

## **8.4. North Sydney CBD Public Domain Strategy - Post Exhibition**

**AUTHOR:** Pedro Garcia, Senior Strategic Planner Urban Design

**ENDORSED BY:** Joseph Hill, Director City Strategy

### **ATTACHMENTS:**

1. North Sydney CBD - Public Domain Strategy [8.4.1 - 106 pages]
2. Public Domain Strategy - Public Submissions Summary Table [8.4.2 - 40 pages]

### **PURPOSE:**

To report on the submissions received in response to the public exhibition of the North Sydney CBD Public Domain Strategy (PDS), noting that amendments have been made to the Strategy in response to submissions received. The final Strategy (Attachment 1) is presented to Council for adoption.

### **EXECUTIVE SUMMARY:**

North Sydney Council is working to create a more engaging and pedestrian focused CBD that offers a greater range of activities and unique public spaces for workers, residents and visitors.

The preparation of the PDS for the CBD forms part of this work. The Strategy establishes a vision for the centre's public domain that prioritises pedestrian amenity over through-traffic, identifies a suite of short to long term projects and puts in place an implementation framework for delivery.

At its meeting of 6 April 2020, Council endorsed the Draft North Sydney CBD Public Domain Strategy for public exhibition, which occurred 7 May to 22 June 2020. A total of 50 submissions were received from a cross section of stakeholders, including landowners, government agencies, residents and Precinct Committees. The consultation process has yielded valuable feedback that has been incorporated into the final document.

The majority of submissions support the Strategy's intent and commend Council for undertaking this initiative.

Of the issues raised, most prevalent are potential traffic impacts to the closure of streets, parking, pedestrian safety across the CBD (crossing busy streets) and impacts to the current bus network along Miller Place. Feedback and alternative ideas have been provided on individual projects.

This report seeks Council's adoption of the final Strategy (Attachment 1) and recommends that Council move forward with implementation and delivery of the

projects within the Strategy. It also recommends that Council starts or continues negotiating and advocating with the relevant State agencies to achieve the Strategy's vision, as a significant number of projects can only be delivered with their collaboration.

#### **FINANCIAL IMPLICATIONS:**

Stage 2 of this project is fully grant funded from the LEP Acceleration Fund, which totalled \$2.5 million, of which \$100,000 was allocated to this project. To date, a total of \$61K has been spent on this project.

The proposed works within the strategy will have significant costs. Council will need to review each project and consider incorporating them into the Council Delivery Program. Some projects could be funded through the North Sydney Local Infrastructure Contributions Plan, while for others, Council will need to explore other funding options in collaboration with State agencies.

#### **RECOMMENDATION:**

- 1. THAT** Council note the submissions received, and the issues raised herein.
- 2. THAT** Council writes to all submitters thanking them for their contributions.
- 3. THAT** Council adopt the *North Sydney CBD Public Domain Strategy* (Attachment 1).
- 4. THAT** a draft amendment to the *North Sydney Development Control Plan (2013)* to implement the recommendations of the *North Sydney Public Domain Strategy* be reported back to Council.
- 5. THAT** advice on implementing the *North Sydney CBD Public Domain Strategy* be used to inform future iterations of the Delivery Program including budget estimates.
- 6. THAT** the *North Sydney CBD Public Domain Strategy* is used as a point of advocacy with state government and to inform grant applications.
- 7. THAT** the *North Sydney CBD Public Domain Strategy* inform project plans, design briefs and tender documents that apply to public domain works in the CBD.
- 8. THAT** a summary of an updated *CBD Transport Masterplan (2018)* be prepared.
- 9. THAT** the Greater Sydney Commission, Department of Planning, Industry and Environment and Transport for NSW be notified of Council's decision.

## LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

1. Our Living Environment
  - 1.3 Quality urban greenspaces
  - 1.4 Public open space and recreation facilities and services meet community needs
2. Our Built Infrastructure
  - 2.2 Vibrant centres, public domain, villages and streetscapes
  - 2.3 Sustainable transport is encouraged
3. Our Future Planning
  - 3.2 North Sydney CBD is one of NSW's pre-eminent commercial centres
  - 3.4 North Sydney is distinctive with a sense of place and quality design

## BACKGROUND

North Sydney Council is working to create a more engaging and pedestrian focused CBD that offers a greater range of activities and unique public spaces for workers, residents and visitors.

As part of this effort, Council initiated a comprehensive review of North Sydney Centre in 2014. This review comprises five different studies: the Capacity and Land Use Study, the Traffic and Pedestrian Management Strategy, the Late Night Trading and Small Bars Study, the Marketing and Promotion Strategy, and lastly the Public Domain Strategy.

On 19 February 2018, Council resolved to prepare Stage 1 of the North Sydney CBD Public Domain Strategy (PDS). This stage included preparation of the *North Sydney Place Book*. The Place Book provided a series of ideas for the CBD and identified opportunities to improve and expand the public domain of the CBD.

Stage 1 was adopted by Council in May 2019 following a public exhibition process in late 2018/early 2019. At that time, Council decided to proceed with the second and final stage of the PDS, which is the subject of this report.

Stage 2 establishes a vision for the CBD's public spaces and identifies short, medium and long-term projects on both private and public land and puts in place an implementation plan to deliver change.

On 6 April 2020, Council resolved (Min. No. 64):

1. *THAT the CBD Public Domain Strategy 2020 (Attachment 1) be adopted for the purposes of public exhibition.*

2. *THAT the draft Strategy be placed on public exhibition for a period of 6 weeks.*
3. *THAT relevant state authorities such as Transport for NSW (TfNSW), Department of Planning, Industry and Environment (DPIE) and Greater Sydney Commission (GSC) be notified and issued copies of the North Sydney CBD Public Domain Strategy 2020.*
4. *THAT following exhibition, a report be prepared accounting for submissions made and any resulting amendments to the final CBD Public Domain Strategy 2020.*
5. *THAT Council note the significant risks posed by the current alignment outlined in the Western Harbour Tunnel and Warringah Freeway EIS to the successful pursuit of the North Sydney CBD Public Domain Strategy.*

Stage 2 of the draft Strategy was exhibited for six weeks between 7 May and 22 June 2020. Relevant state authorities were notified.

## **CONSULTATION REQUIREMENTS**

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

### **DETAIL**

#### **1. Purpose of the Public Domain Strategy**

*To articulate, manage and guide the development of North Sydney's CBD public domain and identify opportunities to provide new public spaces for the growing population*

The purpose of the Strategy is to establish the vision and framework for the future public domain within North Sydney's CBD. It is important to ensure that future growth in the CBD is complemented by public spaces that improve vibrancy, safety, amenity, and increase appeal for workers, residents, students, visitors and investors.

Currently, there is an under supply of public open space within North Sydney CBD and the existing spaces lack cohesion, legibility and articulation. The existing North Sydney CBD public domain, including roads, plazas, parks and footpaths, is approximately 96,000m<sup>2</sup> of which only 46,000m<sup>2</sup> is accessible to pedestrians (excluding roads). This equated to 0.75m<sup>2</sup> per worker in 2016. With an estimated growth of 20,000 new workers over the next 20 years, another 16,000m<sup>2</sup> of pedestrian areas is needed to maintain the current ratio.

The Strategy describes the existing urban structure of the CBD, recommends improvements to existing spaces and identifies opportunities for new civic spaces to address the current deficit in open space. Specifically, it:

- provides a holistic vision and an urban structure for the CBD Public Domain;
- sets up the desired character and feel of the public domain through a series of goals and targets;

- identifies opportunities to deliver additional public space and establish a list of proposed interventions; and
- outlines the implementation framework to deliver the projects and interventions proposed.

Each of the proposed interventions identified in the PDS includes an implementation guide and a funding framework to help deliver the best outcomes. This will inform Council's actions with regards to:

- Statutory and strategic planning decisions;
- Capital works program; and
- Discussions with state agencies/development industry on future development in the CBD.

## **2. Key Projects under the Strategy**

The Strategy identifies 19 projects that reinforce Miller Street as the main civic spine of North Sydney, deliver over 17,000m<sup>2</sup> of new parks and plazas, create a new and upgraded network of laneways and improve pedestrian safety and amenity. Key projects are:

- Miller Place: A new 7,450m<sup>2</sup> public plaza outside the Metro Station achieved through the closure of Miller St between Berry St and the Pacific Hwy;
- Post Office Square: An intimate new 1,675m<sup>2</sup> plaza outside the North Sydney Post Office;
- Tramway Park: Converting the under-utilised deck of the tramway viaduct into a 4,650m<sup>2</sup> active recreation space;
- Central Laneways: Turning Denison, Mount, Hill, Spring and Little Spring Streets into pedestrian areas or shared zones to accommodate the future increase in pedestrian movements as a result of the Victoria Cross Metro Station; and
- Warringah Land Bridge: An ambitious, long-term project that reconnects North Sydney and reclaims space for people.

## **3. Public Exhibition**

COVID-19 impacted the implementation of the original Engagement Strategy for Stage 2, requiring predominantly online engagement methods to be employed and significant effort to 'inform' stakeholders of the opportunity to have a say on the draft PDS during the exhibition period, which ran from 7 May to 22 June 2020.

### **3.1 Inform Methods**

The following occurred to ensure widespread awareness of the opportunity to provide feedback during the exhibition period:

- Over 7,500 direct letters were sent to owners and occupiers in the vicinity of the CBD;
- Direct emails were sent to all Stage 1 submitters, plus to educational institutions and schools in the area, and relevant private practices in the fields of urban design and planning;
- Memorandum to all active Precinct Committees and inclusion in the weekly Precincts eNews for the duration of the exhibition period;
- Relevant state agencies were notified by letter (DPIE, TfNSW, Greater Sydney Commission, Sydney Metro);
- Adverts in the Mosman Daily and North Shore Times online editions;
- Council's website home page banner - 765 views (included link to YourSayNorthSydney site project page);
- YourSayNorthSydney project page 2,640 total views, which included the following:
  - Full Strategy PDF - 403 downloads
  - Interactive Summary PDF - 126 downloads
  - Council Report, 6 April 2020 - 50 downloads
  - Flyover Video - 235 views
  - Artist impression of Victoria Cross - 433 views
  - Artist impression of Tramway Park - 346 views
  - Artist impression of Miller Place - 334 views
  - Artist impression of Metro Station - 312 views
  - Artist impression of Post Office Square - 309 views
  - Artist impression of Berry Street - 300 views
  - Q&A - 6 questions were asked
- Via Council's social media platforms:
  - Facebook post, 7 May 2020 - 9,131 reach, 1,027 post clicks, 205 reactions, 63 comments and 24 shares
  - Twitter post, 7 May 2020 - 3,344 impressions, 123 total engagements, 10 likes, 5 retweets and 32 weblink clicks
  - Instagram post, 7 May 2020 - 1,704 impressions, 38 actions and 13 weblink clicks
  - Facebook post, 17 June 2020 (re-post) - 2,511 reach, 172 post clicks, 28 reactions
- Council eNews May issue, of which 0 of the 1,255 subscribers opened the article;
- Business eNews May issue, of which 2 of the 689 subscribers opened the article;
- Business eNews June issue, of which 14 of the 689 subscribers opened the article;
- Stanton Library eNews June issue, of which 3 of the 1,820 subscribers opened the article; and
- Notices in Council's bus stops and public noticeboards across the LGA and on the TV in the Customer Services Centre.

### **3.2 Submissions Overview**

A total of 50 submissions were received. Of these, 38 submissions were received from residents, workers and visitors to the CBD, eight were from businesses or landowners within the CBD, two were from Precinct Committees (Waverton and Milson), and three

were from NSW Government agencies (NSW Heritage, Northern Sydney Local Health district and Sydney Metro (as landowners of 52 McLaren Street).

Overwhelmingly (75%), the submissions support the significant contribution the project is seeking to make to the overall amenity and public domain of the North Sydney CBD.

- 23 submissions are fully supportive;
- 14 submissions are supportive of the PDS, but have concerns about a project or aspect;
- 9 submissions object to or are not supportive of specific projects; and
- 4 submissions were not directly related to the PDS.

The following table highlights the key issues raised in the submissions:

<b>Overall support for</b>	<b>Main concerns/requests</b>
<ul style="list-style-type: none"> <li>• More greenery, trees and vegetation;</li> <li>• More pedestrian areas;</li> <li>• Activation of underutilised areas or assets (e.g. Ward Street Carpark);</li> <li>• Arts and cultural activities;</li> <li>• Measures that extend the life of the CBD and support an 18-hour economy; and</li> <li>• More cycleways.</li> </ul>	<ul style="list-style-type: none"> <li>• 17 submissions relate to traffic;</li> <li>• 11 submissions relate to bicycle routes;</li> <li>• More arts and cultural facilities and events;</li> <li>• Noise from residential and office buildings/plants;</li> <li>• Need better connectivity to surrounding areas;</li> <li>• Include Doris Fitton Park as part of the PDS;</li> <li>• Short term/tactical urbanism interventions;</li> <li>• Pick-up/drop off areas;</li> <li>• Smoke free area extent and enforcement; and</li> <li>• Project timeframes and delivery.</li> </ul>

### 3.2.1 Businesses and Landowner Feedback

Submissions received from landowners and businesses in the CBD have been very supportive of the strategy.

It is worth mentioning how well the strategy has been received by landowners that have publicly accessible spaces on their sites. Some owners have already begun to initiate development proposals in accordance with the Strategy.

Owners of sites that have been earmarked to provide pedestrian links have also shown their support to the Strategy and their willingness to collaborate with council.

### **3.2.2 Precinct Committee Feedback**

Waverton and Milsons Precincts made submissions to the strategy.

Both submissions were detailed, thorough and commended Council for undertaking this work.

The submissions provide a mix of feedback that supports certain elements and projects of the strategy, objects to some other areas, and raise concerns to certain changes that may have impacts over the long term.

Waverton Precinct submission overview:

- objects to Miller Place due to the traffic impacts that it will result from closing a portion of Miller Street;
- objects to not having awnings along the laneways;
- objects to the proposed transport changes, in particular the bus routes affected by closing Miller Street;
- objects to Post Office Square;
- objects to the proposed cycle routes;
- suggests underpasses or overpasses at key junctions; and
- supports the Warringah Land Bridge Park, Berry Square, Blue Street Terrace, link to St Leonards Park, Miller Walk and Tramway Park.

Milsons Precinct submission overview:

- objects to Post Office Square and suggest turning the area into a shared zone;
- supports Miller Place but has concerns in regard to maintaining access to basements and for services, as well as concerns about the future bus routes;
- questions the viability of implementing the central laneways masterplan;
- supports Tramway Park and the Warringah Land Bridge Park; and
- objects to the proposed traffic changes, in particular the proposed roundabout loop of Alfred, High, Arthur and Mount Streets.

Most issues raised by these submissions are discussed in detail below.

For any issue not addressed below, refer to the submissions summary table where a response to each submission has been provided.

### **3.2.3 State Government Feedback**

Submissions from three state agencies have been received; NSW Health, NSW Heritage and Sydney Metro.

Both, NSW Health and NSW Heritage support the Strategy and commend Council for the work done to date. NSW Heritage in particular supports projects such as Post Office



Square and Tramway Park that provide open spaces and laneway upgrades designed to enhance heritage in the public domain.

Both agencies put forward suggestions and additional items to be considered. These recommendations are minor and have been included in the final document where possible.

Some of the NSW Heritage recommendations will be considered as part of the long-term North Sydney Heritage Review project.

NSW Health recommendations are being addressed in several ways. Some of the recommendations were already included in the Strategy, some others are being addressed through short term interventions like the *Streets as Shared Spaces* program, and some of them are part of the long term transport program like the implementation of bicycle lanes.

Sydney Metro made a submission as the owner of 52 McLaren Street. They commend Council for the work done on the Strategy and support the vision and principles put forward by the study. Their submission focuses on the proposed pedestrian link through their site and in exploring other alternatives in conjunction with adjacent sites. This is discussed in more detail below.

### **3.3 Detailed Response to Issues Raised During Consultation**

#### ***3.3.1 Traffic Impacts***

17 submissions include traffic related concerns.

The two most common concerns raised were:

- Future additional congestion in the area; and
- Uncertainty around the future of the north-south routes along Miller Street (e.g. routes from McMahons Point to Cammeray or vice versa).

Other concerns include:

- the implications of proposed changes to High and Mount Streets over the Warringah Freeway;
- the future relocation of bus stops currently along Miller Street;
- additional traffic caused by Victoria Cross metro station; and
- access implications to the education precinct and Edward Street caused by the Post Office Square.

#### ***Response:***

By 2036, 80% of all trips to North Sydney CBD are expected to be made by public transport and more than 16,000 people per morning peak hour will be walking from the metro station to their offices.

Council's endorsed transport strategy establishes walking as the highest priority transport mode followed by cycling, public transport, deliveries and servicing, then private vehicles.

Council's vision for the CBD is based on the following principles:

- Prioritisation of pedestrian movement;
- Creation of a strong network of public spaces linked to public transport;
- Provision of regional cycling links; and
- Keeping regional traffic to the Pacific Highway and the Warringah Freeway corridors to help, minimise 'through' traffic in the CBD.

These principles, and the overall CBD vision, address the challenges North Sydney CBD is facing and seek to achieve wider community benefits that are supported above minor travel delays made via private vehicles.

The overarching vision and principles for the North Sydney CBD are further supported by the CBD Transport Masterplan, which demonstrates that future traffic impacts can be acceptably managed.

The masterplan was put forward as the basis of detailed discussion with relevant state agencies for further consideration and collaboration. These discussions are complex and ongoing, however, there is a strong desire across the relevant state government agencies to try and achieve a high-quality outcome consistent with the established vision. This is part of the North Sydney Integrated Transport Program (NSITP) that has been ongoing for a considerable period of time.

The release of the Western Harbour Tunnel (WHT) Environmental Impact Statement (EIS) in February 2020 added further complexity to an already complicated transport environment and added uncertainty and confusion.

Since the release of the EIS, Council has continued its collaboration with the relevant agencies to ensure the desired outcomes put forward by the PDS are still achievable.

In light of the above and as further designs and resolutions are yet to be finalised, detailed responses to some traffic concerns are not available at this time. More information will be provided to the public as the many considerations and issues are resolved.

Having regard to these matters:

- The projects detailed in the PDS will deliver a public domain that addresses the needs of North Sydney CBD and responds appropriately to the arrival of the metro station and future population growth;

- current traffic and transport modelling and projections indicate that the impacts of the proposed traffic changes will be minor in nature and acceptable particularly given the wider and significant benefits that will result;
- Council is working with the relevant state agencies to ensure bus routes and bus stops continue to perform to the same level of service currently;
- Council's aim is to minimise impact to bus routes and bus stop locations, changing them only where it is critical to do so;
- Council aims to reduce 'through' traffic in the CBD; and
- Council understands some private vehicle routes will be affected, but that the overall future road network will minimise the impacts.

**Recommended Action:** In order to provide further clarity to residents and stakeholders moving forward, it is recommended that an updated CBD Transport Summary be prepared to update the public on the adopted transport vision for the CBD, work done to date in collaboration with state agencies and the current status of the project. This document would be released for information purposes only. It is acknowledged that this is ongoing and may not be able to be finalised immediately.

### 3.3.2 Bicycle Movement

Overall, the submissions note that cycling is achieving greater focus with an uptake in the number of trips across Greater Sydney and are supportive of Council plans. Several (7) submissions are asking for additional bike lanes in different areas of the CBD and better cycling connections across the bridge or links to surrounding areas such as Neutral Bay.

**Council's Response:** Council's position in regard to cycling and cycleways is described in the *North Sydney Integrated Cycling Strategy (2014)* which is being implemented.

The *North Sydney CBD Transport Masterplan (2018)* provides further details on the endorsed cycleways within the CBD. In addition, Council's ongoing collaboration with state agencies on the NSITP continues to consider cycling routes and options.

**Recommended Action:** Council will continue to implement the *North Sydney Integrated Cycling Strategy* and collaborate with TfNSW to deliver the endorsed cycle routes within and around the CBD. Council will explore the potential for additional cycleways as part of the detailed design of the projects put forward by the PDS. A note has been added where relevant to the PDS.

### 3.3.3 Bus Network

The closure of Miller Street will require a modification on the existing bus routes and the relocation of several bus stops currently in the area of Miller Street, between Pacific Highway and Berry Street. This is a concern expressed in several submissions, mostly from people in the area that regularly uses those bus stops.

**Council's response:** Council is working alongside TfNSW and Sydney Buses to determine a feasible outcome that will minimise the required changes whilst seeking to achieve a wider and more significant level of community benefit.

Council's aim is to move as few bus stops as possible and to relocate them as close to where they are now. This consideration is ongoing and part of the NSITP process.

**Recommended Action:** Any changes to the bus network will be exhibited for public comment or information by the relevant state agency.

### **3.3.4 Project Specific Feedback**

#### **3.3.4.1 Miller Place**

Miller Place was widely supported by the community, however, there were several submissions that expressed concerns regarding the traffic impacts of the proposal as well as the future operations of the bus network. These concerns have been discussed above among the traffic impacts and bus network sections. The closure of Miller Place will need the approval of several state agencies but is premised on balancing priorities, impacts and benefits.

**Recommended Action:** Council proceed with the project as shown in the PDS and ensure the detail design phase addresses the issues noted above. Council should continue liaising with the relevant state agencies, advocating in favour of the project given the enormous and wider community benefit to be realised from the project.

#### **3.3.4.2 Post Office Square**

Several submissions suggest that Post Office Square should not be closed to traffic and instead become a shared zone. The submissions were concerned about traffic impacts that closing Mount Street to traffic, between Pacific Highway and William Street would have. Other concerns include wind protection and sun access, potentially making the space not very pleasant.

**Council's Response:** Post Office Square is one of the key projects of the strategy and will provide much needed public open space through the main East-West axis of the CBD.

Mount Street currently functions as a key pedestrian link between the North Sydney CBD, including public transport nodes (rail and buses) and offices, the Education Precinct and homes in the Edward Street precinct. This pedestrian link will become even more critical as more people choose to use Metro to travel to/from the North Sydney CBD and surrounds.

