

**Report to General Manager**

Attachments:
1. Stage 1 Report

SUBJECT: Northern CBD Planning Study – Engagement Outcomes

AUTHOR: Marcelo Occhiuzzi, Manager Strategic Planning

ENDORSED BY: Joseph Hill, Director City Strategy

EXECUTIVE SUMMARY:

North Sydney Council resolved to endorse a funding application for a maximum of \$2.5 million from the NSW Department of Planning, Industry and Environment to accelerate the delivery of certain projects on 28th May 2018. North Sydney Council accepted such funding to align the North Sydney LEP with the Greater Sydney Commission’s North District Plan on 29 October 2018.

The Northern CBD Planning Study was identified as one study to be funded from the Accelerated LEP Review Grant. As part of this funding, Council committed to preparing the ‘Northern CBD Planning Study’. In seeking to meet the NSW Department of Planning, Industry and Environment deadlines Stage 1 of the project was undertaken by North Sydney Council Staff. Stage 1 of the project consists primarily of initial consultation with the community and the outcomes of Stage 1 is attached to this report.

Initial consultation was undertaken to ascertain the community’s values in the area. Community and stakeholder views were gathered through a website questionnaire, website comment and written submissions. This report provides an overview of the results of this preliminary consultation phase.

The community survey was conducted between 11 July 2019 to 8 August 2019. The methods of community participation are detailed in the report. Council received 738 website visits and 217 completed surveys and 73 ‘most valued place’ markers located on the interactive map, written submissions, including 5 outlining the potential for increased height and/or density on certain sites within the precinct.

Key concerns raised during this process include:

- High-rise / Tall Buildings;
- Over-development;
- Loss of ‘Village Feel’; and
- Loss of solar access to parks.

Key community desires raised during this process included:

- Large Community / Multi-Use Space;
-

- More Open Space, More Community & Sports Facilities;
- Unique North Sydney Street Furniture;
- Celebrate History & Art;
- A Greater After-Hours Offer;
- Stronger Development Controls; and
- A desire to limit development to between 4 to 5 storeys.

This Study will continue to be developed with an important input being the responses received to the consultation process as outlined in this report. One of the tangible and immediate changes recommended is the change of the study name. The community expressed concern in naming the study ‘Northern CBD’, as it suggests that the future of the area is to become an extension of the CBD. This report recommends that the name of the study be amended to *Civic Precinct & Surrounds Planning Study*.

FINANCIAL IMPLICATIONS:

North Sydney Council resolved to endorse a funding application for a maximum of \$2.5 million from the NSW Department of Planning, Industry and Environment to accelerate the delivery of certain projects on 28th May 2018. North Sydney Council accepted Accelerated LEP Review Grant Funding from the NSW Department of Planning, Industry and Environment to align the North Sydney LEP with the Greater Sydney Commission’s North District Plan on 29th October 2018. The Northern CBD Planning Study was identified as one study to be funded from the Accelerated LEP Review Grant. The study is to be fully grant-funded.

RECOMMENDATIONS:

- 1. THAT** the findings of the Northern CBD Planning Study, Stage 1 – Stage 1 report be noted.
 - 2. THAT** the name of the study be changed to the ‘Civic Precinct & Surrounds Planning Study.’
-

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

Direction:	1. Our Living Environment
Outcome:	1.1 Protected and enhanced natural environment and biodiversity
	1.2 North Sydney is sustainable and resilient
	1.3 Quality urban greenspaces
	1.4 Public open space and recreation facilities and services meet community needs
Direction:	2. Our Built Infrastructure
Outcome:	2.1 Infrastructure and assets meet community needs
	2.2 Vibrant centres, public domain, villages and streetscapes
	2.3 Sustainable transport is encouraged
Direction:	3. Our Future Planning
Outcome:	3.1 Prosperous and vibrant economy
	3.3 North Sydney is smart and innovative
	3.4 North Sydney is distinctive with a sense of place and quality design
	3.5 North Sydney is regulatory compliant
Direction:	4. Our Social Vitality
Outcome:	4.1 North Sydney is connected, inclusive, healthy and safe
	4.2 North Sydney is creative and home to popular events
	4.4 North Sydney's history is preserved and recognised
Direction:	5. Our Civic Leadership
Outcome:	5.1 Council leads the strategic direction of North Sydney
	5.2 Council is well governed and customer focused
	5.3 Community is informed and consulted
	5.4 Council's service delivery is well supported

BACKGROUND

On 29 October 2018, the Council accepted Accelerated LEP Review Grant Funding and subsequently agreed with the NSW Department of Planning, Industry and Environment to prepare specific projects to bring the North Sydney LEP & other planning instruments and policies into closer alignment with the Greater Sydney Commission's North District Plan. The Northern CBD Planning Study is one of these projects.

The NSW Government announced Sydney Metro City and South West project Metro station locations in late 2016, and initially proposed a single station entry portal for the North Sydney metro station located on the corner of Miller and Berry Streets. Following further investigation, a planning modification was exhibited in June 2017 proposing an additional station entry portal and the relocation of the northern portal from 194-196A Miller Street to 50 McLaren Street. Council has received Planning Proposals for several sites within the study area, and the significant individual increase in density and height has the potential to undermine the character of the area in the absence of a more holistic vision for the precinct. The Northern CBD Planning Study is to provide that holistic vision and guide any development.

Following a commitment to undertake the preparation of the Northern CBD Planning Study on

29 October 2019 as part of the LEP Acceleration Fund, Council sought open public tenders from 19 March 2019 to 17 April 2019 for consultants to prepare this work. As a part of the tender process, on 24 June 2019 Council resolved:

THAT Council commence Stage 1 – initial consultation, of the proposed contract itself to seek to meet the Department of Planning and Environment’s project and funding deadlines.

The project plan for the Planning Study included a Community Engagement Strategy for the project.

Stage 1 of the project included ‘pre-consultation’ community participation, as identified in the Community Engagement Strategy, which took the form of a community survey. The survey was open to the public from 11 July 2019 to 8 August 2019. This report describes the outcomes of that survey.

CONSULTATION REQUIREMENTS

Community engagement was undertaken following the Council’s Community Engagement Protocol. Details are provided in Section 1 of this report.

SUSTAINABILITY STATEMENT

The sustainability implications are minor and did not warrant a detailed assessment.

DETAIL

1. Engagement Process

The following methods of engagement were used:

<i>Method</i>	<i>Target Stakeholders</i>	<i>Engagement Level</i>	<i>Purpose</i>
Webpage	All	Inform	Provide information about the project and direct people to how they can have a say, e.g. consultation opportunities
Media Release			
Advert			
Poster/Flyer ¹			
Email			
Letters			
Social Media (Facebook/Instagram/ Twitter/Linked In)			
e-Newsletters	Existing subscribers: <ul style="list-style-type: none"> • North Sydney E-news • Precinct E-news • Business E-news 		
Precinct Committees	All Active Precinct Committees	Inform	Encourage Precinct Committees to promote engagement to their members.
Interviews	Major Land Owners (including schools)	Inform/Consult	Face-to-face meetings to ascertain landowners own strategic planning for next 10-15 years.
Feedback Form	All	Consult	Ascertain priorities - online and hard copy formats
Mapping/Places tool	All	Consult	Ascertain priorities via visual map - 'pins' categorised with same themes as Feedback Form

Figure 1 – Methods of Community Engagement

Following the resolution of Council, staff completed Stage 1 of the *Northern CBD Planning Study*. As part of this, the community were asked to participate in preparing an understanding of the values and aspirations for the precinct. To inform this work:

- a survey/feedback form was used to gauge local values, issues and aspirations;
- a mapping tool was used to identify the community's favourite places;
- an open submission form was used to elicit other ideas that may not be captured by the survey; and
- Interviews were held with key stakeholders.

¹ Same artwork to be used for TV in Customer Service Centre

1.1 Stakeholders

The Community Engagement Strategy identifies the following groups to engage within the local community:

- Educational institutes/schools - Australian Catholic University, Cammeraygal School, North Sydney Demonstration School, Marist College, Monte Sant'Angelo Mercy College, North Sydney Boys High School, North Sydney Girls High School, St Marys Primary School, Wenona School.
- Faith Community Groups - St Thomas Anglican Church, St Marys Catholic Church, Jesuit Mission Office, The Hare Krishna Temple of Sydney.
- Hotels/Accommodation - Dalziel Lodge (Emerald City Hotels), Falcon Lodge, McLaren Hotel, North Shore Hotel, North Sydney Hotel, Rydges North Sydney.
- Community Groups - Precinct Committees including Stanton, Registry, Hayberry, Holtermann, Edward, Wollstonecraft; Committee for North Sydney, Overdevelopment - we're over it.
- Transport agencies - Transport for NSW, Sydney Buses, Sydney Metro.
- Major landowners/tenants.
- Property owners.
- Workers.

1.2 Engagement Methods

The methods outlined below were used to provide information about the project and direct stakeholders to the survey.

1.2.1 Notification Letters

Direct communication via post to community members in the surrounding area of the study area was conducted.

- A total of 5,678 letters were sent out on 5 July 2019.

Also, letters inviting key stakeholders to present their organisations' strategic plans at interviews were sent to:

- State and local stakeholder groups;
- The Precinct Committees; and
- Sixteen key institutions and stakeholders in the study area.

1.2.2 Print and Social Media

An advertisement was placed in the Mosman Daily on Thursday 11 July 2019. A release of posts went out simultaneously on Thursday 11 July 2019 on Facebook, Instagram, Twitter and LinkedIn.

1.2.3 Signage

Small notification flyers were posted on the public notice boards within the study area. Additionally, a digital slide was included on the screen behind the Council's Customer Service Desk.

1.2.4 Website

The survey was made available on the “YourSay” website. It was advertised on the Council’s website. The site also included background information and links to the Council resolution as well as the Community Engagement Strategy.

2. Survey Responses

In total, there were:

- 741 website visits;
- 73 pins on the mapping tool; and
- 217 “free form” comments on survey submissions.
- 23 written submissions.
- 71 “free form” comments on the ‘most valued place’ markers.

Council received a high level of responses and the majority being residents (see *Figure 1*).

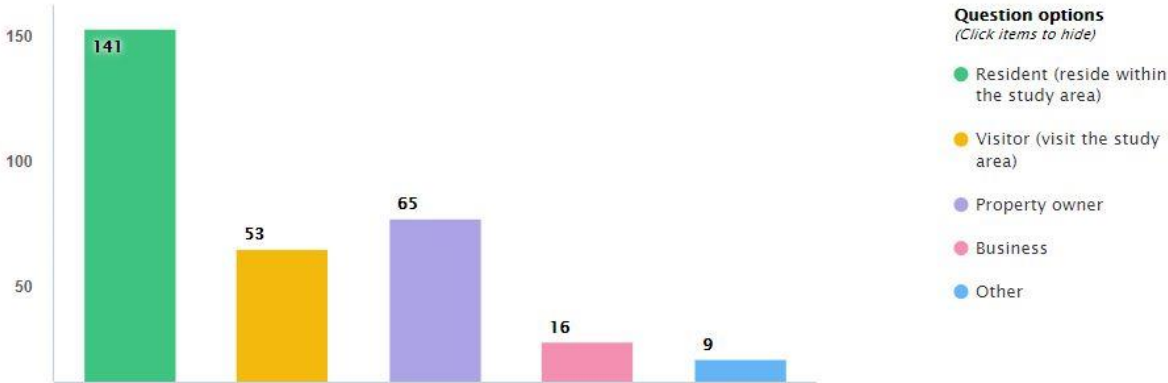


Figure 1 – Summary of the status of those who responded to the survey

The survey was reasonably reflective of the Local Government Area (LGA) age profile; however, younger age groups were slightly under-represented and people in the 35-69 year age bracket were over-represented (see *Figure 2*).

Respondents to the survey (age groups in brackets):

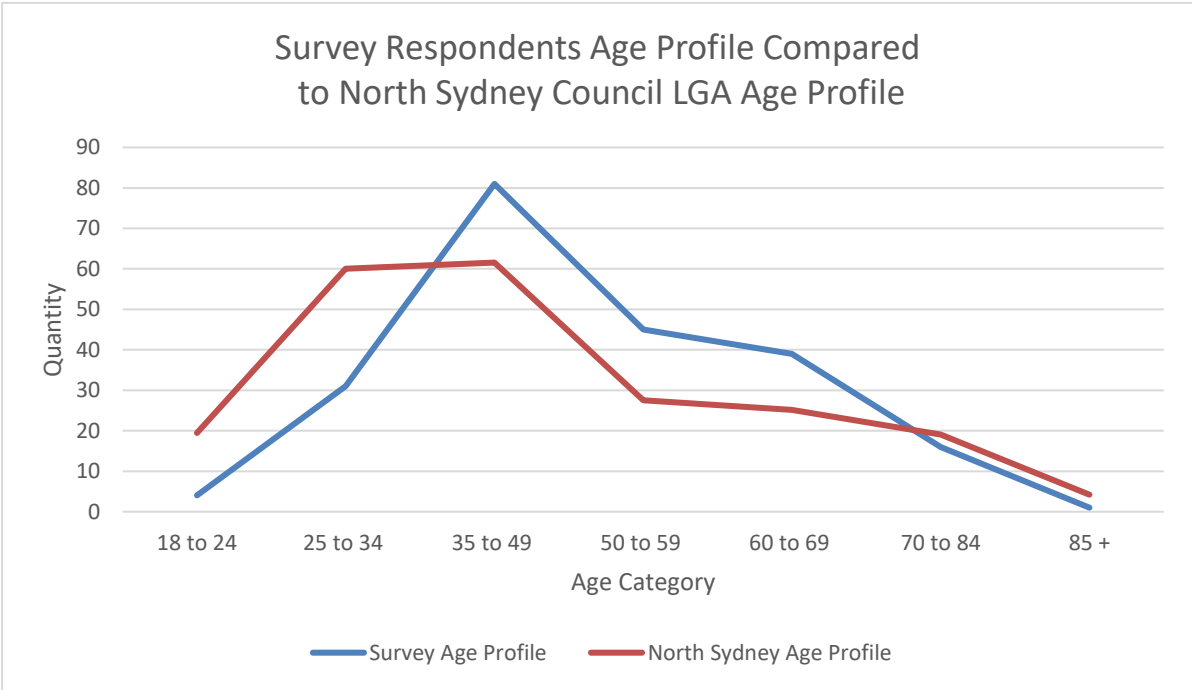


Figure 2 - The profile of the survey respondents is reasonably close to that of the overall Local Government Area profile

The frequency of respondents visits to the study area are:

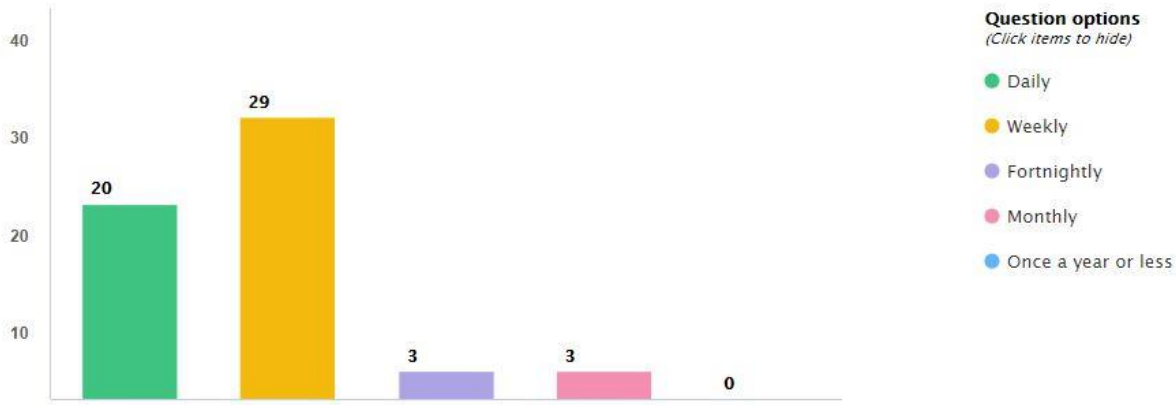


Figure 3 – How often visitors typically visit the study area

The respondents highest ranked activity is: visitor; ‘travel through’, resident; ‘visit the park’, see Figure 4 and Figure 5.

Residents Highest Ranked Activity in the Study Area

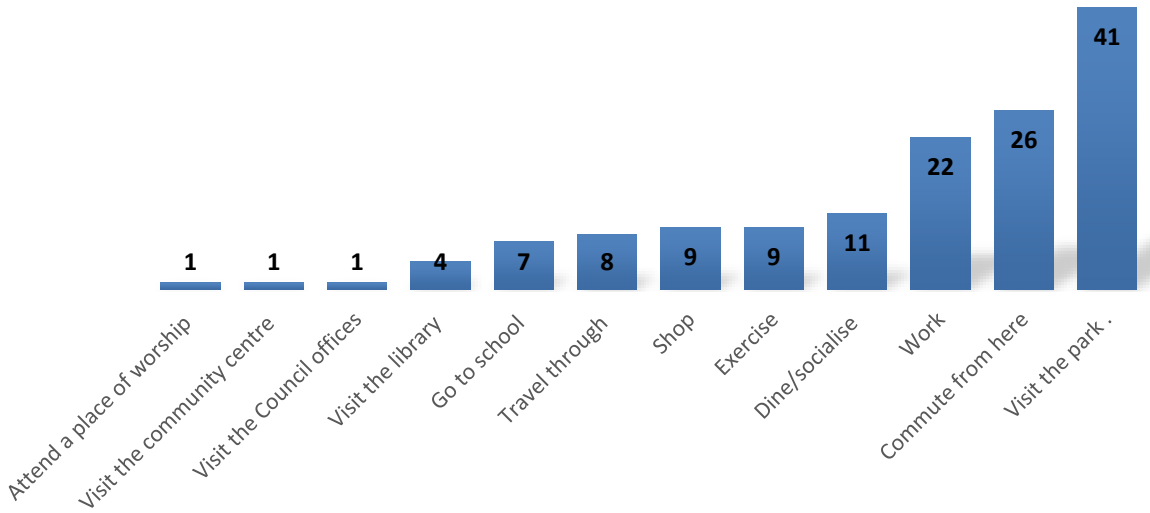


Figure 4 - Residents highest ranked activity in the study area

Visitors Highest Ranked Activity in the Study Area

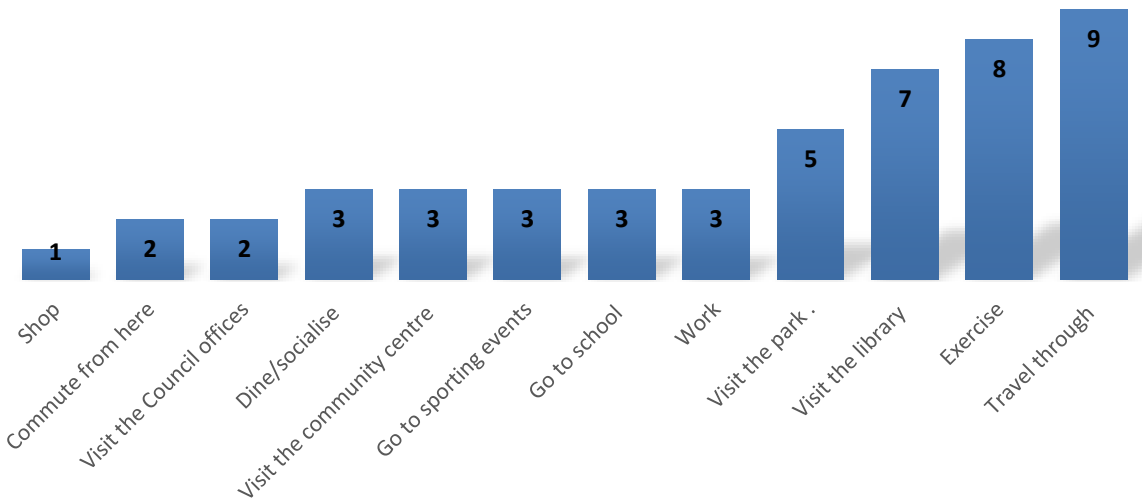


Figure 5 - Visitors highest ranked activity in the study area

3. Results

Of the seventy-three responses, on the ‘most valued place’ markers, the following areas were valued highly:

- St Leonards Park;
- Civic Park;

- The area around Ridge Street;
- The area on the junction of Ridge Street, West Street & Carlow Street; and
- The area around the junction of Hampden Street and Walker Street.

A graphical representation of the most valued places identified by respondents can be seen in *Figure 6*, and further details can be seen in the full Stage 1 report.



Figure 6 - A map of the communities 'most valued' places in the study area

3.1 Community Values

The community were asked questions in four categories:

- Our Living Environment;
- Our Built Infrastructure;
- Our Future Planning; and
- Our Social Vitality.

The first question in each category related to what the community currently value in the study area and the proceeding questions asked the community about their future priorities for the study area.

3.1.1 Our Living Environment

Current

The community were asked what they currently value the highest in 'our living environment' in the study area, and the results can be seen in . As illustrated, the community value 'leafy tree-lined streets' most highly. The results were analysed by age, and it is interesting to note the

increased importance of smaller parks in younger age groups (see **Figure 9**). A high value is also placed on ‘leafy tree-lined streets’ across age groups. Larger parklands were also broadly valued highly, however, proportionally more in the 35 to 59 age category. There were very few respondents in the 18 to 24 and 85+ categories and therefore, these results must be considered in this context.

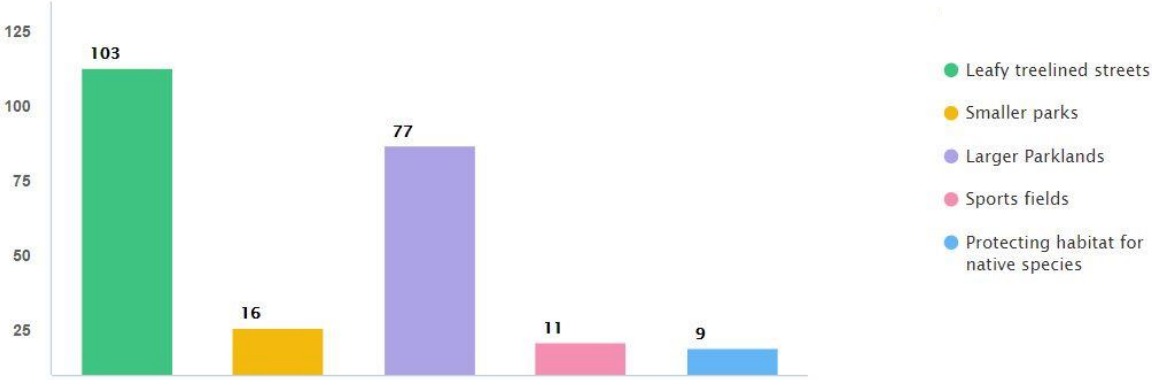


Figure 7 - Overall what the community currently value the highest from ‘Our Living Environment’ in the study area

Currently most valued in 'Our Living Environment' by age

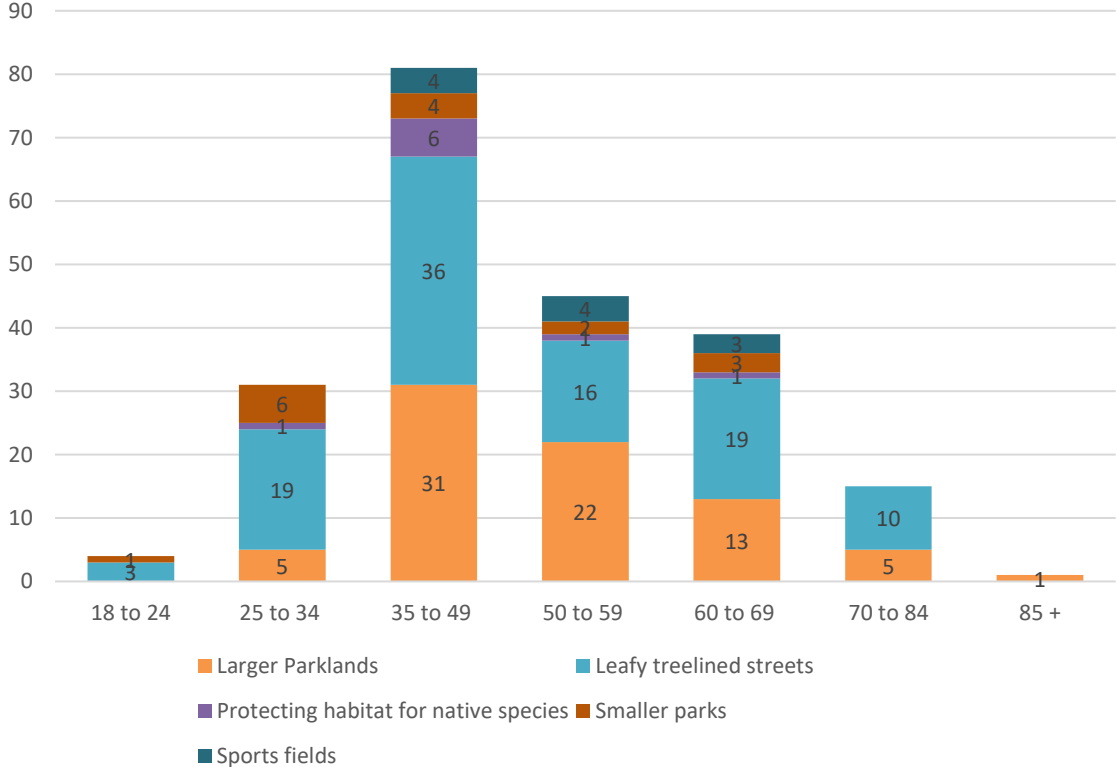


Figure 8 - Comparison of responses to the 'currently most valued' attribute in the ‘Our Living Environment’ category by different age groups. Note the increased importance of smaller parks in the 25 to 34-year age group.

Future

The results of the count of the community’s number one top priority can be seen in **Figure 9**. The majority of respondents ranked the ‘village feel’ highest closely followed by the number of respondents who ranked ‘low scale buildings in sub-urban areas’ as the number one top priority.

Number One Future Priority for 'Our Living Environment'

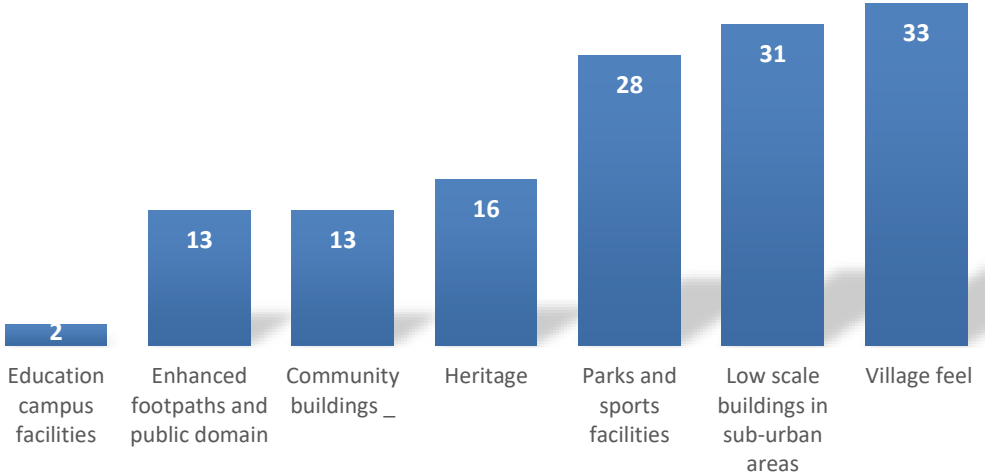


Figure 9 - The survey respondents highest-ranked priority in the category ‘Our Living Environment’.

The overall count of the community’s top-three priorities is ‘education campus facilities’ followed by Community Buildings’ (see **Figure 10**). The top-three priorities count the number of responses in each category irrespective of how the respondent has ranked them.

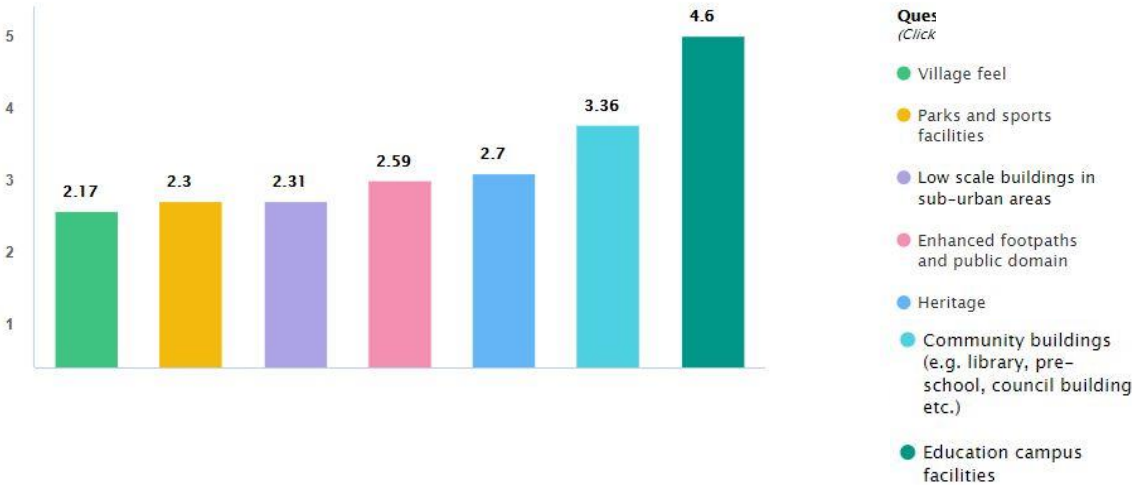


Figure 10 - The overall count of the communities top-three priorities for the future of the area in the category of ‘Our Living Environment’.

3.1.2 Our Built Infrastructure

Current

The community was asked what it valued in the category of ‘Our Built Environment’. The survey results illustrate that overall the community currently value the ‘village feel’ of the study area highest, closely followed by the parks and sports facilities and low scale buildings in sub-urban areas (see **Figure 11**). The ‘village feel’ is highly valued across age groups (see **Figure 12**).

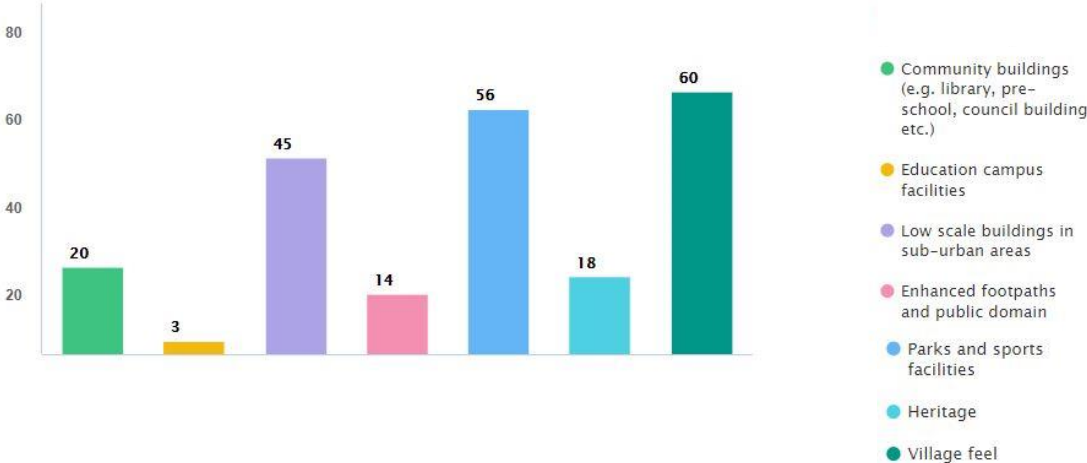


Figure 11 – Overall, what the community currently value the highest from 'our built infrastructure' in the study area.

Currently most valued in 'Our Built Infrastructure' by age

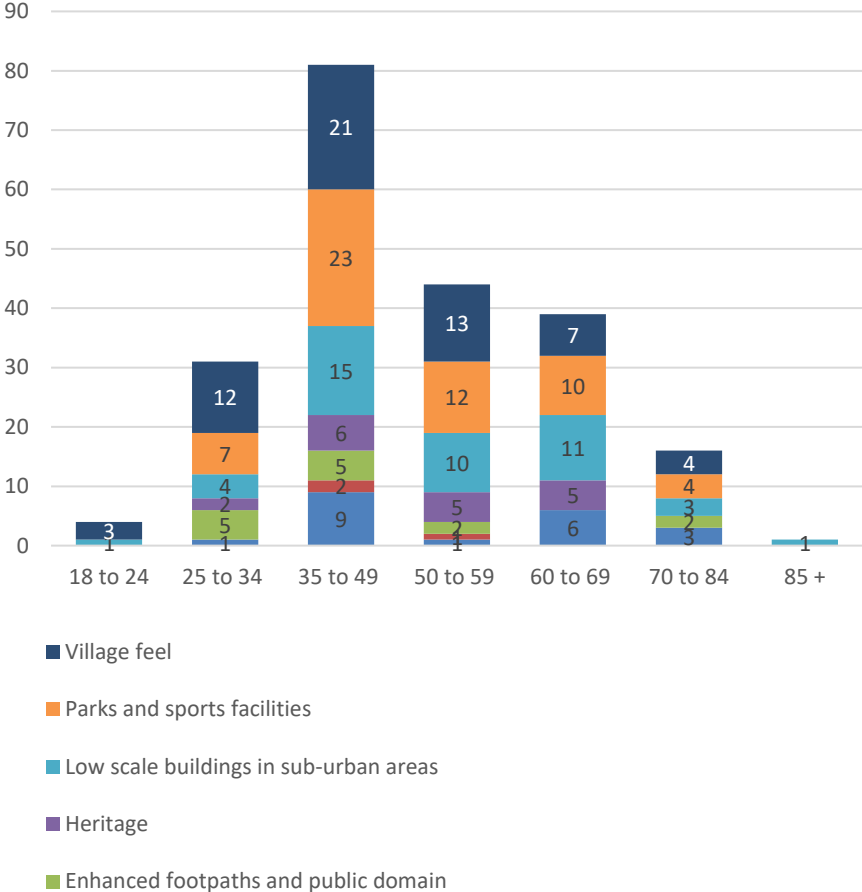


Figure 12 - Comparison of responses to the 'currently most valued' attribute in the 'Our Built Infrastructure' category by different age groups.

Future

The count of the 'number one' priority for the future in the precinct is overwhelmingly 'Enhanced public domain and village streetscapes' and the second is 'improve safety and amenity for pedestrians' (Figure 13). The overall top-three priorities for the future are: 1 Recharge facilities for electric vehicles in car-parking areas, 2 Expand Community Access to educational institution facilities outside school hours, 3 Improve lighting and surveillance to seek to reduce vandalism and graffiti. The top-three priorities count the number of responses in each category irrespective of how the respondent has ranked them.

