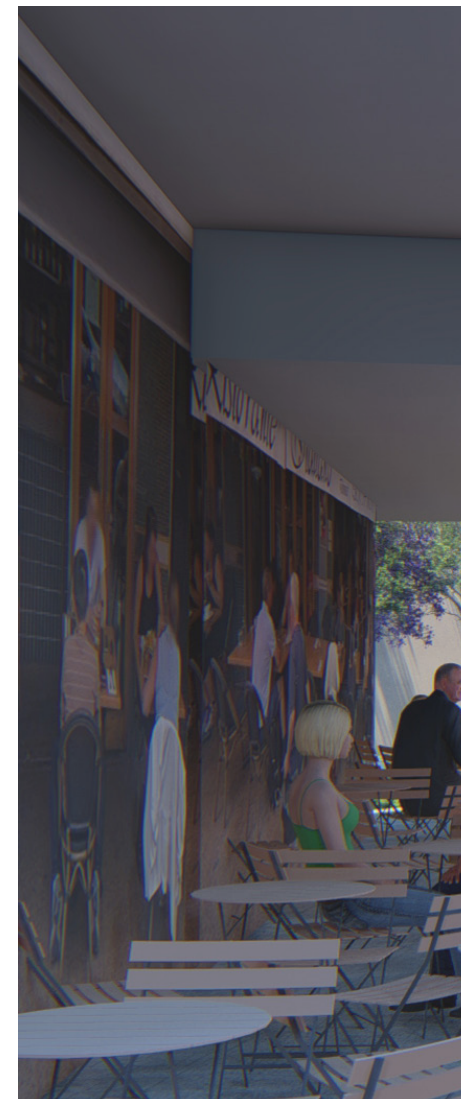
the BLIGH STREET COMMUNITY HEART

WHAT IS A COMMUNITY HEART?



THE BLIGH STREET COMMUNITY HEART

EXISTING CONDITION





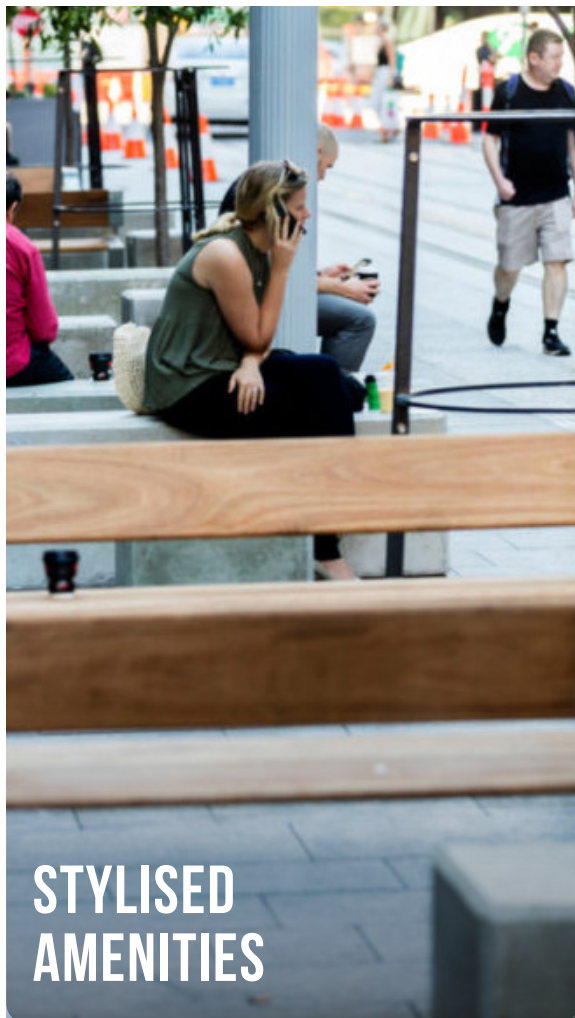
OPPORTUNITIES



KIRRIBILLI'S URBAN DOMAIN + LANDSCAPE INVESTIGATION

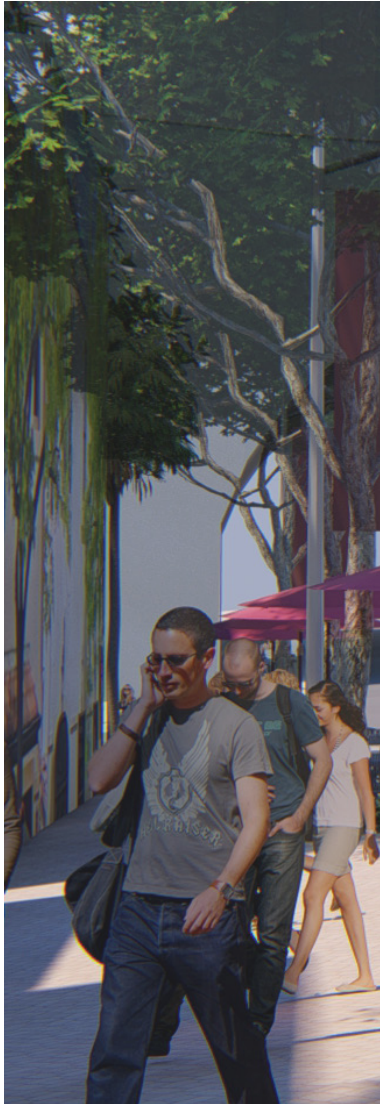
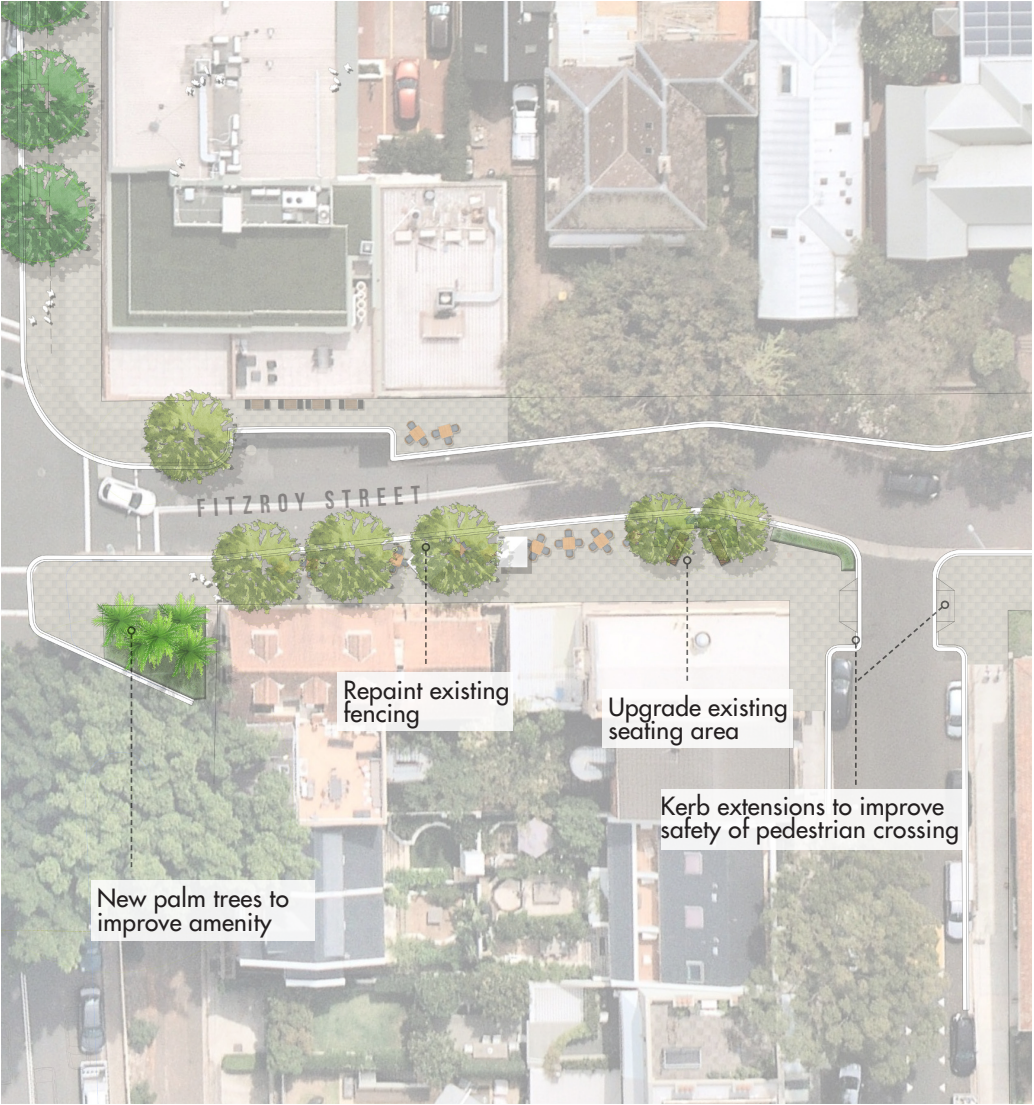
FITZROY STREET

WHAT DOES FITZROY NEED MORE OF?