The closure of this section of Mount Street to traffic is underpinned by the traffic modelling and multi-criteria analysis undertaken as part of the development of the North Sydney CBD Transport Masterplan. This modelling suggested that the public domain, local access/walking and traffic operational benefits at the Victoria Cross intersection,

realised by closing this section of Mount Street to traffic, will outweigh the travel time imposition for drivers accessing the Education Precinct.

Proposed reductions in short term parking resulting from the Post Office Square proposal will be partially off-set by the introduction of new short-term parking at the new William Street kerb-line at the top of Post Office Square. On balance, reduced short term parking availability in the vicinity of the Post Office is considered acceptable when considering the benefits for the public domain and local walking access linked to the delivery of Post Office Square.

Final location, number and details of the new short-term parking on William Street will be resolved at the detailed design stage. This parking issue will be part of the design brief for the plaza.

It is anticipated that any wind tunnel effect will be somewhat ameliorated by new trees and planting.

Even though the area in winter might be mostly in shadow, the plaza will receive abundant sunlight between March and September, creating a pleasant space.

**Recommended Action:** Council proceed with the project as shown in the PDS and ensure the detailed design phase addresses the issues noted above.

### **3.3.4.3 Ward Street Masterplan**

Ten submissions were received regarding the Ward Street Masterplan. Seven are in support, while three have specific concerns. Issues raised include future traffic on Harnett Street, potential noise coming from the future plaza affecting residents in the area and the final look and safety of the area. There is also some interest in cinemas, museum space, art centre and performance spaces being part of the precinct. One submission by a landowner suggests using a through-site link on that site instead of the future shared zone at Faith Blander Place in return for additional building height.

**Council's Response:** The issues raised will be resolved at the detailed design stage of the project with a more comprehensive design brief and relevant technical supporting studies. These technical studies will ensure that the final design provides great pedestrian amenity and acceptable minimum impacts to the surrounding properties.

It is worth noting that the adopted Ward Street Masterplan, could potentially undergo a design excellence process and design competition. The brief for this process would include all the necessary requirements so that the final design provides the best possible design solution in regard to servicing, traffic management, public open space acoustics, activation, solar amenity and the like.

In regard to the landowner proposal for a different pedestrian link to the one adopted in the Masterplan, it is relevant to mention that this alternate pedestrian link is part of a wider Planning Proposal to redevelop 41 McLaren Street, that was recently rejected by

the Sydney North Planning Panel. This item was discussed and addressed in the assessment of the planning proposal both by Council and the independent assessment consultant. It will not be discussed further here.

**Recommended Action:** Council proceed with the project as shown in the PDS and ensure the detailed design phase addresses the issues noted above.

#### **3.3.4.4 Warringah Land Bridge**

General support for the project, no objections raised.

Several submissions provide ideas on how to fund the project, suggest potential program for the park, ask Council to seek building additional bridges over the Freeway (Falcon and Ernest Streets), or encourage Council to keep lobbying against the Western Harbour Tunnel.

One submission was made from a private consortium offering to partner with Council to assist in delivering the project subject to potential additional development rights. The consortium is comprised of several major development companies and landowners of significant sites across the CBD and is open to collaborate with Council in further exploring the feasibility of the project.

**Council's Response:** This is a long-term aspirational project for Council, whereby Council will continue to collaborate with the relevant government agencies when it begins to obtain real traction.

**Recommended Action:** Council proceed with the project as shown in the strategy and advocate to and liaise with the state government when opportunities arise.

#### **3.3.4.5 Berry Street**

Concerns were raised regarding two main issues:

- connecting the northern and southern side of the street for pedestrians in a safe manner; and
- the need to maintain access to basements and loading areas were raised by the submissions.

**Council's response:** Berry Street is a critically important road within the CBD and a very contested space. Council aims to make Berry Street bidirectional and reduce the speed of the road in an attempt to make it more pleasant and also easier to cross.

These changes are part of the work that Council is currently investigating with TfNSW and other state agencies to deliver the future CBD as part of the NSITP. As part of this work, a new pedestrian crossing may be considered in front of Berry Square that includes footpath widening so the road carriageway is narrower at that point. This is preferred to underpasses or bridges as it helps activate the ground plane and prioritises pedestrians within the CBD.

Any final layout will ensure that access to existing basements and service areas within existing building remain operational.

**Recommended Action:** Council continue advocating for the project as shown in the Strategy and liaise with state government to move the project forward.

#### **3.3.4.6 Link to St Leonards Park**

Submissions were received from Sydney Metro (landowners of 52 McLaren Street), and 168 Walker Street in relation to this proposal. Both submissions put forward an alternative path for the pedestrian link through 168 Walker Street.

**Council's Response:** The creation of a pedestrian link from North Sydney train station to St Leonards Park is an integral part of the PDS and as such, delivering the link between McLaren Street and Elliott Street is important.

The proposed path through 52 McLaren Street, owned by Sydney Metro, is deemed the best solution for this link as it is the most direct path that best aligns with Faith Bandler Place to the south and Elliot Street to the north. In addition, despite the submission, Council is of the view that it will improve access in and around the northern metro portal being delivered by Sydney Metro and will enhance the property. A subsequent discussion with Sydney Metro indicates they are willing to work with Council to resolve this matter.

It is noted that the potential alternate link involving 168 Walker Street was put forward by the applicant as a part of a development proposal that would overshadow the public open spaces of the Ward Street Precinct. This is not supported.

Council's position is for the future link to be the most direct, fully accessible, and pleasant connection. Windy paths or complicated routes are not supported.

This link is also considered under the *Civic Precinct Planning Study*. A response addressing this link will also be provided as part of the report on the *Civic Precinct Planning Study*, which adds more detail and design requirements.

**Recommended Action:** Council proceed with the project as shown in the Strategy and continue liaising with the owner of 52 McLaren Street to ensure the provision of the link is part of the redevelopment of the site.

#### **3.3.4.7 Tramway Park**

Five submissions referenced this project, four of them in support. The only submission against had concerns that the site is not owned by Council and that it is used for maintenance of the rail network. Some submissions raised potential connections to Kirribilli or the Harbour Bridge.

**Council's Response:** Council is aware of the ownership of the land and its current use. Council is liaising with TfNSW to understand the viability of the project and the best way to use the space into the future. Potential connections from Tramway Park towards Kirribilli and the Harbour bridge will be considered in due course as part of the detailed design of the project.

**Recommended Action:** Council proceed with the project as shown in the PDS and advocate for and liaise with state government to move the project forward.

### **3.3.4.8 Project Feedback Summary**

Overall, most of the concerns for the various projects are due to the early conceptual stages in which these projects currently are and the lack of detailed information that can be provided at this time.

Most of the issues raised will be resolved during the detailed design stages of the projects. Where possible, issues raised have been included in the design brief and urban design consideration sections of the PDS for each project.

The final resolution of some of the issues raised lays with state agencies as they determine matters such as the final location of bus stops or implementation of traffic changes. To that end, Council is working closely with TfNSW, Sydney Buses and other agencies to achieve the desired outcomes put forward by the PDS.

Ultimately as the approval authority, it will be the state agencies that will place the final designs on exhibition for public consultation and, once approved, deliver the changes.

Other projects received support with no issues or concerns raised.

### **3.3.4.9 Other/Miscellaneous Feedback**

Several submissions did not directly relate to the exhibited PDS including:

- Complaints or concerns about car parking policies in North Sydney CBD;
- Noise from plant rooms and other service elements as well as construction noise;
- Proposals for individual sites;
- Alternative visions for the CBD such as fully pedestrianizing the Victoria Cross intersection by making vehicular tunnels under Pacific Highway;
- Suggestion to have a regional art gallery; and
- Suggestion to implement information technologies throughout the CBD to provide of a smarter environment (Internet of Things, Autonomous vehicles, drones and robotics).

As these items are outside the scope of the strategy, no comment is provided in relation to them.

Where relevant, these suggestions have been passed on to the appropriate Council Department for investigation/consideration.



#### **4. Post Exhibition Amendments to the Public Domain Strategy**

Following the exhibition of the PDS and taking into consideration the submissions received and further internal review, the document has been amended to add some clarifications and minor changes to the overall framework and to some of the projects. Changes include:

- a revised/simplified executive summary;
- addition of the current CBD context and major drivers/needs that the PDS responds to;
- a revised accessibility/mobility chapter that puts forward Council's endorsed position, vision and goals in regard to transport for the CBD but removes any particulars that are not confirmed at this point in time as Council continues conversations with TfNSW, with a recommendation to prepare an updated CBD Transport Summary;
- project implementation frameworks and project design briefs have been updated to ensure they address all necessary and critical issues that need to be included in the future detailed design stage;
- a summary of other relevant Council policies that need to be considered when delivering the projects put forward by the PDS; and
- inclusion of high-level built form principles for the CBD based on the work done in the PDS Stage 1 (Place Book) with references the current controls in the DCP.

A final review by the PCG has been performed to cover any minor oversights.

#### **5. Next Steps**

##### **5.1 Implementation**

Pending Council's endorsement of the PDS, Council will implement the strategy by:

- amending the North Sydney Development Control Plan (2013) and delivering those outcomes through development applications;
- including projects in Council's Delivery Program as funds become available;
- advocating outcomes with state government in line with the Strategy;
- informing grant applications as they become available; and
- preparing project plans, design briefs and tender documents that apply to public domain works in the CBD in line with the Strategy.

These will be subject to future reports to Council as required.

Some of these projects, particularly in relation to changes to state roads, require further collaboration with, and final approval by, state agencies.

Project plans and design briefs will be informed by Project Control Groups representing Council staff from each Division.

### **5.1.1 Funding**

The proposed works within the strategy will have significant costs. Council will need to review each project and consider incorporating them into the Council Delivery Program as well as explore funding options in collaboration with State agencies.

The new Draft North Sydney Local Infrastructure Contributions Plan (LICP), that was adopted at the August 2020 Council meeting for the purpose of public consultation, forecasts \$44.5 million of contributions to be dedicated to public domain over the next 16 years up to 2036.

This budget will allow for some local projects in the PDS to be fully funded as well as for council to contribute and collaborate with the state government and other agencies in delivering the major transformational projects.

Local PDS projects that are included in the infrastructure schedule of the LICP are listed below:

- Miller Walk;
- Little Walker Street (including upgrade to Doris Fitton Park);
- Little Spring Street;
- Hill Street Shared Zone;
- Footpath upgrades to Pacific Highway; and
- Footpath upgrades to Blue Street, McLaren Street and Arthur Street.

Other larger projects will need to be funded through other sources.

### **5.2 Online Presence**

Currently the only way to access the information is by downloading a PDF copy of the PDS. In order to reach a specific topic or a singular project the community must navigate through the whole document.

The PDS can potentially be placed online in a dedicated website where people can browse the different projects, check updates, or browse through the different diagrams. This would build on the additional material prepared for the public exhibition with an interactive map and a narrated presentation, providing a more accessible interface to the public and a place where information can be updated.

An online platform would make it easier to access a specific topic, browse through the images or get to specific data. This could be the first step towards a CBD online platform to display built form, public domain and transport in an attractive, easy to navigate, interactive way.

Other councils and DPIE are already displaying online versions of their policies and the PDS is ideally placed to be North Sydney Council's first online project page. A PDF version of the full strategy would still be available to download.

Council will investigate this option, pending available funding and resourcing.

### **5.3 Transport Update**

It is also recommended that a summary of the *CBD Transport Masterplan*, Council's vision, and the work done in collaboration with TfNSW and other state agencies on the NSITP, be prepared and released to the public to clarify all transport related questions and continue advocacy of the PDS, demonstrating the transport benefits of implementing the PDS.

Since the adoption of the *CBD Transport Masterplan*, Council's vision and position in regard to transport in the CBD has remained the same. Work was progressing in the implementation of the masterplan in collaboration with TfNSW and other relevant agencies.

However, the announcement of the Western Harbour Tunnel (WHT) and the release of its Environmental Impact Statement (EIS) earlier in the year have completely transformed the transport and traffic scenarios for the CBD.

Since the release of the EIS, Council has continued its collaboration with TfNSW and other agencies to ensure the desired outcomes put forward by the PDS are still achievable, however, the status and resolution around the transport and traffic networks across the CBD have evolved significantly.

Though not completed, an update on the current position as well as an overview of the process to date and the next steps moving forward will be informative for the public.

## **6. Conclusion**

The PDS has identified a suite of proposals that reinforce the commercial role of the North Sydney CBD and create an inviting place for people with more public spaces and better designed existing spaces.

The Strategy has identified opportunities for improvement of the public domain and reviewed the centre in the context of major infrastructure development.

The implementation of the projects put forward by the strategy will create a CBD where pedestrians have priority over traffic creating a strong sense of place and community. The strategy enhances accessibility, pedestrian comfort and legibility across the CBD.

Traffic changes required to achieve these key proposals are achievable and substantiated by the *North Sydney CBD Transport Masterplan* and further work done in consultation with TfNSW since it was adopted.

Lastly, the Strategy ensures the proposals will meet future predicted CBD growth, and most importantly, puts visionary place-making thinking at the core of every proposal.

The community was largely supportive of the exhibited Strategy. Issues raised through the public exhibition period have either already been addressed in work done previously or can be resolved at further detailed stages for each project. To that effect, any necessary changes have been incorporated to the final Strategy (Attachment 1).

This report recommends that Council adopt the Strategy as amended and commence the process of implementation and delivery of the projects.

# NORTH SYDNEY

## NORTH SYDNEY CBD PUBLIC DOMAIN STRATEGY

North Sydney Council  
SEPTEMBER 2020





## ■ Acknowledgment of Country

North Sydney Council acknowledges the Guringai Tribe and Cammeraygal Clan as the Traditional Owners of this land. The authors of this report pay our respects to the Elders, past and present and recognise the inherent connection of the Indigenous people of Australia to Country.

## ■ Message of Appreciation

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

We also thank Aspect Studios, Elton Consulting, PeopleTrans, Studio Hollenstein and Urban & Public for the work in the Stage 1 Place book.

We appreciate the work and input that MDA Australia Cost Consultants and Arterra Interactive have done to assist on this document with the cost estimations and project illustrations respectively.

## ■ Abbreviations

<b>ABS</b>	Australian Bureau of Statistics	<b>NSDCP</b>	North Sydney Development Control Plan
<b>AHO</b>	Aboriginal Housing Office	<b>NSITP</b>	North Sydney Integrated Transport Program
<b>CBD</b>	Central Business District	<b>NSLEP</b>	North Sydney Local Environmental Plan
<b>CSP</b>	Community Strategic Plan	<b>NSTS</b>	North Sydney Transport Strategy
<b>DCP</b>	Development Control Plan	<b>NSROC</b>	Northern Sydney Regional Organisation of Councils
<b>DPE</b>	Department of Planning & Environment	<b>NSW</b>	New South Wales
<b>EP&amp;A</b>	Environmental Planning & Assessment Act 1979	<b>PDS</b>	Public Domain Strategy
<b>FACS</b>	Family and Community Services	<b>PPH</b>	Persons per hectare
<b>GFC</b>	Global Financial Crisis	<b>REIA</b>	Real Estate Institute of Australia
<b>GSC</b>	Greater Sydney Commission	<b>SEPP</b>	State Environmental Planning Policy
<b>LALC</b>	Local Aboriginal Land Council	<b>TfNSW</b>	Transport for New South Wales
<b>LEP</b>	Local Environmental Plan	<b>WSMP</b>	Ward Street Masterplan
<b>LGA</b>	Local Government Area		
<b>LHS</b>	Local Housing Strategy		
<b>LSPS</b>	Local Strategic Planning Statement		
<b>NDP</b>	North District Plan		
<b>NSC</b>	North Sydney Council		

# CONTENTS

## A. VISION

• EXECUTIVE SUMMARY	2
• PURPOSE OF THE STRATEGY	4
• CBD CONTEXT	5
• NORTH SYDNEY CBD VISION	6
• URBAN STRUCTURE	8
• URBAN ELEMENTS	10
• PUBLIC DOMAIN GAINS	12
• THE FUTURE CBD	13

## B. GOALS

• PUBLIC DOMAIN GOALS	16
• A BETTER-CONNECTED CBD	17
• A COMFORTABLE CBD	18
• A GREEN & LEAFY CBD	19
• A CULTURALLY RICH CBD	20
• AN ACTIVATE & VIBRANT CBD	21
• CAPTURING THE SUN IN THE CBD	22
• MOBILITY GOALS	24
• PUBLIC DOMAIN TOOLKIT	26

## C. PROJECTS

### CIVIC SPINE 33

- MILLER PLACE	34
- MILLER WALK	38

### PLAZAS & PARKS 40

- POST OFFICE SQUARE	42
- WARD STREET PRECINCT	46
- TRAMWAY PARK	48
- BRETT WHITELEY PLACE	50
- GREENWOOD PLAZA	52
- BLUE STREET - SKY TERRACE	54
- BERRY SQUARE	56
- WARRINGAH LAND BRIDGE PARK	58

### LANEWAYS 60

- DENISON & SPRING STREET	62
- LITTLE WALKER STREET	64
- HILL STREET	66
- GAS LANE	66
- LINK TO ST LEONARDS PARK	67

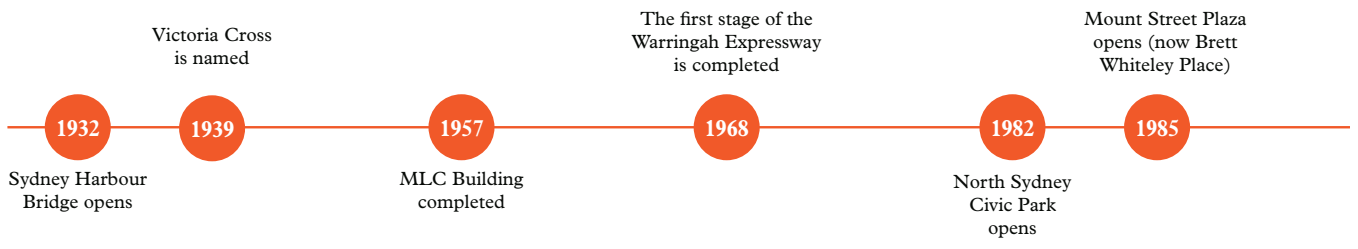
### ROADS, FOOTPATHS & CROSSINGS 68

- VICTORIA CROSS	70
- BERRY STREET	72
- WALKER / BLUE STREET CROSSING	76
- PACIFIC HIGHWAY	78

### PROJECTS SUMMARY 80

## D. PUBLIC DOMAIN

• CBD POLICY CONTEXT	85
• BUILT FORM	86
• WAY FINDING	90
• STREET FURNITURE	92
• GREEN SPACE	94
• RECREATION SPACE	95
• PUBLIC ART	96
• STREET LIGHTING	98
• STREET ACTIVATION	100





# EXECUTIVE SUMMARY A

## ■ North Sydney: A place for people

The North Sydney CBD is undergoing a major transformation. By 2036, new and refurbished commercial towers will support around 20,000 additional workers in the CBD. Many will arrive via the Victoria Cross Metro station which is estimated to bring 16,000 commuters in the morning peak hour. Council is also working to deliver a new Civic Hub of open space, social and cultural facilities in the Ward Street Precinct. These projects ensure the North Sydney CBD continues to evolve as a vibrant commercial centre for workers, residents, students and visitors into the future.

The North Sydney CBD Public Domain Strategy puts in place a framework to deliver public domain works that will complement the new transport, commercial and cultural infrastructure.

The strategy identifies 19 public domain projects, including 19,200m<sup>2</sup> of new parks and plazas and an enhanced network of streets and laneways that improve pedestrian safety and amenity. Key projects are:

- Miller Walk and Miller Place: An upgraded civic spine with a new 7,450m<sup>2</sup> public plaza outside the Metro Station achieved through the closure of Miller Street between Berry Street and the Pacific Highway
- Post Office Square: An intimate new 1,675m<sup>2</sup> plaza outside the iconic North Sydney Post Office
- Tramway Park: Converting the under-utilised deck of the tramway viaduct into a 4,650m<sup>2</sup> active recreation space
- Central Laneways: Turning Denison, Mount, Hill, Spring and Little Spring Streets into pedestrian areas or shared zones
- Victoria Cross Intersection: improving pedestrian safety in the centre of the CBD by removing slip lane islands
- Berry Street: A sunlit, pedestrian friendly street outside the Metro
- Warringah Land Bridge: An ambitious, long-term project that reconnects North Sydney and reclaims space for people

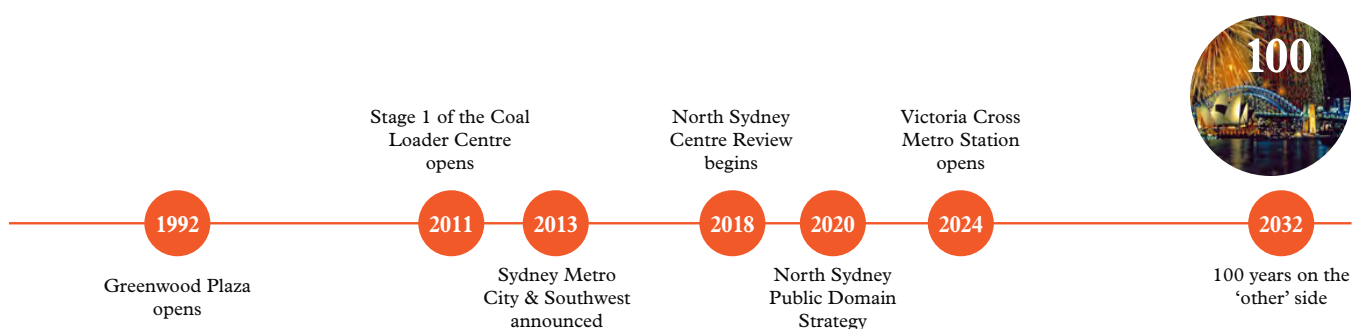
The aim is to create a CBD where pedestrians have priority over vehicles. The public domain projects under this strategy are underpinned by the CBD Transport Masterplan (2018). The masterplan promotes significant increases in walking, cycling and public transport and pushing regional traffic to the outside of the CBD. This creates a more safe and comfortable place for pedestrians in the centre whilst meeting the mobility needs of the community. Convenient access to the bus network will be maintained along with local deliveries, freight movements and vehicle access to private properties. North Sydney CBD will be a place for people.