Number One Future Priority for 'Our Built Infrastructure'

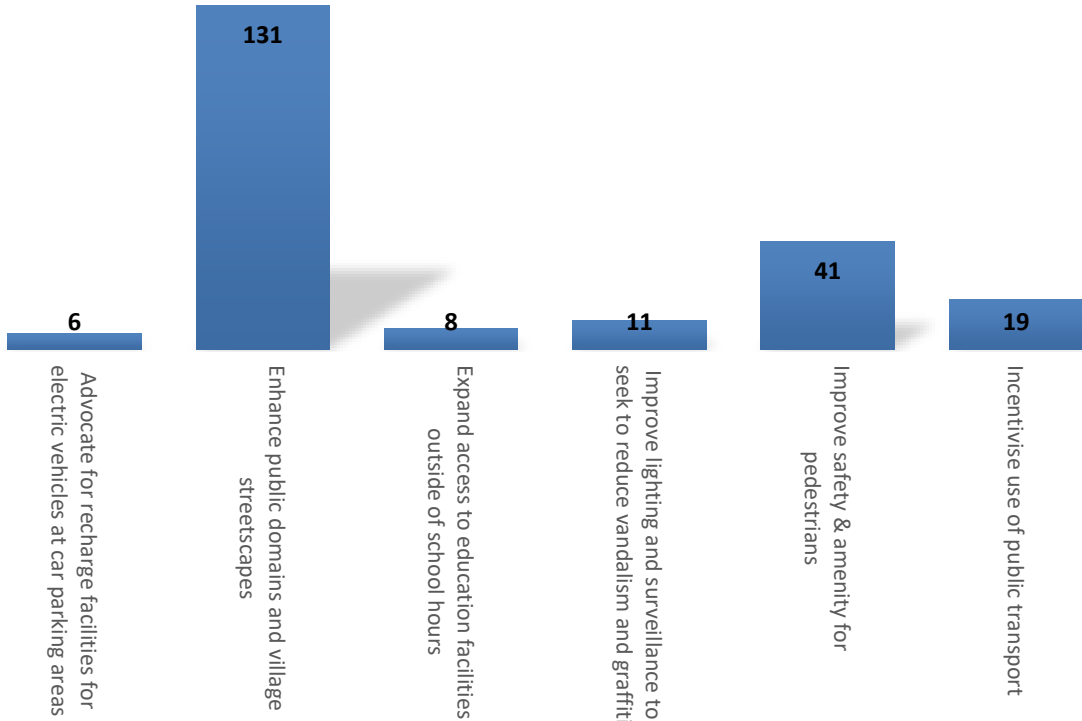


Figure 13 - Number One Future Priority for 'Our Built Infrastructure'

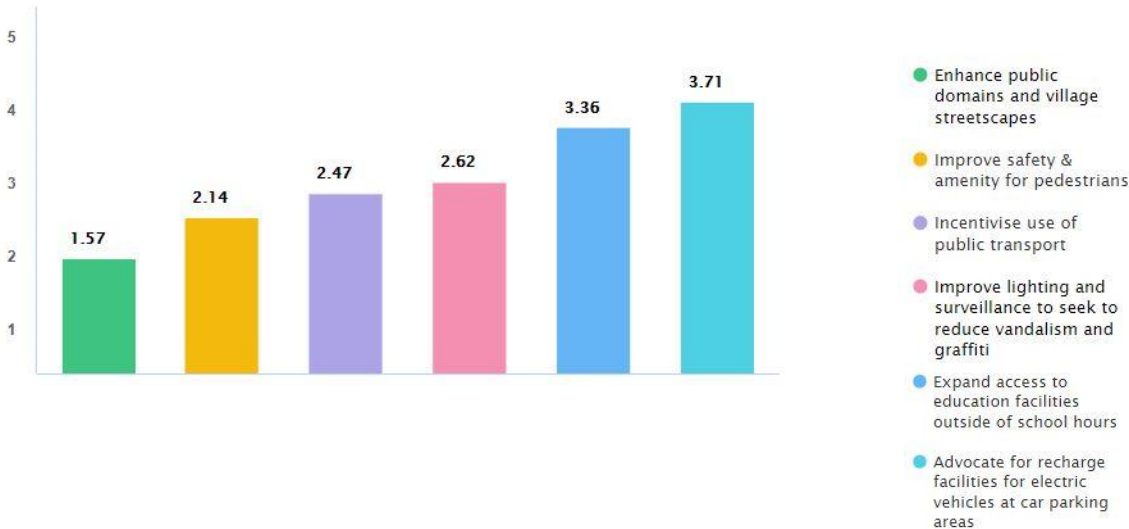


Figure 14 - The overall count of the communities top-three priorities for the future of 'our built infrastructure'. 1-Recharge facilities for electric vehicles in car-parking areas, 2-Expand community access to educational institution facilities outside of school hours, 3-Improve lighting and surveillance to seek to reduce vandalism and graffiti.

3.1.3 Our Future Planning

Current

The community was asked what it valued in the category of ‘Our Future Planning’. The survey results illustrate that overall, the community currently value the ‘small scale retail’, ‘heritage’ and ‘ease of access to events’ (Figure 15). The ‘small scale retail’ and ‘heritage’ is highly valued across age groups, however ‘ease of access to events’ is valued relatively higher by the 25 to 34 age category (Figure 16).

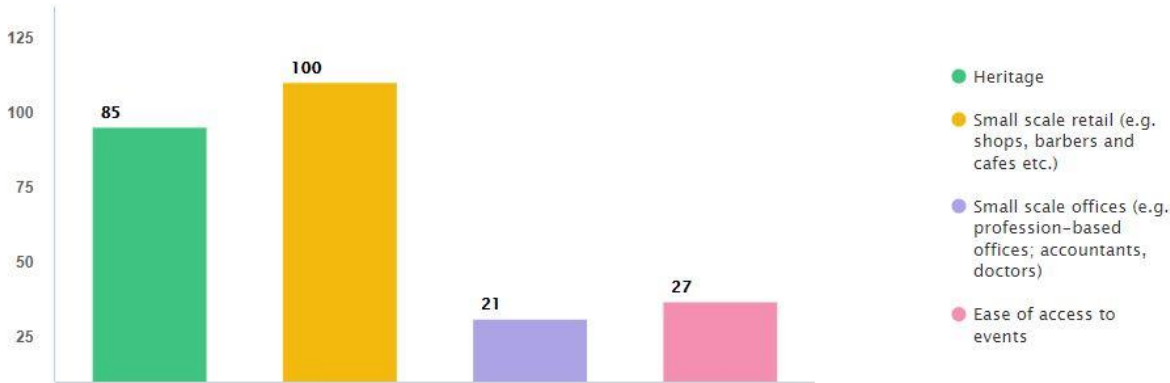


Figure 15 What do the community currently value the highest from ‘Our Future Planning’ in the study area.

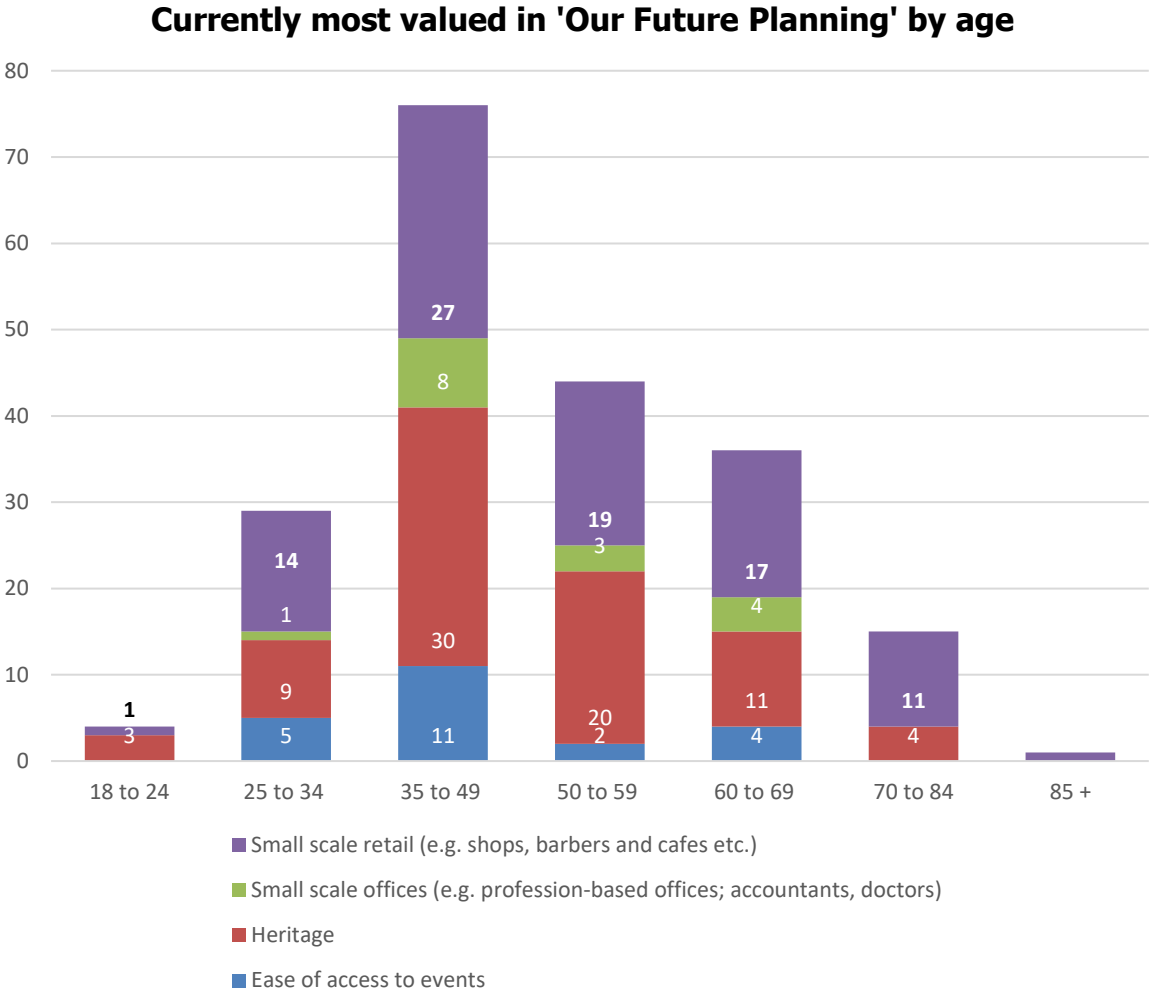


Figure 16 - Currently the most valued in the category of 'Our Future Planning' by age

Future

The count of the 'number one' priority for the future in the precinct is; 'protect and promote North Sydney's built heritage including architecture and joint second is 'balance visitor impacts with residents' lifestyles and economic development', & 'promote and enhance the night-time/after-hours and weekend offer' (Figure 17). The overall top-three priorities for the future are: 1 develop North Sydney as a knowledge centre, 2 attract and support 'start-up' businesses, 3 foster and support tourism (Figure 18).

Number One Future Priority for 'Our Future Planning'

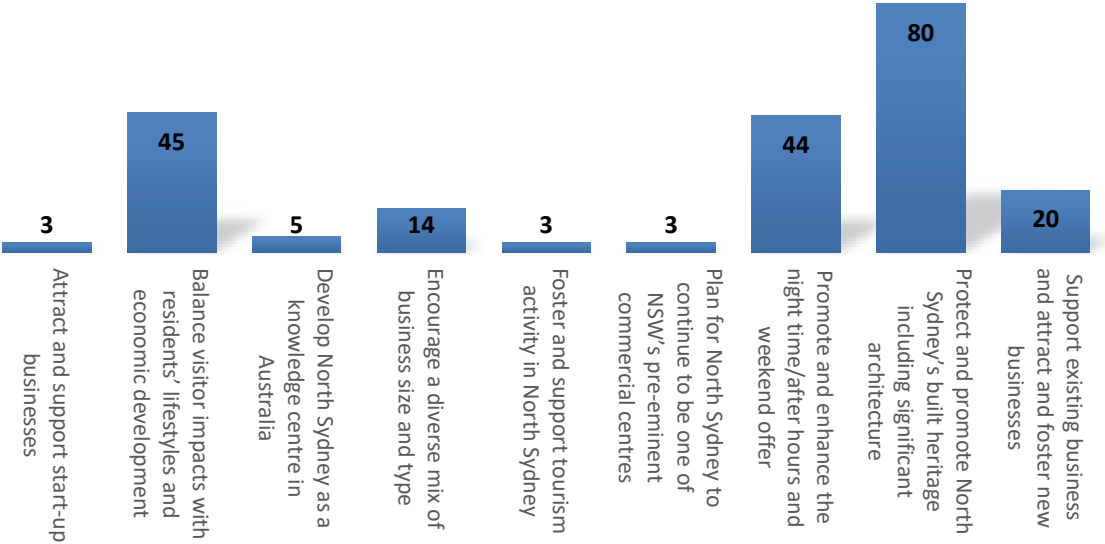


Figure 17 - Number One Future Priority for 'Our Future Planning'.

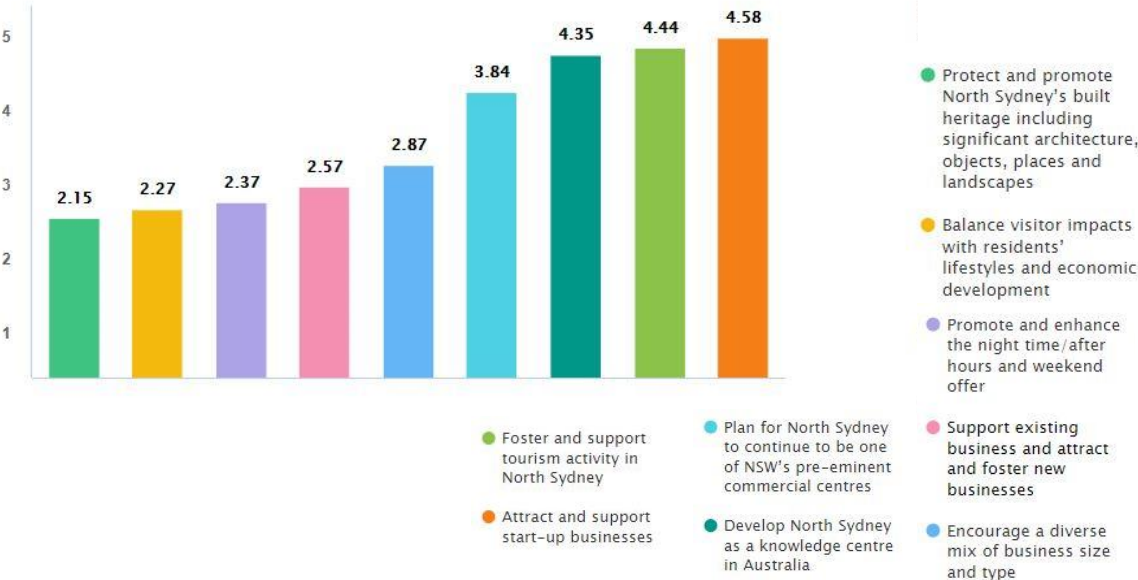


Figure 18 - The overall count of the communities top-three priorities for 'Our Future Planning'.

3.1.4 Our Social Vitality

Current

The community was asked what it valued in the category of 'Our Social Vitality'. The survey results illustrate that overall, the community currently value the 'village feel' from a social interaction viewpoint. The community valued the routine social interaction opportunities second-highest and community facilities third-highest (Figure 19). The 'village feel' is highly

valued across all age categories and ‘regular routine social interaction opportunities’ is valued proportionally higher by the over 50 years age category (Figure 20).

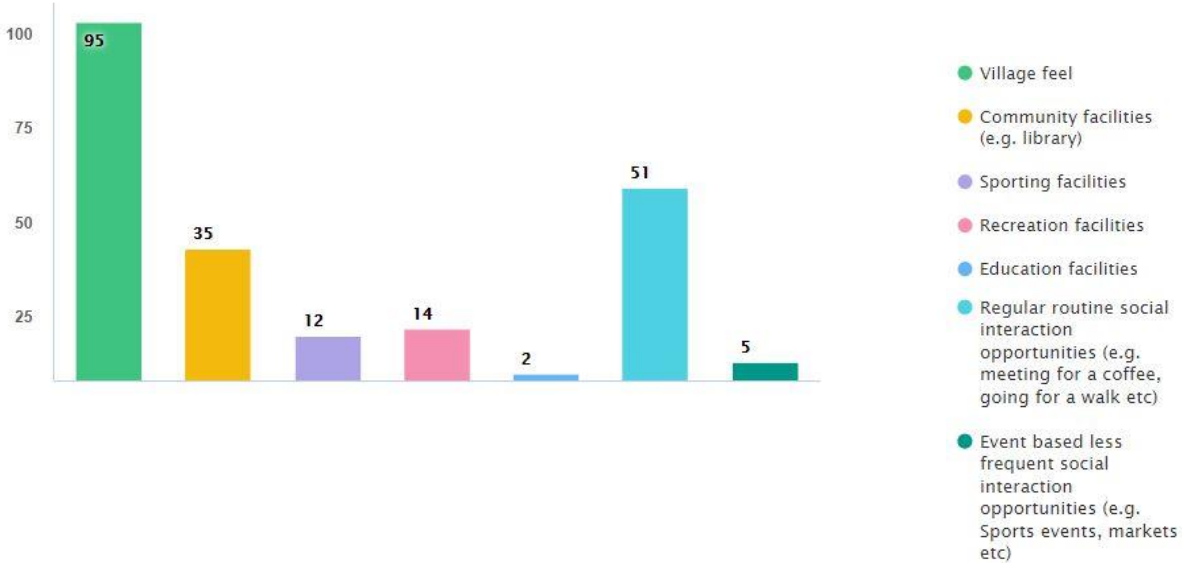


Figure 19 Overall, what do the community currently value the highest from ‘Our Social Vitality’ in the study area.

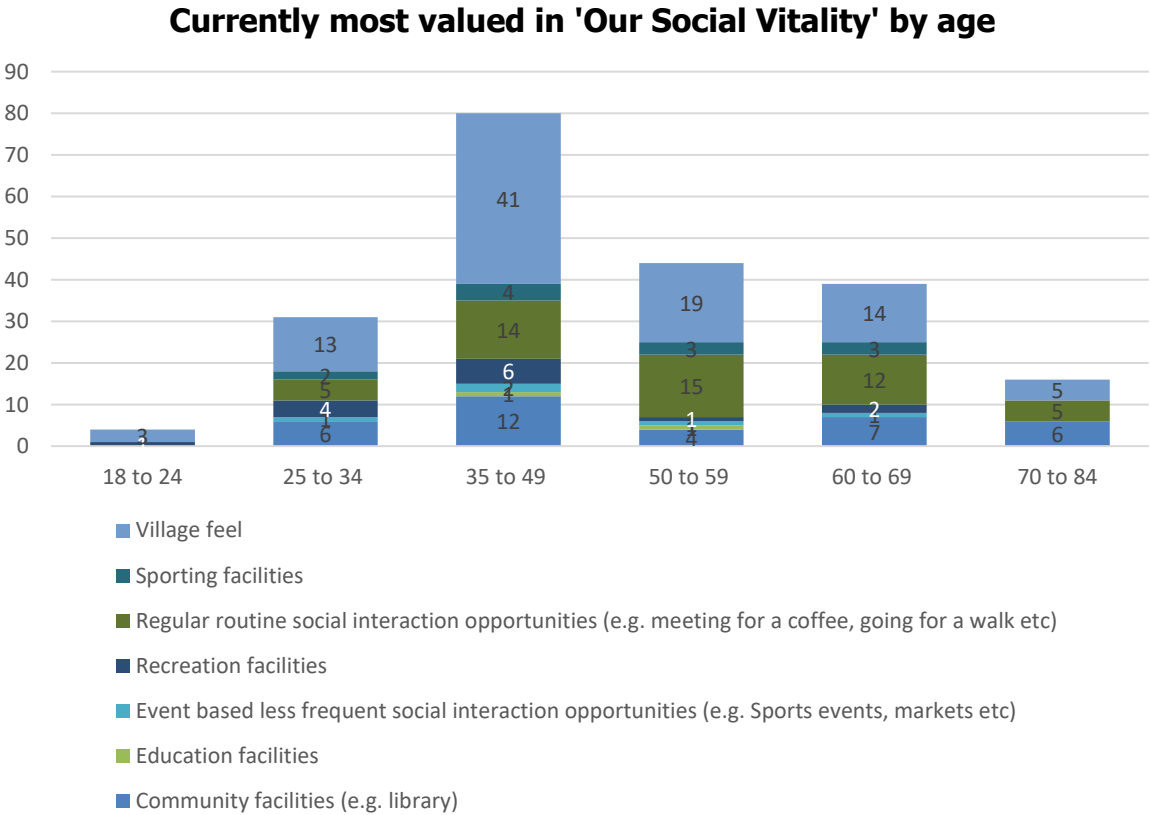


Figure 20 - Currently most valued in ‘Our Social Vitality’ by age

3.2 Community Comments and Submissions

Council received 217 submissions via the online survey plus an additional 23 written submissions. A graphical summary of the most frequently mentioned issues is illustrated in Figure 21. A total of 5 submissions were tremendously keen to explore development opportunities on their land.

The most frequently mentioned issue in comments and submissions was a negative sentiment toward ‘tall-buildings’, ‘high-rise’ & ‘over-development’ and positive sentiment toward the ‘village feel’ (*Figure 21*). A full list of submissions and comments is available in the appendix, and the reader is encouraged to check the full output of submission.

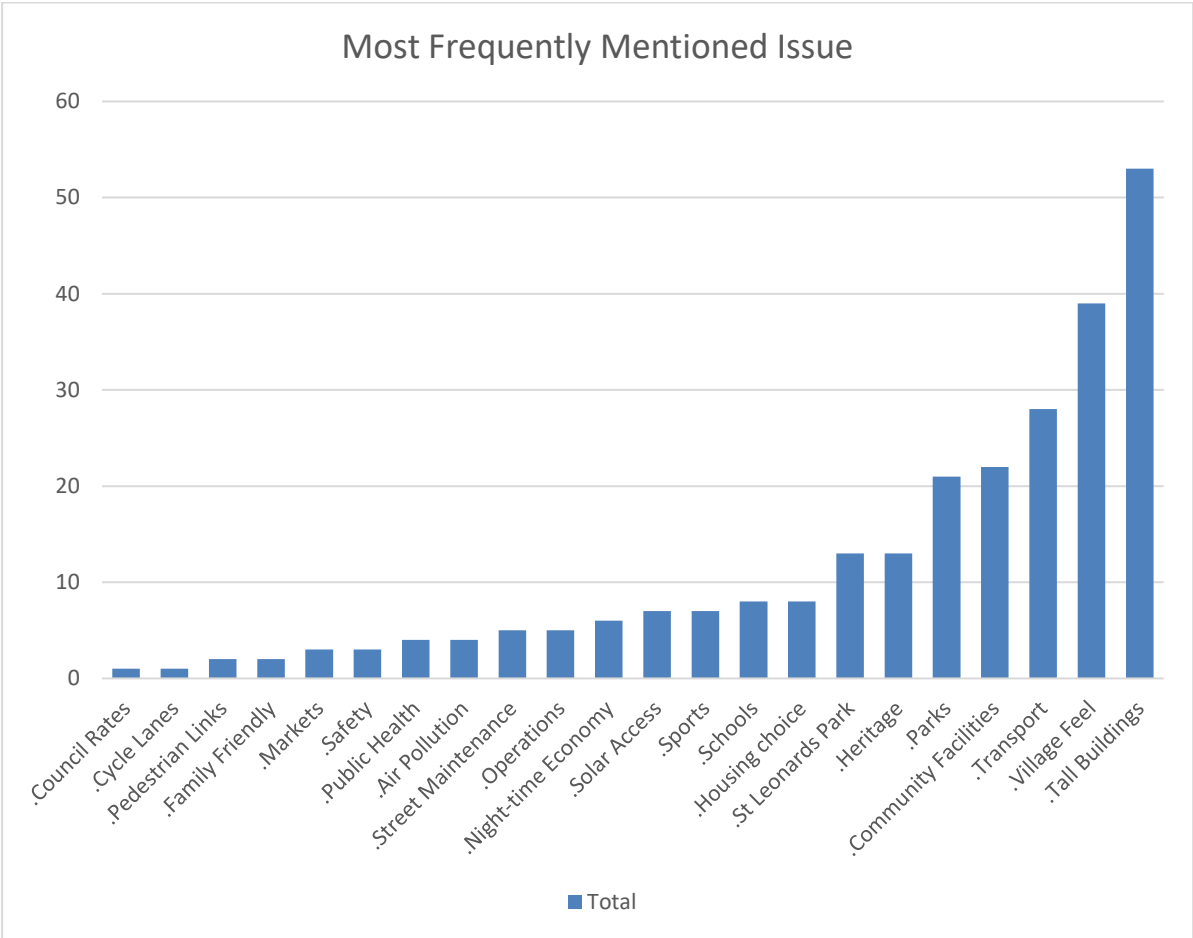


Figure 21 – A count of the most frequently mentioned issue in submissions

4. Discussion

4.1 Currently Valued

Overall, the results of the community consultation highlighted that the community value the ‘village feel’ of the study area both in terms of the built form and social interaction. The community also value the; leafy tree-lined streets, larger parks, parks and sports facilities, small scale retail, heritage, ease of access to events, routine social interaction opportunities and community facilities. The results suggest these individual aspects of the character of the area

are the overarching characteristics that the community value. In the next stage, focused consultation could be used to understand the characteristics of the ‘village feel’ and the boundaries between different character areas that will ultimately lead to area character statements.

4.2 Future Priorities

The results of the consultation helped to define the community’s future priorities for the study area, and the retention of the ‘village feel’ ranked highly. Other future priorities identified were; low-scale buildings in suburban areas, parks and sports facilities, heritage, enhanced public domain and village streetscapes, improved safety and amenity for pedestrians, community buildings, education & campus facilities, recharge facilities for electric vehicles in car-parks, expanding community access to educational institution facilities, developing North Sydney as a knowledge centre, foster and support tourism, balancing visitor impacts with residents lifestyles and economic development, attract and support ‘start-up’ businesses, promoting and enhancing night-time/after hours and weekend offer.

4.3 Valued Places

The results of the consultation helped in identifying current places that the community value highly (see *Figure 6*). The places within the study area that the community value includes: St Leonards Park, Civic Park, the area around Ridge Street, the area on the junction of Ridge Street, West Street & Carlow Street, the area around the junction of Hampden Street and Walker Street. There is a correlation between the character of some of the places identified and the characteristic of the area currently valued by the community. The characteristics of the top-three places identified include; ‘leafy tree-lined streets, larger parks, low scale buildings in suburban areas, small scale retail, heritage, community facilities and facilitate routine social interaction opportunities. The characteristics valued will be investigated in the next stages.

4.4 Name of the Study

The community raised concerns about the importance of the name of the study and what it evokes. The community expressed concern that in naming the study ‘Northern CBD’, it might suggest that the future of the area is to become an extension of the CBD. The Waverton Precinct Committee in their submission suggested a name that evokes the Civic, Parkland and School character of the area. The current name is an abridged version of the Waverton Precinct’s suggested name.

4.5 Key Concerns

In the course of the consultation, the community raised several key concerns including; concerns about high-rise and tall buildings, over-development, loss of solar access to parks and the loss of the ‘village feel’. The importance of the ‘village feel’ is strongly highlighted by the community as is a commensurate concern at any loss of the ‘village feel’.

4.6 Key Desires

In the course of consultation and through submission, the community identified some key desires for the future of the area, including; a large community / multi-use space, more open

space, more community and sports facilities. The key desires correlate with some of the future priorities identified by the community, including education & campus facilities and community buildings. Other key desires expressed include; unique North Sydney street furniture, celebrate North Sydney's history and art, a greater after-hours offer, stronger development controls and a desire to limit development height to between 4 to 5 storeys. The key desires identified also correlate with the currently valued characteristic of the area and some of the future priorities for the study area, including; enhanced public domain and village streetscapes correlation with developing unique North Sydney street furniture, low scale buildings in sub-urban areas correlation with limiting development height to 4 to 5 storeys. The outcomes of the community consultation will be further investigated in the next stages of the project.

4.7 Next Steps

This process completes the initial pre-consultation with the community which will provide valuable input into the next stages of the Study. Further, focused consultation is proposed prior to a formal and broad exhibition in mid-2020.

5. Conclusion

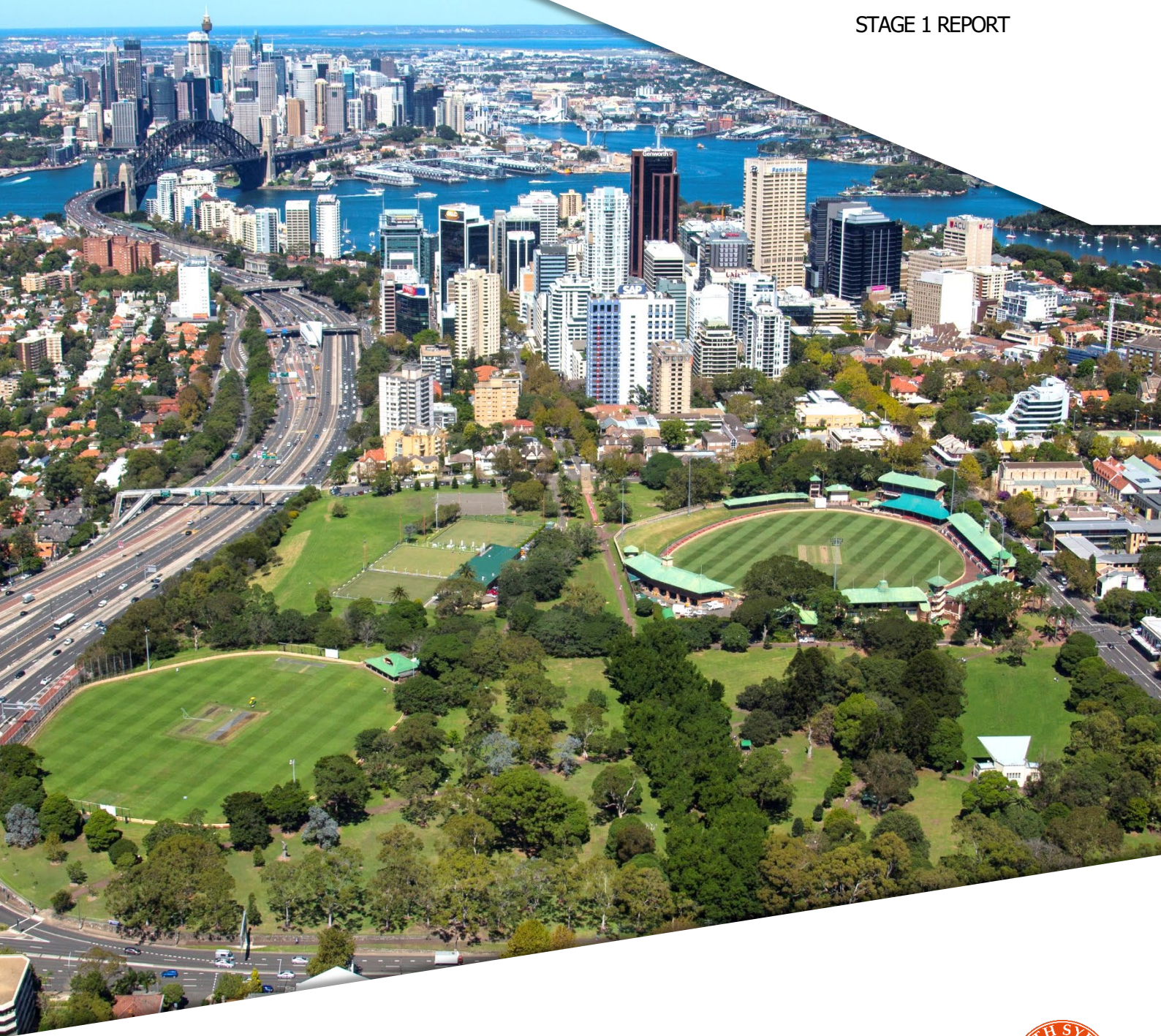
The community consultation has provided valuable feedback and input to the Planning Study. The finding of the community consultation will provide an important component of consideration for the preparation of the Planning Study.

CIVIC PRECINCT

& SURROUNDS

PLANNING STUDY

STAGE 1 REPORT



October 2019



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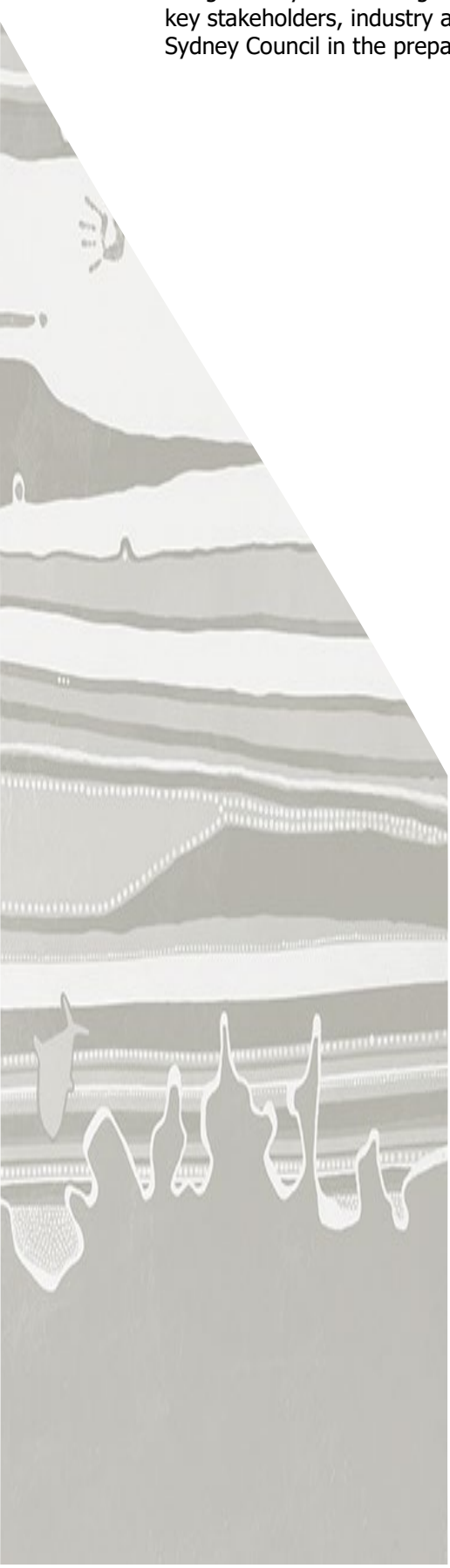
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ACKNOWLEDGMENT OF COUNTRY

North Sydney Council acknowledges the traditional custodians of this land. The authors of this report pay our respects to the Elders, past and present and recognise the inherent connection of the Indigenous people of Australia to Country.

MESSAGE OF APPRECIATION

We gratefully acknowledge and appreciate the extensive input, feedback and support provided by key stakeholders, industry and community representatives and the staff and Councillors of North Sydney Council in the preparation of this report.





Artwork by Jessica Birk

CONTENTS

CONTENTS	5
1.0 INTRODUCTION	8
1.1 Planning Study Principles	
2.0 BACKGROUND	9
2.1 Alignment of the Council’s planning controls with the North District Plan	
2.2 The Proposed Metro Northern Entry Portal	
2.3 Planning Proposals	
3.0 LOCAL PLANNING CONTEXT	11
3.1 The GSC Ten Directions	
3.2 The North District Planning Priorities	
3.3 North Sydney Council Community Strategic Plan 2018 – 2028	
3.4 The Study area	
3.5 Land Use and Zoning	
3.6 Heritage	
3.7 Walking Catchment	
3.8 Flooding and Topography	
3.9 Additional State Government Level Projects	
4.0 COMMUNITY	21
4.1 Who are the North Sydney Community?	
4.2 Where do we live?	
4.3 Age Profile	
4.4 Projected population age profile change	
4.5 Forecast Change in Household Type	
5.0 TRANSPORT	31

5.1 Transport Profile	
5.2 Current travel modes within the study area	
5.3 Metro	
5.4 The arrival of the Victoria Cross Station northern entry	
6.0 COMMUNITY FEEDBACK.....	37
6.1 Status of Respondents	
6.2 Age Profile Comparison	
6.3 The frequency of visitors visits to the area	
6.4 What activities do the community undertake in the study area	
6.5 Most Valued place	
7.0 OUR LIVING ENVIRONMENT.....	42
7.1 Currently Most Valued in 'Our Living Environment' by Age	
7.2 Future Priorities for 'Our Living Environment'	
8.0 OUR BUILT INFRASTRUCTURE.....	47
8.1 Currently Most Valued in 'Our Built Infrastructure' by Age	
8.2 Future Priorities for 'Our Built Infrastructure'	
9.0 OUR FUTURE PLANNING.....	51
9.1 Currently Most Valued in 'Our Future Planning' by Age	
9.2 Future Priorities for 'Our Future Planning'	
10.0 OUR SOCIAL VITALITY.....	55
10.1 Currently Most Valued in 'Our Social Vitality' by Age	
10.2 Preliminary key community stakeholder interviews	
10.3 Community Comments and Submissions	
10.4 Most frequently mentioned issue	
11.0 SUSTAINABILITY.....	61
12.0 STRATEGIC DEFINITION.....	63
12.1 Valued places and community priorities for the Planning Study	
12.2 Next Stages	

13.0 RESOURCES..... 13

13.1 State Planning Policies

13.2 Other State Agency Documents

13.3 Local Planning Policies

13.4 Local Strategic Planning Documents

13.5 Other Planning Documents

13.6 Other useful information

14.0 BIBLIOGRAPHY 68

APPENDIX..... 69

1.0

INTRODUCTION

This Planning Study seeks to align the planning controls in the study area with Greater Sydney Commission's (GSC) North District Plan and considers the implications of the new North Sydney northern Metro station portal. This Stage 1 Report identifies the community's objectives for the work.

Based on early community feedback, the project has been renamed to the Civic Precinct Planning Study.

1.1 Planning Study Principles

The principles of the study are:

- Advocate design excellence, best practice and sustainability in both the built form and public domain.
- Capitalise on place-making, public domain improvements and land use opportunities associated with the proposed Victoria Cross Metro Station northern portal.
- Facilitate safe, attractive and high-quality public and community spaces to best practice standards.
- Require universal access principles to govern all new public and community spaces.
- Ensure transparency where the leveraging of public benefits is pursued in exchange for additional development potential.
- Prioritise pedestrian amenity.
- Advocate for a mix of uses to protect and enhance the precinct, enabling appropriate jobs and housing growth that are complementary to the CBD, Metro and Ward Street Precinct.
- Complement the commercial amenity and viability of the North Sydney CBD.
- Complement North Sydney CBD as critical to the future investment and prosperity of the area.



