

**Report to General Manager**

Attachments:

1. Survey Submissions
2. Letter sent to TfNSW re Beaches Link Tunnel

SUBJECT: Military Road Corridor, Stage 1 Discussion Papers – Engagement Outcomes**AUTHOR:** Tomas van der Meer, Strategic Planner Urban Design**ENDORSED BY:** Joseph Hill, Director City Strategy**EXECUTIVE SUMMARY:**

Council has previously endorsed the preparation of a planning study to guide this pressure to ensure that development meets the needs and expectations of our community as well as ensuring that tangible public benefits can be derived from any future development process.

Discussion Papers were prepared to better understand community values and aspirations. Earlier public engagement from mid-2018 informed the preparation of these Discussion Papers.

On 22 July 2019 Council resolved:

2. *THAT the Neutral Bay Town Centre discussion papers be placed on public exhibition for 28 days;*
3. *THAT feedback from the discussion papers inform the preparation of the recommendations of the draft Military Road Corridor Stage 1 Planning Study, and this be reported back to Council;*

The Discussion Papers were on public exhibition from Thursday 8 August 2019 until Monday 9 September 2019. Council received a total of 268 responses from the engagement process.

A total of 90% of the community supports improvements to the Military Road environment, when regional traffic starts by-passing this precinct via the potential Beaches Link Tunnel.

There was a very mixed opinion received in respect to increased height. 52% support moderate increases in height from 5 storey to 6 or 8 storey to deliver the demand for employment floor space. A few submissions voiced strong opposition against high rise. There was a general concern expressed that significant increase in building height would be out of character with Neutral Bay's local village atmosphere/scale.

Submissions from a few larger site owners propose 8-20 storey buildings, while delivering public benefits including childcare facilities, new community centre, sport facilities, plazas, through-site links and ground floor setbacks.

It is recommended that the outcomes of this engagement process will inform the draft Future Direction Paper.

FINANCIAL IMPLICATIONS:

A budget of \$108K in the 2019/20 is allocated to the Military Road Corridor Planning Study. Work is planned for Stage 1 to approach external consultants for further technical input that responds to submission made and to organise a public exhibition in early 2020. All expenditure is planned to be within budget.

RECOMMENDATION:

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

The relationship with the Community Strategic Plan is as follows:

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

BACKGROUND

On 28 May 2018, Council resolved to prepare a Planning Study for the Military Road Corridor. The first phase of the project included a community survey. The survey was open to the public from Thursday 26 July 2018 until Wednesday 22 August 2018. Feedback was reported to Council on 28 September 2018.

The initial feedback provided valuable input in to the preparation of the Discussion Papers. The Discussion Papers were further informed by external consultants that were commissioned to prepare the following background reports:

- Employment Study (prepared by HillPDA Pty Ltd)
- Transport Study (prepared by Aurecon Pty Ltd)

The following work was prepared in-house:

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

On 22 July 2019 Council considered a report on the draft discussion papers and resolved:

- 2. THAT the Neutral Bay Town Centre discussion papers be placed on public exhibition for 28 days;*
- 3. THAT feedback from the discussion papers inform the preparation of the recommendations of the draft Military Road Corridor Stage 1 Planning Study, and this be reported back to Council;*

The Discussion Papers were placed on public exhibition from Thursday 8 August 2019 until Monday 9 September 2019.

This report describes the outcomes of that public engagement.

CONSULTATION REQUIREMENTS

Community engagement was undertaken in accordance with Council's Community Engagement Protocol. Details are provided in Section 1 of this report.

SUSTAINABILITY STATEMENT

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

DETAIL

1. Engagement Process

The Military Road Corridor is experiencing significant development pressure. There is a need to guide this pressure via the preparation of a planning study to ensure that development meets the needs and expectations of the community as well as ensuring that tangible public benefits can be derived from any future development process.

Discussion Papers were prepared to better understand community aspirations. Earlier public engagement from mid-2018 informed the preparation of these Discussion Papers. The feedback provides valuable input in the preparation of a draft Future Direction Paper for the Military Road Corridor Planning Study, Stage 1, Neutral Bay Town Centre.

On 22 July 2019, Council resolved to place the discussion papers on public exhibition. The Discussion Papers were placed on public exhibition from Thursday 8 August 2019 until Monday 9 September 2019.

This engagement included:

- A reply paid postcard was sent out to raise awareness and trigger an initial response;
- A survey was used to inform the discussion raised in the objectives and ideas papers;
- An invitation of open submission to elicit other ideas that may not be captured by the survey or discussion papers.

The survey questions were developed by Council's Project Control Group. The questions sought feedback on future transport, public domain objectives and built form options.

1.1 Stakeholders

The survey targeted a range of different stakeholders including:

- Neutral Bay Town Centre users & visitors (including workers);
 - Commuters;
 - Existing subscribers to North Sydney e-news, Precinct E-news, Business E-news;
 - Educational institutions;
 - P&C Committees;
 - Neutral Bay Community Centre;
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- Local residents and businesses within the study area;
- Precinct Committees;
- Save Cremorne Group;
- Chamber of Commerce; and
- Streetscape Committees.

1.2 Engagement Methods

To provide information about the project and direct stakeholders to the survey, the following methods were used:

1.2.1 Direct Notifications

Direct communication was conducted via AustPost, e-mail and letterbox drops to community members in the surrounding area of Neutral Bay Town Centre:

- 11,343 reply paid postcards were sent out to residential owners and occupiers and business owners.
- 227 e-mails to subscribers including those who had made submissions in 2018.
- 29 notification letters were sent to State and local stakeholder groups as listed above.
- Memo and e-mail was used to notify Councillors, Council staff and Precinct Committees.

1.2.2 Newspaper

An advertisement was placed in the Mosman Daily on Thursday 8 August 2019 and a media release went out to the Mosman Daily and Northshore Living.

1.2.3 Social Media

Council's social media accounts were used to promote the consultation opportunities. A release of posts went out on Facebook, Instagram, Twitter and LinkedIn.

1.2.4 Signage

Small notification flyers were posted on the public notification boards at various locations around the Neutral Bay area. Additionally, a digital slide was included on the screen behind the Council's Customer Service Desk.

1.2.5 Website

The survey was made available on the "YourSay" website. It was advertised on Council's website. The site also included background information and links to previous Council resolutions as well as the Community Engagement Strategy.

1.2.6 Information Kiosk

Drop-in information sessions to discuss the Planning Study and encourage survey submissions were held by Council staff at the Northside Produce Market on Saturday 17 August 2019 and in Neutral Bay's car park area located in Grosvenor Lane on Saturday 24 August 2019.



Figure 1 - Information kiosk at the Northside Produce Market – 17 August 2019

1.2.7 Brochure Distribution

Brochures were handed out over four two-hour sessions at various times and dates during the public exhibition period. Approximately 650 brochures were handed out. Handing out brochures raised awareness to all users of Neutral Bay Town Centre including visitors and workers.

1.2.8 Meetings

Eight (8) meetings with various stakeholders were held to answer questions, receive preliminary feedback and provide a verbal explanation of the Discussion Papers.

2. Responses

The exhibition was open to the public for 33 days. In response to requests, late submissions were accepted. In total, there were 268 responses with the following breakdown:

- 172 survey responses including written feedback;
- 57 reply paid postcards; and
- 39 letter submissions.

Other interaction included:

- 627 YourSay website views of individuals that visited at least one page;
- 11,505 Facebook individuals reached, 296 Facebook Likes, 16 shares and 10 comments;
- 580 Instagram individuals reached; and
- 1,218 Twitter individuals reached.

Council received a high level of responses with the majority being local residents. Five submissions were lodged that included built form ideas by landowners/developers. The engagement reached a reasonably balanced age spread of demographics for the survey

respondents.

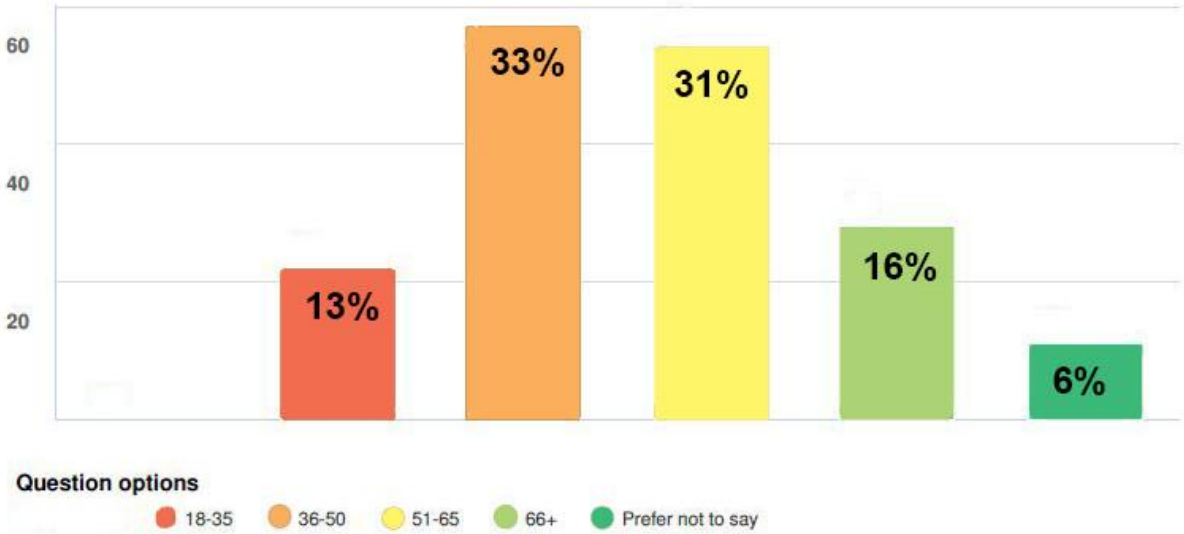


Figure 2 - Survey responses by age demographic

3. Results

Key outcomes of the survey, reply paid postcards, and open form are listed below. Some of the outcomes provided a clear direction while others need further input before a final recommendation can be concluded. The results below will help inform that direction.

The questions in the survey were split in to three themes; employment, voluntary planning agreements and access.

3.1 Employment

The survey provided the following introduction to this topic:

Local jobs contribute to the diversity and vibrancy of Neutral Bay. Recent development has resulted in a loss of floor space available for employment. If nothing is done over time, the number of jobs in Neutral Bay is estimated to drop from 2,850 to 1,500 jobs.

3.1.1 How important is it to you that there are local jobs (other than retail and hospitality) in the Neutral Bay Town Centre?

The question sought the community’s understanding of this key outcome from the identified needs of the Discussion Papers.

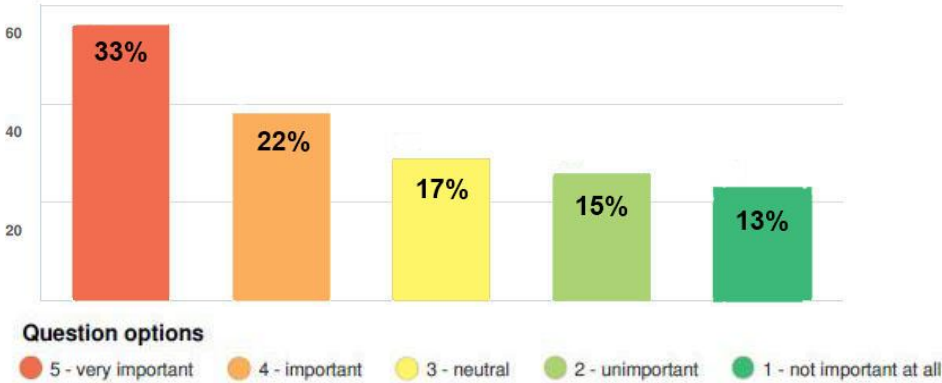


Figure 3 - Survey results of question 3.1.1

The survey outcome identifies the importance to the local community of the delivery of local jobs. 54% find local jobs very important or important, 28% find it unimportant or not important at all. It is noted that feedback was received suggesting that the question is of a leading nature.

Moving forward: It is recommended to deliver on the modest employment floorspace demand to encourage local job creation in the area.

3.1.2 Are modest increases to the height limit of new development in the Neutral Bay Town Centre acceptable to deliver more employment floor space?

The Discussion Papers propose additional height to accommodate more office floor in future development. The ‘Employment Framework’ (Page 15, Objectives & Ideas Paper) and ‘built form option 1’ (Page 40, Objectives & Ideas Paper) raise the height from 5 up to 6 and 8 storey to accommodate the expected growth in local jobs.

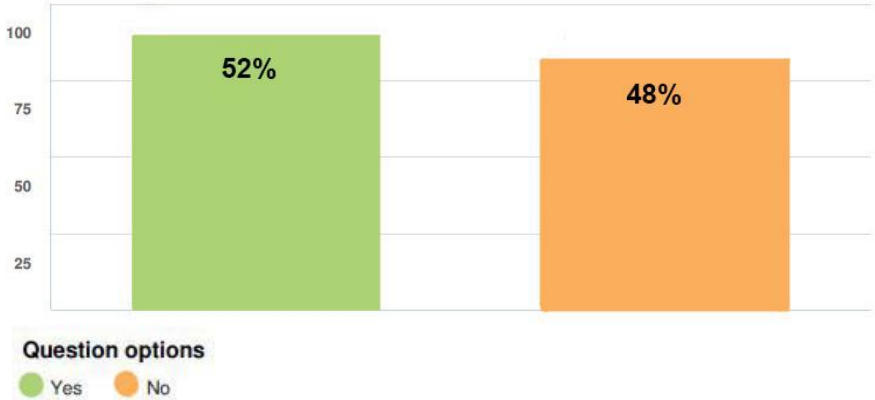


Figure 4 - Survey results of question 3.1.2

52% of respondents accept some modest height increases to deliver employment floor space.

The Design Excellence Panel suggests opportunities to concentrate employment floor space around Military Road.

Moving forward: It is recommended to propose delivery of employment floorspace in the draft Future Direction Paper through modest height increases. The location in which office floor space is delivered should be reviewed.

3.1.3 Do you have other suggestions related to local jobs?

General concern includes:

- The current vacancy of existing retail businesses. Creating more office space does not necessarily mean more jobs.
- The type and role of employment in Neutral Bay Town Centre.
- The accommodation of parking for businesses.

Other ideas raised that relate to employment include:

- Expand the dedicated office space area south of Military Road.
- Lower rents by lowering rates for start-up tenants.
- Management on permits to encourage diversity of shops.
- Protect characteristic retail built form along Military Road.
- Add diversity and newer, exciting projects in the area.
- High density brings more opportunities for young people to live and work.
- Local jobs equal less travel time which reduces congestion.

The above provides a snapshot of the submissions received. A more detailed summary of all submissions received is included in attachment 1 to this report.

Moving forward: It is recommended that the draft Future Direction Paper should propose an amended employment strategy based on the feedback received from landowners, community, committees and design excellence panel submissions. Additional input should be sought through a financial feasibility study and stakeholder workshops.

3.2 Voluntary Planning Agreements

The survey provided the following introduction to this topic:

When a developer proposes to add additional storey/height to new buildings, Council can negotiate voluntary planning agreements (VPAs) to deliver public benefits such as a new community centre, public domain improvements, public plazas, childcare facilities. If a developer wants to build above the existing 5 storey height control, additional contributions are expected. Option 2 and 3 of the 'Objectives & Ideas Paper' put Council in a better position to deliver public benefits within an agreed and controlled framework.

3.2.1 Do you support managed building height increases to new development to deliver public benefits through VPAs?

This question sought input to the level of change in building height that is acceptable to deliver public benefits.



Figure 5 - Survey results of question 3.2.1

The outcome of the survey result shows an exact split. Building heights in the options 2 and 3 are shown between 8 storey and 14 storey. The level of public benefit that may be received in return for building height is not prescribed in the Discussion Papers as this would vary depending on proposals of landowners and development specifics.

Concerns around additional building height include:

- Solar impact of tall buildings.
 - *“Don’t support a rise in the height of new development. Enjoying winter sun is very important.”*
- Change of character that does not align with the village atmosphere.
 - *“Absolutely no high rises should be considered. That will ruin the village atmosphere.”*
- Un-rewarding proposals for the local community where benefits appear to go to developers only.
 - *“Keep 5 storey limit. No to unscrupulous developers.”*
- Accountability of Council delivering on public benefits.
 - *“It shouldn’t be “voluntary”, the Council must manage the developers and insist that these extra facilities are created, in a whole town approach so that there is an even distribution of benefits to the residents and general public.”*

Landowner/developer submissions include proposals for public benefits and additional building height. The requested building height goes up to 14 storey which is similar to built form option 3 in the Discussion Papers. The proposed building height in these submissions show a clear trade-off with public benefits.

Moving forward: It is recommended to evaluate built form height and public benefits based on the submissions and to propose an implementation strategy dealing with public benefits and building height in the draft Future Direction Paper. Ongoing consultation with all stakeholders including community groups and Council should be included.

3.2.2 Do you have other suggestions to deliver community facilities and public domain improvements?

Three submissions were received from individual members of the community centre. They all express their view to position a new or upgraded community centre at the same site as the

existing centre, north of Military Road.

Five submissions propose to provide public benefits such as public domain upgrades and public facilities on specific sites with an increase in development potential within their site. Four of these are within the existing retail area closely aligned with the Discussion Papers objectives. One is located within the residential area along Grosvenor Street. These sites are identified in the diagram below/overleaf.



Figure 6 - Submissions contributing to a potential public benefit rationale

It should be noted that these submissions do not represent formal development proposals. They are concepts to illustrate what level/type of development may be possible and what commensurate public benefit may accommodate such a scheme.



Figure 7 - Submission for the Barry Street Car Park

The submission for 27-37 Bydown Street, Barry St car park proposes to deliver a recreational facility and underground car park. A proposed height of 10 storey is suggested to help off-set the cost of such a community facility.



Figure 8 - Submission for the existing Woolworths along Rangers Road

The combined submission by landowners at 183 - 185 Military Road, 1-7 Rangers Road includes a large new public plaza, a multi-purpose learning space and through site link into Yeo Street. The benefits in public domain and community facility are sought to be off-set subsidised by a proposed 10-14 storey building height.

The submission by the landowner of 41 - 53 Grosvenor Street includes the Grosvenor Lane car park. Concern is expressed regarding accessibility for loading. It also includes a proposal to deliver an underground car park with a plaza on the existing Grosvenor Lane car park. Proposed building height is 13 storey and has optimised option 2 and 3 to provide solar access to the future public domain on Grosvenor Lane car park.

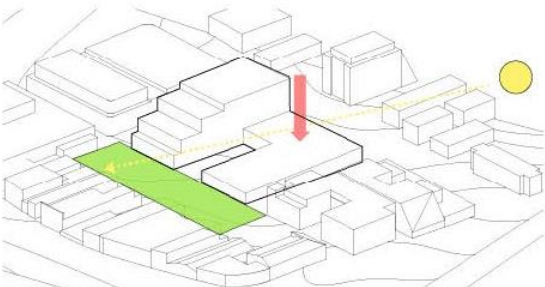


Figure 9 - Improve solar access by shifting building height

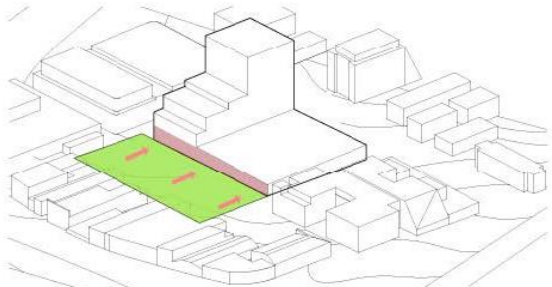


Figure 10 - Improve solar access by enlarging the plaza

The submission of multiple landowners between 176-214 Military Road are proposed to potentially amalgamate with the Grosvenor Lane car park including a plan to connect with the existing supermarket north of Grosvenor Lane. Higher towers are proposed beyond the built form option 3 in the Discussion Papers varying in height between 8-20 storey. Concerns are raised over the financial feasibility to amalgamate some of the properties. A separate

submission was made to raise the financial feasibility and to include all properties north of Military Road between Waters Road and Young Street. This concept envisages a new community centre, an underground car park, a plaza on the existing Grosvenor Lane car park and new through-site-links.



Figure 11 - Street view of the Grosvenor Lane Plaza from the 176-214 Military Road submission

It is worth noting that Council prepared the *Grosvenor Lane Planning Study* in 2014. The study examines opportunities to facilitate a long-standing Council policy objective to underground the car park, create a public plaza at ground level, improve pedestrian linkages and amenity, and encourage a built form that responds positively to the public realm.

The submission by landowners located at 30, 32 and 34 Grosvenor Street proposed to deliver a high-quality multi-purpose community space, recreation facility or affordable childcare to be off-set by a proposed building height of 8 storey and a change in zoning from R4 High Density Residential to B4 Mixed Use.

Other submissions made by landowners regarding development potential, reflect on the land ownership, building separation, overshadowing, provision of public open space and through site links.

Properties include:

- 256 Military Road.
- 153 Military Road.
- 272 Military Road (Redlands School).
- 166-174 Military Road.
- Lots 1 and 2, 3-5 Young St.

It should be noted that this list does not include submissions made by landowners that have not identified themselves as such, included addresses or are not supporting the planning study. This

feedback is included and discussed in chapter 3.2.3 of this report.

Notably, a landowner's submission was received by 'Neutral Bay Island Landowners United' which is located outside the study boundary and known as the Military Road Corridor Island. It forms part of stage 2 of the Military Road Corridor Planning Study. An early meeting with Council staff is requested in their submission.