To achieve this vision, Council, State Government, the community and landowners need to work together. It is only through a collaborative effort that we can address the needs of a growing population.

The strategy will be used to align both private and public investment in the CBD around a common vision for its future. It will inform Council's:

- statutory and strategic planning decisions
- future capital works programs
- discussions with state agencies, community and development industry

Extensive stakeholder engagement has informed the strategy to ensure the vision and projects align with the community's aspirations for North Sydney. Council wishes to thank everyone that has been involved so far and looks forward to working with you in the future.



# A PURPOSE

## ■ The need for more public space

In 2016 North Sydney CBD's public domain (including roads, plazas, parks and footpaths) was approximately 96,000m<sup>2</sup> of which only 46,000m<sup>2</sup> was accessible to pedestrians. This equates to 0.75m<sup>2</sup> per worker.

With an estimated growth of 20,000 new workers over the next 20 years, another 16,000m<sup>2</sup> of pedestrian areas is needed to maintain the current ratio.

The purpose of the strategy is to:

- outline the vision for the CBD public domain
- set up the desired character and feel of the public domain through a series of goals and targets
- identify opportunities to deliver additional public space
- outline an implementation framework to deliver the projects

## ■ North Sydney Centre - Projected growth

In 2014, Council initiated a comprehensive review of the North Sydney Centre. The review comprises of 5 different studies; the Capacity and Land Use Study, the Traffic and Pedestrian Management Strategy, the Late Night Trading and Small Bars Study, the Marketing and Promotion Strategy and this CBD Public Domain Strategy. Together, these studies aim to strengthen North Sydney's role in Metropolitan Sydney's global economic arc, remain the principle economic engine of Sydney's North Shore, and become a more attractive, sustainable and vibrant place for residents, workers and businesses.

In 2018, the NSW Government released new plans for the Greater Sydney Metropolitan Region and the Northern District of Sydney. These plans recognise the pressures created by Sydney's rapidly growing population, changing demographics, and the need for new housing, jobs and infrastructure. The North District Plan identifies 15,600-21,000 additional jobs are to be created in the North Sydney CBD by 2036.



Up to 80,000 workers in the CBD by 2036

# CONTEXT **A**

## ■ Victoria Cross Metro Station

The opening of the new metro station in 2024 will change the pedestrian flows and behaviour in and around the CBD. It is expected that 16,000 people will come in or out of the station each hour during the morning peak. To address this shift, new public domain spaces are needed around the metro station portals along with changes to the traffic conditions that prioritise pedestrians over private vehicles.

Moving regional traffic to the edges of the CBD will create an opportunity to close Miller Street between Pacific Highway and Berry Street and deliver Miller Place, an iconic new pedestrian plaza directly outside the Victoria Cross metro station. Similarly, Mount Street could also be closed between Pacific Highway and William Street to create Post Office Square.

Together, Miller Place, Post Office Square and further upgrades to Brett Whiteley Place will provide a generous, well connected and pleasant pedestrian heart to the CBD that connects the train and metro stations to surrounding areas, and provide more open space to the new commercial towers.



The new metro station will bring 16,000 commuters into the centre during the morning peak hour

## ■ Ward Street Masterplan

The Ward Street Precinct is bounded by Miller, McLaren, Walker and Berry Streets. The return of the Ward Street car park to Council control in 2020, opening of the metro station in 2024 and strong private development interest in the precinct triggered the need for a masterplan.

The masterplan proposes to replace the car park with new activated plazas and a Civic Hub of social and cultural facilities situated within the podium of a new commercial tower on Berry Street. This will bring the community, students and more visitors to the CBD and support activities after work hours, transforming the CBD into a more vibrant and attractive destination.

Unlocking the development potential of this urban block will also improve laneways connections in the centre. A series of activated laneways will connect Miller Street to two new plazas in the centre of the block. Ward Street will be pedestrianised and connect to the recently named Faith Bandler Place, completing part of the north south laneway network running from St. Leonards Park to the train station.



A new Civic Hub is being planned for the CBD

# A VISION

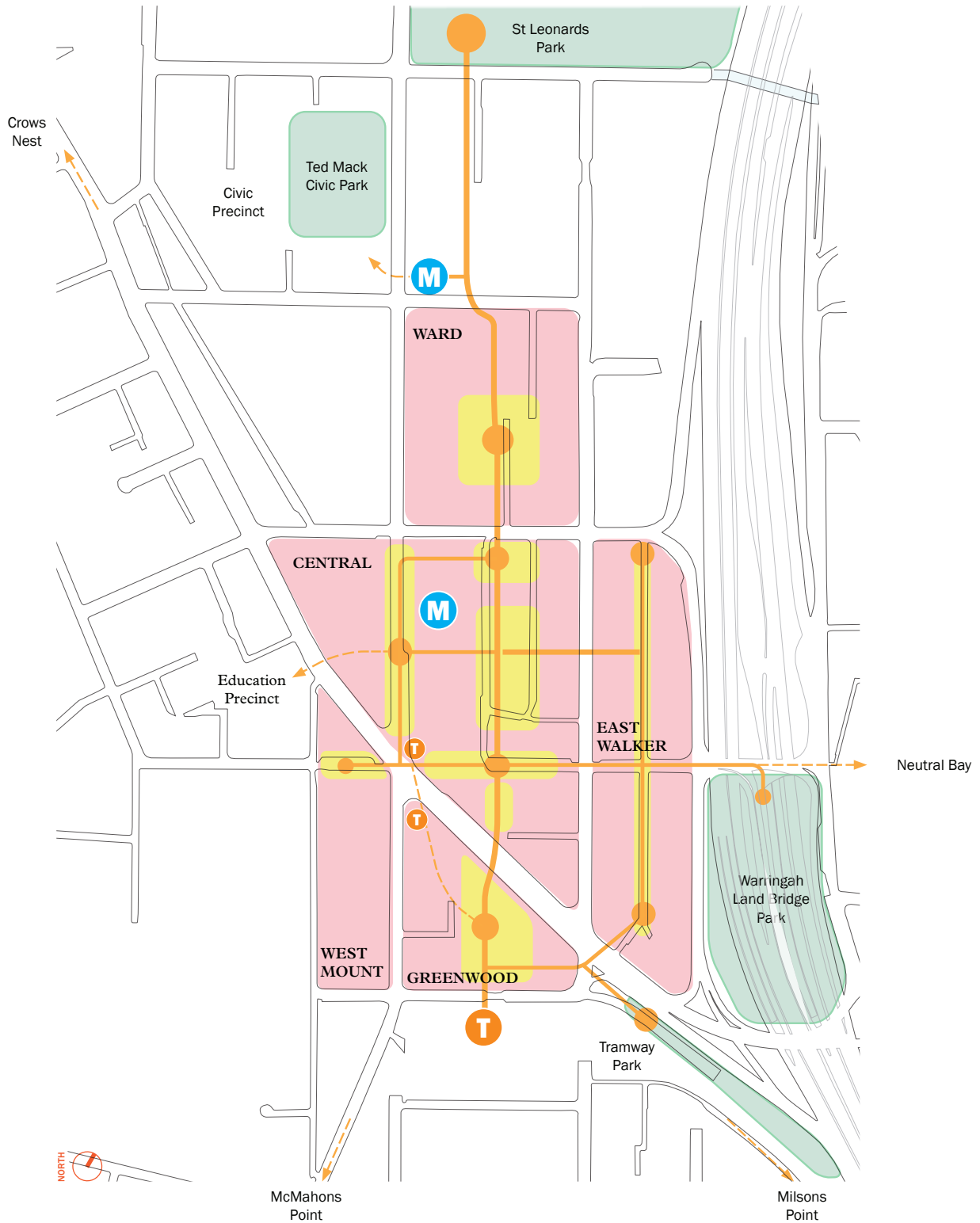
The North Sydney CBD will support a safe, active and connected network of urban spaces that promote city life.

The public domain will connect bustling transport hubs, civic infrastructure and commercial buildings to create a cohesive, attractive and vibrant CBD. It will be a modern urban environment that caters to the growing population of North Sydney.





# A URBAN STRUCTURE



Public Domain Strategy - Structure diagram

## ■ CBD structure

North Sydney CBD comprises five pedestrian-priority urban blocks within which traffic is limited to servicing, loading and parking access.

These urban blocks contain a series of plazas, squares and laneways that create a network of public spaces connecting the CBD from North Sydney Train Station to St. Leonards Park.

The blocks are linked together through a series of 'connectors' - road crossings, footbridges or underground passageways - that put pedestrians first.

The centre of these blocks presents generous, gathering social environments while the perimeters are active pedestrian interfaces with retail edges, landscaping, urban seating, street food and dining areas, and transport mode interchanges.



## ■ Inner-block spaces

At the core of each of the five main urban blocks there are a series of plazas, squares and laneways that create a varied and rich pedestrian urban environment.

Some existing and some proposed, these plazas, squares and laneways are the heart of North Sydney CBD. They will create a network of public spaces connecting the train station to the south all the way to St. Leonards Park to the North and the Education Precinct to the West with the future Warringah Land Bridge Park and on to Kirribilli.

## ■ Connectors

A key element of the public domain structure, the connectors bring the five urban blocks together to create a continuous and cohesive urban environment.

Whether a pedestrian crossing, an underground passage or a footbridge, these elements encourage safe passage for pedestrians through the CBD.

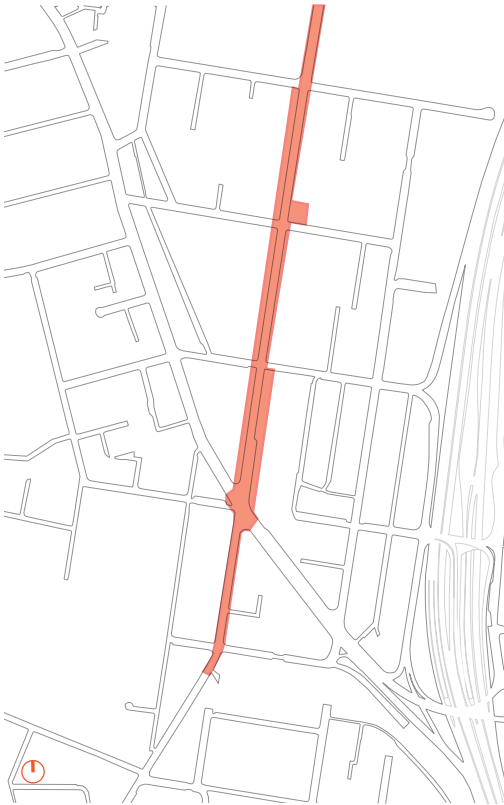
Currently these connectors need an upgrade to reflect the changes in public transport, commercial developments and traffic flows.

## ■ Active perimeter

Whilst the main urban and social spaces are located within the centre of the blocks, the perimeters are dedicated to street activation through retail and dining opportunities and transport mode interchanges.

The cores have a social and communal aspect to them, whilst the footpaths are a more of a commercial interaction edge.

# A URBAN ELEMENTS



## ■ Civic spine

Miller Street is the main North-South connection through the CBD along which most civic, social and transport infrastructure is located.

The proposed interventions will reinforce the key role of the street and will turn it into a Civic Spine for the CBD with Miller Place at the heart. A stretch of Miller Street will be pedestrian only, completely transforming the character of the spine and turning it into a major pedestrian area within the CBD.

Other projects along the spine will help consolidate the civic and public character of Miller Street.



## ■ Laneways

The CBD laneway system relates to the five urban blocks that form its urban structure.

1. Central laneways
2. Ward Street laneways
3. Greenwood laneways
4. East Walker laneways
5. Fringe connectors.

Together they form a pedestrian network connecting the CBD north to south, facilitating a more pedestrian friendly and activated environment.





### ■ Plazas & parks

North Sydney's plazas are the primary social gathering spaces. A series of communal urban rooms to celebrate, share, interact or relax, the plazas are the heart of our public domain. From intimate spots to major amphitheatres, the plazas will offer a wide range of environments to cater for the community.

The parks are located around the fringe of the CBD and offer opportunities to escape from the busy CBD and enjoy and relax in nature. Full of activities, pop-ups, sports facilities and shaded areas, the parks are an ideal spot for residents, workers and visitors, to exercise, socialise and rest.



### ■ A threefold strategy

The strategy to develop and implement North Sydney CBD's public domain structure is based on three key actions:

1. Creation of the Civic Spine along Miller Street, connecting all major transport and civic infrastructure within North Sydney. The spine will encompass Miller Place and Miller Walk and will create a stronger civic identity for the CBD and a welcoming and inclusive social environment.
2. Development of a series of laneways, arcades and other minor connectors through the CBD to improve pedestrian routes, provide activation, offer outdoor opportunities for work, dining and retail and make the CBD more pedestrian friendly.
3. Implementation of a series of plazas, squares and parks as the main urban gathering spaces to cater for a wide range of social and community activities. Whilst the plazas are located within the urban core and connected by the laneways, the parks are established on the fringes of the CBD creating a different experience and a green transition to the adjacent areas.

This document presents a series of projects within each action, either an upgrade of existing facilities or a new initiative, that will help develop and deliver this overall vision.

Each of these actions will play a different social and urban role and together they complement each other to create a varied, efficient and attractive urban setting for North Sydney's CBD.

# A PUBLIC DOMAIN GAINS

## Public space gains and upgrades

The 19 projects identified in this strategy will deliver the additional space needed to accommodate the increased jobs growth in the CBD and create an attractive, legible and strong public domain.

The proposed interventions add a total of 19,200m<sup>2</sup> to the existing pedestrian environment and upgrade 19,050m<sup>2</sup> of the existing environment - a substantial transformation of the CBD.

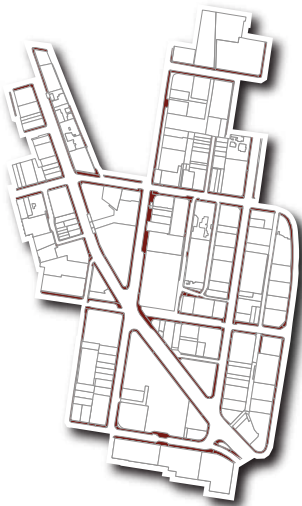
Public space gains:

- + 3,000 m<sup>2</sup> Miller Place
- + 2,900 m<sup>2</sup> Miller Walk South
- + 850 m<sup>2</sup> Post Office Square
- + 3,900 m<sup>2</sup> Tramway Park
- + 650 m<sup>2</sup> Berry Square North
- + 4,100 m<sup>2</sup> Ward Street Precinct
- + 3,800 m<sup>2</sup> Wider Footpaths
- TOTAL + 19,200 m<sup>2</sup> \***

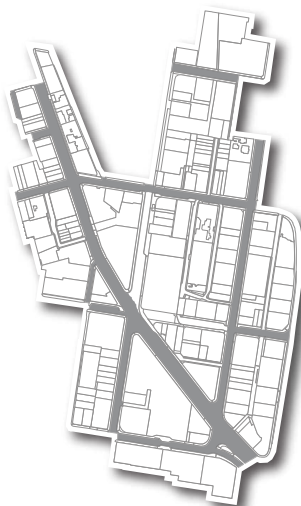
\* An additional 25,000m<sup>2</sup> could be added if the Warringah Land Bridge was to be delivered.

Public space upgrades:

- 4,450 m<sup>2</sup> Miller Place
- 3,000 m<sup>2</sup> Miller Walk Central
- 5,500 m<sup>2</sup> Laneways Precinct
- 1,000 m<sup>2</sup> Lower Mount Street
- 800 m<sup>2</sup> Berry Square
- 3,600 m<sup>2</sup> Little Walker Street
- 700 m<sup>2</sup> Blue Street Sky-terrace
- TOTAL + 19,050 m<sup>2</sup>**



FOOTPATHS

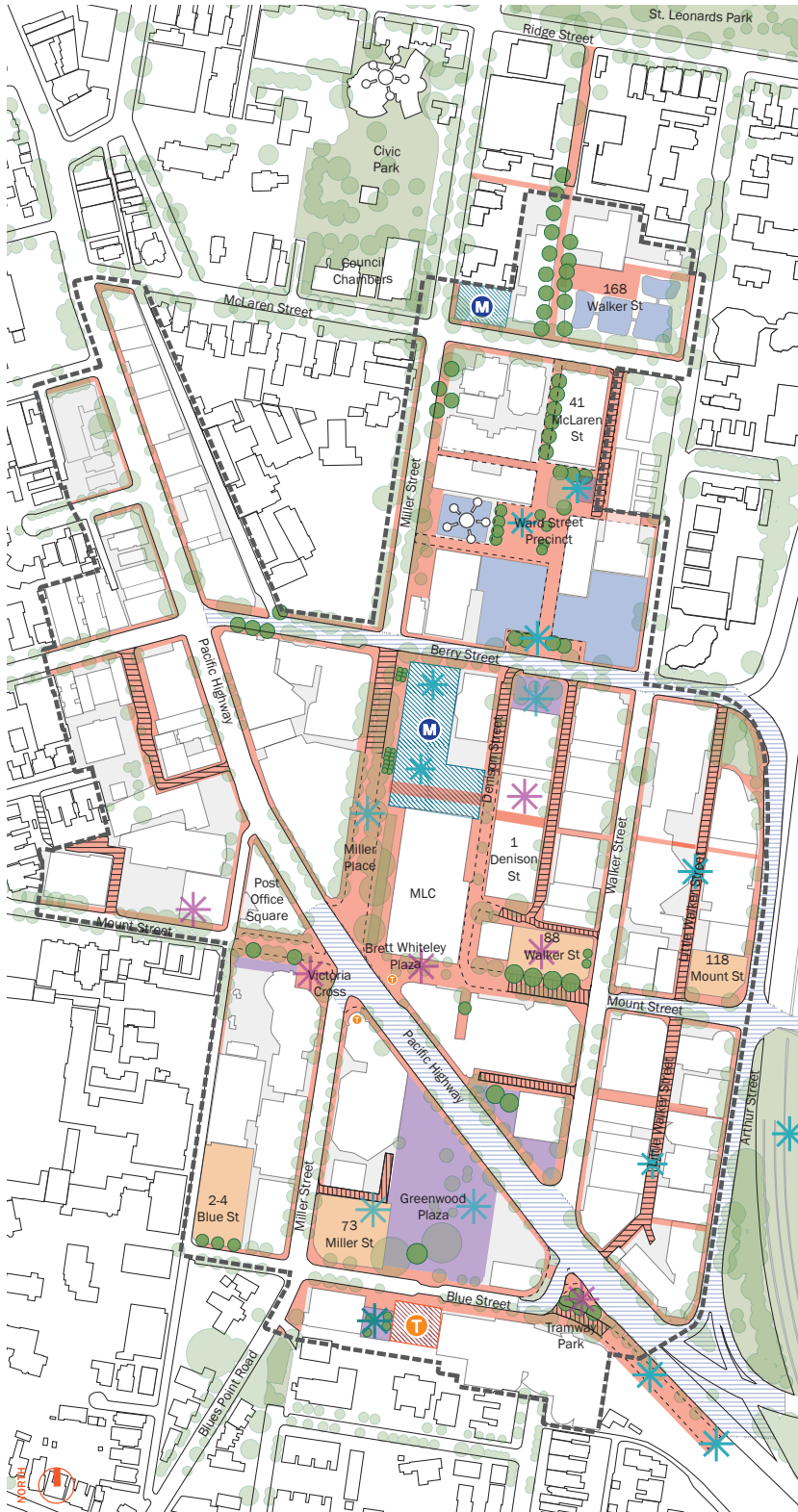


ROADS



PUBLIC OPEN SPACES

# THE FUTURE CBD

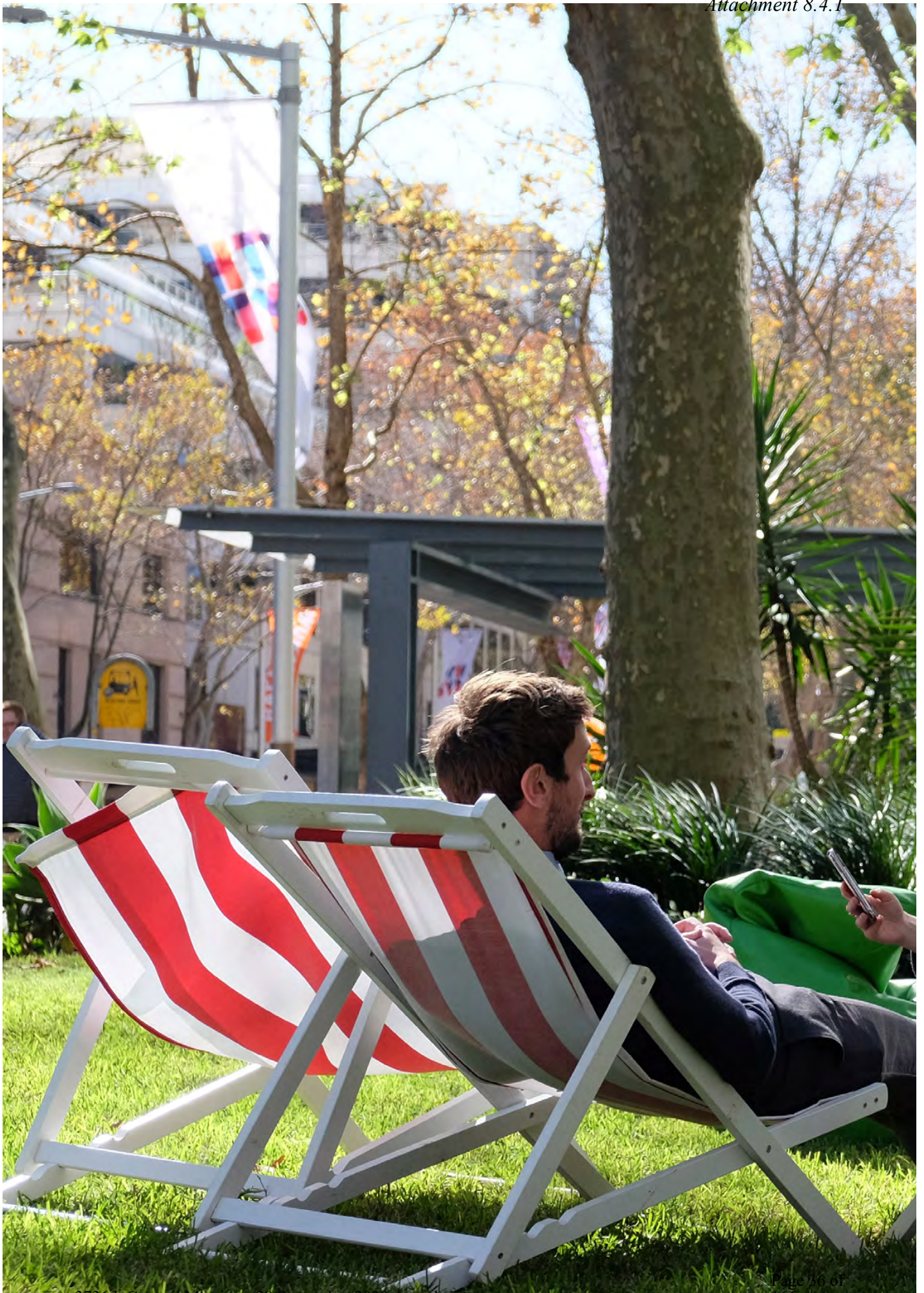


## Placemaking vision

The CBD will support public spaces that improve the vibrancy, safety, amenity, and appeal of the centre for workers, residents, students, visitors and investors.