2.0

BACKGROUND

The North Sydney CBD is Sydney's third largest commercial centre, with some 830,000 square metres of commercial floor space and a growing mixed-use and residential periphery. Council's policies seek to grow and strengthen the commercial core of the CBD. Several factors have catalysed the need for a Precinct Planning Study in the area to the north of the North Sydney CBD:

2.1 Alignment of the Council's planning controls with the North District Plan

On 29/10/2018, council accepted Accelerated LEP Review Grant Funding and subsequently agreed with the Department of Planning, Industry and Environment (DPIE) to prepare specific projects to bring the North Sydney LEP & other planning instruments and policies into closer alignment with the Greater Sydney Commission's North District Plan. The Civic Precinct Planning Study is one of these projects.

2.2 The Proposed Metro Northern Entry Portal

The NSW Government announced Sydney Metro City and South West project Metro station locations in late 2016, and initially proposed, a single station entry portal for the

North Sydney metro station located on the corner of Miller and Berry Streets. Following further investigation, a planning modification was exhibited in June 2017 proposing an additional station entry portal and the relocation of the northern portal from 194-196A Miller Street to 50 McLaren Street.

The new entry is to be a 'lift only'¹ portal and provides greater accessibility to the North CBD Precinct. Sydney Metro estimate that the new northern portal will increase the patronage of Victoria Cross Station by 5% because of the increased size of the walking catchment (Metro, 2019 p12) see Figure 5. Sydney Metro's modal hierarchy prioritises walking and cycling, and the Civic Precinct Planning Study will need to consider this in the study. One of the stated objectives of Sydney Metro is to "serve and stimulate urban development" (Metro, 2019, p. 6) and this study seeks to provide a framework to guide, control and facilitate any development stimulated by the proposed northern Metro station portal.

¹ Current proposal shows 4 lifts and a capacity of 27 people (Metro, 2019).

2.3 Planning Proposals

Council has received Planning Proposals for several sites within the study area seeking significant individual increase in density and height and have the potential to undermine

the character of the area in the absence of a more holistic vision for the precinct. The Civic Precinct Planning Study is to provide that holistic vision and guide development.



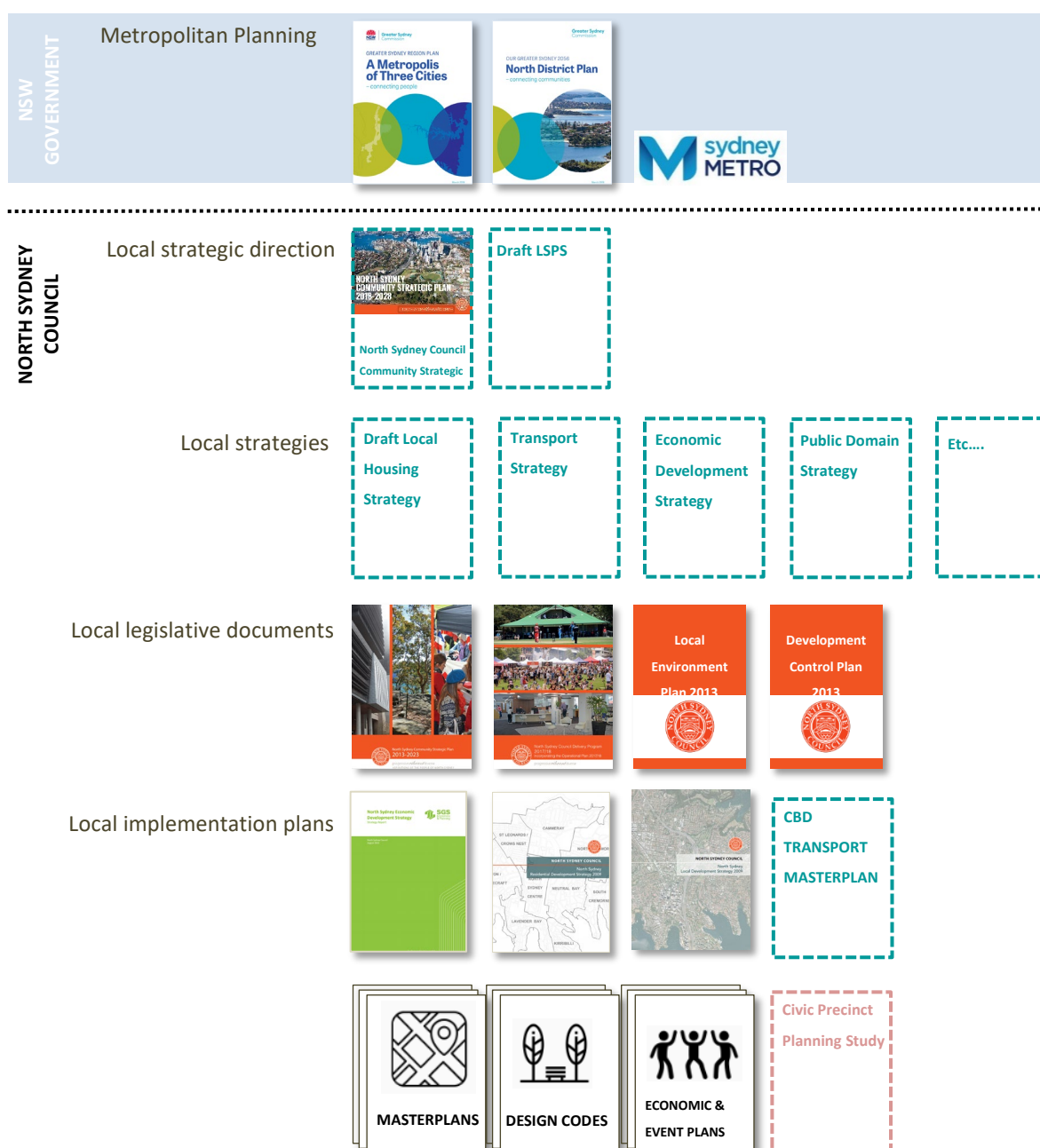
Figure 1. The position of the new Victoria Cross station northern entry opens a new public transport gateway to St Leonards Park and the civic heart of North Sydney

3.0

LOCAL PLANNING CONTEXT

A driver for this study is to align with the Greater Sydney Commission’s Ten Directions and The North District Plan. The draft North Sydney Council Local Strategic Planning

Statement and Local Housing Strategy have recently been the subject of consultation. A hierarchy of planning documents is shown below.



3.1 The GSC Ten Directions

1. A city supported by Infrastructure
2. A collaborative city
3. A city for people
4. Housing the city
5. A city of great places
6. A well-connected city
7. Jobs and skills for the city
8. A city in its landscape
9. An efficient city
10. A resilient city

3.2 The North District Planning Priorities

N1 – planning for a city supported by infrastructure

N2 – work through collaboration.

N3 – providing services and social infrastructure to meet people’s changing needs

N4 – Fostering healthy, creative, culturally rich and socially connected communities.

N5 - Providing housing supply, choice and affordability with access to jobs, services and public transport

N6 - Creating and renewing great places and local centres, and respecting the District’s heritage

N12 - Delivering integrated land use and transport planning and a 30-minute city

N14 - Leveraging interregional transport connections

N7 - Growing a stronger and more competitive Harbour CBD

N8 - Eastern Economic Corridor is better connected and more competitive

N9 - Growing and investing in health and education precincts

N10 - Growing investment, business opportunities and jobs in strategic centres

N11 - Retaining and managing industrial and urban services land

N13 - Supporting the growth of targeted industry sectors.

N15 - Protecting and improving the health and enjoyment of Sydney Harbour and the District’s waterways

N16 - Protecting and enhancing bushland and biodiversity.

N17 - Protecting and enhancing scenic and cultural landscapes

N18 - Better managing rural areas

N19 - Increasing urban tree canopy cover and delivering Green Grid connections

N20 - Delivering high-quality open space

N21 - Reducing carbon emissions and managing energy, water and waste efficiently

N22 - Adapting to the impacts of urban and natural hazards and climate change

3.3 North Sydney Council Community Strategic Plan 2018 – 2028

The North Sydney Council Community Strategic Plan is the overarching local strategic document for the North Sydney Council local government area. The plan defines five strategic directions:

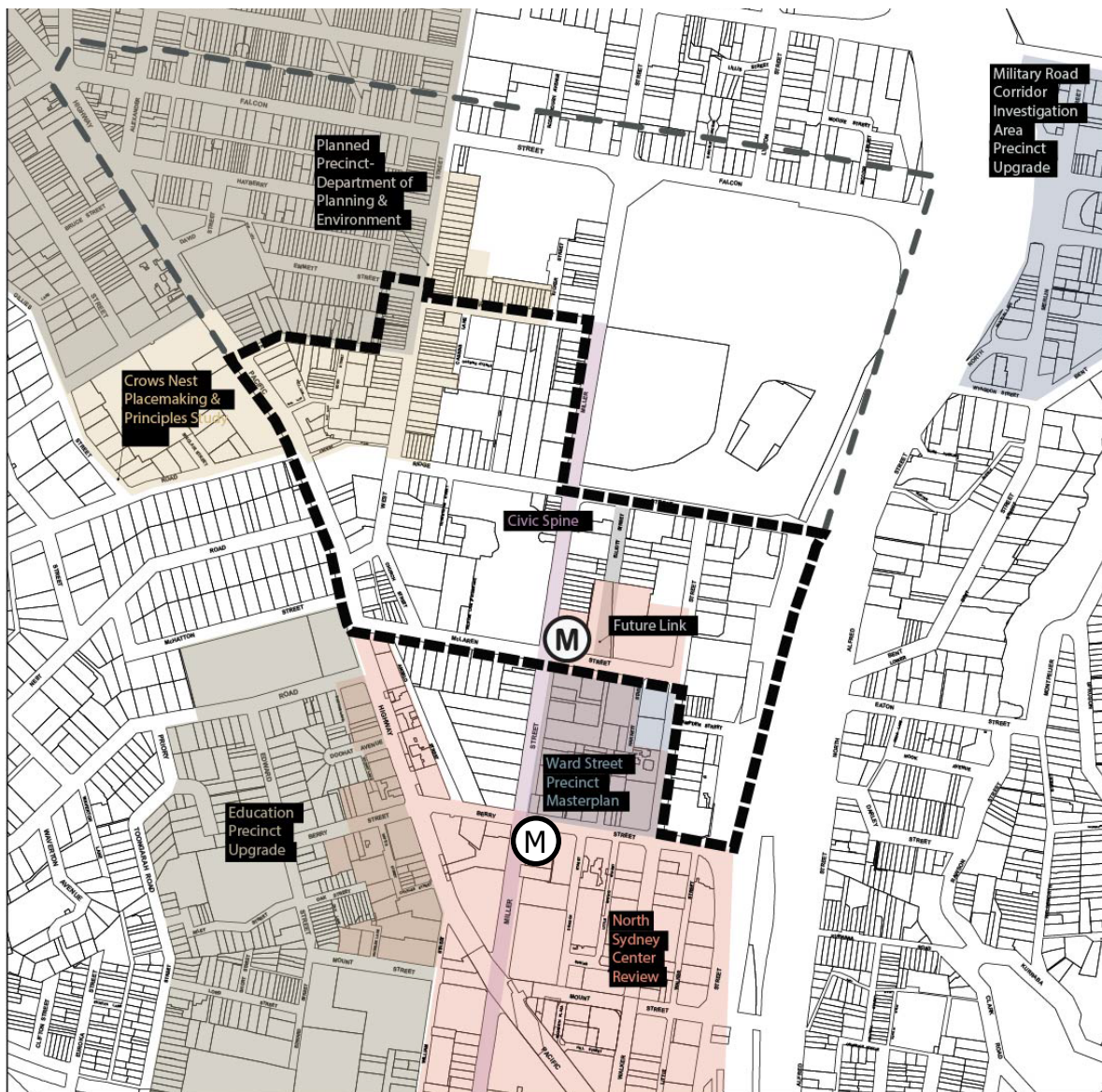
- 1. Our Living Environment**
- 2. Our Built Environment**
- 3. Our Future Planning**
- 4. Our Social Vitality**
- 5. Our Civic Leadership**

The community engagement survey questions were organised into these categories to help define what the community values in the study area through the lens of the adopted Community Strategic Plan.

3.4 The Study area

The study area is to the north of the North-Sydney CBD (see Figure 1), and the boundary of the study is influenced by the Metro station north entry portal walking catchment area. Sydney Metro define the walking catchment to be generally within 800m of a station, but for urban stations, they state that the precinct will be smaller than the catchment. Sydney Metro define the cycling catchment as 2.5km

from the station, and the interchange zone around the metro stop should adhere to the modal hierarchy. The boundary of the study area is primarily located to the rear of property boundaries rather than the centrelines of existing roads so that the streetscape character and sense of enclosure are included as a part of the study.



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- Key
- Provisional Core Study Area
 - Provisional Overall Investigation Area
 - Other Precincts and studies completed or in progress

M North Portal of Metro Station



Figure 1 - Study Boundary

3.5 Land Use and Zoning

The land-use types in the study area are extraordinarily mixed and include residential, commercial, special uses and recreational uses. Residential and education uses dominate the north of the study area, and the south has varied land-uses. The Warringah

Freeway and St Leonards Park dominate the east of the study area, and the Pacific Highway dominates the northeast, and west of the study area.

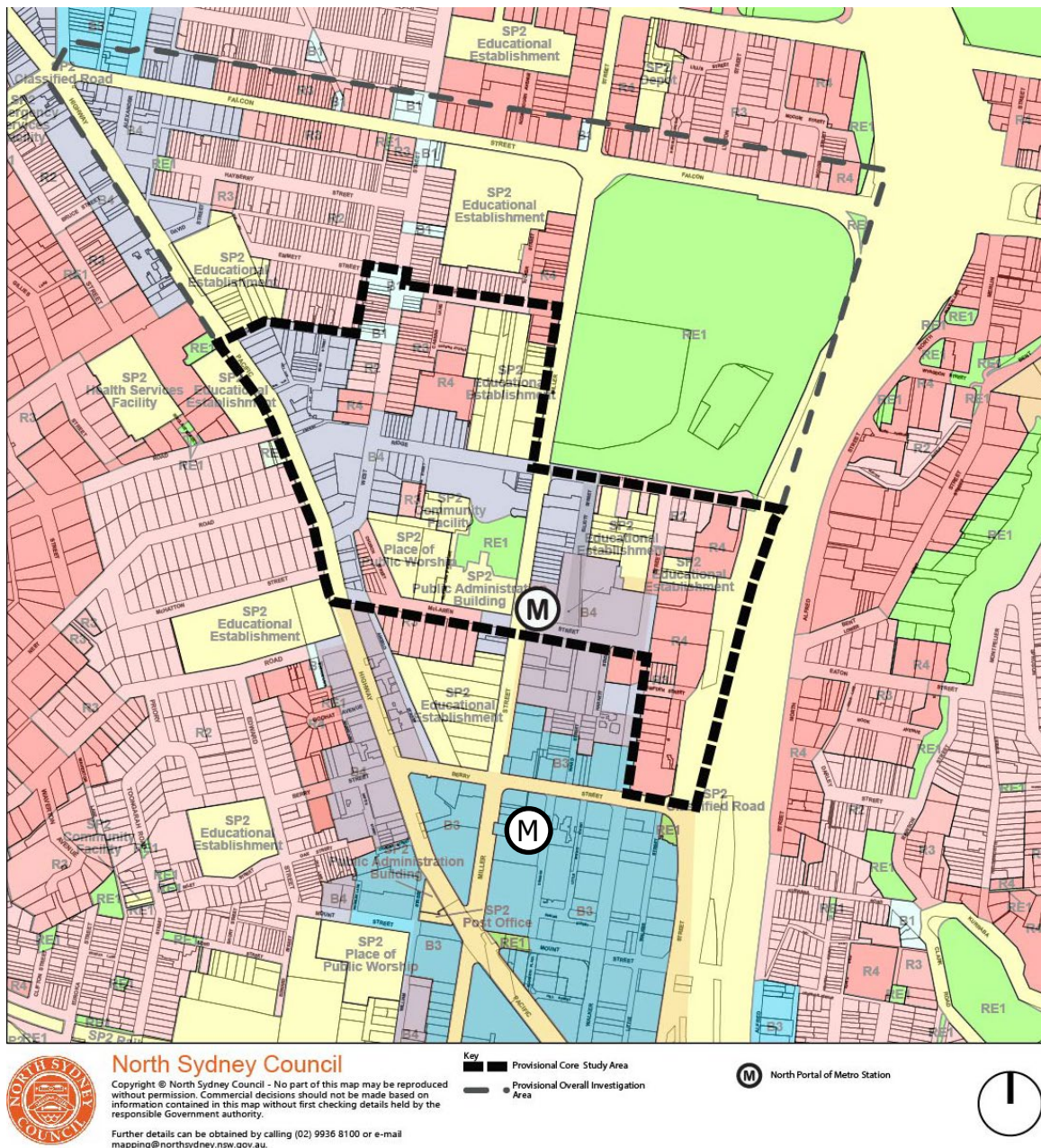


Figure 2 – Land Use Zoning Map

3.6 Heritage

This area of North Sydney is rich in heritage and includes some Heritage Conservation Areas, including The Holtermann Estate, Walker and Ridge Street, McLaren St, and several designated Heritage Items, see Figure 3. The wider area includes St Leonards Park and the Heritage-listed North Sydney Oval that can be seen on the 1887 map of the area, see Figure 4, illustrating the historic park boundaries before the development of the Warringah Freeway.

The 1887 map also illustrates that the location of the new northern Metro entry portal is reasonably proximate to the original tram terminus point on Millar St. The arrival of the Warringah Freeway severely disrupted the regular grid of North Sydney and removed part of St Leonards Park and several blocks of housing, see Figure 4.

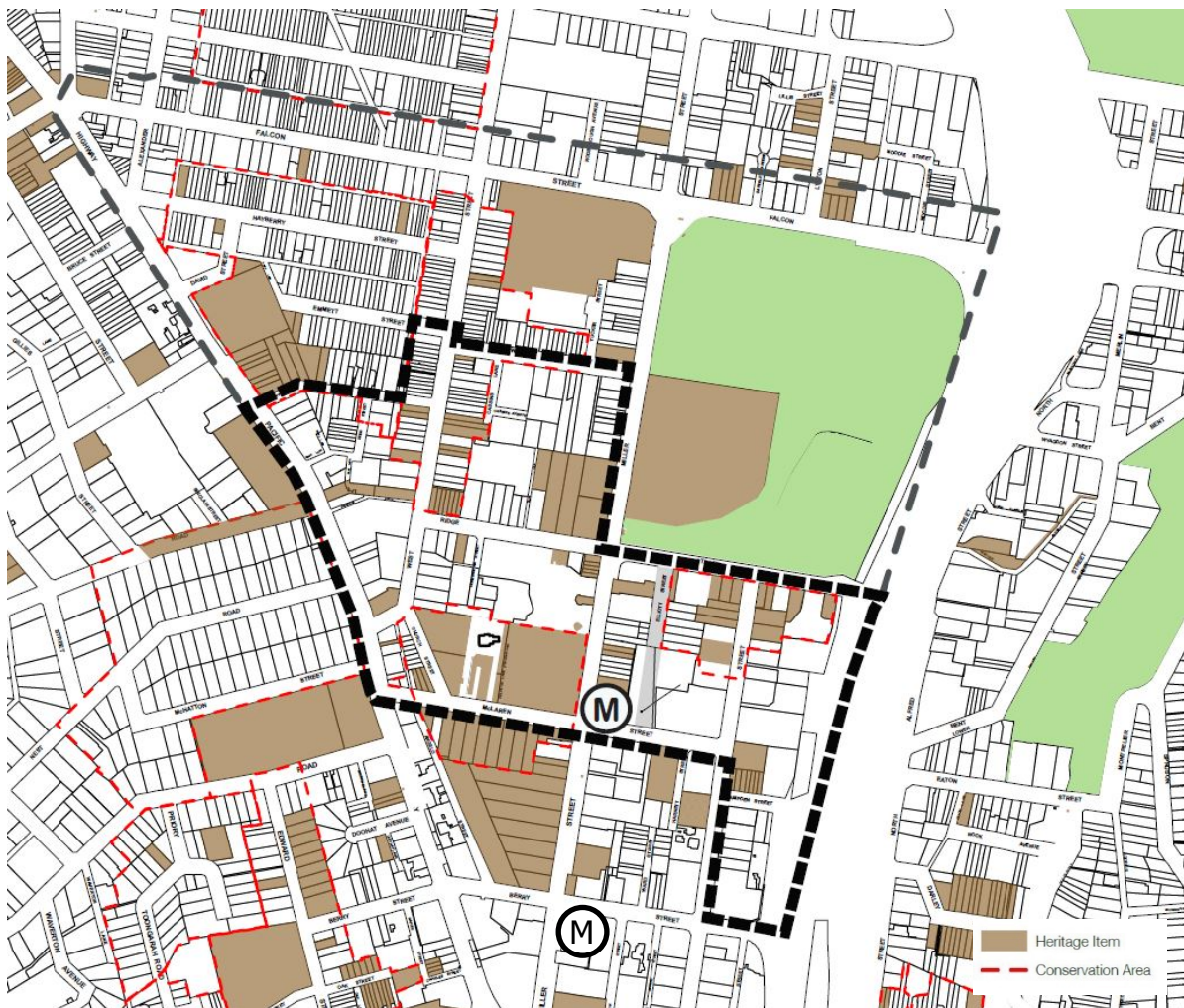
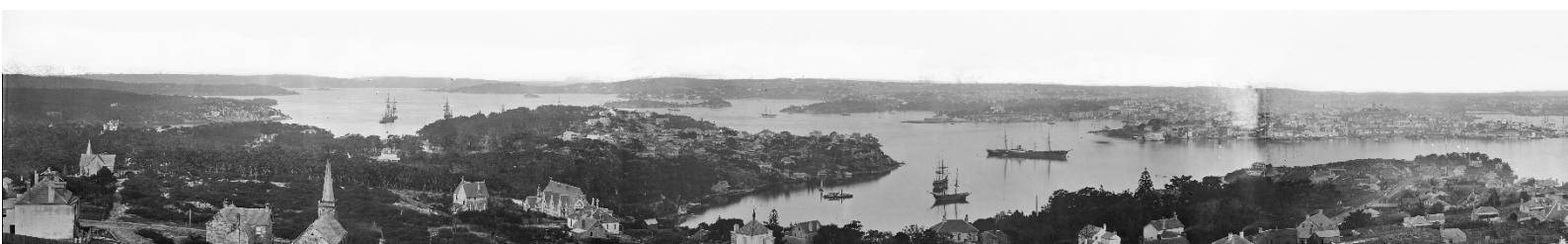


Figure 3 - Heritage Items and Conservation Areas



Panorama of Jacksons Bay (Sydney Harbour) taken from North Sydney in 1875

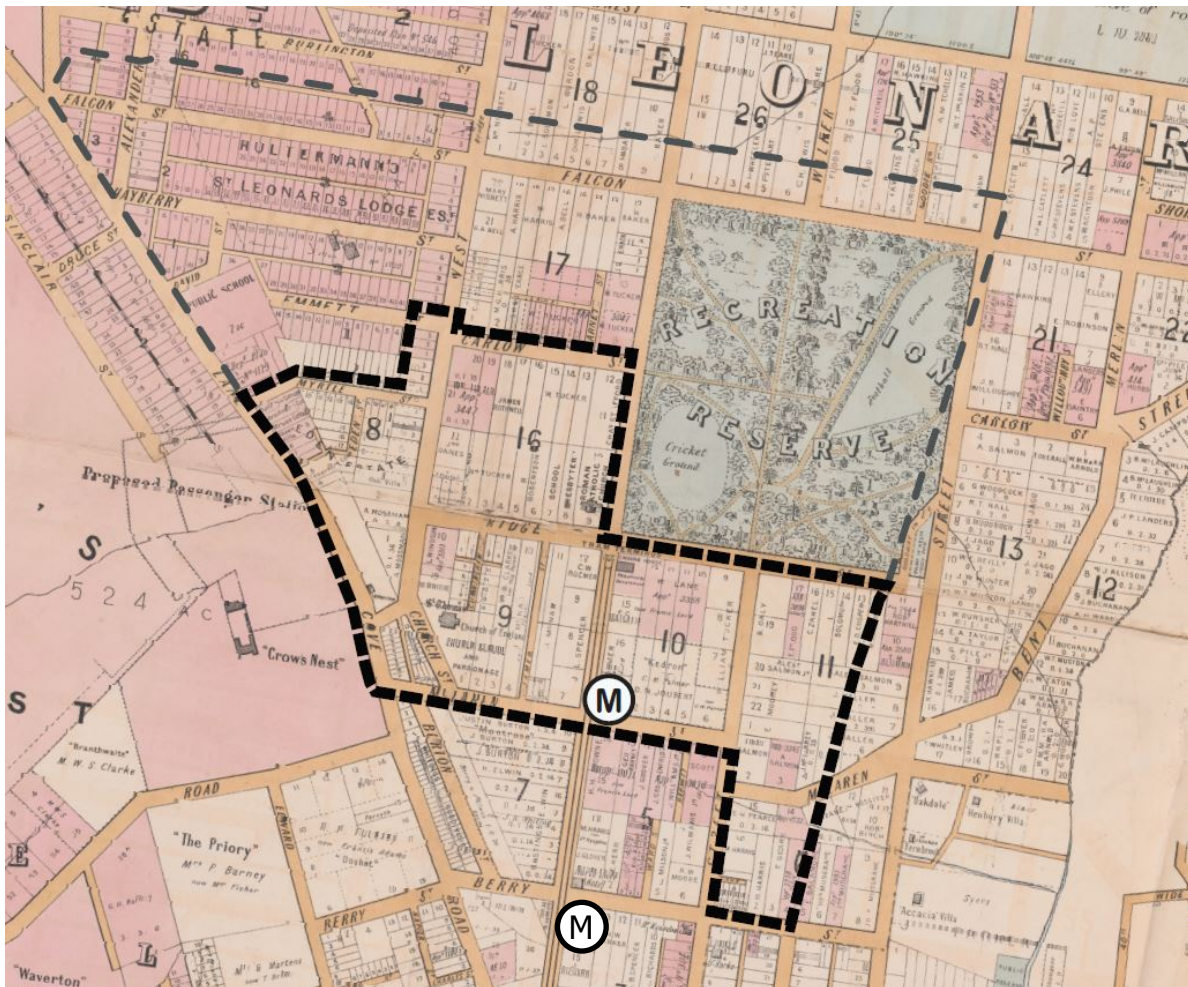


Figure 4 1887 Map of the study area. Note the old tram terminus was coincident with the new north Metro portal. Source North Sydney Council Heritage Centre

In comparing the current map of the study area in Figure 3 and the 1887 map Figure 4, it is evident that North Sydney has been subject to considerable change since 1887. The greatest change from the 1887 map is the Warringah Freeway that removed entire city blocks and streets. The 1887 map illustrates streets such as; James St (parallel to Millar St) have disappeared, Carlow Street east of Miller

Street has disappeared but can still be seen in the subdivision pattern and is now in part Wyagdon Street., Willoughby Street has also disappeared. The 1887 map also illustrates creeks and an escarpment that were disrupted or removed by the Warringah Freeway.

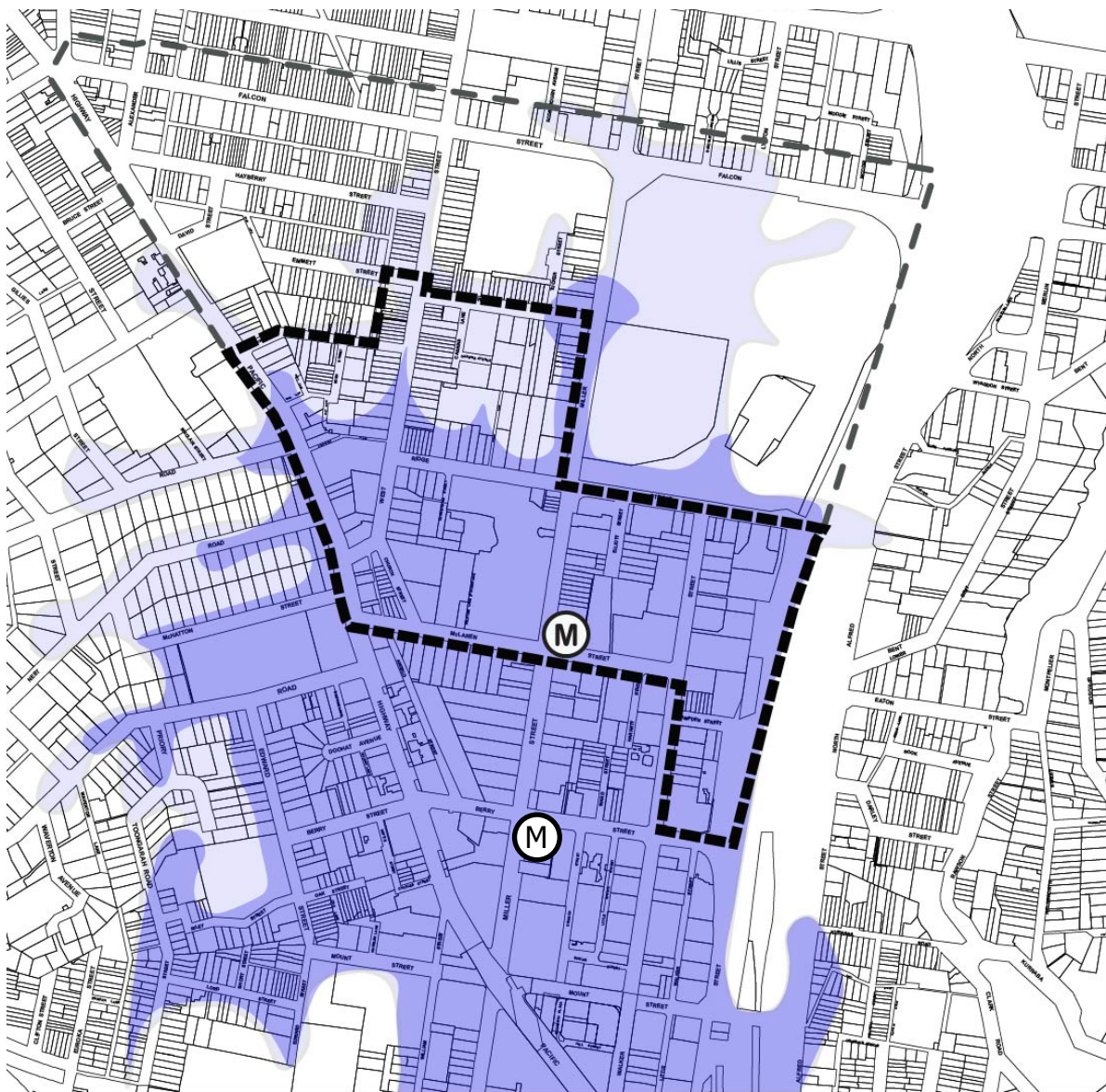


3.7 Walking Catchment

One of the drivers in setting the bounds of the study area is the walking catchment of the Metro Station and the increased walking catchment as a result of the new northern entry portal. The walking catchment illustrated in Figure 5 is sourced from the walking catchment analysis published by Sydney Metro (Metro, 2019, p. 12). Sydney Metro state that inclusion of the northern entry portal, *'would also increase the reach of the station catchment to include additional regional attractors. These include the Mater Hospital, North Sydney Oval, North Sydney Boys High School, North Sydney Girls High School, Marist College North Shore, North Sydney Demonstration School, St Mary's Primary School, the residential and mixed-use area to Falcon Street, and Neutral Bay via the footbridge over the Warringah Freeway'*, and estimate an increase in pedestrian patronage of five percent because of the additional walking catchment area. (Metro, 2019, p. 12)

The Warringah Freeway is a major barrier to pedestrian permeability at the eastern boundary of the study area that could be improved by bridging and providing links over the freeway. It is unclear if the walking catchment analysis conducted by Sydney Metro included topography and the impacts on walking of some of the steeper streets. North District Plan Planning Priority N14 seeks to leverage inter-regional transport connections to develop a more accessible and walkable city and increasing pedestrian permeability over the Warringah freeway leveraging projects such as the Beaches Link Tunnel may align with the North District Plan Priorities. North District Plan Planning Priority N6 seeks to create and renew great places and local centres and states that success in this area is indicated by increased access to open space.





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Key
 Provisional Core Study Area
 Provisional Overall Investigation Area

M North Portal of Metro Station
 Original Metro Walking Catchment (source Sydney Metro)
 Increased Walking Catchment because of new north Metro portal (source Sydney Metro)

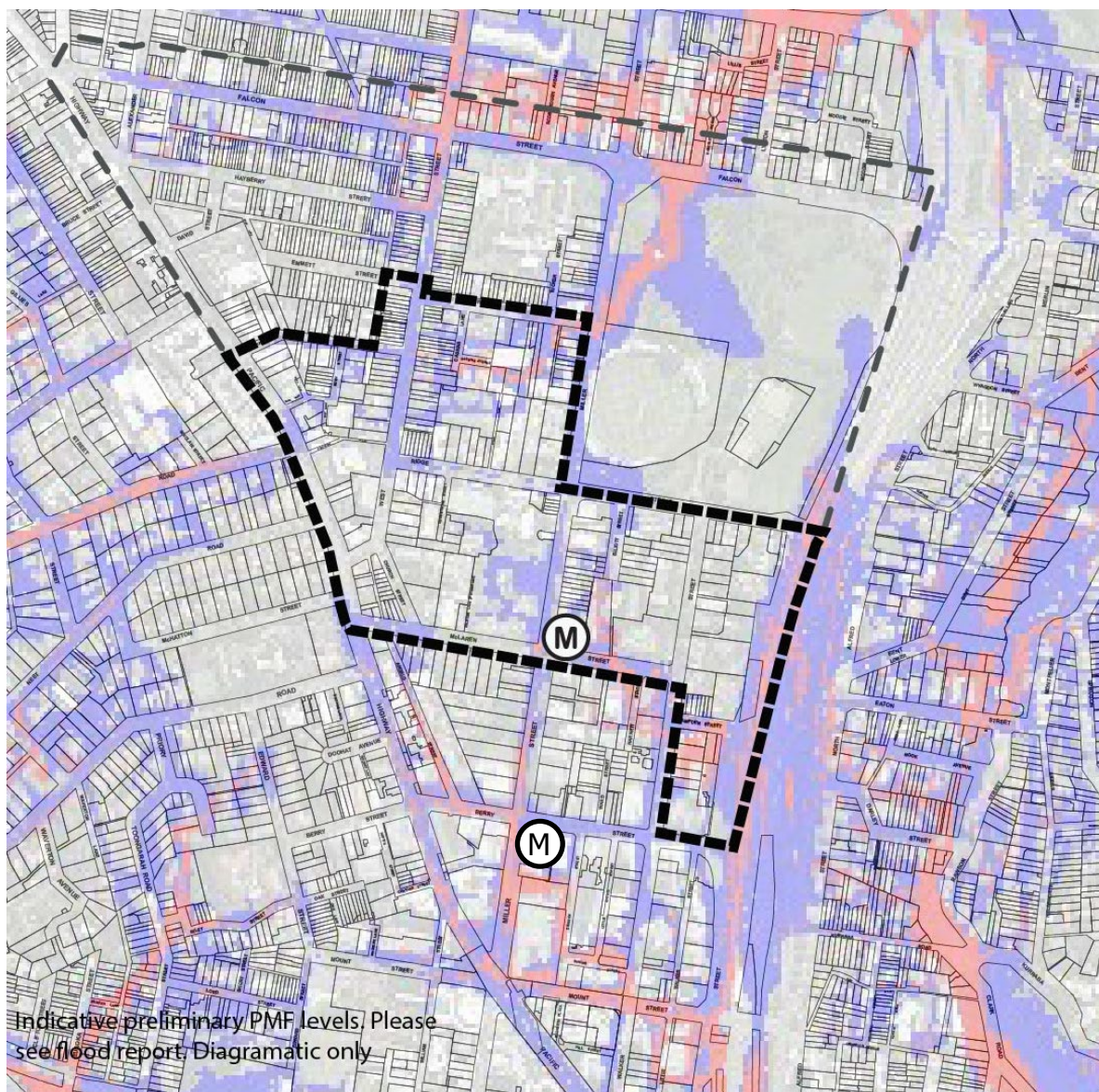


Figure 5 - Walking catchment. The original walking catchment for the Metro station has increased because of the inclusion of the new north entry portal and this has been one driver for the designation of the preliminary study area and investigation area (Source: Sydney Metro).

3.8 Flooding and Topography

A preliminary flood analysis has been conducted for the LGA, and the preliminary [flood model](#) is available from North Sydney. There are some locations within the study area that may be affected by flooding, as illustrated in Figure 6.

North Sydney is a place of considerable topological variation, and the study will consider how the topography can be used to ameliorate the negative impacts of any proposed growth while mitigating flooding issues.



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- Key
- Provisional Core Study Area
- Provisional Overall Investigation Area
- Flood areas (approx)

North Portal of Metro Station



Figure 6 - A preliminary flood study has been conducted for the LGA and is available on the North Sydney Council website (see Resources section). Note this image is diagrammatic only, please see the official North Sydney Council Flood Study.