Moving forward: Based on these submissions it is recommended to test the economic feasibility of a number of public benefits in relation to the building density outlined in these submissions. As these opportunities are delivering public benefits, it is recommended to refine the built form having regard to solar impact, potential amalgamations, scale and height.

3.2.3 Do you have any feedback on the options outlined in Chapter 6 of the Objectives and Ideas Paper (p38-45)?

The Objectives and Ideas Paper identify four preliminary built form outcomes:

- Option 0 with a 5 storey height limit. Examines what will happen if the existing planning controls remain.
- Option 1 with a 6 to 8 storey height limit. Aims to protect local jobs through modest increases in height in the centre.
- Option 2 with an 8 storey height limit. Aims to deliver more jobs, homes, open space upgrades and new community facilities through greater height increases on select sites.
- Option 3 with a 14 storey height limit. Delivers similar outcomes as the option above but with greater public benefit outcomes through more building height.

61 written responses to this question were received through the survey. Most reply-paid postcards and open form letter submissions expressed an opinion related to this question. Broadly, responses were as follows:

- 47% want no change (option 0)
- 8% accept a building policy change to facilitate employment floorspace (option 1)
- 45% support voluntary planning agreements (option 2 or 3)

A large number of concerns were raised regarding parking, specifically a concern was expressed that building density puts further pressure on on-street car parking. 30 survey submissions requested adequate parking provisions. Notably, 11 survey submissions supported removal of parking to improve pedestrian amenity.

Submission were made by four Precinct Committees (PC); Harrison, Parks, Brightmore and Willoughby Bay.

- Harrison PC is not supportive of any increase in building height along Military Road. Their submission recommends replacement of 10/15-year-old buildings rather than 100-year-old buildings which add to local character.
 - Parks PC submission were supportive of Option 1, but up to 6 storey, to maintain local employment.
 - Brightmore PC foreshadowed a submission but one had not been received at the time of drafting this report.
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- Willoughby Bay PC opposes any increase in the height limit. It suggests existing controls already allow for the commercial development opportunity that is needed for Neutral Bay Town Centre. It suggests that the Council's property holdings are used in the Discussion Papers as a justification for an increase in the height limit.

Other feedback and concerns from the Precinct Committees and other community members included:

- Additional height would limit views from existing high rise dwellings.
- The need to focus on quality design and vegetation in future development.
- The lack of access to public transport.
- Improve future building height transition by raising height in the residential properties interfacing the town centre.
- Concern on the adopted temporary closure of Young Street.
- Support for option 0 (no change) to retain the village atmosphere.
- Support to retain local historical shop frontages to Military Road.
- The financial feasibility to deliver public benefits and amalgamations.

Without action, there will be a significant reduction in existing services and a likely general decline in the economic vitality of the Neutral Bay Town Centre. This will affect businesses and residents, with commercial activity declining and residents being forced to travel further for work and services. The development decisions made in the next few years will have significant long-term impacts on the character and amenity of Neutral Bay and the Military Road Corridor.

Moving forward: The built form strategy should re-assess the mix of uses, solar requirements and building character protection. The built form envelopes in the draft Future Direction Paper should propose an implementation strategy addressing the delivery of public benefits and building height.

3.3 Access

The survey provided the following introduction to this topic:

The Neutral Bay Town Centre is dominated by traffic on Military Road, a major barrier between the north and south sides of the centre. The trend has been to maximise road space for motorists, which has a negative effect on the pedestrian environment and other transport. More parking equals more road space but less space for enjoyable public spaces. The State Government's proposed Beaches Link tunnel, provides a unique opportunity to take advantage of the forecasted regional traffic reduction and claim back space for the local village centre. This study proposes to improve the quality of life in the centre.

3.3.1 How important is it to prioritise Neutral Bay’s footpaths, parks and plazas to improve local pedestrian access?

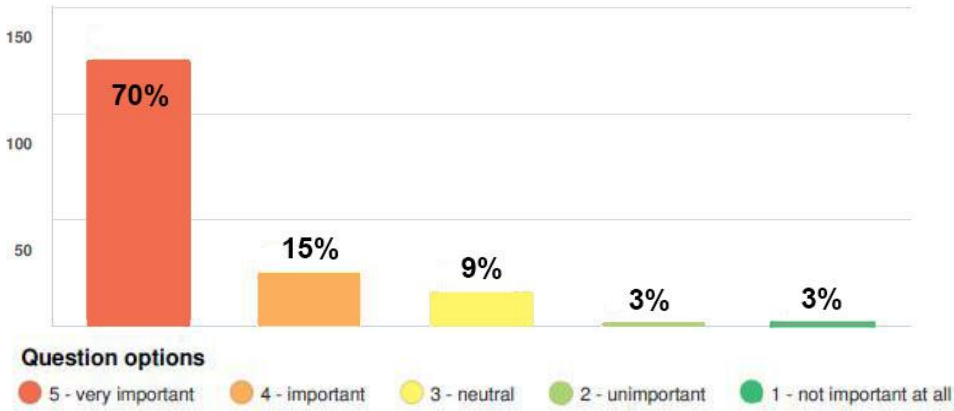


Figure 12 - Survey results of question 3.3.1

A total of 85% of the survey submissions supports Councils effort to improve footpaths, parks and plazas. The community’s desire for more trees and vegetation is not a surprising outcome. Neutral Bay town centre has been identified as one of the areas with the least tree canopy in the North Sydney local government area. Council’s recently released *NSC Urban Forest Strategy* (2018) has shown that recent developments have exacerbated canopy loss over the last few years. In addition, a significant number of trees have recently been cut down for the construction of the B-Line along Military Road, although it is understood they will be replaced in some form.

3.3.2 If more significant regional traffic reduction can be realised through the State Government’s Beaches Link project, would you support Council efforts to improve the Military Road environment? This might include re-introduction of on-street parking (removal of clearways), footpath widening, street tree planting, improved pedestrian crossings (location & timing), better cycling and better bus infrastructure.

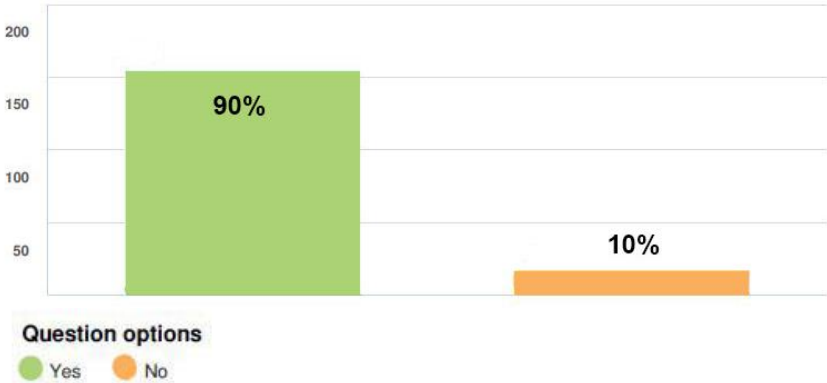


Figure 13 - Survey results of question 3.3.2

In 2016, the NSW State Government announced the “Beaches Link” project, a motorway tunnel connecting the Northern Beaches to the Warringah Freeway. The stated intent of this project was to relieve congestion on existing routes to and from the Northern Beaches, including traffic reductions on Military Road which in return could allow for the delivery of more public domain, walking, cycling, public transport and local traffic safety and amenity improvements at Spit Junction, Cremorne and Neutral Bay Town Centres.

On 22 July 2019 Council resolved:

4. THAT regional access objectives identified in the discussion papers be used to guide related plans and discussions with State Government concerning the Beaches Link with the aim of improving the Military Road environment for pedestrians.

A total of 90% of survey respondents support Council advocating for this important outcome for the community. A letter was sent to Transport for New South Wales that actioned the Council resolution above. (Attachment 2)

A submission from the landowner's group of the Military Corridor Island, between Military Road and Falcon Street raised the importance of considering the design and layout of the Beaches Link in relation to the Stage 2 of the study.

A submission from Mosman Council also reflected on the potential implications of the study on the corridor within its LGA. It includes an open invitation to work with North Sydney Council to consider a coordinated approach for the future of this corridor.

Moving forward: It is recommended to engage with Mosman Council when planning for Cremorne Town Centre in the next stage of the work. It is further recommended to request input into the Beaches Link Tunnel design of TfNSW to help deliver on the subsequent placemaking opportunities of Military Road and Neutral Bay Town Centre. (as described in attachment 2)

3.3.3 If re-introduction of on-street parking is not possible as part of the Beaches Link project, would you support some 14+ storey buildings along Military Road, in return for a public underground car park at the Grosvenor Lane Car Park?

The Discussion Papers identified two options to deliver a plaza on Grosvenor Lane Car Park by redistributing the existing parking. The following options were explored:

1. The earlier report, the Grosvenor Lane Planning Study (2014), aims to deliver an underground car park structure with a plaza above. Through the possibility of height increases, funding could be negotiated with surrounding landowners as part of a Voluntary Planning Agreement (VPA) process. Further investigation into the financial feasibility and built form impact assessment is recommended. Delivery of community assets and a good built form outcome needs to be carefully balanced; and/or
2. A simpler option to deliver the Grosvenor Lane Plaza may be able to be achieved in the short term. The proposed layout concentrates parking along the north and a new high quality shared zone/plaza on the southern side. This new layout is included in the Objectives & Ideas Paper.

This question focusses on the first outcome being a plaza above and underground car park with a 14+ high building height to help offset the costs. Nearly two thirds of respondents don't support such building height. It should be noted that landowners to the north and south of the Grosvenor Lane car park expressed interest to develop an underground public car park with plaza above as mentioned under 3.2.2 of this report.

Moving forward: It is recommended to further review building heights in relation to financial feasibility and/or change the focus of the public benefit.

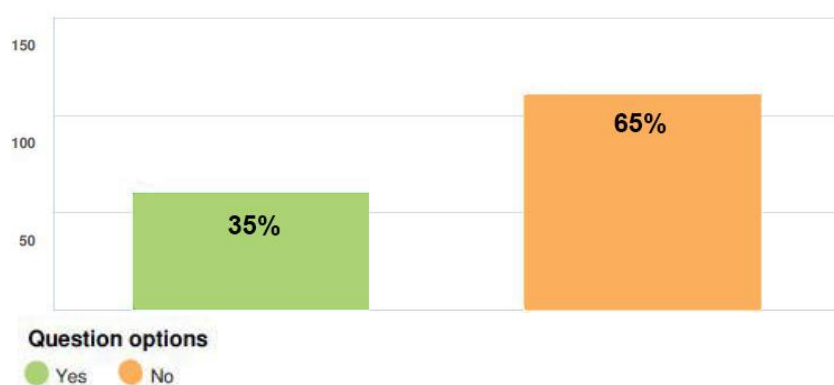


Figure 14 - Survey results of question 3.3.3

3.3.4 Do you have other suggestions to improve the quality of the pedestrian environment?

Many suggestions are closely related to the opportunities raised in the Discussion Papers:

- Less parking and less cars to improve pedestrian amenity. This include limited building heights to minimise negative traffic effect.
- Marked pedestrian crossings on Military Road to improve safety in particular for the elderly that have not enough time to get across the road.
- Limit speeds on Military Road.

Other suggestions include:

- Improve safety through CCTV and lighting.
- Attend to the cleanliness of footpaths and street furniture.
- Reintroducing the light rail.
- Reinstate public bins.
- Amenity away from Military Road.
- Public fountains and sculptures.
- Employ live music players.
- Overhead bridges and underpasses to cross Military Road.

Moving forward: It is recommended to consider suggestions raised in the submissions in preparing the draft Future Direction Paper.

4. Conclusion

With 172 survey submissions, 57 reply paid postcard and 39 letters as other ideas, a significant amount of input was received from the public engagement for the Discussion Paper for the Military Road Corridor Planning Study, Stage 1. This has provided valuable feedback for Council, Council staff and the expert consultants that will help inform the next stage of the Planning Study.

Tall towers are generally considered unacceptable by the community (66% against), however, some willingness (50%) has been expressed to see public benefits delivered through voluntary planning agreements. Submissions made by landowners proposing detailed concepts including

clear public benefits, are recommended for further investigation in a draft Future Direction Paper.

Council recognises the need to provide for the right mix of uses and clearly articulate public domain and community facility priorities through the draft Future Direction Paper.

Without action, there will be a significant reduction in existing services and a decline in the economic significance and vitality of the Neutral Bay Town Centre. This will affect businesses and residents, with commercial activity declining and residents being forced to travel further for work and services. While not widely supported by the community, it is recommended to support delivery of small increases in building height up to 6 and 8 storey to deliver more employment floor space and meet forecast demand of local jobs in 2036.

Previously where significant development pressure has been found, Council has produced a cohesive precinct wide direction and policy foundation. This has enabled Council to negotiate better design and public benefit outcomes and withstand ad hoc planning proposals that do not meet the needs of the community.

The development decisions made in the next few years will have significant long-term impacts on the character and amenity of Neutral Bay and the Military Road Corridor. This is a unique and important moment for Neutral Bay and the Military Road corridor and this study, including the feedback in this report, will inform the future planning controls in this area, ensuring that development respects and benefits the local community.

5. Next Steps

The next stage of the Planning Study is to prepare a draft Future Direction Paper. External consultants for specialist economic feasibility and heritage advice will provide input into this work. Work will also be continuing within Council on open space, placemaking and built form analysis. The work will be well informed by the feedback of this public exhibition of the Discussion Papers.

The draft Future Direction Paper is intended to be presented to Council for the purpose of public exhibition in the first half of 2020.

Attachment 1
Survey submissions

Survey Report

07 March 2016 - 10 September 2019

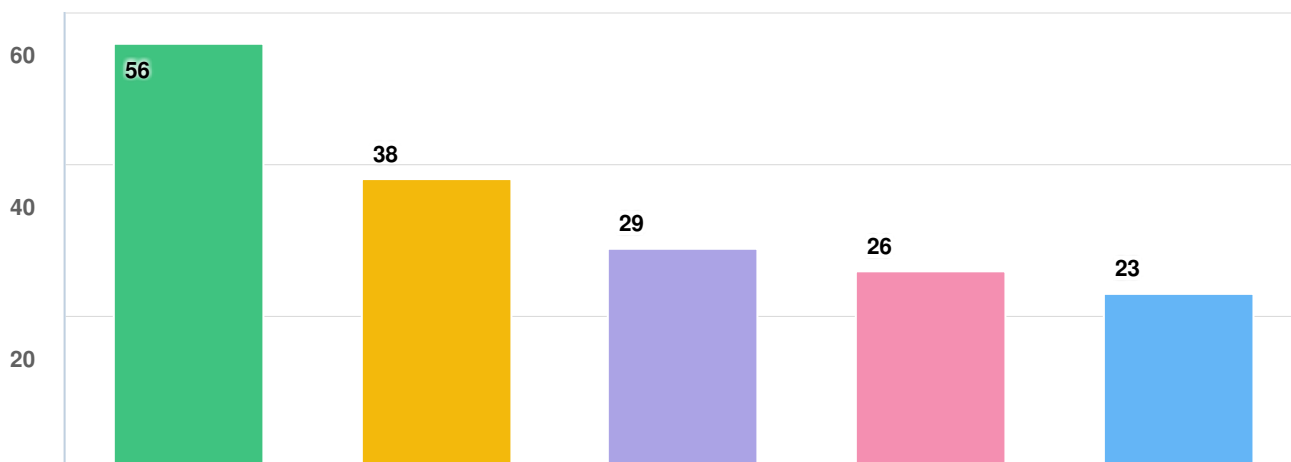
Survey: Neutral Bay Town Centre - Discussion Papers

PROJECT: Military Road Corridor Planning Study - Stage 1

Your Say North Sydney



Q1 1a. How important is it to you that there are local jobs (other than retail and hospitality) in the Neutral Bay Town Centre...

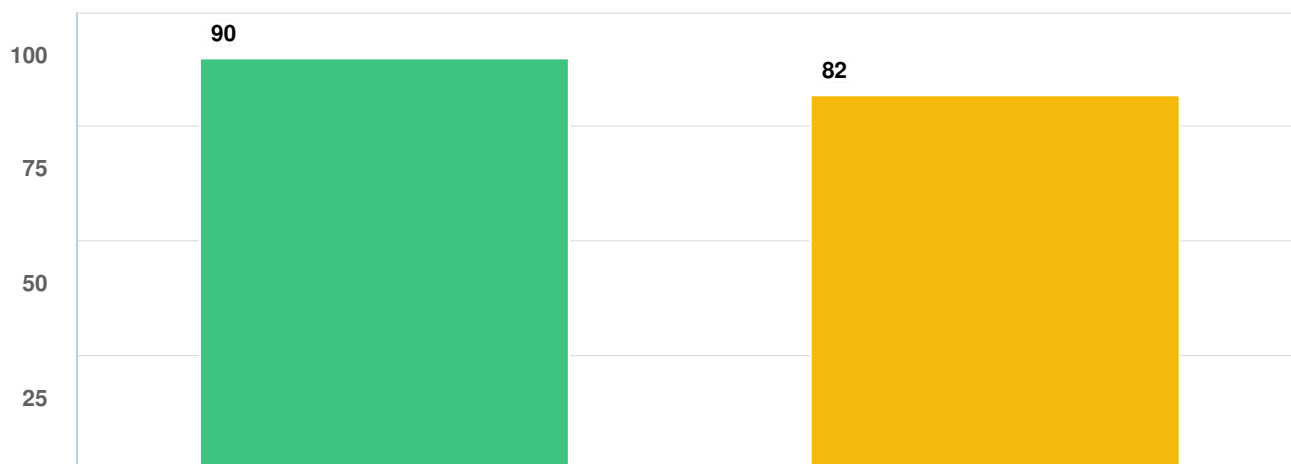


Question options

- 5 - very important
- 4 - important
- 3 - neutral
- 2 - unimportant
- 1 - not important at all

(172 responses, 0 skipped)

Q2 1b. Are modest increases to the height limit of new development in the Neutral Bay Town Centre acceptable to deliver more ...



Question options

- Yes
- No

(172 responses, 0 skipped)

Q3 | 1c. Do you have other suggestions related to local jobs?

Anonymous

8/08/2019 09:13 AM

Providing off street parking for Neutral Bay and Cremorne

Anonymous

8/08/2019 09:18 AM

Any future development should include significant "over parking" requirements, perhaps even require very large developments to be required to provide parking for visitors and even public parking. As there are no rail services into Neutral Bay, nor is there ever likely to be, a significant increase in parking, especially off-street parking, would significantly increase the amenity of Neutral Bay. North Sydney Council should see the area as an important employment, entertainment and retail area for the lower north shore, and make plans that support such infrastructure. If you go down Military Road at the moment seems that every third commercial property is up for lease, and if any do get leased it takes a very long time and the tenants stay for a short time, I believe part of the problem is the difficulty in accessing the area and being able to park for a suitable amount of time I would be happy to see significant increases in height size.

Anonymous

8/08/2019 10:07 AM

If you want employers to move to the area I would suggest the following; 1. Complete Removal of on-street parking along military road 2. Better-integrated transport; for example, sequencing buses to train timetable(North Sydney, St Leonards stations) to reduce waiting times. 3. Military road needs to be more friendly to pedestrians. (expanded pedestrian paths, pedestrian bridges over high traffic zones) 4. Better cycle infrastructure. (existing paths are less than optimal and often puts cyclist at risk) 5. Expansion, restoration of existing greenspaces (maybe looking at a walking path to link to proposed High-line in North Sydney)

Anonymous

8/08/2019 10:15 AM

the complete Removal of on-street parking along military road to maximise footpath widening, street tree planting, improved pedestrian crossings (location & timing), better cycling and better bus infrastructure. Better childcare facilities Gyms/recreational facilities

Anonymous

8/08/2019 11:57 AM

1. Provide a rates rebate directly to RETAIL tenants of up to 300 m2 floor space on Military Road. (NOT to the property owner, unless they operate the retail outlet!) 2. NO to any height increase because: 2.1 it encourages corrupt developers. 2.2 It encourages Council corruption! New development for jobs is simply STUPID! There is quite enough congestion now! Where would people park???? - NO not in new developments! Neutral Bay is a residential locality and wants to stay that way.

Anonymous

8/08/2019 02:03 PM

There needs to be more flexible use so more people can operate small business from their homes

Anonymous

8/08/2019 04:29 PM

More parking, more foot traffic and better facilities. Blocking young street, you will direct traffic to a bottle neck, we need to ensure access into and out of Grosvenor lane gets better not worse. There needs to be at least one way through young st

Anonymous

The median age for residents in neutral bay is 35 years. This age group seek

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8/08/2019 06:41 PM

Anonymous

8/08/2019 10:07 PM

Anonymous

8/09/2019 05:47 AM

Anonymous

8/09/2019 10:57 AM

Anonymous

8/09/2019 11:16 AM

Anonymous

8/09/2019 01:39 PM

Anonymous

8/09/2019 01:42 PM

Anonymous

8/09/2019 01:54 PM

Anonymous

8/09/2019 02:17 PM

Anonymous

8/09/2019 02:36 PM

social interaction and therefore the town needs to maintain and boost the night life so as to attract and retain this source of community income. Neutral Bay is a vibrant residential and shopping precinct, it's not a major employment destination and it would be a disaster to the local community that live here, to have big (and empty at night and weekend) buildings impede access to light, outlook and the feeling of space

high rise office spaces will allow more insurances, banks, etc open offices in Neutral bay thus creating more jobs for the locals.