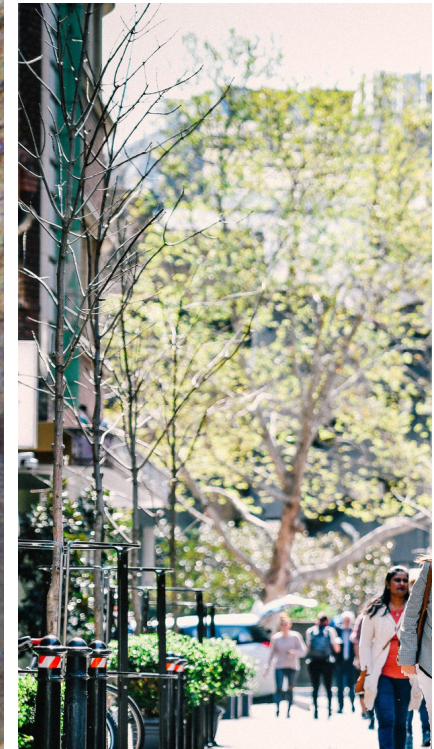
FITZROY STREET

EXISTING CONDITION



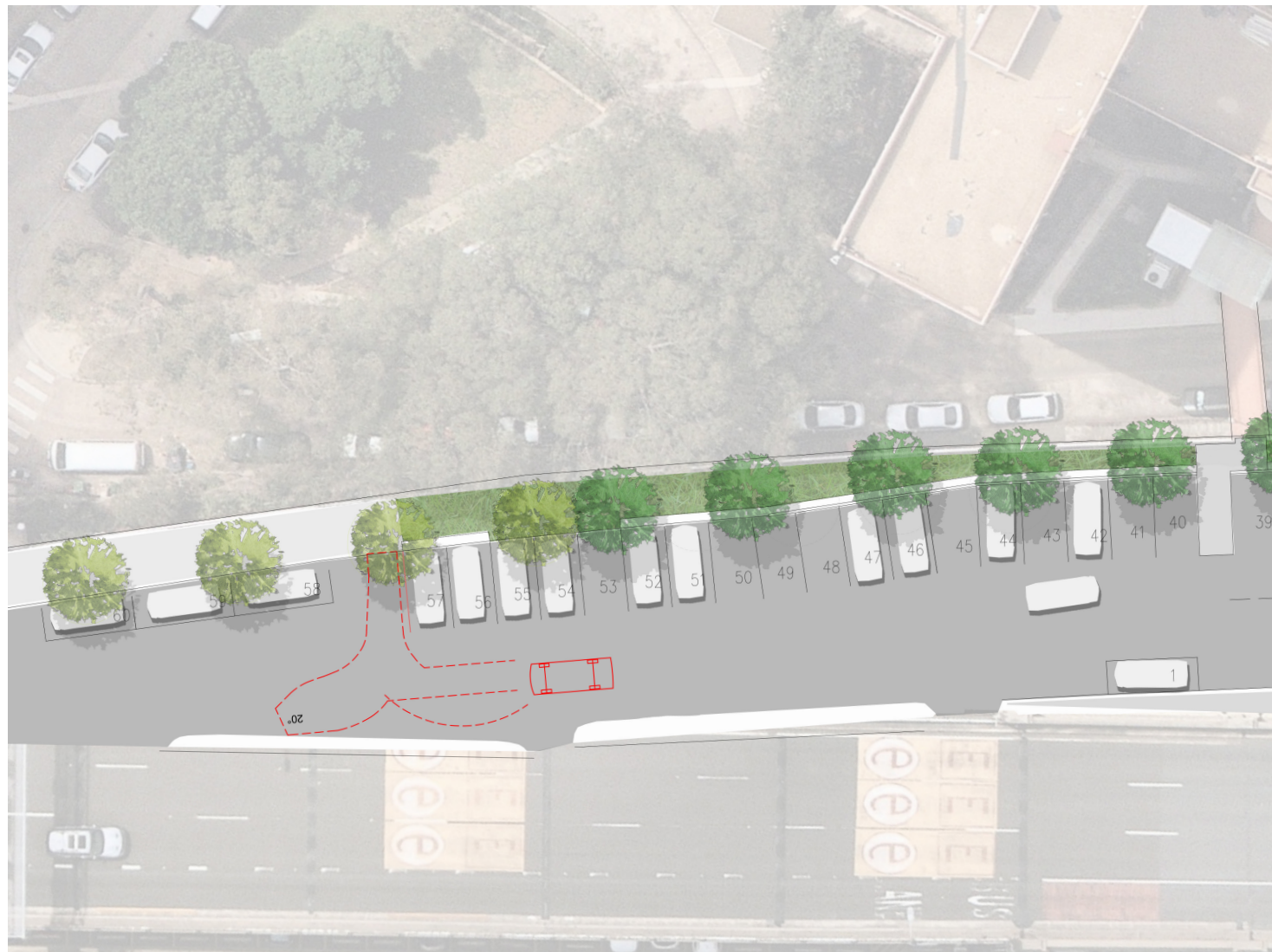


OPPORTUNITIES



UPPER ENNIS ROAD PARKING

EXISTING CONDITION



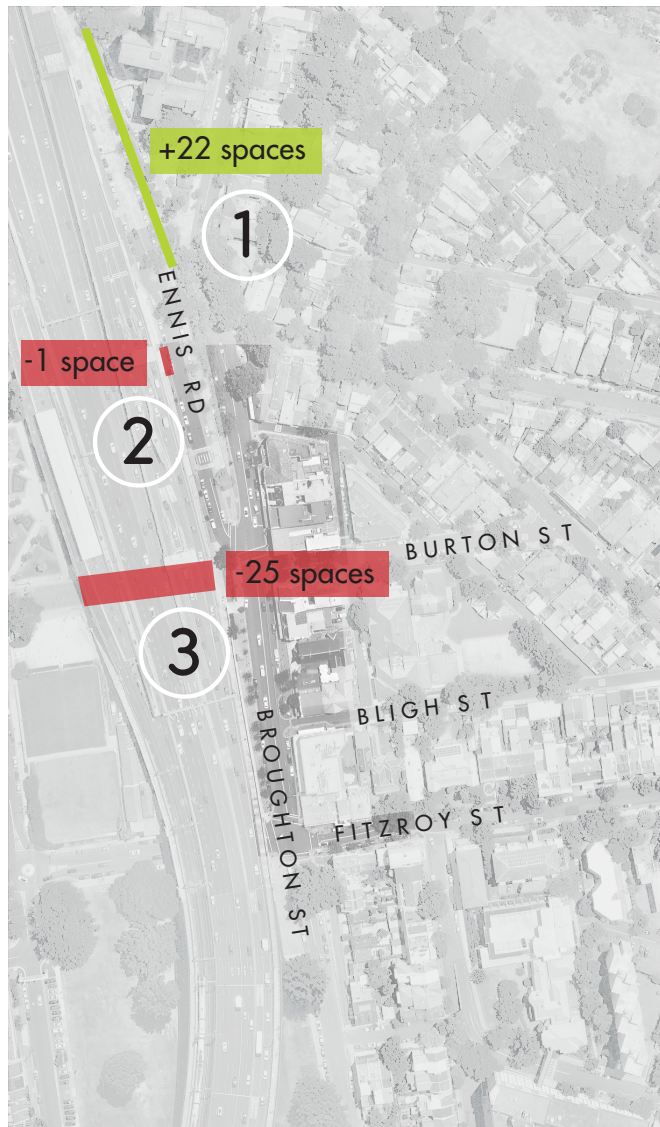


EXISTING LAYOUT =
38 SPACES

REVISED LAYOUT =
60 SPACES

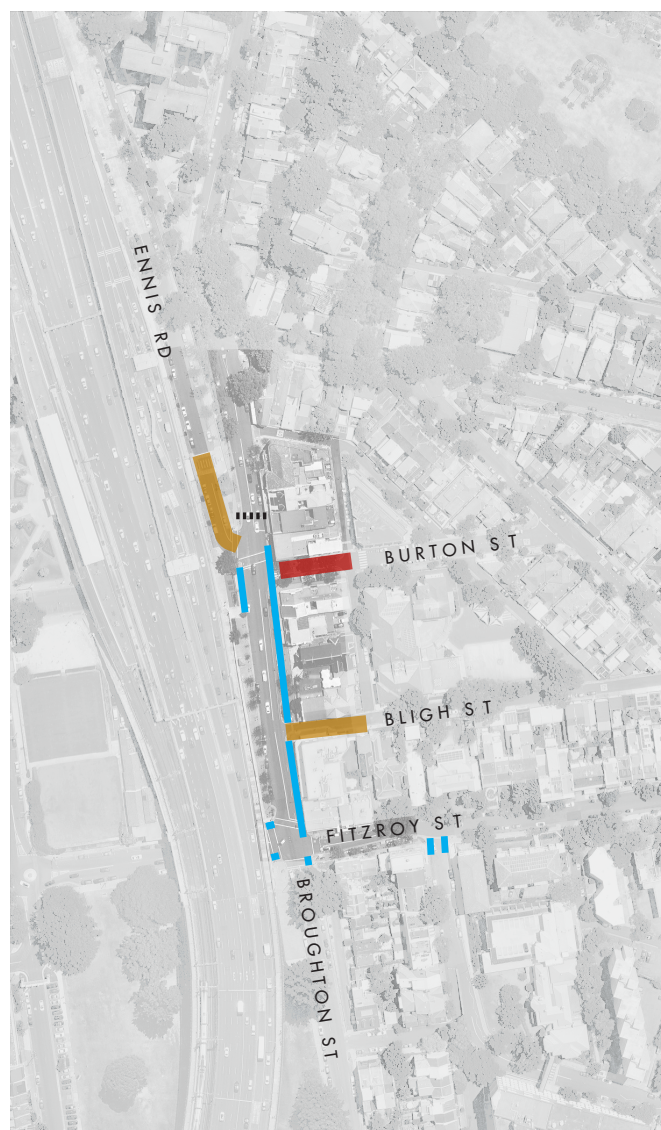
22 NEW SPACES

PARKING SPACES



AREAS	
1. UPPER ENNIS RD	+22
2. LOWER ENNIS RD	-1
3. BURTON ST UNDERPASS	-25
4. BURTON ST	NO CHANGE
5. BROUGHTON ST	NO CHANGE
6. FITZROY ST	NO CHANGE
TOTAL	-4