3.9 Additional State Government Level Projects

The Western Harbour Tunnel Project & Warringah Freeway Upgrade are still in the early stages of design development and are likely to influence the future character of the Civic Precinct. These projects must be considered in the Precinct Planning Study (see Figure 7). The impacts on St Leonards Park are unclear at this stage and should be investigated in the proceeding stages.

Investigations should also include the potential to increase open space in alignment with North District Plan Planning Priority N20 and N14.

The study will also be cognisant of the DPIE's St Leonards Crow's Nest draft 2036 Plan and the location and plans for the Crow's Nest Metro Station.

The Western Harbour tunnel project & Warringah Freeway upgrade are still in the early stages of design development.

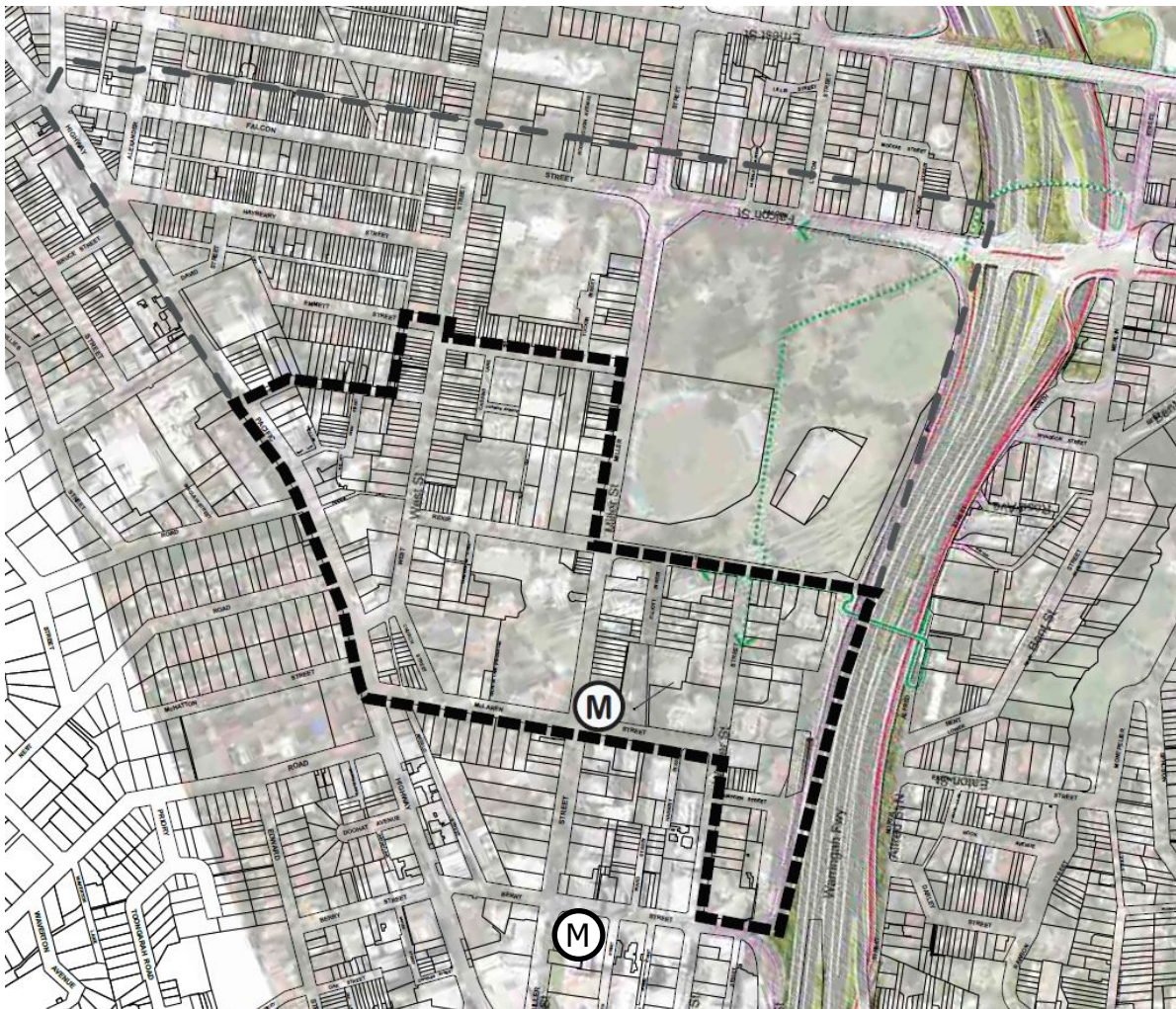


Figure 7 - Preliminary overlay of the Western Harbour Tunnel Project. (source RMS update)

4.0

COMMUNITY The Community Profile

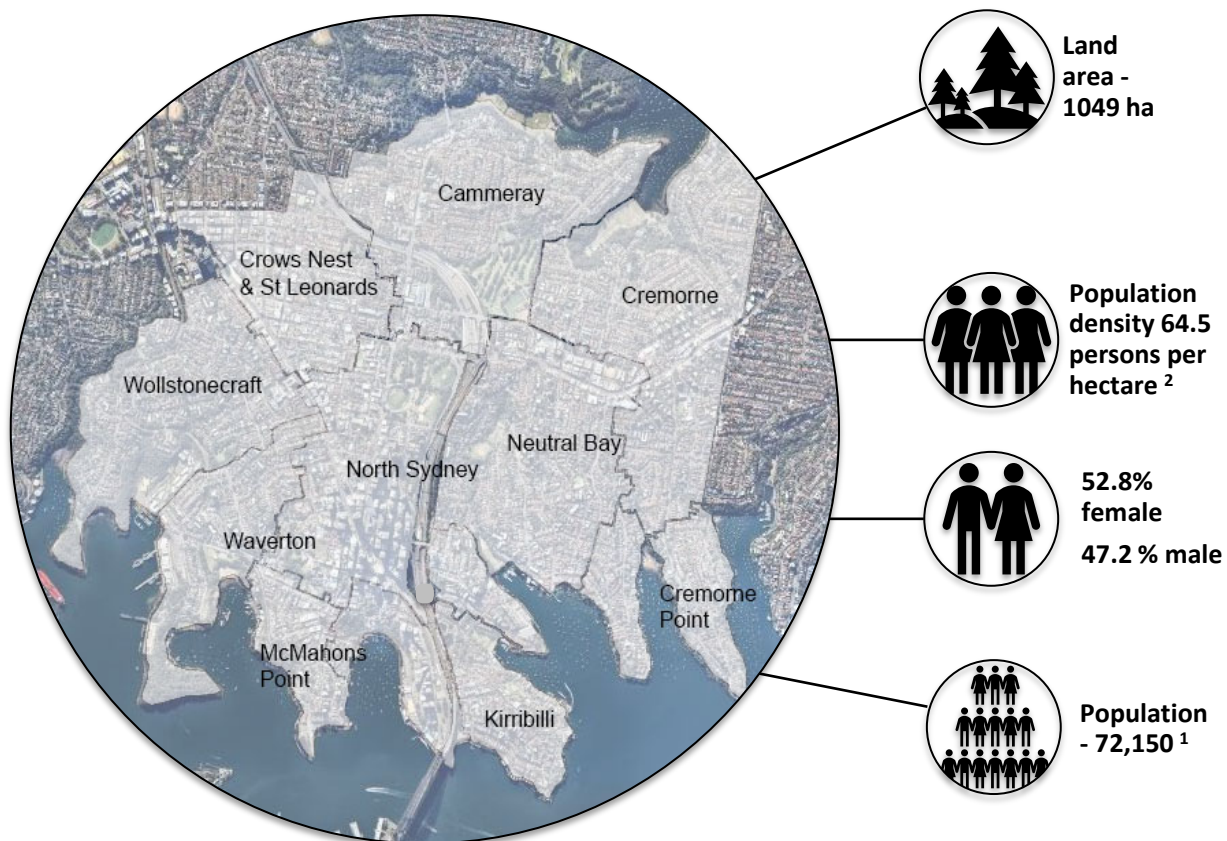
Following extensive community consultation, the North Sydney Community Strategic Plan 2018-2028 defined the community's aspirations for our area and this study seeks to build upon the strategic directions identified to understand the community values and aspirations specific to the study area.

4.1 Who are the North Sydney Community?

In 2016, the Department of Planning & Environment estimated the population of the North Sydney Local Government Area (LGA) to be 72,150 people and of that population the split is approximately 52.8% female and 47.2% male. In 2016, the median age was 37 years with a greater concentration of older residents living closer to the Harbour foreshore. The LGA population is projected to increase to 91,650 by 2036¹. North Sydney's population is forecast to have an annual average increase of 1.79% between 2019 and 2016 (Profile.id, 2019).

4.2 Where do we live?

North Sydney Council area is characterised by an uneven distribution of population density with pockets of high population density, which is illustrated in Figure 9. In terms of urban form, this may manifest itself as higher density residential development. The study area is a comparatively lower population density than areas such as Kirribilli and Wollstonecraft and has approximate overall density of 52.3 people per hectare (69.9 if St Leonard Park is excluded). The population of the study area is approximately 2000 people (Profile.id, 2019).



¹ Figure from NSW Planning & Environment Sydney Metropolitan, Local Government Area Data Information Pack (see Appendix)

² Figure taken from North Sydney Council website

Figure 8 - North Sydney Council area demographics

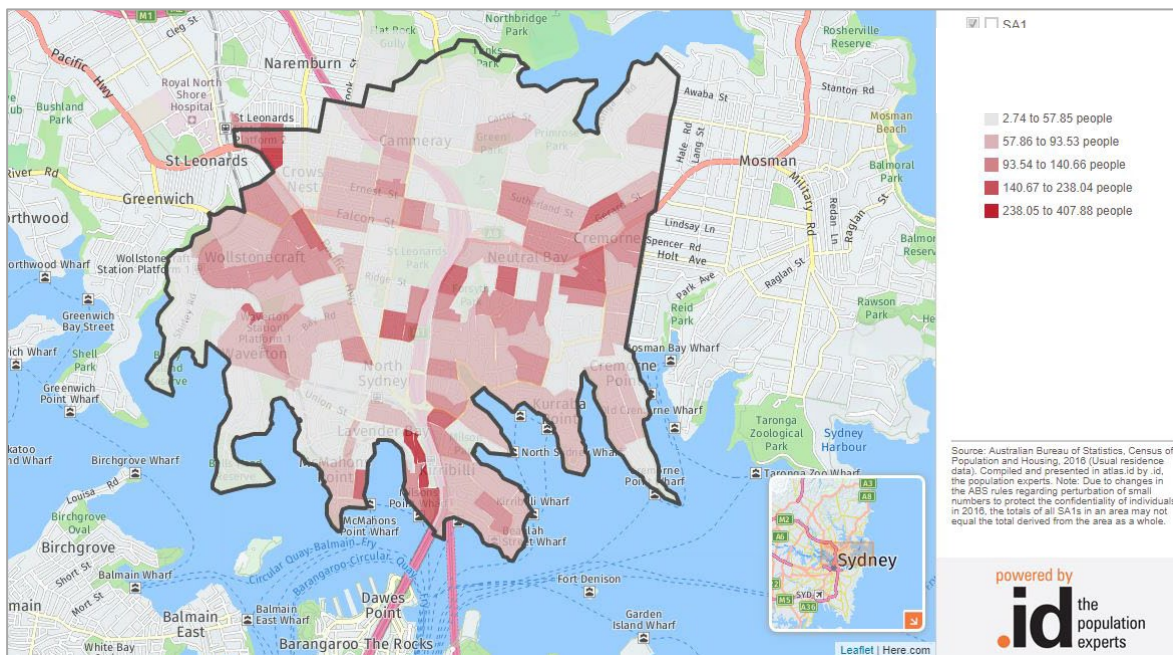


Figure 9 - Population density in North Sydney Council area in 2016 (usual residence)

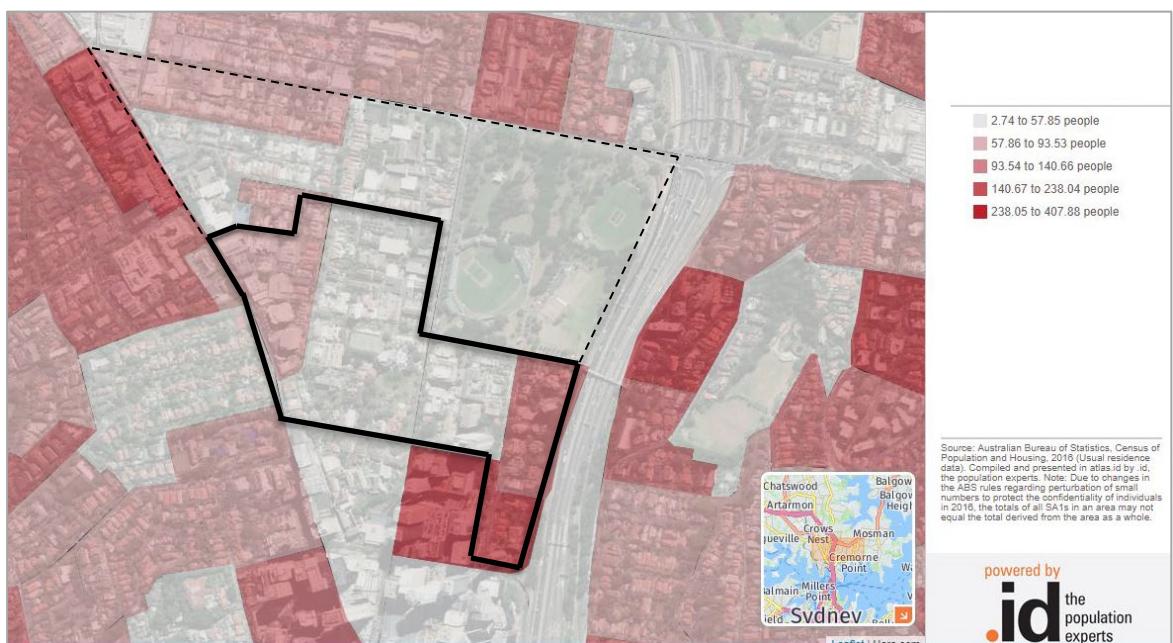


Figure 10 - Study area population density 2016 (usual residence)

Figure 10 illustrates that the overall population density in the study area in 2016 was fairly low, with areas of higher density in the south-east corner of the study area. In terms of 'our vibrant economy' and promoting and enhancing the night-time / after hours

and weekend offer, an optimal even population density can help provide the economic support to sustain and promote the after-work hours and weekend offer.

4.3 Age Profile

As illustrated in *Figure 11* the median age in the majority of the core study area is 26 to 35 years with a marginally older median age to

the east and west of the core study area, and this is reasonably reflected in the age profile of survey respondents.

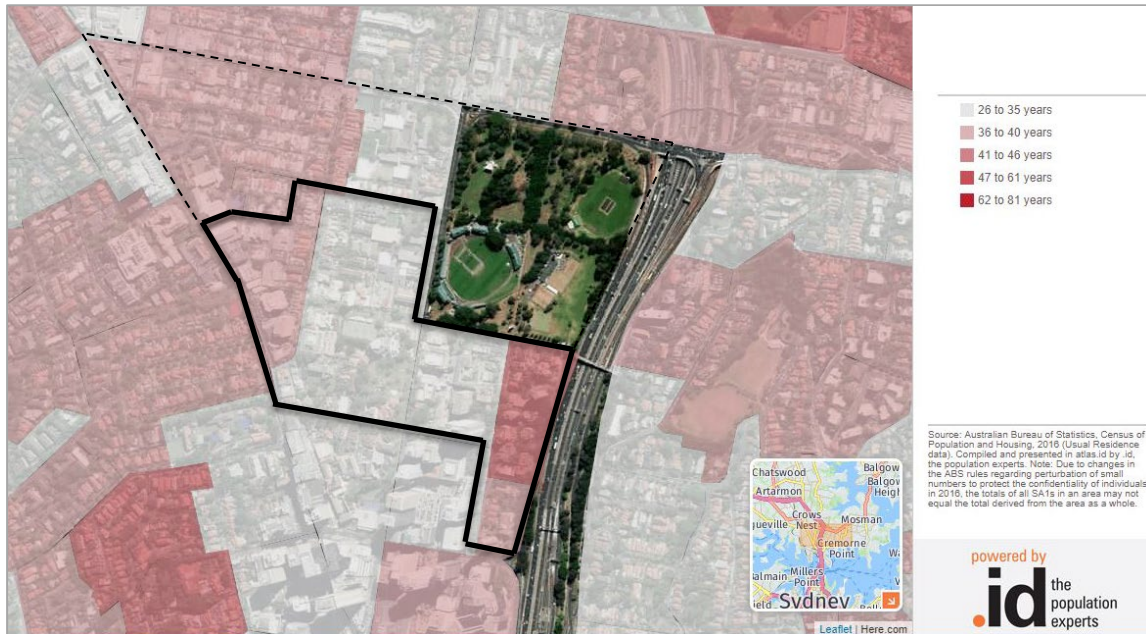


Figure 11 - Study area median age in 2016 (usual residence)

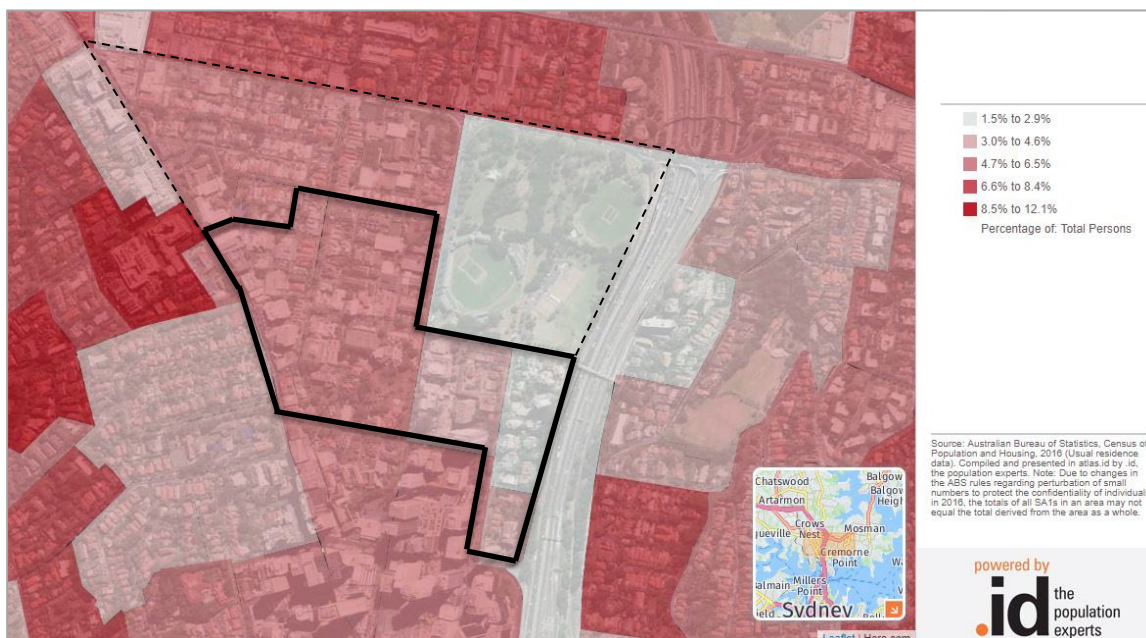


Figure 12 - Study area people aged 0 to 4 years in 2016

As illustrated in *Figure 12* within the study area, 0 to 4-year-old children constituted approximately 5% to 6% of the resident population, however it is obviously difficult for

this age group to engage in community consultation and the next stages of the planning study will have to remain cognisant of their needs.

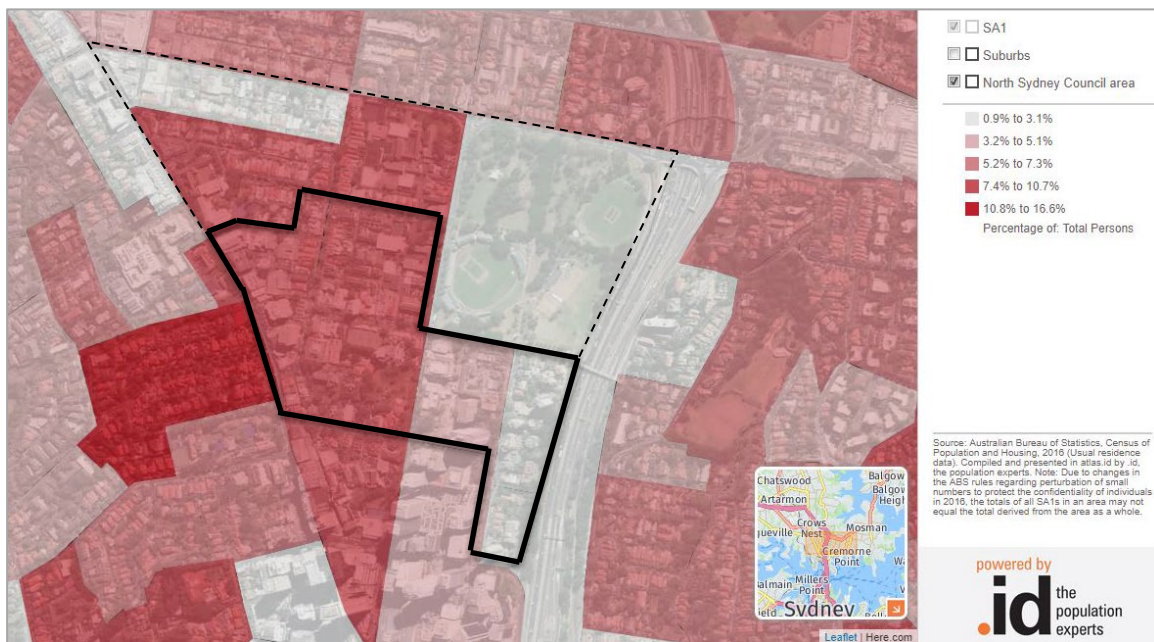


Figure 13 - Study area people aged 5 to 11 years in 2016

The percentage of the population in the 5 to 11-year age bracket is primarily split to the east and the west of Miller Street, with approximately 7% to 8% of the population

aged 5 to 11 years to the west of Miller Street and 2 to 4% to the east of Miller Street. (Figure 13).

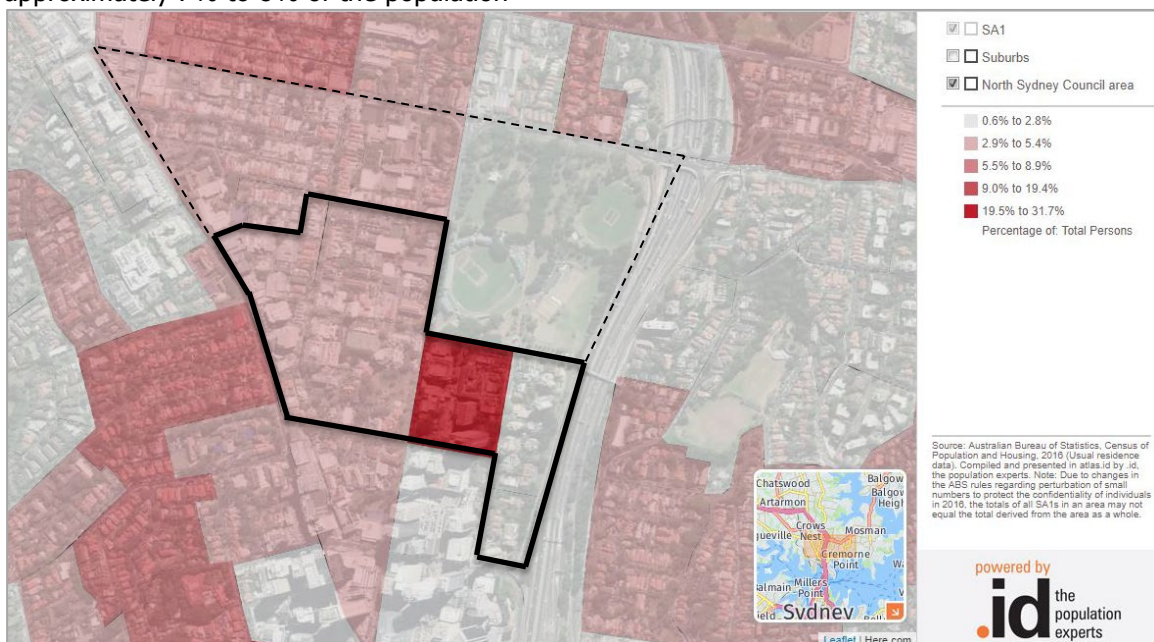


Figure 14 - Study area people aged 12 to 17 years in 2016

There is a significant concentration of 12 to 17-year-old children to the east of Miller Street and south of St Leonards Park. To the

west of Miller Street, a reasonably even 3% to 5% of the population in the 12 to 17-year age bracket (Figure 14).

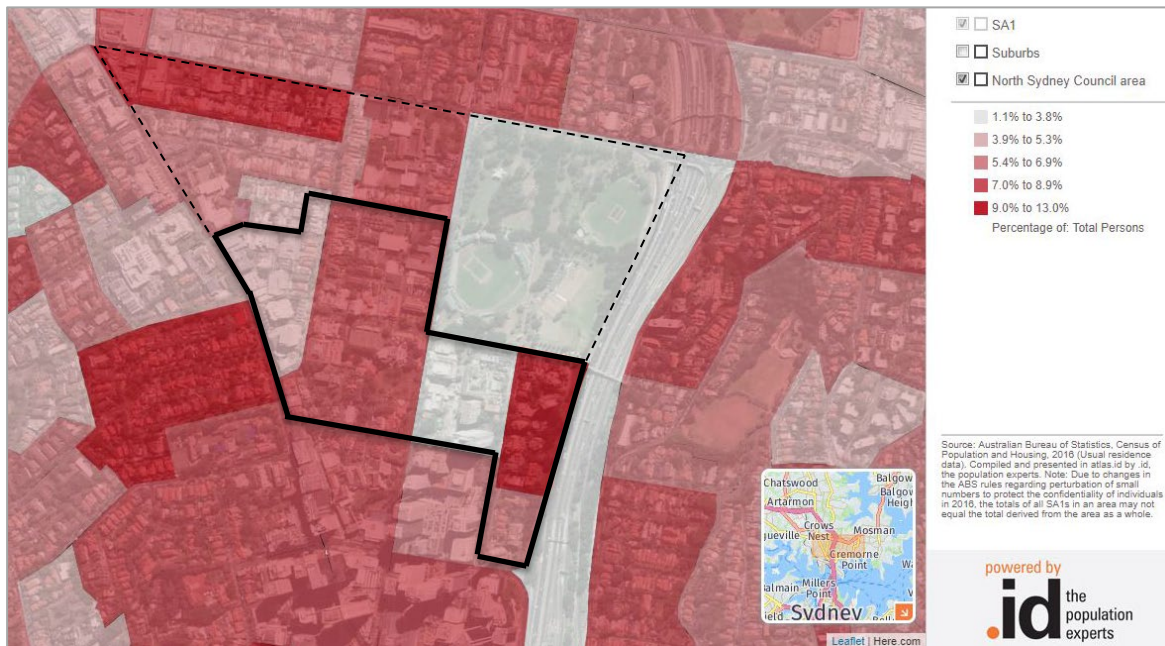


Figure 15 - Study area people aged 18 to 24 in 2016

The distribution of the population aged 18 to 24 years varies within the study area with a concentration of approximately 10% to the east of the core study area and in the far north west of the investigation area. The

distribution of the population aged 18 to 24 years ranges from 3% to 8% elsewhere (Figure 15).



Figure 16 - People aged 25 to 34 years in 2016 (usual residence)

The percentage of the population in the 25 to 34 year age category ranges from approximately 13% to 33% in the study area

with a greater concentration of 25 to 35-year-old people to the west of Miller Street (see Figure 16).



Figure 17 - People aged 35 to 49 years in 2016 (usual residence)

Approximately 25% to 30% of the population are in the 35 to 49-year age bracket and are

fairly evenly distributed across the study area (see Figure 17).

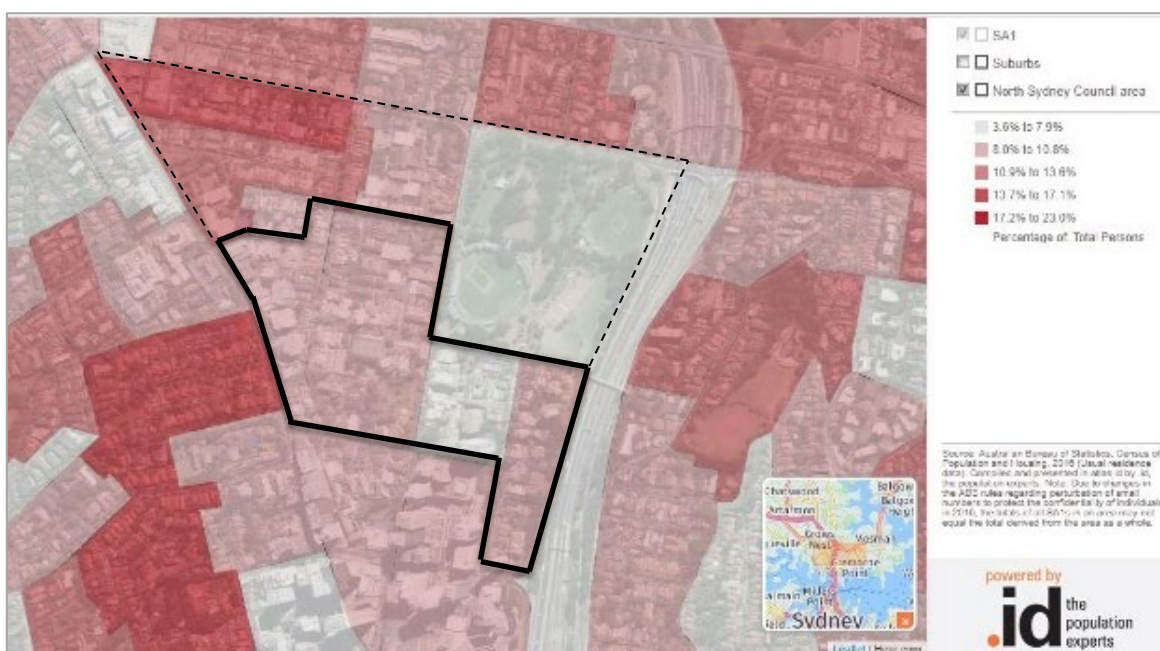


Figure 18 - People aged 50 to 59 years in 2016 (usual residence)

The percentage of the population in the 50 to 59-year age bracket ranges from approximately 13% to the north-west of the

study area to approximately 3% in the south of the study area (see Figure 18).

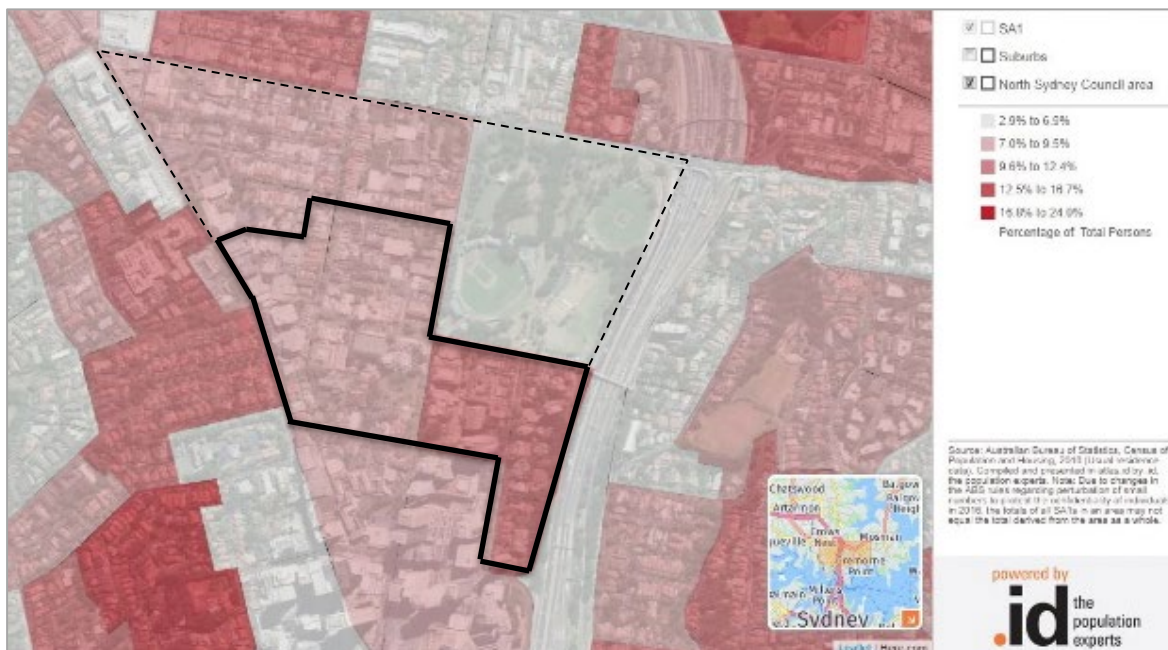


Figure 19 - People aged 60 to 69 years in 2016 (usual residence)

The percentage of the population in the 60 to 69-year age bracket ranges from approximately 7% to 10% with the higher percentage of the population in this age bracket in the south-east corner of the study area (see *Figure 19*).

4.4 Projected population age profile change

The median age in the core study area is 26 to 35 years (see *Figure 11*) with a slightly higher median age ranging from 36 to 46 years in the south-east of the study area.

Several submission noted that there is a projected increase in the percentage of the population in the 0 to 15 year age range in the study area as illustrated in *Figure 20* an

approximate increase of between 15% to 45% is forecast from 2016 to 2036. *Figure 21* illustrates the forecast change in age structure in North Sydney and in 2016, the dominant age structure for persons in North Sydney was ages 30 to 34, which accounted for 14.6% of the total persons. The largest increase in persons between 2016 and 2026 is forecast to be in ages 40 to 44, which is expected to increase by 310 and account for 7.8% of the total persons. The largest 5-year age group in 2026 is 25 to 29 years, with a total of 1,359 persons (Profile.id, 2019, p. 8). Accounting for all age groups with the appropriate time horizon should be a priority in the next stages of the study.