Increased height limits need to be carefully managed to maintain village atmosphere of area. Don't want another st Leonard's.

communities / roles that can interact and source from each other

I feel that given Military road is already a high traffic corridor a heigh limit increase with mixed use (not just shop top) could be beneficial to the area. Combined with the new proposed Young st closing to traffic it could be used to create a more pedestrian friendly enclave not simply a commute path for the northern beaches commuters

There are so many empty shops and every ugly building you permit to be built adds to the amount empty shops and the ugliness eg 126 - 152 Military Rd. Buildings that are less than 2 years old are already looking old and tired and the shops underneath are still empty. Why can't businesses move into these empty shops? Really nearly everyone of working age that lives in Neutral Bay works in the city. Look at the bus stops of a morning. Who is going to be going to these businesses? What developer is going to want to build a building that the shop, that seems to be compulsory, will be empty for years, and then 2 floors of office space, probably empty for years, and then cut corners on the apartments to make up for the lost revenue of the shop and offices. Aren't we meant to be getting a tunnel? How fantastic that will be but Military Rd will be a concrete canyon. When it will be nice and quite to sit outside a cafe on Military Rd, you will never see the sun....

Sydney's CBD is one set of traffic lights away from Military Road - very close considering average commuting times in Sydney - not to mention North Sydney which is even closer.....??? Local office jobs can go to where the big buildings have already been built. If you actually observe the parking situation and traffic jams in the area you would know that the proposed increases in building heights are ill founded. Thank you Hennie Roos

Investigate additional co-working spaces to support entrepreneurs, Startups and small businesses in addition to those in the community that freelance or have flexible work arrangements with their employer (reducing need to commute)

If more local jobs are created in the Neutral Bay area where are owners/employee's meant to park as there are so many restrictions of only 2 hour parking spaces in most streets around the Neutral Bay, Shopping centre there is limited parking for more than 2 hours when owner's/employee's work 9 hours or more per day. In addition there are on some days upto 4 Rangers

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- targeting the Neutral Bay shopping area that customers are reluctant to park and shop in the area and go else where which is difficult when you are trying 7 days a week to operate a business and customers complain about parking in the area and as such our rents increase annually and there is just no breathing space for small business to keep their heads above the water with ongoing expenses and the Council removing parking to install a "Green Area" in Grosvenor Lane which is going to have yet another impact on small businesses in the area and parking for customers!!!
- Anonymous**
8/09/2019 02:43 PM
Approve office space developments, rather than more unit blocks. There are already so many in Neutral Bay.
- Anonymous**
8/09/2019 03:28 PM
Lower the rents to allow small shop owners to survive and employ people. The corridor to Mosman is full of empty shops.
- Anonymous**
8/10/2019 11:08 AM
How will increasing building heights ensure there is an increase in employment. Developers will just push the limit and increase what ever makes them the most profit. The land and environment court will overrule the council and we end up with the same employment ratio and increased building heights, and the canyons we now see in Dee Why.
- Anonymous**
8/11/2019 04:34 PM
Jobs associated with development are short term and only benefit local shops and businesses temporarily. Conserve the old buildings along Military Road and retain this suburb's heritage. There are already too many 'clone' looking new developments that have taken away from the uniqueness of the area.
- Anonymous**
8/11/2019 04:56 PM
There is no guarantee that jobs in local area will go to local residents. Bringing working commuters in, from outside the local area, will simply increase congestion of public transport and traffic something the B Line project has been done to prevent. The Northern Beaches Tunnel has had only minor funding allocated to it in current State budget and proposed extra development could well go ahead without traffic relief promised by the Tunnel. Further the Tunnel information sessions made it clear that legislation prevents traffic being diverted from existing roads, such as Military Rd, and induced into Tunnel. Should Military Rd have a 40 km/h speed limit allowed it should also apply to the residential secondary route Ernest/Belgrave/Gerard and Macpherson Sts.
- Anonymous**
8/12/2019 09:56 AM
Neutral Bay doesnt need to be a thriving business hub, it needs to be a thriving community hub.
- Anonymous**
8/12/2019 12:04 PM
Cheaper rents to attract new business for a set time- many retail spaces are currently empty
- Anonymous**
8/12/2019 03:39 PM
5 stories on Military Rd are OK but not in local areas off Military 'Rd.
- Anonymous**
8/12/2019 06:04 PM
There are so many empty shops. Why? Is it the rents? If it's just investors hanging on to empty stores, perhaps the council could charge them. The way Vancouver does for overseas flat owners. It would also be nice if there were less massage parlours (?) and nail salons and more stores with appeal for locals, an independent fruit and vegetable store on military road, a bakery, a
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- second hand book store.
- Anonymous**
8/12/2019 06:29 PM
upgrade shopping centre, input stylish recreation area
- Anonymous**
8/12/2019 08:05 PM
Not sure how you did it but the design& architecture in North Sydney is interesting with non-bland new buildings popping up. encourage good - non bland buildings
- Anonymous**
8/14/2019 09:36 AM
No
- Anonymous**
8/15/2019 12:20 PM
Good parking facilities and convenient public transport access. Make it attractive to work in a more village atmosphere environment not surrounded by high rise buildings like what is happening in St Leonards. Create facilities for people that like to jog or exercise at lunchtime in a safe friendly environment.
- Anonymous**
8/16/2019 08:36 AM
Option 1 which is 6-8 storeys is acceptable. Option 2 is out of the question
- Anonymous**
8/16/2019 05:54 PM
Local jobs exist in relation to existing businesses, particularly retail and cafes , services, schools and transport. It is more than enough to apply to the local area. The live music industry could be fostered by Council and expanded. We do not need more office space. Greater height detracts from local living standards and quality of life.
- Anonymous**
8/17/2019 01:14 AM
Infrastructure and public facilities improvements such as clinics, schools, kindy etc.
- Anonymous**
8/17/2019 10:23 AM
No high rise in Neutral Bay this is a residential suburb not a mini CBD.
- i**
8/17/2019 11:19 AM
Apologies but these are loaded questions. The fact is that many people living in Neutral Bay work either in the City or in St. Leonards and are not necessarily seeking local jobs in Neutral Bay itself. What is needed for this residential neighbourhood is more recreational facilities and less congested roads and improved air quality. It is a great neighbourhood to set up retirement villages. A useful idea as a source of income increase and jobs creation is creating sports recreational facilities, for example converting the current Anderson Park Oval and Forsyth Park to stadiums hosting soccer fields, surrounded by light athletics tracks, construing sitting tribunes around it and hosting various events there. Please refer this link as an example <https://en.wikipedia.org/wiki/Lohrheidestadion>
- Anonymous**
8/17/2019 12:04 PM
There should be a area of neutral Bay dedicated to office space. This would allow residents to keep their villiage vibe that we have invested in by purchasing very expensive real estate in this area. Offices should be kept in the corridor where neutral Bay meets cremorne. There are so many empty shops there as retail is struggling world wide. Zoning these areas for offices would also give retail owners in the young street Grosvenor precinct increased business. Height restrictions should stay as they are. There is no need to build higher for office space. The type of offices that would be attracted to neutral Bay would be smaller companies, possibly design,
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Anonymous

8/17/2019 07:21 PM

architecture, IT and would be drawn to a low rise ,eco friendly environment. North Sydney is so close. leave the high rises there.

Lack of quality commercial buildings will not attract tenancies. There is quality residential being built but not commercial. Any prospective business would do better to look elsewhere to gain value for money and relevant floor space and amenities to their work force. Much of the commercial space in the Military Road corridor is tired and dilapidated and does not meet the needs of a modern day business.

Anonymous

8/18/2019 09:12 AM

The real answer is 'it depends'. There is significant employment floor space in North Sydney which is within walking distance and this is growing. The growth of employment and residential space in North Sydney has not been well planned and the loss of character and pedestrian friendliness along Miller St and the Pacific Highway seen there must be avoided in Military Road. I believe one should restore and preserve the character of the junction which means avoiding raising limits on the south side there, and also redevelop the Grosvenor St carpark and north part of Young St (that is north of Military Rd). However if the junction is preserved and restored with its heritage other height increases could be permitted.

Anonymous

8/18/2019 07:44 PM

Yes. Lower the ridiculous rents on all of the existing premises locally so that the local businesses already here have a chance to survive and employ local people. Also, working from home/online roles are increasingly more common, we should need less office spade, not more!!

Anonymous

8/19/2019 12:27 PM

I think council can do more via permits to ensure there is an appropriate variety of businesses in the area that will help support teh viability of all.

Anonymous

8/20/2019 12:32 PM

Use the local area to promote produce markets and other community based activities in the Neutral Bay area.

Anonymous

8/20/2019 01:40 PM

No comment

Anonymous

8/21/2019 10:42 AM

Maintain retail spaces and don't let developers build high rise apartments on Military Road!

Anonymous

8/21/2019 02:24 PM

No

Anonymous

8/21/2019 02:28 PM

No

Anonymous

8/21/2019 03:36 PM

No. The economy dictates job numbers not building height increases. If it were that simple we would just increase all our buildings to 100 storey's

Anonymous

8/22/2019 12:10 PM

Focus the concentration of new job development in the North Sydney CBD area - it is quite literally just around the corner (either bus or walking distance). Don't expand this CBD zone to the other side of the freeway. North Sydney CBD is easily accessible. Neutral Bay, Cremorne and Kirribilli areas much less so and clearly more residential in focus. They already feature a heavy concentration of people in close proximity to two major Sydney city centres. Focusing on North Sydney CBD as a job hotspot is a way to avoid

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bringing more unwanted traffic and further increased population density to an area that is already disproportionately over represented by a concentration of low level multi-storey residential, mixed use and commercial complexes with a lack of open space and parking in close proximity to City and North Sydney CBD areas. You will also destroy the village atmosphere which the reports clearly highlight as a defining character of the area currently. In all the reports, there is no clear mention of an option that considers this strategy of focusing jobs in North Sydney CBD and improving access to this part of the council LGA. Instead, aside from the do nothing, they all seek to change the character of the existing area by increasing building heights and bringing in more people. Perhaps if we focused more on supporting State Government in improving transport infrastructure and efficiency we might actually enable people to live further out and commute more time and cost effectively to major centres of work. Sure the Northern Beaches infrastructure will take transport off Military Road - it's about time. However, why would you then replace this immediately with short-sighted initiatives that will pull in traffic from elsewhere including Northern Beaches commuters who might then choose to work in Neutral Bay and therefore not use the new Northern Beaches infrastructure to get there?

Anonymous

8/22/2019 05:56 PM

I have lived in Neutral Bay since 1970 and see Neutral Bay as a residential area not commercial suburb. There are many large commercial areas close to Neutral Bay so people can work close to where they live. Transport or access via other means to other areas is not difficult. I have worked in Campsie, Kogarah, Camperdown and Randwick and not had problems generally in travel until the increased apartment development in Mosman, Cremorne and Neutral Bay turned Military Rd into a nightmare. Development to date has been detrimental to the "village" feel .

Anonymous

8/24/2019 11:03 PM

Enforce strict zoning for new developments where the first two floors have to be used for commercial purposes

Anonymous

8/25/2019 07:50 PM

Keep sunlight into consideration. I don't want our lovely suburb to turn into a new Sydney Olympic park.

Anonymous

8/26/2019 04:27 PM

North Sydney should be regarded as the employment centre - not Neutral Bay. Neutral Bay needs to have a village vibe which I understand the Council is now addressing.

Anonymous

8/26/2019 05:26 PM

Limit the number of nail salons as these do not even employ local Australians but are a way of facilitating visa applications

Anonymous

8/27/2019 11:06 AM

Increasing the height limit of new development in Neutral Bay Town Centre will change the character of the Town Centre to its detriment, ensuring that people will want to live elsewhere or, if they do already live there, shop/cafe/beautify elsewhere that is more pleasant. This will therefore not achieve what Council is purporting to achieve.

Anonymous

8/27/2019 11:17 AM

Focus on ancillary media and tech start up industries as North Sydney is re-emerging as the tech hub of Sydney

Anonymous

Diversity is encouraged by facilities including work space (with high views is

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8/27/2019 01:59 PM

always good) and amenity such as cafés and plazas as you suggest in your study and plans

Anonymous

8/27/2019 03:25 PM

Modest increases to height limits only. No sky high buildings that create wind tunnels and shut out sun and light. This improves the environment for those working and encourages both local businesses and those further afield to consider Neutral Bay as a location. This in turn creates a thriving centre.

Anonymous

8/27/2019 03:34 PM

The small city of high rise North Sydney is just 5 minutes from Neutral Bay - that's the place for jobs. Neutral Bay is a community and we want trees, parks and sunshine

Anonymous

8/27/2019 03:49 PM

Neutral Bay is a community. A suburb for families and living. North Sydney is a place for employment.

Anonymous

8/27/2019 06:35 PM

* what is the asterix for? Reply to 1B - Modest increase of existing buildings yes to current limit of 5 floors. Any instance of increasing buildings above that would need to ensure set backs and building footprints that do not take up the entire block - to avoid turning Neutral Bay into another shady wind-funnelled suburb of Sydney..... The people of Neutral Bay enjoy their outdoor spaces and enjoy sharing their outdoor spaces with visitors from all over Sydney and from all over the world. In terms of making space for jobs - i would have thought this can be addressed by designated higher commercial occupancy rates in buildings located on/close to Military Road, e.g. rather than 10% make it +35%....it seems to me to be very odd to have residential builds on what should be a business/commercial hub. Also, maybe looking at more shared office space options in Neutral Bay to encourage a wider variety of businesses to the area - service, start up etc... Effectively attracting businesses looking to grow and seeking diverse business services to encourage further opportunities to grow. Effectively, create a business hub....perhaps subsidised by council in some way...

Anonymous

8/31/2019 12:12 PM

I do not believe increasing employment space will create "local" jobs. Office workers in Neutral bay predominately come from outside the neutral bay precinct.

Anonymous

9/02/2019 04:00 AM

We need more public transport into the area to get people to these jobs and it would be great to eliminate some of the parking and make use of it in other ways.

Anonymous

9/03/2019 01:49 PM

8 storey height limit seems like a reasonable balance to create additional jobs. 14 stories seems like it would be excessive.

Anonymous

9/03/2019 03:20 PM

Neutral Bay has excellent transport options available that include multiple destinations and remarkable frequency. Neutral Bay is both walking distance from and easily accessible to work "hubs" - the Sydney CBD, North Sydney and St Leonards.

Anonymous

9/04/2019 11:22 AM

The Neutral Bay area is a lovely village like community, so the employment we have there, I believe is enough. There are work opportunities in the Sydney CBD, Chatswood, St Leonards, North Sydney etc. which are all easily accessible to get to. I like Neutral Bay the way it is. I went to SCEGGS Redlands Cremorne, and have lived in Neutral Bay/Kurraba Point for 37 years in the one place. I like it the way it is.

Anonymous

This questionnaire is extremely biased. Have you noticed how much empty

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9/04/2019 04:35 PM

Anonymous

retail space there is in Neutral Bay - rezone some of that before building a massive high rise eye-sore. Neutral Bay is 10 minutes from North Sydney CBD and the Sydney City - that is where people can work commercially. Increasing height limit would be unattractive for Neutral Bay.

9/05/2019 07:59 PM

Anonymous

Employment related to small business, health, wellness and fitness. The corporate giants are better serviced in North Sydney on the train line. Our concern is employee parking over-flowing into residential areas, which limits social connections due to timed parking sections.

9/06/2019 02:35 PM

Anonymous

it is unclear what 'modest' means in the previous question. That needs to be defined before I can answer that question.

9/06/2019 04:29 PM

Anonymous

As a long term resident of the area, I believe that it is essential to broaden the opportunities for locals in the community. New developments for offices and shops increases the employment opportunities within the community, and it is essential that we continue to grow.

9/06/2019 05:07 PM

Anonymous

Increasing retail and commercial floor space will add more location options for businesses, increase the scale of commerce in the area and therefore increase employment opportunities. Maintaining ease of access for customers including car parking and traffic flow are extremely important otherwise the customers will not come.

9/06/2019 05:08 PM

Anonymous

The council needs to add diversity and newer, exciting projects in the area

9/06/2019 05:16 PM

Anonymous

we need to ensure Neutral Bay remains , or in fact becomes relevant commercially. The precinct also requires rejuvenation . This is a opportunity to revitalize both employment and connectivity of the area. Long overdue

9/06/2019 05:18 PM

Anonymous

I'd suggest rather than a modest height increase that a major height increase is put forward for areas around transport nodes at Neutral Bay Junction and Cremorne Junction. I'd like to see up to 40+ storeys in some locations with a focus on slender towers, set backs, improved street level activation, with bonuses for public spaces and facilities added to the mix. Sydney needs more development in the inner ring to ease congestion and put people closer to the CBD. North Sydney is a prime location for this and as a local, I think more needs to be done in key areas in the North Sydney LGA. Young people want to live where they work and want access to improved facilities close to the city and more affordable options. Many naysayers against high density in our suburbs fail to fairly explore or even accept the future and the implications their obstructionist ideals have for young people and for the greater benefits to the citywide population. Carefully managed high density can have many positive outcomes, including the revival of dying high street strips, better employment opportunities, reductions in emissions through placing people closer to employment centres and provide options for young people that are often forgotten in the quest protect the status quo.

9/07/2019 12:51 PM

Anonymous

Keeping the character and village aspect of Neutral Bay and helping the area adapt to renewable energy and the challenges of climate change and traffic congestion. The environment and the economy are very much linked and

9/08/2019 11:52 AM

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Anonymous

9/08/2019 12:26 PM

bringing the two together will create jobs. Creating more office space does not necessarily mean more jobs.

Yes the corridor needs a facelift but not more office space. A lot of office space currently remains empty for long periods of time. You may build it but they made not necessarily come.

Anonymous

9/08/2019 03:22 PM

The estimates are just that estimates there is no validity to the numbers quoted or any consideration for the actual need of office type employment in neutral bay . There are business hubs and available office space from north Sydney to st Leonard's , artarmon and onto Chatswood , not to mention the Sydney cbd . Workspace design and behaviour has changed dramatically overt the past 10years , offices are now open plan , drop in style desks and reduced footprint . The culture is moving to more flexible hours of office work and work from home (or coffee shop) . There is no evidence to support North Sydney council staff response at a recent community meeting that yes the future would see Neutral Bay lose all its doctors , dentists and physios , this is alarmist and incorrect especially when another dentist has just opened under the Muse development cnr Yeo and Rangers Rd. If any of the low rise office areas were changed to residential logically the ground floor large spaces would be retained as offices , gp practices, cafes etc . The community I suggest does not want the develwepmenr height increased in the street behind Military Rd especially on the South Side of Military Rd . The SOuth Side is residential, the north side immediate area behind Military Rd is commercial . The focus on the south side is concerning , the solar aspect may be an argument for Military Rd itself but there is no consideration of the southern environment which area which would be negatively affected by increasing the height - solar and traffic . The streets cannot take an increase in traffic , the view that office workers would catch buses or worse ride bikes isn't a sound argument , a lot will drive and park in surrounding streets , the change to timed parking in Rangers Rd , Wycombe and Harrison St has inconvenienced many residents especially since most units were built with one onsite carspace (something current planning rules have not improved) . any available spots are often taken up by current workers , drivers parking and catching buses to north Sydney , Chatswood and city. The view that offices and offices job add to an area's vibrancy is exaggerated , a lot of workers , driving or busing it come to work and leave the area at the end of the day , they may or may not have a coffee or have lunch but there is enough local community to support coffee shops ,cafes and restaurants , the real question is how many of these does an area really need . I don't believe the mostly residential community on the south side of military rd would welcome wine bars , nightclubs etc encouraging people to hang around after hours . The oaks area and north side of military rd has been for the past 30 plus years the entertainment precinct of neutral bay, it does not need to be expanded all along Military Rd and into the back southern streets . Car parking - any reduced carparking in neutral bay will negatively impact residents and reduce people wanting to come into the area to shop , eat etc . The traffic has increased significantly in streets south of rangers rd , streets are at capacity in terms of local resident welfare , traffic flow and travel times

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. The current height limit works for the community and if there really is a need to increase height which must certainly be questioned then it should be on the north side and not to 9 stories . South side military rd developments should replicate the existing developments at the northern end of military rd and along neutral bay between Wycombe and Ben Boyd rd . It appears there is fear of developers and so council wants the community to rubber stamp increased height development to give power to the developers , the proposal is not in the best interests of neutral bay town centre and local residents. Thankyou .

Anonymous

9/08/2019 05:03 PM

I do not support the allowed building height being raised to more than 4-5 storeys in the Neutral Bay Town Centre. Building heights as suggested in options 2-3 would significantly impact on the residential amenity of the area both in and adjacent to the stage 1 area. The proposition that we need to grow employment opportunities for other than retail and hospitality services is not supported. We already have a broad range of services available; 3 major supermarkets - 2 in the Stage 1 area (page 7 paragraph 1.2 of the discussion paper identifies only 1 major supermarket); several medical centres; dentists, solicitors, architects, vets, banks, a post office, accountants/tax agents and real estate agents. Neutral Bay is a healthy walk/short bus ride to the skyscraper commercial buildings in North Sydney and St Leonards where a range of commercial services are available if needed.

Anonymous

9/08/2019 09:41 PM

I see Neutral Bay as a 'living centre' ie; residential not a mini business district. We have 4 business districts within a 15km radius - Chatswood, St Leonards, North Sydney and the city. I feel its key to our society to have space set aside for living space of houses, parks, restaurants and retail without high rise buildings towering over the centre block light.