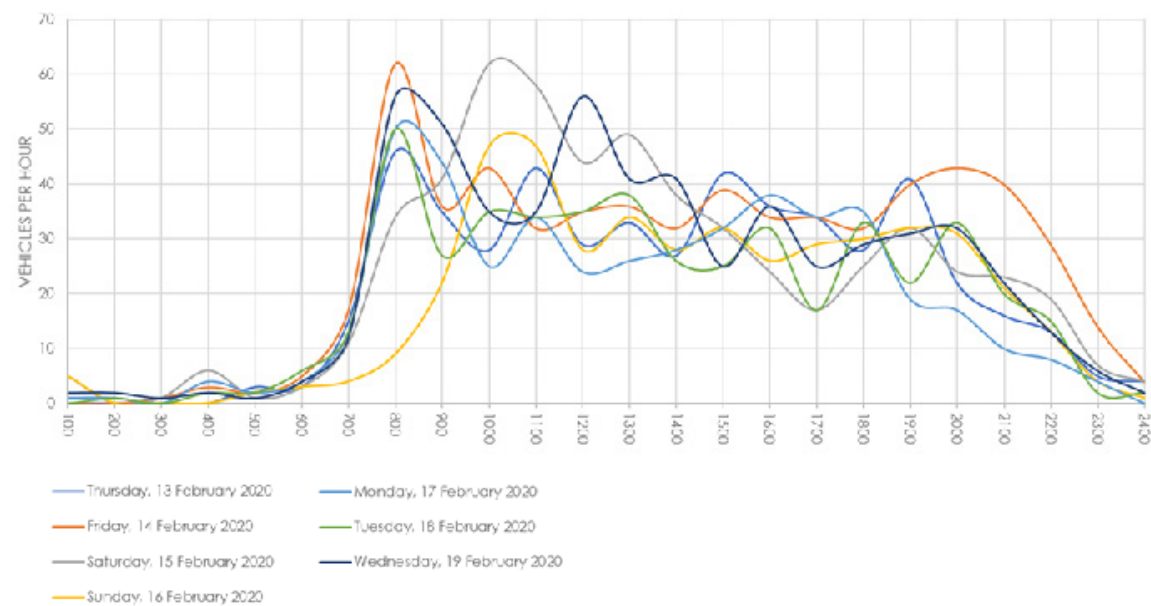
SUMMARY OF ROAD WORKS



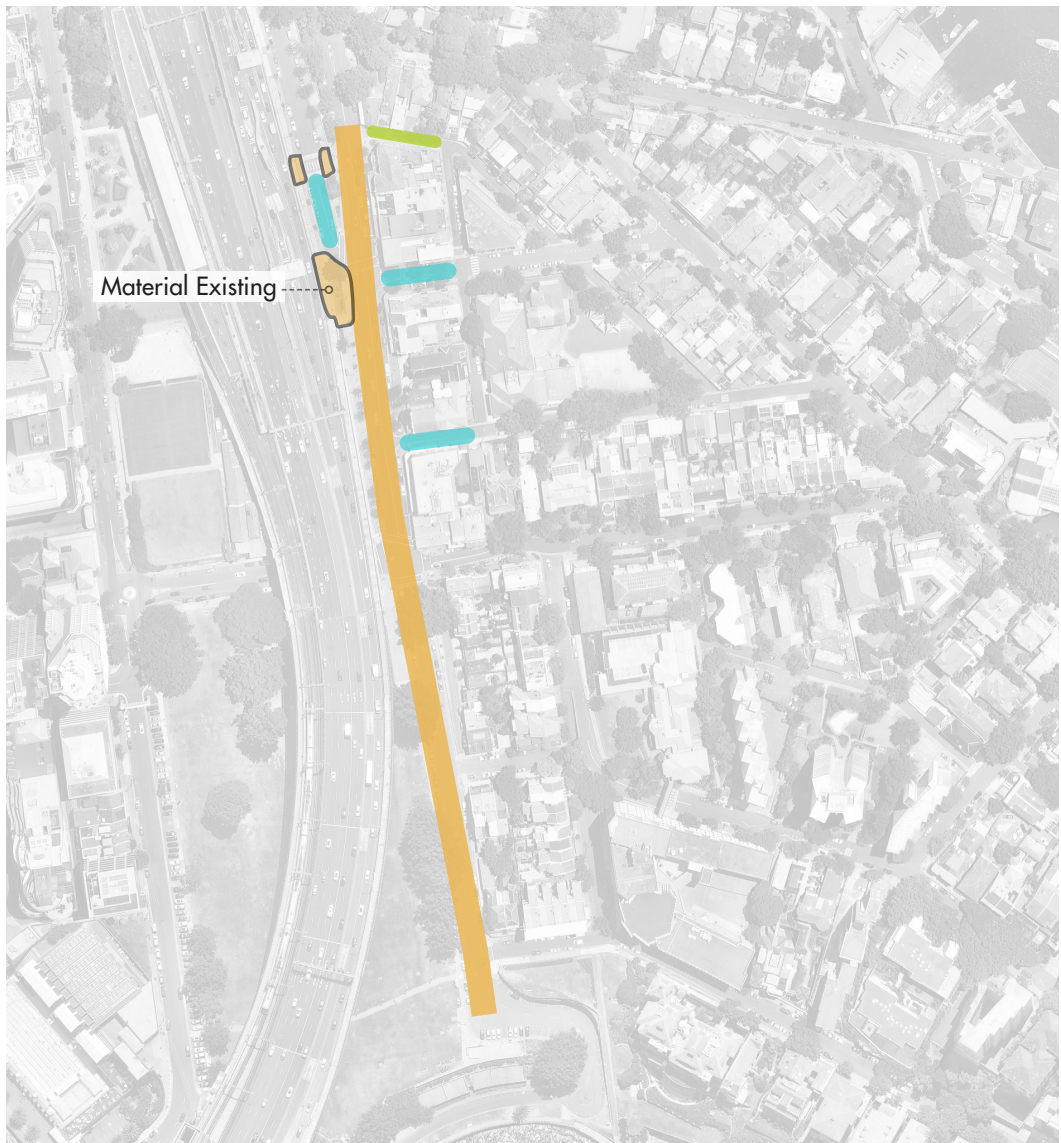
LEGEND

- FLUSH PEDESTRIAN STREET
- FLUSH SHARED STREET
- FOOTPATH WIDENING
- ADDITIONAL CROSSING

VEHICLE GENERATION PER HOUR - BLIGH STREET



MATERIAL PALETTE FUTURE



NORTH SYDNEY STYLE GUIDE CATEGORY 1 PAVING



MAIN STREETS



SHAREDWAYS

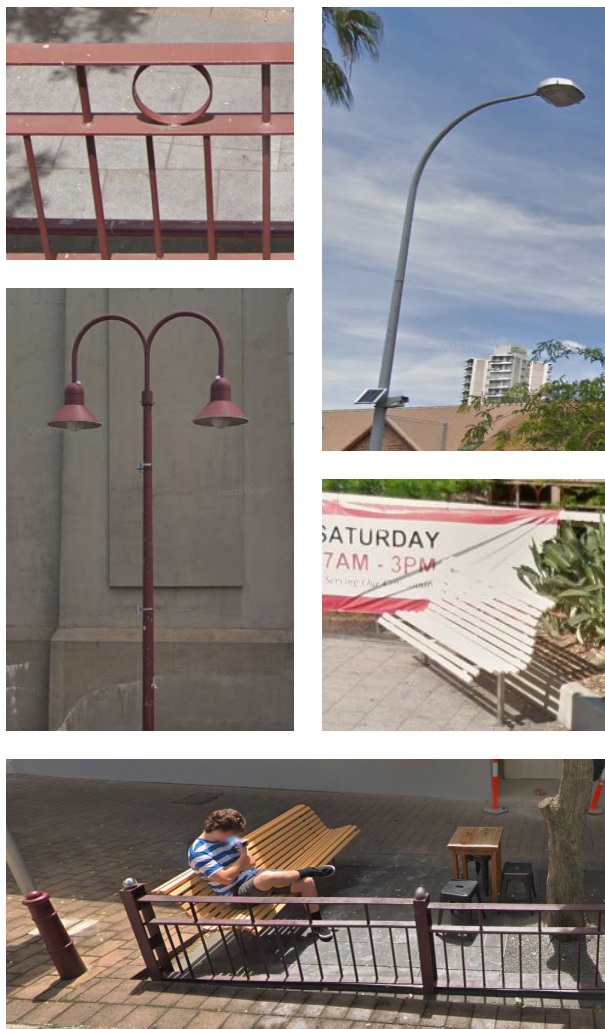


EXISTING PAVING TO BE REPLACED



MATERIALS PALETTE NORTH SYDNEY STYLE GUIDE

FORMER



CURRENT





SYDNEY

35 Wellington St
Chippendale NSW
2008
P 02 9527 3380
ABN: 77 097 739 663

TURFDESIGN.COM

Your High Street

Your High Street

Application YHS00080 From North Sydney Council

Form Submitted 29 Jan 2021, 4:56pm AEDT

Essential information

Program information

Your High Street

The NSW Government has committed \$15 million for the Your High Street grant program to support councils across NSW to enhance high streets by improving amenity and high street functionality that support local business trading.

This grant funding is *only* available to NSW councils by a competitive assessment of projects within the high street location that can be demonstrated to have positive economic impacts for the community.

Applications must be received by 5.00pm, Friday 29 January, 2021.

Before you begin, visit the [Your High Street web page](#) and read all documents in the Grant Resource section including:

- Your High Street Grant Guideline
- Commonly Asked Questions

The [Streets web page](#) is another great resource to help councils improve or activate high streets.

GET HELP

- If you need help with the Your High Street application, please email PublicSpace@planning.nsw.gov.au and quote your submission number
- If you need technical support, download the SmartyGrants [Help Guide for Applicants](#) or check out the SmartyGrants [Applicant Frequently Asked Questions \(FAQ's\)](#).

Overview of Your High Street

Your High Street will be used for councils to implement permanent change in their high streets which help boost economic recovery for local businesses by improving high street amenity and attractiveness, walkability, expanding public space, and contributing to local character.

This builds on the success of the Streets as Shared Spaces grant program, launched in early 2020 to make improvements to benefit communities during COVID-19. Forty eight successful temporary projects were announced in August 2020 to improve safety and amenity with better lighting, art, furniture, greenery, additional public space and more. The program won the [Greater Sydney Commission Planning Awards' Chief Commissioner's Award](#) in October 2020.

Your High Street Grant Program Objectives

The Your High Street grant program aims to enhance the amenity and functionality of the high street to support local business recovery, boost economic stimulus and enable permanent improvement projects in Local Government Areas across NSW.

The objectives of the program are to:

1. Improve/increase number of uses over day and night
2. Improve safety and comfort for people
3. Improve local accessibility and connections
4. Increase footfall and capacity for trade for businesses

These objectives will allow the NSW Government in partnership with NSW councils to deliver benefits to the community while changing high streets into the future.

