

**DECISION OF 3633rd COUNCIL (ASSESSMENTS) MEETING
HELD ON 19 AUGUST 2013**

548. G02: Legal and Planning Committee Minutes - 12 August 2013

19. LP04: Education Precinct Planning Study - Post Exhibition Report

Report of Emma Booth, Senior Strategic Planner - Urban Design

The draft Education Precinct Planning Study was placed on public exhibition for 28 days from Thursday 23 May 2013 to Wednesday 19 June 2013. A total of seven submissions were received.

Overall the draft study received widespread support for the coverage of issues and proposed strategies to enhance the area's identity, character and function as an education precinct. There was no objection to defining the area as an education precinct and supporting an intensification of education uses, provided impacts, particularly in relation to traffic, can be adequately managed.

There is strong support for streetscape improvements to Wheeler Lane, Napier Street and Berry Street.

Key issues raised in the submissions relate to:

- Proposed strategies to improve traffic planning and conditions in the precinct;
- The potential impact of initiatives aimed at increasing pedestrian connectivity; and
- The need for education establishments that will benefit from the proposed public domain works to financially contribute towards their delivery.

The study has been amended in accordance with the recommended changes outlined in this report. It is recommended that the Education Precinct Planning Study be adopted and that a masterplan and associated works program be developed to implement the recommendations of the study.

Recommending:

- 1. THAT** the Education Precinct Planning Study be adopted.
- 2. THAT** a masterplan and associated works program be prepared to implement the strategies outlined in the study.
- 3. THAT** traffic issues raised during the development of the study be referred to the North Sydney Centre Review traffic study.
- 4. THAT** Council write to key education establishments in the education precinct seeking their support for the proposed Living Campus Program.

Resolved to recommend:

- 1. THAT** the Education Precinct Planning Study be adopted.
- 2. THAT** a masterplan and associated works program be prepared to implement the strategies outlined in the study.
- 3. THAT** traffic issues raised during the development of the study be referred to the North Sydney Centre Review traffic study.
- 4. THAT** Council write to key education establishments in the education precinct seeking their support for the proposed Living Campus Program.
- 5. THAT** Ms Emma Booth be congratulated on the quality of the final Study document and this report.

The Motion was moved by Councillor Reymond and seconded by Councillor Bevan.

Councillor	Yes	No	Councillor	Yes	No
Gibson	Y		Morris	Absent	
Reymond	Y		Clare	Y	
Carr	Absent		Baker	Absent	
Bevan	Y		Robertson	Y	
Butcher	Absent		Marchandean	Y	
Burke	Absent		Beregi	Absent	
Barbour	Y				



Report to General Manager

Attachments:

1. Summary of submissions
2. Education Precinct Planning Study

SUBJECT: Education Precinct Planning Study - Post Exhibition Report

AUTHOR: Emma Booth, Senior Strategic Planner - Urban Design

EXECUTIVE SUMMARY:

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RECOMMENDATION:

1. **THAT** the Education Precinct Planning Study be adopted.
2. **THAT** a masterplan and associated works program be prepared to implement the strategies outlined in the study.
3. **THAT** traffic issues raised during the development of the study be referred to the North Sydney Centre Review traffic study.
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Signed: _____

Endorsed by: _____
Manager Strategic Planning

LINK TO DELIVERY PROGRAM

The relationship with the Delivery Program is as follows:

- Direction: 2 Our Built Environment
Outcome: 2.2 Improved mix of land use and quality development through design excellence
2.3 Vibrant, connected and well maintained streetscapes and villages that build a sense of community
2.4 North Sydney's heritage is preserved and valued
2.5 Sustainable transport is encouraged
2.6 Improved traffic management
- Direction: 3 Our Economic Vitality
Outcome: 3.1 Diverse, strong, sustainable and vibrant local economy
- Direction: 4 Our Social Vitality
Outcome: 4.5 Lifelong learning and volunteering is encouraged
4.9 Enhanced community safety and accessibility

BACKGROUND

At its meeting on 13 February 2012, Council resolved:

THAT Council undertake a planning study to provide an integrated planning approach to the emerging educational precinct adjoining the North Sydney CBD to develop new strategies and initiatives that will provide for the following:

- defined public benefits to be provided as part of any new development;
- improved urban design and street level amenity;
- improved connectivity between the CBD and the various educational campuses (ACU, SCEGS, North Sydney Demonstration School);
- improved traffic planning and conditions in the precinct; and
- protection of residential amenity.