Anonymous

9/09/2019 12:48 AM

The introduction of B-Line and associated works has had a negative impact on the area, increased commercial rentals, decreased foot traffic has taken its toll with a visible number of businesses moving or closed permanently. Increased heights and densities will bring people to the area and options for high-rise commercial, residential and mixed use towers could transform the current downward trends. Providing additional housing options as well as fostering the night time economy will have a positive impact on retail. Providing planning incentives for large format retail could provide locals with access to more varied shopping options and limit the need to travel outside the area. Shopping malls, hotels and similar developments in other areas of Sydney have revitalised high street shopping as well as providing residents more opportunities; other benefits include increasing visitor traffic, reduction in crime and improved retail diversity. More options for accommodation can improve Neutral Bay as a destination for visitors, workers and locals and bring a far greater selection of large and small retailers to our local area. Many residents need to travel more than 5km to access goods other than groceries.

Anonymous

9/09/2019 09:06 AM

Bring more life to the area with residential and commercial high rise. Promote possible underground metro trains as an option to improve transport.

Anonymous

Having a wide variety of local jobs in the Neutral Bay Town Centre adds to

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9/09/2019 10:48 AM

the vibrancy of the Town Centre, and means that it is a Town Centre that operates from early morning until late evening, and most important during the middle of the day as there are workers in the area that need the retail and food offerings of the area. Without this employment, the Town Centre misses out on real activity between 9.00am and 5.30pm of a weekday and becomes a night time and weekend destination only. The creation and existence of commercial office jobs is important as the area has been in a long slow decline in its reliance on retail only. Retail should lift in its vitality and offering with a larger commercial office population. Having local jobs means the area is more vital and will be populated by a younger crowd, which may transition to more younger people choosing to live in the area. The area is slowly becoming an older persons locale. A key to employment and vitality in the area is accessibility. People need to feel that they can travel to the area, including by car for shopping and finding reasonably convenient parking. The existing development controls allows the opportunity for increased commercial & residential as evidenced by the recent redevelopment projects completed in Neutral Bay and Cremorne.

Anonymous

9/09/2019 12:59 PM

Anonymous

9/09/2019 01:29 PM

Encouraging additional retail and commercial to the area will result in additional jobs and a mix of employment opportunities. - Parking is an essential element to the success with staff and customers wanting easy access to services provided - supporting the new town centre with easily accessible road networks is also important - a mix of specialty and food/restaurant offerings is also important - white collar jobs in various forms - serviced office space, we work style shared office would be important to generate activity for the precinct

Anonymous

9/09/2019 02:06 PM

Local jobs are currently very limited in this area. I would be very keen to see job creation as a key addition to this planning opportunity

Anonymous

9/09/2019 03:28 PM

Para 1 is rather specious and subjective. What are "local jobs".

Anonymous

9/09/2019 04:57 PM

so far, priority was given to residential construction. Why not balance intelligently the ratio of residential to commercial construction? What do you call modest?

A

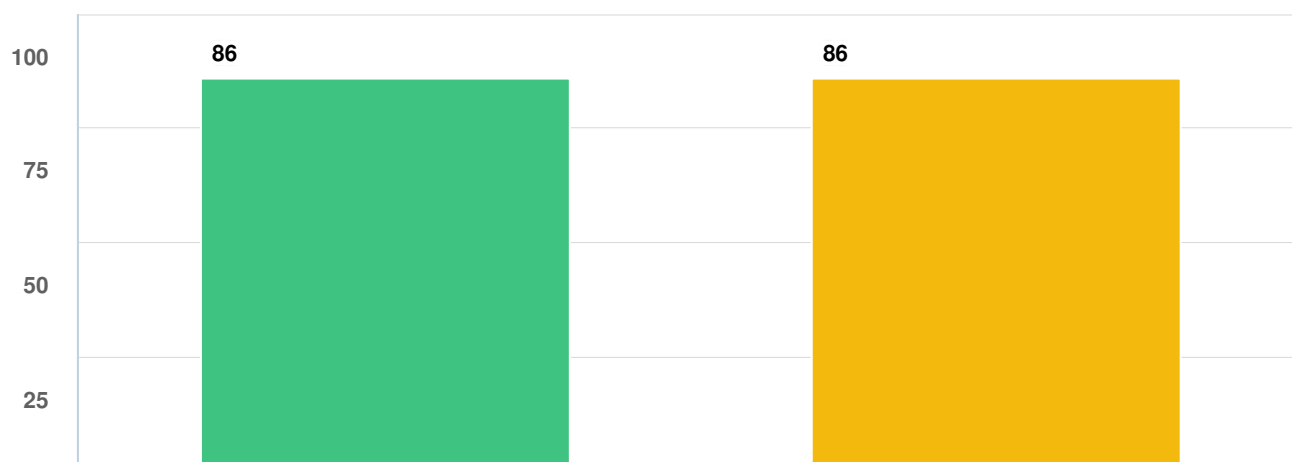
9/10/2019 01:00 PM

It is difficult to predict what future employment landscape will look like given the impact of modern technology. North Sydney (only 3kms away) is a large employment centre and is dead and useless to locals outside 9 to 5 Mon to Fri.

Optional question (87 responses, 85 skipped)

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Q4 | 2a. Do you support managed building height increases to new development to deliver public benefits through VPAs?



Question options

● Yes ● No

(172 responses, 0 skipped)

Q5 | 2b. Do you have other suggestions to deliver community facilities and public domain improvements?

Anonymous

8/08/2019 08:56 AM

More green and public space particularly if integrated with new development

Anonymous

8/08/2019 09:08 AM

plant more trees. reduce traffic on Military Road.

Anonymous

8/08/2019 09:18 AM

Parking! Parking! Parking! and an additional Playground or two.

Anonymous

8/08/2019 10:07 AM

1. The Complete removal of on-street parking along the military road 2. Childcare facilities. 3. Better-integrated transport; for example, sequencing buses to train timetable(North Sydney, St Leonards stations) to reduce waiting times. 4. Expanded pedestrian paths, pedestrian bridges over high traffic zones 5. Better cycle infrastructure. 6. Expansion, restoration of existing greenspaces 7. Walking/Cycle path to link to proposed High-line in North Sydney,

Anonymous

8/08/2019 10:15 AM

I support the complete Removal of on-street parking along military road to maximise footpath widening, street tree planting, improved pedestrian crossings (location & timing), better cycling and better bus infrastructure. A walking/cycle path linking to North Sydney and proposed North Sydney High-line

Anonymous

8/08/2019 10:58 AM

Open space for community where possible

Anonymous

8/08/2019 11:57 AM

Neutral Bay does NOT need further public spaces just to satisfy corrupt developers.

Anonymous

8/08/2019 02:03 PM

As well as having sat a 10 storey mixed commercial zone on the narrow Military Rd corridor (just the spine), for example to Yeo St on the South, Grosveor St on the North, there needs to be greater pedestrianisation so the space becomes more human

Anonymous

8/08/2019 02:33 PM

More car parking capacity

Anonymous

8/08/2019 10:07 PM

Raise money from community activities/ rates that residents can contribute to - rather than via developers who don't care about residents Building heights should be retained as they are - people have bought apartments and homes in the area relying on building height limits for their views and outlook - if they are increased and cause significant loss of amenity and value for affected residents, what compensation will be offered?

Anonymous

8/09/2019 05:39 AM

children community center where they can meet and relax, entertain under supervision and a happy environment

Anonymous

8/09/2019 10:57 AM

No

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<p>Anonymous 8/09/2019 11:16 AM</p>	<p>Ensure council/committee is totally independent off all developer and suppliers</p>
<p>Anonymous 8/09/2019 11:48 AM</p>	<p>Better separated cycling routes.</p>
<p>Anonymous 8/09/2019 01:42 PM</p>	<p>Have some staff walk around Neutral Bay and ask the older people and the parents with babies, small children and ask what they want. These are the people that use parks and community centres. All the rest of us are around on weekends going to restaurants/cafes and really probably wouldn't use public spaces. If this is a way for you to justify high rise and the fees that you would rake in...I think we would rather wait for the tunnel.</p>
<p>Anonymous 8/09/2019 01:54 PM</p>	<p>Do whatever you can do reduce cars in the area. There is too much traffic already. Your proposed increases in building heights will make the already difficult traffic/parking situation even worse despite assurances of improving community facilities.</p>
<p>Anonymous 8/09/2019 02:17 PM</p>	<p>Improve easy of movement (pedestrian) around Neutral Bay village</p>
<p>Anonymous 8/09/2019 02:36 PM</p>	<p>There is currently many vacant premises along Military Road currently so why add more wasted space to the area. Facilities to be offered for Childcare and other Public facilities require easy access and hence if not accessible on a ground floor require a lift facility if not to be located on the ground floor. Due to the older population the current escalator has its issues for older members of the public when the escalator from Military Road to access Grosvenor Lane is not working.</p>
<p>Anonymous 8/09/2019 02:43 PM</p>	<p>Approve less unit blocks and there definitely shouldn't be a height increase above the current max limit of 5 stories.</p>
<p>Anonymous 8/09/2019 03:28 PM</p>	<p>Listen to George Karidis plan for NB. It's fantastic.</p>
<p>Anonymous 8/11/2019 01:25 PM</p>	<p>A diverse mix of commercial space should be encouraged so a wide range of businesses could decide to base themselves in Neutral Bay</p>
<p>Anonymous 8/11/2019 09:47 PM</p>	<p>There should be more vegetation planting along Military Rd (where possible). It is essential that new development has sufficient commercial and residential private car spaces to reduce on road parking congestion.</p>
<p>Anonymous 8/12/2019 09:56 AM</p>	<p>Grosvenor Lane turned into a centrepiece of neautral bay for arts & culture. This includes: painted murals, cobblestone street (full lane not just cross section), outdoor seating, walking access 24/7, Live bands, etc. This has the potential to be a Melbourne cosmopolitan feel, it's what Sydney needs more of, and Neutral Bay has the potential to be one of those spaces.</p>
<p>Anonymous 8/12/2019 12:04 PM</p>	<p>Reuse spaces that are already available they just need to diversify to continue to be used for many different things. Use retail spaces that have been empty for over 6 months into temporary spaces for the community</p>
<p>Anonymous 8/12/2019 12:14 PM</p>	<p>Happy to support a minor increase to building height with the inclusion of public benefits such a community space (halls etc), upgraded or new plaza</p>

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- areas, outdoor dining to activate the current space. Would be good to have a bigger night time economy in the area and more money spent on upgrading the public domain, footpaths and pedestrian access. Would like to ensure that all development also includes greening elements to avoid concrete jungles/ like the North Sydney area and St Leonards. Do not want to see the beautiful Neutral Bay/Cremorne area overdeveloped like this
- Anonymous**
8/12/2019 03:39 PM
- Military Rd is a complete mess. Footpaths are often dirty. Shop fronts and alcoves are often filthy and are never cleaned. In particular the area near the community centre where the bus stop is.
- Anonymous**
8/12/2019 06:04 PM
- The Young St development is a great idea. Military Road is just a traffic thoroughfare now, made worse by the State Government icing bus stops or closing them till 10am. More trees, more open space somehow
- Anonymous**
8/12/2019 08:05 PM
- Develop a master plan & encourage good design. Do it early and deliver bonus floor space
- Anonymous**
8/13/2019 04:53 PM
- include in schemes
- Anonymous**
8/14/2019 09:36 AM
- Increasing building heights will only add to more congestion in the Neutral Bay Area. It is already congested now. Why add to the existing problem. More thought should be directed to beautify the area and not increase the existing height of buildings.
- Anonymous**
8/15/2019 12:20 PM
- Create pedestrian areas like as suggested for Young street.
- Anonymous**
8/16/2019 08:36 AM
- Just do them and stop asking property developers to deliver them. They always do the lowest cost option with the least amount of consideration for the locals community.
- Anonymous**
8/16/2019 05:54 PM
- Council could buy private land and create more public space. It is not up to Council to provide more amenities.
- Anonymous**
8/17/2019 01:14 AM
- No, I don't think this is possible without improving the public transport
- Anonymous**
8/17/2019 10:23 AM
- We don't a high rise corridor. Perhaps offer residents discounted planting options for their street or nearby public areas. I would happily put in time & pay money to green my area or street. I'd adopt a piece of nature strip to keep thing residential. Once the tunnel goes through as a local I hope to see Neutral Bay return to less of the current "Parramatta Rd feel" it currently has.
- i**
8/17/2019 11:19 AM
- Yes, please see the previous comment regarding the creation of sports recreational facilities, retirement villages.
- Anonymous**
8/17/2019 12:04 PM
- We have great bus links but nowhere for people who have to drive to the bus to have all day parking. The community centre is so outdated and needs to be redeveloped to include, halls for hire as many residents live in apartments and would welcome clean, useable rooms for family functions. This is also a good revenue stream for council. Bbq facilitates in parks.
- Anonymous**
8/17/2019 07:21 PM
- The parking area and streetscape around Woolworths is extremely dated and unattractive. The arcades are in a 1980's timewarp and need to be totally
-

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<p>Anonymous 8/18/2019 09:12 AM</p>	<p>redeveloped to attract tenants and prospective customers. The parking area needs to be re-landscaped allowing for outdoor eateries to flourish and to attract higher pedestrian trade. It has the potential to be an attractive square and hub but does require a complete overhaul.</p>
<p>Anonymous 8/18/2019 12:49 PM</p>	<p>Though on face value sensible, these are prone to corruption as has been seen in many other councils and in North Sydney, particularly before the Ted Mack days. They need extra controls before they are considered. There needs to be much stronger independent oversight before they could be trusted. Perhaps North Sydney could set up its own independent corruption watchdog and mandate that everything is open with no commercial-in-confidence provision. That might enable the level of flexibility, which on its own is sensible, while establishing public trust.</p>
<p>Anonymous 8/18/2019 08:01 PM</p>	<p>You should be delivering additional facilities without funding from developers otherwise it's a negative feedback loop. More development = more people = more requirement for community facilities</p>
<p>Anonymous 8/19/2019 12:27 PM</p>	<p>Both Neutral Bay and Cremorne shopping centres are very run down and third world looking. Why doesn't the council allow developers to build high rise units along military road? It's on the top of the ridge so you are not blocking anyone's views. The harbour views from the high rise would be awesome and would sell for high prices. In exchange for being allowed to build high, developers could be compelled to build new shops, footpaths, community facilities, car parks and even leave green space around their buildings. Neutral Bay and Cremorne shopping centres desperately need renewal and developers could renew much of the space at minimal cost to council.</p>
<p>Anonymous 8/19/2019 01:13 PM</p>	<p>Neutral Bay will lose it's current "village and community" feel if increased height is allowed - we do not wish to turn it into a mini CBD or satellite CBD such as Chatswood or North Sydney. We are already all impacted by the increased development approvals that have been allowed in the Grosvenore lane and street area in recent years.</p>
<p>Anonymous 8/20/2019 12:32 PM</p>	<p>Keep all existing open spaces Try to create new open spaces Keep existing height limits on all residential and commercial buildings Higher density high rise will spoil living conditions for everyone here</p>
<p>Anonymous 8/20/2019 01:40 PM</p>	<p>not at the moment</p>
<p>Anonymous 8/21/2019 10:42 AM</p>	<p>Update the existing, make our suburbs fresher, cleaner& more welcoming.</p>
<p>Anonymous 8/21/2019 02:24 PM</p>	<p>It shouldn't be "VOLUNTARY" the Council Must manage the developers and insist that these extra facilities are created, in a whole town approach so that there are an even distribution of benefits to the residents and general public.</p>
<p>Anonymous 8/21/2019 02:28 PM</p>	<p>No</p>
<p>Anonymous 8/21/2019 02:28 PM</p>	<p>No</p>

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<p>Anonymous 8/21/2019 03:36 PM</p>	<p>No. Community facilities are being revamped continually and do not have to exceed 5 storey's</p>
<p>Anonymous 8/22/2019 12:10 PM</p>	<p>When the new Northern Beaches link goes in, you can reclaim roads for buses, bikes and pedestrians as a priority. Do you need to retain all the various narrow roads that currently surround the existing concentrated commercial zone in Neutral Bay? Some of these could become public open and green space which might actually offer greater benefit to the businesses in the area. (You can build infrastructure underneath these spaces as well eg. parking - sure it costs to dig - but isn't your priority creating more space?). If you have low lying buildings, you can use rooftops as well.</p>
<p>Anonymous 8/22/2019 04:08 PM</p>	<p>Perhaps a communal garden and green outdoor space would be welcomed.</p>
<p>Anonymous 8/22/2019 05:56 PM</p>	<p>Whilst having a library may be nice it is no distance to go to North Sydney or Mosman to access this service. The plans to turn Young St into a plaza does not from my perspective provide green space...and will severely impact access to and from Military Rd for residents and businesses on the north side of Military Rd. The alternative route via Ben Boyd Rd is not practical as this already has heavy traffic. There are currently many vacant properties for lease in Neutral Bay so maybe Council could rent/purchase to provide community facilities.</p>
<p>Anonymous 8/24/2019 04:26 PM</p>	<p>We don't want to ruin the character of Neutral Bay and Cremorne with taller buildings. Leave it alone.</p>
<p>Anonymous 8/24/2019 11:03 PM</p>	<p>There are a lot of spaces that could be optimised for the community including carparks and council buildings. Additionally neutral bay is mainly a residential area and not a commercial area. Job creation should not be a driver for any of the decisions taken on its behalf.</p>
<p>Anonymous 8/26/2019 01:37 PM</p>	<p>accessibility for all types wheel equipment for disabled - including motorised- bot only to buildings but the footpaths as well, some are very dangerous at present.</p>
<p>Anonymous 8/26/2019 04:27 PM</p>	<p>Underground parking and more plaza areas. More planting of trees and shrubs - perhaps hanging baskets akin to Redfern's main thoroughfare.</p>
<p>Anonymous 8/26/2019 05:26 PM</p>	<p>I do not believe that developers should build above 5 storeys</p>
<p>Anonymous 8/27/2019 11:06 AM</p>	<p>Why can't there be a hardline that developers can't build in Neutral Bay unless they offer those benefits?</p>
<p>Anonymous 8/27/2019 11:17 AM</p>	<p>There is a demand for residential space in the area as the younger generation want to be close to all amenities including work and not rely on motor vehicle transport. A lot of these new residents would either work in Neutral Bay or North Sydney.</p>
<p>Anonymous 8/27/2019 01:59 PM</p>	<p>Set backs and roof top areas assist in this regard. You are on the right track with your plans</p>
<p>Anonymous</p>	<p>At present Neutral Bay and Cremorne are separated by Military Road and the</p>

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8/27/2019 03:25 PM

Military Road itself is being a wasteland of heavy traffic and poor quality shops or empty buildings. Encourage pedestrian traffic through increased crossing points, greenery along the paved areas and more pedestrian only areas either side of Military Road. Encourage businesses to relocate such as food outlets, boutique shopping and general business.

Anonymous

8/27/2019 03:34 PM

Park benches made of wood for comfort and encourage people to sit and talk together outside. (Concrete blocks may be cheaper to produce, but they're hard and uncomfortable for seating - hot in summer and very cold in winter)

Anonymous

8/27/2019 03:49 PM

Five stories should remain as the maximum height, otherwise you will change the character of our community. Developers do not have the life of a community as their creed for building as high as possible.

Anonymous

8/27/2019 06:35 PM

If there is going to be insistence on having buildings above 5 stories....then maybe to have the build include a roof top garden/community area where the community of Neutral Bay could also enjoy the spectacular views. It seems only fair that if the street level is going to be turned into a shady wind tunnel...that the top floor or two of the building is gifted to the community. The roof top area could include child care facilities, cafe, restaurant, community library etc.... Please don't just negotiate street level space with the developers for the community!!!! Locals enjoy the sun, seeing the sky, fresh air and enjoy their green spaces. This is an important core value of living in the Neutral Bay area.

Anonymous

8/28/2019 02:07 PM

redevelop Island Neutral Bay and connect Falcon and Military roads

Anonymous

8/30/2019 05:47 PM

Develop Grosvenor lane carpark as a town square. Limit woolworths site height to maintain winter sun

Anonymous

8/31/2019 12:12 PM

Community facilities & public domain improvements can be made without increasing the current height limit.

Anonymous

9/03/2019 03:20 PM

As mentioned in the Objectives and Ideas paper, BarryRoad car park is ripe for redevelopment, as is the Neutral Bay Community Centre. But this doesn't mean that they need be tall buildings. The heights in Neutral Bay have crept up from four storeys to five and now additional paraphenalia is permitted on the rooftops, effectively making a five-story building in reality, a six-storey building. On the southern side of Neutral Bay, there's plenty of scope in the blocks bounded by Yeo Street, Rangers Road, Military Road and Ben Boyd Road for modest redevelopment, increasing heights to 4-5 storeys and enhancing public benefits.

Anonymous

9/04/2019 11:22 AM

I don't agree with mucking up the Neutral Bay Fire Station, we need that to remain just like it is, it is a lovely building and we need the Fire Station. The car park is a good idea but don't touch the Uniting Church on Yeo Street. We need a separate bus stop for the M30 or more M30 buses in the morning because the Wynyard travellers get on and the extra distance M30 travellers are left not getting onto the bus. I don't see the need for a new Community Centre, we have one and it isn't used that often; plus they can use the Church hall if needed.