Your High Street**Your High Street****Application YHS00080 From North Sydney Council**

Form Submitted 29 Jan 2021, 4:56pm AEDT

Required to proceed*** indicates a required field****Required to proceed****I confirm that the applicant ...**

- is a council within NSW
- has a supporting letter from the General Manager/Chief Executive Officer
- has evidence of community consultation to support their application
- has a completed budget breakdown, project plan and risk assessment
- has a concept plan or sketch and photos of location
- has a Certificate of Insurance - Public Liability that covers a minimum of \$20 million

Please select below: *☒ Yes ☐ No

You must confirm that all statements above are true and correct

Applicant Details*** indicates a required field****Your Council****NSW Council Name ***

North Sydney Council

Please provide your full council name.

Applicant ABN *

32 353 260 317

Information from the Australian Business Register
ABN
Entity name
ABN status
Entity type
Goods & Services Tax (GST)
DGR Endorsed
ATO Charity Type
ACNC Registration
Tax Concessions
Main business location
<i>Information retrieved at 1:12am today</i>

Must be an ABN.

Your High Street

Your High Street

Application YHS00080 From North Sydney Council

Form Submitted 29 Jan 2021, 4:56pm AEDT

Council (Official) Contact Details

Add the primary Council contact for official notices.

Council Contact *

Mr Ken Gouldthorp

Position *

General Manager

Address *

200 Miller St

North Sydney NSW 2060 Australia

Address Line 1, Suburb/Town, State/Province, and Postcode are required.

Council PO Box

PO Box 12, North Sydney, NSW, 2059

Please provide PO Box for postal address

Email *

council@northsydney.nsw.gov.au

Must be an email address.

Phone *

Must be an Australian phone number.

Preceded by a two digit STD area code.

Mobile Phone *

Must be an Australian phone number.

Council (Project Manager) Contact

The Council (Project Manager) contact is the Council contact for day to day project management.

Is the Council (Project Manager) the same as the Council (Official) listed above? *

☐ Yes ☒ No

Council (Project Manager) Contact Details

Add the council contact for day to day project management.

Project Contact *

Mr Duncan Mitchell

Position *

Director Engineering & Property Services

Address

Your High Street**Your High Street****Application YHS00080 From North Sydney Council**

Form Submitted 29 Jan 2021, 4:56pm AEDT

200 Miller St
North Sydney NSW 2060 Australia

Email *

duncan.mitchell@northsydney.nsw.gov.au

Must be an email address.

Phone *

Must be an Australian phone number.
Preceded by a two digit STD area code.

Mobile Phone *

Must be an Australian phone number.

Council funding history with the Streets as Shared Spaces Grant Program

Did council submit an application to the Streets as Shared Spaces grant program (i.e. May 2020)? *

☒ Yes ☐ No

Project Information

*** indicates a required field**

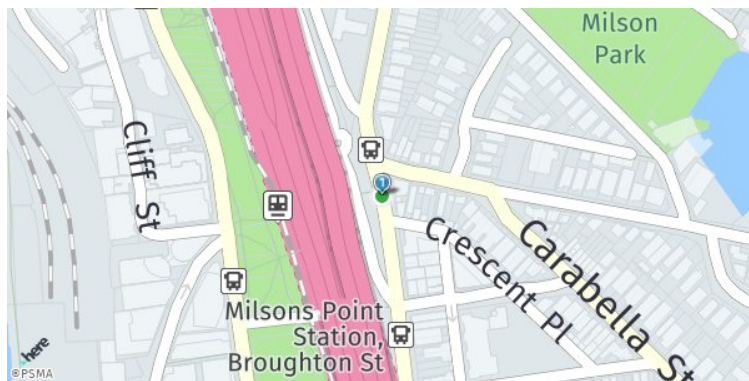
Project Details

Project Title *

Broughton Street - "High Street" Project

Project Address *

Broughton St
Kirribilli NSW 2061 Australia



Latitude: -33.84546 | Longitude: 151.21261

Your High Street**Your High Street****Application YHS00080 From North Sydney Council**

Form Submitted 29 Jan 2021, 4:56pm AEDT

Suburb/Town, State/Province, Postcode, and Country are required.

Select which side of the high street the project will be located on *☐ North ☐ South ☒ East ☐ West**Describe which cross streets the project will be located within ***

The project is located on the eastern side of Broughton Street which is the main street of Kirribilli. The project extends on Broughton Street and its intersections with Willoughby Street, Crescent Place, Burton Street, Bligh Street and Fitzroy Street.

Must be no more than 100 words.

Example: The project will be located between X Street and Y Street

Project Location**Where is your project? ***☒ Greater Sydney ☐ Regional NSW**Greater Sydney Planning Region****In which Greater Sydney District Plan is the project located? ***

North

[Click here to find the Greater Sydney District Plan](#)**State electoral district****Confirm (NSW State) Electorate of project location ***

North Shore

[Click here to find your electorate](#)**Project Specifics***** indicates a required field****Project Vision****Describe the vision of the project that Council is aspiring to through the delivery of this project. ***

North Sydney Council's vision for this "High Street" is to transform this tired looking commercial strip into a thriving and vibrant destination that attracts not just local residents and workers but also tourists from all over metropolitan Sydney. The implementation of this project will enable a significant upgrade of Broughton Street in accordance with Council's vision and Masterplan.

The project will also expand the amount of outdoor dining opportunities along the street through footpath widening as well as facilitating better pedestrian circulation to and from Milsons Point Train Station and Ferry Wharf.

Must be no more than 100 words.

Project Specifics

Your High Street**Your High Street****Application YHS00080 From North Sydney Council**

Form Submitted 29 Jan 2021, 4:56pm AEDT

Short project description *

North Sydney Council is proposing to upgrade the public domain throughout the Kirribilli Village Centre, which in its current form was designed and built in the mid-late 1980's and is looking progressively outdated and tired. Multiple layers of streetscape elements have been combined over the decades creating a character that is visually inconsistent and difficult to maintain.

The proposed upgrade of Broughton Street reflects an innovative and creative use of the available public space. The selected streetscape elements are in accordance with Council's Public Domain Style Manual, accompanied by some bespoke design elements such as decorative lighting and public art.

Must be no more than 100 words.

Provide a short description of the proposed project. This text will be used to promote your project in media releases and the Department's websites

Long project description *

Kirribilli is located on the foreshores of Sydney Harbour with spectacular views of the Sydney CBD, Opera House and Harbour Bridge. Immediately adjacent to Kirribilli is Bradfield Park, located at the base of the Harbour Bridge. Bradfield Park provides a unique public space for outdoor recreation as well as providing a soft visual and physical curtilage to the densely built form that adjoins the harbour foreshore in this location. The focal point of the Kirribilli peninsula is the Kirribilli Village Centre, a compact and lively area with a community centre, local shops and outdoor cafes and restaurants that serve the needs of the local community. The village is surrounded by a predominantly residential area with a number of other uses such as education, transport, maritime activities and community facilities. This village is also a major gateway for pedestrians and cyclists that commute from the lower North Shore into the Sydney CBD.

The Public Domain Improvements to the Kirribilli Village Centre have been identified in North Sydney Council's Community Strategic Plan 2018-2028 and Delivery Program - 2018/19-2021/22 and is one of Council's most important public domain upgrade projects in its current delivery program.

Construction of the initial projects identified in the Kirribilli Village Master Plan is expected to begin in 2021. Additional funding is required to deliver all projects identified in the Masterplan, and North Sydney Council is seeking funding for the immediate implementation of the Broughton Street "High Street" upgrade which is the central and most significant streetscape upgrade project identified in the Kirribilli Village Centre Master Plan.

Broughton Street is that "High Street" of the Kirribilli village and connects residents and visitors to businesses, local attractions such as Luna Park, North Sydney Olympic Pool and the Ensemble Theatre, as well as and major transport hubs such as Milsons Point Train Station and Ferry Wharf.

The objectives of the Broughton Street "High Street" project is to deliver the following benefits

- Create a streetscape that embraces the principles of "Place Making" which is community driven, visionary, functional, adaptive, inclusive and flexible.
- Create a new contemporary streetscape that supports the needs of local businesses and enables a vibrant economy to prosper both during the day and night
- Provide for a better interconnected and useable network of Public spaces.
- Improve the vibrancy of this commercial centre for residents, workers, students and visitors to encourage the local economy to thrive.
- Expand the amount of outdoor dining opportunities along the street through footpath widening as well as allow for better pedestrian circulation along this very busy "High Street" which is the primary pedestrian link to Milsons Point Train Station and Ferry Wharf.

Your High Street**Your High Street****Application YHS00080 From North Sydney Council**

Form Submitted 29 Jan 2021, 4:56pm AEDT

- Enable better integration with the outcomes of two Pilot Projects currently underway in Kirribilli as part of the "Streets as Shared Spaces" program, and the implementation of Council's 40km/h High Pedestrian Activity Area (HPAA) program currently under construction.

Must be no more than 500 words.

Please give a detailed description of your project.

Criteria - Project Merit*** indicates a required field****High street located in strategic centre****Is your high street within a strategic centre (also known as a strategic neighbourhood centre) ***☒ Yes ☐ No

This is a mandatory assessment requirement. Strategic centre also known as a strategic neighbourhood centre, means an area of important economic activity and employment for an LGA that supports a combination and agglomeration of local businesses that meet community and local business needs. They must be identified in council's strategic plans, that could include strategic centres identified in District Plans, Regional Plans, economic development plans or community plans

Describe where the location has been identified as a strategic centre *

Kirribilli Village has been identified as a strategic centre in the following North Sydney Council's documents:

- North Sydney Council's Development Control Plan 2013, Adopted 2/09/2013
- North Sydney Council's Community Strategic Plan 2018-2028 re-Adopted 25/06/2020
- North Sydney Council's Delivery Program 2018/19-2021/22, re Adopted 25/06/2020
- North Sydney Council's Public Domain Style Manual and Design Codes - Adopted 28/03/2014
- North Sydney Council's 40km/h and 10km/h Shared Zone Masterplan & Action Plan - Adopted 6/04/2020
- Kirribilli Village Centre Masterplan - prepared by North Sydney Council

Must be no more than 150 words.