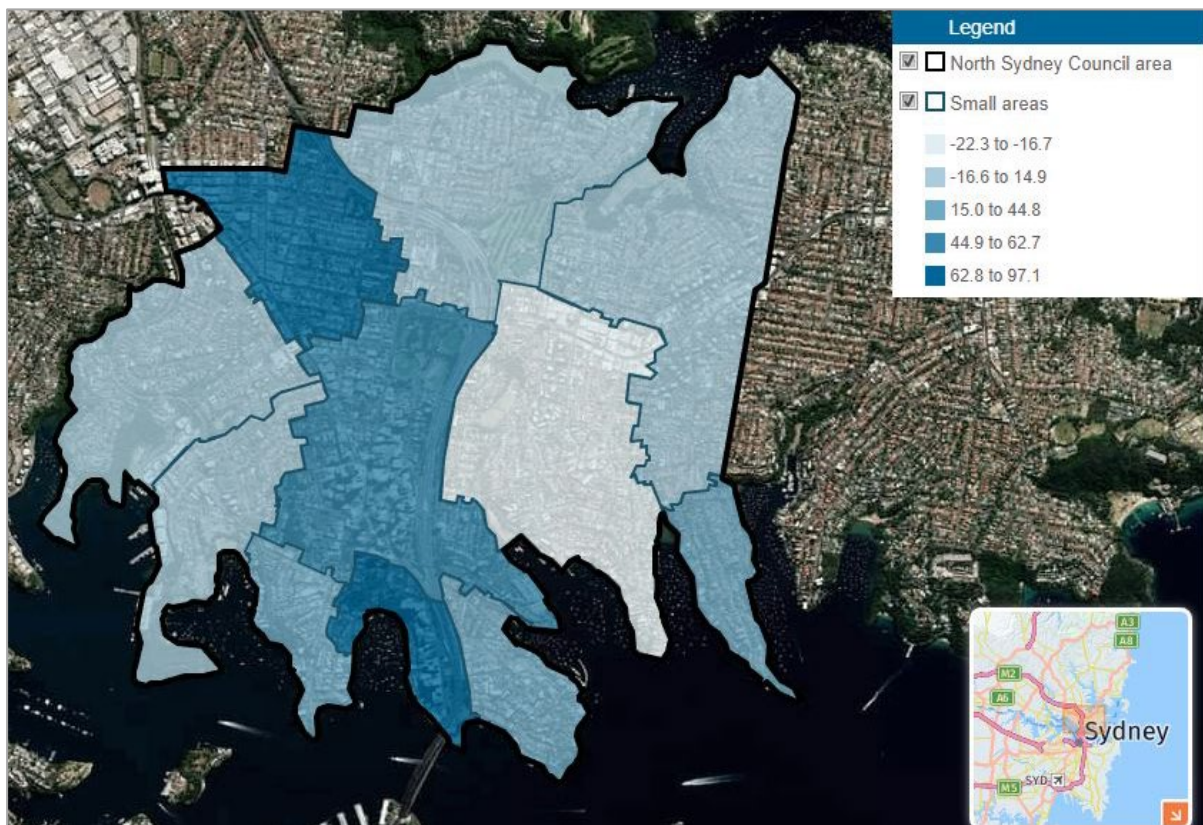
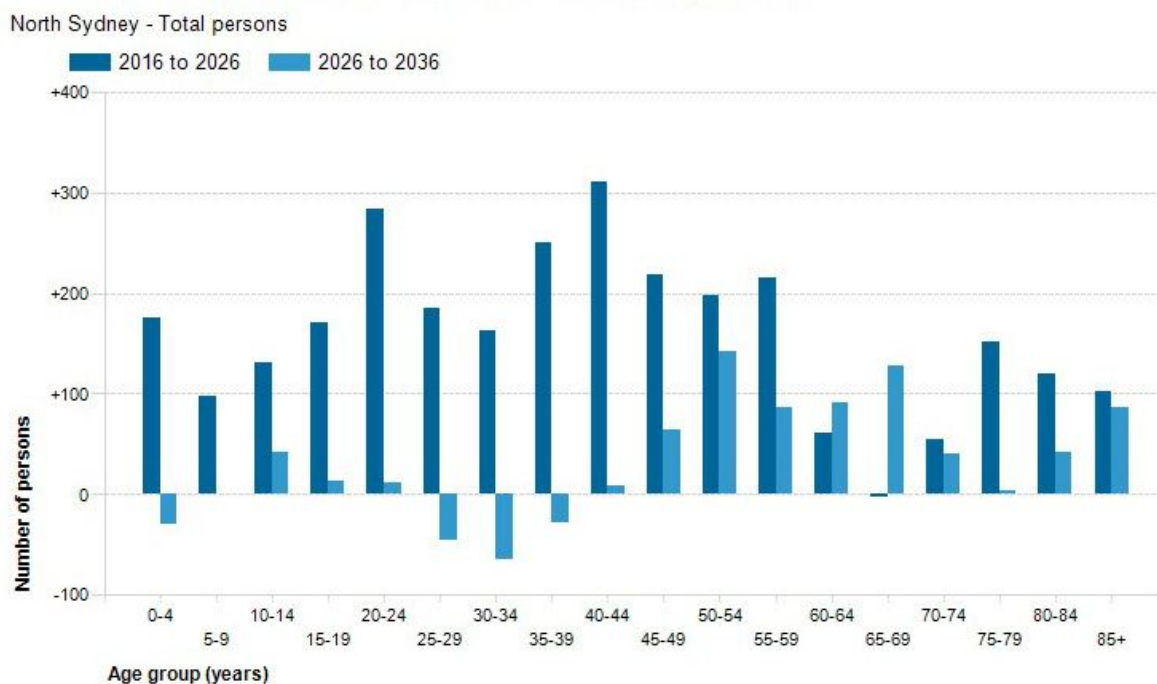


Figure 20 - Population forecast of persons aged 0 to 15 years from 2016 to 2036 (source profile ID)

4.5 Forecast Change in Household Type

As the population changes there is a commensurate change in the structure of households. The forecast change in household type in North Sydney is illustrated in Figure 22. In 2016, the dominant household type in North Sydney was 'Lone person households', which accounted for

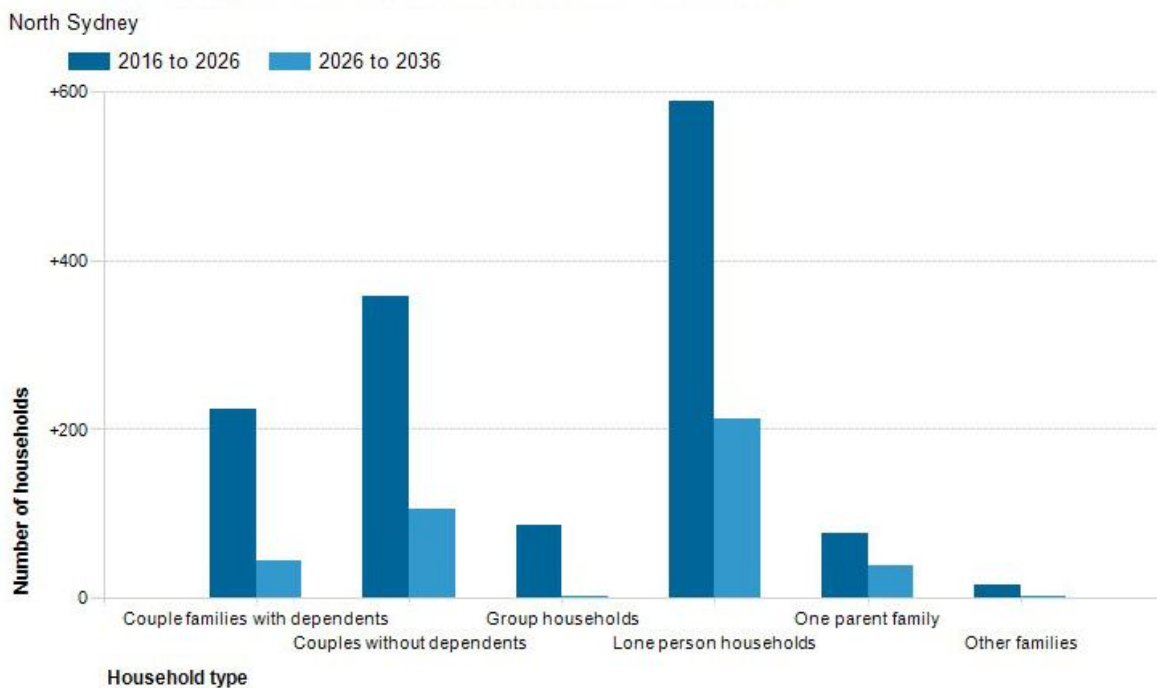
40.6% of all households. The largest increase between 2016 and 2026 is forecast to be in 'Lone person households', which will increase by 588 households and account for 41.4% of all households. In contrast 'Other families' is forecast to increase by 15 households, to comprise 1.2% of all households in 2026, compared to 1.2% in 2016 (Profile.id, 2019, p. 10).



Population and household forecasts, 2016 to 2036, prepared by .id the population experts, November 2017.



Figure 21 - The forecast change in age structure from 2016 to 2026 and 2036 to 2036 in North Sydney (Profile.id, 2019, p. 8)



Population and household forecasts, 2016 to 2036, prepared by .id the population experts, November 2017.



Figure 22 – The forecast change in household types in North Sydney between 2016 and 2036

5.0

TRANSPORT

As the arrival of the new Victoria Cross Station northern entry portal is a key driver for this planning study, its effect on transport and transport mode choice with the study area are key considerations in this study.

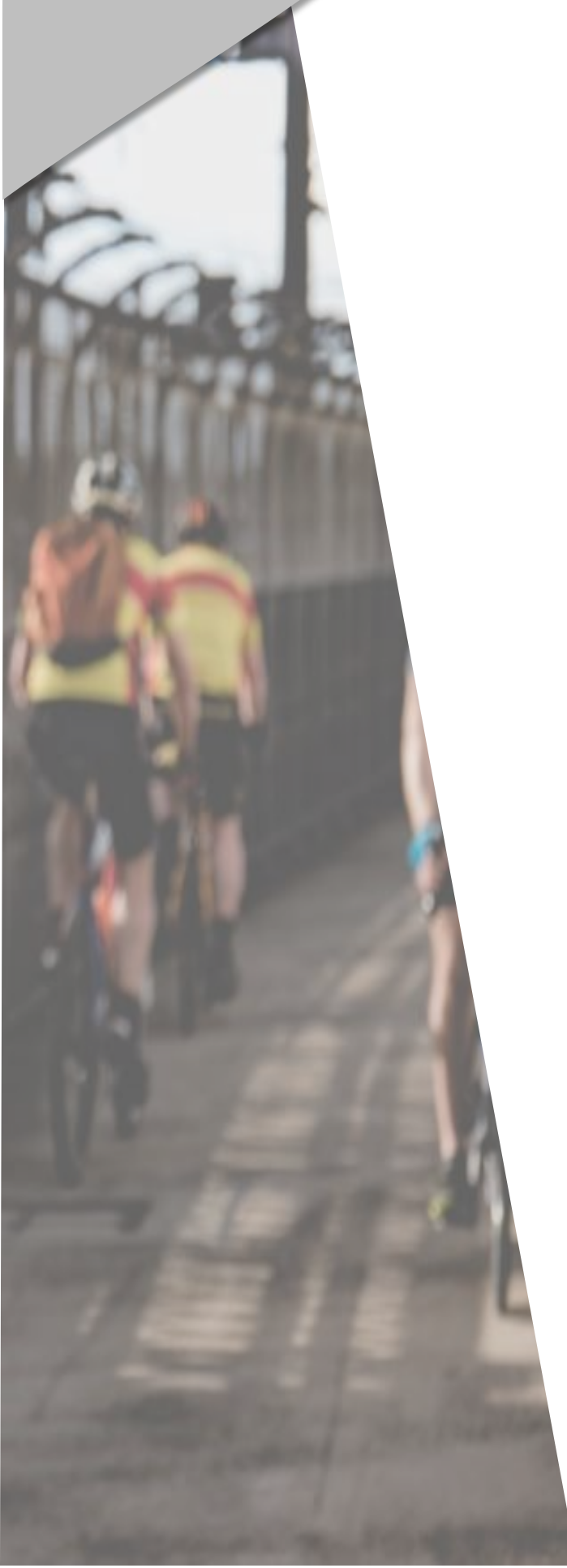
North Sydney Council's vision for transport in the local government area is defined in the North Sydney Transport Strategy that defined the following community priorities:

- Safe Travel
- Transport Security
- Social Well-being
- Active Health
- Fair Access to Parking
- Environmental Sustainability
- Local Environments
- Transport Affordability
- Congestion
- Business Activity

And it adopted the following modal hierarchy:

1. Walking
2. Cycling
3. Public Transport
4. Local Deliveries & Freight
5. Private Vehicles

These priorities will be considered in the later stages of this planning study.



5.1 Transport Profile

The existing transportation profile of the study area has approximately:

- 20% by foot, see Figure 23
- 40% by public transport, see Figure 27
- 1.2% by bicycle, see Figure 24
- 25% by car, see Figure 25

The arrival of the Victoria Cross Station northern entry portal may have a significant impact on how people travel within the study

area, and it remains to be seen if Metro patronage reduces car use or may increase the competition for on-street parking with increased numbers of commuters driving to the new metro portal. The survey asked how people's choice of transport may change, and the results are in Figure 29, and this is discussed further in Section 4.5.

As illustrated in Figure 23, approximately 16% to 30% of people in the core study area travelled to work by foot in 2016.

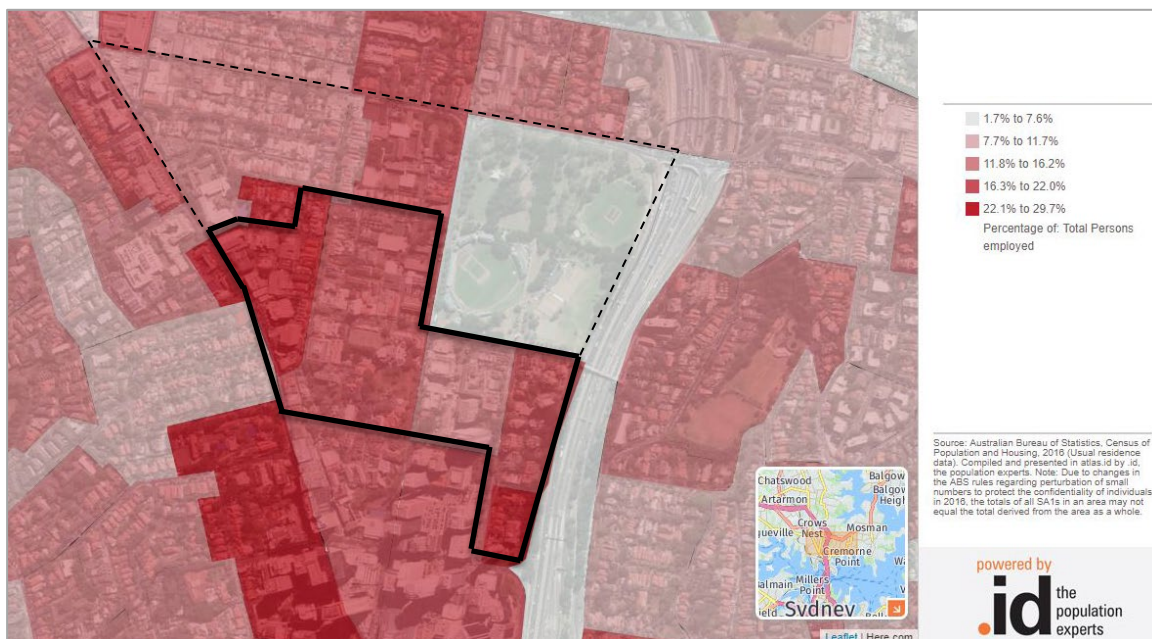


Figure 23 - Study area people who travel to work by foot in 2016 from their usual residence

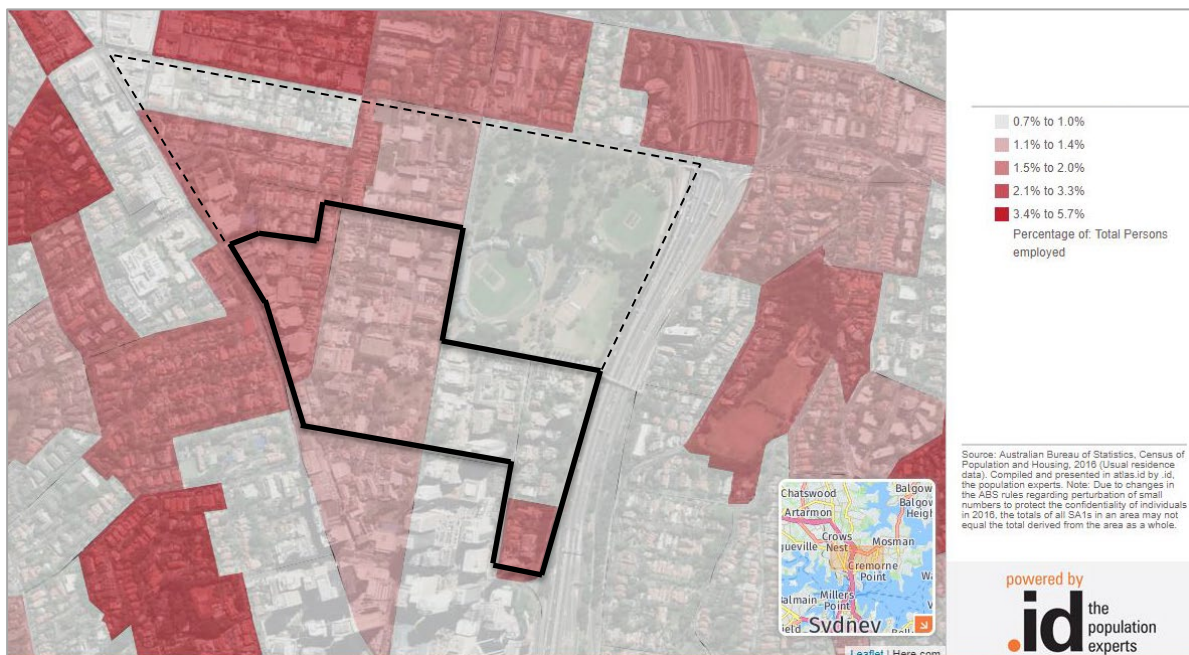


Figure 24 - Study area people who travel to work by cycle in 2016 from their usual residence

Far fewer of the people in the study area cycle to work and in the core area only

approximately 1% to 2% of people cycle to work (see Figure 24).

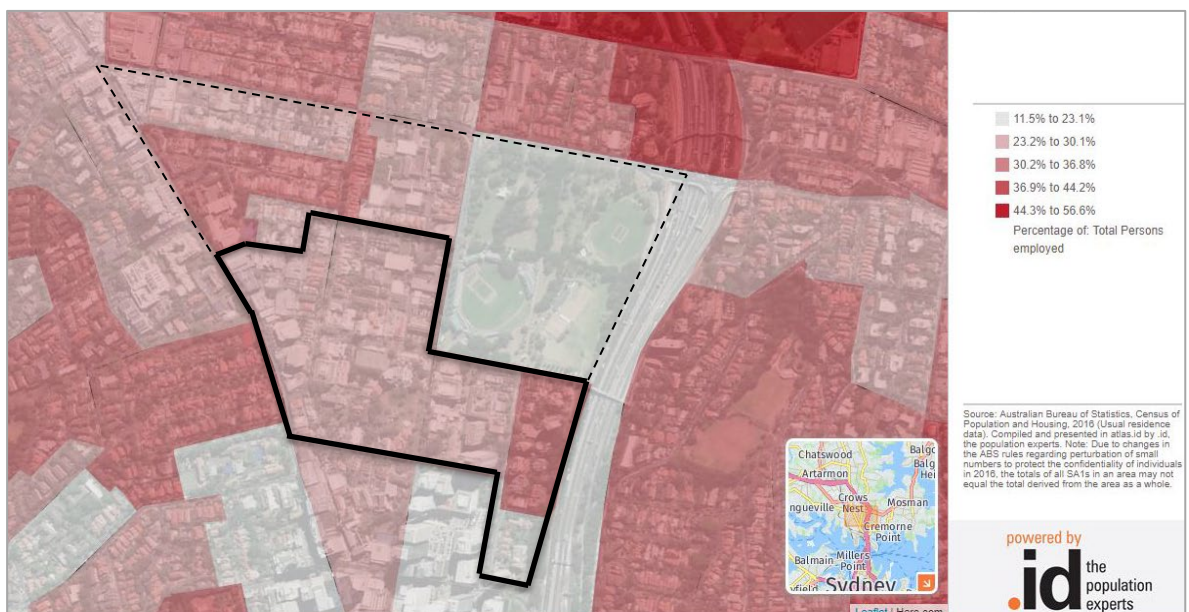


Figure 25 - Study area people who travel to work by car 2016 from their usual residence

Generally, the percentage of people who travel to work by car in the study area is approximately 20% to 30% with two pockets of slightly higher percentage patronage to the south-east and north-west corners of the study area (see Figure 24). The arrival of the

new metro portal may affect how many of the population choose to travel by car. The community survey equated to 19% therefore reasonably commensurate with Profile ID/ABS figures.

Travel by MODE, North Sydney - Mosman 2017/18					
	Number of Trips	% of Total Trips	Trip Distance (km)	% of Total Distance	Avg. Distance (km)
Vehicle Driver	163,185	38	1,161,917	48	7
Vehicle Passenger	63,481	15	611,437	25	10
Train	34,078	8	278,578	12	8
Bus	29,652	7	150,775	6	5
Walk Only	121,184	28	88,232	4	1
Other	17,276	4	112,073	5	7
Grand Total	428,856		2,403,012		

Travel by PURPOSE, North Sydney - Mosman 2017/18					
	Number of Trips	% of Total Trips	Trip Distance (km)	% of Total Distance	Avg. Distance (km)
Commute	52,259	12	370,287	15	7
Work related business	15,452	4	79,780	3	5
Education/childcare	20,469	5	41,754	2	2

Figure 26 - Bureau of Transport Statistics Data for North Sydney. Note the Average distance of journeys

As illustrated by the table above (Figure 26) the average distance travelled by vehicle drivers and passengers was between 7 to 10

km, and it remains to be seen if the Metro will replace some of these journeys.

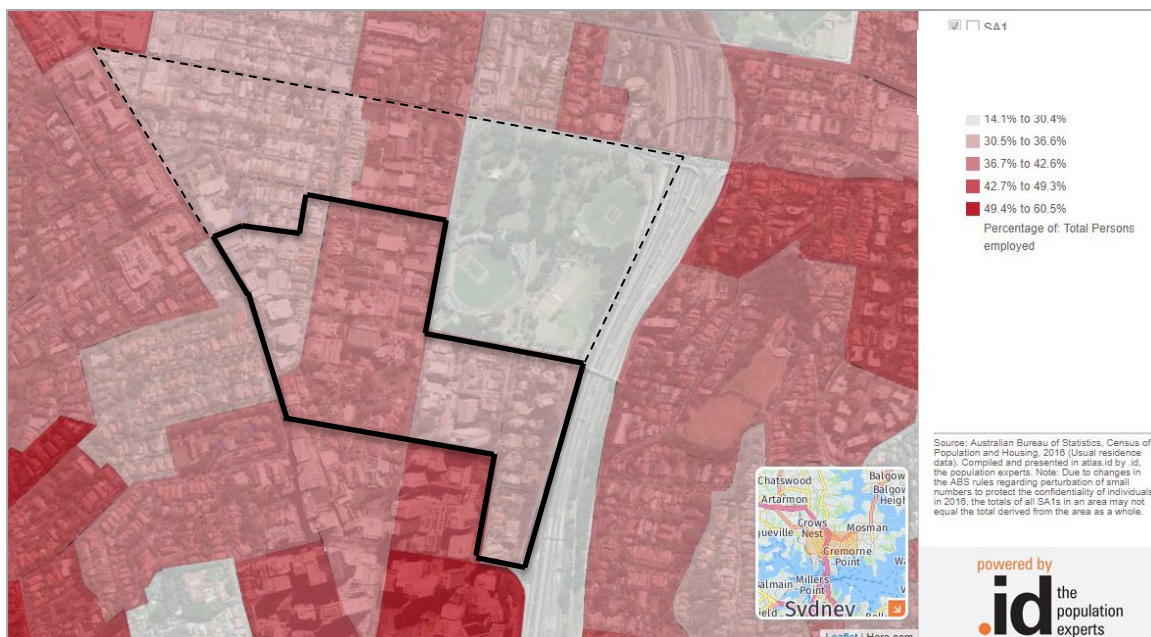


Figure 27 - People who travel to work by public transport 2016 from usual residence

Figure 27 illustrates the percentage of people who travel to work by public transport from their usual residences ranges from between approximately 30% to 43%. The percentage

of people who travel to work by public transport may increase with the advent of the new Metro station.

5.2 Current travel modes within the study area

Figure 29 **Error! Reference source not found.** illustrates the results of the survey question that asked what travel modes people currently use in the study area. The overwhelming majority of people walk and private car a distant second.

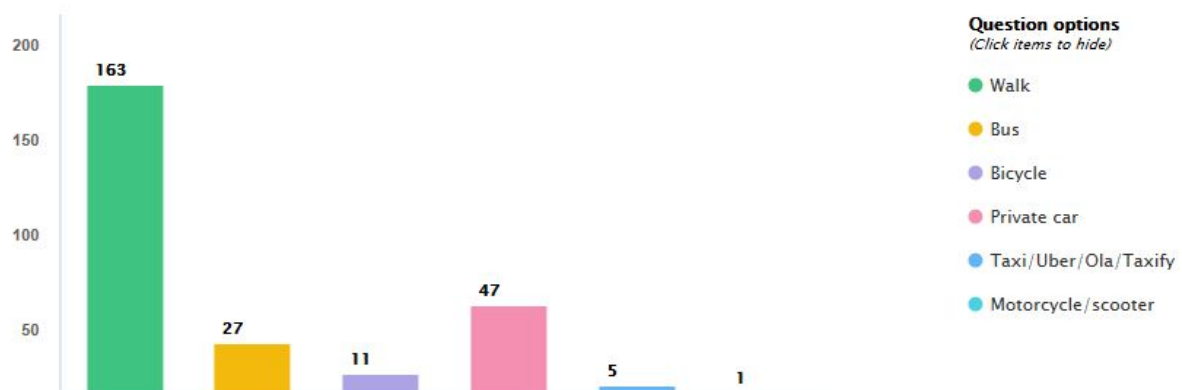


Figure 28 - How do people predominantly travel in the study area

5.3 Metro

The new northern entry to the Victoria Cross Station will be called the 'Victoria Cross Station northern entry'. The arrival of the new northern entry portal to the Metro is a major change for the area and a driver for development pressure. As a part of community consultation, the survey asked how the arrival of the new northern Metro entry may change how they travel, and graphs of the results can be seen in **Error! Reference source not found.**, Figure 29.

The overwhelming majority of respondents said they currently walk within the study area and that the arrival of the metro would not change their mode of travel. The second question included several statements that respondents could choose from and the statement, 'I will walk more to the new Sydney Metro station entry' ranked second highest suggesting that there may be an increase in people walking within the study area as a result of the Victoria Cross Station northern entry.



Figure 29 - How will the arrival of the Metro change how people travel

5.4 The arrival of the Victoria Cross Station northern entry

The survey asked respondents to choose from several statements that best describe how the arrival of the new northern Metro entry would change their travel mode choice. Most respondents choose the statement, *'It won't change the way I travel'*; however, because

most respondents currently walk this may explain why the travel mode may not change. The statement *'I will walk more to the new Sydney Metro station entry'* was a close second suggesting that overall there may be an increase in people using walking as their preferred mode of travel within the study area.

6.0

COMMUNITY FEEDBACK

What the community value

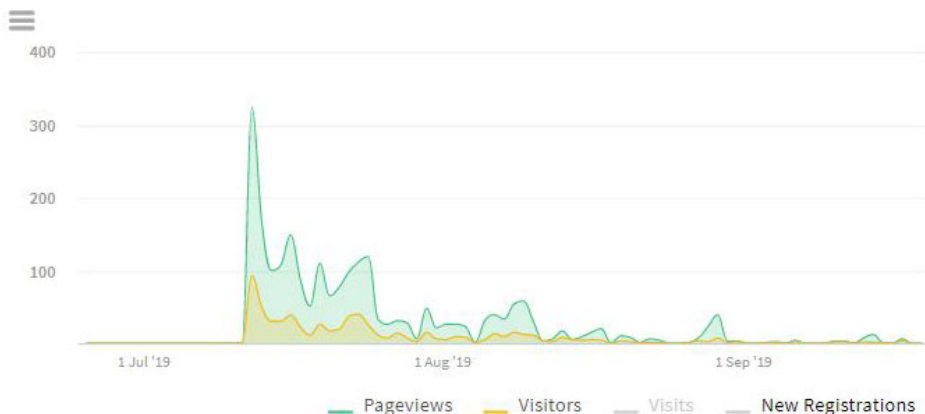
Preliminary community consultation was undertaken following the Community Engagement Plan. This first stage of consultation was aimed at making the community aware of the planning study and understanding what the community value in the study area. A short survey and interactive

map gave an opportunity for the community to define what they value. Community awareness was promoted using posters, online and social media and the response was very good with 738 site visits, approximately 217 completed surveys and 73 'most valued place' markers located on the interactive map.

Visitors Summary

Your Say North Sydney from 07 Mar'16 to 18 Sep'19

DAILY MONTHLY



Highlights

TOTAL VISITS	MAX VISITORS PER DAY	NEW REGISTRATIONS
738	93	0
ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
213	389	567

SURVEYS SUMMARY

1 Surveys
207 Contributors
217 Submissions

PLACES SUMMARY

1 Places
27 Contributors
73 Pins

Figure 30 - Overview of the visits to the study website during the consultation period

6.1 Status of Respondents

Figure 31 illustrates that of those who responded to the survey the majority were from residents and those in the 35 to 49 and 50 to 59-year age brackets. Respondents

could be both resident and property owner, and this explains the fact that there are more than 217 responses counted.

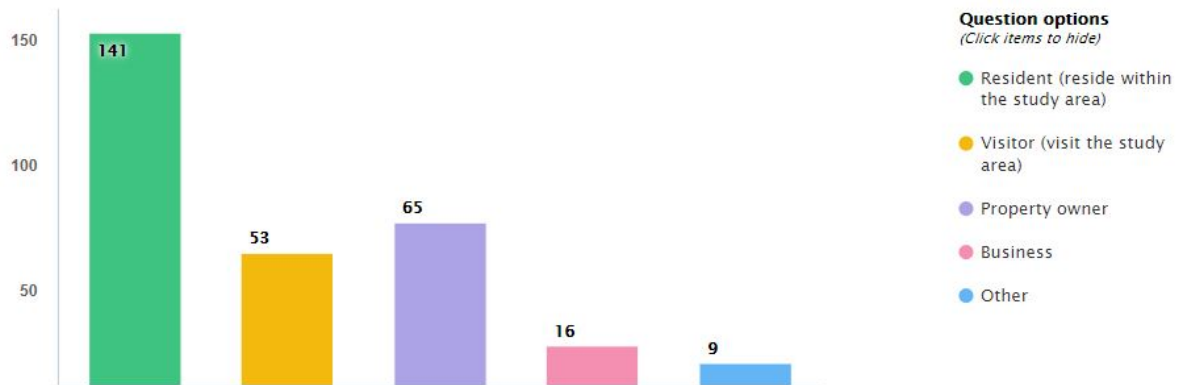


Figure 31 – Summary of the status of those who responded to the survey

6.2 Age Profile Comparison

As illustrated in Figure 32, when the age profile of the study area is compared to that of the adjusted North Sydney Local Government Area, the profiles are a reasonably good match, but the survey has had slightly fewer responses from younger

age groups to be representative and slightly more from older age groups. The future engagement plan should be updated to encourage more participation from the younger age categories.

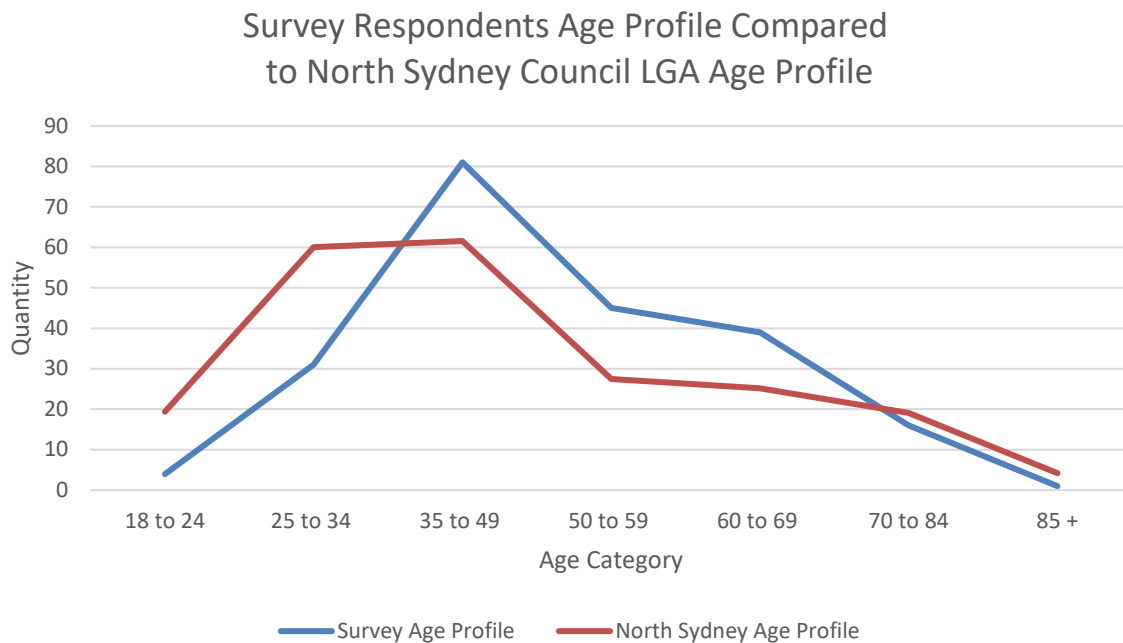


Figure 32 - The profile of the survey respondents is reasonably close to that of the overall Local Government Area profile

The table below summarises the percentage increase or decrease of each age group required to match the North Sydney Council Local Government Area age profile:

areas in the North Sydney Local Government Area and the predominant Median age is 26 to 40 year (see Figure 11) which may account for some of the disparity.

It should be noted that the age profile of the study area is marginally younger than other

Age Category	Percentage difference from LGA age profile
18 to 24	+7.11%
25 to 34	+13.37%
35 to 49	-8.96%
50 to 59	-8.06%
60 to 69	-6.36%
70 to 84	+1.43%
85 +	+1.48%

Figure 33 - Survey respondent percentage difference from LGA profile

6.3 The frequency of visitors visits to the area

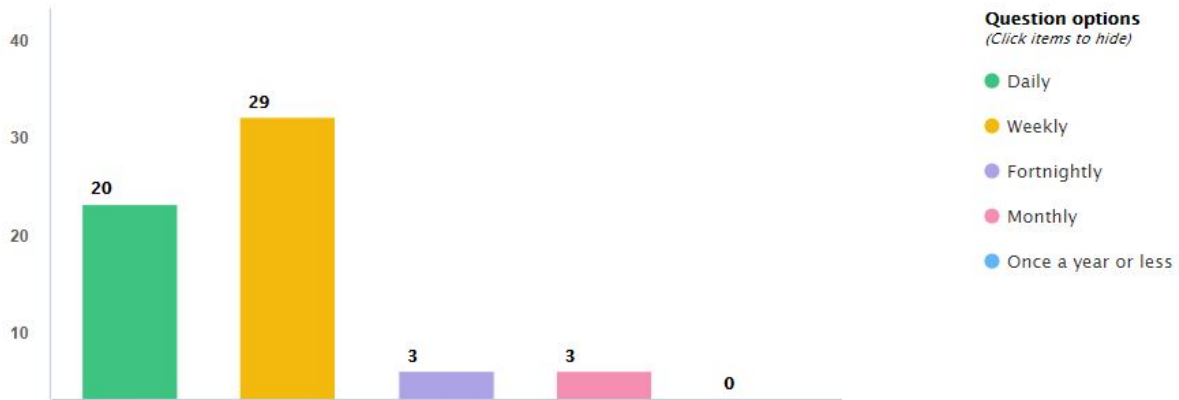


Figure 34 – How often visitors typically visit the study area

6.4 What activities do the community undertake in the study area

The community were asked to rank the activities they undertake in the study area. The results of the responses are summarised below in Figure 35 and Figure 36. The results

illustrate that residents highest ranked activity is to visit the park and to commute. With the arrival of the new Metro, the number of residents commuting from the study area is likely to increase with the advent of the new Metro.

Residents Highest Ranked Activity in the Study Area

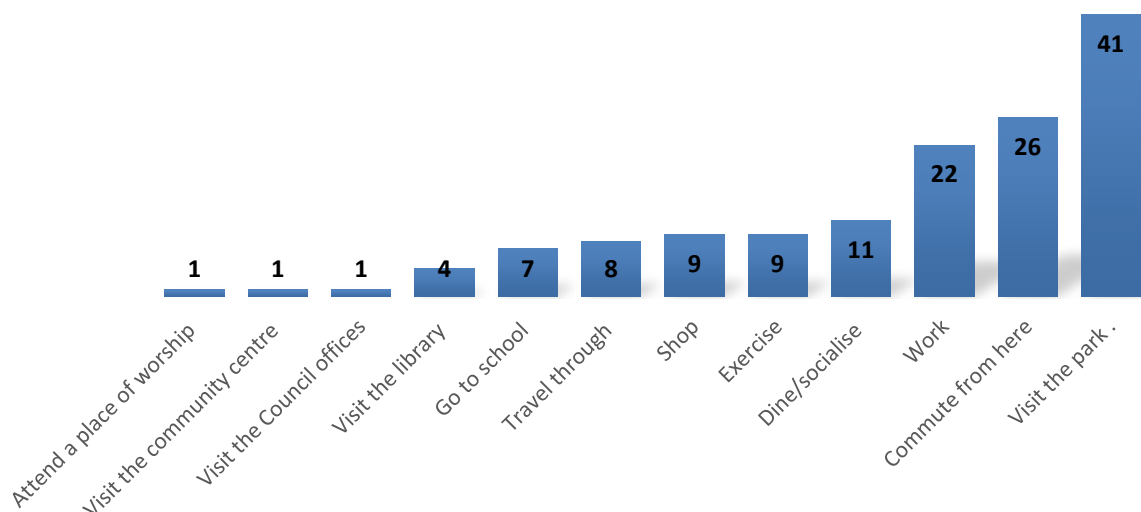


Figure 35 - Residents highest ranked activity in the study area

Figure 36 illustrates that 'Visiting the park' also ranked highly among visitors to the study area and the top two activities that are

undertaken by visitors in the study area are: to 'travel through' and 'exercise'.