THAT Council undertake a detailed traffic study to underpin the planning study.

THAT Council create a working party with educational institutes, Mary McKillop Place and residents to discuss interface issues with residents.

Strategic Planning subsequently prepared the draft Education Precinct Planning Study, informed in part by a traffic impact study by Arup.

On 13 May 2013, Council resolved:

THAT the draft Education Precinct Planning Study and supporting documents be placed on public exhibition for 28 days.

THAT key stakeholders be thanked for their input to date and notified in writing of the exhibition period.

The draft study was placed on public exhibition for 28 days from Thursday 23 May 2013 to Wednesday 19 June 2013. Details of the exhibition were placed on the Council's website and the public notices in the Mosman Daily. Letters were sent to:

- Sydney Church of England Grammar School
- Australian Catholic University
- North Sydney Demonstration School
- Mary MacKillop Place
- Transport for NSW
- Department of Education

Presentations and meetings have been held with:

- Sydney Church of England Grammar School
- Australian Catholic University
- North Sydney Demonstration School Committee
- North Sydney Design Excellence Panel
- Educational Institutions Working Group
- CBD Working Group
- Edward Precinct Committee
- Stanton Precinct Committee

Council received seven (7) submissions on the draft study. A detailed summary of the submissions is at Attachment 1.

This report considers the main issues raised during the public exhibition process and details the recommended changes to the draft study. The revised version of the Education Precinct Planning Study is at Attachment 2.

SUSTAINABILITY STATEMENT

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

DETAIL

1. Submissions

Overall the draft study received widespread support for the coverage of the issues and proposed strategies to enhance the area's identity, character and function as an education precinct. There was no objection to defining the area as an education precinct and supporting an intensification of education uses, provided impacts, particularly in relation to traffic, can be adequately managed.

There is strong support for streetscape improvements to Wheeler Lane, Napier Street and Berry Street.

Funding the proposed public domain upgrades will be a key issue for Council. The submissions suggest there is a general expectation that the major establishments who will benefit from these upgrades should financially contribute towards their delivery.

The main issues raised during the public exhibition of the draft study are as follows:

Traffic and transport

The study seeks to improve traffic planning and conditions in the precinct.

The study's findings on the traffic levels are supported. The local road network is working well for the majority of the day but Mount Street and Edward Street become congested by both private vehicles and school buses during school drop off and pick up times. Submissions indicate that resident driveways can also become blocked.

There is widespread support for the majority of proposed strategies to reduce traffic levels on Edward Street, particularly for Shore to manage traffic on-site with a driveway between Union St and William St, which is being undertaken as part of the Graythwaite redevelopment. The approved new bus stop on William St will also reduce traffic on Edward St.

Similarly, strategies that encourage more students to use public transport and cycling were supported. One submission suggests the term 'demand management' needs to be better defined in the study and the design principles should be reworded to explicitly refer to public transport. This is supported.

Concern has been raised about Arup's recommendation to turn the Berry St/Pacific Highway intersection from a left turn only into an all movements intersection. Arup suggests an all movements intersection would quickly divert city bound traffic out of the precinct during the morning drop off period. This would reduce traffic on Edward St and away from the pedestrian crossing fronting the North Sydney Demonstration School. However, some submissions suggest an all movements intersection may create a 'rat run', drawing additional traffic from Bay Road into the precinct.

Comment: It is proposed that this matter be further investigated through the 2013/2014 North Sydney Centre Review traffic study.

There is additional concern over Arup's recommendation to remove 6 parking spaces on the southern end of Edward St (near Shore) for one hour during school pick up and drop off times. Arup suggests this measure would ease traffic congestion at the Edward St/Mount St intersection. However one submission suggests this would increase traffic speeds thereby affecting pedestrian safety and making entry and exit of resident driveways more difficult, as well as reducing available parking provisions.

Comment: This matter will be referred to the North Sydney Traffic Committee for consideration.

Further traffic matters affecting North Sydney Demonstration School and proposed traffic calming measures have been raised that are in addition to the issues identified in the Arup study. They concern the need to improve drop off and pick up facilities, traffic calming and drainage issues.

Comment: These matters have been forwarded to Council's Engineering and Property Services Division for consideration.