Strategic centre should be identified in council's strategic plans including District Plans, Regional Plans or economic development plans, or community plans

Challenges and proposed interventions**Describe the current amenity and functionality challenges facing businesses and the community in your high street location ***

Between September and November 2020, North Sydney Council undertook Community Consultation for the Kirribilli Village Centre-Draft Public Domain Upgrade Masterplan which includes the streetscape upgrade works proposed for the "Broughton Street" High Street project. The consultation was undertaken in accordance with North Sydney Council's Community Engagement Strategy and Plan (Refer attachments in application). In general, the proposal for the upgrade of Broughton Street and the Village of Kirribilli received

Your High Street

Your High Street

Application YHS00080 From North Sydney Council

Form Submitted 29 Jan 2021, 4:56pm AEDT

overwhelming support, with 87.9% of the respondents supporting the general objectives of the Masterplan.

As part of the consultation the community raised a number of issues facing business and the general look and feel of Broughton Street. In summary these concerns (challenges facing businesses and the community) in Broughton Street, Kirribilli were identified as follows:

- Outdated footpath pavers and street furniture with reduced amenity of the public space making unpleasant to stay for long periods of time
- Inconsistency of footpath paving finishes
- Fragmented pedestrian connections creating chaos at school peak hours
- Poor connectivity between the harbour foreshore and the main street limiting the walkable space connecting the village centre to key places such transport hubs and outdoor/green spaces
- Narrow footpaths and lack of seating
- Lack of shade trees and landscaping
- The village look is outdated, and it does not encourage people to stay and enjoy the area
- Lack of parking for residents and visitors
- Heavy vehicular and pedestrian traffic at school drop-off and pick-up hours

In general, Council did receive a lot of feedback about the condition of the Public Domain along Broughton Street and surrounds which was last upgraded in the late 1980s.

Community Consultation Report is attached to this application – These documents are issued as CONFIDENTIAL as the outcomes of this community consultation are to be reported to Council at its meeting 22/02/2021.

Must be no more than 300 words.

Description should include council's community consultation to support their high street project proposal

Please provide any studies or research undertaken by Council that evidence your case

Filename: Community Consultation - Full report.pdf

File size: 4.7 MB

This may include surveys, letters of support or complaint from community and local businesses.

What kinds of outputs is Council proposing to implement? *

- | | |
|---|--|
| <input checked="" type="checkbox"/> Footpath widening or extensions | <input type="checkbox"/> Parklets |
| <input checked="" type="checkbox"/> Easy crossing points | <input checked="" type="checkbox"/> Planter boxes |
| <input checked="" type="checkbox"/> Seating or outdoor furniture | <input type="checkbox"/> Lower traffic speeds |
| <input checked="" type="checkbox"/> Public art | <input checked="" type="checkbox"/> Natural surveillance |
| <input checked="" type="checkbox"/> Lighting | <input type="checkbox"/> Smart furniture/poles |
| <input checked="" type="checkbox"/> Clear wayfinding or signage | <input type="checkbox"/> Other: |
| <input checked="" type="checkbox"/> Trees or plants | |

Select as many options appropriately reflect your project type

How will these outputs be curated to improve Council's high street and resolve the challenges currently facing businesses and the community (as outlined above)? *

At a strategic level, North Sydney Council coordinates all its activities for the realisation of its projects and their outputs in a clear and consistent manner, starting with how it consults with the community and finishing with delivering on what the community has asked for. This is reported up to Council in the Community Strategic Plan, Resourcing Strategy, Operational

Your High Street

Your High Street

Application YHS00080 From North Sydney Council

Form Submitted 29 Jan 2021, 4:56pm AEDT

Plan and Delivery Program and is part of Council's Integrated Planning and Reporting statutory requirements.

The benefits that this project will bring to businesses and the community (Social, Economic, Cultural, other) is articulated in the Community Strategic Plan and is reported on a quarterly basis to Council as a KPI – Key Performance Indicator. This reporting is publicly available through the Council's quarterly report.

At a Project Management and Project Delivery level, the detailed and specific outcomes and objectives of a single Project like the "Broughton Street – High Street Project" will be measured and reported on through Council's quarterly Project Management and Project reporting processes. The Project will be managed by a dedicated Project Manager and will have an established Project Control Group consisting of representatives from each Division in Council as well as representation from stakeholders from the community and local business. It is the responsibility of the Project Control Group (PCG) underpinned by Council's Project Management process to ensure that the vision and challenges faced by the project are resolved and delivered at each key project milestone identified in the Project Plan.

Finally, at the implementation and completion stage of a project, Council also has established project reporting mechanisms in place to track how the project is performing against its strategic objectives outlined in Council's Community Strategic Plan as well as the specific project objectives and outcomes identified in the individual Project Plan.

Must be no more than 300 words.

This is a mandatory assessment requirement. Curation means how council coordinates activities to achieve a clear vision, character statement or identity that creates a sense of place that has been generated through effective stakeholder participation to optimise positive economic and community outcomes. This should apply equally across the design, implementation and operation of a place.

Technical information of outputs

Output type	Materials to be used	Measurement	Total Cost
Use the output type selected above	Specify product	Quantitative amount of material required for the project (e.g. metre dimensions, units to be purchased, weight or volume measurements)	This may be calculated by multiplying the measurement by single unit cost Must be a dollar amount.
Footpath widening and extensions	Precast concrete paving	200	
Footpath upgrades	Precast concrete paving	814	
Seating	Stainless steel frame with timber battens	12	
Rubbish bins	Stainless Steel	6	
Bicycle racks	Stainless Steel	6	
Street Lighting	Post top luminaire LED	12	
Trees	Mature trees Species to be confirmed	10	

Your High Street**Your High Street****Application YHS00080 From North Sydney Council**

Form Submitted 29 Jan 2021, 4:56pm AEDT

Planter boxes	Reinforced carbon fibre concrete	6	
Garden beds	In ground garden beds / rainwater gardens	120	

Project Documentation**Project documentation ***

☒ Concept Plan or Sketch ☒ Photo of existing site ☒ Other: Kirribilli Village Centre, Draft Public Domain Upgrade Masterplan

Please provide documents to support your case which may include: location/spatial maps, photographic evidence, artist impression

Applicants must provide both a concept plan or sketch and photos of the existing site. A concept plan may include marked site maps and artist impressions. *

Filename: Existing Site Photos.pdf

File size: 1.6 MB

Filename: Kirribilli Village Centre - Draft Masterplan.pdf

File size: 18.5 MB

Filename: The Broughton High Street - Design Concept Drawings.pdf

File size: 5.9 MB

Filename: The Broughton High Street - Plan.pdf

File size: 4.8 MB

Use clear titles for your files, e.g. 'Concept Plan'

By making an application to the Department, Council grants the Department a royalty-free, perpetual and irrevocable licence to copy, store, adapt, modify and communicate to the public all materials submitted with the application *

☒ Yes ☐ No

Demonstrate strategic alignment to NSW government strategies or commitments**How does your project strategically align to NSW Government strategies or commitments? ***

The project fits with the following NSW Government strategies and policies:

1. Premier's priority (NSWDPIE)-priorities 11-12:

Increasing public open space in a high-density urban area (additional 200 m²), tree canopy cover in urban areas (10 new trees-130 m² canopy cover), soft landscaping in built up areas reducing "heat Island" effect.

2. Planning (NSW DPIE)-Greater Sydney Metropolitan Plan Directions 2, 3, 5, and 8-North District Plan priorities N1, N3, N4, N6, N15, N19-COVID Safe Summer Plan:

Providing more accessible public open to increase the capacity of outdoor areas while adhering to social distancing protocols.

Your High Street**Your High Street****Application YHS00080 From North Sydney Council**

Form Submitted 29 Jan 2021, 4:56pm AEDT

Improving pedestrian access to/from Kirribilli Village Centre, Milsons Point Train Station and Ferry Wharf through wider and safer footpaths, wayfinding and improved public lighting.

Improving access and connections to adjoining "green/open spaces including Bradfield Park and the Harbour Foreshore.

Increasing urban tree canopy.

3. Cultural Infrastructure-CreateNSW-Cultural Infrastructure Plan:

Increasing opportunities to enable Kirribilli to host more cultural day/night events, and better connectivity to the Kirribilli Markets

Increasing the areas and capacity to facilitate future events such as an expansion of "Vivid" festival to Kirribilli.

Creating safe links between local attractions including Luna Park and North Sydney Olympic Pool, and improving pedestrian safety in an area with high mix of pedestrian and cars- especially around the major schools located in Kirribilli.

Improving access to large existing harbour foreshore events held in North Sydney-Bradfield Park (New Year's Eve and Australia Day) as well as facilitating better connections to smaller local cultural and community institutions such as the Ensemble theatre and the Kirribilli Neighbour Centre.

4. Transport-TfNSW-Walking and Cycling Program:

Encouraging sustainable transport to local centres and reducing reliance of cars for transport.

Creating safe infrastructure to support walking and cycling as a means of transport and exercise.

5. Outdoor dining-Outdoor dining taskforce:

Creating more outdoor dining spaces to activate outdoor hospitality spaces for alfresco dining

Must be no more than 300 words.

This is a mandatory assessment requirement. View the Your High Street Guideline for NSW Government strategies and policies

Partnerships with local businesses and community groups**How will Council partner with local businesses and community groups? ***

Council has already engaged extensively with local businesses and community groups through the Community Consultation process that was undertaken between September and November 2020.

North Sydney Council will partner with local business through the following mechanisms:

- North Sydney Council will continue to hold regular meetings with key stakeholders including the Kirribilli Streetscape Committee and the Milson Precinct - Community Group. (Meetings held Quarterly - or as required).
- Through this project North Sydney Council will assist local hospitality venues to increase revenue and local employment by increasing the current streetscape area (m2) and therefore capacity of outdoor dining areas which will be created through implementing the "Broughton Street - High Street" Project.
- North Sydney Council's Economic Development Officer will work with local businesses in Kirribilli before, during and after the "Broughton Street - High Street" upgrade project to

Your High Street

Your High Street

Application YHS00080 From North Sydney Council

Form Submitted 29 Jan 2021, 4:56pm AEDT

ensure that businesses maximise the benefits that this project will bring to the area from an economic, social and cultural perspective.

- North Sydney Council will also continue its partnership with key stakeholders like the Kirribilli Neighbourhood Centre who run the very successful Kirribilli weekend markets to ensure that the “Broughton Street - High Street” upgrade project synergises with their requests to improve the visual amenity of the “High Street” and to attract more visitors from beyond Kirribilli. The Kirribilli Neighbourhood Centre submission is attached to this application.
- North Sydney Council will also work with State Government agencies such as Destination NSW to realise any potential that the upgrade of Broughton Street will have on attracting more events to come to this part of North Sydney.
- Events such as “Vivid Festival” and collaborating with Sydney Festival events that would complement large events already held in and around Kirribilli such as “New Year’s Eve” and “Australia Day” celebrations in Bradfield Park.