### Legend

- Open space upgrades
- Major new developments
- Ward St Masterplan
- New Metro (2024)
- Existing and proposed trees
- Road upgrades
- Private ownership/public access
- Existing art site
- Desired art site
- Civic Hubs





# B GOALS

# B PUBLIC DOMAIN GOALS

The public domain goals for the CBD are:

- a better-connected CBD
- a comfortable CBD
- a green and leafy CBD
- a culturally rich CBD
- an active and vibrant CBD
- an accessible CBD

The strategy is underpinned by the North Sydney CBD Transport Masterplan (2018). The mobility goals for the CBD are:

- a walkable CBD
- a cycle-friendly CBD
- a public transport CBD
- a traffic calmed CBD



# A BETTER-CONNECTED CBD

**B**

## Iconic fringe

North Sydney CBD works as a hub supported by villages and town centres on its periphery, including the 'eat street' of Crows Nest, Neutral Bay shopping area, Kirribilli, Milsons Point and McMahons Point villages.

Much of the supporting entertainment, dining and service functions take place outside of North Sydney CBD in these precincts.

Redressing this balance and providing more retail, entertainment and hospitality in the CBD is key to improving overall amenity as well as improving the physical links to these surrounding areas to improve options for both residents and workers.

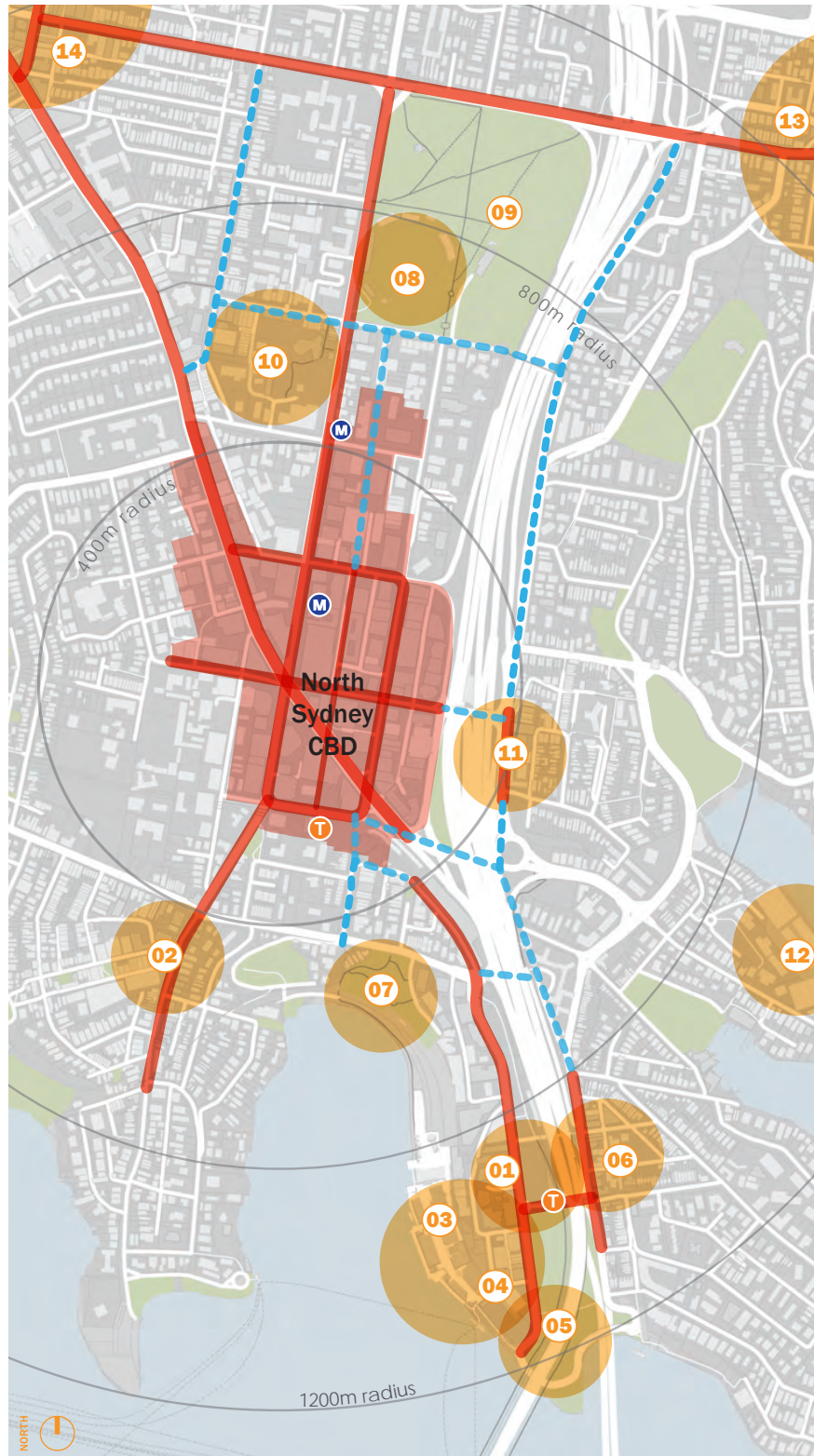
Opportunities to better connect the CBD with the surrounding areas may be explored. This could range from shuttle bus services to better pedestrian connections or additional cycle links.

Local destinations and attractions that form part of a wider network of precincts of the 'greater city' of North Sydney include:

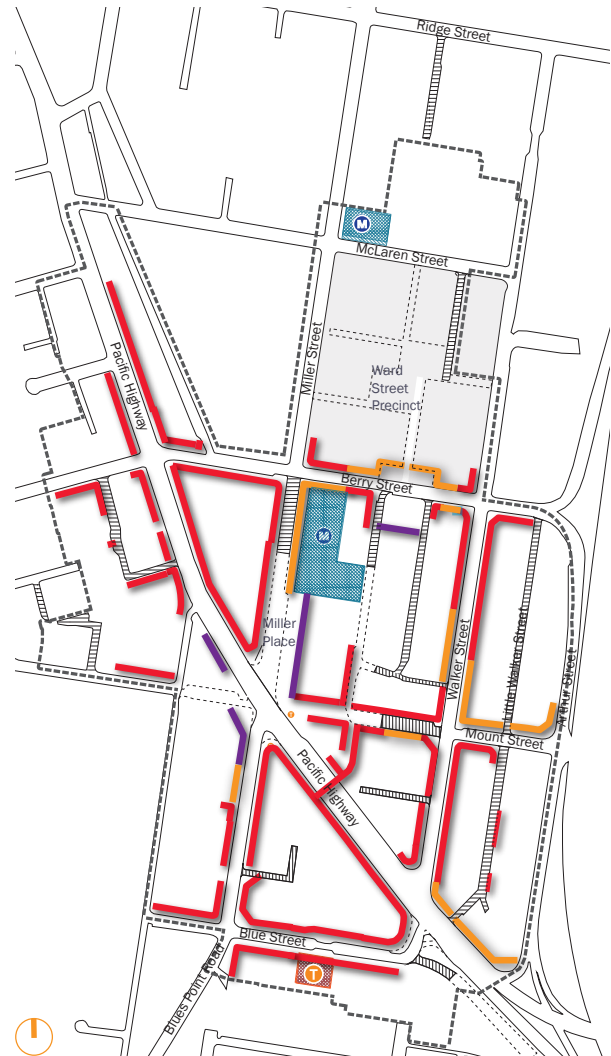
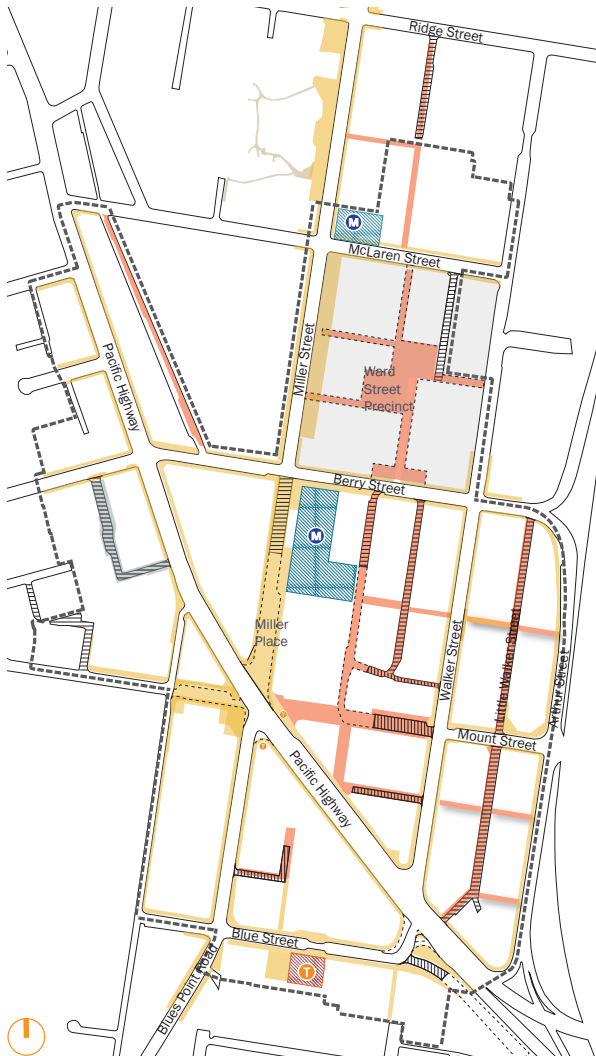
- 01 Milsons Point
- 02 Blues Point Road Village
- 03 Luna Park
- 04 North Sydney Olympic Pool
- 05 Bradfield Park
- 06 Kirribilli Village and Markets
- 07 Wendy Whiteley's Secret Garden
- 08 North Sydney Oval
- 09 St Leonards Park
- 10 Civic Park & Stanton Library
- 11 Alfred Street Precinct
- 12 Sub Base Platypus
- 13 Neutral Bay Village
- 14 Crows Nest Village

### Legend

- North Sydney CBD
- Local destinations
- Major links to villages
- Future/potential links



# B A COMFORTABLE CBD



## Paving

Paving is one of the key elements that articulates the public domain across the CBD. A consistent paving in the area creates a continuous and unified street network.

Different patterns and details signal the function and hierarchy of each area. Driveways and tree areas have a different pattern to alert pedestrians, while laneways and plazas would have a different finish and use of material to ensure they perform as required for cars or events.

Council has adopted Bruce Rock Granite as the main pavement for the CBD and is progressively upgrading the area.

- "Bruce Rock" paving
- "Bruce Rock" laneway pattern paving

## Awnings

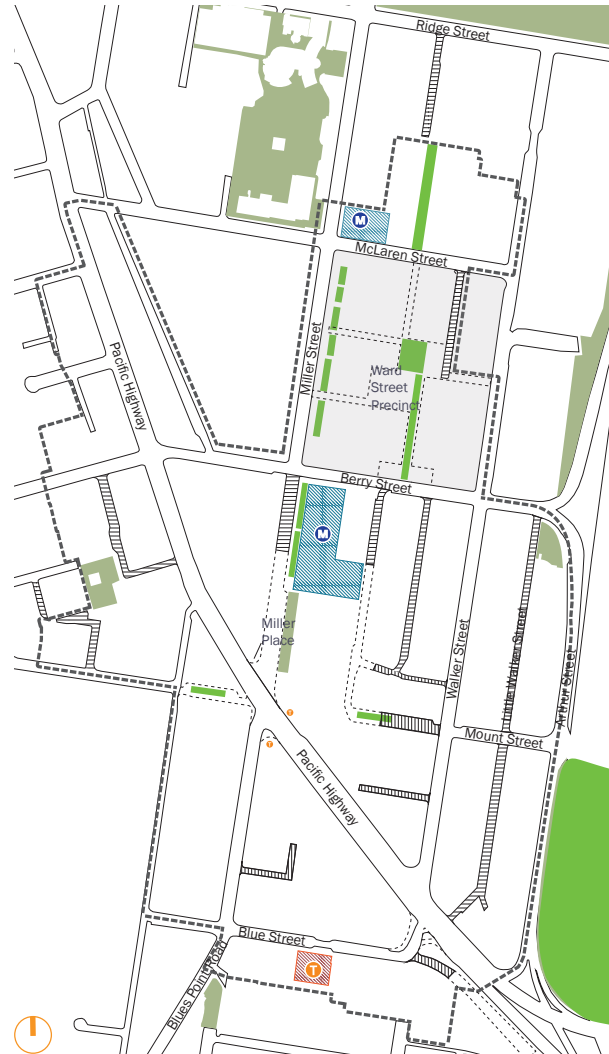
Awnings provide shelter to pedestrians from rain, sun and wind. They are an important part of creating an active and interesting streetscape that provides comfort to pedestrians using the streets. North Sydney Council aims to have continuous awnings along all major streets within the CBD. Currently there are awnings over most of the streets and future development will be encouraged to provide awnings when facing a major street.

Internal laneways and shared zones will generally be awning free to allow more sunlight to reach ground level and improve sky views.

- Existing awning
- Existing colonnade
- Desired future awning



# A GREEN & LEAFY CBD





## Tree canopy

The current cover of tree canopy in the CBD is 14.2%. The target level of canopy is 15%.

Therefore, an increase of tree canopy for the CBD by 1.5% is desirable. This would represent an increase of 5.6% on the current canopy.



Various sites and streets throughout the CBD contain opportunities to expand the tree canopy. The central laneways areas are a good opportunity, as well as the planned Ward Street Precinct. William Street to the south of the CBD would also benefit from an increase of tree canopy.

-  Current canopy
-  Target canopy opportunities

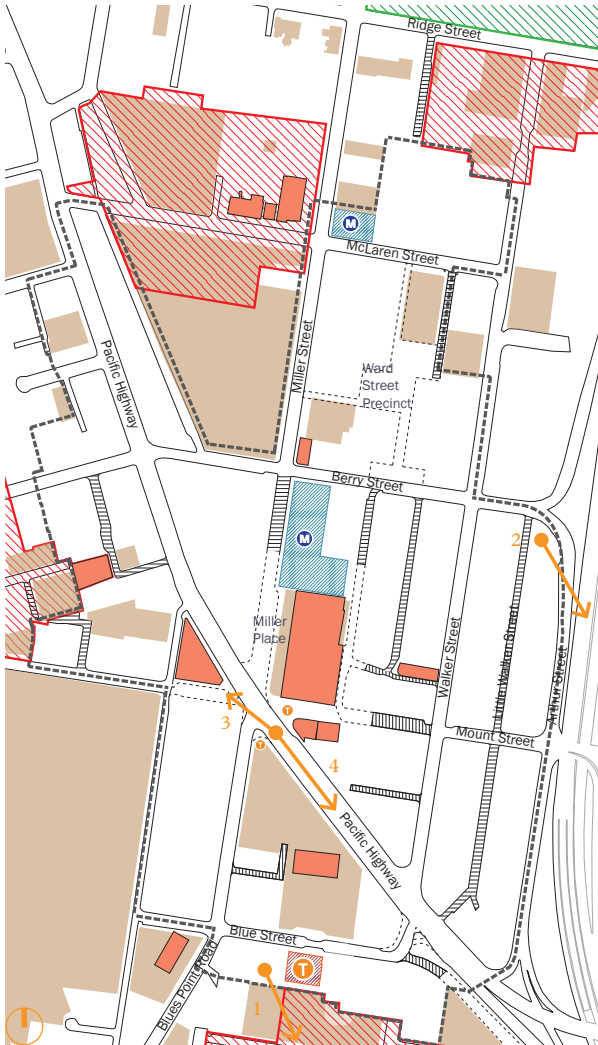
## Planting & landscaping

Urban green space is an integral component of a healthy urban environment, providing immense services and benefits to the community.

Though North Sydney CBD is a dense and urbanised area it does have a few parks on the periphery that provide green areas for entertainment and relaxation. In addition to this the public domain strategy has identified opportunities for further landscaping, planting and parks. These include a new green square within the Ward Street Precinct, extra landscaping along Miller Street and a new park over Warringah Freeway. These additions will improve the overall CBD environment and increase the green, natural character of the area.

-  Existing landscaped/ green areas
-  Proposed landscaped/ green areas

# B A CULTURALLY RICH CBD



## Heritage

The CBD has a rich heritage with important sites listed on the heritage register. Iconic elements identified in the planning controls include Brett Whitely Place, Greenwood (former school), the North Sydney Post Office and Court House buildings, the MLC building and the Don Bank Museum. Views to be preserved and enhanced include:

1. From the plaza at No.5 Blue Street to the Sydney Harbour Bridge
2. From Doris Fitton Park to Sydney Harbour
3. Views along the Pacific Highway to the Post Office on Mount Street
4. Views along the Pacific Highway to Sydney Harbour

This rich history is celebrated under the strategy with proposed open spaces and laneway upgrades designed to enhance their presence. Further work regarding the role and integration of these items in the CBD will be included as part of the LGA heritage review.

- Heritage Site
- Heritage Item
- ▨ Heritage Area
- View to be preserved



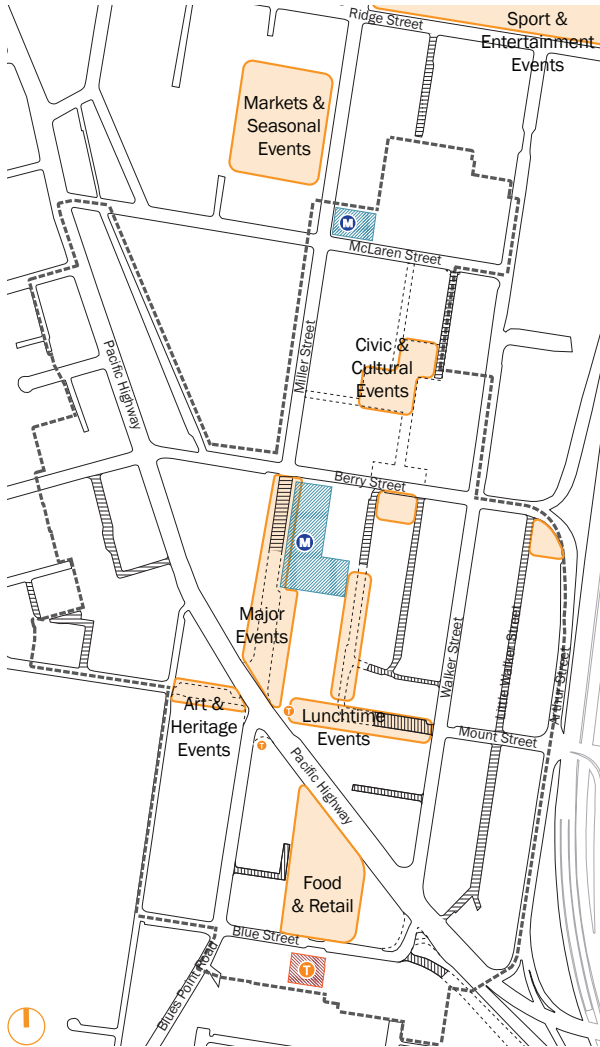
## Arts & culture

North Sydney has a strong cultural history and an exciting developing art scene. Both the history and emerging arts contribute to the street life of the CBD. The CBD centre will be populated with public art interventions that enhance the public domain whilst the periphery of the CBD presents a wide range of cultural, civic and educational buildings and facilities.

Public art is an opportunity to reference and reinterpret the history of North Sydney. Sites including the Tramway Park are proposed to be reopened to the public and transformed through respectful adaptive reuse.

- \* Existing art trail site
- Public open spaces
- \* Potential art site
- Council chambers
- Religious building
- Civic & performance space
- Library
- Museums & art centres

# AN ACTIVE & VIBRANT CBD

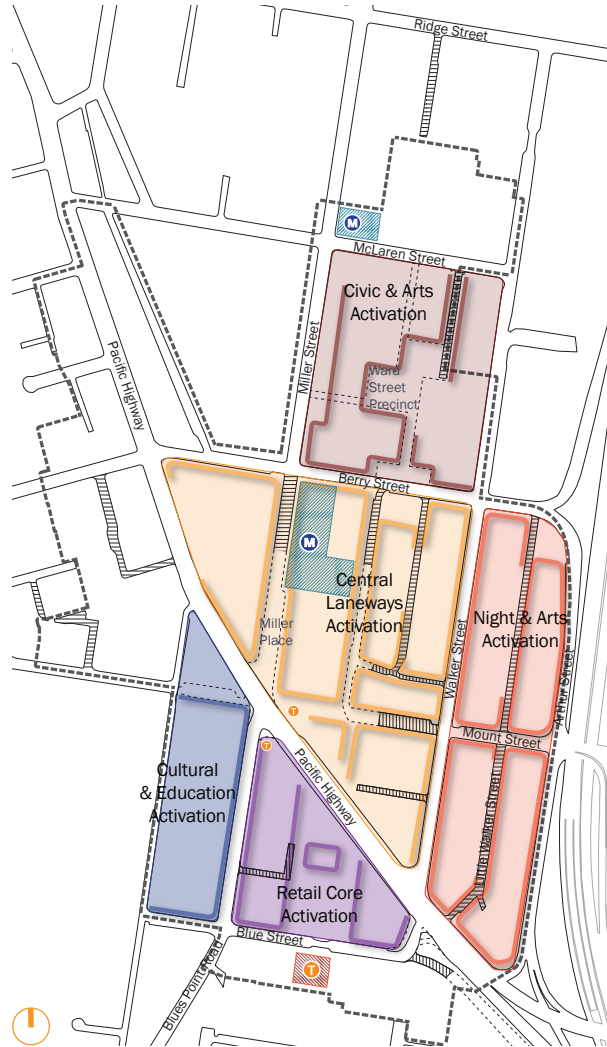


## Active urban spaces

There is a push to develop new public domain spaces including new plazas, laneways and parks. This strategy also aims to provide the facilities and the framework to activate these spaces through daily, weekly and seasonal events.