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Anonymous

9/04/2019 04:35 PM

The large amount of available and empty office space i.e. the low occupation rate in North Sydney and around Neutral Bay on the Military Rd corridor is evidence that we do not require such extreme building heights. Neutral Bay is 10 minutes by bus from the North Sydney CBD and Sydney City where there is opportunity to work in an office.

Anonymous

9/05/2019 07:54 AM

Walkways joining north/south sides of Military Rd - underpass or overpass - would make a big contribution to avoiding a feeling of a north/south divide. The current transformation of Military Rd into what is essentially a bus expressway makes any local walking unpleasant, especially if it involves crossing the road itself. Being resident on the southern side I only rarely visit the northern side, despite its attractions, precisely because of the real and perceived divide.

Anonymous

9/05/2019 07:59 PM

Maintain and develop the current public domain facilities such as parks and plazas Neutral Bay Junction.

Anonymous

9/06/2019 02:35 PM

As the human density increases in Neutral Bay area, we need to be more passionate about protecting and encouraging local flora and fauna. Please ensure that the North Sydney Council native havens, bushcare and nursery staff at the Coal Loader are able to assist. Please no more planting of overseas jacarandas and camellia trees. The fauna is under huge pressure with increased human density and needs support of indigenous local planting.

Anonymous

9/06/2019 04:29 PM

Require that VPAs are part of approvals at the existing 5 story restriction

Anonymous

9/06/2019 05:07 PM

Neutral Bay is dated and old fashioned. We are crying out for upgrades to amenity and facilities - with modern buildings and renewed amenity.

Anonymous

9/06/2019 05:08 PM

I think council and landowners can work together to achieve mutually beneficial outcomes, for example improved public facilities in new buildings.

Anonymous

9/06/2019 05:16 PM

There should be more funding available for the community and this money be spent on upgrading facilities within the area. The area is looking and feeling to old and is losing relevance

Anonymous

9/06/2019 05:18 PM

*all funds derived from this development should be directed and allocated exclusively within the Neutral Bay town centre * Perhaps council could engage directly with landowners to ensure direct community benefit within the new scheme such as community spaces and facilities ect

Anonymous

9/07/2019 12:51 PM

I agree with the suggested increase in building heights to allow for the creation of additional public open space and community facilities. I don't believe the 6-8 storeys is enough to cater for projected future growth opportunities and that the plan should allow for up to 40 levels on key locations. Cremorne Town centre should have been included in these plans as both areas can benefit from revitalisation and more flexible planning codes. A full service library and community centre with town plaza would be a key to developing Neutral Bay, with the exiting car park adjacent to the supermarket an underutilised asset. Ageing commercial and retail stock could be redeveloped over time, car parking sent underground and all this

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connected to improved transport services. Improved public domain infrastructure with a focus on visual amenity and cohesive place branding should be a feature, with new guidelines developed and applied across both Neutral Bay and Cremorne, building on the existing identity and brands already developed for each area. New wayfinding, signage and paving should be rolled out to create a more visible identity and correct current issues. B-Line has delivered significantly negative impacts to the area, convenience has been reduced and visual amenity has taken a hit also. Council needs to engage in more robust discussion with state government to improve outcomes for residents rather than having the NSW Government focus only on improved outcomes for Northern Beaches residents, our community villages should not be treated as traffic sewers. Canvassing of options for underground metro rail and fast-tracking of the NB tunnel are an immediate concern with a preference to rail under Military Road.

Anonymous

9/08/2019 11:52 AM

Fund community facilities and public domain spaces with the current increase in council rates/levies.

Anonymous

9/08/2019 12:26 PM

Use the recent increased levies that Council has put into place to build these facilities.

Anonymous

9/08/2019 03:22 PM

question 2a is biased . It assumes a trade off is height limit increase will be allowed if developer sweetens the deal by offering examples provided . There is no need for more plazas especially given the young street plan , the community centre should be funded by council and donations etc not as a trade off to a developer to increase height . These sweeteners don't in any way compensate for increased height .

Anonymous

9/08/2019 05:03 PM

Barry Street Car Park area Please retain the small park which provides refuge from the noise and pollution of Military Road and is used daily by residents and local workers. Improved vehicle access to this area is needed. Access directly from Yeo Street (via an underground ramp for example) would reduce the number of vehicles using Olive and Cheal lanes. These lanes are very narrow and expanded shared zones would greatly improve the safety of pedestrians (school children and residents) using the lanes daily. The inclusion of the Fire Station property, should it become available, would make an ideal area for community activities and possibly a fresh food market.

Anonymous

9/08/2019 07:42 PM

Rooftop gardens and parks. Build over military road and have a park running down military road but above

Anonymous

9/08/2019 09:41 PM

There are many sites and spaces in the area which are not currently 5 storey's high and could be redeveloped without increasing the height limited about 5 storeys.

Anonymous

9/09/2019 12:48 AM

Taller, more slender towers offer better outcomes than medium density bulk, They offer opportunities for improved public spaces and better street activation. I'd like to see new library, community and cultural facilities integrated with new high-rise developments. Parks open space and rooftop gardens should all be a feature of future directions. Sink current car parks, pedestrianise streets and create a town centre around the current

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Woolworth's site with a focus on Grosvenor Lane, Grosvenor Street and Young Street. Creative options such as building over or under Military Road to connect the opposing sides with shops and walkways could also be investigated. Short of metro rail as a solution, demolition of existing Military Road properties could in future allow for better connections to any future town square/public spaces, while also making way for additional off grade bus layover solutions so unsightly contra flow can be removed. The current area is not pedestrian-friendly and any chance to work with developers and state government to improve the situation should be embraced. Providing incentives for high-quality developments that improve the public amenity, public space, transport, and pedestrian access should be tabled as part of any future plans. Public domain improvements would see an update to the current public domain strategy. With it being adapted to incorporate 'precinct' style that builds on the existing guidelines while adding slight nuances that reference the Neutral Bay area (currently the colour blue, stylised birds and palms seem to feature). Public domain style should be consistent and rolled out over time with along with additional palm and London Plane trees planted to increase the streetscape ambiance. New paving, bins and infrastructure should maintain this consistent look and feel. A visual signage and wayfinding strategy should be developed that incorporates elements of the public domain style and a new decorative lighting strategy developed to improve on the unsightly mesh and colour-cycling fairy lighting used on selected trees throughout the LGA to date. Coloured uplighting is an option that would be preferable to the current profile. New signage and lighting can be progressively installed that will improve the ambiance and visual amenity. Integrate new developments with new public facilities and open space. Offer height increases for developers that incorporate public space/facilities, transport or improved pedestrian access into their developments.

Anonymous

9/09/2019 09:06 AM

Anonymous

9/09/2019 10:48 AM

Providing for land use and zoning that allows for Council and commercial provision of facilities that the community will use, including commercial entertainment provided by for profit organisations and Council and community group not for profit facilities and courses. Such facilities and housing for facilities could be provided by way of section 94 type contributions in new buildings for which development approval is sought, with the facilities and housing for the facilities dedicated to Council. These facilities and housing for facilities should be appropriately centrally located in the Neutral Bay Town Centre so that the local community are aware of them, can be easily accessed and used and are not forgotten.

Anonymous

9/09/2019 12:59 PM

Council's plans for the Grosvenor Plaza car park is critical to the planning.

Anonymous

9/09/2019 01:29 PM

- Council and landowners need to work together to deliver benefits to the community. Offering multi use facilities within new projects that are fit for the current and future uses. - Additional density is the only way to encourage sites to be developed as is evident by the number of buildings that are run down and are unlikely to be developed without proper development incentives

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Anonymous

9/09/2019 03:28 PM

Re-develop Paraween St Car Park to incorporate broader use community facility.

Anonymous

9/09/2019 04:44 PM

We need to deliver the best possible Quality of Life to existing residents of the area. Just increasing height levels is not guaranteed to do that. It will deliver greater congestion and Neutral Bay does not aspire to become like Chatswood, St Leonards and soon Crows Nest (high buildings to the exclusion of quality of life for residents).

a

9/10/2019 01:00 PM

Very difficult given that every square metre is already dedicated and occupied by existing users.

Optional question (93 responses, 79 skipped)

Q6 | 2c. Do you have any feedback on the options outlined in Chapter 6 of the Objectives and Ideas Paper (p38-45)?

Anonymous

8/08/2019 09:13 AM

Don't support a rise in the height of new development. Enjoying winter sun very important.

Anonymous

8/08/2019 09:18 AM

The vibrancy for the area is related to the number of people in the area. It is already a built up area and increasing the height of the buildings will make no difference to the amenity of the area.

Anonymous

8/08/2019 11:57 AM

Option 0 - DO NOTHING - except: FIGHT THE DEVELOPMENT INDUSTRY WHICH IS PUSHING THESE PROPOSALS, NONE OF WHICH IS IN ACCORD WITH THE COMMUNITY'S DESIRES AS CLEARLY STATED IN YOUR DOCUMENTS. GET REAL. SAY NO. DO NOT BECOME A CORRUPT COUNCIL!

Anonymous

8/08/2019 02:03 PM

I broadly agree with the ideas

Anonymous

8/08/2019 10:07 PM

Option 3 building heights at 16 levels are way too high. They will set a precedent and other areas will seek to go to 16 floors too. It will ruin the village atmosphere if such tall buildings are allowed. Option 2 also proposes building heights that are too high. Eight stories is significantly more than 5 and will change the street scape, no matter what setback, you impose.

Anonymous

8/09/2019 10:57 AM

No

Anonymous

8/09/2019 01:42 PM

Really? I read this but seriously can't remember what's on those pages.

Anonymous

8/09/2019 01:54 PM

Don't need to read the details. More office = more cars. There are thousands of square meters of office space up the road in North Sydney so I would leave the existing height limits exactly where they are now. It seems like a "no" to increased height limits = a "no" to improvements to existing community standards & infrastructure. The residents seem to have to agree to fundamental planning changes to get something. There is much that can be done to improve this precinct without buildings going higher. Parking and traffic in the area is already a joke & if anything, you should be proposing changes to reduce the amount of traffic in the area. Big mistake to raise height limitsguaranteed. Yours sincerely

Anonymous

8/09/2019 02:36 PM

It would appear that there is a view of implementing high rises would encourage office premises but this would restrict some residents views to the city and take away the village atmosphere that currently exists!!!

Anonymous

8/11/2019 01:25 PM

It appears there is a residential strip on the boundary of most of the study area for which no change in planning control is proposed. I'd submit that this is not ideal, particularly if the final plan tends towards option 2 or 3. The sudden step between the mostly small block two to four story buildings and the up to eight story at the commercial boundary would be jarring. Given the focus on increased commercial use, some development uplift to encourage

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Anonymous

8/11/2019 04:56 PM

consolidation of these properties into five to six story mixed use developments would be advantageous in terms of the studies outcome; would allow for refresh in the areas immediately adjacent to the most intense redevelopment; and would allow a more stepped approach to development heights spreading away from the Neutral Bay commercial centre.

Neutral Bay is unsuitable for large increases in commercial space and heights of buildings because It has no high capacity train service essential for transporting commercial/office commuters. The Village atmosphere will be lost despite facadism of retaining existing older style frontages and Military Rd and surrounding streets will become an overshadowed and canyon like wind tunnel with little amenity.

Anonymous

8/11/2019 09:47 PM

Option 2 is preferred. Option 3 is the least desirable as being too out of character with the mid-density development of neutral bay. High rises will change the more suburban character and make it feel too much like St Leonard's high density precinct.

Anonymous

8/12/2019 12:14 PM

I support option 1 with the inclusion of public benefits (VPA's) to upgrade and activate public areas and facilities. Do not support increasing the height limits to that outlined in option 2. This beautiful harbour side area should not be overdeveloped with increased height limits. Have seen the negative impact large density/high height limits have on the Ryde LGA and the negative affects on traffic, access, transport and limited public facilities and the impact on the community. Would not want to see this for Neutral Bay/Cremorne area which already has some transport/traffic and access issues.

Anonymous

8/12/2019 06:04 PM

No

Anonymous

8/13/2019 04:53 PM

happy with height subject to no amenity impacts

Anonymous

8/16/2019 08:36 AM

The option to go to 8 storeys is "Parisian" in nature and makes sense. Everyone I know in the 30-45 yo generation doesn't understand why that height limit hasn't been implemented yet. However there should be restrictions on developers building dog box apartments. They should be well designed. Having facade standards would also be beneficial. The whole of Sydney has been allowed to look like a developer waste land with shit facade design because it's cheap. To retain the character of the area, setting a facade "look" would be beneficial. It's nonsense to think that developers will ever deliver public benefit projects in m return for 14 storey height limit. I deal with heaps of them and they think it's their god given right to be given 10 + storeys due to population growth.

Anonymous

8/16/2019 05:54 PM

Greater height only delivers money and more profit to developers at the expense of local inhabitants and ratepayers. The only thing worth redevoping is the public facility of the Neutral Bay CommunityFacility.

Anonymous

8/17/2019 01:14 AM

No

s

8/17/2019 11:19 AM

Respectfully this race to the bottom, where short terms gains bring long term damage to the neighbourhood

Survey: Neutral Bay Town Centre - Discussion Papers : Survey Report for 07 March 2016 to 10 September 2019

- Anonymous
8/18/2019 07:59 AM
I do not support option 2 (by which I mean increased heights to all buildings north of military road to 8 levels).
- Anonymous
8/18/2019 09:12 AM
increasing to six to eight stories (option 1) could improve jobs and amenities while allowing the character of the junction to be preserved and restored. Option 2 might also allow this if well done. Option 3 would completely change the character and would do to Neutral Bay what has been done to North Sydney. The high towers of option 3 would also create considerable commuter traffic into Neutral Bay which risks choking existing infrastructure (Neutral Bay does not have the advantage of North Sydney in this respect). This is also a danger of option 2 though if sensitively done, it could work.
- Anonymous
8/19/2019 12:27 PM
?
- Anonymous
8/19/2019 03:16 PM
Option 1 provides for small increases in height without changing the overall character of the area.
- Anonymous
8/21/2019 10:42 AM
'Current parking arrangements take up a lot of space. In order to improve access for other modes of transport, minor loss of car parking can be expected.' When developing the area you should be significantly INCREASING parking not reducing it! An increase of population will have an increase in vehicles. Not everyone wants / can ride a bike or is able to take public transport as there are so many places where it is impossible to get to without our own cars. The sooner the beaches link is built to reduce high through traffic the better for the neighbourhood. I have young children at Redlands and it is impossible for them to take transport to and from school as it is too complicated for them so I have to drive them. There are so many parents in this situation, please consider that into your planning too.
- Anonymous
8/21/2019 02:24 PM
No
- Anonymous
8/21/2019 02:28 PM
No
- Anonymous
8/21/2019 03:36 PM
No
- Anonymous
8/21/2019 05:22 PM
Option 1 would be my preference but Option 2 could be viable if done well. Option 3 which I imagine the developers would be wanting & which would give Council more leverage for public benefits by way of facilities, plazas as per above is not what any resident or visitor would be in favour of. 4 x 14 storey towers on Military & Wycombe would be terrible. Think Bondi Junction. Think about all the negative press about Developers & New Builds. It will be 2036 in 17 years and the experts suggest the damage from the fallout over shonky developers will take decades to resolve. We dont want ghost towers in Neutral Bay. I think the connection between Barry St & Young St is a great idea - presuming there will be traffic lights on Military & not just a raised ped. crossing
- Anonymous
Okay, so the biggest objection is it costs money to dig down. If developers so
-

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8/22/2019 12:10 PM

badly want to redevelop in the area and council are so desperate for someone else to fund what council should be doing anyway, make the developers dig down to create needed/ replace existing above ground parking infrastructure etc. Don't let them build up. Also see my comments in the previous section.

Anonymous

8/24/2019 04:26 PM

Option 0 - Do nothing. We don't need to increase the jobs in this area as we are so close to the City. This area still has a nice village feel, we don't want or need to turn it into another North Sydney or Chatswood. Leave it alone.

Anonymous

8/24/2019 11:03 PM

The current proposals are miopic. They only refer to the impact of jobs in the increase of building heights but do not look at the consequences that high rises will have in the extended community: how many more schools will there be opened? Are we investing in additional health facilities? What will we do for public transport? It is very disappointing that North Sydney Council continues to push for high rises despite the recent feedback / issues happening in Crows next. For once it should look after its community and defend the locals to preserve the 'village feel' of neutral bay if, as stated in its mission, the council exists to "serve the community of North Sydney".

Anonymous

8/25/2019 07:50 PM

Any developments need to be green in nature

Anonymous

8/27/2019 11:06 AM

No

Anonymous

8/27/2019 11:17 AM

Option 2 is the bare minimum and most likely Option 3 is the necessity to make Neutral Bay a thriving centre for residents and workers. The flow on effect of reduced traffic along Military Rd with the Northern Beaches Tunnel will create an overall better atmosphere. The 800sqm site requirement maybe to much of a constraint as most sites are below that and possibility of combining lots are low. If so, this can lead to a lot of undeveloped use of sites that would benefit overall area.

Anonymous

8/27/2019 03:34 PM

I support Option 0 - do nothing Jobs will not be lost as North Sydney is the main area for work with high buildings - casting of shadows there is not a problem as it's mainly a work area - just 5 mins from residential Neutral Bay village Neutral Bay is a village community and we want it to remain that way for both young families and older residents

Anonymous

8/27/2019 03:49 PM

Option 0 - Do nothing but let the community continue to live in a beautiful environment. To have a drink at the Oaks or a coffee at a favourite cafe. Neutral bay isn't a centre of industry, it's a village where we live. We work in the city or north Sydney where there are more than enough jobs today and tomorrow.

Anonymous

8/27/2019 06:35 PM

Height above 8 stories are very scary. Heights quoted should be ACTUAL total height reach of building including any add-ons...(e.g. building exhausts...). Over time...as much as it pains me maybe option 2....underground supermarkets sound like a good idea, but also ensuring set-backs on higher levels for sun and sky views and to try not to create a great wall of apartment buildings, also to INSIST on innovative buildings design not just walls of glass and cladding. To create builds that "give" to the community and enhance the suburbs vibrant village feel... ALSO - more underground

Survey: Neutral Bay Town Centre - Discussion Papers : Survey Report for 07 March 2016 to 10 September 2019

Anonymous

8/28/2019 02:33 PM

parking. Lots of underground parking!!! One of the great things about the Neutral Bay precinct is that you can for the most part "pop to the shops" - Neutral Bay is also about convenience...and making day-to-day living an experience....with community and the village atmosphere...

You need to think very carefully before allowing any increase in building height along this corridor: once we have high rise buildings, we can't get rid of them. I am very strongly against any increase in building height in this area because it will inevitably lead to overcrowding and more traffic chaos.

Anonymous

8/31/2019 12:12 PM

Neutral Bay has buildings of character which should be maintained (eg, terrace house in Bydown Lane), also iconic facades should be retained.

Anonymous

9/03/2019 03:20 PM

I think there should be some retention of an aesthetic if the so-called town centre is to have any pleasurable aspects for local residents. For example in primarily residential areas e.g. Grosvenor Street between Ben Boyd and Young Streets, heights should be consistent - not adding a six-storey building on a site ripe for redevelopment but retaining the five-storey street-scape in keeping with the adjacent buildings; access to light, including sunlight should not be put at risk; we should learn from the North Sydney wind tunnels that height can have unintended consequences etc etc As noted in my response to question 2b, there is nmore opportunity on the southern side of Military Road for some development and thearea is more skewed to commercial activity.

Anonymous

9/04/2019 11:22 AM

Don't make more 6-8 plus story buildings; it needs to stay as a village community because that is the magic of the place. If we want tall buildings, we can go to North Sydney, St Leonards, Chatswood, the Sydney CBD etc. we need some not so busy places to de-stress, like Neutral Bay is. Progress is not always the right way to go. Don't extend May Gibbs Place, it is fine the way it is. We need to tiny street to turn around in our cars on that side of Neutral Bay. I am not sure what else to say. Please don't muck about with our village like style of Neutral Bay, please.

Anonymous

9/04/2019 04:35 PM

Where am I supposed to see this? You honestly expect the average citizen to know what this is - even finding the feedback form was complicated. I reiterate that exceeding the current height restrictions is not required. If private developers want to build office space they can do so above the current Woolworths. Also if office space was required why are developers all building residential now?

Anonymous

9/05/2019 07:54 AM

I feel that we should be optimising for resident NOT for businesses. As long as the area is attractive to residents, there will always be a reasonable pull for business to service the residents. There's really no need to move towards a soulless metropolis-like atmosphere just because some call it "progress".

Anonymous

9/05/2019 07:59 PM

I think increasing the building height limit would be a bad idea, not only for Neutral Bay's character but also the level of traffic and foot traffic each day. At present Neutral Bay is very congested but imagine with 12 story high rises! Military Rd would be a parking lot. We have the Sydney CBD within a 15 minute bus ride, why turn Neutral Bay into that?