Recommended changes:

- Include a statement that driveways can become blocked during school drop off and pick up times to better reflect the issues concerning residents;
- Define the term ‘demand management’ in the study to improve clarity;
- Reword the relevant design principle to explicitly refer to encouraging public transport use;
- Reword the strategy ‘enable an all movements intersection on Berry St/Pacific Hwy’ to ‘undertake further investigation of the proposal’;
- The proposal to turn Berry St/Pacific Highway into an all movements intersection will be further investigated as part of the 2013/2014 North Sydney Centre Review traffic study. The study will be revised to reflect this;
- The proposal to temporarily remove 6 parking spaces on the southern end of Edward Street will be referred to the North Sydney Traffic Committee for consideration. The study will be revised to reflect this.

Access and streetscape improvements

The study aims to reinforce the character of the precinct by improving urban design, street level amenity and pedestrian connectivity. It recommends establishing the ‘Living Campus Program’, where a masterplan of key streets is prepared and works funded in partnership with the key establishments in the area. The works proposed under this program received a lot of support, with one, detailed submission commending the proposals.

There is strong support to upgrade Wheeler Lane to create a high amenity pedestrian link between Mary Mackillop Place, the Don Bank Museum and the Australian Catholic University’s (ACU) Tenison Woods House.

There is also good support for investigating the potential for Napier Street to be converted into a shared zone, where pedestrians are given priority over vehicles.

Two submissions also support landscaped upgrades to Berry St.

One submission disagrees that the poor state of pathways in Napier St justifies the creation of a shared zone. Another submission queries the effect this may have on vehicle access.

Comment: A preliminary review of Napier St by the traffic impact study suggests it may meet State Government criteria for shared zones, however the creation of shared zones is a detailed process and further work would be undertaken to determine its suitability. The report reflects this and accordingly, no change is recommended.

One submission raises concern about possible increased noise levels if a new pedestrian link along the ACU’s Tenison Woods House to Oak St was established.

Comment: Improving the connectivity between the North Sydney Centre and the education campuses is a key objective of the study. Oak St is less than 250 metres from the Miller St entry to North Sydney station. Redesign of the ACU access ramp on Napier St would create a safe, largely at grade pedestrian link between the two major ACU campuses and public transport.

The benefits of such a link are considered to outweigh any minor increases in noise from additional pedestrian movements. It is also worth noting that an informal pedestrian link to Oak St currently exists through the Don Bank Museum. The report reflects this and accordingly, no change is recommended.

One submission requests further consideration should be given to the safety of pedestrians using the Napier St/Doochat Avenue link to North Sydney Demonstration School.

Comment: This is an important pedestrian link that enables pedestrians to avoid using the footpath along the Pacific Highway. The study recognizes the footpath south of Doochat Ave will be upgraded as part of the redevelopment of 18 Berry, 144-150 Pacific Highway. The footpath north of Doochat Lane is narrow. The matter has been forwarded to Council's Engineering and Property Services Division for consideration.

One submission suggests the use of the Don Bank Museum for the Waverton Hub initiative may require better walking and wheelchair access for the elderly.

Comment: Specific issues concerning the museum access should be raised directly with Council. Broader issues concerning Napier St and Oak St can be included as part of the proposed Living Campus Program.

Recommended changes:

- Include details on the Waverton Hub in the report;
- Include the need to address the accessibility needs of people with a disability and the elderly in the relevant strategy.

Accessibility outside the precinct

One of the stated aims of the study is to improve pedestrian connectivity between the centre and the education campuses. This is an important matter in terms of protecting pedestrian safety, encouraging the use of public transport as well as to contributing towards the vibrancy and function of the North Sydney Centre as a whole.

Issues associated with pedestrian safety outside the precinct boundary have been recognized in the study, however detailed recommendations have not been included. These matters will be more comprehensively addressed during the North Sydney Centre Review.

Recommended changes:

- Reword the aim of the study to focus on pedestrian accessibility within the precinct. Connections with the centre will be addressed in the North Sydney Centre Review.

Funding

The study acknowledges that schools, universities and religious bodies are not currently required to pay to pay rates under the *Local Government Act 1993*. Nor do they pay developer contributions under the *North Sydney Section 94 Contributions Plan*. Given a large proportion of land in the precinct that is used for these purposes, the area could potentially suffer unless mechanisms are in place to fund much needed works.

The submissions support Council seeking a voluntary financial contribution from the major education establishments that will directly benefit from the proposed public domain works in the precinct.