From weekday lunchtimes to weekend activities, through to outdoor concerts or plays and special events, the new spaces will be able to host a wide variety of public and private initiatives.


 Proposed active public open space




## Active edges

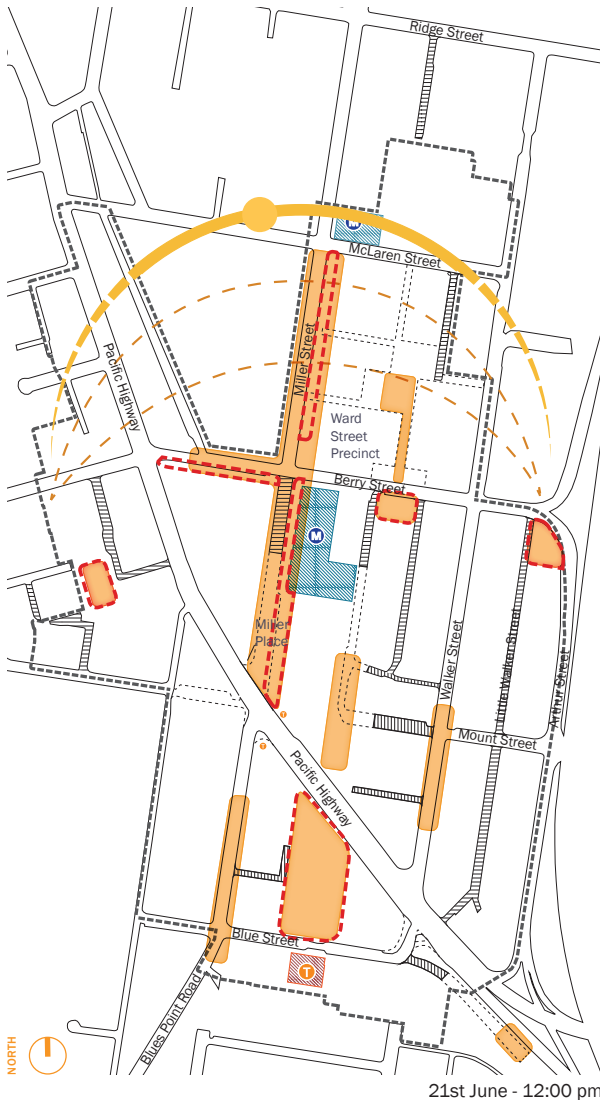
The activation of street edges including laneway and plaza frontages helps to generate vibrant larger public domain spaces.

These edges should complement the character and program of the spaces they open onto, creating a series of 'active precincts' or 'themed areas.' The building edges should maximise activation and minimise service elements and blank walls as much as possible.

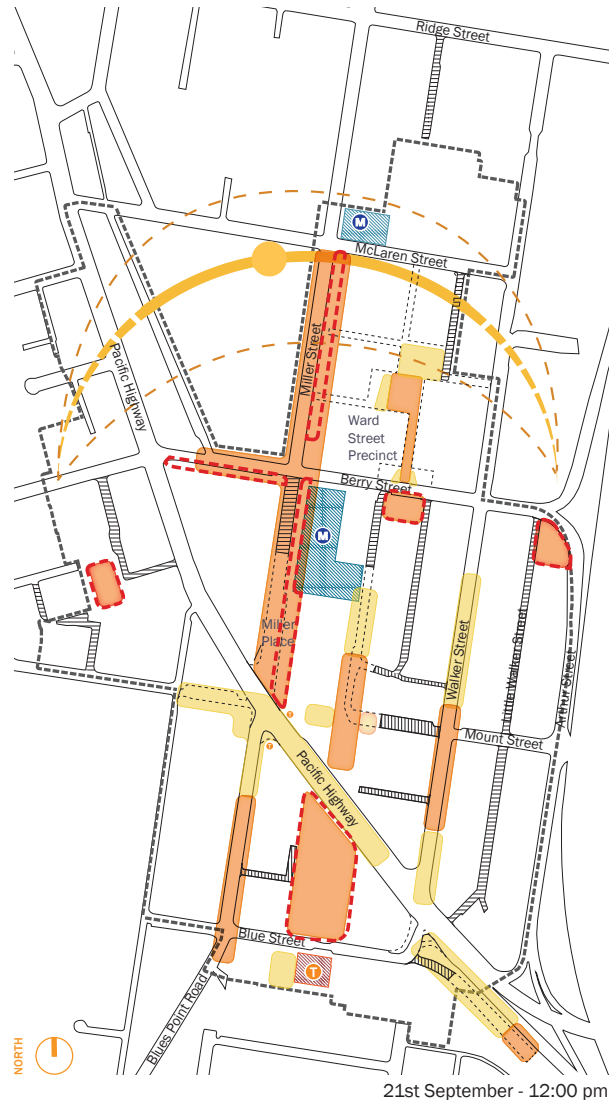
 Active precinct area

 Proposed active edge

# B CAPTURING SUN IN THE CBD



21st June - 12:00 pm



21st September - 12:00 pm

## Winter solstice

Due to the topography and orientation of the CBD, solar access in the winter months (June through to August) is limited to a few key spots.

Greenwood Plaza receives good solar amenity as does Miller Street, Ward Street and the lower section of Denison Street. The proposed Miller Place will receive direct sun until 2.30pm making it an important place for the community to enjoy good solar amenity in those darker winter months.

Once pedestrianised, the lower section of Denison Street will be a key site for good solar amenity during winter, as will the extension of Brett Whiteley Place which will include a new event space.

## Spring equinox

Solar access within the CBD increases from September through to March as the sun is in a higher position in the sky, allowing for better solar amenity in the CBD, especially in south-facing areas or tighter laneways.

## LEP special areas

There are a number of areas listed within the North Sydney LEP that have been designated as areas to protect solar amenity from 12-2pm. These include Greenwood Plaza, Miller Walk, Berry Street and Berry Square.

Proposed new open areas included in the strategy will be studied further to consider their potential.

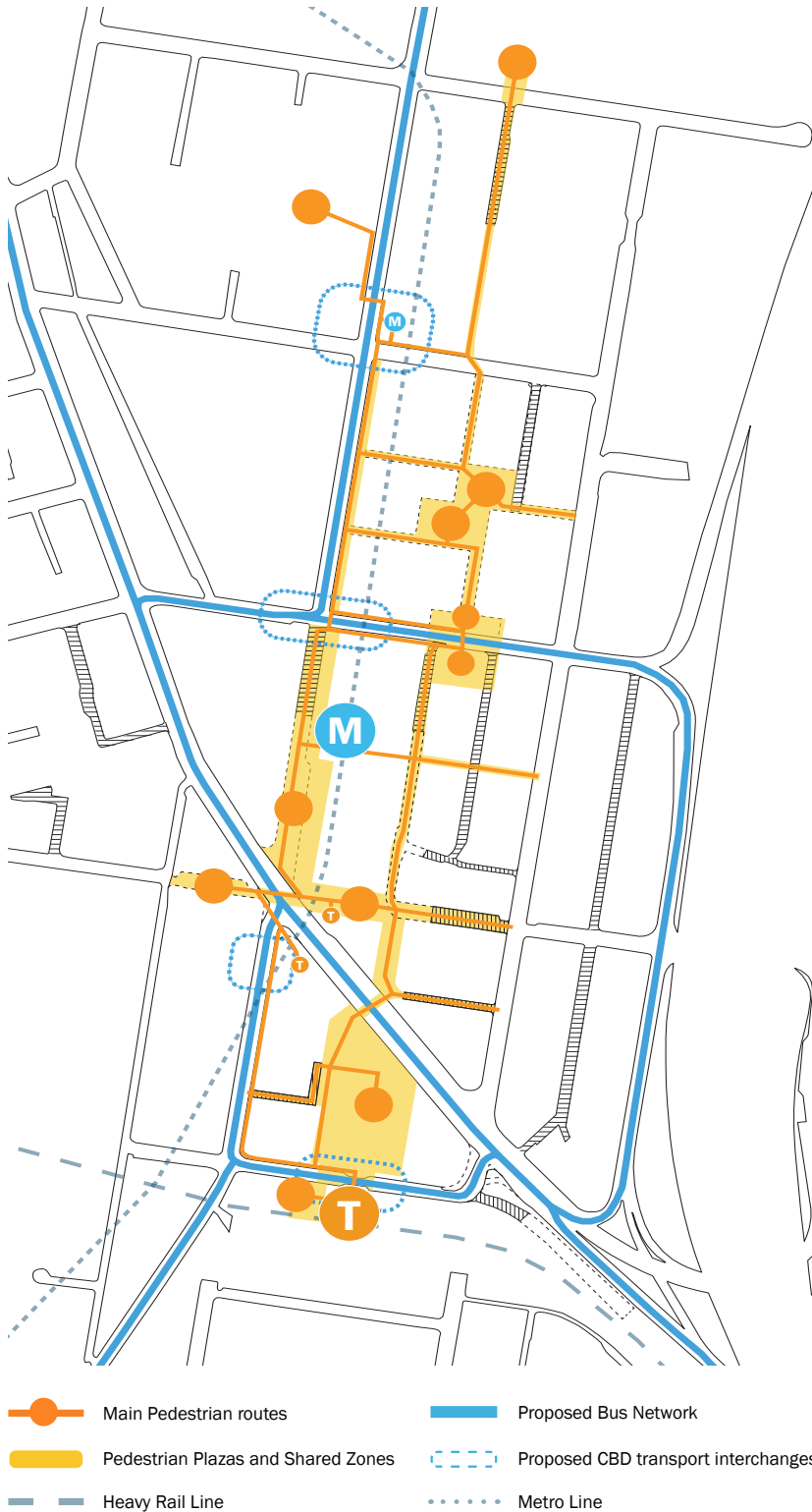
Good solar access areas in spring, autumn & summer only

Good solar access areas all year round

Existing LEP special area for solar protection



# B MOBILITY GOALS



## TRANSPORT STRATEGY

The North Sydney Transport Strategy aims to ensure that by 2030, transport will play a positive role in supporting a happy, healthy and prosperous North Sydney community.

This will be achieved by:

- prioritising walking over private vehicles
- minimising local traffic growth
- creating slow speed traffic environments on roads within the CBD
- encouraging regional traffic to use alternative routes that bypass the CBD

The Public Domain Strategy mobility principles are as follows.

## A walkable CBD

Pedestrian needs are growing whilst vehicle demand is relatively stable under current modelling. If nothing is done, footpaths and crossing points will become further congested.

New plazas, shared zones, footpath upgrades and laneways across the CBD will help deal with the expected increased pedestrian volumes arising from the arrival of the metro and the additional working population.

More direct routes, minimal waiting times at traffic signals, safe crossings, good signage and awnings will improve pedestrian amenity. Footpath widening and kerb extensions will be deployed where possible.

Missing pedestrian links will require further investigations with landowners to complete the walking grid and improve pedestrian amenity in the CBD.

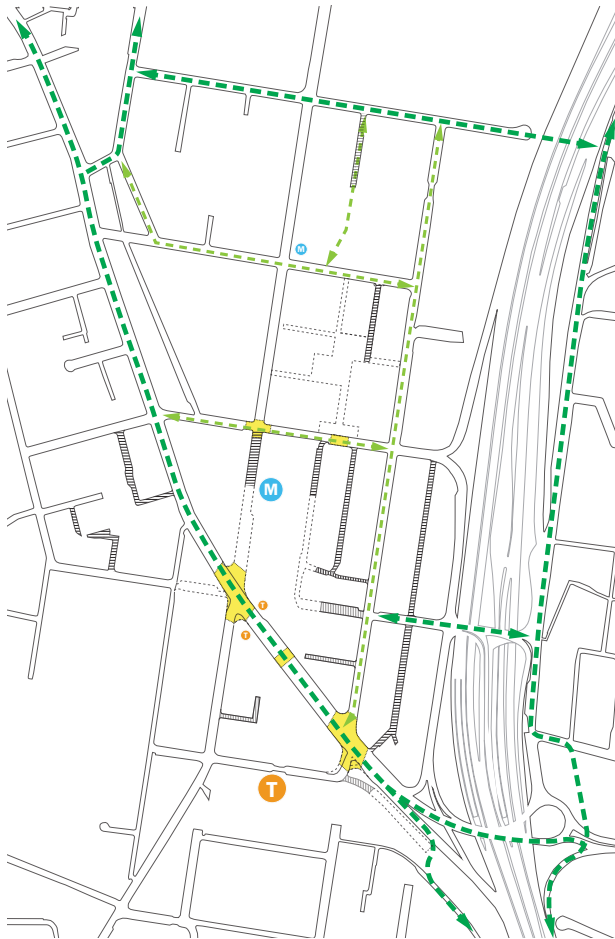
## A public transport CBD

The North Sydney CBD is well serviced by public transport, with high frequency heavy rail and bus services. From 2024 the new Metro line will provide a pivotal access/egress point to the CBD. The two entrances will provide a greater catchment to the CBD and provide a direct link to the north, greatly improving accessibility to the area.

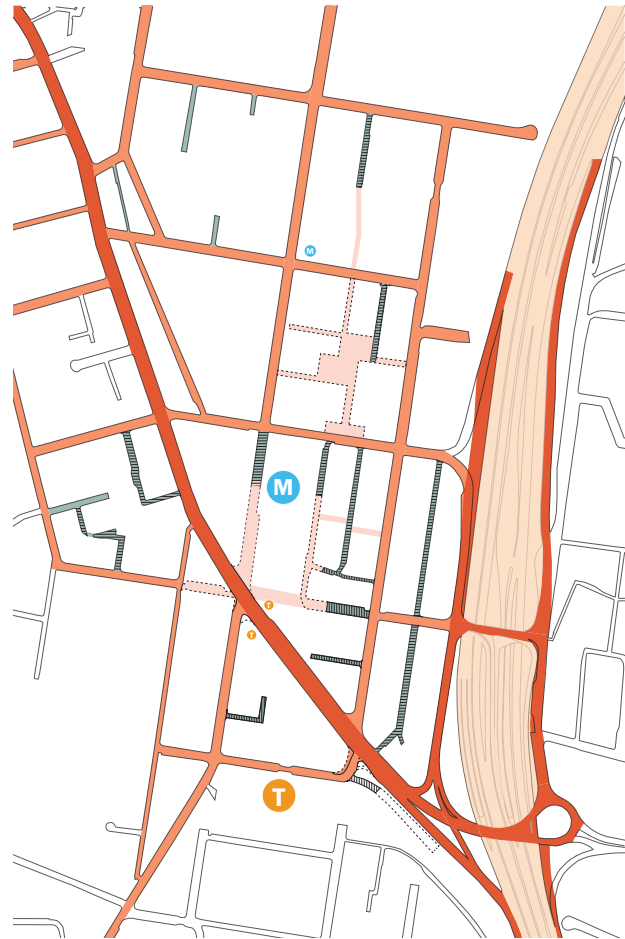
The bus network routes are expected to be updated to address the proposed changes to the CBD (such as the creation of Miller Place) and the arrival of Metro. Major transfer zones and revised routes will require the approval of Transport for NSW.

# MOBILITY GOALS

# B



- Local cycling routes
- Regional cycling routes
- Intersection upgrades



- Regional road
- Local road (40km/h)
- Shared zone (10km/h)
- Pedestrian only
- Warringah Freeway

## A cycle friendly CBD

There is potential to significantly improve the safety of cycle trips in North Sydney CBD. Increased safety will also encourage new cyclists within the CBD and therefore help to reduce pressure on other forms of transport.

Cycleway options for the Pacific Highway are currently under development by Transport for NSW as part of the Principle Bike Network business case, which would connect to the existing North Sydney cycle network and fill in a vital missing link in the network.

A new separated cycleway has recently been completed for the western end of Ridge Street as part of the proposed wider cycle network.

Southern connections to the Harbour Bridge are being considered by Transport for NSW. These will significantly improve cyclist accessibility to the North Sydney CBD and greater local government area.

## A traffic calmed CBD

North Sydney is subject to a high volume of regional 'through traffic' for vehicles heading to Sydney CBD and north to other centres and suburbs.

To improve pedestrian safety and amenity, the CBD Transport Masterplan proposes three main actions:

- keep "through" traffic away from the CBD core and limited to Pacific Highway and Arthur Street
- reduce the speed limits to 40 km/h for roads and 10km/h for laneways and shared zones
- reduce the number of one-way multi lane streets and turn them into local traffic two-way streets

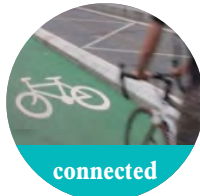
# B PUBLIC DOMAIN TOOLKIT

To achieve the Strategy's goals, a series of design elements, tools and priorities have been developed. These will be implemented across the different projects identified in Section C depending on location, characteristics and function of the space.