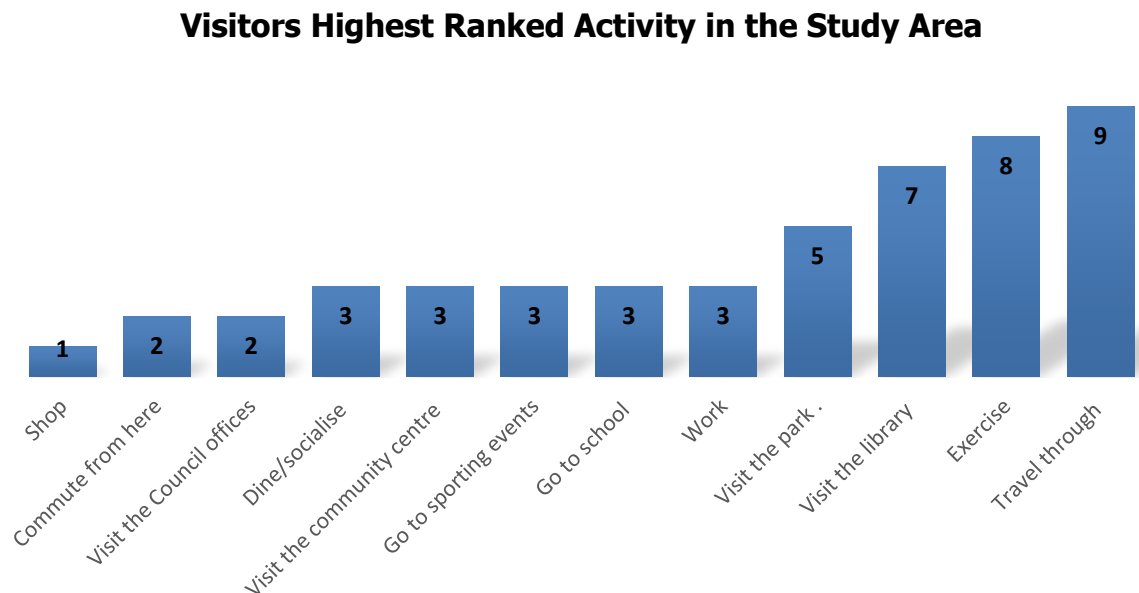


Figure 36 - Visitors highest ranked activity in the study area

6.5 Most Valued place

As a part of the Community Participation and in addition to understanding the more general issues and values, the survey sought to ascertain which specific geographic places the community value the most in the study area.

The community were asked to locate on an online map, their 'top-three' most valued geographic locations and a total of 73 pins were located by 27 contributors. A graphical representation of the number one most valued place can be seen in **Error!**

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A small number of pins were located outside the study area and within the CBD. Areas located outside the study area cannot be considered within this planning study, but

they have been included on the map for completeness.

Of the seventy-two responses, the following areas were valued highly:

- St Leonards Park
- Civic Park
- The area along Ridge Street
- The area along West Street from the intersection at Carlow Street down to Ridge St
- The area around the junction of Hampden Street and Walker Street

The majority of the respondents voted Civic Park and St Leonards Park as the most valued places.



Figure 37 - A map of the community's most valued places in the study area

7.0

OUR LIVING ENVIRONMENT

Summary

In the 'our living environment' category, the survey illustrated that the community currently value the 'leafy treelined streets' and 'larger parks' most highly as illustrated in Figure 38. In the 25 to 34 age category smaller parks were of proportionally higher value than for other age groups. The count of the 'number one' priority for the future in the precinct is: village feel, low-scale buildings in sub-urban areas, and parks and sports facilities (*Figure 40*)

7.1 Currently Most Valued in 'Our Living Environment' by Age

Analysing the responses to the 'currently most valued' attribute in the 'Our Living Environment' category, it is interesting to note the increased importance of smaller parks in younger age groups. A high value is also placed on 'leafy tree-lined streets' across age groups. Larger parklands were also broadly valued highly however proportionally more in the 35 to 59 age category. There were very few respondents in the 18 to 24 and 85+ categories and therefore these results must be viewed with this in mind.



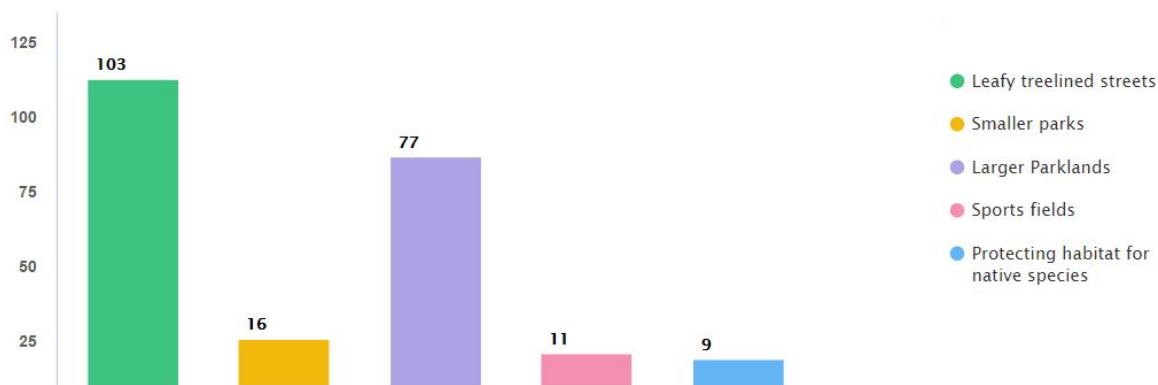


Figure 38 - Overall what the community currently value the highest from 'our living environment' in the study area

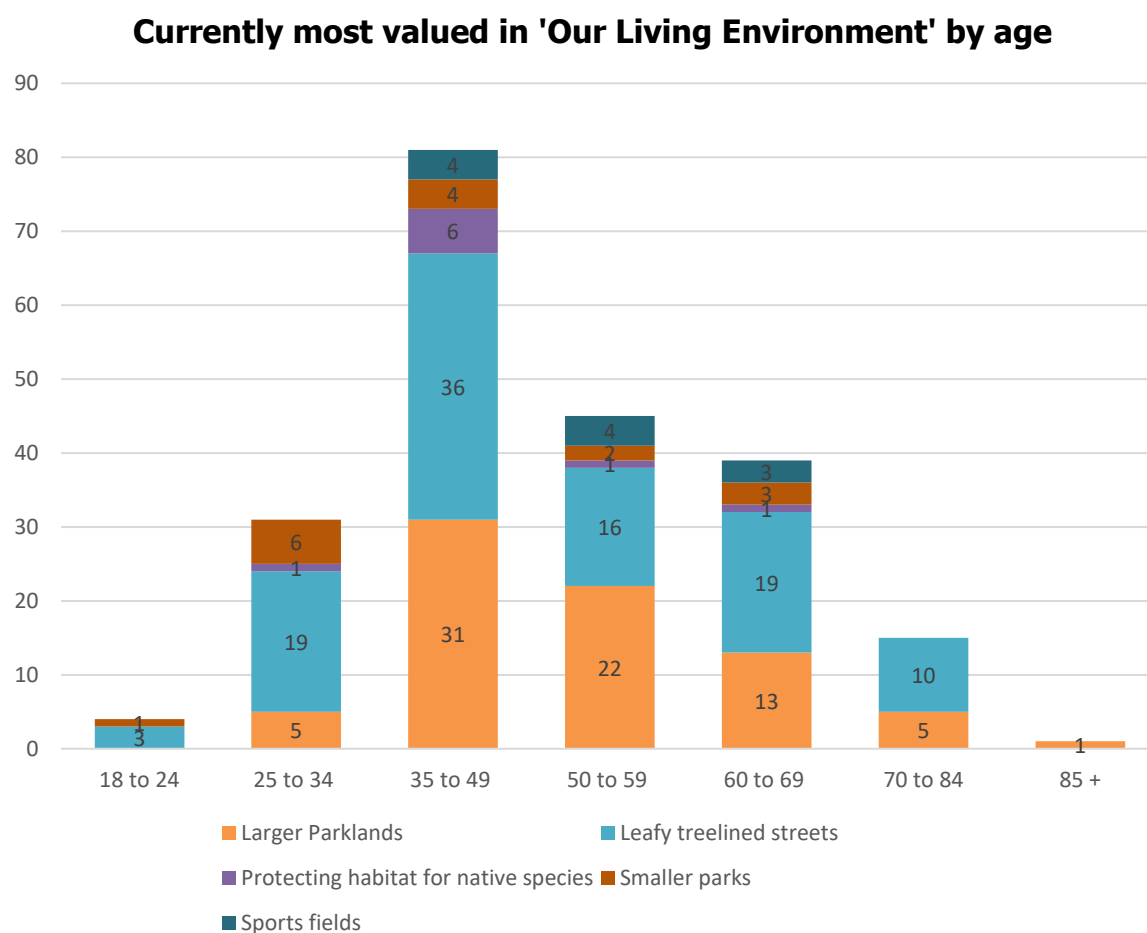


Figure 39 - Comparison of responses to the 'currently most valued' attribute in the 'Our Living Environment' category by different age groups. Note the increased importance of smaller parks in the 25 to 34-year age group.

7.2 Future Priorities for 'Our Living Environment'

The Community were asked to rank their future priorities for the category of 'Our Living Environment' the study area and the results of the highest ranked priority can be seen in Figure 40. For the future of 'Our Living Environment' in the study area the priority for most respondents is the:

- village feel,
- low-scale buildings in sub-urban areas, and
- parks and sports facilities.

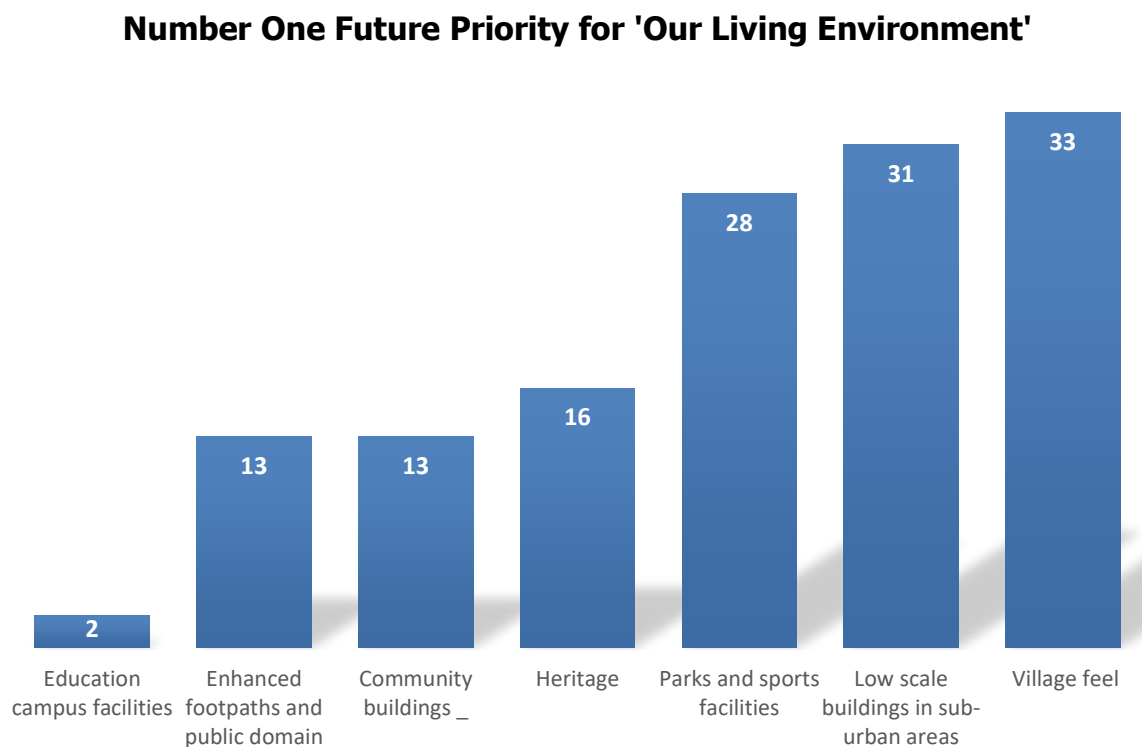


Figure 40 - The survey respondents highest-ranked priority in the category 'Our Living Environment'

Number One Future Priority for 'Our Living Environment' by Age

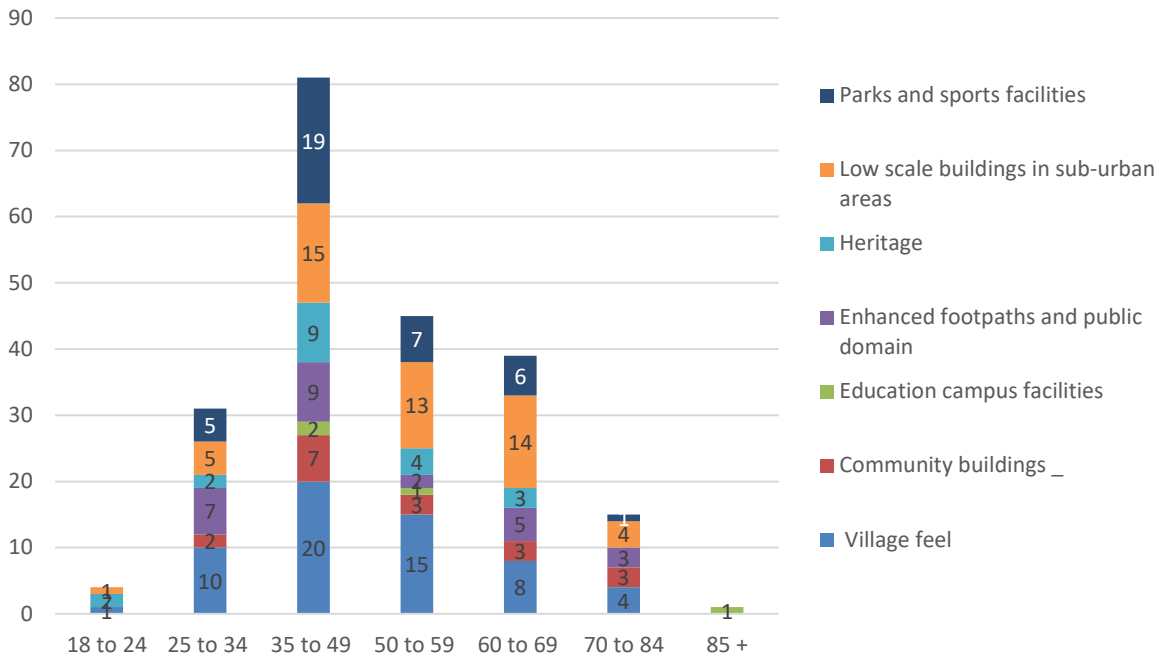


Figure 41 - Number one future priority for 'Our Living Environment' by age. Note the relatively higher ranking of 'parks and sports facilities' in the 35 to 49 age category

8.0

OUR BUILT INFRASTRUCTURE**Summary**

The community were asked what they valued in the category of 'Our Built Environment'. The survey results illustrate that overall the community currently value the 'village feel' of the study area highest, closely followed by the parks and sports facilities and low scale buildings in sub-urban areas (see Figure 44). The 'village feel' is highly valued across age groups (see Figure 43).

The count of the 'number one' priority for the future in the precinct is overwhelmingly 'Enhanced public domain and village streetscapes' and the second is to 'improve safety and amenity for pedestrians' (Figure 44).

8.1 Currently Most Valued in 'Our Built Infrastructure' by Age

In 'Our Built Infrastructure', the 'village feel' is an attribute that is valued by most age groups and interestingly is valued proportionally more by younger age groups. The categories; 'low scale buildings in suburban areas' and 'parks and sports facilities' were also well represented across the age groups. There were very few respondents in the 18 to 24 and 85+ categories and therefore these results must be viewed in this context.



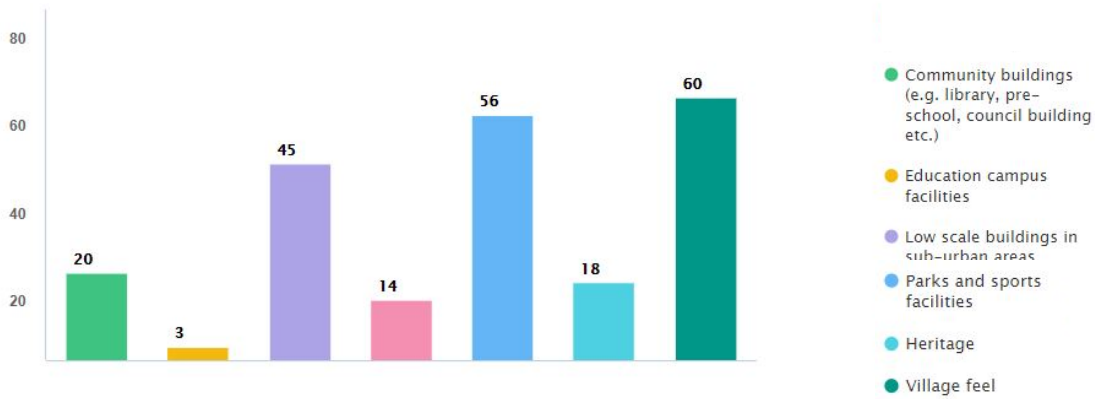


Figure 42 – Overall, what the community currently value the highest from 'our built infrastructure' in the study area. 1- 'village feel', 2- 'parks and sports facilities', 3- 'low scale buildings in sub-urban areas'.

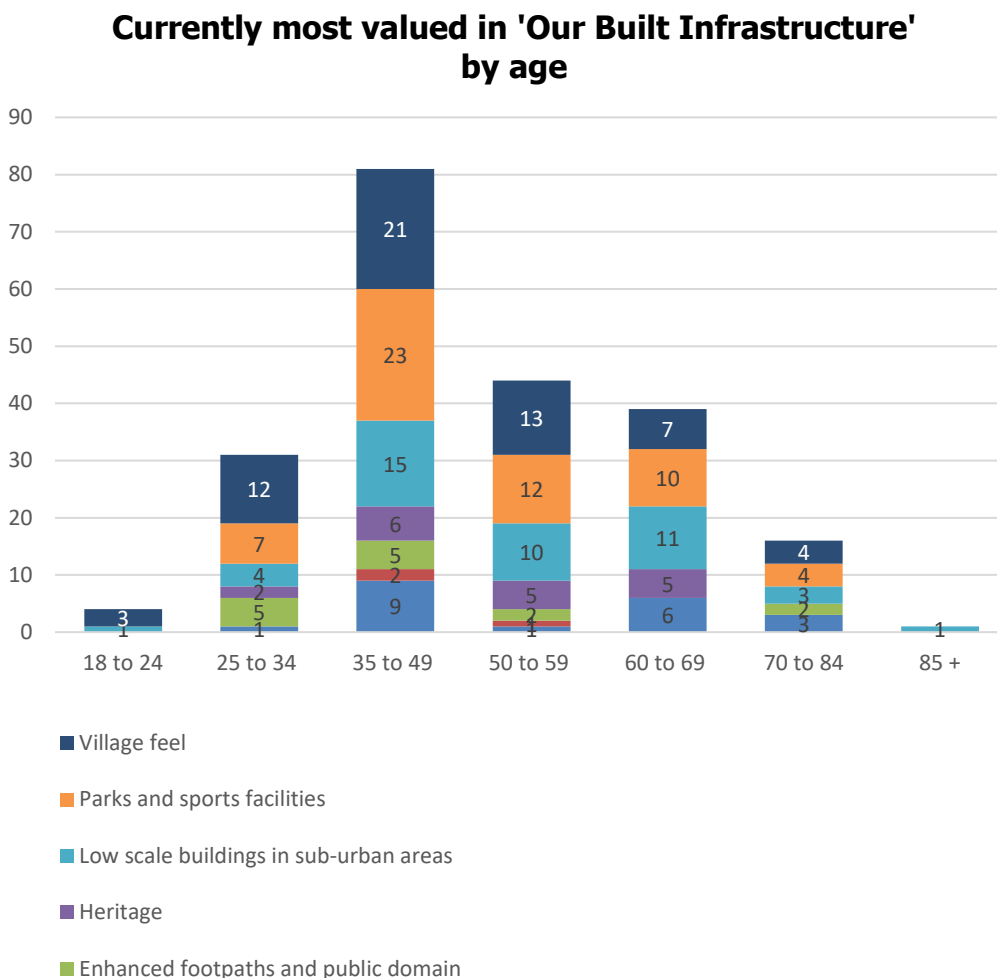


Figure 43 - Comparison of responses to the 'currently most valued' attribute in the 'Our Built Infrastructure' category by different age groups. Note: the relatively even importance of 'village feel' and 'parks and sports facilities' in most age groups.

8.2 Future Priorities for 'Our Built Infrastructure'

The Community were asked to rank their future priorities for 'our built infrastructure' and the results of the survey were that the number one priority was overwhelmingly

'enhance public domain and streetscapes' (Figure 44).

The 25-59 age category ranked 'incentivised use of public transport' relatively higher than other age groups (Figure 45).

Number One Future Priority for 'Our Built Infrastructure'

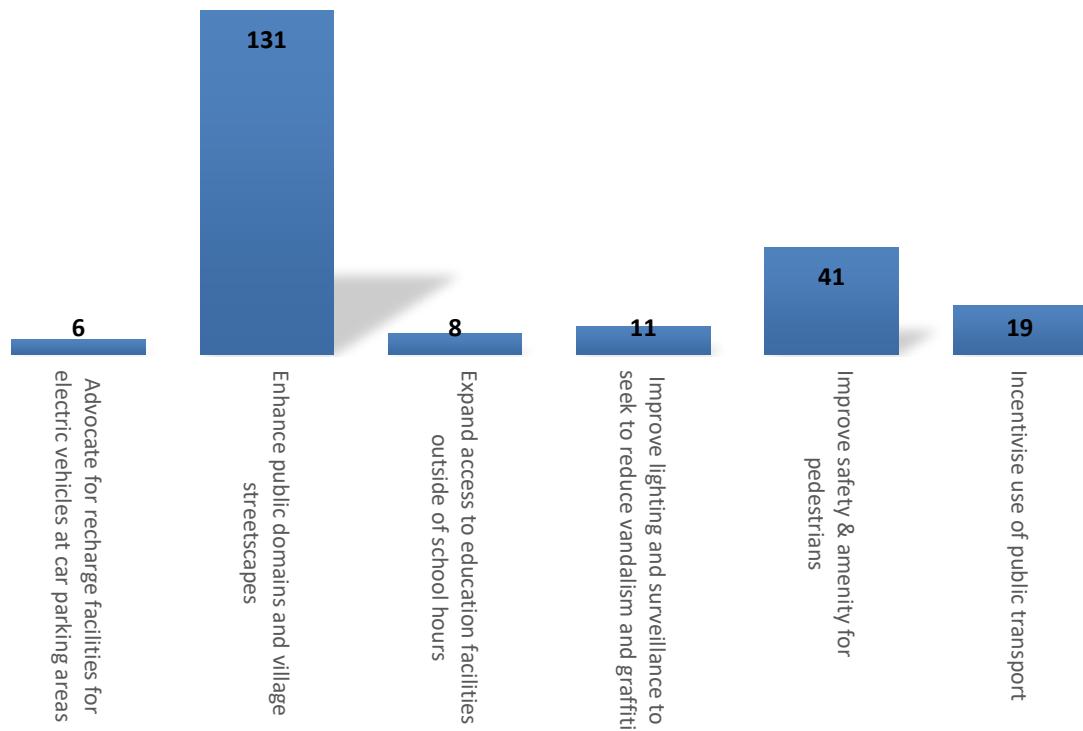


Figure 44 - Number One Future Priority for 'Our Built Infrastructure'

Number One Future Priority for 'Our Built Infrastructure' by Age

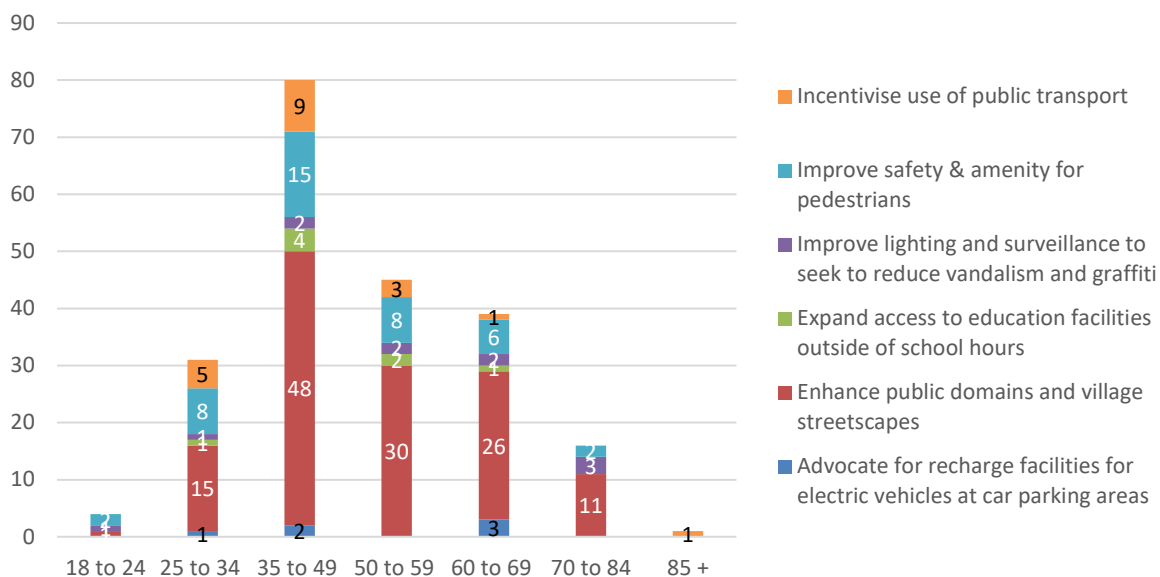


Figure 45 - Number One Future Priority for 'Our Built Infrastructure' by Age. Note the relatively higher ranking of 'incentivised use of public transport' in the 25 to 59 age categories and the reasonably consistent prioritisation of 'enhanced public domain.'

9.0

OUR FUTURE PLANNING

Summary

The community were asked what they valued in the category of 'Our Future Planning'. The survey results illustrate that overall, the community currently value the 'small scale retail', 'heritage' and 'ease of access to events' (Figure 46). The 'small scale retail' and 'heritage' is highly valued across age groups, however 'ease of access to events' is valued relatively higher by the 25 to 34 age category (Figure 47).

The count of the 'number one' priority for the future in the precinct is; 'protect and promote North Sydney's built heritage including architecture and joint second is 'balance visitor impacts with residents lifestyles and economic development', & 'promote and enhance the night-time/after-hours and weekend offer' (Figure 48).

9.1 Currently Most Valued in 'Our Future Planning' by Age

In the 'Our Future Planning' category, it is interesting to note that 'small scale retail' and 'heritage' is important to all age categories. 'Ease of Access to Events' appear to be marginally more important to those below the age of 50.



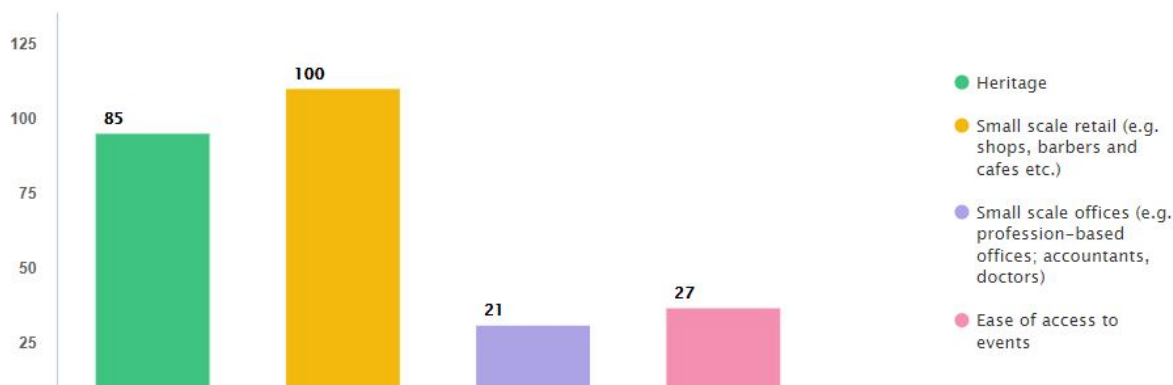


Figure 46 What do the community currently value the highest from 'our future planning' in the study area. 1-small scale retail, 2-heritage, 3-ease of access to events.

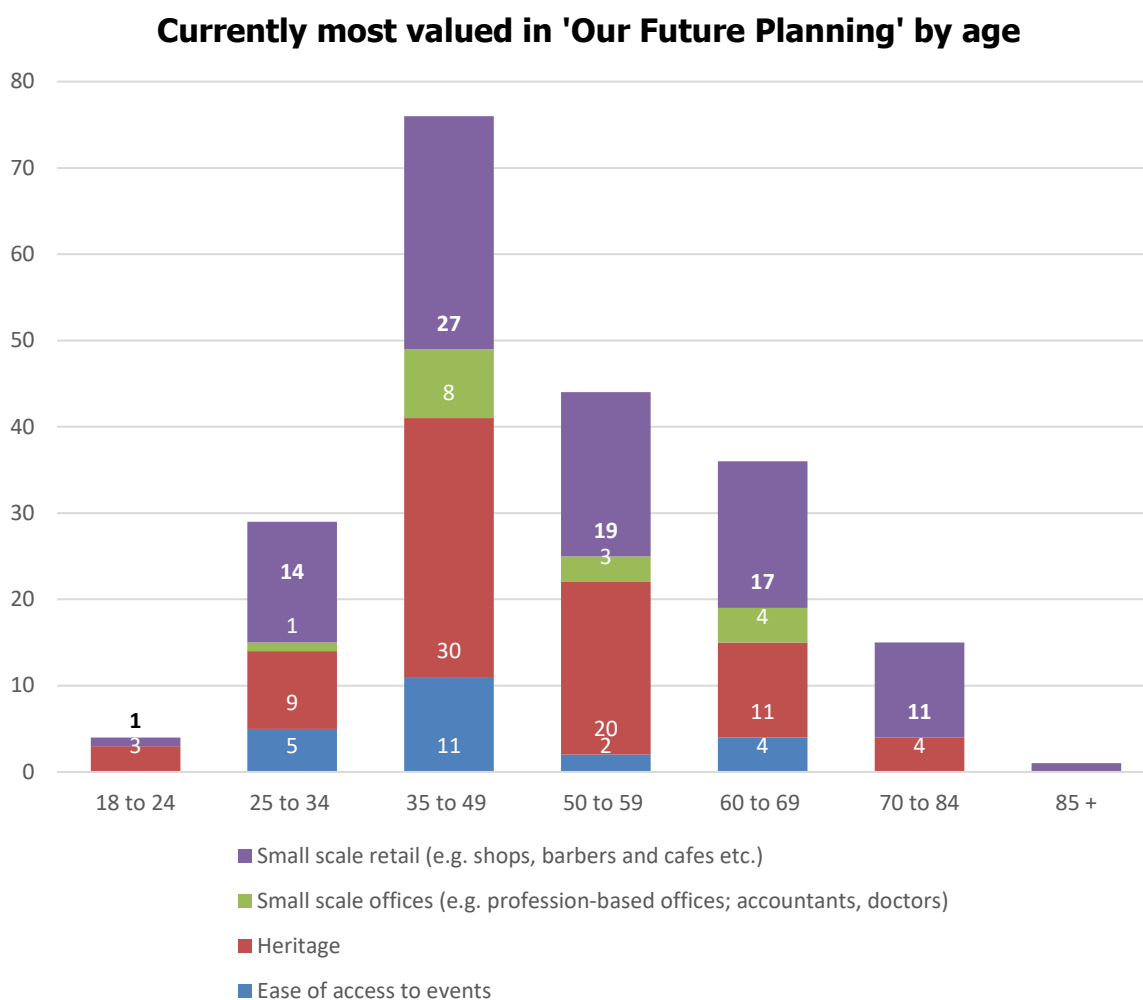


Figure 47 - Currently the most valued in the category of 'our future planning' by age

9.2 Future Priorities for 'Our Future Planning'

The Community were asked to rank their number one priority in the category 'Our future planning' and as illustrated in Figure 48 'protect and promote North Sydney's built heritage including significant architecture' was the highest priority. The results suggest that

increased pedestrian links to facilitate easier access to events is to be encouraged and that fine grain retail and heritage should be maintained and considered priorities in our future planning.

Number One Future Priority for 'Our Future Planning'

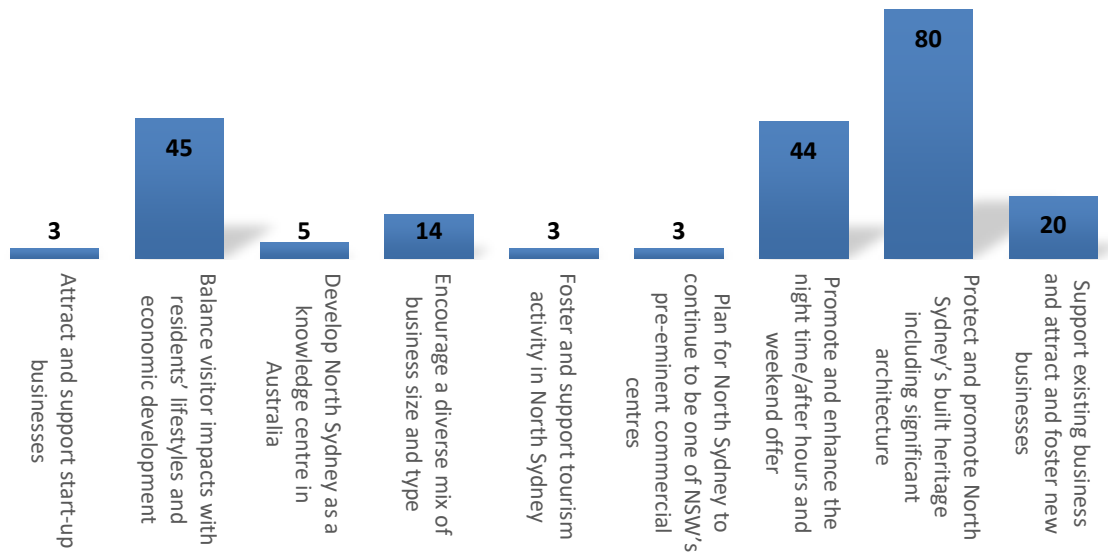


Figure 48 - Number One Future Priority for 'Our Future Planning'. Note the large response to 'protect and promote North Sydney's built heritage, including significant architecture.'

Number One Future Priority for 'Our Future Planning' by Age

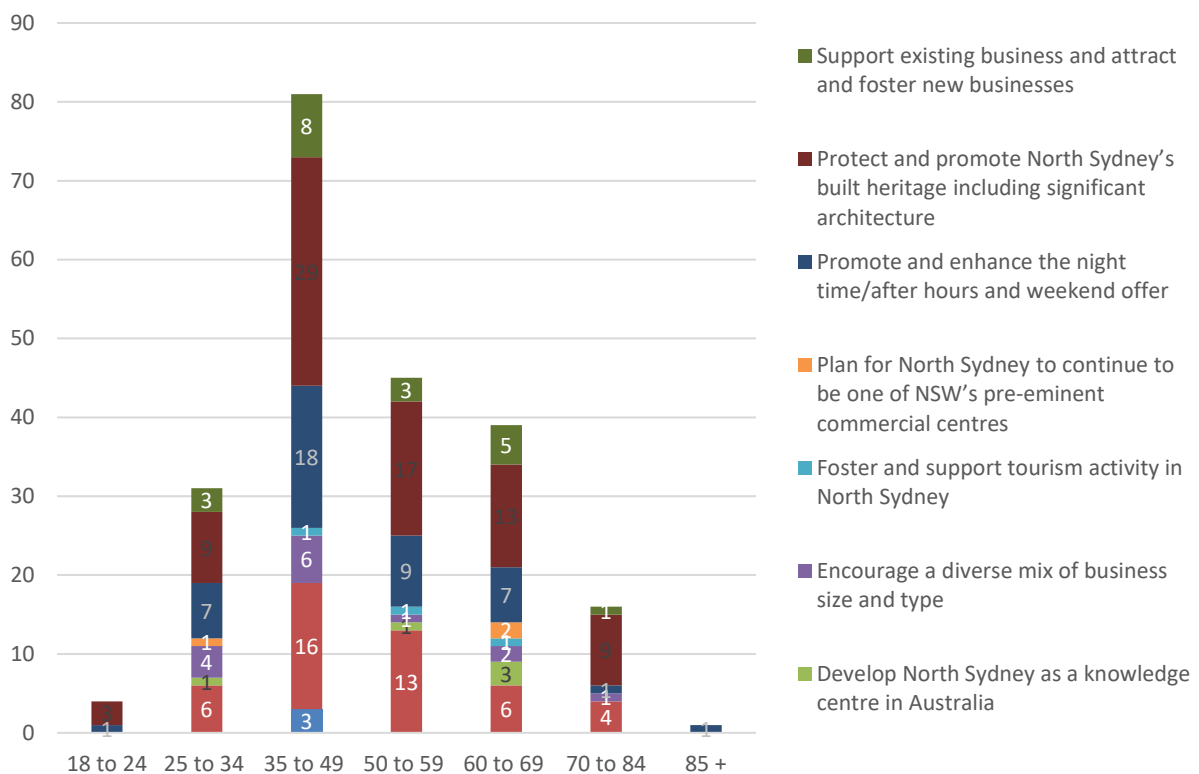


Figure 49 - The number one future priority for 'Our future planning' by age.