Comment: The streetscape upgrades proposed in the study would significantly enhance the marketability and competitiveness of the schools. Further, the proposed ‘Living Campus Program’ could be marketed as a joint initiative of Council and the schools on our respective websites. This is likely to attract community support.

The support of the schools for this initiative is critical. Council will need to work closely with the relevant establishments to develop a workable, cost effective program. To this end, it should be flexible enough to accept financial contributions, works in kind and dedication of land.

Recommended action:

- Council write to key education establishments in the education precinct seeking their support for the proposed Living Campus Program.

2. **Additional changes**

Additional changes have been made to improve the clarity and readability of the document.

An urban structure plan has been added to section 1.2 to provide a better illustration of the precinct’s relationship to the North Sydney Centre and surrounds. Photos have been added to section 8. Further editorial and layout changes have been made the study.

These changes have not changed the policy intent of the document.

CONCLUSION AND RECOMMENDATION

The Education Precinct Planning Study has received considerable support from the community and key stakeholders through the exhibition process. It is recommended the study be finalised in accordance with the recommended changes outlined in this report.

It is recommended a masterplan and associated works program be developed to implement the strategies outlined in the study.

Attachment 1

Education Precinct Planning Study

Summary of submissions

The following criteria are used to review the submissions received and determine whether the draft study should be amended:

1. The recommendations of the study would be amended if the issue raised in the submission:
 - a) provided additional information of relevance.
 - b) clarified a policy position taken by State Government or Council.
 - 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 study.
 - e) indicated omissions, inaccuracies or a lack of clarity.
 - f) ensured compliance with State Government policy or directions, or with Council's protocols or procedures.

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

#	Property/Issue	Key points raised	Response	Criteria
1	Need for the study	Fixing traffic and pedestrian problems in the North Sydney Centre, including the North Sydney Centre Public Domain Strategy, should be prioritised over this project. These initiatives will benefit the broader community rather than just students and 'non-rate paying education facilities'.	The North Sydney Centre Review project was reported to Legal and Planning Services Committee on 11 March 2013 outlining the composition of the review. This work is now being undertaken concurrently with the Strategic Planning Division.	2c
	Traffic and transport	<p>The design principles should include a statement about public transport as it is an important issue for North Sydney.</p> <p>Agrees that school drop off and pickups are creating congestion in the precinct.</p> <p>The term 'demand management strategies' should be clearly defined in the report.</p>	<p>Linking the precinct to public transport is a key component of this study. The relevant design principle will be reworded to ensure this is clear.</p> <p>Noted.</p> <p>Agree. The term will be defined in the study.</p>	<p>1e</p> <p>2d</p> <p>1e</p>
	Access and streetscape improvements	<p>Disagree that the inadequacy of pathways is a reason to create a shared zone at Napier Street.</p> <p>More consideration is needed to assess the effect of a shared zone on car park access and pedestrian safety.</p>	<p>Shared zones give pedestrians priority. The preliminary investigation by Arup suggests Napier St may meet the objectives and site criteria for shared zones under the <i>Safer Speeds Policy and Guidelines</i> (Transport for NSW 2012).</p> <p>The identification and installation of shared zones is a detailed process governed by the above policy. Further work will be required, including consideration of the matters raised in the submission. The report reflects this. No change is recommended.</p>	<p>2b</p> <p>2b</p>

#	Property/Issue	Key points raised	Response	Criteria
	Funding	<p>This project should not progress unless the education facilities make a substantial contribution to avoid the ratepayer subsidising (the proposed works) with little perceived community benefit.</p> <p>The education facilities should be asked to contribute to the North Sydney Public Domain Strategy.</p>	<p>Addressing the key objectives of the Study and establishing strategies can be undertaken prior to the finalisation of any funding arrangements. The study itself proposes to raise funds through an agreed contribution from key establishments. The study identifies public domain works that will also benefit the community which may be funded through rates and section 94 contributions.</p> <p>Noted. This is beyond the scope of this study.</p>	<p>2c</p> <p>2a</p>
2	Traffic and transport	<p>Shore drop off and pickups by school buses and private vehicles and ACU students are preventing residents accessing driveways. Edward St is too narrow to support the volume of traffic.</p> <p>Edward St could be made one way.</p> <p>Private buses servicing Shore should use their own driveway off Union St.</p> <p>Students should be encouraged to use public transport.</p>	<p>Issues surrounding school traffic is discussed in the report, however the blocking of driveways will be added to better reflect the situation.</p> <p>The suggestion is noted however Arup did not recommend this in the Traffic Impact Study. Arup proposed a suite of measures to reduce congestion that have been incorporated into the study.</p> <p>Suggestion noted. The William St bus stop is a condition of consent for Graythwaite concept plan and stage 1 project applications.</p> <p>Agree. The study acknowledges that Green Travel Plans will be prepared by education establishments.</p>	<p>1a</p> <p>2e</p> <p>2b</p> <p>2b</p>
	Funding	<p>Education facilities should pay a levy to fund maintenance works on Edward St caused by their operations.</p>	<p>Support for raising funds from the schools to cover some of the street upgrades is noted. The study proposes a voluntary contribution as public and private schools, universities and religious organisations are exempt from rates under the Local Government Act 1993.</p>	<p>2g</p>