**better-connected**



**connected**  
Laneway connections



**connected**  
Cycleways



**connected**  
Pedestrian priority areas



**connected**  
Connected to public transport



**connected**  
Engaged with the surroundings

**comfortable**



**comfortable**  
Places to sit



**comfortable**  
Tables for work & lunch



**comfortable**  
Places for gathering

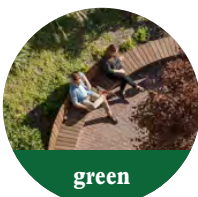


**comfortable**  
Awnings, arcades & covered areas

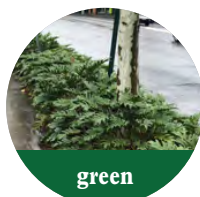


**comfortable**  
Sculptural seating

**green & leafy**



**green**  
New trees & seats



**green**  
More buffer planting



**green**  
Additional landscaping



**green**  
Water features



**green**  
Tree canopy improvements

**lighting**



**lighting**  
Catenary lighting



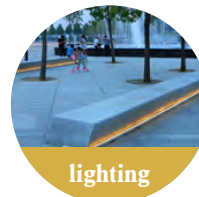
**lighting**  
Tree lighting



**lighting**  
Iconic facades lighting



**lighting**  
Light pavers



**lighting**  
Special furniture lighting



# PUBLIC DOMAIN TOOLKIT **B**

**cultural**



**cultural**

New public artwork



**cultural**

Seasonal & festive



**cultural**

Heritage interpretation & recognition



**cultural**

Interesting facades



**cultural**

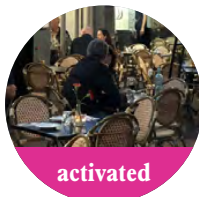
Event areas

**activated**



**activated**

Active frontages & retail edges



**activated**

Laneway dining



**activated**

More street dining



**activated**

Seasonal street markets



**activated**

After hours activities

**accessible**



**accessible**

Easier crossings



**accessible**

Removal of slip lanes



**accessible**

Safer for pedestrians



**accessible**

Improved wayfinding & signage



**accessible**

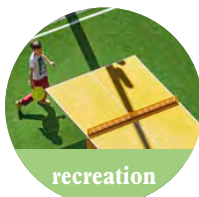
Universal design principles

**recreation**



**recreation**

Passive recreation



**recreation**

Active recreation



**recreation**

Sports fields



**recreation**

Sports facilities



**recreation**

Amphitheatre seating

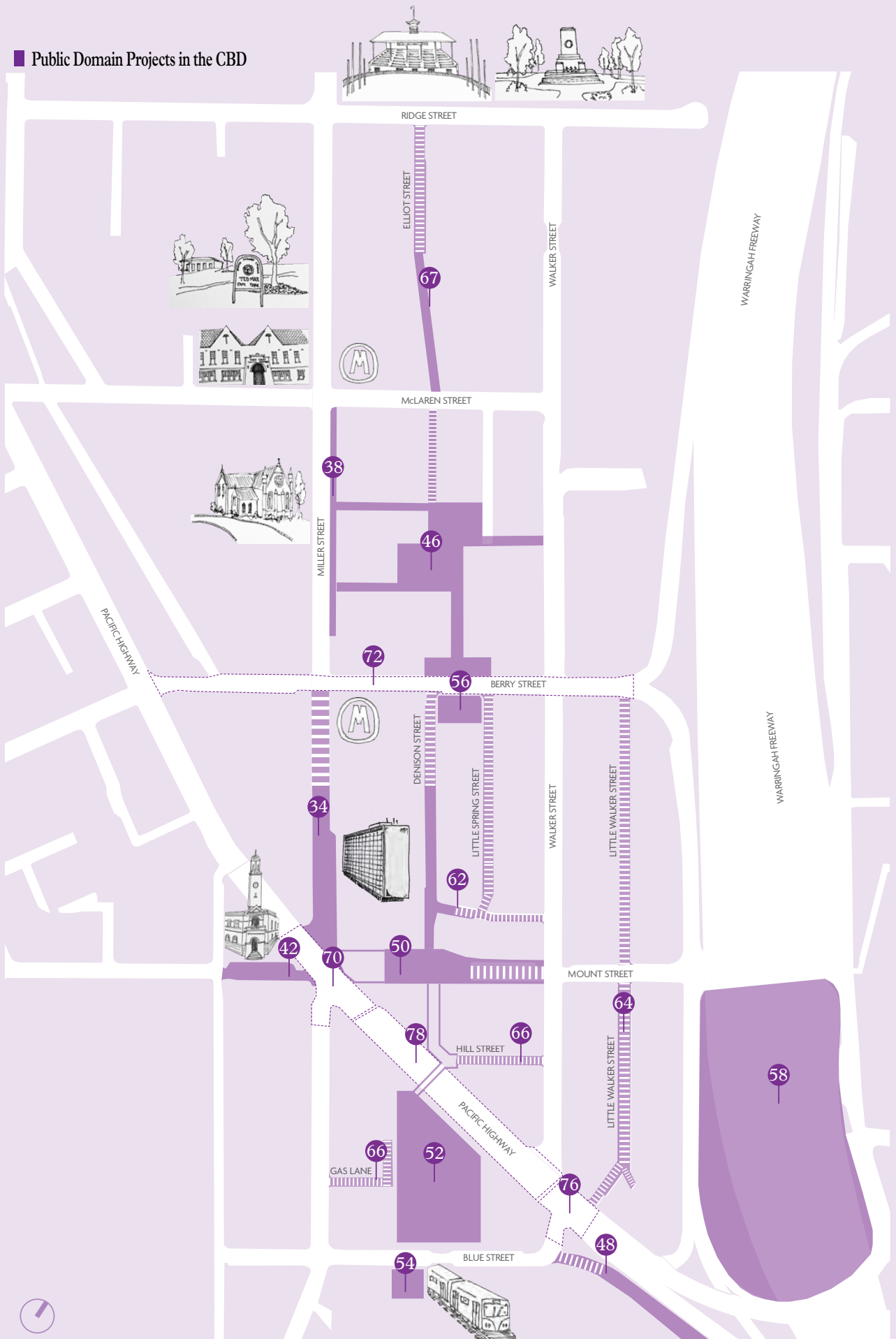




NORTH SYDNEY CBD  
PUBLIC DOMAIN STRATEGY

# C PROJECTS

Public Domain Projects in the CBD



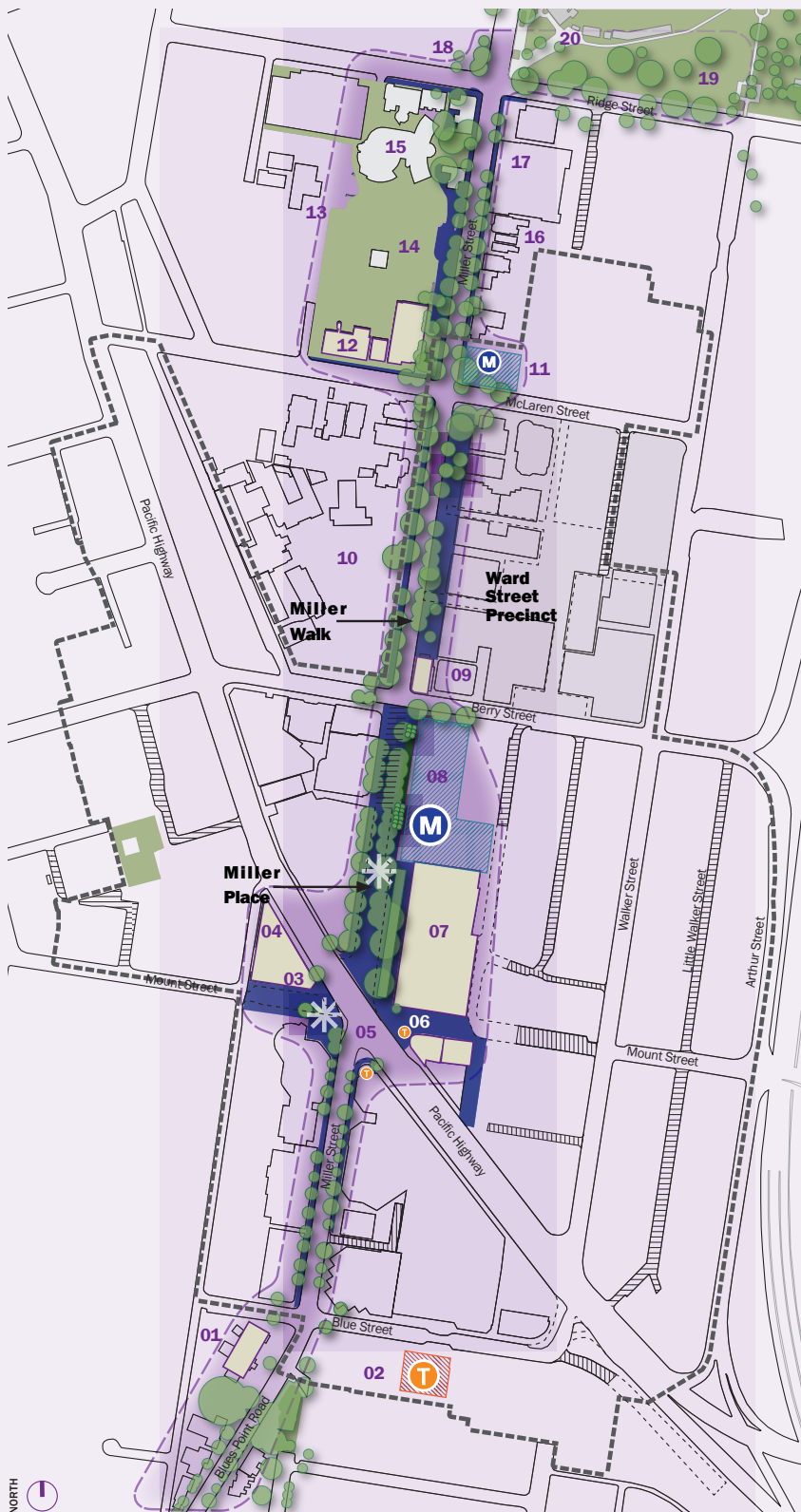
# PROJECT INDEX

<b>■ CIVIC SPINE</b>	<b>33</b>
• MILLER PLACE	34
• MILLER WALK	38
<b>■ PARKS &amp; PLAZAS</b>	<b>40</b>
• POST OFFICE SQUARE	42
• WARD STREET PRECINCT	46
• TRAMWAY PARK	48
• BRETT WHITELEY PLACE	50
• GREENWOOD PLAZA	52
• BLUE STREET - SKY TERRACE	54
• BERRY SQUARE	56
• WARRINGAH LAND BRIDGE PARK	58
<b>■ LANEWAYS</b>	<b>60</b>
• DENISON & SPRING STREET	62
• LITTLE WALKER STREET	64
• HILL STREET	66
• GAS LANE	66
• LINK TO ST LEONARDS PARK	67
<b>■ FOOTPATHS &amp; CROSSINGS</b>	<b>68</b>
• VICTORIA CROSS	70
• BERRY STREET	72
• WALKER / BLUE STREET CROSSING	76
• PACIFIC HIGHWAY	78
<b>■ PROJECTS SUMMARY</b>	<b>80</b>

*A high-quality civic street that connects people with places, cultural landmarks, green space, activity and transport.*



# CIVIC SPINE **C**



## ■ Miller Street as a CBD 'civic spine'

Following the north-south grid, Miller Street performs a city-shaping role as a one kilometre 'civic spine' between St Peters Park in the south to St Leonards Park in the north.

Between these two parks, many of the key public spaces and iconic buildings of North Sydney address this spine. These include Ted Mack Civic Park, Brett Whiteley Place, St Mary's Church, The Rag and Famish Hotel, the MLC building, a number of schools, the Post Office building, North Sydney's iconic Clock Tower, the former law courts and council chambers.

In the near future, Miller Street will also serve as an important pedestrian connection between the North Sydney Train Station and the new Victoria Cross Metro Station portals.

The Public Domain Strategy celebrates and strengthens the civic character of Miller Street through two projects outlined in the following pages: 'Miller Place' and 'Miller Walk'.

## EXISTING MILLER STREET

### INSTITUTIONS & FEATURES:

(from south to north)

- 01 St Peter's Park & Church
- 02 North Sydney Station
- 03 Greenwood Plaza
- 04 North Sydney Post Office
- 05 North Sydney Local Courts
- 06 Victoria Cross
- 07 Brett Whiteley Place
- 08 MLC Building & Lawns
- 09 Victoria Cross Station south
- 10 Rag & Famish Hotel
- 11 Monte Sant' Angelo Mercy College
- 12 Victoria Cross Station north
- 13 Council Chambers
- 14 North Sydney Community Centre
- 15 Civic Park & Jubilee Fountain
- 16 Stanton Library
- 17 Wenona School
- 18 Independent Theatre
- 19 St Marys Catholic Church
- 20 St Leonards Park
- 21 North Sydney Oval

# C MILLER PLACE





# MILLER PLACE C



## ■ The civic, retail and social heart of the CBD

By 2036 there will be around 80,000 workers in the North Sydney CBD contributing to the large concentration of high-value knowledge-intensive jobs in the Harbour CBD. To support this growth, a major new public space is needed in the centre of the CBD.

This can be achieved by closing Miller Street to traffic, between Victoria Cross and Berry Street, and updating the bus network route to create a pedestrian space of a similar size and proportion to Martin Place.

With large plane trees, publicly accessible lawns and good access to sunlight for extended periods of the day, Miller Place has the potential to become a place to relax, be entertained, and enjoy a bite to eat with friends and colleagues – the kind of activities you would expect in a major CBD. It can become the civic, retail and social heart of the CBD.

Miller Place will also be large enough to accommodate tens of thousands of commuters, students and visitors arriving via the Victoria Cross Metro Station and the North Sydney Train Station portal from Greenwood Plaza each morning.

Miller Place is critical to our vision for the North Sydney CBD. Work is already underway by state and local government agencies to consider the strategic merit of the project as well as the transport measures needed to make it happen.

## Opportunities:

- Major new public space for students, workers, visitors and residents
- Flexible lunchtime, evening and weekend event spaces
- Public seating and passive recreation for lunchtime workers
- Circulation for commuters entering and exiting the Metro Station
- Pedestrian-focused lighting to support the nighttime economy
- High-quality retail, cafes and bars
- Child-friendly green space
- Public art

## ■ Key public domain goals



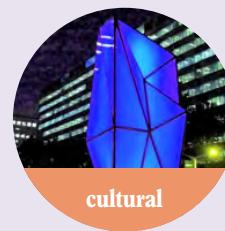
**accessible**  
Easier crossings



**activated**  
Active frontages & retail edges



**comfortable**  
Places for gathering



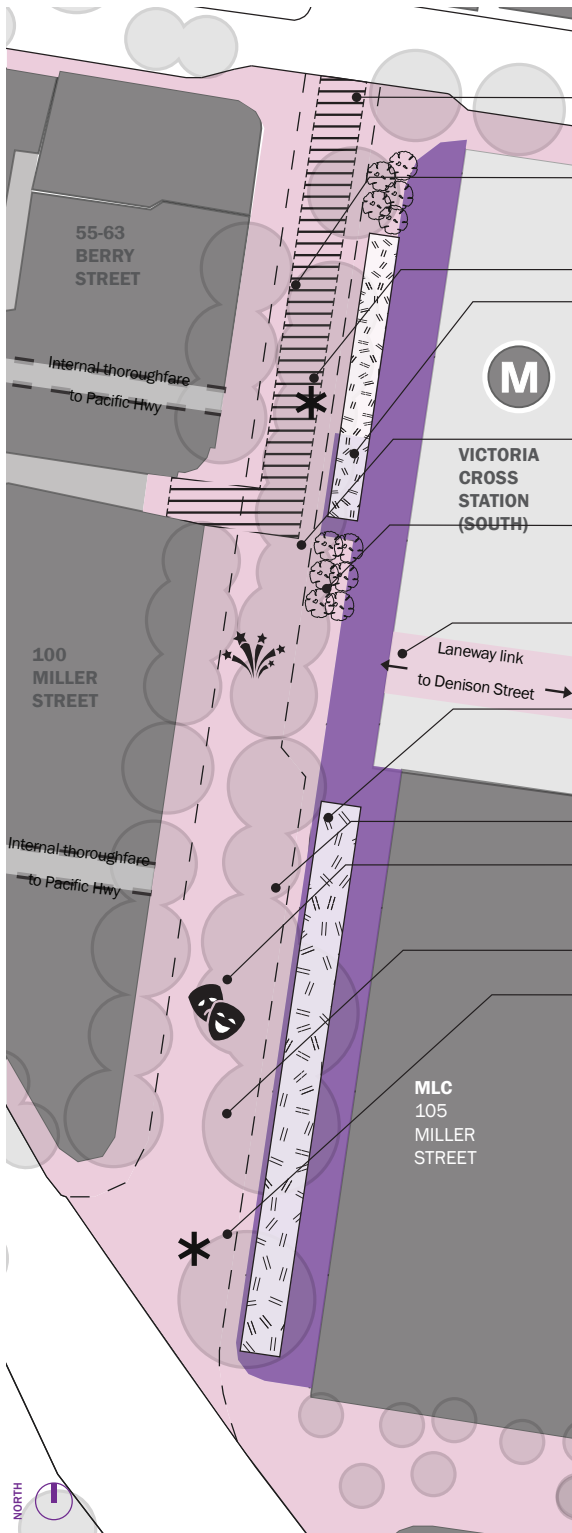
**cultural**  
New public artwork



**cultural**  
Seasonal & festive

# C MILLER PLACE

## Urban design considerations



- Incorporate pedestrian and traffic management measures to ensure pedestrian safety at the intersection with Berry Street.
- Access to the existing car park at 100 Miller Street needs to be maintained. A shared zone is proposed with protective planters and bollards.
- Proposed public art location.
- New public lawns outside the Metro Station will complement the existing protected MLC lawns.
- The design has to allow for the traditional parade to take place, therefore any elements at the centre of the space will need to be removable.
- Additional tree planting, landscaping, seating and wayfinding signage to be incorporated into the plaza design. The future plaza will provide additional greenery, plants and trees where possible.
- Incorporate connection to pedestrian laneway link to Denison Street.
- The project integrates the existing MLC lawn and forecourt that are to be retained. A collaboration with the current owners will ensure a smooth transition between the two spaces. The lawns are listed as a "Special Area" and local heritage item under the North Sydney Local Environmental Plan (2013).
- Child friendly spaces.
- Infrastructure should be provided so that concerts, projections and other events could take place along the spine. This might mean including phone and electricity infrastructure, water connections and the like.
- Design to allow for kiosks, coffee carts and other pop-up style elements.
- Proposed public art location.

**Legend**

- Private ownership
- New laneway link
- Public lawns
- Art installation
- Events area
- Meeting space
- New trees/garden areas
- Existing trees

# MILLER PLACE C

## Project data

**Outcome:** New public plaza  
**Estimated Cost:** \$ 8.95 million  
**Priority Level:** High

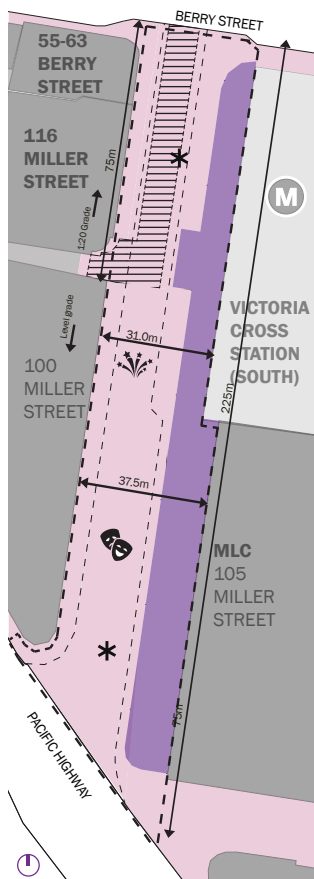
- Intervention area: 7,450m<sup>2</sup>
- ▭ Pedestrian area: 4,750m<sup>2</sup>
- ▨ Shared zone: 720m<sup>2</sup>
- ▭ Private ownership: 1,975m<sup>2</sup>
- ▭ New development

**Ownership:** 60% Public - State Road & 40% Private

**Terrain characteristics:** Mostly flat, slight slope at the northern end

**Sun hours:** Direct sunlight from 11.00 am to 3.00 pm

## Intervention overview



The project includes parts of the proposed upgrade to the Victoria Cross intersection and as such it will need to be developed in conjunction with both the intersection and the Post Office Square redevelopment.

The project will be delivered in collaboration with Sydney Metro to ensure the plaza and station design work together.

New controls should be put in place encouraging active frontages to the plaza with an emphasis on outdoor dining.

The design needs to allow for emergency and cleaning vehicles to access the plaza.

The project will adhere to North Sydney Public Domain Style manual and use the same material palette, tree species, street furniture, etc.

Final relocation design of bus routes and bus stops is under consideration. Council is working with TfNSW and Sydney Buses to ensure that there is minimum disruption to the bus network.

### Other relevant projects / policies:

- NS CBD Transport Masterplan 2018
- Victoria Cross Metro Station
- Victoria Cross Intersection re-design
- Pacific Highway upgrade
- Walker Crossing intersection re-design
- Central Laneways Project

## Project implementation framework

### Implementation process:

- The North Sydney CBD Transport Masterplan developed the traffic modeling and background design work for the closure of Miller Street.
- Collaboration with Transport for NSW, GSC and other agencies is needed through the North Sydney Integrated Transport Program (NSITP) to design and deliver the project.
- Detail design of the plaza will be done by Council in collaboration with external design experts and State agencies.

### Timeframe:

- This project is of high priority to Council. Work on the traffic network design needs to recommence in the short term.

### Funding framework:

- The area within the Sydney Metro Station boundary will be delivered and funded by Sydney Metro and the State Government.
- Any upgrade or intervention to the area owned by the MLC building will be funded by the owners of the site.
- Works to the component of the land that is public, including the carriageway and footpaths, will be funded by a combination of Council and State Government contributions. Final agreements and budget allocations are yet to be determined.

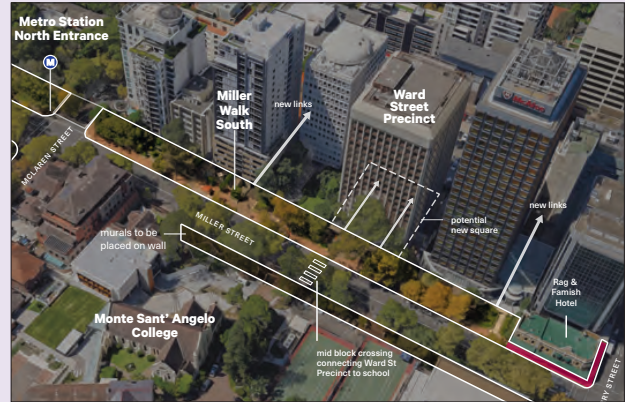
### Ownership and approvals:

- 60% of site is public roadways & footpaths owned by Council.
- The area around the Metro Station is owned by Sydney Metro.
- 40% of the site is privately owned. The "Miller Street Setback" provision under the LEP protects land for access and landscape purposes only. The "Special Areas" clause protects sunlight to this space.
- A project of this significance and complexity requires the approval of State agencies. Any changes to the road network will need the approval of Transport for NSW and Sydney Buses as part of the local traffic committee.

### Transport impacts and considerations:

- Council will work with Transport for NSW as part of the North Sydney Integrated Transport Program (NSITP) to review and develop the scheme. Further investigation to explore full road closure vs sequential lane reductions will be considered at this time.
- The closure of Miller Street to traffic will change traffic patterns and flows across the CBD. The North Sydney CBD Transport Masterplan addresses this issue and provides the modeling and background research to support the delivery of the proposed plaza. Refer to North Sydney CBD Transport Masterplan for further information.
- The Victoria Cross Metro station is scheduled to be operational by 2024.
- The inclusion of cycle lanes or paths through the plaza may be explored as part of the detail design stage in collaboration with TfNSW.

# C MILLER WALK



## ■ A leafy space for cafés and bars with excellent afternoon sun

To the north of Miller Place, there is an opportunity to create a linked sequence of gardens, terraced cafes and public space along the eastern side of Miller Street. In the 1940's the Department of Main Roads sought to widen the eastern side of Miller Street for traffic, but it never eventuated. Instead, Council established a 12 metre landscape setback zone. Over the years, redevelopment has led to the setback reading more as individual forecourts to each property. A more unified design will transform this space into a lively and green space in the CBD, reinforcing our 'civic spine'.

Miller Walk will be a continuous sequence of spaces along the setback zone that form the entrance into the Ward Street Precinct. It will be repaved, replanted and graded and include seating, areas for outdoor dining, tables and umbrellas, new gardens, trees, public art and heritage interpretation. Buildings fronting Miller Walk will be encouraged to support active new laneway frontages into the Ward Street Precinct.

### Opportunities

- Public seating and terraced cafes in a landscaped setting
- Celebrating North Sydney's culture and heritage
- Active laneway entrances into the Ward Street Precinct

## ■ Key public domain goals



connected

Laneway connections



green

New trees & seats



green

More buffer planting



activated

Laneway dining



comfortable

Tables for work & lunch

# MILLER WALK C

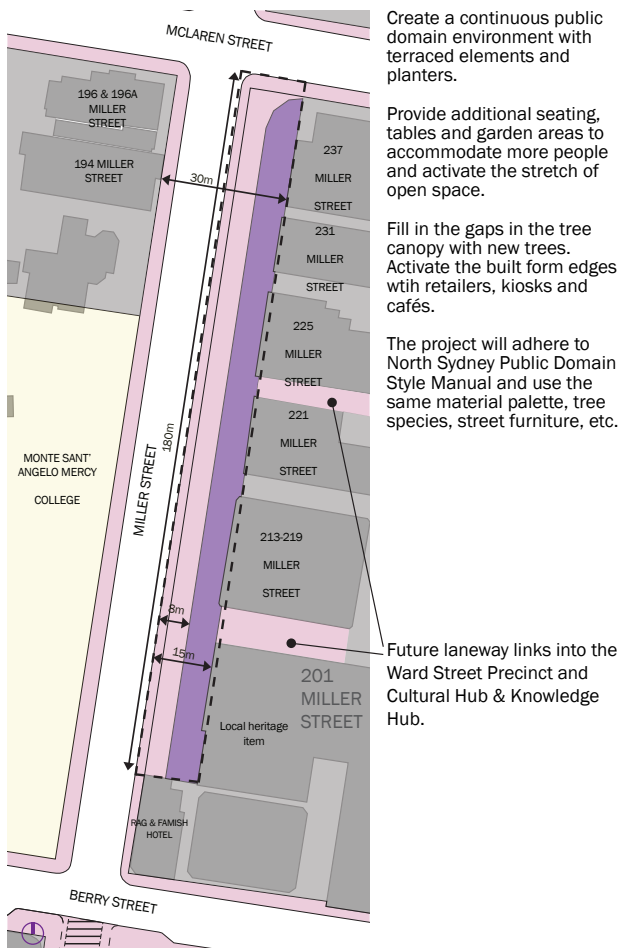
## Project data

Outcome: 2,900m<sup>2</sup> of upgraded open space  
 Estimated Cost: TBC  
 Priority Level: Low

- Intervention area: 3,000m<sup>2</sup>
- ▭ Pedestrian area: 1,875m<sup>2</sup>
- ▭ Private ownership: 1,125m<sup>2</sup>

Ownership: 62% Public - Local Road Reserve & 38% Private  
 Terrain characteristics: 1:16 slope  
 Sun hours: Afternoon sun year around

## Intervention overview



Create a continuous public domain environment with terraced elements and planters.