Must be no more than 300 words.

This is a desirable assessment requirement

Upload any supporting documentation

Filename: Kirribilli Markets Support letter.pdf

File size: 68.4 kB

Filename: SINSW Submission - Kirribilli Village Centre Draft Public Domain Upgrades.pdf

File size: 285.3 kB

Upload any documents of support or proposed partnerships from local businesses to provide evidence base for project.

Deliver enablers to improve activities both day and night

Describe any proposed changes to processes that align with your project which will help to improve both day and night activities in your high street location *

In July 2020 North Sydney Council amended its Development Control Plan (DCP) 2013 Section 7 (Late Night Trading) to extend trading hours for the Kirribilli Village Centre and also for “Small Bars” along Broughton Street. For more information refer to Council’s website. <https://yoursay.northsydney.nsw.gov.au/kirribilli-village-2018>

If funded the “Broughton Street - High Street” upgrade project will complement the proposed changes to the late-night trading hours in Kirribilli that Council has recently introduced and provide further support to local businesses and the overall revitalisation of North Sydney’s night-time economy.

In addition, the Public domain works that are proposed as part of the “Broughton Street - High Street Upgrade” will provide the following benefits.

- New high quality of street lighting will be introduced to Broughton Street, including decorative lighting installations which will be designed to provide a safe and attractive streetscape and to encourage night-time activation of the “High Street”
- Council’s events team will increase the number of PLACE ACTIVATIONS (Events) in key public spaces along Broughton Street to encourage visitors and commuters to dwell in the Village Centre.
- Work in partnership with The Kirribilli Neighbourhood centre to increase their current events calendar in the Village, particularly those events that can be held on Broughton Street or in the tunnel space in Burton Street (Intersection with Broughton Street).

Your High Street**Your High Street****Application YHS00080 From North Sydney Council**

Form Submitted 29 Jan 2021, 4:56pm AEDT

•Provide upgraded streetscape furniture such as tables, seats, bicycle parking, water filling stations and shaded spaces for people sit and spend time in the “High Street” as opposed to commuting through it to other destinations.

In March 2020 North Sydney Council also introduced its “Waiving Charges During Novel Coronavirus -19 Policy” to support local businesses and community groups impacted by the government enforced closures and public health orders. For more information refer to Council’s website.

https://www.northsydney.nsw.gov.au/Business_Projects/Business_Economic_Development/COVID-19_Local_Business_Support_Package

Must be no more than 300 words.

This is a desirable assessment requirement. E.g. busking approvals or events approvals

Upload any supporting documentation

Filename: Council Report 22 June 2020 Decision PP 8-19 Small Bars in Kirribilli Village Draft NSDCP 2013 Amendment.pdf

File size: 9.5 MB

Filename: Waiving Charges During Novel Coronavirus -19 Policy.pdf

File size: 132.2 kB

Criteria - Project Deliverability

*** indicates a required field**

Financial viability and commitment to deliver the project**Outline Council's commitment to deliver this project in regard to resourcing and the project schedule ***

The upgrade of the Kirribilli Village Centre of which the “Broughton Street – High Street” project is a major component is listed in North Sydney Council Delivery Program 2018/19-2021/22. Refer to Page 58.

To implement this project (“Broughton Street High Street Project”) Council requires \$1.5million. Council has committed \$500K of its capital works budget in the 2021/2022 financial year to undertake some of the identified projects in the Kirribilli Village Centre Master Plan which includes this project. The upgrade of the Kirribilli Village Centre is also included in Council’s OPERATIONAL PLAN AND BUDGET 2021/22. Refer to Page 65.

If funded the project will be fully resourced internally by one of Council’s full-time specialist Project Managers who will run all aspects for the project from stakeholder and community consultation, design, procurement, reporting tender and construction. The Project Manager will be directly supported by Council’s Economic Development Officer, Contracts Manager, Community Engagement Officer and indirectly by all relevant skills, expertise and resources available through all divisions of Council to ensure that the Project is delivered in accordance with the project vision and established objectives.

Must be no more than 300 words.

This is a mandatory assessment requirement.

Documentation required *

☒ Budget Breakdown ☒ Risk Assessment ☒ Project Plan ☐ Other

This is a mandatory assessment requirement.

Your High Street**Your High Street****Application YHS00080 From North Sydney Council**

Form Submitted 29 Jan 2021, 4:56pm AEDT

Please attach a project budget breakdown, risk assessment and project plan *

Filename: Budget Breakdown - The Broughton Street High Street Porject.pdf

File size: 849.0 kB

Filename: North Sydney Council - Project Plan - Kirribilli Streetscape Masterplan.pdf

File size: 229.9 kB

Filename: North Sydney Council - Risk Management Plan - Kirribilli Streetscape Masterplan.pdf

File size: 402.9 kB

This is a mandatory assessment requirement. Please check carefully that your project budget breakdown matches the figures provided in the application form

Estimated Project Start Date *

03/05/2021

Must be a date.

Successful projects are anticipated to be announced in April 2021. The Department would expect projects to have commenced by May 2021

Estimated Project End Date *

31/05/2022

Must be a date.

The Department would expect the project to complete by May 2022

Transport for NSW and Local Traffic Committee Approval

Identification and/or receipt of necessary approvals is a mandatory assessment requirement.

This may include but is not limited to traffic assessments and/or environmental assessments.

Is your high street on a state or regional road? *

- ☐ Yes, it is on a state road
- ☐ Yes, it is on a regional road
- ☒ No, it is neither on a state or regional road

If yes, have Council received in principle support from Transport for NSW? *

- ☐ Yes ☐ No ☒ Not Applicable

Upload letter providing in principle support*No files have been uploaded***Does your project require approval at Local Traffic Committee? ***

- ☐ Yes ☒ No ☐ Other:

Are any other internal or external necessary approvals and/or process details required for your project? *

- ☒ Yes ☐ No

Other internal or external necessary approvals and/or process details

Your High Street**Your High Street****Application YHS00080 From North Sydney Council**

Form Submitted 29 Jan 2021, 4:56pm AEDT

Internal stakeholder participation	External stakeholder participation	Approval/s identified	Process mapped (includes engagement activities if applicable)	Upload any supporting documentation
Type 'N/A' if not applicable	Type 'N/A' if not applicable		Approval details and timeframe	
An internal Project Control Group will be established for the Project and will comprise of representatives from all Divisions of Council	-The Kirribilli Streetscape Committee - Milsons Point - Community Group -All Local Businesses in "Broughton Street Kirribilli	Project General endorsement	<ul style="list-style-type: none"> Draft Master Plan Community Consultation Extensive community consultation Support from the community November 2020 Public Tender Process Advertise to suitable building contractors Engage Contractor that offers the best value for money July 2021 Construction commencement notifications Notify all local residents and business of works commencement Liaise with local businesses for coordinate works staging to reduce the impact On-going during all stages of construction. 	Filename: Community Consultation - Full report.pdf File size: 4.7 MB Filename: Other internal or external necessary approvals table.pdf File size: 113.8 KB
				No files have been uploaded
				No files have been uploaded

Progress road safety goals of NSW Government Road Safety Plan 2021**Demonstrate how Council will implement innovative initiatives to progress road safety goals of NSW Government Road Safety Plan 2021 ***

North Sydney Council is currently implementing the Kirribilli and Milsons Point 40km/h High Pedestrian Activity Area (HPAA) project. This project has been enabled through the TfNSW Safe Speeds in High Pedestrian Activity and Local Areas grants program. The

Your High Street

Your High Street

Application YHS00080 From North Sydney Council

Form Submitted 29 Jan 2021, 4:56pm AEDT

“Broughton Street - High Street” project is located within the Kirribilli HPAA area and has already had a number of pedestrian installations and traffic calming projects implemented at key intersections in the Village Centre. The pedestrian installations (raised thresholds, raised pedestrian crossings and continuous footpath treatments) along with traffic calming initiatives (kerb blisters and improved signage), have resulted in a significantly improved pedestrian environment in the Kirribilli Village Centre as well as reducing traffic speeds along Broughton Street and adjoining streets that feed onto Broughton Street.

The footpath widening and improved public lighting that are proposed as part of the “Broughton Street - High Street” Project, have been designed and coordinated to complement the pedestrian installations and traffic calming works that Council has already implemented as part of the Kirribilli HPAA project. The further works that Council will undertake if the project is funded will contribute towards the following objectives of the NSW Government Road Safety Plan 2021:

- Increased pedestrian safety by improving a driver’s ability to stop at a safer distance to avoid crashes, and or otherwise reduce the severity of a crash.
- Improved uptake of sustainable transport options due to increased capacity for walking and cycling. Also, significant improvements in pedestrian accessibility, especially for people with disabilities and families with children in prams.
- Overall economic, social and sustainability benefits through an improved pedestrian and traffic environment that is safer and more accessible for people of all abilities to use.

Must be no more than 300 words.

This is a mandatory assessment requirement.

Negative impact on local businesses and the community

This section is to demonstrate council's thinking about how any negative impacts on local businesses and community from the implementation of the project will be minimised and/or mitigated to the maximum extent possible.

Outline mitigation strategies to reduce impact on local businesses *

- As part of the construction tender assessment criteria for the works the construction methodology and program to complete the project will be heavily weighted. Those companies that can demonstrate a construction methodology that considers carefully the impacts the works will have on local businesses and also can demonstrate a short construction program will score highly in the assessment.
- North Sydney Council will hold pre-reconstruction meetings with business owners to agree on the most suitable dates and times to undertake the works in front of their businesses. Works staging plans will then be developed reflecting the feedback that Council has received.
- Where cafes and restaurants have outdoor dining that will be impacted by the works – Council will waive all outdoor dining fees and charges for the duration of the works as well as for a period of time after the works are completed to allow for businesses to recover.
- Council will also organise for temporary loading zones to be put in place along Broughton Street and in adjoining streets to allow for deliveries to local businesses to be maintained at all times.
- A full Traffic and Pedestrian Management Plan will be developed for the project to ensure all changes to traffic and pedestrian circulation in the Village centre and along Broughton Street are carefully planned and communicated well in advance of any works commencing.
- During construction Council will provide signage to inform pedestrians that businesses are open for trading as usual. Council will also ensure that access into shops – restaurants and cafes is maintained at all times.