10.0

OUR SOCIAL VITALITY

Summary

The community were asked what they value in the category of 'Our Social Vitality'. The survey results illustrate that overall, the community currently value the 'village feel' from a social interaction viewpoint. The community valued the routine social interaction opportunities second-highest and community facilities third-highest (Figure 50).

The 'village feel' is highly valued across all age categories and 'regular routine social interaction opportunities' are valued relatively higher by the over 50 years age category (Figure 51).

10.1 Currently Most Valued in 'Our Social Vitality' by Age

In the 'Our Social Vitality' category, the 'village feel' is valued by all age groups from a social interaction viewpoint rather than an urban design viewpoint. 'Regular routine social interaction opportunities' are valued by all age categories except the 18 to 24 age group and are of relatively higher-value to the over 50 age category. Community facilities are also valued across all age groups.



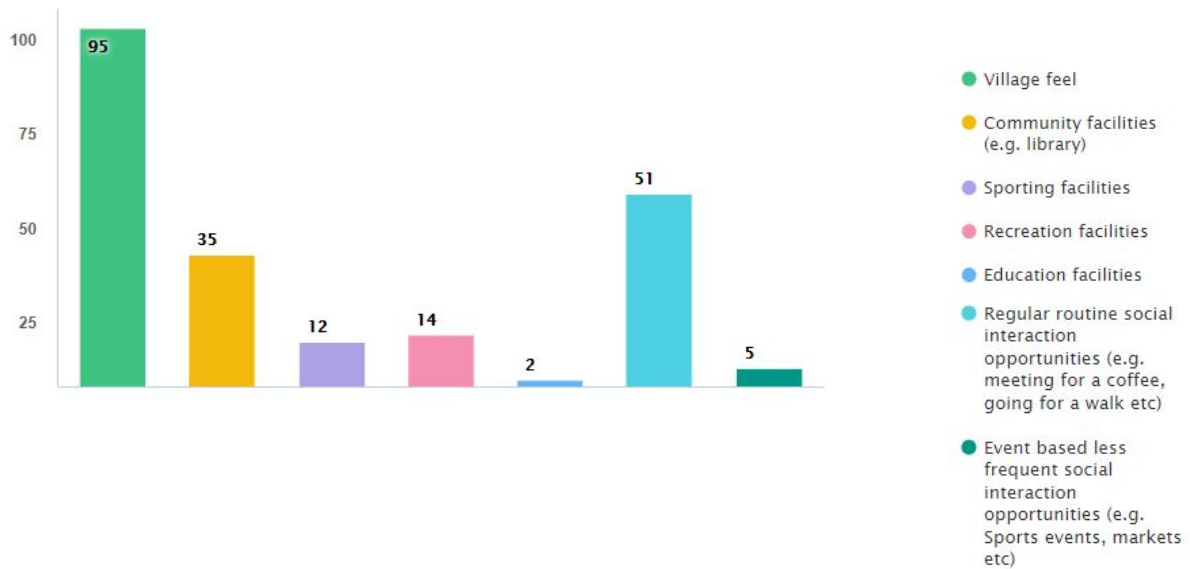


Figure 50 Overall, what do the community currently value the highest from 'our social vitality' in the study area. 1- 'village feel', 2- 'Regular routine social interaction opportunities', 3-Community facilities.

Currently most valued in 'Our Social Vitality' by age

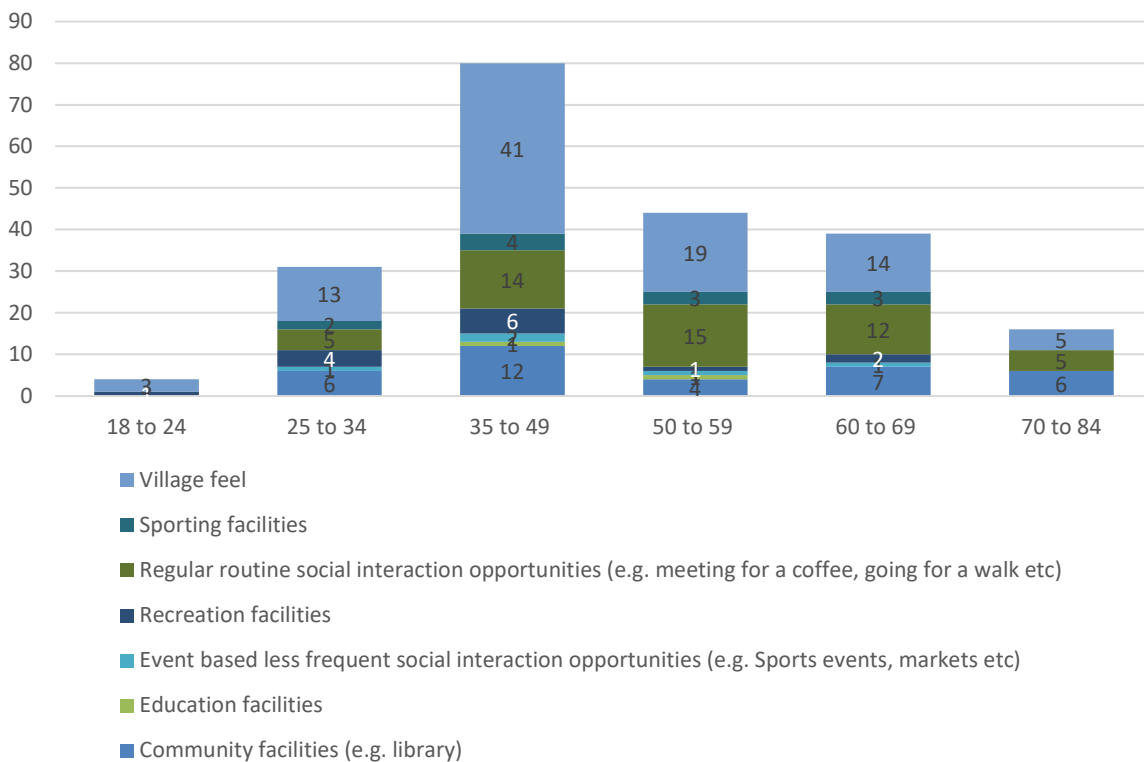


Figure 51 - Currently most valued in 'our social vitality' by age

10.2 Preliminary key community stakeholder interviews

As a part of the Community Engagement Strategy, key stakeholders within the study area were offered the opportunity to present their strategic plans at interviews. The area is rich in schools, and educational establishments and schools formed the greatest number of key stakeholders identified. The community stakeholders identified were:

- Educational institutes/schools - Australian Catholic University, Cammeraygal School, North Sydney Demonstration School, Marist College, Monte Sant' Angelo Mercy College, North Sydney Boys High School, North Sydney Girls High School, St Marys Primary School, Wenona School
- Faith based Community Groups - St Thomas Anglican Church, St Marys Catholic Church, Jesuit Mission Office, The Hare Krishna Temple of Sydney
- Hotels/Accommodation - Dalziel Lodge (Emerald City Hotels), Falcon Lodge, McLaren Hotel, North Shore Hotel, North Sydney Hotel, Rydges North Sydney
- Community Groups - Precinct Committees including: Stanton, Registry, Hayberry, Holtermann, Edward, Wollstonecraft, Committee for North Sydney.
- Transport agencies - Transport for NSW, Sydney Buses, Sydney Metro
- Major institutional landowners
- Property owners
- Workers
- Residents

- Retailers, restaurants

The following stakeholders took the opportunity to talk with the council about their strategic directions for the area:

- Some educational institutes
- Some based faith groups
- Community groups
- Major institutional landowners
- Property owners

10.3 Community Comments and Submissions

Council received 217 submissions via the online survey plus an additional 23 written submissions. A graphical summary of the most frequently mentioned issues is illustrated in Figure 52. A total of 5 submissions outlining development aspirations were

received from landowners during the course of the engagement.

The most frequently mentioned issue in comments and submission was concern regarding 'tall-buildings', 'high-rise' & 'over-development' and positive sentiment toward the 'village feel' (Figure 52, Figure 53). A full list of submissions and comments is available in the Appendix.

10.4 Most frequently mentioned issue

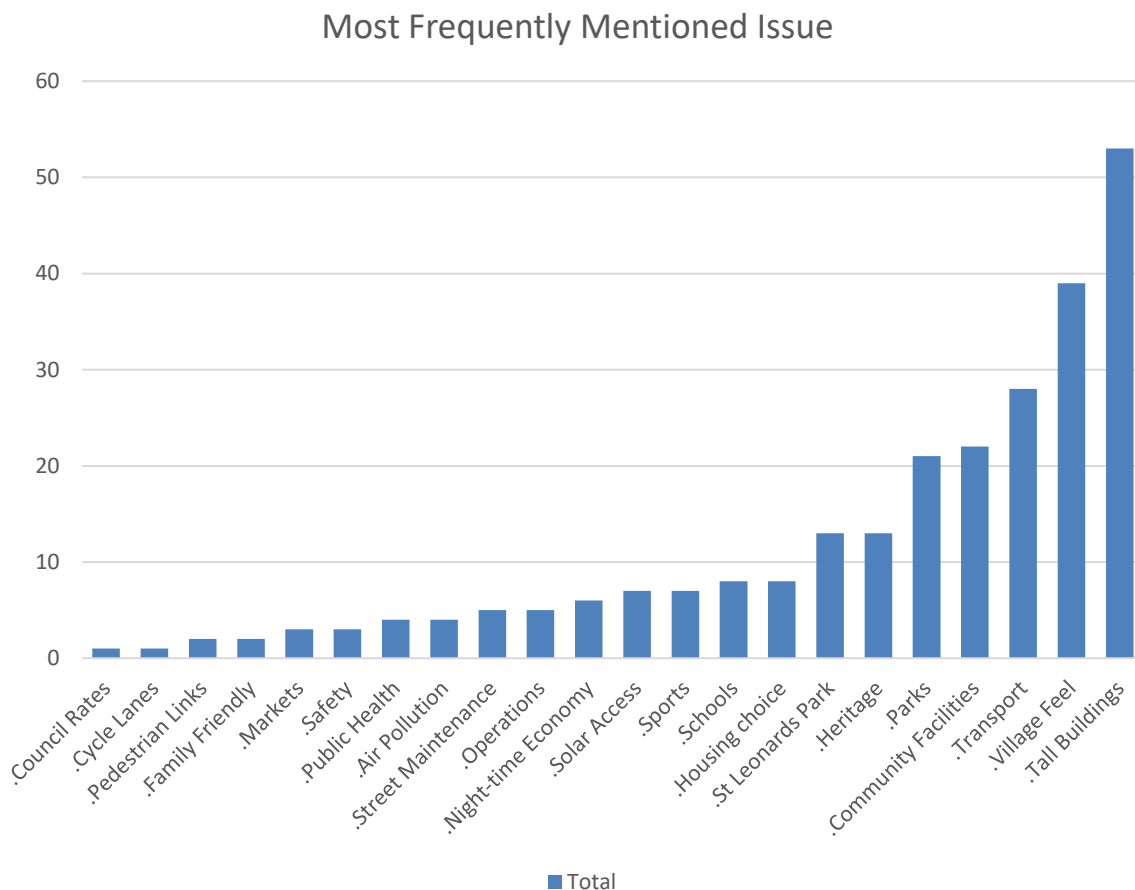


Figure 52 – A count of the most frequently mentioned issue in submissions



Figure 53 - Word cloud of community comments



11.0

SUSTAINABILITY

A preliminary assessment

This section is a commentary on the ongoing sustainability assessment for the project. A sustainability assessment was undertaken at the beginning of the project. The assessment is broken into several categories:

- Environmental
- Social
- Economic
- Governance (Civic Leadership)

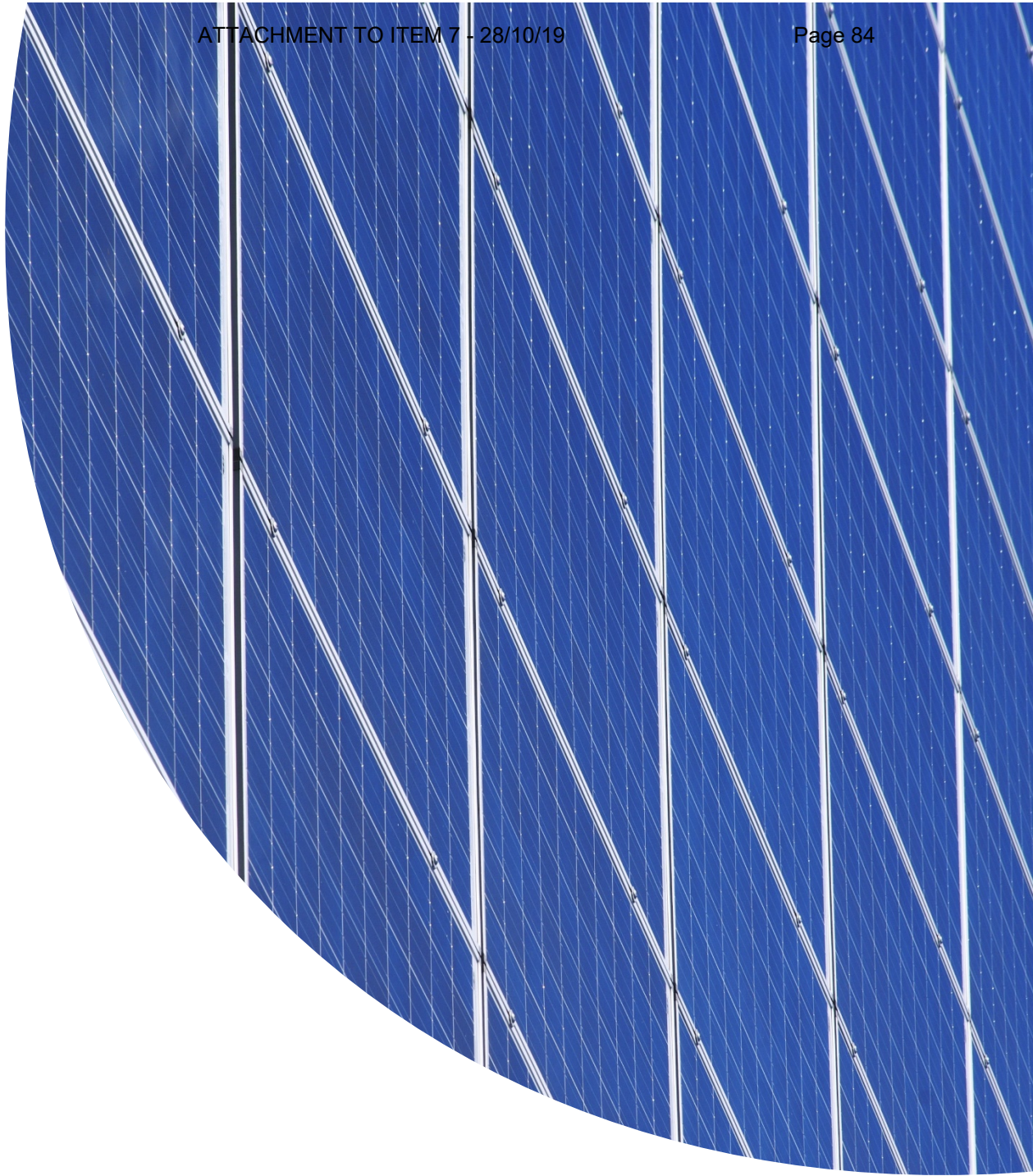
Given the nature of the project as a planning study, the impacts of the study itself are minor in nature but the results of the project and its manifestation in the planning and urban design of the precinct could be significant. The following is a summary of the preliminary assessment:

Environmental – The arrival of the new Metro entry could have a positive impact on traffic volumes in the area and a commensurate benefit for levels of noise and air pollution.

Social – The arrival of the new Metro entry and the outcomes of the planning proposal could deliver a positive impact with regards increased use of public transport and encouraging walking and cycling. The outcomes may also have a positive impact on the provision of good quality future public domain and accessibility to open space and sporting facilities.

Economic – It is too early to ascertain the sustainable economic benefits; however, the arrival of the Metro could be a catalyst for increased economic activity.

Governance (Civic Leadership) – The community consultation has been undertaken through the lens of the Community Strategic Plan 2018-2028 and future stages of the project will continue this. The brief for the project provides a relatively high level of opportunity for the community to participate in the decision-making process.



12.0

STRATEGIC DEFINITION

Towards defining the community's aspirations

12.1 Valued places and community priorities for the Planning Study

In terms of what is already working well in the study area, the survey revealed the following places are the most highly valued by the community:

- St Leonards Park
- Civic Park
- The area along Ridge Street
- The area along West St from Carlow St down to Ridge St
- The area around the junction of Hampden Street and Walker Street.

Going forward, the survey identified the following community priorities for the Planning Study (Figure 54):

Community Priority #1 The precinct's heritage value is conserved

Community Priority #2 The village feel and civic character of the precinct is respected

Community Priority #3 Parks and public spaces are highly valued for both active and passive recreation and should be protected

Community Priority #4 The access, safety and amenity of local streets is improved

Community Priority #5 The scale and design of new development is carefully managed

Community Priority #6 More opportunities for social interaction and activity are created.



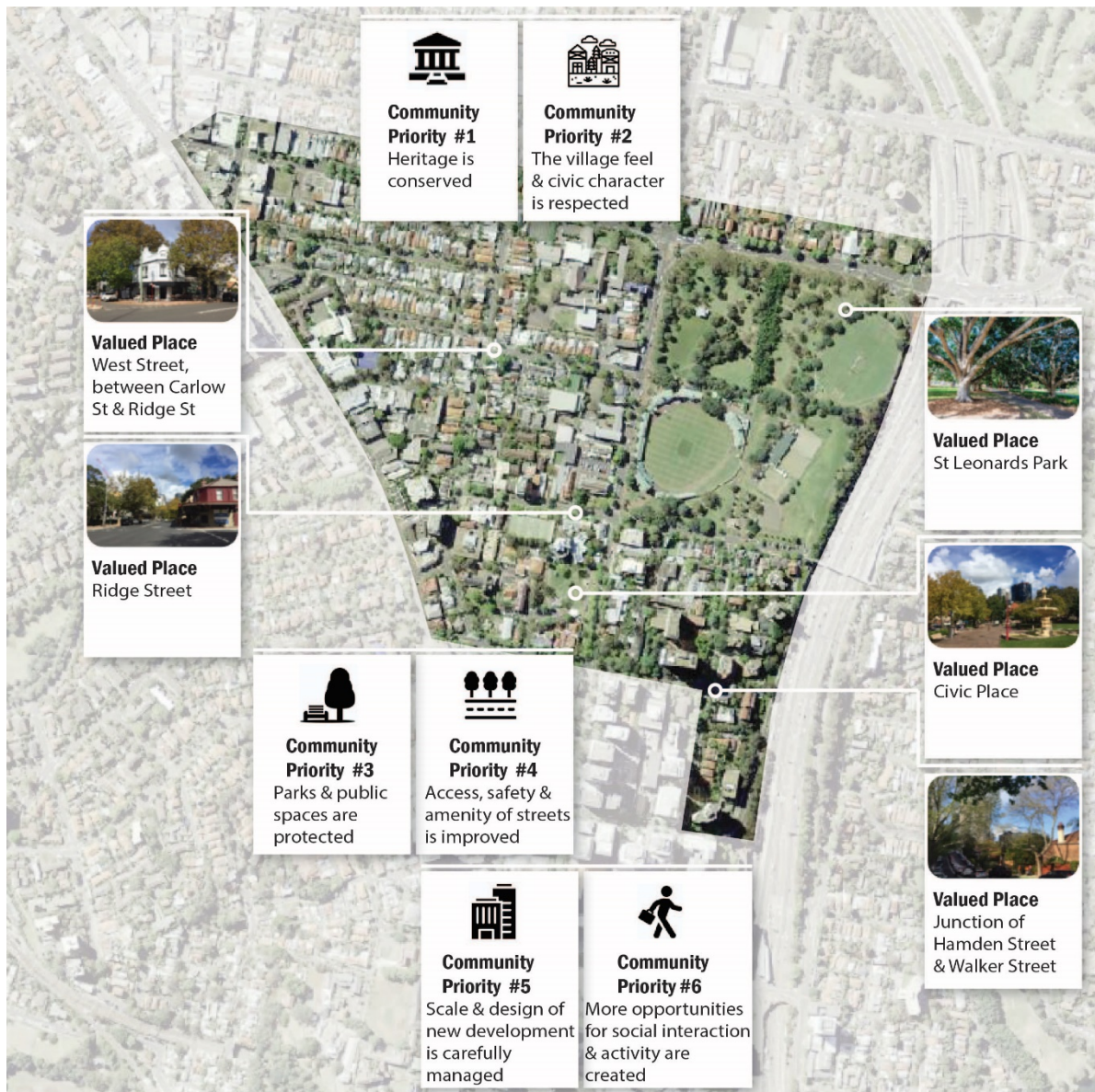


Figure 54 –Valued places and community priorities for the Civic Precinct Planning Study

12.2 Next Stages

This report, identifying the community's values and priorities for the Civic Precinct, concludes Stage 1 of the Planning Study.

Stage 2 is the research and ideas phase. Detailed site, context, planning, landscape, transport and a built form analysis will be undertaken and preliminary ideas will be developed that begin to address both the planning study principles outlined in Section 1.1 and community priorities at Section 12.1.

Stage 3 will test these ideas through targeted community workshops and internal reviews with staff from the relevant Divisions of Council.

Stage 4, commencing in 2020, will refine those ideas and be presented to the Design Excellence Panel. Proposals will then be incorporated into a draft report.

Stage 5, the draft report will be exhibited. Public comments will inform the final study.

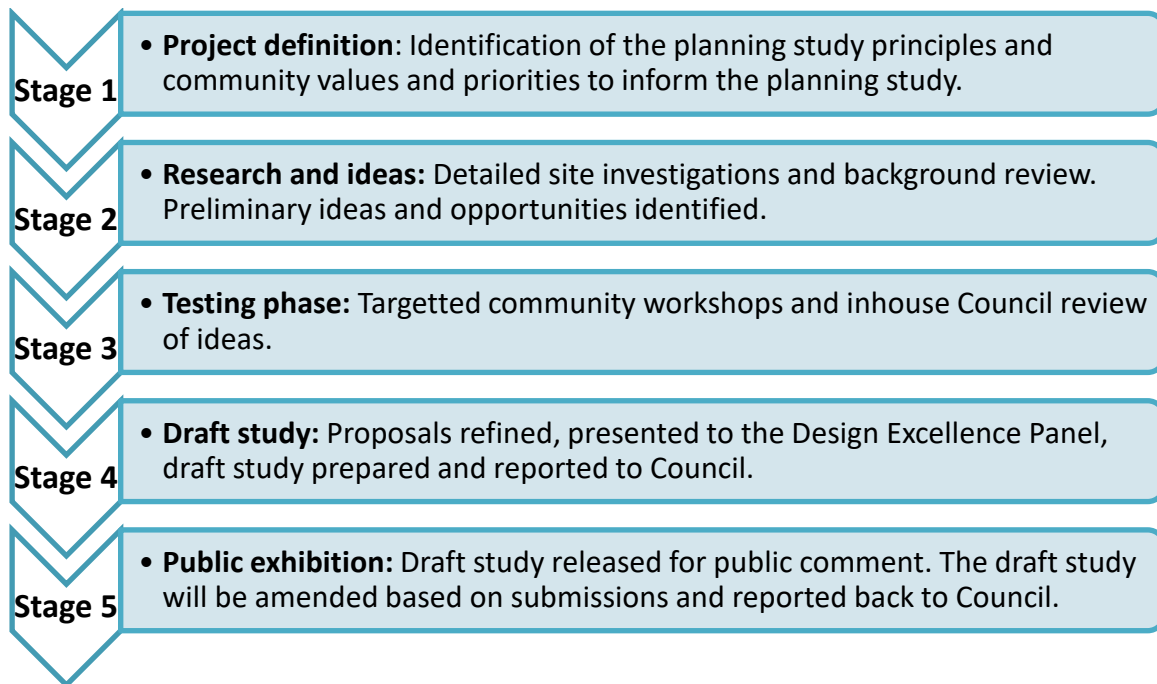


Figure 55 – Civic Precinct Planning Study Stages

13.0

RESOURCES

13.1 State Planning Policies

- [State Strategic Plan 2016-26](#)
- [Greater Sydney Region Plan – A Metropolis of Three Cities, 2018](#)
- [North District Plan, 2018](#)
- [Future Transport Strategy 2056, 2018](#)

13.2 Other State Agency Documents

- [St Leonards and Crow's Nest Priority Precinct](#)
- [Sydney Metro Victoria Cross Station – Dept. of Planning & Environment Assessment and Determination](#)
- [Victoria Cross Over Station Development – NSW Dept. of Planning & Environment](#)
- [Victoria Cross Over Station Development – NSW Dept. of Planning & Environment – Retail & Commercial Office Strategy](#)
- [Victoria Cross Station & Artarmon Substation Modification Report](#)
- [Western Harbour Tunnel & Warringah Freeway Upgrade Projects-Project Update 2018.](#)
- [Draft Open Space for Recreational Needs Study 2018](#)

13.3 Local Planning Policies

- [North Sydney Council Local Environmental Plan 2013](#)
- [North Sydney Council Development Control Plan 2013](#)
- [North Sydney Community Strategic Plan 2018-2028](#)
- [North Sydney Affordable Housing Strategy, 2015](#)
- [North Sydney Local Development Strategy, 2009](#)
- [North Sydney Economic Development Strategy, 2016](#)

13.4 Local Strategic Planning Documents

- [North Sydney Council Community Strategic Plan 2018-2028](#)
- [St Leonards / Crow's Nest Planning Study](#)
- [Crow's Nest Placemaking and Principles Study](#)
- [North Sydney Centre Review](#)
- [North Sydney CBD - Traffic and Pedestrian Study](#)

- [North Sydney CBD - Public Domain Strategy -Stage 1](#)
- [North Sydney CBD – Late Night Trading Review](#)
- [North Sydney Centre Capacity and Land Use Study](#)
- [Draft Stage 2 Ward Street Precinct Masterplan](#)
- [North Sydney Place Book Public Domain Strategy.](#)
- [North Sydney Council-Community Engagement Policy & Framework](#)
- [North Sydney Council Development Strategies](#)
- [North Sydney Council Transport Strategy](#)
- [North Sydney Council LGS wide Flood Study 2016.](#)
- [North Sydney Council Planning Agreement Register](#)
- [North Sydney Council Planning Proposals](#)

13.5 Other Planning Documents

- [North Sydney Council Heritage Conservation Plan](#)
- [North Sydney Council Local Infrastructure Contributions Plan](#)
- [Affordable Housing Strategy](#)
- [North Sydney Council - Urban Forest Strategy 2011](#)
- [North Sydney Council Recreational Needs Study 2015](#)
- [North Sydney Council Parks and Reserves Plans of Management](#)
- [Ridge Street Car Park Concept Design Study](#)

13.6 Other useful information

- [North Sydney Oval](#)
- [Playgrounds Guide](#)
- [Places of Interest](#)
- [Local Markets](#)
- [North Sydney Council Business and Projects](#)
- [CAD drawings of the LGA based on Cadastral information](#)
- [A 3D Sketch-up Model of the study area](#)
- [Preliminary Gap Analysis of LSPS and Greater Sydney Commission North District Plan](#)

14.0

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<https://www.sydneymetro.info/sites/default/files/document-library/Victoria%20Cross%20Station%20and%20Artarmon%20Substation%20Modification%20Submissions%20Report.pdf>
- Profile.id. (2019, August 16). *North Sydney Council Community Profile*. Retrieved from Profile.id:
<https://atlas.id.com.au/north-sydney>

APPENDIX

Written Submission Summary (by submission)

Key Points Raised
Marist College North Shore would like to amend development controls to allow them to provide additional teaching space.
Resistance to 'high-rise' development and preference for maintenance of 'village feel'. Maintenance of winter solar access. More space for community uses welcome. Street front presence for community centre. Provision of low-cost housing for artists/creative people.
<p>Seeking some development uplift for their property (5 & 7-9 West Street North Sydney) and presented an idea for a new pedestrian link. Suggest:</p> <ul style="list-style-type: none"> • That there are improved pedestrian connections from the new station to the office areas on West Street and elsewhere in the precinct. The planning study should explore ways to connect West Street to Miller Street that involve walking through the park – this provides a shorter connection and is a nice safe route. • The area currently behind our West Street properties is not planned well, we have: <ul style="list-style-type: none"> - Community Housing owned by Council - Buckingham Street which is a no-through road - Church car park - Church housing - Community Centre • It is not clear where these properties boundaries are and they have a “back of house” feel – and poor surveillance. • There could be opportunity to masterplan these areas to provide a clear connection from West Street. • We would be keen to work with Council on the future of our West Street properties – a redevelopment of our buildings could provide for an exceptional opportunity to deliver a mixed use building with office, ground floor café uses, and upper level residential. The development could be designed to be permeable and have through links from West Street to the areas behind (park etc). We could explore absorbing the Council community housing and reworking new Council housing into the larger development. • The expectation on a development like this would be increased height over the current controls, however our investigations show that this site can handle more height as it is shielded and well protected from sensitive uses. We would like additional height explored and discussed through this process. • We are believers in this area and would look to be long term owners of the commercial component of any redevelopment – this will ensure employment remains in the area and is not lost to residential. • A redevelopment at our location should take into account the wider area, such as the tennis court car park – this area could be viewed as a masterplan – we would be happy to be involved in this to ensure we get a great public domain outcome. The area connecting from our properties to Miller Street could be a well-executed, safe and walkable mixed use precinct – with people living, working, eating and playing (library park).
Seeking to discuss the development potential of their site. Would like to discuss the future development opportunities for their land. The owners have achieved a consensus regarding their view of the future of their land.
Church property section will contact North Sydney Council at a later date.
Seeking to share their consultants work prepared for 257 Pacific Highway.
Please provide a large community theatre > 1500 seats as an attraction, cultural and multi-use asset.
Area is an important civic precinct. Should be a no-go zone for high rise development or buildings that would overshadow open spaces. Civic park and other open space should be expanded and enhanced. Sculptures by local artists in St Leonards Park to make it a go-to destination. Make pedestrian access around new Metro entry easily navigable and safe. Growth in LGA population could require expansion of Community Centre, Library and additional community facilities. Significant growth in 0 to 15 year olds and shortage of sports facilities should be considered if considering redeveloping the Ridge St Car Park; a regional sports facility would be a good fit given the ease of access to Metro, Train and Busses. As a part of Placemaking Initiatives there is scope to develop public seating, signage to reflect our aboriginal heritage and locate history boards around the area. Priorities any opportunity to create more open space and community amenity benefit. Cease all development until the current mess with poor quality construction is resolved. No more high-rise buildings. A maximum height of no more than 5 storeys.
The study area is the civic heart of North Sydney. It is home to: North Sydney Council, Stanton Library, North Sydney Community Centre, Explorers Playgroup & North Sydney Aftercare, Civic Park, Northside Produce Market, North Sydney Friday Night Markets, The Independent Theatre, North Sydney Oval, St Leonards Park. This is an important civic precinct

<p>and should be a no-go zone for high-rise buildings or buildings that would overshadow open spaces. Civic Park and other Open Space should be retained, expanded and enhanced.</p>
<p>Requests the re-Zoning of 59-109 Falcon Street from R3 Medium Density Residential to R4 High Density Residential with appropriate building height and GFA controls. This is justified because: Increased public transport within a walk-able catchment including Crows Nest and Victoria Cross metro stations. Significant existing noise from vehicles and suggests new dwellings would be designed to consider noise. Many dwellings require renewal and a significant uplift in development potential is required to ensure feasibility of development. The lots are not in a Heritage Conservation Area, however one heritage listed buildings is. Similar scale development has been proposed nearby; 22-57 Falcon St and suggests this illustrates how built form up to 19m can be developed with minimal impact on adjoining property fronting Hayberry Street. Re-zoning will assist council in meeting its housing targets in areas serviced by employment, retail and public transport. Through-site links may form part of the feasibility testing.</p>
<p>Site at 2 Hampden Street and the adjoining 6 terraces, 185 Walker Street and 16 Hampden Street were omitted from the Ward Street Masterplan. Submitter requests that the block containing the properties mentioned are included in the Northern CBD Planning Study because they are the only low density properties within 200m of the new Metro station and notes that the rest of McLaren Street is already the subject of high density development and will be surrounded by high density development. Submitter requests that the planning study includes the current zoning, density and heritage listing. Submitter suggests that the combined sites could in future include a landmark development to possibly include Hampden Street either as part of a development or as a new park. It is suggested that leaving the properties with their current zoning will diminish their utility, liveability and value.</p>
<p>Area is an important civic precinct. Should be a no-go zone for high rise development or buildings that would overshadow open spaces. Civic park and other open space should be expanded and enhanced. Sculptures by local artists in St Leonards Park to make it a go-to destination. Make pedestrian access around new Metro entry easily navigable and safe. Growth in LGA population could require expansion of Community Centre, Library and additional community facilities. Significant growth in 0 to 15 year olds and shortage of sports facilities should be considered if considering redeveloping the Ridge St Car Park; a regional sports facility would be a good fit given the ease of access to Metro, Train and Busses.</p> <p>As a part of Placemaking Initiatives there is scope to develop public seating, signage to reflect our aboriginal heritage and locate history boards around the area. Priorities any opportunity to create more open space and community amenity benefit. Most importantly, Waverton Bowling Club is Public Land and must remain public land and the site should be used to meet community needs. Submitter would support the site of Waverton Bowling Club being used for: a new community centre (Café/ Brasserie with Exhibition space - [TAFE training café / Billy Blue training café], Occasional care centre (if needed). Child care centre (if needed), Space for dance classes, drama classes, art classes. Space for Clubs – Book, Baking, Gardening, Chess, Bridge, Knitting, Quilting clubs etc. Outdoor amphitheatre as a possible venue for outdoor cinema, recitals, performances). Multigenerational gathering & activity space (Children’s bike track (like Centennial Park), Playground and picnic tables, Outdoor exercise stations / stretch stations circuit, Chess, Boules, Badminton, Ping Pong (bring your own bat and ball), Space to kick a ball around without playing an organised sport). Sports facilities, Green space.</p>
<p>Area is an important civic precinct. Should be a no-go zone for high rise development or buildings that would overshadow open spaces. Civic park and other open space should be expanded and enhanced. Sculptures by local artists in St Leonards Park to make it a go-to destination. Make pedestrian access around new Metro entry easily navigable and safe. Strongly endorse station-to-recreation pedestrian link. Growth in LGA population could require expansion of Community Centre, Library and additional community facilities. Significant growth in 0 to 15 year olds and shortage of sports facilities should be considered if considering redeveloping the Ridge St Car Park; a regional sports facility would be a good fit given the ease of access to Metro, Train and Busses. As a part of Placemaking Initiatives there is scope to develop public seating, signage to reflect our aboriginal heritage and locate history boards around the area. Priorities any opportunity to create more open space and community amenity benefit.</p>
<p>Submitter would like more designated cycle paths going too and away from the Metro stations and the cycle path need to consider any uphill sections to allow slower cyclists to travel safely. Suggests that would like to see bike boxes at traffic lights that allow cyclists to gather in front of the traffic lights and set the lighting timing to give cyclists a 2-3 second head start before cars are approved to proceed.</p>
<p>The study area is of tremendous importance and is the civic centre of North Sydney. Features that are of state-wide importance are; Stanton Library, Civic Centre, North Sydney Oval & St Leonards Park. Nothing should be done to detract from amenities already in place. As much open space as possible should be created or retained to offset densification. There should be no high-rise development and no further overshadowing. Any proposed future high-rise should be located a significant distance away to ensure there is no crowding and avoid a concrete jungle. The presently intended utilisation of the land by Sydney Metro is nothing more than a selfish determination to maximise the profit, or perhaps minimise the cost, of the development of the North Sydney station. The place should be made user-friendly by the installation of signposts for pedestrians, public seating and signage demarcating the many attractions of the area, not least identifying places associated with our aboriginal heritage. Of course there have to be clean and accessible toilets to help make the concept a success.</p>

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<p>Civic Park and open space should not be diminished but expanded to the fullest extent possible. Encourages publicising organised and spontaneous activities that can be undertaken by individuals or groups. Facilitate access for both pedestrians and cyclists and specifically for school going children. Signposting of significant historical features and additional provision of seating would add to the attractiveness of the public space. Whatever the cost of implementing good ideas now the expenditure will seem insignificant in 20 to 50 years time and leave a legacy for generations to come.</p>
<p>Submitter makes recommendations for the proposed redevelopment of the Ridge St Car-Park that he had previously submitted several years ago. Presents comments on the two options for the past proposed redevelopment and states that option two should be ruled out. Suggests the following alternatives; Build the facilities elsewhere (suggests Crows Nest). Open school facilities to the public.</p>
<p>The area is an important civic precinct. Should be a no-go zone for high rise development or buildings that would overshadow open spaces. Civic park and other open space should be expanded and enhanced. Sculptures by local artists in St Leonards Park to make it a go-to destination. Signage to explain the historic importance of the park. Make pedestrian access around new Metro entry easily navigable and safe. Suggests the Metro entry could be expanded to house some form of public amenity. Strongly endorse station to recreation pedestrian connection. Growth in LGA population could require expansion of Community Centre, Library and additional community facilities. Significant growth in 0 to 15 year olds and shortage of sports facilities should be considered if considering redeveloping the Ridge St Car Park; a regional sports facility would be a good fit given the ease of access to Metro, Train and Busses. Wayfinding signage for the community centre on Miller St and an upgraded public toilet would be a welcome improvement. As a part of Placemaking Initiatives there is scope to develop public seating, signage that reflects our aboriginal heritage. Priorities any opportunity to create more open space and community amenity benefit.</p>
<p>Submitter suggests that the biggest concerns are traffic, noise and over-development. Submitter is concerned traffic will increase on the corner of McLaren and Pacific Highway and Church Lane. Concerned that the foundations and walls of her house will be structurally affected by the increased traffic and development.</p>
<p>We want this area kept essentially low rise and village- feeling and to retain its great open spaces. We are concerned that this area is considered the 'Northern CBD'. This implies it could become like the 'Southern CBD' – the high rise commercial hub immediately down the hill from this area. We see these as currently very distinct areas in their personalities and would be strongly opposed to the kind of buildings in the existing CBD of North Sydney emerging into this open, flat space on top of the hill.</p>
<p>Strongly oppose the seemingly imminent and inevitable capitulation by NSC to permit a wall of residential high rise to erupt out of Crows Nest and ripple down the Pacific Highway to North Sydney CBD, along the boundary line of this 'northern CBD' zone. We see St Leonards Park and North Sydney Oval as irreplaceable areas of urban parkland and would like to see them more utilised and possibly if anything extended. The new northern portal of the Victoria Cross station opens up great possibility for crowds to come and go easily, with minimal congestion on local streets or clogging of local on street parking capacity for regular major sports events at this beautiful facility.</p>

We value the extensive school precinct area currently in this zone and would like to maintain that feature, albeit with better out of hours access if that is a problem for the schools and recognising that if necessary larger school buildings and more sports or other amenities may be required over time. We value having a distinct 'civic and community zone' within North Sydney and this happens to now be located within this area. This comprises the Council headquarters and customer service area, the Stanton Library, the Community Centre, and the open spaces used to host the Friday Night Markets. We will want to retain this type of community-centric amenity if at all possible. We consider that Character Statements should be developed for the key streets such as; West Street, McLaren Street, Ridge Street, Carlow Street. To aid getting a common feel and look across the area, it is suggested that specific and detailed DCP controls should be developed for the following: Street frontages, including boundary setbacks, minimising driveway widths and front landscape to prevent poorly designed, nondescript flats dominating the streets, e.g. Angelo Street. Controls to protect heritage buildings and precinct street trees and landscape. Controls to protect sun access throughout the year to the Civic Park and to St Leonards Park. It is requested Council identify opportunities to activate the access areas around the northern portal of the Sydney Metro site to improve safety for pedestrians on adjoining or nearby sites. In this area especially we ask Council to investigate opportunities for more pedestrian permeability and improved activity, such street cafes and eateries along the 'east west streets' which get good winter sun and which are in close proximity to the local parks and the new Metro station portal.