Provide additional seating, tables and garden areas to accommodate more people and activate the stretch of open space.

Fill in the gaps in the tree canopy with new trees. Activate the built form edges with retailers, kiosks and cafes.

The project will adhere to North Sydney Public Domain Style Manual and use the same material palette, tree species, street furniture, etc.

Future laneway links into the Ward Street Precinct and Cultural Hub & Knowledge Hub.

## Project implementation framework

### Implementation process:

- Miller Walk can be developed as a series of staged interventions as buildings along the street are redeveloped. These interventions may be implemented by private owners.
- Council may develop a design guide and advise on future works over the Miller Street Setback. Upgrades to the footpath will be undertaken by Council.
- Some areas have already been upgraded recently as part of the new residential buildings on Miller Street.

### Timeframe:

- Council is working to progressively upgrade the surrounding public domain as part of the overall upgrades to the CBD.
- Future upgrades to Miller Street Setback are long-term.

### Funding framework:

- Upgrades to the privately-owned areas are expected to be funded by the property owners and undertaken as required to maintain the high standard of finish and quality of spaces befitting the CBD.
- Council funding for publicly owned areas is considered in the North Sydney Council Delivery Program and funded over time via the Section 7.11 contributions plan and other sources.

### Ownership and approvals:

- The "Miller Street Setback" provision under the LEP protects land for access and landscape purposes only. The "Special Areas" clause protects sunlight to this space.
- Any proposed upgrades on private land would be done by land owners and subject to approval through the DA process.
- Council will require that any future interventions to the Miller Street Setback be done according to Council's standards and design guides.

### Transport impacts and considerations:

- In the long-term, it is preferred for driveway entries on this section of Miller Street to be redesigned so they gain entry from the rear of the properties, where possible.
- 213 Miller Street may in the future form part of the Ward Street Precinct with access from Harnett Street the preferred entry to free up open space along the length of Miller Walk.

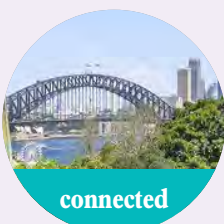
### Other relevant projects / policies:

- Miller Place
- Berry Street upgrade
- Ward Street Precinct Masterplan

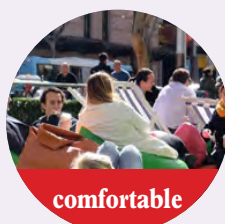
# C PARKS & PLAZAS



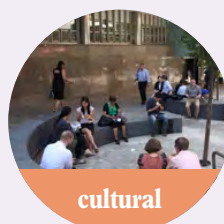
## Plazas & parks design priorities



Engaged with the Surroundings



Places to sit, gather & relax



Event areas & new artwork



Active frontages & retail edges



Additional landscaping

# PARKS & PLAZAS



## Supporting the growing population

The CBD is heavily constrained for public space. In 2016, there was an estimated 0.75m<sup>2</sup> of public domain per worker. With 20,000 new workers by 2036, this rate falls to only 0.55m<sup>2</sup> per worker. By comparison, Barangaroo is around 2m<sup>2</sup>/per worker.

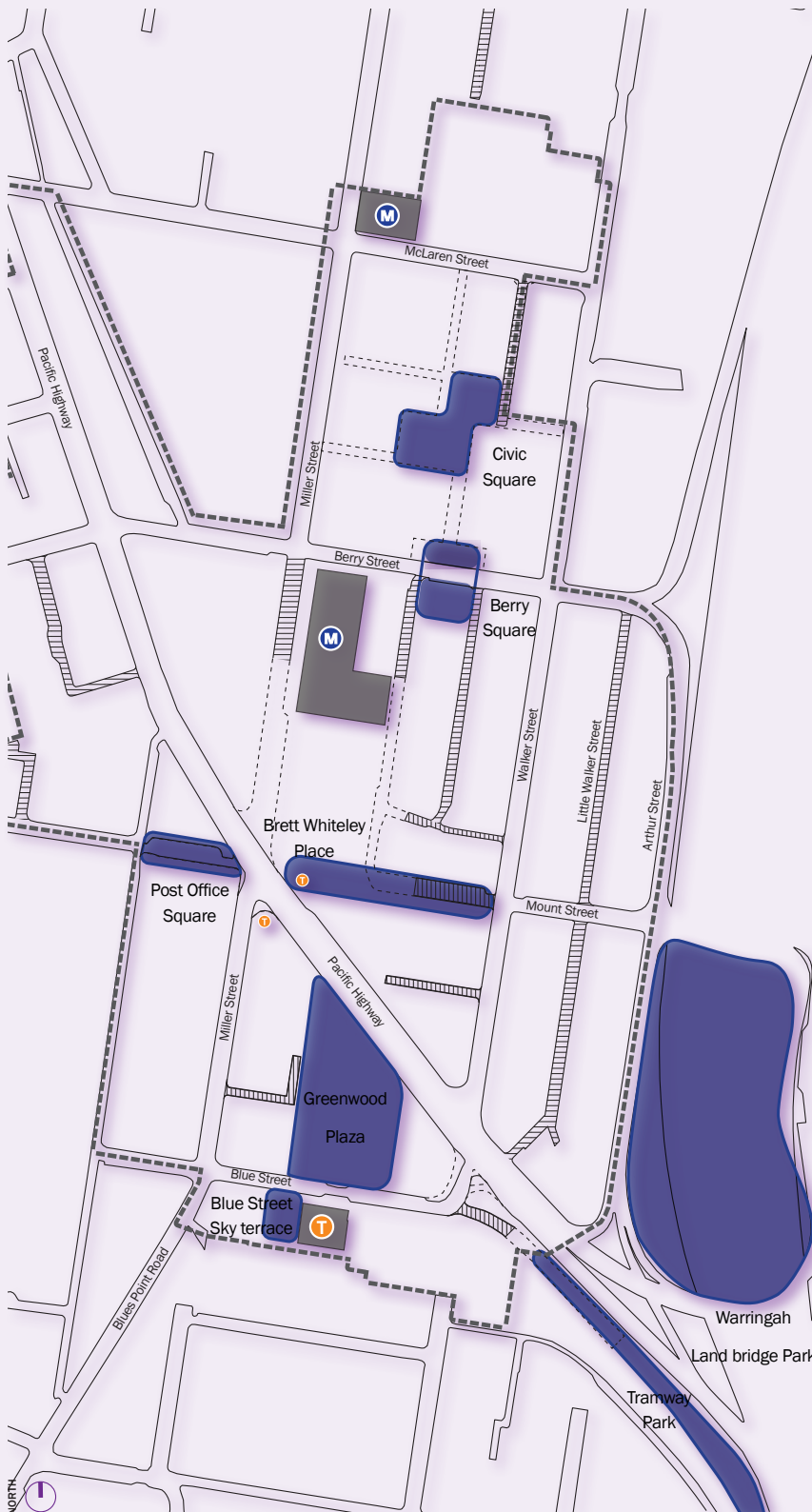
This chapter presents a suite of new and improved opportunities for parks and plazas that would deliver 16,000m<sup>2</sup> of new public space.

Projects include upgrading or enlarging existing plazas, creating new opportunities on state or local government assets and rethinking the possibilities for sky terraces and other privately-owned land.

This chapter also includes an ambitious, long-term proposal for a new parkland over the Warringah Expressway that reclaims usable space over 18 lanes of traffic.

Some of the projects, where Council owns the land, will be possible once funding is secured. Others will require detailed negotiations with state government, landowners and developers.

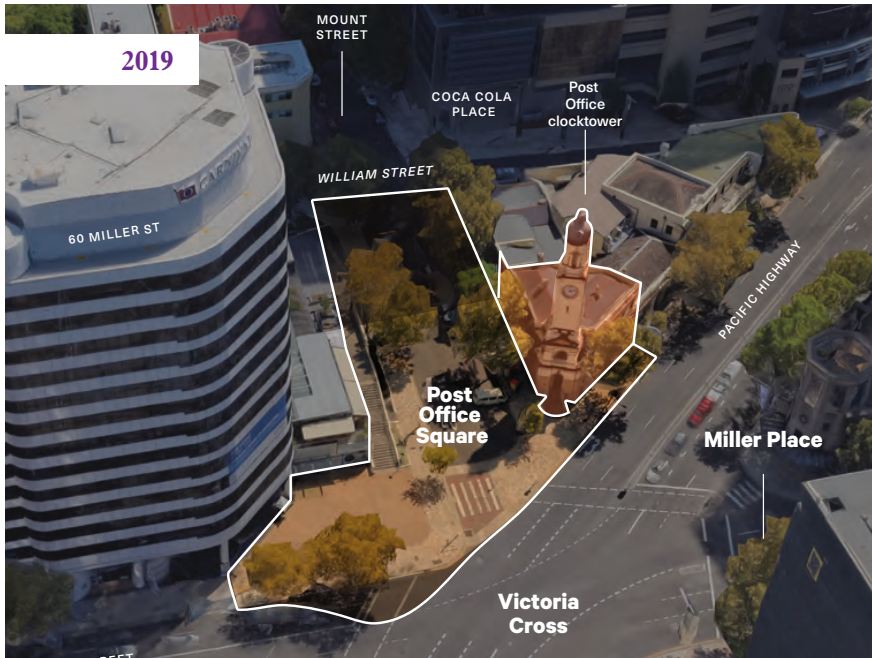
The aim is to deliver a suite of new parks and plazas that support the growing student, residential and working population and re-imagine what North Sydney has to offer.



### Legend

Parks & plazas (existing & proposed)

# C POST OFFICE SQUARE



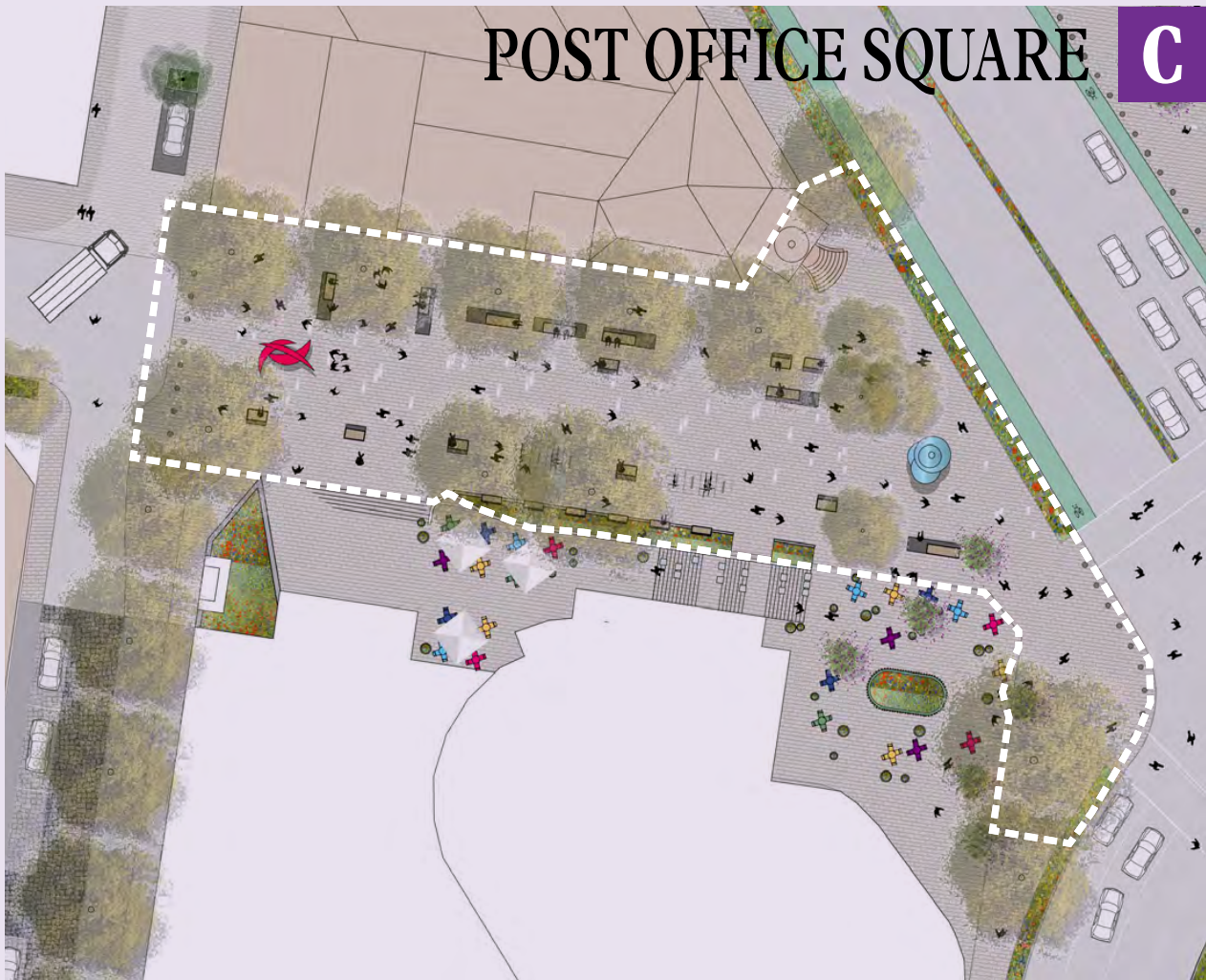
## Gateway to the Education Precinct

Post Office Square forms the entrance to the Education Precinct and Mary Mackillop Place along Mount Street. Up to 6,000 students are enrolled in the schools and the Australian Catholic University within the Education Precinct. Hundreds of local and regional visitors to the chapel come to this area every week.

The plaza will also create a new setting for the 1889 North Sydney Post Office and 1886 Police Court, which are some of the oldest civic buildings still operating in the CBD, and North Sydney's iconic clock tower, which was finished in 1895, celebrating North Sydney's heritage.







# POST OFFICE SQUARE

C

The 1,675m<sup>2</sup> plaza is achieved by closing the portion of Mount Street fronting Victoria Cross to traffic. This will allow for new gardens, seating, outdoor dining and public art.

The first portion of the upgrade was completed in 2019. This included installing new high-quality granite footpaths, seating, landscaping and a raised pedestrian crossing.

In the future, there is an opportunity to upgrade the forecourts and create a more active street frontage to 60 Miller Street to create a more vibrant space.

### Opportunities:

- Temporary events and food trucks
- Public art and heritage interpretation
- Seating and street furniture
- Water feature, landscaping and trees
- Protected sunlight
- Reconfigured parking at the corner of Mount and William Street
- Wayfinding for students and visitors

### Key public domain goals



Additional landscaping



Water features



Heritage interpretation & recognition



Places to sit



Improved wayfinding & signage

# C POST OFFICE SQUARE

## Urban design considerations



## Notes

(1) A provision for artwork has been included as part of the proposal. This artwork will be commissioned by the arts department at Council and will complement the recently placed artwork on the corner of Miller Street.

(2) An analysis of the infrastructure currently under the street is needed to understand any potential additional infrastructure for the new plaza (water features, power, etc.).

(3) 12 x 45-degree parking spots to be removed. Mail Zone to be relocated to top of street with additional accessibility parking spots introduced along William Street. Motorcycle parking to be relocated along William Street. Final parking layout to be resolved at the detailed design stage of the project.

(4) The upgrade of the forecourts at 60 Miller Street should be considered as part of any closure of Mount Street to create a new public space that extends to the edge of the building to create a seamless 'public space'. The forecourts at 60 Miller would provide extra 660m<sup>2</sup> of public space.

# POST OFFICE SQUARE C

## Project data

Outcome: New public plaza  
 Estimated Cost: \$ 3.25 million  
 Priority Level: High  
 - - - - Intervention area: 1,675 m<sup>2</sup>  
 Pedestrian area: 1,675m<sup>2</sup>  
 Private ownership: 770m<sup>2</sup>  
 Ownership: 100% Public - local road  
 Terrain characteristics: 1:13 slope  
 Sun hours: Good overall sunlight throughout day

## Intervention overview



The project involves the closure of Mount Street between Pacific Highway and William Street, turning the space into a public plaza.

The project will need to be done in alignment with the North Sydney CBD Transport Masterplan and in consultation with Transport for NSW.

The project incorporates part of the new Victoria Cross intersection and will have to coordinate its delivery with the delivery of the intersection and Miller Place.

Any relocation of the Post Office services, such as mail boxes, will be done in collaboration with Australia Post.

The project will adhere to North Sydney Public Domain Style Manual and use the same material palette, tree species, street furniture, etc.

The project includes already updated areas, however there should be provisions included in the project to modify and make good if needed.

New controls may be put in place to protect solar access to the plaza.

Design will provide measures to reduce wind tunnel effect.

## Project implementation framework

### Implementation process:

- Additional traffic modeling is required to address the transport impacts outlined below.
- Consultation with Transport for NSW and other state authorities.
- The project will include road closures.

### Timeframe:

- This project is of high priority to Council and may be achievable in the short to medium term subject to final approval and funding.

### Funding framework:

- Council funding for public owned areas is considered in the North Sydney Council Delivery Program and funded over time via the Section 7.11 contributions plan and other sources.

### Ownership and approvals:

- Mount Street is a local road owned by Council; however this section of Mount Street connects to the Pacific Highway which is a State Road.
- The project will require approvals by Council's traffic committee, Council's Heritage Department, Transport for NSW and other State authorities.

### Transport impacts and considerations:

- Vehicles entering Mount St from Pacific Highway/ Miller Street would be diverted to other local streets.
- Either Blue Street or Berry Street to provide access to the west end of Mount Street.
- Possible bi-directional road change for northern end of William Street.
- Pedestrian phasing of Victoria Cross may improve with reduced traffic build-up attempting to turn into Mount Street.
- Bus routes which currently use Mount Street would be re-directed to enter through either Blue Street or Berry Street (subject to review from Transport for NSW & Sydney Buses).
- Cycle paths or shared ways should be explored at the detail design stage of the project.
- Design to allow for emergency, service and cleaning vehicles to access the plaza.

### Related projects:

- Victoria Cross intersection upgrade
- Miller Place



# C WARD STREET PRECINCT

## A vibrant, new destination in North Sydney

The Ward Street Precinct is a major urban renewal project at the northern end of the CBD on the block bounded by Berry, Walker, McLaren and Miller Streets. The project will significantly increase the public domain offering of the CBD by providing active new laneways and over 3,000m<sup>2</sup> of new public open space.

The precinct will also support 5,000 additional jobs in two new premium-grade commercial towers, a cultural and knowledge hub as well as fine-grain “eat streets”. All these elements will contribute to the emerging 18-hour economy in the CBD.

The project forms the northern extension of the Central Laneways Project, north of Denison Street. It connects across Berry Street and continues up through the precinct to the northern Metro portal on McLaren Street. It is a critical element of the overall vision to connect the North Sydney Train Station to St Leonards Park via the laneway network.

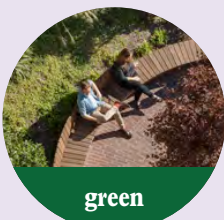
There are a number of catalysts for the Ward Street Precinct project:

- the return of the Ward Street car park to Council control in 2020
- the planned Victoria Cross Metro Station
- strong private development interest
- Council commitment to contemporary best practice planning
- the activation of the North Sydney CBD

### Opportunities:

- 2,000m<sup>2</sup> civic square, 1,000m<sup>2</sup> green square and new laneways
- Retail and dining along laneways
- Multi-function art space
- Knowledge hub
- Flexible areas for makers spaces, exhibitions and events
- Roof-top terraces
- Public amenities

## Key public domain goals



green

New seats & trees



cultural

New artwork



comfortable

Places for gathering



activated

Active frontages & retail edges



connected

Pedestrian priority areas

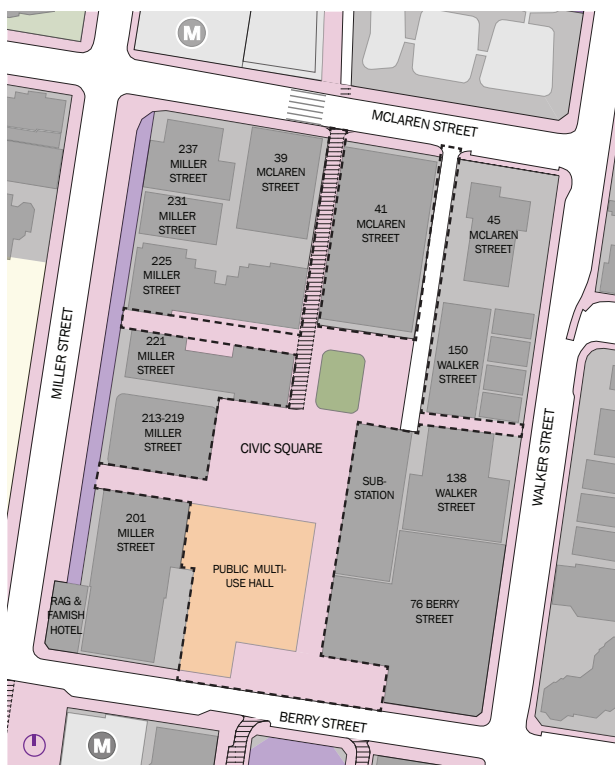
# WARD STREET PRECINCT

C

## Project data

Outcome: Over 10,000 m<sup>2</sup> open space & community spaces  
 Estimated Cost: TBC  
 Priority Level: High  
 - - - - Intervention area: 8,200m<sup>2</sup>  
 Pedestrian area: 5,150m<sup>2</sup>  
 Shared area: 700m<sup>2</sup>  
 Community Space (footprint only): 2,350m<sup>2</sup>  
 Ownership: Mixed  
 Terrain characteristics: Terraced Levels  
 Sun hours: Morning & Lunchtime year round

## Intervention overview



The Ward Street Masterplan proposes to transform the existing public carpark into a new plaza and provide a new knowledge and cultural hub as part of the redevelopment of the surrounding buildings. In addition, pedestrian links and laneways will be implemented connecting Berry Street, McLaren Street and Miller Street.