Your High Street**Your High Street****Application YHS00080 From North Sydney Council**

Form Submitted 29 Jan 2021, 4:56pm AEDT

•North Sydney Councils Economic Development Officer will work with local businesses in Kirribilli before, during and after the "Broughton Street - High Street" upgrade project to ensure that any impacts that the construction works will have are communicated well in advance.

Must be no more than 300 words.

This is a desirable assessment requirement.

Upload any supporting documentation

Filename: 00-Community Engagement Strategy - Kirribilli Public Domain Upgrade Masterplan.pdf

File size: 286.7 kB

This may include letter spatial mapping or letters of support

Criteria - Value for Money

*** indicates a required field**

Budget**Total amount requested as grant excluding GST ***

\$1,000,000.00

Must be a whole dollar amount (no cents) and no more than 1000000.

This is a mandatory assessment.

Council's monetary contributions *

\$500,000.00

Must be a dollar amount.

If Council is not providing monetary contributions for the project, please type '0'. This figure does not include in kind contributions

Auto calculation of Councils percentage cash contribution

33

This number/amount is calculated.

Do not alter

Total contribution from other partnership sources (e.g. from local businesses) *

\$0.00

Must be a dollar amount.

If there are no monetary contributions from partners for your project, please type '0'. This figure does not include in kind contributions.

Total Project Cost *

\$1,500,000.00

This number/amount is calculated.

Do not alter. What is the total budgeted cost (dollars) of your project?

In Kind Contributions from Councils

Contribution Type	Approximate Value of Contribution
-------------------	-----------------------------------

Your High Street**Your High Street****Application YHS00080 From North Sydney Council**

Form Submitted 29 Jan 2021, 4:56pm AEDT

	Must be a dollar amount.
Project Management Salaries	\$150,000.00
Economic Development Officer	\$15,000.00
Council Approval Fees	\$21,000.00
Waiving fees and charges - footpath dining	\$10,000.00
Communications – for marketing and notifications	\$10,000.00

Contributions from Other Partnership Sources

This may include local business partners

Partnership Source Name	Contribution Type	Approximate Value of Contribution	Supporting Document
e.g. Local business name	Specify if monetary contribution or type of in kind contribution	Must be a dollar amount.	e.g. Letter of approved agreement with local businesses
			<i>No files have been uploaded</i>
			<i>No files have been uploaded</i>
			<i>No files have been uploaded</i>

Economic revitalisation**Outline strategies for economic revitalisation/return on investment ***

This project in conjunction with the recent changes that North Sydney Council has made to its DCP to extend trading hours in Kirribilli, particularly for “Small Bars located along Broughton Street and the Kirribilli Village Centre will contribute significantly to the economic revitalisation of this iconic harbourside commercial centre.

In addition, the impacts on local businesses that COVID-19 has had are well documented and this project will assist businesses to recover from the pandemic as well as compliment the support Council has already given to local businesses through its “Waiving Charges During Novel Coronavirus-19 Policy” which was introduced in March 2020.

If funded this project also directly supports, the investment that the NSW Government has already made in the Kirribilli Village Centre through its grant funding of the “Streets as Shared Spaces” Pilot projects which are temporary installations, currently being implemented.

The “Broughton Street – High Street Upgrade” if funded sends a strong message to the North Sydney Community that the NSW Government is supporting local residents and businesses in a more permanent and long-lasting way during a period of time that this local government area is being impacted by large infrastructure projects that are completed, underway or in the planning stage. These projects include:

-The Northern Beaches – B-Line – Military Road corridor – completed 2019

Your High Street**Your High Street****Application YHS00080 From North Sydney Council**

Form Submitted 29 Jan 2021, 4:56pm AEDT

-The Sydney Metro – City and Southwest Project – currently underway- which includes 3 x new metro stations in North Sydney and a large construction compound at Blues Point.

-The Western Harbour Tunnel Project – EIS recently approved - due to commence construction in 2022 and has a number of construction sites located throughout North Sydney.

This project if funded directly and indirectly supports these significant infrastructure projects from an investment and economic revitalisation perspective at a local scale.

Must be no more than 300 words.

This is a mandatory assessment requirement.

Upload any supporting documentation

No files have been uploaded

This may include cost/benefit analysis for the high street or quadruple bottom line report. Please label attachments clearly

Community Consultation

The Department has developed a community consultation survey to support councils to demonstrate current community and stakeholder support for their nominated high street project.

Councils may choose to use this survey template and/or use alternate methods to demonstrate that they have consulted with, and have the support of, their community and stakeholders for their high street project.

The community consultation survey template is located on the [Your High Street web page](#)

Demonstrate Council's current community consultation specific to the 'Your High Street' project to enable boosting the local economy *

Council, at its meeting on 23 July 2020, endorsed the public exhibition of the Kirribilli Draft Masterplan for 60 days. In accordance with the Community Engagement Strategy, the public consultation ran from 1 September to 1 November 2020. To spread awareness and encourage the community to have their say during the exhibition period survey and draft Masterplan design were promoted using following means:

- Councillor project briefing
- Letterbox drop of 3000 flyers to all properties within Kirribilli including local residents, owners and businesses.
- Memo with consultation details was distributed to Councillors and active Precinct Committees.
- Council's E-newsletters (Council E-news, Precincts E-news and Business E-news)
- Posters with QR code to project website and key dates were also installed in key thoroughfares in the area,
- Draft Masterplan was available to review online. Hard copies of documents were available at Council
- Council's staff presented the proposal at all local Precinct's meetings.
- Council's social media accounts
- Online information to pre-registered attendees
- Have your say website

The submissions received were collated, analysed and summarised below:

- Council received 79 submissions. Comprising 13 written submissions and 66 online submission forms. A targeted population of 3,000 was established to include all properties

Your High Street**Your High Street****Application YHS00080 From North Sydney Council**

Form Submitted 29 Jan 2021, 4:56pm AEDT

within Kirribilli, to increase confidence levels of the consultation additional promotion was sent via different media channels.

- Majority of submissions (86.08%) support the exhibited Masterplan proposal including the implementation of "The Broughton Street - High Street" project.

- Submissions were received as follows:

66 Online survey

11 written submissions

2 submissions from Precincts

Given that the majority of respondents generally support the Kirribilli Village Centre, Draft Public Domain Upgrade Masterplan proposal, it is recommended that Council proceeds with finalising the Masterplan documentation for the implementation of the nominated projects, with the relevant adjustments to address the concerns raised by the community during the consultation period.

Must be no more than 300 words.

This is a mandatory assessment requirement.

Upload any supporting documentation

Filename: 07-Kirribilli Masterplan Post Exhibition report - Summary.pdf

File size: 203.6 kB

Upload may include a completed community consultation survey or letters of support

Stimulate local employment**Outline how your project will stimulate local employment ***

The employment benefits that this project will bring to the Kirribilli Village Centre are as follows:

- In the short term the construction contract itself will create jobs for construction contractors. The works themselves when underway will also stimulate local employment and economic activity by simply increasing the number of workers in the area who will require hospitality and retail services or the duration of the works.

- In the long term the project will stimulate local employment through enabling local restaurants and cafes to expand their business as a result of the project creating more outdoor dining opportunities which will increase the capacity and service areas available to these businesses.

- The expanded outdoor dining opportunities the project will create also work hand in hand with Council's recent DCP changes to extended trading hours in Kirribilli which also directly contribute towards more employment opportunities as these businesses which are now permitted to trade for longer hours.

An upgraded Broughton Street will also increase economic activity and employment opportunities through its transformation into a destination for visitors, residents and workers as opposed to a throughfare for people who are going to other destinations.

Must be no more than 300 words.

This is a desirable assessment requirement. This may include anticipated additional full time roles or hours worked for local businesses, increase in retail turnover

Upload any supporting documentation

No files have been uploaded

This may include local business reporting

Your High Street**Your High Street****Application YHS00080 From North Sydney Council**

Form Submitted 29 Jan 2021, 4:56pm AEDT

Alignment to Public Spaces Strategies and Commitments*** indicates a required field****Project contribution to Premier's Priorities for creating a 'Better Environment'**

Your High Street program will improve the environment through a commitment to the [Premier's Priorities](#), Greener Public Spaces and Greening Our City, announced in June 2019.

Greener public spaces

Increase the proportion of homes in urban areas within 10 minutes' walk of quality green, open and public space by 10 per cent by 2023.

Greening our city

Increase the tree canopy and green cover across Greater Sydney by planting one million trees by 2022.

Applications will be considered for their advancement of these priorities.

Calculate how many m2 of new public space will be created *

200

Must be a whole number (no decimal place).

Please type '0' if no new public space will be created by your project

Calculate how many m2 of existing public space will be improved *

814

Must be a number.

Please type '0' if no existing public space will be improved by your project

How many trees are you planting (if any)? *

10

Must be a number.

Please type '0' if no trees are being planted

Great Public Spaces Toolkit

The [draft Evaluation tool for Public Space and Public Life](#) was launched by the Department in October 2020. The draft Evaluation Tool can be used by anyone who wants to better understand the strengths and areas for improvement in a public space. The tool takes people through a series of questions to identify how they use public spaces. This information can be used to inform future planning, design, and investment and to improve public space for everyone.

Download the draft Evaluation Tool - there's a [digital version \(PDF 401.7 KB\)](#) you can complete on your Ipad or laptop, or a [paper version \(PDF 326.4 KB\)](#) you can print out. For more information, download our [frequently asked questions \(PDF 70.2 KB\)](#).

Once community consultation is complete on 17 November 2020, the Department will review feedback on the draft Evaluation Tool and publish a summary of the results. The final Evaluation Tool will be launched in late 2020.

The draft Evaluation Tool was launched with the Great Public Spaces Guide, which is an introduction to understanding the meaning of place, and the elements that contribute to create a great public facility, open space or street. The guide outlines an approach for how

Your High Street

Your High Street

Application YHS00080 From North Sydney Council

Form Submitted 29 Jan 2021, 4:56pm AEDT

spaces become places, to assist communities, industry, local and state government to create great public spaces that are full of life. The guide aims to inform future planning, design and investment, building a case for long-term change. It supports the draft Evaluation Tool.