Anonymous

9/06/2019 02:35 PM

Green space areas with lots of local indigenous planting is imperative. No high rise more than 6 levels. Well lit, underground parking, rain water storage

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- for toilets and garden irrigation, solar power. Use of cross-flow ventilation. Smart, contemporary architecture utilising local products and reduced carbon footprint. Utilising intelligent building practices... as we would expect from our Council.
- Anonymous**
9/06/2019 05:07 PM
- As per my comments above in 2b, Neutral Bay is old fashioned and is crying out for renewal. The heights have been proposed and modest compared to other precincts and town centres in the local area, including existing residential building already situation in Neutral Bay. I wholeheartedly support councils vision to upgrade our facilities. Parking needs to be improved (underground parking would be preferable) and new dining precincts established.
- Anonymous**
9/06/2019 05:08 PM
- I agree the inclusion of minimum non residential space in new developments will help maintain jobs in the area. I don't agree with the proposed Young Street closure as this will significantly impact access in and out of the existing retail precinct. I think it will also cause major traffic issues in the surrounding streets. Proposed building heights are not excessive when compared to other similar areas in Sydney
- Anonymous**
9/06/2019 05:16 PM
- Neutral bay needs to be reinvigorated with newer higher density buildings which will attract people to the area. This will create more excitement for the area, more people and jobs and stronger businesses that perform better
- Anonymous**
9/06/2019 05:18 PM
- *ensure that the creation non-residential area is created to ensure job creation and growth *underground parking should be implemented *re-thinking of the Young Street closure * Heights should be revised upwards . It does not seem in line with other suburban revitalized areas / precincts. 14 levels seem excessive low *contemplation of setbacks along Military Road Option 3 is preferred with a greater emphasis on growth options providing better opportunities for business and younger people in future. I would liked to have seen an additional option that took this further with a building heights increased to 40 storeys for key sites, with slender taller towers that discourage bulk offer better public, street level access. Managed higher densities can arguably provide better aesthetic outcomes than significant medium density.
- Anonymous**
9/07/2019 12:51 PM
- Some height increases are acceptable if they are balanced with increased setbacks at ground level. Narrow pavements are a present problem and setbacks and wider pavements, especially at bus stops, are needed. The information presented to Parks Precinct in favour of this was convincing.
- Anonymous**
9/08/2019 03:22 PM
- Do not accept the future as described given the workstyle and design of the modern office life . Office workers located in actual neutral bay have never maintained the vibrancy or success of neutral bay .there will also be ongoing ground floor commercial availability supported by the increased community living in neutral bay .
- Anonymous**
9/08/2019 05:03 PM
- Maintaining the village environment of the Neutral Bay Town Centre is very important. I fully support the aims to retain/improve the tree canopy and provide more open recreational spaces, shared vehicle/pedestrian zones and retain buildings of character. Shared zones options I support the option to provide more shared zones in particular the Barry Street and May Gibbs Place area. I also support providing an improved pedestrian crossing of
-

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Military Road into the proposed Young Street Plaza. The existing pedestrian crossing is dangerous. Vehicles approaching from the traffic lights at Wycombe Road and from Ben Boyd Road often go through red lights at this pedestrian crossing. Buildings of Character I was pleased to note that a number of buildings along Military Road have been identified as buildings of character and should be retained. Please also include the workman's cottages in Bydown Street from Cheal Lane to Olive Lane as buildings of character. It is such a pleasure to leave the vehicle noise and the concrete and glass buildings of Military Road and walk up Bydown Street past the cottages with their small courtyard gardens and visually interesting architecture. Two of the cottages have already been adapted for commercial use (a chiropractor and an accountant) without the impact of demolishing and rebuilding.

Anonymous

9/08/2019 07:42 PM

Option 2 is acceptable but no buildings over 8 storeys. Don't destroy NB like CHATSWOOD or st Lenoads

Anonymous

9/08/2019 09:41 PM

consideration needs to be given to preserving the relaxed life style of the area as well as maintaining and improving facilities. With any development consideration needs to be given to amenities such as parking and road infrastructure which I feel is often neglected.

Anonymous

9/09/2019 12:48 AM

Option 3 sees a positive planning direction for the area, one that allows for future development that is realistic for the future growth along the corridor. A further option to greatly increase densities would have been preferable with a height limit at 30-40 stories providing necessary planning opportunities for real future growth. This will also offer younger generations and downsizers a place closer to live in closer proximity to where they work. Sensitive high-rise towers placed at key locations would deliver better aesthetic outcomes than a maxed out lower height limit., with walls of medium density buildings fronting the street. Taller building limits will also discourage rampant medium density development throughout the lower-rise sections of the suburb – protecting and safeguarding the village feel of areas that are still predominantly lower density. Concentrated high rise development on key transport nodes offers the best outcomes for the future and is a model that works, delivering greater efficiencies and more environmental positives.

Anonymous

9/09/2019 09:06 AM

I support option 3, all other options fail to address future need.

Anonymous

9/09/2019 10:48 AM

The area needs ease of access and good parking accommodation for people in the local are to do their shopping and to encourage visitors who are not locals to shop, eat and drink in the local area. The success of Crows Nest is that it is easily accessible by car and bus and that it has abundant local parking. There are no traffic delays around Crows Nest due to the number of thoroughfares. The closure of Young Street needs to be rethought as it will create significant traffic bottlenecks and detract from the desirability of the area as a destination. These considerations will only become of greater significance should there be an increase in commercial, retail and residential density, which is supported to reinvigorate a declining Neutral Bay Town Centre. An underground car park in Neutral Bay Town Centre is supported,

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as it will allow greater parking and the use of the current Grosvenor Lane car park as a possible plaza area. Parking must be increased though, not reduced. Greater density to the maximum heights of buildings proposed is supported if this means denser development is limited to specific high traffic areas designed to cope with the larger residential and working populations, however traffic and parking management needs to cater for the higher populations to retain 'livability'. Military Road is not an inviting place to walk along due to traffic and noise. Wider footpaths should be encouraged in future development.

Anonymous

9/09/2019 12:59 PM

I oppose any increase in the height limit above the 5 storeys and therefore support the retention of the base case. I opposes the closure of Young Street, as included in options 1, 2 & 3. I do not consider Council's small scale property holdings in Neutral Bay as commercial justification for an increase in the height limit. I was uncertain as to which option would permit the construction of the underground car park at Grosvenor Plaza.

Anonymous

9/09/2019 01:29 PM

- Agree that adopting a minimum non-residential GFA on any new development is the only way to ensure job creation and a new vibrancy to Neutral Bay - the plans show Young Street is closed ??? How can the closure of Young Street benefit the community when it restricts access and maneuverability to/from Neutral Bay especially when additional density is being sought - Neutral Bay deserves a full re-invigoration and we support Council's vision to achieve this - Creating underground public parking which will encourage shoppers/dining customers to stay/spend for longer periods - The proposed heights are modest in comparison to other centres in Sydney as well as in comparison to the existing older style residential flat buildings in Neutral Bay which are already up to 13 levels

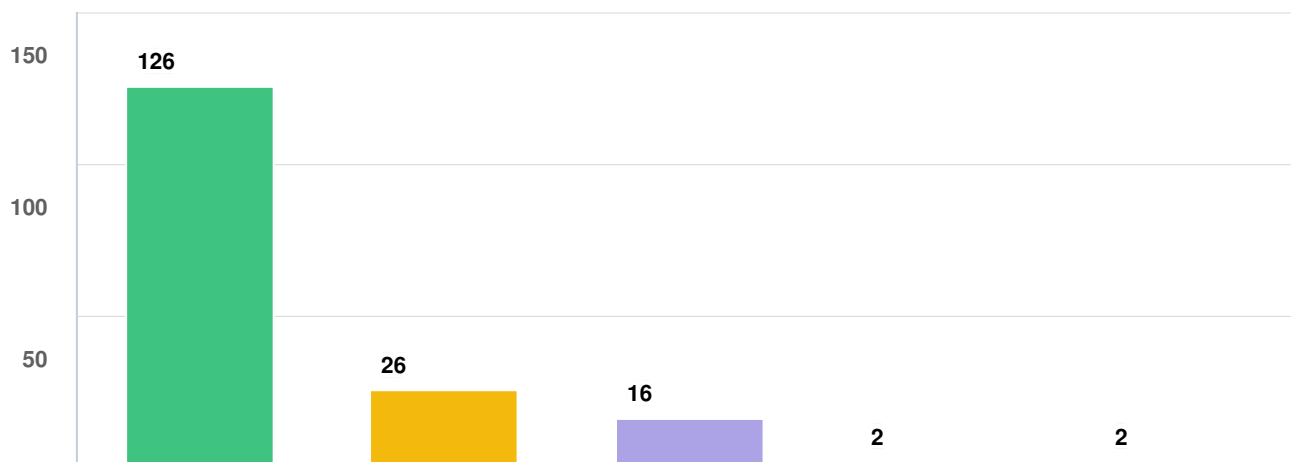
A

9/10/2019 01:00 PM

Refer to attached 'note to survey' -

Optional question (61 responses, 111 skipped)

Q7 3a. How important is it to prioritise Neutral Bay’s footpaths, parks and plazas to improve local pedestrian access?

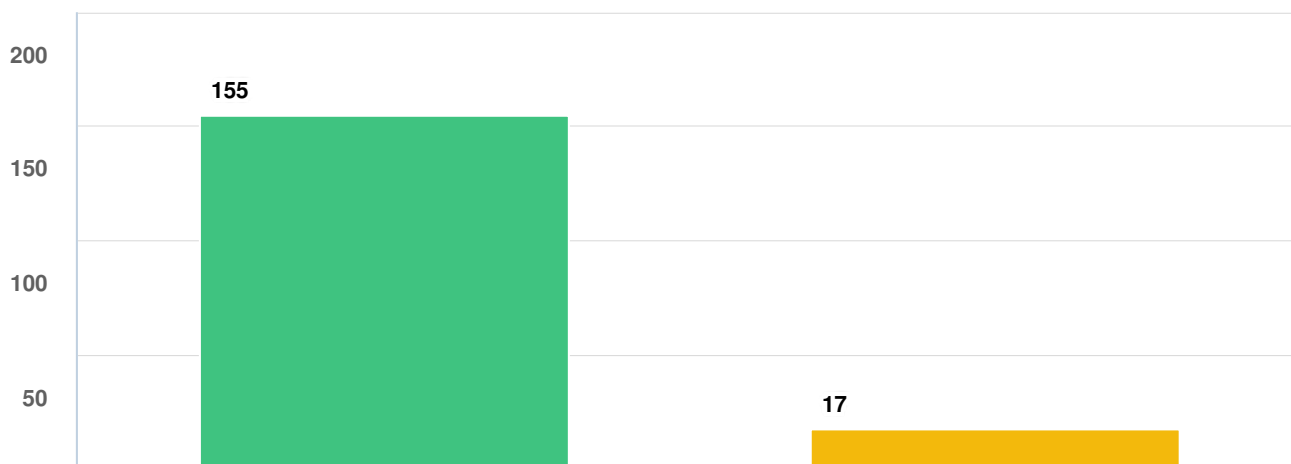


Question options

- 5 - very important
- 4 - important
- 3 - neutral
- 2 - unimportant
- 1 - not important at all

(172 responses, 0 skipped)

Q8 3b. If more significant regional traffic reduction can be realised through the State Government’s Beaches Link project, wou...



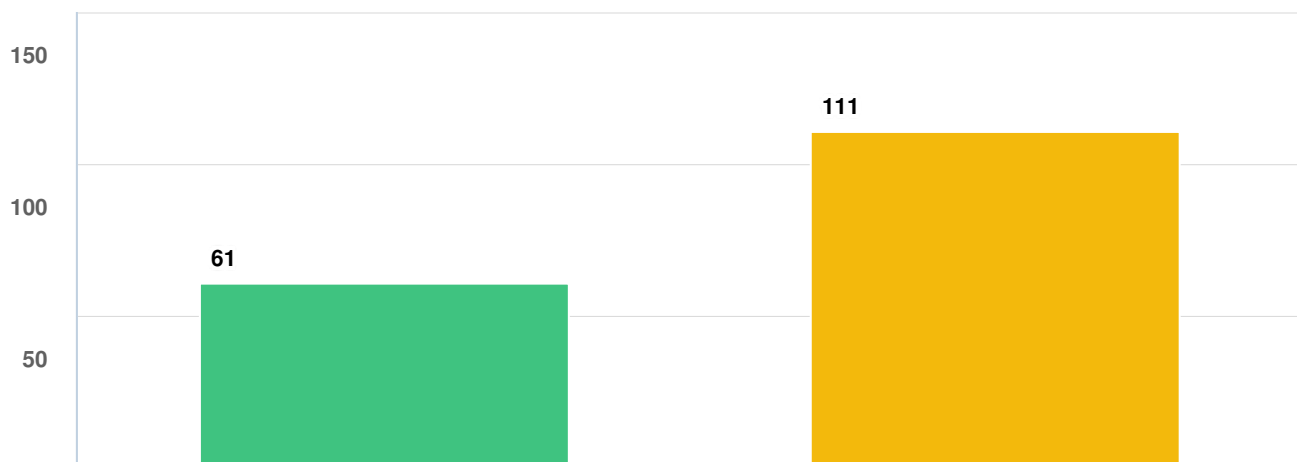
Question options

- Yes
- No

(172 responses, 0 skipped)

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Q9 3c. If re-introduction of on-street parking is not possible as part of the Beaches Link project, would you support some 14+...



Question options

● Yes ● No

(172 responses, 0 skipped)

Q10 | 3d. Do you have other suggestions to improve the quality of the pedestrian environment?

Anonymous 8/08/2019 09:13 AM	Garden boxes and more trees
Anonymous 8/08/2019 09:18 AM	Better off-street parking = improved quality of the pedestrian environment
Anonymous 8/08/2019 10:07 AM	I support the complete Removal of on-street parking along military road to maximise footpath widening, street tree planting, improved pedestrian crossings (location & timing), better cycling and better bus infrastructure.
Anonymous 8/08/2019 10:08 AM	High density should be on military rd only. It is preferable very high density on only one corridor than everywhere
Anonymous 8/08/2019 10:15 AM	on item 3b I believe that the complete removal of on-street parking along military road is the only way to effectively allow for reducing traffic congestion, footpath widening, street tree planting, improved pedestrian crossings (location & timing), better cycling and better bus infrastructure
Anonymous 8/08/2019 11:57 AM	The pedestrian environment is totally adequate.
Anonymous 8/08/2019 12:53 PM	Remove diesel buses from the local roads due to excessive noise and particulate pollution Replace them with modern electric buses to considerably improve the acoustic ambience and other environmental improvements. Modern - electric - single & double decker buses are now common place in the UK and China, so no reason to not use them here.
Anonymous 8/08/2019 02:03 PM	Don't increase parking at all - it would be better for parking space to be given back to the community in the form of wider pavements, tree planting etc. Car parking is such a waste of public space
Anonymous 8/08/2019 03:46 PM	14 storeys is just too high!
Anonymous 8/08/2019 06:41 PM	A solution needs to be found for the unloading of the butchery meat truck outside the grove. The unloading of this meat at times is very unpleasant and unhygienic to pass Byers.
Anonymous 8/08/2019 10:07 PM	Re 3c - it should not be a trade off, to put Grosvenor parking underground that the community has to accept 14+story buildings. The car park is not that critical to accept such a loss of streetscape
Anonymous 8/09/2019 05:39 AM	safety cameras in the local streets with better lighting
Anonymous 8/09/2019 10:57 AM	No
Anonymous 8/09/2019 11:16 AM	no more bike paths until its proven they are used - all new bike path introduced eg on Sutherland St are rarely used and have made road more dangerous (motorists and pedestrian eg through removal of young st /

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- sunderland st roundabout)
- Anonymous**
8/09/2019 01:42 PM
- We all know Military Rd is noisy and dirty and the footpaths are constantly laid and then ripped up, and then sticky tar put down. Pavers sawn instead of being lifted and pavers replaced with sticky tar. I doubt this will ever stop happening. I know we are under water restrictions now but never has the footpaths ever been properly cleaned with a pressure cleaner. The little machine with the brushes goes around every seat, and every obstacle (where the footpaths is at its filthiest) leaving a dirty trail in it's wake and ever corner, full of dog pee, vomit and general gunk is untouched. The seats on the carpark side of old Woolies are filthy and the older people that have to sit there waiting for their lift are seating on and amongst the dirtiest area of Neutral Bay.
- Anonymous**
8/09/2019 01:54 PM
- Less cars In other words - don't make building bigger so that more people work in the area requiring more car spaces. Higher buildings will only result in more traffic and an even louder more congested & polluted pedestrian environment which is already a shocker anywhere along Military Road.
- Anonymous**
8/09/2019 02:13 PM
- better quality footpaths, trees, seating, laneways turned vibrant pedestrian village streets
- Anonymous**
8/09/2019 02:36 PM
- Mark pedestrian crossings accordingly as the main intersection at Neutral Bay is dangerous for elderly people crossing with time to get across intersection. Grosvenor Lane cars drive too fast through car park area with pedestrians walking to and from the Woolworths supermarket and there are no Pedestrian markings on walkway which people use to walk from Woolworths Supermarket to Military Road via Grosvenor Lane. There have been so many near accidents it is a wonder someone hasn't been seriously hit by a driver speeding and ignoring the pedestrians, especially elderly residents from nearby retirement village area.
- Anonymous**
8/09/2019 03:28 PM
- No no no. The area has already been destroyed by greedy developers. We don't want NB to be another Meriton ghetto. Keep buildings low and keep the village vibe, otherwise it will be lost forever and just become another soul less place like Chatswood.
- Anonymous**
8/11/2019 01:25 PM
- If the Beaches Link tunnel were to proceed the possibility of reintroducing light rail to the peninsula could be viable.
- Anonymous**
8/11/2019 04:34 PM
- Walk-ways across major roads rather than pedestrian crossings that stall traffic.
- Anonymous**
8/11/2019 04:56 PM
- Reduce the speed limit throughout North Sydney, including Military Rd, to 50 km/h. Improved more frequent phasing of pedestrian traffic signals
- Anonymous**
8/11/2019 08:31 PM
- I like the idea of converting the top end of Young St into a plaza and in conjunction with this think it would be better if parking in Grosvenor Lane was restricted to one side so that a wider footpath could be provided on the other in order to improve pedestrian safety.
- Anonymous**
8/11/2019 09:47 PM
- Please reinstate public footpath bins; there are very few left.
- Anonymous**
- Military Road improvements (following any state government initiatives) will
-

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8/12/2019 09:56 AM

be imperative for the future growth of the suburb. It is the spine and central artery of the community and needs to be more more effectively managed in order for it to thrive.

Anonymous

8/12/2019 12:04 PM

14+ storey building along Military road would not improve the pedestrian environment at all! The move should be more focused on reducing traffic on military road not increasing it with obviously more businesses and more housing- this will make the issue even worst. As a council you should be making people want to use their cars less!!! The focus should be on making it safer to be a pedestrian- making the traffic stops work in their favor. Encourage use of the bus by providing safer waiting points for early morning and nights, provide more seating- more real time traffic sighs.

Anonymous

8/12/2019 02:43 PM

Do not build 14 stories buildings in the area, it's not the Western suburbs. DO NOT ruin the area with developments.

Anonymous

8/12/2019 03:39 PM

Absolutely NO high rises should be considered!!!! That will ruin the village atmosphere.

Anonymous

8/12/2019 06:04 PM

The beaches link is going to have a major environmental impact with its smoke stacks. I'm not sure the exchange...improved military road environment...is worth it. Anyway if it's anything like George Street it'll take a hundred years to build

Anonymous

8/12/2019 08:05 PM

Parking for visitors both for commercial and local residents should be prioritize over 'staff parking' for future commercial development

Anonymous

8/13/2019 04:53 PM

amenity away from Military Road

Anonymous

8/14/2019 09:36 AM

I object to increasing the building height

Anonymous

8/15/2019 12:20 PM

Adjustment to the traffic lights to cross the Military road. At the moment very difficult for elderly people.

Anonymous

8/16/2019 08:36 AM

The public underground car park shouldn't be contingent on a 14 storey height limit. Council should get a backbone when dealing with greedy property developers and require them to build it for 8 storey height limit. Or work out what the capital cost actually is and what modest charge would need to be levied in order to deliver an 8% return on capital. And then get a superannuation infrastructure fund like IFM investors to build it. When you ask a property developer to pay for it you're giving them an implied 20-25% return on capital at the expense of permanent public amenity.

Anonymous

8/16/2019 05:54 PM

Underground car parking is not necessary as people should be using more public transport. We cannot improve the link now between the two sides of Military Road- previous planning changes determined that, and it is a fact that Neutral Bay accepts because NSW planning is so poor. The emphasis has always been to promote private profit and benefit developers at the expense of decent living standards for residents. However: You could create a rumble crossing (3 ways) at Wycombe and Military Roads. The RMS could create an underpass through Neutral Bay and leave the ground to pedestrians, creating

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Anonymous

8/17/2019 01:14 AM

a mall and reducing air and noise pollution. The local Gov could invest in public fountains and good sculpture. Local govt could buy private property to reclaim public space for locals. Ensure footpaths are public and do not become all leased eating spaces. Employ live music players at times.

No

Anonymous

8/17/2019 10:23 AM

The cost of 14+ storeys is too high. What's the point of swapping one ugly situation which is the current Military Rd aka Parramatta Rd type atmosphere and then getting 14+ storeys blocking the sunlight. You would lose the sitting in café appeal. Ideally we want to see Neutral Bay back as a café hub like it was before Military Rd killed it. As it is now its not nice sitting in a café on Military as you cant hear anything. But if its quieter & more sunny then the prams & mums will come & the local café crowd will stop travelling to Mosman or Crows Nest. Plants and shrubs to create areas of quiet café hubs like Willoughby Rd Crows Nest would be fantastic. But if you have 14+ storeys looking down then that kills the village vibe & you go right back to corridor again. I don't know that you need massive car parks. The locals use public transport a lot & also walk.

i

8/17/2019 11:19 AM

Walking overhead bridges must be built above Military road to allow pedestrians easy crossing from one side to another, as well as across neighbourhood to allow pedestrian uninterrupted walking <http://sgpedestrianbridges.blogspot.com/>. This will also provide jobs. Please refer examples from Singapore <http://sgpedestrianbridges.blogspot.com/> Local heritage buildings must be restored and kept in line with the original character. This will create jobs too. Collaborative open spaces need to be created so that people who normally work from home can rent spaces/desks in these co-working offices to meet local community (this is not improving pedestrian environment but benefits the spirit of the community). Also please refer this lecture on the topic from Singapore <https://www.clc.gov.sg/events/lectures/view/making-singapore-more-pedestrian-friendly> More public art needs to be encouraged and public gardening to allow for greenery scene improvement Construct a boardwalk along the harbour from Kirribili up to Neutral Bay Wharf (and potentially further up to Mosman). This will create additional jobs.