The purpose of this message is to provide a little greater clarity than the algorithm-based approach the survey affords, particularly as quite often none of the options is what I would have mentioned if asked. I tried to attach these comments to my response, but for some reason I couldn't submit my survey with an attachment.

With the building of a northern entrance to the future Victoria Cross Metro station, the biggest issue for me, who live in the area, is the potential impact on amenity should the NSW Government seek to turn the area into a massive bus interchange to reduce traffic pressure on the Sydney Harbour Bridge. The Council should resist any large increase in bus routes along Miller Street, because the transformation of Miller Street into a major bus route would be the straw that breaks the camel's back for this part of North Sydney. We are already drowning in traffic along the Pacific Highway, Falcon Street, Warringah Freeway corridor and our local streets (West Street in my case) become busier by the month as local schools transform play areas into new buildings to cater for additional students, many of whom are needlessly driven to and from school each day. A new metro station should reduce such pressures, but if we are not careful and facilitate increased traffic in the area, many of the benefits of the metro system could be undermined. In that regard, it might be difficult to undertake the study without factoring in the impact of the proposed Western Harbour Tunnel motorway, the plans for which indicate some permanent loss of parts of the perimeter of St Leonards Park along Falcon and Miller Streets. Pinning St Leonards Park as a "favourite" area for the purposes of this study won't mean much if the NSW Government is to use it as a staging and construction site for several years and, once the tunnel is completed, channel more traffic onto Falcon and Miller Streets as entrances/exits for/from the tunnel.

Another significant set of potential issues relates to parking. There is already a severe shortage of parking spaces in North Sydney due to the number of new developments that do not provide parking spaces for some residents. Rather than doing without a car, which I imagine is the laudable policy intention of such arrangements, many such residents retain their car and vie with residents with parking permits and visitors to the area for parking. This will become much worse if people use the area as a park-and-ride opportunity for the metro line. As an example, there are a number of unrestricted parking spots on my street. These are abused by long stayers and they are highly sought after. As they will be within a 5-minute walk of the northern entrance to the metro, there will need to be a new approach taken to manage parking supply. While metered parking may be a little premature, one or two-hour limits for non-residents may be needed. With such premium public transport infrastructure in North Sydney, it's time for the Council to look for ways to reduce the number of cars on the streets, and taking a tougher stance on parking would encourage greater use of active transport.

The two issues I have raised highlight the likelihood of unintended consequences when the new metro line is completed. The Council needs to do whatever it cannot just to incentivise use of public transport but, more importantly, to incentivise the use of active transport as a means to reach the new public transport infrastructure. In other words, we need to encourage people to walk and cycle to public transport rather than use their cars lest we become a very large carpark for the cars of those using the metro. Working with schools to reduce the use of cars to drop children off.

1. Survey Open Question Responses

North Sydney Oval No2 should be repurposed as a rectangular football field suitable for hosting football, league and union. Cricket receives a staggering amount of resources for what is now effectively a minority sport.
Love living in North Sydney. I would hate to see lots and lots of really tall apartments on Pacific Highway right near the beautiful village feeling west St. Leonard's park and civic parks are great, these really need to be maintained.
More indoor sporting facilities are desperately needed (e.g. basketball courts) to support the growing population as is infrastructure in general. Public transport is pretty good but private schools in particular need to be proactive in encouraging students and families to use this. Traffic around schools at morning drop off/ afternoon pick up such as Shore, Wenona and Monte is crazy considering how close they are to public transport.
It's important to retain the village feel and amenity of the area. Losing tower square meant losing the only place in the southern CBD workers could catch some sun at lunchtime. It's imperative that spaces are kept open and buildings low in the Northern CBD or we risk it becoming another unpleasant wind tunnel.
North Sydney is absolutely DEAD after hours and on weekends. It should not feel like a creepy ghost town - it should be an open and welcoming hub for everyone living in the surrounding suburbs to celebrate the area we live in and add to our quality of life here!
We love living & working here but Council need to improve facilities for residents far more. It appears that approving high rise buildings to maximise revenue has meant our day to day lives here have been compromised. Come on... you can do it :-)
St Leonard's Park is so beautiful and such an important piece of this community
Not enough housing choices close to North Sydney CBD
I am concerned about continuing over-development. Already there are too many high rise apartment buildings and not enough low rise buildings and green open spaces.
This area of North Sydney has a great village, community atmosphere for the past 50+ yrs. We would like Council to continue to preserve this area with its parklands, street lined trees, good walkways, village and community feel. It is quiet and peaceful and we would be very unhappy and opposed to any further (tall) building developments (commercial / residential) in this area. We request that you do not build or allow any building of tall commercial/ residential buildings in this area but preserve the village and community feel.
St Leonards Park is a wonderful resource. Have advocated for its redesign to include some kind of 2 lane running track around outside of No.2 oval
Avoid making the entire north Sydney council precinct another CBD please. Restrict new apartment building construction. Maintain the suburban village feel.
Best to preserve the village and historical and peaceful feel of the area. Discourage/ prevent further developments of commercial and high rise buildings.
Encourage walking and cycling links. Incentivise local businesses and start ups to trade longer hours to encourage street life and ongoing community socialization. Open an eat street to encourage businesses and daily street activation.
This area would lose its feel and identity should the CBD expand out and high rises are built beyond the current boundary. I for one would move out rather. I love the village feel and don't want an Alexandria here. Please don't destroy our low rise living and green spaces and for what?
Please allow dedicated pedestrian (diagonal) crossing time at major intersections on Pacific Highway (Blue/Walker st and Miller st) like they have in Sydney City and Chatswood. And NOT at other times. It's both dangerous as a pedestrian and difficult as a driver due to people crossing at red
Please protect North Sydney from residential towers, keep it as a commercial and educational precinct
Please do not let any more development go north of Berry St... We need more bins, more street sweeps & a greater focus on parks.

<p>The Metro North site will be the secondary entry point and in planning terms should be treated as such i.e. lower pedestrian traffic. This will enhance the village feel of the area. The Walker Street East site is equally critical to this village feel and overdevelopment will permanently detract from the village feel and ruin residential amenity. Walker Street East topography is a natural valley leading down to Neutral Bay and low rise residential is the only way to respect the area.</p>
<p>North Sydney needs to stay as a residential and low rise commercial mix within the study area. It will be total devastation to the heritage and village feel of this area if large commercial buildings are allowed. The number of schools in the area also need to be considered. A community/village feel with parks is a much better option than high rise commercial where these occupants leave the area outside of business hours and don't really have any relationship or consideration within stud area.</p>
<p>This area continues to have a strong village feel to it though increasingly surrounded by high density housing. Important to preserve it as a great place to live and raise a family.</p>
<p>North Sydney CBD is still dead on weekends and needs more people. Appropriate growth in this precinct can bring more people to promote more activity and vitality. New development should be maximised along the Pacific Highway and closer to the new metro entry. I would rather see smaller pockets of higher development than more dispersed development.</p>
<p>Please no more high rise.</p>
<p>Imperative that traffic flow is addressed. Parking of private cars and taxis on Arthur St on approach to l.h.t. into Mount Street - there is no room for a car to pass these parked obstructions without crossing double white line. The same in Walker Street on north side of Berry St. Vehicles parked on l.h.s. going north leave no room for vehicle to drive without crossing double white line.</p>
<p>continue to preserve the village feel. Do not build high rise buildings for commercial or apartment use. Maintain smaller parks, trees on the streets, improve lighting at night and the streets for people to walk in North Sydney.</p>
<p>I live and work in North Sydney. I have no issue with the development of the business area but am hugely concerned about the residential development at 173-179 walker and the surrounding area. The traffic and parking is already difficult but will become a nightmare if these developments are approved. I urge the council to maintain the village feel and not build anymore large scale residential towers. Thanks</p>
<p>village feel, small parks, library, schools and historical preservation are valued.</p>
<p>Improvements to tree lined streets, walkways and small parks are valued. Just like Milsons Point tree-lined streets. Do not build buildings/offices/nor high-rise apartments. Dislike further building developments.</p>
<p>Please do not build high density building on the metro station</p>
<p>We live in West St, just outside the study area. Love the area as is, but would benefit from some kind of plan to help parents dropping kids safely to one of the many schools in the area. Traffic is worst during school drop/pick up times & work commuters get frustrated with school commuters. Some drivers & riders don't adhere to school speed limits & there is a lack of safe drop zones for kids. This isn't an issue for us personally as we walk everywhere but those coming from outside struggle when they enter. The village feel is the best feature & why so many from outside the area linger & spend \$ when they enter. It's good for business. Maintain it as much as possible please.</p>
<p>North Sydney is such a densely populated area yet there is almost no business (restaurant etc) open for locals to frequent on the weekend. this must be encouraged otherwise we will become a dormitory city - sleep, commute, leave for all activities.</p>
<p>I believe North Sydney has enough high rise development contained in the CBD area and areas surrounding this should be left as low rise of no more than say 3 levels.</p>
<p>The existing pollution and the future increase of pollution from vehicle exhaust fumes etc needs to be urgently addressed with the planting of more trees and greener areas. This would be of a major health benefit for everyone in the area.</p>
<p>Please limit new development only on the Pacific Highway, would prefer to see higher buildings there than more development in quiet residential streets.</p>
<p>I often commute via bike between the SHB and Cammeray. While the Ridge St bike lane is excellent, riding with traffic up Pacific hwy and Millet Street is dangerous. Please improve this area in line with your Cycling Strategy. Traffic is given too much of a priority within the Nth Sydney council area.</p>

<p>Thank you for your recent bike lane addition in ridge street. So many people commute through the study area. It's important that cyclists can do this in a safe manner. Cars are not the future of north Sydney. I often commute with my small child on the bike and need to rely on the footpath to keep him safe.</p>
<p>I would love to see the halting of mega story high rise apartment blocks. They are ruining the village feel and I worry will become slums. Stop over development</p>
<p>Our planning must account for the residents and not for the day workers needs. Our planning must be careful and thoughtful and not repeat debacles such as Cliff Street traffic management and Ridge Street bicycle path from nowhere to nowhere as examples. Our planning must avoid over-populating our village with high-rise buildings Our planning must look to infrastructure needs practically Our planners must be aware that they are acting as agents of the ratepayers</p>
<p>West Street is a significant cycle link for commuters - invest to upgrade this route! Pacific Highway built environment is poor - encourage new development to improve this and provide for public domain upgrades.</p>
<p>I value the North Sydney Produce Market and was disappointed that it wasn't mentioned in the survey. This area is the heart of the community of North Sydney with Council, Civic Park, the library, community centre and numerous schools and churches. Most of this area needs to remain low-rise and protected from high rise development. Civic Park is well used and much loved. We need more space like this for workers, students and residents. The Metro station ought to reflect the heritage around it and have an enormous plaza that travellers can flow into when they come out of the station (or go in). Improving pedestrian connections and way finding is important.</p>
<p>Please don't build high rise apartments in the study area. The low rise and village/community feel is what attracted us to buy our home in this area.</p>
<p>Basketball courts, indoor sports facilities. Venues for local youth activities and teens, not just playgrounds and parklands which suits toddlers and families.</p>
<p>I would be really concerned if the council were to allow higher density / high-rise development in this area. The very fact that council refers to the area as the 'Northern CBD' is at odds with how residents view the area and what is important to residents - a quiet, primarily residential village that is separate enough from the North Sydney CBD to provide a peaceful suburban lifestyle yet close to the convenience of the North Sydney CBD. I voted for Jilly at the last two elections, but she will lose my vote and I will actively campaign against her and the sitting councillors if she allows high-rise or higher density development to be permitted in this area.</p>
<p>Whatever you do, don't join the group think "climate emergency" stupidity.</p>
<p>Please ensure the community aspect is maintained and the residents' rights are protected. It would be great to encourage more life on the weekends. Also ensure that new developments take into account the amenity of existing residents.</p>
<p>Please, no more high rise and keep the parks.</p>
<p>The area needs more permanent residents to support local cafes, restaurants, business</p>
<p>Totally agree with the Council's focus on managing future development and rejecting ad hoc proposals.</p>
<p>North Sydney has always appealed because of its sense of community, a sense that is realised in the physical environment, as well as the approach and outlook of residents. What detracts from this is large scale building works (such as on the corner of Miller and Walker) that do not create a sense of community, these large buildings overlook everything, cause vast shadows and wind tunnels, no matter how many coffee shops you stick underneath them. North Sydney is open, leafy, green and should stay this way.</p>
<p>More passive park use is required. If there is a lack of sporting facilities then negotiate with the private schools in the area to utilise their sporting facilities.</p>
<p>I am fearful of over development in North Sydney, particularly as I look to the ugly debacle that is Pacific Highway St Leonards and parts of Crows Nest. It is important that areas North of the CBD retain their heritage feel whilst encouraging the village and community feel of small scale cafes and restaurants as on West Street. It is also important that green areas are maintained (as there is not a lot for an increasing population). I hope that this study is not lip service and the voice of the community is actually listened to (unlike in Crows Nest / St Leonards) .</p>

It would be great if we can upgrade the playground in St Leonard's Park and build more of a community/ village feel allowing more businesses in the area so it builds a more lively atmosphere on the weekend (love the markets and community playgroup and Library facilities!)
I actually value all of these social aspects of Northern CBD
Cycling and pedestrian access must be prioritised over private cars.
Really want to see the green spaces, dog parks and trees remain. If I wanted to live in a concrete jungle I'd move to the eastern suburbs.
Ensure the area is not overdeveloped - business, retail or units/housing. Maintain its village feel with suitable parkland amenity (greenspace including trees, gardens) and social outlets, cafes, etc. Areas for peace and quiet in the hustle and bustle.
Future approvals for developers should be restricted to LOW RISE developments, as there has been significant high rise developments in North Sydney and St Leonards. These are having a major impact on the area
This survey is not aimed at residents but visitors. Why do residents who pay rates not get a priority view. Why are you axing questions about office, attending sporting events etc but not about community. You cannot destroy the heritage nature of this precinct for high rise development. Residents elect council, not developers. Develop the central CBD and leave the conservation heritage areas alone. Disgraceful.
I am disappointed with the amount of high density residential buildings that have been allowed in North Sydney, especially the impact on the residents living in low-rise buildings next to this new construction. I also feel there needs to be more consideration for residents regarding noise, primarily from construction and from garbage collection (which often happens at 6am or earlier - when some of us are trying to sleep after working late - and they use their very loud reversing signals in laneways and tight streets like Doohat Lane).
Please leave St. Leonards Park alone.
Encourage sympathetic development of good quality design, in order to encourage new residents who support & enhance expanded areas of : retail, shopping, dining, cafes & social spaces. All development to be of medium rise within village style developments, with enhanced streetscapes resulting. eg. low to medium rise with active street fronts and residential over, for economic support of new service areas.
I feel that the Council area that includes the Library and other grounds (car park, tennis courts etc) could be a fantastic development site that better links the area and provides a world class placemaking development area
North Sydney has the ability to become the best CBD outside the Sydney CBD and we need office and residential growth to support these activities.
Let's not get carried away with the light rail and what it might do, or change. North Sydney is great as is, and really nothing is broken, so therefore there is nothing to fix
Please limit development north of Maclaren street - ie around the beautiful park, library, independent theatre, St Mary's and St Thomas' churches, Independent theatre and St Leonards park. These spaces and building give so much character to this area and make it truly special. The high rise residential developments opposite Monte Saint Angelo school has made this area windy and dark and changed the character of this area. Please do not allow this to happen any further north. I am raising my children in this precinct (on Ridge St) for the heritage architecture and village atmosphere that it has.
good community facilities mean that there will be good village feel anyway !
Please stop the development of tall and high-rise commercial and residential buildings in the North Sydney area and keep/ continue to maintain the village feel, heritage, parklands, tree-lined streets and community in the area.
I recently moved into North Sydney and value the convenience and variety of shops. The public transport options are terrific. I've met some lovely, friendly neighbours, however, some of the proposed developments are too high with developers exhibiting greed over community lifestyle and interaction. Also, some of the streets are very cold due to the lack of sun in winter - yes, some of the buildings are too high and the resultant wind tunnels are unpleasant.

<p>No more high-rise tall buildings (business or residential use) to be built. Keep community buildings and village feel. Improve and renovate library and community centres. Improve pedestrian walks, lanes, etc. Improve and grow more trees on the streets. Improve and upgrade/ renovate St Leonards Park and Civic Park (like Barangaroo and Darling Harbour). Put extra funding in keeping parks clean and well-lit at night and maintaining/ repairing benches, fences, etc in the parks.</p>
<p>I expressed some views on the development of the area at the time council asked for feedback on the redevelopment of the Ridge Street car park. I have sent his document under separate cover in an e-mail, but will also include it here for completeness.</p>
<ul style="list-style-type: none"> -reduce the number of and no more high-rise buildings and developments in North Sydney. -keep the village and community feel and facilities. -improve pedestrian walkways and streets; increase tree-lined streets; maintain and preserve the heritage -maintain the North Sydney area northern end as residential village and community feel
<p>Increased high-rise building within the northern CBD will increase congestion and will change the character and charm of the area. High density living may have adverse psychological effects on people as many tend to live in isolation and have fewer social interactions with their neighbours. More green spaces are required for physical well being and mental health thus increasing physical activity, reducing stress and a healthier lifestyle.</p>
<p>There should be more chicanes/roundabouts in side streets to stop hoons screaming up and down them.</p>
<p>I'd like to see a North Sydney with better and more quality building designs for the commercial area (like the current under construction and approved for construction). I'd like to see a North Sydney with more open businesses and coffees and dining options open on the weekend.</p>
<p>Please limit high rise development and encourage more restaurant/shopping activities out of business hours for local residents.</p>
<p>St Leonard's park must be kept safe. It is our air filter. It is the only place in the area to just walk around a green space. The trees are old, well established and amazing. It needs to be classed as heritage!</p>
<p>Please prioritise retaining and creating sunny open spaces and parklands and community facilities that can be enjoyed by people of all ages. No more high rise towers! The last thing we need is further overshadowing, wind tunnels and loss of views of the sky! Please use this opportunity to create something really special for current and future generations that puts community interests first - not the interests of developers and opportunistic government.</p>
<p>I don't want our residential streets filled with traffic so we can't park near our homes. Would like to keep it as peaceful as it is. High rise blocks- too many people.</p>
<p>We would prefer healthy environment for school kids and around schools.. North Sydney has best school in Sydney. Pollution and air quality should not make them worst for kids health. People smoking while walking across the streets not healthy for kids or anyone else.</p>
<p>The Sydney Metro is a wonderful new infrastructure addition to Sydney. But it was not built for NS residents and provides little benefit to us. But NS residents are being forced to wear much of the cost of this project by way of proposed overcrowding and super-sized development. The area needs more parks, sporting facilities, performing art spaces. There are no venues for live music / theatre performance in the NS area.</p>
<p>Please limit high rise that will inevitable overshadow everything especially over Metro at Crows Nest and along the highway. A park is not a pot plant with a tree in it or a village is not a rooftop setting.</p>
<p>The study area is like an oasis and whenever I visit (my son's school, the library, the markets or St Leonards Park) I feel more peaceful. I also love the older buildings. I hope that Council's plans include the planting of more trees wherever possible. Thank you for the opportunity to comment.</p>
<p>I think we need to increase night time and weekend activity and therefore improve the sense of safety throughout the CBD with more pedestrians I think we need to allow more people to access the upcoming Victoria Cross metro and therefore assist with housing choice and affordability.</p>

<p>- Additional housing is required in North Sydney CBD to:</p> <ul style="list-style-type: none"> o Increase night time and weekend activity o Improve the sense of safety throughout the CBD with more pedestrians o Allow people to live close to work if they choose o Allow more people to access the upcoming Victoria Cross metro o Assist with housing choice and affordability <p>- Additional housing should be provided/concentrated along the Pacific Highway corridor</p>
<p>I really highly value current convenient but quiet village like well maintained community in Norther CBD. I strongly against the high rise bamboo buildings like St Leonards. It destroy peaceful community.</p>
<p>To assist with a village atmosphere enhancement, I would encourage greater residential and support that provides further night time and w/e activity options, places for people to socialise and walk to work thereby less reliance on use of private cars clogging roads. To utilise the Vic Cross Metro, easier for people to walk to it therefore increase housing in concentrated, close by locations, such as Pac Hwy.</p>
<p>North Sydney should not be sold to developers for residential or commercial high rise. More public space needs to be created and protected. Parks, community buildings and sports facilities are integral to making the study area liveable, and therefore valuable and therefore worthy of high local council rates.</p>
<p>Please do not wreck North Sydney further-it is becoming a nightmare. Keep the council chambers, library, child care, amphitheatre, noodle markets and plants more trees everywhere. Your idea of public squares is for grey concrete- North Sydney is dead at weekends as all it has become is a satellite for businesses and office workers.</p>
<p>Positive approach to additional housing to support and attract more people and vibrancy in the community.</p>
<p>As a person who both lives and owns a business in Crows Nest, I am concerned about recent developers desires to level buildings and install large footprint housing / buildings in the area. Personally I feel that these need to be tempered to ensure that Crows Nest maintains something special. In my mind Crows Nest is the only dedicated café / restaurant area in the north shore that doesn't sit on a major transit road (i.e Neutral Bay). Already I have seen the traffic pressures that the recent Woolworths re-deployment has resulted in... with traffic often pushing back across Falcon street into Alexandria. Pushing more and more residents into the area would be un-sustainable. The areas offers a unique blend between commercial (office / light warehousing) to retail to eateries... at overheads to business that are attainable. Re-deployment of sites will result in rent blow outs, a mad scramble for ground (which is already happening) and a purging of small businesses from the area, leaving only chain retailing to fill the void. I think this isn't a diversified strategy for the area and doesn't work toward a self-sustaining micro-community urban planning model.</p> <p>If developers are allowed to move forward with their desires I do think the area will become a hub and spoke suburb. A heartless suburb were people select to sleep and transit to their work (in another suburb). Further perpetuating pressures on our transport systems. Sydney needs to provide its residents a balance between "I'm here to work and make money" with spaces which allow people to connect to each other, and our amazing environment.</p>
<p>Not enough options - too confined. No big buildings. Open space retained. Do not tamper with Civic Square or St Leonards Park or Library.</p>
<p>Important to retain parks and community facilities in the area as they create a family friendly environment</p>
<p>No high-rises in the area, especially around park.</p>
<p>It is paramount to preserve the village feel of this area. My children attended the outstanding education facilities in the area and their playing grounds were the local park and oval. A beautiful safe place to live and grow.</p>
<ul style="list-style-type: none"> -no more high-rise building developments (reduce the number of tall/ high-rise office & apartment buildings) -preserve village and heritage of North Sydney -more tree-lined streets -maintain and clean up parks (St Leonards and Civic Parks) -improve pedestrian walks -improve lighting for pedestrians in the night (make streets safer) -make North Sydney as nice as Darling Harbour and Barangaroo
<p>We need to preserve and protect the history of North Sydney and encourage planners and clever architects to enhance what is left of the old infrastructure before it is all pulled down and we are left with tall towers full of sad residents eager to find some sunshine - it is fast becoming a place to "travel through" rather than a place where one would want to "live"</p>

<p>I think more consideration should be given before spending thousands of dollars on dedicated bike lanes that no one uses ie Ridge Street, bike riders still use the road, very rarely do bike riders use the bike lane, it also appears to be too narrow for two bikes going in opposite directions to pass safely.</p>
<p>While I understand the pressure faced to increase commercial and residential developments to the area, I believe it is increasingly uncommon to have an area with such proximity to Sydney CBD to have the 'village feel' that this current area has. It is important to preserve the community as much as possible in spite of ongoing pressures. In addition, further urban developments puts increasing pressure to our native species and wildlife, and in this era of climate crisis, this would be irresponsible for the government to overdevelop this pocket.</p>
<p>The huge number of developments in North Sydney are having a detrimental impact on existing property owners (decreasing the value of their property so much so that it doesn't make sense to own in North Sydney) and the general environment and village atmosphere. There are too many tall apartment buildings being built in very close proximity to each other.</p>
<p>Please make sure the existing residents are penalised by building new inappropriate high-rises where there were only low rises before. Also get the cars out of North Sydney- there is enough pollution already.</p>
<p>I am very concerned at all the high rise buildings appearing casting shadows and making wind tunnels, it is changing the feel of the area and is slowly losing its lovely village appeal. We need to focus on the quality of life not just how many people we can squeeze into a small area</p>
<p>Develop the recreation facilities in this park area by continuing to plant shade trees and improved lighting so that people feel safe at night. Provide covered, wind proofed /open plan eating and relaxation areas in the business areas so that people can have a relaxing lunch regardless of the strength of the sun or any precipitation.</p>
<p>This area has had the best of both worlds. North Sydney has maintained much of the heritage feel and continued to progress at a manageable pace over the 25 yrs I have lived there. Sporting facilities have been maintained and enhanced. St Leonards park and civic park are all great assets to the area. Continued change at a steady pace will satisfy the community</p>
<ul style="list-style-type: none"> -do not build high rise office and residential buildings -improve pedestrian walks, lanes, lighting, etc -increase trees on streets -clean up parks -preserve village feel -preserve community facilities
<p>Height of proposed redevelopment of 168 walker should be lower than current SAP building which overshadows other building. Parking for residents, access to Hampden St, Sound barriers for the highway end of walker street, resident compensation for redevelopment inconvenience, noise reduction are urgently required</p>
<p>Disallow high-rise buildings - residential nor commercial offices. Improve pedestrian streets, walkways, etc. Safety, lighting, cleanliness. Increase trees on streets. Clean up parks - St Leonard & Civic Parks. Reduce number of roads for cars/ trucks.</p>
<p>The proposal to close off part of Miller Street will cause more traffic congestion and burn more fuel (environmentally unfriendly).</p>
<p>I love North Sydney and its village feel, diverse mix of businesses and community facilities, but VERY DISAPPOINTED by all the large high rises without thought for the surrounding environment, lack of parking spaces for residents and visitors and demolition of some heritage items.</p>
<p>This is a well established community: businesses, schools, major park. It already has a high residential density compared to Sydney average. It's fine grained mixed use is of high social value, that shouldn't be sacrificed for outsiders coming to events, or just rat running through.</p>
<p>As the North Sydney CBD density has been increasing significantly, the arrival of the new metro station is a infrastructural development to catch up with this growth, not a reason to now drive more growth in the northern CBD, which village-like characteristic is it's key appeal and differentiator.</p>
<p>What makes this area special is the low rise buildings village feel and mix of business and residential activities, setting it apart from the corporate main North Sydney CBD.</p>

<p>i consider that there should be large scale residential development along the highway corridor from north Sydney to the mater hospital on both sides of the highway including the western side. I think there is so much public transport and facilities available that it is appropriate that there is residential development like in St Leonards but better quality. Any heritage issues should be ignored.</p>
<p>Too many high rises are stealing the character of North Sydney's residential areas.</p>
<p>your numbering system in the previous questions is not working, once a number has been selected then it is no longer available for other options.</p>
<p>North Sydney could use with more green spaces that cater for families with younger kids. Also it would be great if local residents could get more benefits from living in the area, for example in Mosman all Mosman residents get access to free car park in the beaches while non residents pay a higher amount of parking</p>
<p>I feel that future residential development should be encouraged along the freeway strip east of Walker Street, along Miller Street and the Highway. Maximising development in the study areas will allow areas further away from the station to retain lower density buildings.</p>
<p>The development approach currently of just pouring concrete everywhere is not sustainable. You are creating a future slum with zero character. Stop all future development until the current builds underway are finished and you can assess the impact of your current mistakes.</p>
<p>North Sydney has horrific traffic problems, road infrastructure MUST be addressed before buildings etc re approved. Currently the cart is going before the horse. This is completely what we are suffering now, any additional buildings will increase the problem with more cars and more people. With so many schools we have thousands of non residents visiting the area daily let alone all the business people plus all the new residents with all the new apartments. Even if public transport was excellent - that does not address the pedestrian issue and it is obvious more pedestrians mean delays at crossings, vehicles etc. New building Developments are wonderful but it has to be part of the big picture not the first change.</p>
<p>Keep traffic down on Miller Street or it will become a transport hub and that will spoil the area</p>
<ul style="list-style-type: none"> -reduce / stop building high rise office & residential buildings. -increase trees on streets -improve lightings at night for pedestrians. -preserve history, village feel and community facilities.
<p>I am concerned about the significant number of high rise residential buildings creating overshadowing and without due consideration being given to traffic chaos, and deterioration of roads. Despite the new rail facilities residents will still want to use their cars at weekends. Greater numbers of people does not necessarily equate to a a more 'vibrant' society, I think North Sydney's vision might include the broader issues of the Western Harbour Tunnel and the effects of road usage, especially Berry Street; the impact on the northern aspect of Walker Street which undoubtedly will be significantly impacted as well as traffic flows for buses. A broader consultation is required - we don't mind change but it has to be for the better and not for self-serving developers and for planners who don't live in the area.</p>
<p>Q11 - it is difficult to choose one item. The precinct is vitally important as a focal point for community activities including library, council, community centre and markets. The open space next to the council and St Leonards Park are important to the local community and serve a regional purpose. The precinct has a strong sense of community with residents knowing their neighbours and the community facilities, coffee shops and small scale local shops and support businesses such as yoga studios re-enforcing the strength of community.</p>
<p>This is not part of the CBD (i.e. the high rise commercial zone further down the hill) and this review should not be the vehicle to subvert that distinction. The high, flat area needs to remain essentially parkland, low rise residences and business activities, schools, and the Council hub. The 'feel' of this area should be improved, not lost to rapacious property developers and their high rise residential or commercial buildings.</p>
<p>The ability to develop the area is limited as it is already dominated by schools, parks, churches and heritage areas throughout. All must be maintained. The Council Chambers Park is a key social area - and more so as density increases. It must be retained. Developing the area between Walker Street and the freeway would adversely impact all the new residential buildings between Walker and Miller Streets. The northern station exit was an afterthought, driven by ventilation needs. Lifts there will limit increased density in the area.</p>

concerned with the increased residential impact, the impact on street parking facilities, the impact construction activities on residents given the low hours / high impact and noise. Building heights esp along Walker street will impact views, light and create wind tunnels, remove street parking on make access harder for residents with street parking permits (walker and Hampden streets).

- Avoid metro users from treating the area as a place to leave their cars while they take the metro.
- Protecting Miller Street near the northern metro station entrance from being used as bus interchange.
- Working with local schools to reduce the number of children commuting by parents' cars.
- Establishing new parks and expanding existing parks.
- Establishing a uniform 40- or 30km p/h speed limit throughout the area

Quite restrictive survey - difficult to really say what you want. I value the sports and village feel and community / educational facilities. I am classified as a visitor but only just - I live in Wollstonecraft so really see myself as a resident.

Sadly, the North Sydney I moved to 17 years ago has deteriorated for me:

1. Closure of 3 very good restaurants
2. Closure of our only cinema
3. Far to much development
4. Huge skyscrapers causing wind tunnels
5. Construction noise and dirt/dust everywhere
6. Loss of village feeling
7. Worsening of traffic

Please provide more sports facilities; pool, parks by high-rise

I'm particularly interested in the open space north of McLaren St. Beautiful native trees already destroyed for massive Metro admin block. Massive Aqualand 4 tower/ 400 apartments block already approved. There must be public domain in the area as well as a future link pathway to Ridge St. How about a feature garden oasis - peace and shady tranquillity - interesting themed features - Japanese style? tropical? goldfish ponds? stone and water falls? sculptures? good for residents/ workers/ and visitors alike.

A large community theatre >1500 seats would be a great attraction and a cultural and multi-use asset.

Population data

Table 1: 2016 NSW and LGA Population and Household Projections, and Implied Dwelling Requirements

NORTH SYDNEY						
TOTALS:	2011	2016	2021	2026	2031	2036
Total Population	66,750	72,150	77,100	81,600	86,850	91,650
Total Households	33,250	35,900	38,400	40,800	43,600	46,200
Average Household Size	1.98	1.98	1.98	1.97	1.96	1.95
Implied Dwellings	37,000	39,950	42,700	45,400	48,500	51,400
CHANGE:	2011-16	2016-21	2021-26	2026-31	2031-36	2031-36
Total Population Change	5,400	4,950	4,500	5,200	4,800	4,800
Average Annual Population Growth Rate (%)	1.6%	1.3%	1.1%	1.2%	1.1%	1.1%
Total Household Change	2,650	2,500	2,400	2,750	2,650	2,650
Average Annual Household Growth (%)	1.5%	1.4%	1.2%	1.3%	1.2%	1.2%
AGE GROUPS:	2011	2016	2021	2026	2031	2036
0-4	3,550	3,950	4,150	4,300	4,400	4,550
5-9	2,150	2,550	2,800	2,950	3,050	3,100
10-14	1,650	2,000	2,350	2,550	2,700	2,800
15-19	1,850	1,950	2,250	2,500	2,750	2,900
20-24	4,250	4,050	4,150	4,450	4,850	5,200
25-29	8,950	8,950	8,800	8,950	9,400	10,050
30-34	9,000	9,750	9,950	9,950	10,250	10,600
35-39	6,900	7,150	7,750	7,950	8,050	8,200
40-44	4,950	5,500	5,700	6,200	6,450	6,500
45-49	4,000	4,550	4,950	5,150	5,650	5,850
50-54	3,900	4,000	4,450	4,800	5,050	5,500
55-59	3,650	4,050	4,200	4,600	4,900	5,150
60-64	3,750	3,650	4,050	4,200	4,600	4,900
65-69	2,900	3,500	3,500	3,900	4,100	4,450
70-74	1,950	2,600	3,150	3,200	3,600	3,750
75-79	1,350	1,700	2,250	2,750	2,850	3,200
80-84	1,000	1,050	1,350	1,800	2,250	2,400
85+	1,100	1,100	1,200	1,500	1,950	2,550