The four key themes identified for evaluation may help councils to enhance their high street: Am I able to get there? Am I able to play and participate? Am I able to stay? Am I able to connect?

How will Council's project improve how people are able to get to and move through their high street? *

The "Broughton Street – High Street Upgrade" will improve how people are able to get to and move through this "High Street" in the following ways

- Increased footpath widths, new paving, continuous footpath treatments over roadways and raised pedestrian thresholds will significantly improve pedestrian accessibility and safety for people of all ages and abilities.
- Improved public lighting will provide a safer and more user-friendly environment along this important "High Street" especially between the major transport nodes that connect into Broughton Street being Milsons Point Railway Station and Ferry Wharf.
- New signage will improve the visitor and pedestrian experience in terms of wayfinding to local attractions like Luna Park, Ensemble Theatre and North Sydney Olympic Pool.
- The streetscape improvements which include new seats, bins, tables water filling stations, bike rings and bollards will provide a more comfortable, functional and safe public domain for all users who use Broughton Street.

Must be no more than 150 words.

How will Council's project improve people's ability to play and participate in activities in their high street? *

The "Broughton Street-High Street Upgrade" will improve people's ability to play and participate in activities in their high street in the following ways:

- The proposed footpath widening of Broughton Street will create more opportunities for people of all ages and abilities to play, participate and safely access their local "High Street" on a permanent basis. The footpath widening also creates more opportunities for outdoor dining which will activate and bring people to their "High Street".
- This project complements the "Streets as Shared Spaces" Pilot projects that Council is currently implementing. These projects are providing on a temporary basis an additional 2640m² of public open space directly adjacent to Broughton Street.
- The streetscape will also be designed to complement the local events that take place in Kirribilli – such as the fortnightly Kirribilli markets and other major events such as New Year's Eve and Australia Day celebrations held in Bradfield Park.

Must be no more than 150 words.

How will Council's project improve people's ability to stay comfortably in their high street? *

If funded the "Broughton Street-High Street Upgrade" will create an additional 200m² of new Public Open Space along the street through footpath widening and landscaping. The project will also create a further 814m² of upgraded Public Domain through the replacement of the dilapidated paving (40 years old) which will be replaced with new paving. The project will also introduce new streetscape furniture elements including new public lighting new seats, tables, water filling stations, bike rings, bins and bollards. In addition, new street tree planting for shade and new landscaping at ground level including "rain gardens" will improve the aesthetics of the "High Street". Overall, the upgrade will significantly improve

Your High Street

Your High Street

Application YHS00080 From North Sydney Council

Form Submitted 29 Jan 2021, 4:56pm AEDT

people's ability to stay comfortable in their "High Street" for longer periods of time as well as improve safety and contribute towards Councils sustainability objectives.

The Streetscape upgrade will be supported by Councils ongoing Public Domain Maintenance and Cleaning regime.

Must be no more than 150 words.

How will Council's project improve how people connect to each other in their high street? *

The "Broughton Street - High Street Upgrade" will improve how people connect with each other in their high street in the following ways:

- The creation of an additional 200m2 of public open space along the "High Street" will provide more capacity for people sit on new public seating/tables or enjoy more opportunities meet at expanded outdoor dining areas that the project will enable. Councils recent changes to its DCP to extend trading hours in Kirribilli, will also complement this initiative and provide more opportunities for people to connect with each other over longer periods of time.

- The upgraded "High Street" will also improve connectivity between people and place through enabling better physical connections to major local gathering places such as the Kirribilli markets and Kirribilli Neighbourhood Centres as well as the restaurants and cafes in Burton, Bligh and Fitzroy streets which all intersect with Broughton Street.

Must be no more than 150 words.

Evaluation Tool for Public Space and Public Life

The [draft Evaluation tool for Public Space and Public Life](#) can be used to measure the success of interventions by completing the survey onsite before and following the completion of the project. The survey is to be completed by the council project team prior to construction and following completion of the project. The final Evaluation Tool will be provided by the Department, completed by Council project team and any relevant stakeholders identified by the project team (such as local business owners or operators). The council project team will then analyse the before and after results and summarise findings in a report. This analysis report will be provided to the Department as a part of the acquittal report.

The survey must be completed by the council project team at the project location.

This requirement applies to all successful applicants.

This information is used to report on the NSW progress on meeting this priority and measuring the extent of quality improvements in public space across NSW. This information is not used during the assessment process.

Does council agree to undertake before and after surveys using the Evaluation Tool to measure the community's response and success of the improvements? *

☒ Yes ☐ No

Does Council agree to report on core indicators to measure the project? *

☒ Yes ☐ No

This is a requirement for successful applicant. [Click here to view core indicators](#)

What other (if any) evaluation practices will be applied to measure the project benefits? *

The standard evaluation practices that North Sydney Council uses to measure the success or failure of its projects is an ongoing process which is undertaken throughout the lifecycle

Your High Street**Your High Street****Application YHS00080 From North Sydney Council**

Form Submitted 29 Jan 2021, 4:56pm AEDT

of the project and not just at completion. This continuous evaluation and monitoring regime applies to all projects undertaken at Council and involves the following:

- Quarterly reporting up to Council on the projects progress against its established objectives as well as time, quality and cost components of the project – Q / KPI Reporting
- Monthly reporting to Councils Executive Team through the Project Control Group- Project update.
- An established regime of stakeholder meetings with the key stakeholders that is part of the community engagement plan for the project.
- Section 11 of Councils Project Plan for this project (Project finalisation requirements). This section requires the Project Manager and Project Director to prepare a report back to Council on the outcomes of the project.

Must be no more than 150 words.

Please type 'N/A' if not applicable.

Approvals and Declaration

*** indicates a required field**

Applicants to secure approvals prior to submission

Applicants must secure the General Manager/ Chief Executive Officer's authorisation and commitment to deliver **all** elements of the application proposed project/program and public liability insurance, prior to submission.

Applications will be deemed ineligible without this letter.

Attach supporting letter from the General Manager/Chief Executive Officer *

☒ Yes ☐ No

The General Manager supports all elements of this application

Authority**General Manager/Chief Executive Officer's Letter of Authority for this Application**

*

Filename: Letter of Endorsement for the Your High Street Grants Program Application - The Broughton Highstreet Kirribilli - 22-1-21.pdf

File size: 77.4 kB

Letter must have a recent date stamp and be specific to this application

Insurance**Confirmation of Insurance - Public Liability to be attached below ***

☒ Yes ☐ No

Councils applying for funding via this program are required to have a minimum Public Liability Insurance cover of \$20 million.

It is recommended, but not a condition of funding, that applicant councils have Personal Accident and Professional Indemnity insurance. Councils that employ staff must comply with the *Workplace Injury Management and Workers Compensation Act 1998 (NSW)*.

Your High Street
Your High Street
Application YHS00080 From North Sydney Council
Form Submitted 29 Jan 2021, 4:56pm AEDT

Insurance Certificate

Upload your Certificate of Insurance here *

Filename: NSC Insurance Certificate of Currency.pdf

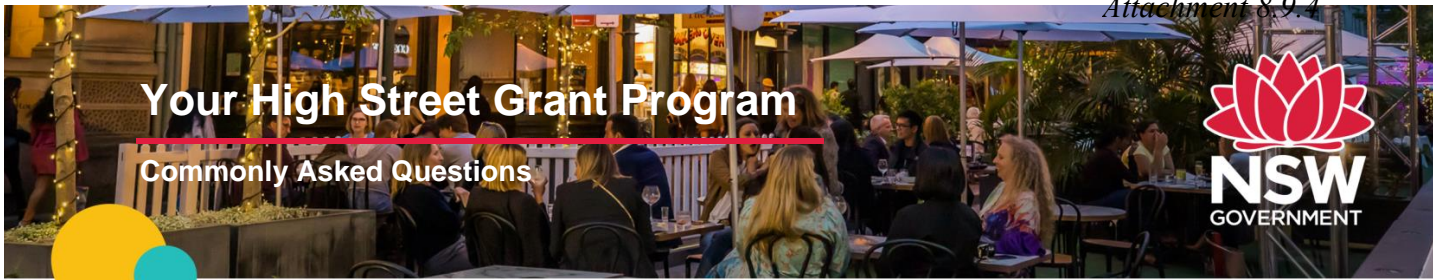
File size: 35.6 kB

[Upload your certificate of insurance here](#)

Declaration

The provision of false or misleading information is a crime under the Crimes Act 1900, No. 4 Part 5A, Section 307B. *

☒ I certify that the information submitted in this application is true and correct to the best of my knowledge. I further understand that any false statements may result in denial or revocation of any funding awarded to this project.



Your High Street Grant Program

Commonly Asked Questions

but elsewhere a main street is more of a traffic thoroughfare for a suburb, and not necessarily the retail/business centre. We've given more flexibility to Councils and made it clear in the guidelines that high streets may also be referred to as main streets.

What if there are no council meetings between now and closing date, and I need a council resolution?

To enable councils to lodge within the timeframe, if needed, the letter of support from your General Manager can endorse the project pending Council resolution. If successful, a satisfactory Council resolution would become a condition of the grant, alongside other approvals.

FUNDING FOR THE PROGRAM

How much funding is available for this program?

The total funding available for this program is \$15 million.

What types of projects can be funded under this program?

This program provides councils funding for projects including (but not limited to) space for dining outdoors, wider footpaths, tree planting, traffic calming, lighting, public art or anything else that might invigorate high streets and boost local economies.

Are Councils required to provide contributing funds for their project?

No, but seeking other sources of funding is encouraged. When making a submission Council will need to decide whether they add existing Council budgets to these projects such as from infrastructure contributions plans that identify projects suitable for this grant program, where the plan allows for apportionment of funds.

Why is government now investing in projects that are permanent changes to public space?

The Your High Street Program builds on the success of the Streets as Shared Spaces grant program by recognising the demand for more permanent works, and on trends emerging through COVID-19 to support local business recovery through improved local high streets.

When will councils receive payments?

Payments will be made at milestones, with timing and phasing of payments to be confirmed in funding agreements.