Anonymous

8/17/2019 12:04 PM

I do not believe the pedestrian environment is an issue. Keep the paths updated and clean. That's all that is required

Anonymous

8/17/2019 07:21 PM

The entire footpaths from Big Bear through Cremorne needs to be repaved as much of it is in a state of disrepair and filled with asphalt plugged holes, many at varying levels making walking through the area a minefield of obstruction. It is not conducive to a reasonably acceptable walking environment at all, heavy traffic on Military Road or not. Improved pathways and softend by planting/trees will attract a better grade retail. Much of the strip is supported by extremely tired and unattractive shopfronts. There should be a local council policy whereby shopfront signage and awnings are confined to a specified design and layout to ensure conformity and a unified community aesthetic.

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Anonymous

8/18/2019 09:12 AM

As before, it would be a mistake to allow the junction to be destroyed. It should be retained and restored but increase on the south east of the junction (but away from Wycombe Rd) would not jeopardize this. It is appropriate to allow some jobs growth but the transport infrastructure would not support Neutral Bay becoming a major employment hub without destroying the public and residential amenity. It is best to allow North Sydney to be the major employment hub and let Neutral Bay, Cammeray and Crows Nest grow only modestly from the point of view of employment so that they remain great places for families to live and retain and restore their character and charm for children and residents.

Anonymous

8/18/2019 07:44 PM

Make Woolworth's move their delivery truck access and garbage collection out of the village to the Grosvenor street access for example

Anonymous

8/19/2019 12:27 PM

I think that Grosvenor lane should be closed to through traffic - if it is blocked approx halfway up then access could be provided from Ben Boyd Rd and the small lane to driveways above, and below via Young St to 4 Paws vet building and Bourke St bakery. Enabling this as a shared zone would support the heavy foot traffic and improve safety. I also support the Young St to Military Rd closure - but believe it should also be a shared zone to allow residential traffic out. Large delivery vehicles including Woolworths trucks should enter via an alternate route - changes to traffic flow into and out of the open carpark area near Woolworths, dry cleaner etc. should also be considered.

Anonymous

8/19/2019 01:13 PM

Car parking should be underground. its no use in the long term to ask developers for payments instead of providing adequate parking.

Anonymous

8/20/2019 01:40 PM

Improve the footpaths.

Anonymous

8/21/2019 10:42 AM

Do not let greedy developers start building so many storeys high, Neutral Bay will end up like St Leonards, a cold horrible soul less area! Pedestrians need to be more polite and considerate of other people. Not just barging around on the right side of the footpath on their mobiles or texting. How about a public education project to teach people manners! I was almost spat on the other day by a Chinese man who was smoking on the footpath. Gross.

Anonymous

8/21/2019 02:24 PM

No

Anonymous

8/21/2019 02:28 PM

No

Anonymous

8/21/2019 03:36 PM

Pedestrian environment is superb

Anonymous

8/22/2019 12:10 PM

As per previous comment, there are some narrow streets around the concentrated commercial area that should cease being streets.

Anonymous

8/22/2019 05:56 PM

question 3a lumps 3 different questions together, Safe footpaths are important, parks should be around the residential areas not paved areas in

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- shopping area. As previously stated the proposed Young St Plaza will cause many problems for residents and will just be concrete area in amongst commercial buildings and I would be surprised to see it used. I rarely see anyone using the May Gibbs Plaza.
- Anonymous**
8/24/2019 04:26 PM
It would be nice to have footpaths that don't get dug up every 6 months leaving holes and raised sections to trip over. Footpaths in Neutral Bay and Cremorne are an utter disgrace.
- Anonymous**
8/24/2019 11:03 PM
There are a lot of lanes that could be turned into pedestrian only streets or adapted to include bicycle / footpaths for example Grosvenor lane could accomodate bike paths and footpaths as opposed to have parking lanes
- Anonymous**
8/26/2019 04:27 PM
Underground parking at Grosvenor Lane car park should go ahead without having to agree to an increased height restriction on Military Road. This is akin to bribery!
- Anonymous**
8/27/2019 11:06 AM
14+ storey buildings along Military Road would further turn Military Road into a sunless, treeless, wind-tunnel - might as well shop in the middle of the freeway. I certainly would not choose to spend time there and would take my spending money/time elsewhere. The car park would be moot as no-one would want to spend time there.
- Anonymous**
8/27/2019 11:17 AM
More laneways, the Grosvenor Lane upgrade is a great concept and will lead to a lot more business (retail) in the area. Young St plaza would also be a positive outcome.
- Anonymous**
8/27/2019 01:59 PM
Use and apply good values to matters of style and design of areas
- Anonymous**
8/27/2019 03:25 PM
As noted: greenery, seating areas, places for relaxation, easier crossing points.
- Anonymous**
8/27/2019 03:34 PM
More separated bike paths similar to the one in Merlin Street leading from footbridge over expressway to Ernest Street
- Anonymous**
8/27/2019 03:49 PM
Young street plaza to Grosvenor lane.
- Anonymous**
8/27/2019 06:35 PM
i think having parking on Military road again is a bit of a dream!! All new builds should include appropriate and adequate parking. If there is going to be development of supermarkets...yes more underground parking should be compulsory part of build approval requirements. The reason people choose to shop in Neutral Bay is in part because of the convenience....it is for the most part relatively easy to get in and out of the supermarket fairly quickly....so, you can pop in for necessary supplies and you generally also do not have to carry your supplies too far back to the car. Supermarkets don't have windows....so having it underground also makes sense.... Has the council considered having an outdoor/al fresco area on the top level??? What Neutral Bay is currently lacking is a green grocer....How awesome would it be to include/have a fresh produce market area too. Yes please re-plant lost trees and to add more trees (real (big) trees....)...is essential to enhancing the area. I don't believe that the beaches tunnel will reduce Military Road traffic....as any benefits gained will be offset by Sydney's growing population. However, access drive ways may be one of the challenges with all these
-

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- builds both for workers/residents with cars and trucks doing deliveries. Military road will continue to be a significant artery feeding traffic around Sydney. More cycle ways would be great....but, maybe not on Military Road...too scary dodging the buses!!!!
- Anonymous**
8/28/2019 02:07 PM
Military Rd and Falcons Street around Neutral Bay Resi Island needs reconnection
- Anonymous**
8/30/2019 05:47 PM
Underground carpark replacing Grosvenor lane carpark with town square on top
- Anonymous**
8/31/2019 12:12 PM
In my opinion the pedestrian environment only requires minor amendments
- Anonymous**
9/02/2019 04:00 AM
Look, I am hesitant to support any more parking at all in Neutral Bay, I really think we need to get better/ more frequent public transport into our area instead. However, I see where you are going with this approach, and I understand why you are doing it this way. What I would really like to say though is my first choice would be fewer cars to park in these proposed parking areas and more public transport alternatives.
- Anonymous**
9/02/2019 04:40 PM
Re question 3b. Following the removal of trees along Military Road for the B line bus project my understanding was that new trees would replace them. (Planting offsets)
- Anonymous**
9/03/2019 01:49 PM
Introducing new pedestrian environments near Military Road (i.e. Young Street) when it is known that regional traffic will not decrease enough to make it a pleasant place to be does not make any sense. Use the buffer of the buildings and create improved/additional public domain spaces away/set back from Military Road.
- Anonymous**
9/03/2019 03:20 PM
Expand the tree canopy along Military Road and laneways, optimise solar access and introduce some public art. Continue the work to extend cycleways. Set-back controls should be maintained. Developers should provide public spaces at ground level for approval of new buildings etc. Council could combine public art with a (?)sandstone wall to block sound from Military Road for those enjoying the proposed Young Street plaza and existing May Gibbs Plaza. If the pedestrian crossing is to be moved, Council should ensure that there is wet-weather cover for those waiting to cross - as there is in the current positioning of the pedestrian crossing near the Post Office.
- Anonymous**
9/04/2019 11:22 AM
Maybe an overpass with lift access at Neutral Bay Junction, or just past the Post Office would help with pedestrian flow, then elderly people could cross safely and slowly instead of being rushed at Neutral Bay Junction; the lights there are horrible and way too fast for cars to turn out of Wycombe Rd onto Military Road (only about 2 cars can get through at a time). There are also medical centre venues that would benefit from a overpass walkway near the Post Office.
- Anonymous**
9/04/2019 04:35 PM
If you make it easier for cars, you will see more cars. Do not increase the parking. Less parking means that people walk and take public transport and that makes the environment pedestrian-friendly. There is a huge amount of residential development on the Military Road corridor now aimed at baby
-

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- boomers and retirees. They will provide the foot traffic and the market for retail, even without the additional car park.
- Anonymous**
9/05/2019 07:54 AM
- Walkways allowing crossing of Military Rd without having to be subservient to passing traffic - especially underpass or overpass to avoid need to wait wait before you are given a tiny time window to rush across the road.
- Anonymous**
9/05/2019 07:59 PM
- Widen footpaths, have more overpasses.
- Anonymous**
9/06/2019 02:35 PM
- Pedestrian Safety: Can we please encourage cyclists to ACTUALLY USE the bike track installed (at great expense) between Young Street and Ernest Street, rather than continually seeing them ride on the footpath or road, which surprises pedestrians and creates hazards. Maintain/repair trip hazards on footpaths. Remove/replace jacaranda and camellia trees with indigenous plants that don't drop flowers which create slippery/slimy surfaces which become slip/trip hazards. E.g. Coastal Banksia, grevillias etc etc. Talk to Nth Syd Council Coal Loader Nursery or Nth Syd Council Native Havens for advice.
- Anonymous**
9/06/2019 05:07 PM
- Whilst I agree with the proposed improvements to Neutral Bay, it is essential that footpaths are widened to improve safety. On the subject of safety the current Woolworths loading dock is extremely unsafe and unsightly. It is pointless creating outdoor dining areas if the Woolworths loading dock is not repositioned elsewhere.
- Anonymous**
9/06/2019 05:08 PM
- Underground parking to divert cars away from pedestrians and create a street level plaza. This could include covered areas for dining / pedestrian movements away from Military Road. Relocation of Woolworths loading dock to Grosvenor Street
- Anonymous**
9/06/2019 05:16 PM
- Better pedestrianised streets (similar to what is happening in the cbd)
Widened footpaths for pedestrians with some landscaping
- Anonymous**
9/06/2019 05:18 PM
- *setbacks along Military road *Pedestrian only access to Grosvenor Lane
Between Young and Waters *re think Woolworths loading dock *Outdoor dining / bar / entertainment area * Art spaces within outdoor area
- Anonymous**
9/07/2019 12:51 PM
- The Beaches Link is not enough, Council needs to canvass the introduction of Northern Beaches metro rail from Victoria Cross under military Road with stops at both Neutral Bay Junction and Cremorne Junction. This is the only long term viable solution to transport for the area.
- Anonymous**
9/08/2019 11:40 AM
- Regarding 3b, any reduction in traffic will not last. Also I am unsure about 3c.
- Anonymous**
9/08/2019 03:22 PM
- This fails to really take into account what coles is planning long term for the north side woolies . There is a need for an underground carpark but this should happen anyway as part of any coles development of the site but NOT in exchange for 14 story development . If council allows this sort of development the fabric of neutral bay is loft forever , it is concerning that council is even suggesting such ideas .
- Anonymous**
9/08/2019 05:03 PM
- An overhead pedestrian bridge similar to the Mosman Bridge Point crossing could be incorporated into building development at an appropriate place along Military Road. For example between May Gibbs Place and the
-

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- proposed Young Street Plaza.
- Anonymous**
9/08/2019 07:42 PM
Walk and catch public transports. Less car spaces as in 50 years there will be less cars and hence lower need for car parks
- Anonymous**
9/08/2019 09:41 PM
I am not 100% sure what you mean by pedestrian environment. I don't see any issues right now however I do have an issue with 14 storey high buildings. I would compromise at 7 - a 2 storey height increase. On street parking will cause issues down the track and will need to be removed again.
- Anonymous**
9/09/2019 12:48 AM
Removal of the contra flow system is a priority as is incorporating off grade bus layovers for current bus stops where possible. Included as part any new high-rise developments mandates for aerobridges linking buildings and public spaces could provide patrons with a convenient and safe method for crossing over Military Road. More sophisticated solutions than current over passes would see these bridges factored into plans and future developments for a more integrated and seamless solution for moving people. Council should canvas metro rail options for a new link to the Northern Beaches from Victoria Cross via Neutral Bay and Cremorne. This is the only viable future solution to give the area back to the residents. Military Road is now a traffic sewer with peak times extending outside the usual expected times and now into the weekends. The Beaches Link provides a road only solution that will not provide the capacity needed to support Sydney's future growth or sufficiently alleviate required congestion along the corridor. Metro Rail provides a far more environmentally responsible solution that will benefit locals, beaches residents and greater Sydney. This option could see the street returned to the locals and beautification of the entire corridor with outer lane closures, wider footpaths and alfresco dining - all potential outcomes the public could look forward to.
- Anonymous**
9/09/2019 09:06 AM
Under or overpasses for movement across Military Road.
- Anonymous**
9/09/2019 10:48 AM
Make the area of the Grosvenor Lane car park a sunny plaza with grass and seating and some covered areas to cope with inclement weather and preferably no cars running through the plaza area - make it a sunny Town Square with cafes and places to meet and eat - people would love this. Change the loading dock for Woolworths so Woolworths trucks making deliveries don't disturb the ambience of the area. Where possible, along Military Road make the footpaths wider clearer and cleaner, polish up the visual appearance of the Military Road footpath which looks old and tired. A little more trees and grass, so the place does not look like a concrete jungle and so children can enjoy.
- Anonymous**
9/09/2019 01:29 PM
- The increased density will congest the footpaths even more - Additional setbacks on Military Road to widen footpaths. - No cars to Grosvenor Lane between Young Street and Waters Road – fully pedestrianised - Thru site links from Military Road to the Plaza (current car park) - Loading dock from Woolworths to move to Grosvenor Street as per Council exhibition paper - Covered areas to support the new pedestrianised areas - north facing outdoor dining would be a great idea
- Anonymous**
The Beaches Link project is 'pie in the sky' at this point in time. Creating a
-

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9/09/2019 03:28 PM

'concrete jungle' along Military Rd (as will be the case in St Leonards/Crows Nest) needs to be avoided at all costs if public environment improvement is really the objective.

Anonymous

9/09/2019 04:44 PM

Yes. Cancel the project of turning Young St at Military Rd into a pedestrian mall. It needs to be conserved as a vehicle access to nearby residential areas.

S

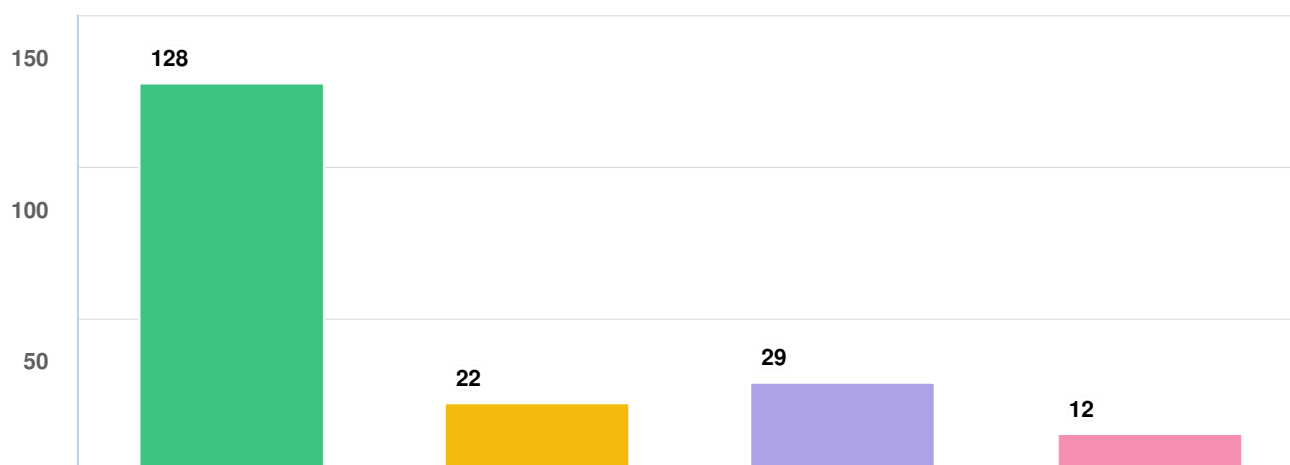
9/10/2019 01:00 PM

No. Let's see how the proposed Young St. Plaza works.

Optional question (90 responses, 82 skipped)

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Q11 Are you a resident, worker or visitor of Neutral Bay Town Centre?



Question options

● Resident ● Worker ● Visitor ● Other (e.g. investor, business owner)

(172 responses, 0 skipped)

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Q12 Specify other

Anonymous

8/08/2019 02:04 PM

property owner cremorne plaza

Anonymous

8/09/2019 09:59 AM

Investor

Anonymous

8/09/2019 02:36 PM

Business owner with a business that has been operating more than 30 years in the area.

Anonymous

8/19/2019 01:13 PM

I own an apartment which is currently rented out.

Anonymous

8/21/2019 10:41 PM

Investor

Anonymous

8/27/2019 01:59 PM

Owner / investor

Anonymous

8/28/2019 02:07 PM

Business Owner, Property Development Consultant with vested interest in Island

Anonymous

8/31/2019 12:12 PM

I have lived in Cremorne/ Mosman all my life. I have owned property in Neutral Bay since 1994 & am a regular visitor to Neutral Bay

Anonymous

9/01/2019 10:28 AM

Commercial tenant

Anonymous

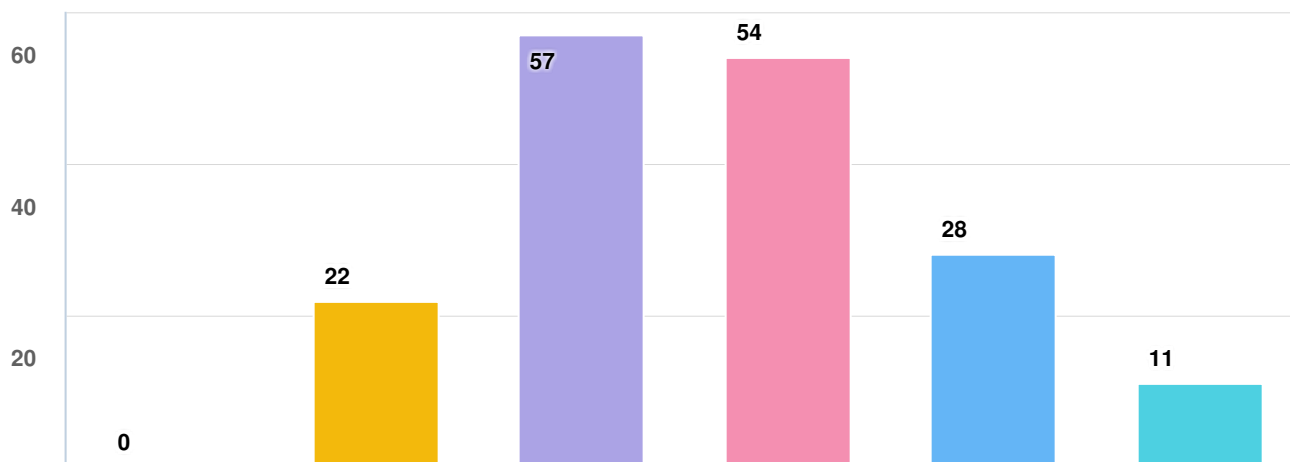
9/06/2019 05:18 PM

Business Owner

Optional question (10 responses, 162 skipped)

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Q14 What is your age group?