#	Property/Issue	Key points raised	Response	Criteria
	Litter	Students are using residents' garbage bins. The schools should provide adequate garbage bins at the entrances and promote compliance.	Noted. Waste management is addressed through the development application process and operations. Council staff will raise the issue with the education establishments.	2h
3	Purpose of the study	Support the study addressing some of the impacts associated with intensification of uses in the precinct.	Support noted.	2d
	Funding	Education institutions should undertake their own master planning given their size and lack of financial contribution to the area.	<p>Noted. Council recognises the contribution the education establishments make to the vibrancy, diversity and economy of North Sydney. It is in Council's interest to strategically plan for any future intensification of these functions in the area, having regard to North Sydney's role in the metropolitan area.</p> <p>Notwithstanding, it is understood key education institutions have undertaken their own master planning processes which inform discussions with Council.</p> <p>The study highlights problems associated with these establishments not contributing funds through rates or levies. The study is the first step towards remedying this issue.</p>	2c

#	Property/Issue	Key points raised	Response	Criteria
	Access and streetscape improvements	<p>Support an upgraded link along Wheeler Lane and Napier St shared zone. The ACU should financially contribute towards these works as they will be the major beneficiary.</p> <p>Trees down the centre of Berry St would cool the street, slow traffic and create a pleasant entry into the precinct.</p> <p>Opposes any proposal to increase pedestrian activity along Oak St as it may increase noise. However it may be supported if traffic (including garbage trucks) were removed from the ACU access ramp.</p>	<p>Support noted.</p> <p>The study recommends a master planning process for Berry St. The benefits of a landscaped median strip will be weighed up against alternative schemes such as wider landscaped paths at that time.</p> <p>Improving the connectivity between the North Sydney Centre and the education campuses is a key objective of the study. Oak St is less than 250m from the Miller St entry to North Sydney station. Redesign of the ACU access ramp on Napier St would create a safe, largely at grade pedestrian link between the two major ACU campuses and public transport. The benefits of such a link are considered to outweigh potential minor noise increases from increased pedestrian movements. It is also worth noting that an informal pedestrian link to Oak St currently exists through the Don Bank Museum.</p> <p>The ACU access ramp is the only access point into the basement parking of Tennison Woods House.</p>	<p>2d</p> <p>2b</p> <p>2e</p>
	Open space	Would support a park on corner of Edward St/Mount St (currently Shore courts).	Support noted. Council is of the opinion that following Shore's conservation and redevelopment works on the Graythwaite Estate, this site will become an important entry point for the school. Council will continue to liaise with Shore regarding the future of this site.	2d

#	Property/Issue	Key points raised	Response	Criteria
	Traffic and transport	<p>Strongly oppose Arup's recommendation to an all movements intersection at Berry St/Pacific Highway. It may create a 'rat run'.</p> <p>Further work is needed to support such a recommendation.</p> <p>The increased number of students parking in the area and associated impacts need to be addressed.</p> <p>Recommends Green Traffic Plans are prepared as part of conditions of consent, similar to those issued at the ACU's Strathfield campus.</p>	<p>Agree. Further work needs to be done to determine whether an all movements intersection at Berry St/Pacific Highway would reduce traffic along Edward St, or in fact have the undesirable effect of encouraging additional traffic into the precinct. The strategy will be reworded to reflect this.</p> <p>With the exception of a proposal to remove 6 parking spaces for 1 hour to alleviate traffic congestion and improve pedestrian safety and amenity along Edward St during school pick up and drop off times, parking is considered outside the scope of this study.</p> <p>Agree that, given North Sydney's excellent public transport, demand management initiatives such as Green Travel Plans is a sustainable way of managing traffic levels in the precinct. A provision has been included in the draft Development Control Plan to require the preparation of Green Travel Plans as part of development applications for educational establishments. This has been reflected in the report.</p>	<p>1d</p> <p>2a</p> <p>2b</p>

#	Property/Issue	Key points raised	Response	Criteria
4	Traffic and transport	<p>Traffic calming measures could include:</p> <ol style="list-style-type: none"> 40km/hr zones on Pacific Hwy, Bay Rd and possibly Crows Nest Rd Extend the drop off zone on Bay Rd Install a raised crossing at the northern end of Edward St Install traffic calming measures around Crows Nest Rd and Morton St. <p>Arup's recommendation to an all movements intersection at Berry St/Pacific Highway intersection may create a 'rat run' which would increase problems on Bay Rd/Edward St pedestrian crossing.</p> <p>Removing school and museum-related traffic off Edward St would alleviate pressure on Edward St/Bay Rd intersection.</p>	<p>As part of the consultation process that informed this study, a number of traffic matters affecting North Sydney Demonstration School have been raised that are in addition to the issues identified by Arup's Traffic Impact Study. These matters, along with the suggested improvements in this submission will be forwarded to Council's Engineering and Property Services Division for review.</p> <p>Agree. Further work needs to be done to determine whether an all movements intersection at Berry St/Pacific Highway would reduce traffic along Edward St, or in fact have the undesirable effect of encouraging additional traffic into the precinct. The strategy will be reworded to reflect this.</p> <p>Support noted.</p>	<p>2a</p> <p>1d</p> <p>2d</p>
	Drainage	The school is having difficulty managing drainage on the site. The pedestrian crossing on Bay Rd is covered during heavy rainfall events.	This matter is beyond the scope of the study.	2a
	Access and streetscape improvements	<p>Students use the Napier St/Doohat Lane to access the school. Pedestrian safety of this route should be considered.</p> <p>Pedestrian crossings on Mount St at both Edward St and William St are desirable.</p>	<p>The study identifies this route as an important link within the precinct and recognises planned upgrades to Doohat Lane as part of the redevelopment of 18 Berry, 144-150 Pacific Highway. The matter will be forwarded to Council's Engineering and Property Services Division for review.</p> <p>The suggested improvements in this submission will be forwarded to Council's Engineering and Property Services Division for review.</p>	<p>2b</p> <p>2b</p>
5	Traffic and transport	Moving Shores school buses to Union St will improve resident access problems on Edward St .	The William St bus stop is a condition of consent for Graythwaite concept plan and stage 1 project applications.	2d

#	Property/Issue	Key points raised	Response	Criteria
	Access and streetscape improvements	Use of Don Bank museum for the Waverton Hub will increase traffic. Walking and wheelchair access to the museum is needed.	The Waverton Hub is an excellent initiative aimed at making the community more age-friendly and supports the aims of the study. It is a constrained site. Access issues could be included as part of the recommended masterplanning process for Napier Street. Details on the Waverton Hub will be included in the study.	1a
	Litter	Students are littering the streets. The schools should provide adequate garbage bins at the entrances.	Noted. Waste management is addressed through the development application process and operations. Council staff will raise the issue with the education establishments.	2h
	Funding	Shore and the ACU should pay for road works and maintenance.	Support for raising funds from the schools to cover some of the street upgrades is noted. The study proposes a voluntary contribution as public and private schools, universities and religious organisations are exempt from rates under the Local Government Act 1993.	2d
6	Report structure and contents	An urban structure diagram showing the precincts relationship to the surrounds would be beneficial. The study should consider the role of early childhood education and services in the precinct and surrounds. Council should be commended for its understanding of the role and future of higher education and importance of urban integration. More recognition of technological change, changing student demographics and student accommodation should be included in Section 2.	Agree. A diagram will be included. Agree. The relevant maps will be amended to include early childhood services. Pedestrian activity with young children is considered in the study. Support noted. These issues have each been considered in section 2.3 and 2.4.	1e 1e 2d 2b