Question options

● Under 18 ● 18-35 ● 36-50 ● 51-65 ● 66+ ● Prefer not to say

Optional question (172 responses, 0 skipped)

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Q15	Comments
Anonymous 8/08/2019 08:56 AM	Totally in favour of appropriate larger scale development and higher density that yields improved open space and amenities for both resident and working in the area
Anonymous 8/08/2019 09:18 AM	Let's get on with it!
Anonymous 8/08/2019 10:07 AM	I wish to stress as a north shore resident that I support the complete removal of on-street parking along military road to maximise footpath widening, street tree planting, improved pedestrian crossings (location & timing), better cycling and better bus infrastructure.
Anonymous 8/08/2019 10:15 AM	again I want to stress as a north shore resident I want footpath widening, street tree planting, improved pedestrian crossings (location & timing), better cycling and better bus infrastructure
Anonymous 8/08/2019 11:57 AM	DO NOT BE CONNED BY DEVELOPERS.
Anonymous 8/08/2019 10:07 PM	It seems there are a very, very small number of employees - either current or planned - working in Neutral Bay compared to nearby work centers of North Sydney, Chatswood, St Leonards and other 'office' locations around Sydney. Whether the area accommodates 2850, 1500 or 4000 workers does not sound like much of a difference in comparison to the number of people who live and visit Neutral Bay for social reasons. Increasing such a small number by such a small amount is hardly a reason to significantly change the environment for the many thousands of people who call the area 'home'. I may have missed it but the discussion paper doesn't seem to say how many people live in the area or nearby and regularly use the shops - pls can that data be made available too?
Anonymous 8/09/2019 05:39 AM	introduction of high rise commercial properties with high rise residential close by allowing the workers to live close to work and making the place a mini city so that is reduces the traffic. Neutral bay is a very localize suburb to live in, easy to get to places and has a very nice outlook. more apartments and office spaces will be nice for all.
Anonymous 8/09/2019 01:54 PM	Do whatever you can to reduce car traffic in the area. Raising building height limits is not the answer and won't provide quality outcomes in the long run. It will most likely make traffic worse because many office workers will still drive. Not long after the taller office buildings go up then the taller apartment buildings will be popping up too and they will be bought by people who drive cars. My advice would be to work with the streetscape & buildings that is here now and improve what we've got in the area. Don't get me wrong - I really enjoy my car but this high population density precinct is already too busy and higher buildings will make things worse. I want to walk into the town centre with less noise, less pollution and not dodge pedestrians on the footpath which is already ominously close to the nightmare that is Military Road. Thank you

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Anonymous

8/09/2019 03:28 PM

Don't destroy Neutral Bay like developers have destroyed Cremorne shopping area. Just awful apartments with great black doors of fire escapes making a VERY ugly streetscape. The area has already been raped by the bloody B1, don't make it worse.

Anonymous

8/11/2019 01:49 PM

Attempt #2. Since these ideas are to refer to a time 17 years hence and it is unlikely that any of the current staff or council members will still be involved or interested, the process seems a little unrealistic to me and I wonder whether the cost is justified.

Anonymous

8/11/2019 04:34 PM

Please do not tamper with height of buildings in this area.

Anonymous

8/11/2019 04:56 PM

Unless Neutral Bay, Cremorne and Spit Junction are virtually bypassed by the Harbour Links tunnel and Military Rd and Secondary routes revert to " local " roads only any further developments will only add to congestion of both public transport and traffic.

Anonymous

8/12/2019 12:04 PM

The overall planning of the military road corridor should be focused on reducing traffic and improving the local environment. There should be more focus on sustainability and eco building- if any new building is needed at all. What will be the environmental impact of these changes? Will they actually reduce traffic and the negative impact this has on the health of people in the local area? Are these plans in keeping with climate change? Is it beneficial to the community to build more and more when retail spaces are empty for months even years at a time? What about focusing on the empty homes/ apartments which could be used to house people on low incomes; the spaces are already there it just requires some 'out of the box' thinking. In addition to this, why not ask some of the private schools in the area to open up their sports facilities to the local community and help to build bridges and reduce the wealth gap in this area?

Anonymous

8/12/2019 02:43 PM

Do not develop the area, it's fine the way it is.

Anonymous

8/13/2019 01:12 PM

I have lived on Military Rd for almost 17 years now and have gradually seen my views diminish which is both disappointing from a mental health aspect, not to mention the value of my home. If you allow an increase in the floor capacity it merely turns Neutral Bay into another urban jungle with no soul.

Anonymous

8/14/2019 09:36 AM

I'm extremely happy with the Neutral Bay Area. It would spoil the look of the area if building heights were to increase.

Anonymous

8/15/2019 12:20 PM

I am strongly opposed to close the ramp access from Ernest street to the freeway. It's already an impossible situation from Ben Boyd rd to make a right turn onto Military road. Also if this means drivers drive further along Ernest street closer to Anzac Public school it will be a more dangerous area. They will take Lytton street to get onto Falcon street to get acces from there to the freeway.

Anonymous

8/16/2019 08:36 AM

Don't get fooled by property developers!

i

Creating tall buildings in this neighbourhood is a race to the bottom, as it will

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8/17/2019 11:19 AM

destroy the character of Neutral Bay as well as a healthy outdoor environment that the residents are enjoying today. Many other ways of creating jobs that benefit the local population can be created by constructing more recreational facilities that benefit the health and active lifestyle of the population, such as soccer and athletics stadiums, a boardwalk along the harbour, overhead bridges, hospital, retirement village etc. Please refer to the comments provided for each of the options. Constructing tall building for the sake of creating local jobs is a very small short term gain for long-lasting damage to the community, the history of this neighbourhood as well as the health of the local population.

Anonymous

8/17/2019 12:04 PM

Building taller isn't what neutral Bay needs. Clear planning and thought is.

Anonymous

8/17/2019 07:21 PM

Neutral Bay has a long way to go to ensure improvements to the urban landscape, however, recent propositions to pedestrianise part of Young Street and Grosvenor Lane are commendable and will go some way to making this part of the suburb more amenable to its inhabitants. It would be wonderful if N Bay could emulate some of the successes of the Inner West suburbs that seem to be many years ahead of the Lower North Shore in street activity, atmosphere, social interaction, character, attractive retail and overall pleasantness. N Bay really needs a more vibrant 'eat street' and perhaps Young St will naturally develop into this, together with Grosvenor. The council should also be encouraging the small bar culture that has revolutionised other Sydney suburbs so successfully. This is severely lacking on the lower north shore.

Anonymous

8/18/2019 09:12 AM

We are former residents of Neutral Bay and now live in North Sydney but shop at Neutral Bay and visit friends there. I was brought up in and value the area as a place to bring up children. Some areas of North Sydney have lost this and it has become a place for businesses and workers. Preserving the village character of Cammeray, Neutral Bay and Crows Nest is important. All of them have good access to North Sydney and the CBD without excessive commuting time and environmental cost.

Anonymous

8/18/2019 07:44 PM

We do not support building height increases and increased population. Our area is so overpopulated as it is, parking is absolutely atrocious and worsening week by week with all of the new apartments and construction. We live in Grosvenor lane and I can tell you it is already ridiculous with traffic congestion and parking and pedestrian crossing. We do not need to put more pressure on this area

Anonymous

8/19/2019 12:27 PM

I have lived in the area for almost 30 years, in my current location in Neutral Bay for 14, and while I have seen many changes in this time and especially increased people, traffic and development, I have not seen this area improve, rather I feel that it has actually declined as residents are forced to continually put up the noise and inconvenience and lack of consideration for residents especially by developers. I vehemently oppose higher developments, it will ruin what is left of such a fantastic location. We still have an opportunity to save and improve the Neutral Bay Village precinct with some well-considered approaches to solving the current issues and higher density development is

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- definitely not one of them.
- Anonymous**
8/20/2019 01:40 PM
Make the area a lovely place to not only live in but for people who drive through..
- Anonymous**
8/21/2019 10:42 AM
To be able to provide open public spaces with trees and out door seating, it will be important to keep the building heights lower otherwise the overshadowing will make it too unpleasant. Please bring back on street parking so we can pop into the shops along Military Road as we used to be able to.
- Anonymous**
8/21/2019 02:28 PM
No more high rise buildings in Neutral bay. The traffic on Military road , is just so bad now.
- Anonymous**
8/21/2019 03:36 PM
Don't be conned by developers. Councils are thrown out when caught out..!
- Anonymous**
8/21/2019 05:22 PM
Please lets forget about Option 3 & resist the push from the Developers
- Anonymous**
8/22/2019 12:10 PM
Don't make Neutral Bay an extension of North Sydney CBD. Don't kill the village atmosphere that exists today with high rise developments of any sort above the current height restrictions. Appreciate Neutral Bay, Kirribilli and Cremorne is primarily a residential area with low lying residential, mixed use and commercial. Neutral Bay and Kirribilli in particular already have an uncharacteristically high population density with associated parking and traffic issues. They are ideally situated to provide access to two key CBD areas. Support State Government attempts to improve public transport and road infrastructure rather than bringing in more people to replace those the Northern Beaches link will take off the roads, and thereby avoid perpetuating the traffic issues already inherent in Military Road. Do this well and people can commute from further out without destroying Neutral Bay by concentrating more population closer in to the centre of Sydney. Increase the amount of public and green space available by reclaiming roads and footpaths in the village centre to create more public space and amenities. Concentrate this around the commercial zone that exists today.
- Anonymous**
8/24/2019 04:26 PM
We do not support the increase in building height. Please leave our suburb alone. Enough damage has already been done by that useless B-Line project which has been going for 2+ years and kept us awake 3-4 nights a week. The bus never stops at Neutral Bay in peak hour as it's too full. That whole project should be reviewed by an independent body. Leave our suburbs alone.
- Anonymous**
8/24/2019 11:03 PM
It is time for the North Sydney Council to deliver to its community and stop selling its assets to developers.
- Anonymous**
8/26/2019 05:26 PM
I live in Mosman and shop in Neutral Bay as well as accessing the classes at the Neutral Bay Seniors Centre
- Anonymous**
8/27/2019 11:17 AM
It is very positive to see council look at upgrading this very much under-utilised and now stale precinct. Firmly believe that the time is right to increase the vibrancy for both residents and workers in this area as Neutral
-

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- Bay suffers from to many old buildings that don't suit modern business and not enough apartments for people who want to live and work in Neutral Bay. Option 3, and at a minimum Option 2 is required to not only achieve this, but to also create better land uses for both public spaces (i.e. Grosvenor Lane carpark). There is minimal impact on skyline by raising building heights to Option 2 or 3, considering the old apartment buildings along the fringes of the corridor.
- Anonymous**
8/27/2019 01:59 PM
My assessment of your proposals is that it is visionary and will make the NBay CBD a much better place for all the reasons you state. Congrats for your efforts..
- Anonymous**
8/27/2019 03:34 PM
The general public always want their residential address to be user friendly - safe wide footpaths, bike paths for family fun fitness and getting to work, deciduous trees for shade in summer plus filtered sun in winter, parks for fun for all ages and listening to birdsong, cafes with outside area for kids and dogs, sun on our shoulders as we walk to the local pub The Oaks - high rise takes away sunshine
- Anonymous**
8/27/2019 03:49 PM
Communities do not improve with high rise.
- Anonymous**
8/27/2019 06:35 PM
Thank you for working to look after Neutral Bay and planning for it's future!
- Anonymous**
8/31/2019 12:12 PM
In my opinion the current height limit on buildings in the "Military Rd Corridor - Stage 1" should be maintained. Neutral Bay is a village, and this village vibe is well respected & should be maintained. I do not believe the provision of additional commercial office space will provide local jobs- my experience & observation is that current office workers in Neutral Bay come from outside the area. So i reject the loss of jobs risk. Neutral Bay has many buildings of character (e.g. the single story terrace houses in Bydown Lane), and these plus iconic facades should not be lost to profit driven developers. Community facilities in Neutral Bay can be improved without having to let Neutral Bay become overdeveloped & loose its identity as a village. I implore Council to maintain the status quo but allowing for improvements in community facilities within current planning regulations.
- Anonymous**
9/02/2019 04:00 AM
Thank you for the opportunity to express my opinion.
- Anonymous**
9/03/2019 01:49 PM
I think Council needs to accept that the State Government projects like B-Line, Clearways, Beaches Link and Western Harbour Tunnel are done deals so there is little chance that you will be able to retain parking on Military Road and also even although Beaches link will reduce traffic on Military Road by 15% the removal of the Ernest Street on/off ramps will bring things back to status quo. This will influence the future design of the town centre and should be taken into consideration.
- Anonymous**
9/03/2019 03:20 PM
I'm not opposed to development per se and I accept that change is inevitable but I think it should be carefully planned with a view to achieving a reasonable future in a changing and difficult world. It should be possible to retain aesthetic controls for the ongoing enjoyment of the resident population
-

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Anonymous

9/04/2019 11:22 AM

and visitors alike. I strongly disagree with the introduction of tall buildings for the sake of appeasing developers.

I was born in Mosman, schooled in Cremorne, and live in Neutral Bay/Kurraba Point, I really have a good idea of keeping Neutral Bay as a village like community, it is one of the charms about the place.

Anonymous

9/04/2019 04:35 PM

I think this consultation process is totally inadequate. Why were we not informed of this proposal in our letterboxes? Two days in a carpark is not good enough. I also think this should have been discussed at length in the Mosman Daily.

Anonymous

9/05/2019 07:54 AM

Very glad to have had this opportunity to comment. Would prefer a less "technical" questionnaire though - especially like the question referring to the planning document page numbers. This might be fine for people with advanced research and analysis skills, but off-putting for the majority, who may well still have valuable opinions to offer.

Anonymous

9/05/2019 09:57 PM

No to high rise buildings!

Anonymous

9/06/2019 02:35 PM

This is such a special area. We don't need or want another North Sydney or Crows Nest situation. The terrain is challenging. The homes in this area are expensive with expensive rates and a majority of homes have multiple cars per dwelling (and increasing). Parking is already a challenge for residents. Encourage installation of car stackers in new builds/renovations.

Anonymous

9/06/2019 05:16 PM

Neutral Bay is looking old, tired and needs to be updated in line with the rest of Sydney which has had significant improvements.

Anonymous

9/07/2019 12:51 PM

It would be refreshing to see more young people get a say in future planning as it is their future that changes to planning really affects. Unfortunately they are difficult to engage and unaware of the implications these project can have. I'd expect that a small and very vocal section of the community will condemn any plans that call for change and increased development. Please consider the real benefits to the greater community and future ratepayers and younger people in these plans. We needs more options and increasing height limits significantly is one step in the right direction.

Anonymous

9/08/2019 11:52 AM

Very concerned about changing the height restrictions (14 story buildings in Neutral Bay) The village aspect of Neutral Bay will be gone and a nightmare coming in and out of Neutral Bay which is already under enormous stress. These proposals are bad news for residents.

Anonymous

9/08/2019 12:26 PM

A number of residents are very concerned about Neutral Bay losing its village environment esp if building heights increase to 14 storeys? I am all for preserving and developing the village aspect more. And of course those of us close to the Neutral Bay Town Centre are concerned we will lose light in our apartments, very concerned not having easy access to our carpark underneath. The disruption and noise and loss of income whilst these developments are being constructed. It is very alarming. As some from other precincts have said, do we really want the Military Rd Corridor be part of one long strip of high rises from North Sydney all the way to Dee Why ?

Anonymous

9/08/2019 03:22 PM

Please do everything to control over development in neutral bay especially the south side , we do not want to become a pacific highway (See north

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- Sydney and st Leonard's which are both business districts , neutral bay is predominately a low rise residential area , it would be a travesty to turn this into a cold business / residential high rise area , no community is a community with high rise development on its corridor or surrounding streets o matter how many plazas , child care centres are offered. We do not want to be another Alexandria , green square etc . Thankyou .
- Anonymous**
9/08/2019 05:03 PM
- Thank you for the opportunity to comment on the Military Road Corridor Update – Discussion Papers.
- Anonymous**
9/08/2019 09:41 PM
- Councils have been too quick to develop. Look at North Sydney and St Leonards they are dark and dingy it is not a nice place to live. Light is important to mental health and well being. I believe there are many lessons to be learnt from the way North Sydney and St Leonards have been built up too much and have over supply of units.
- Anonymous**
9/09/2019 12:48 AM
- I am encouraged to see ideas put forward such as that in Option 3 that calls for height increases along the corridor but I would like to see this expanded to Cremorne and the heights increased four fold. Mandate taller more slender buildings through FSR controls. Slender towers will provide better solar access and view outcomes while discouraging walling and medium density bulk.
- Anonymous**
9/09/2019 10:48 AM
- Would like to see Neutral Bay return to the way I remember it in the 70s and early 80s when it was a destination place for younger people to meet, eat and socialise. Over the years since it has declined to the point it is not longer a place that people regard as a destination place, just a supermarket with a few local shops and restaurants. Make Neutral Bay Great (once again).
- Anonymous**
9/09/2019 04:03 PM
- I do not support increasing building heights above 5 storeys as I do not believe higher storey buildings will be limited to "key sights" (p3 MRCPS brochure).
- A**
9/10/2019 01:00 PM
- North Sydney and St Leonards CBD's are currently major centres for high rise office buildings. It is rational that these centres are for office employment, as they are both on a major highway and a heavy rail line and soon, a metro railline, whereas Neutral Bay is none of these. By comparison, Mosman CBD is totally based on retail and hospitality. The question then is, what should Neutral Bay develop as? With the high rise office centres of North Sydney and St Leonards being in such close proximity, and with their obvious transport advantages, it would seem illogical/risky to attempt to develop Neutral Bay as an office employment centre. According to the Federal government's recent 'Job Outlook' report, "the top industries for growth between now and 2023 will be health care, construction, education and trainings, professional and scientific services". It is questionable as to how many of these employment categories would want office spaces in Neutral Bay rather than North Sydney or St Leonards. You state: "if nothing is done over time, the number of jobs in Neutral Bay is estimated to drop from 2850 to 1500 jobs". The assumptions that 'if you build it, they will come' is a bold assumption. Currently, unemployment is stuck at 5.2%, and jobs growth if any continues to come from part time, casual, gig and contract employment, plus there is the impact of IT and AI and technology development, all
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impinging on the future employment outlook. Due to the above, it would be risky for developers to invest large amounts in high rise office space in Neutral Bay. Furthermore, (I don't have numbers) but I suspect the return on investment in high rise residential is better than in high rise office space. Capitalism runs on greed and developers will where the greatest returns are and they certainly don't want to end up with stranded assets. Due to the competition from North Sydney and St Leonards and the doubts about the future employment, it would seem to me that developers would be very unlikely to invest in high rise space in Neutral Bay.

Optional question (58 responses, 114 skipped)

Attachment 2

Letter sent to TfNSW in relation to the Beaches Link Tunnel

Original signed by Joseph Hill on 15/08/2019

Peter Regan
Deputy Secretary, Infrastructure and Place
Transport for NSW
18 Lee Street
CHIPPENDALE NSW 2008

NM (CIS)

15 August 2019

Dear Peter,

RE: MILITARY ROAD CORRIDOR PLANNING STUDY

North Sydney Council is preparing a Planning Study for the Military Road Corridor that includes the Neutral Bay and Cremorne Town Centres. A key consideration is the future function, performance and role of Military Road and its relationship with and impact on the centres.

At its meeting of 22 July 2019, Council resolved to exhibit two discussion papers. The intent of these papers is to engage stakeholders, including TfNSW, on the future of the Neutral Bay Town Centre. The papers present a range of built form and land use options that support new jobs and homes close to public transport and discuss the types of public benefits that may be needed in the future to protect the highly valued village character of Neutral Bay. As part of Council's resolution, it was recommended:

4. THAT regional access objectives identified in the discussion papers be used to guide related plans and discussions with State Government concerning the Beaches Link with the aim of improving the Military Road environment for pedestrians.

Military Road currently suffers from poor pedestrian amenity which affects businesses along the corridor. With State Government's proposed *Beaches Link* tunnel, there is a unique opportunity to take advantage of the forecast regional traffic reduction along Military Road to improve liveability, productivity and sustainability in the centres along the corridor.

The stated intent of the *Beaches Link* project was to relieve congestion on existing routes to and from the Northern Beaches, including Military Road. The exhibited concept released in 2018 suggested that there will only be a 15% reduction in traffic on Military Road as a result of *Beaches Link*. This amount of traffic reduction provides limited scope for a program of "local benefit" works on Military Road.

The exhibited concept for *Beaches Link* misses the significant placemaking opportunities for the town centres along Military Road. It identifies removal of Warringah Freeway access ramps at Ernest Street, which forces Ourimbah Road traffic to re-distribute to Military Road to access the Warringah Freeway. If these ramps were retained and the current traffic function of the Ourimbah Road corridor maintained, it would:

- Deliver more significant traffic reductions on Military Road;
- Provide scope for more significant road space and phase time reallocation on Military Road;
- Allow traffic to continue to use the Ourimbah Road corridor in preference to Military Road; and
- Allow for the delivery of more significant public domain, walking, cycling, public transport and local traffic safety, environment and amenity improvements.

Military Road has a once-in-a-generation opportunity to once again become the heart of the town centres for Spit Junction, Cremorne and Neutral Bay and deliver the aspirations espoused in the Northern District Plan for town centres.

On 7 May 2019, Council's Strategic Planning Manager wrote to representatives of TfNSW to bring to their attention the study and its purpose. I write to you now after the Council's resolution and bring to your attention the two discussion papers prepared as part of the study.

The discussion papers and the forthcoming planning study are in line with numerous strategic policy documents released by State Government, including:

- *The Pulse of Greater Sydney*
- *A Metropolis of Three Cities*
- *North District Plan*
- *Building Momentum*
- *Future Transport Strategy 2056*

The discussion papers can be viewed here:

https://www.northsydney.nsw.gov.au/files/sharedassets/public/webmeetings/2019/jul_22_2019_730pm/city_strategy_division_22_jul_2019/cis03_military_road_corridor_planning_study_stage_1_-_discussion_papers.pdf

I would appreciate the opportunity to discuss the study further, specifically, the relationship of the proposed *Beaches Link* project.

If you would like to discuss prior to the meeting, please contact me on 9936 8300.

Yours sincerely,

JOSEPH HILL
DIRECTOR STRATEGIC PLANNING

This is an electronically generated letter – no signature required

c.c. Western Harbour Tunnel & Beaches Link
Greater Sydney Commission
Infrastructure NSW
State Transit
Government Architect NSW