#	Property/Issue	Key points raised	Response	Criteria
	Traffic and transport	The requirement for education establishments to prepare Green Travel Plans is supported.	Support noted.	2d
	Access and streetscape improvements	Support the coverage of these issues in the report.	Support noted.	2d
		Council should work with Roads and Maritime Services to provide safe crossings of the Pacific Highway . This may include a bridge associated with redevelopment opportunities.	Improved access to the precinct from the North Sydney Centre will be considered as part of a separate study on the CBD Review that is scheduled to commence in 2014. Council will liaise with the proponent to better understand what is being proposed with any redevelopment opportunity.	2b
		Support improving way finding and signage to the area.	Support noted.	2d
		The potential impacts of a number of proposed street upgrades in the study and cycle parking rates in the draft DCP should be discussed or clarified with Council.	The study proposes the identified street upgrades will be developed as part of a master planning process undertaken in partnership with the education establishments.	2b
			The draft DCP contains new provisions that have been publicly exhibited and endorsed by Council. It will come into effect once the draft North Sydney LEP is made.	2b

#	Property/Issue	Key points raised	Response	Criteria
	Access and streetscape improvements	<p>Support a coordinated strategy, like the proposed Living Campus Program, but further details about the nature and extent of the program are needed.</p> <p>Support transforming Berry St into 'main campus street'.</p> <p>Support transforming Napier St into a 'lively laneway' but may restrict vehicle movements.</p> <p>Support upgrading Wheeler Lane and consolidating greenspace, but may impose additional overshadowing/height controls.</p>	<p>Support noted.</p> <p>Support noted.</p> <p>Support noted. The study proposes the identified street upgrades will be developed as part of a master planning process undertaken in partnership with the education establishments. The impact of those upgrades will be considered at that time.</p> <p>Support noted. This study does not propose any changes to overshadowing or height controls. These matters may be considered as part of the CBD review and any LEP or DCP amendment. Landowners and the public will have an opportunity to comment on the draft provisions during public exhibition of that document.</p>	<p>2d</p> <p>2d</p> <p>2b</p> <p>2b</p>
	Building design	Design excellence principles should be clearly detailed and should not require process requirements such as design competitions.	Council's Design Excellence Panel currently provides advice on the design elements of development proposals. Any proposed design excellence principles will be incorporated into the DCP. Landowners and the public will have an opportunity to comment on the draft provisions during public exhibition of that document. The introduction of design competitions is not being considered at this stage.	2b

#	Property/Issue	Key points raised	Response	Criteria
	Land use	<p>Support locating increased activity for retail, food and beverage establishments at Napier and Berry St. This could be an opportunity for providing additional services linked with a connection across the Pacific Highway.</p> <p>Uncertain whether statutory controls will support the above activities in Napier and Berry Sts.</p> <p>Support for night time activities to be concentrated in Napier and Berry Sts.</p> <p>Support for proposals in Section 7 but the following requirements may impact on the landowner and need to be discussed with Council:</p> <ul style="list-style-type: none"> • new through site link and setback requirements for an amalgamated 110-120 Pacific Highway • re-establishing footpath at 33 Berry St • requirement for active street frontages on Napier and Berry St • activating ground floor of 3 Berry St • preparing new Area Character Statement in the DCP. 	<p>Support noted. Council will liaise with key landowners to better understand what is being proposed with any redevelopment opportunity.</p> <p>There is insufficient information in the submission to determine whether there is a problem with the study that needs addressing. The study's recommendations have been made having regard to the statutory controls.</p> <p>Support noted.</p> <p>Support noted. Key interventions are needed to transform Napier and Berry St into a vibrant area supporting campus-style activities for students.</p>	<p>2d</p> <p>2f</p> <p>2d</p> <p>2b</p>

#	Property/Issue	Key points raised	Response	Criteria
	Funding	<p>The public benefit outcomes are to be commended.</p> <p>The proposed new public links, open space and public realm are to be commended.</p> <p>The statutory controls need to support the provision of new retail, food and beverage offerings.</p> <p>The proposal for education establishments to help fund public domain works should be further discussed with Council.</p>	<p>Support noted.</p> <p>Support noted.</p> <p>The mixed use statutory controls support retail, food and beverage land uses.</p> <p>Agree.</p>	<p>2d</p> <p>2d</p> <p>2b</p> <p>2c</p>
7	Traffic and transport	<p>Objects to the proposed removal of 6 parking spaces for 1 hour during school drop off and pick up times, on the basis that it will increase traffic speeds thereby affecting pedestrian safety and making entry and exit of resident driveways more difficult, as well as reducing available parking provisions.</p>	<p>This was a recommendation from the Arup traffic impact study. The proposal will be referred to the North Sydney Traffic Committee following investigation by Council officers. The draft study will be revised to reflect this.</p>	1e