For further details on this project please refer to the endorsed masterplan.

## Project implementation framework

### Implementation process:

- The Ward Street Precinct Masterplan was adopted by Council in June 2019.
- Next steps include the development of the Civic Spaces design brief, planning proposals to amend the planning controls that apply to the site in accordance with the masterplan, and a design brief and a governance framework to deliver the masterplan.
- Once the new planning controls and the governance framework are in place, a detail design underpinned by all the necessary technical reports studies (acoustic, traffic, wind, etc) will be developed.
- The detailed design may be subject to a design excellence process.

### Timeframe:

- The Ward Street Masterplan is still in the design phase and a completion time has not yet been announced.
- Work on the Civic Spaces design brief is currently underway.

### Funding framework:

- The project will be delivered in partnership between Council and the private sector.

### Ownership and approvals:

- Council owns the existing carpark. The carpark returns to Council's control in mid 2020. Surrounding sites are owned by private entities.
- The proposed masterplan will require the planning controls to be changed.
- Once the planning controls are changed, any new development will be subject to the development assessment process.

### Transport impacts and considerations:

- No impact to existing road network or public transport system.
- Upgrade works will improve the pedestrian connections from the south of the CBD through to St Leonards Park.
- Direct connections to and from the Metro station may be explored further at later stages of the project.

### Related projects:

- Berry Square
- Berry Street upgrade
- Central Laneways Masterplan



# C TRAMWAY PARK

## ■ A sunny, linear park celebrating transport history

As part of the works for the Harbour Bridge approaches, a tramway park was constructed to connect North Sydney's existing tram system at Blue Street to Wynyard Station. Trams ran along the park from 1932 to 1957. Most of the park was demolished in 1968 to make way for the Warringah Expressway.

This 250m park stub has laid dormant and relatively unused for 50 years. State government agencies have intermittently used it for storage, construction activities and parking. The spaces beneath are used for car sales, shared working spaces and cafes. It is a notable remnant of heritage infrastructure architecture.

Given its location, solar access and relatively easy at-grade access

from Blue Street and North Sydney train station, it represents a unique opportunity to re-purpose this underused transport infrastructure as a new public park for North Sydney, much like New York's High Line.

### Opportunities:

- Return of public infrastructure for public use
- A series of outdoor 'rooms' for varying passive and active recreation
- "Toll Booth" entrance from Blue Street
- Outdoor working or dining
- Raised garden beds
- Community garden spaces
- Places to exercise
- Viewing platform
- Future pedestrian link to Kirribilli

## ■ Key public domain goals



**cultural**

Re-adaptation & reuse of toll booths



**cultural**

Heritage interpretation & recognition



**connected**

New stair links



**lighting**

Catenary lighting



**recreation**

Sport facilities

# TRAMWAY PARK C

## Project data

Outcome: New iconic public space with harbour views and a wide range of areas and activities  
 Estimated Cost: \$ 6.95 million  
 Priority Level: Medium

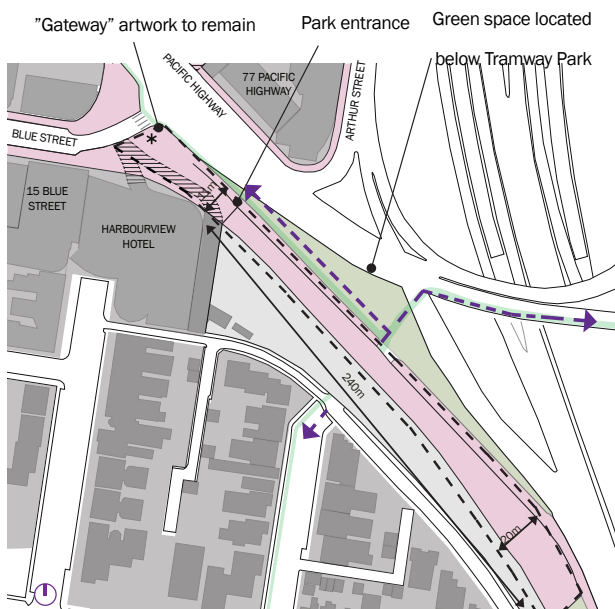
----- Intervention area: 4,650m<sup>2</sup>

Ownership: 100% Public - (TfNSW)

Terrain characteristics: Level Terrain over existing building.

Sun hours: Year round sun

## Intervention overview



The project is linked to the upgrade and transformation of the Blue Street, Walker Street and Pacific Highway intersection and should be considered and designed together.

The proposal sits on top of an existing structure with commercial premises underneath. Further structural analysis should be carried out before moving forward with the project.

Impact of the adjacent rail corridor should be taken in consideration when developing the detail design for the proposal.

Modifications to the Pacific Highway exit should result in an increased green buffer at the road level reducing traffic noise up on the platform.

The park could include passive and active recreation facilities such as sports courts, terrace seating, game areas, playgrounds, tables and seating, generous landscaping and viewing platforms.

Connection links will be explored from the end of the park to Kirribilli, the southern entry to Milsons Point Station and eastern footbridge and western cycleway on the Harbour Bridge.

## Project implementation framework

### Implementation process:

- The delivery of this project needs the approval of Sydney Trains and Transport for NSW as the owners of the land.
- Council will need to engage with the relevant stakeholders.
- Traffic, noise and structural studies will need to be undertaken to understand the current condition of the structure and potential impact of vehicular traffic and the trains.
- A design excellence process (potentially a competition) could be carried out to develop the final design for the area.

### Timeframe:

- The project requires agreement with Sydney Trains and TfNSW in regard to the future use of the site.
- Should an agreement be in place, a more detailed feasibility study will provide an estimated timeline for the project.

### Funding framework:

- Delivery of Tramway Park could potentially be subsidised by grants and/or additional state and/or federal funding.

### Ownership and approvals:

- The Tramway Park is owned and operated by Transport for NSW and currently rented by Sydney Trains.
- Any future intervention on the site will require the approval of TfNSW and the State Government.

### Transport impacts and considerations:

- Minimal impact to adjoining streets.
- Vehicle access to be maintained to Harbour View Hotel (17 Blue Street) and Sydney Trains facility adjacent.
- Taxi zone could be relocated onto Blue Street.

### Related projects:

- Walker Street Crossing
- Pacific Highway
- Blue Street upgrades



**A space for lunchtime events**

The extension of Brett Whiteley Place towards the east all the way to Walker Street, together with the Post Office Square, will complete a much-needed east-west pedestrian link through the CBD.

A planned outdoor event space is proposed for the intersection area of Mount Street, Denison Street and Elizabeth Place. This will create a focal point for the space and will provide additional options to host events and activities within the CBD, complementing those along Miller Place.

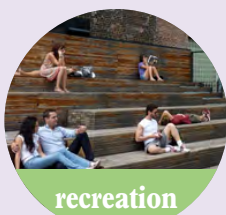
Lower Mount Street is to be paved and a new shared vehicle zone implemented, with a maximum speed limit of 10km/h and significant improvements made for the pedestrianisation of the street.

**Opportunities**

- Artwork or interpretive information on Brett Whiteley
- Lunch time seating and event space
- Food outlets
- Signage and wayfinding
- Shared zone to Walker Street

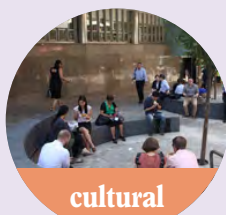


**Key public domain goals**



**recreation**

Terraced seating



**cultural**

Event areas



**connected**

Pedestrian priority areas



**green**

Additional landscaping



**accessible**

Improved wayfinding & signage



# BRETT WHITELEY PLACE C

## Project data

Outcome: Extension of Brett Whiteley place with the addition of 510m<sup>2</sup> of public space and a new event space

Estimated Cost: \$ 2.25 million

Priority Level: Medium

----- Intervention area: 2,100m<sup>2</sup>

▭ Pedestrian area: 1,440m<sup>2</sup>

▨ Shared zone: 660m<sup>2</sup>

Ownership: 100% Public - Local Road + RE1 Zone

Terrain characteristics: Terraced levels

Sun hours: Morning & lunchtime year-round. LEP Special area protected

## Intervention overview



The project extends Brett Whiteley Place east along Mount Street to Walker Street. The intervention will have two distinct areas, an event and gathering space at the intersection of Denison, Mount Streets and Elizabeth Plaza, and a shared zone at the eastern end.

The shared zone at the eastern end of Mount Street will still provide access to the existing car parking.

Servicing and loading for the buildings on Mount Street is still under investigation, final arrangements might affect the appearance and use of the shared zone.

The event space should incorporate necessary infrastructure to support events like concerts, performances, storytelling and the like to take place.

The project may be delivered in stages as the surrounding sites are redeveloped and the metro station is finalised. Interim traffic arrangements may be put in place.

The final design may incorporate night time lighting.

## Project implementation framework

### Implementation process:

- Redevelopments along Denison Street and Mount Street will inform the timing of the project.
- Improvements to footpaths will be undertaken by the owners of the adjacent buildings as part of the redevelopment of those buildings.
- The closure of Mount Street to traffic will be subject to further traffic modeling and approval by Transport for NSW.
- Once the footpath upgrades are completed and traffic changes approved, Mount Street can be converted into a shared zone and event space.

### Timeframe:

- This project may be delivered in stages as the surrounding developments are completed. The completion of the Denison and Spring Street laneways is necessary before this project can get underway.

### Funding framework:

- Council funding for public owned areas is considered in the North Sydney Council Delivery Program and funded over time via the Section 7.11 contributions plan and other sources.
- Partial funding /delivery may be achieved via adjoining sites.
- Some of the work has already being completed as part of the redevelopments of 100 Mount Street and 99 Mount Street.

### Ownership and approvals:

- Mount Street is a local road under council Control, however any changes to the traffic conditions will require the approval of Transport for NSW. Council is liaising with Transport for NSW and other State agencies on the delivery of this project.

### Transport impacts and considerations:

- Servicing and loading requirements of buildings around Denison Street and Spring Street need to be considered and resolved as part of this project.
- Any changes to the traffic conditions will be undertaken in alignment with the North Sydney CBD Transport Masterplan, supported by the relevant traffic modeling and in liaison with Transport for NSW.
- The intervention will improve public transport access and pedestrian movements across the CBD.

### Other relevant projects/ policies:

- Central Laneways
- Victoria Cross intersection upgrade
- Miller Place
- Post Office Square



**A lunchtime and after work venue**

Greenwood Plaza rooftop is a popular outdoor space centered around the sandstone, heritage-listed former Public School, now the Greenwood Hotel. It forms a key part of the North Sydney pedestrian network, connecting the train station with the footbridge over the Pacific Highway that links through to the Central Laneways Precinct.

As a designated ‘special area’ in the planning controls, Greenwood Plaza has protected solar access to maintain sunshine between 12pm to 2pm. The rooftop is one of the key activation places in North Sydney with a wide range of seasonal events occurring there.

Any future upgrade of Greenwood Plaza rooftop should incorporate Council’s public domain palette, increase public seating and improve the amenity and quality of the space.

**Opportunities:**

- Lunch time seating
- Day and night time events
- A more seamless connection to North Sydney’s public domain
- More public seating
- A more social, connected design
- Improved wayfinding
- More active and permeable retail frontages

**Key public domain goals**



**comfortable**

Sculptural seating



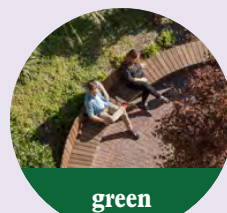
**comfortable**

More tables for work & lunch



**cultural**

New artwork



**green**

New trees & seats



**lighting**

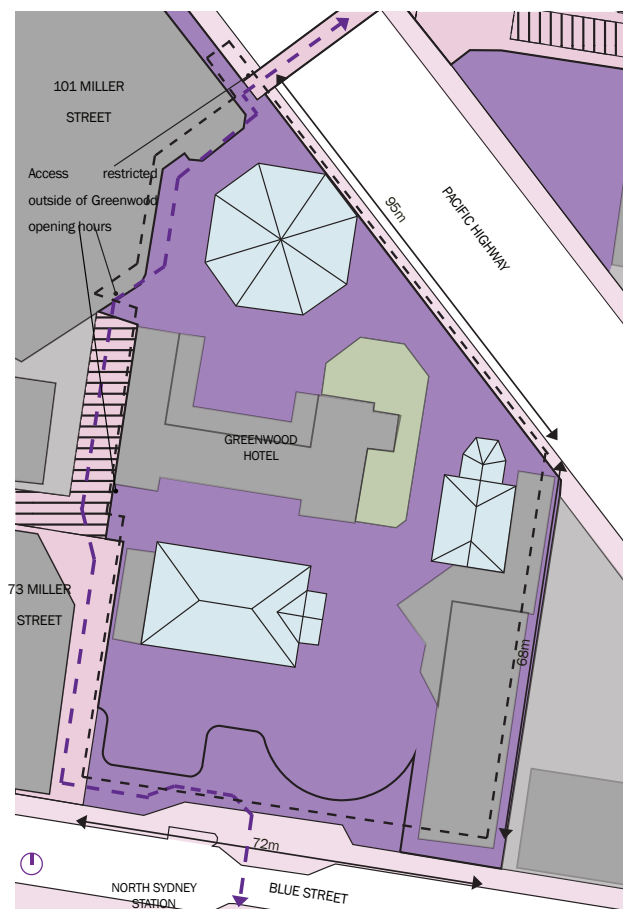
Special furniture lighting

# GREENWOOD PLAZA C

## Project data

Outcome: Upgrade to 3,700m<sup>2</sup> of publicly accessible open space  
 Estimated Cost: N/A  
 Priority Level: Medium  
 - - - - Intervention area: 7,850m<sup>2</sup>  
 Ownership: 100% Private (LEP Protected)  
 Terrain characteristics: Level with terraces  
 Sun hours: Morning & Lunchtime Year-Round.  
 LEP Special Area Protected

## Intervention overview



Greenwood Plaza is privately owned. Any upgrades would be done by the owners. Council will encourage and work with the private sector to update and maintain a high quality publicly accessible urban environment.

Council will upgrade and improve the surrounding public domain (footpaths to Pacific Highway and Blue Street, Gas Lane shared zone) so that in conjunction with Greenwood Plaza they form a seamless, updated and pleasant environment.

The design should enable more lunchtime seating options for the public, include better signage, and present better designed of entry points to improve the connection between the plaza and Blue Street.

## Project implementation framework

### Implementation process:

- Any upgrades to the plaza will be undertaken by the landowner.
- Potential upgrades to the Pacific Highway footbridge could be negotiated with Council if the opportunity arises.
- Some areas are already being updated through the redevelopment of 73 Miller Street. This redevelopment will improve the current link between Blue Street and Gas Lane.

### Timeframe:

- Timing is dependent on the landowner.
- Council will progressively be working to upgrade the surrounding public domain as part of the overall upgrades to the CBD.

### Funding framework:

- Upgrade works would be funded by the property owner and undertaken as required to maintain the high standard of finish and quality of spaces befitting the CBD.

### Ownership and approvals:

- Greenwood Plaza is currently privately owned and managed. Any proposed upgrades would be done by the private owners and subject to Council approval through the DA process.
- Council will require that any future interventions to Greenwood Plaza be done according to council's standards and design guides.
- The "Special Areas" clause protects sunlight to this space.

### Transport impacts and considerations:

- No impact to existing road network or public transport system.
- Upgrade works would be expected to help improve the pedestrian connections from the south of the CBD to St Leonards Park.

### Other relevant projects/ policies:

- Gas Lane upgrade
- Elizabeth Plaza
- Pacific Highway upgrades

# C BLUE STREET - SKY TERRACE



## North Sydney's Harbour balcony

The terrace over North Sydney Railway Station is one of the best located and most underutilised spaces in the CBD. The terrace has incredible views to the south over McMahon's Point, the Harbour Bridge and beyond to the City of Sydney.

Upgrading the terrace, using Council's public domain palette, adding some bespoke furniture, new public art and allowing for improved retail along its edges could transform this space into a well-used meeting space and lunchtime area.

### Opportunities:

- Views towards the harbor
- Bespoke furniture
- Lunchtime and meeting space
- Cafes and public art
- Strengthen visual connection to Blue Street



## Key public domain goals



**comfortable**

Sculptural seating



**comfortable**

Tables for work & lunch



**cultural**

New artwork



**green**

Tree canopy improvements



**recreation**

Passive recreation

# BLUE STREET - SKY TERRACE C

## Project data

Outcome: Upgrade to 700m<sup>2</sup> of publicly accessible open space  
 Estimated Cost: N/A  
 Priority Level: Medium

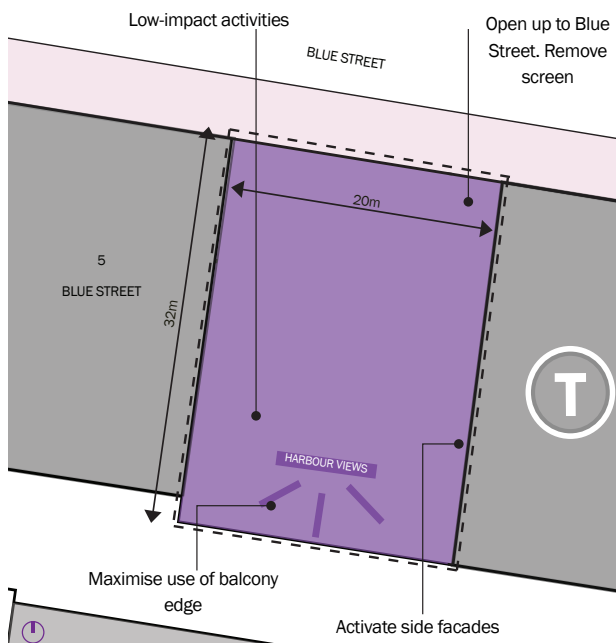
----- Intervention area: 700m<sup>2</sup>

Ownership: 100% Private

Terrain characteristics: Level with terraces

Sun hours: Morning & early lunchtime sunlight for 8 months of the year. Shaded in afternoon year round.

## Intervention overview



Special Area listing (protecting solar access to the plaza) was removed following gazettal of amendment No.23 of the NSLEP2013 in October 2018. The site will remain a publicly accessible plaza.

Council will encourage any intervention to provide for a better connection to Blue Street, for facade activation, and for passive recreation environments that make the most of the harbour views.

Any upgrades should follow the NSC Public Domain Style Manual & Design Codes.

The views from the plaza to the City of Sydney and the Harbour Bridge are to be preserved and enhanced as per North Sydney DCP 2013.

## Project implementation framework

### Implementation process:

- Any upgrades to the plaza will be undertaken by the landowner.
- The Plaza sits on top of North Sydney Train Station and any intervention would require concurrence from Transport for NSW as well as a detailed structural study.
- The proposal will also have to go through the local traffic committee and Sydney Trains.

### Timeframe:

- Any future upgrades to the Blue Street Sky Terrace are dependent on the landowner.
- Council will progressively be working to upgrade the surrounding public domain as part of the overall upgrades to the CBD.

### Funding framework:

- As this site is 100% privately owned it is expected that upgrade works would be funded by the property owner and undertaken as required to maintain the high standard of finish and quality of spaces befitting the CBD.

### Ownership and approvals:

- This open space is 100% privately owned by 5 Blue Street.
- Any proposed upgrades would be done by the private owners and subject to Council approval through the DA process.
- Council will require that any future interventions to Blue Street Sky Terrace be done according to Council's standards and design guides.

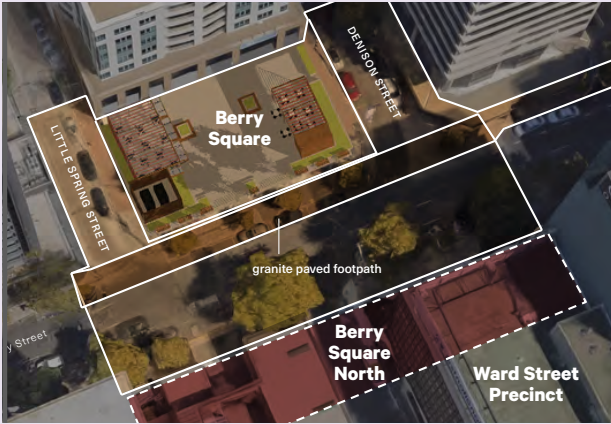
### Transport impacts and considerations:

- No impact to existing road network or public transport system.

### Other relevant projects/ policies:

- Walker Street connection upgrade
- Tramway Park
- Greenwood Plaza

# C BERRY SQUARE



## Active urban spaces connecting to the Ward Street Precinct

Berry Square is a large, publicly accessible plaza north of Beaumonde Apartments. It is privately owned and managed.

A significant upgrade is planned to provide new paving, street furniture, a water feature and updated café seating for the public. The design aims to better integrate the plaza with Berry Street and Denison Street. This will accommodate increased pedestrian movements from the Metro Station towards the Ward Street Precinct.

The Ward Street Masterplan proposes an extension of Berry Square to the northern side of Berry Street. A new plaza could provide a space where people may circulate through to new public and commercial buildings and the laneway network into the precinct. The design and function of this space will need to respond to the traffic volumes along Berry Street.



## Opportunities:

- Upgraded southern plaza principally supporting morning and lunchtime activities
- New water feature, seating and greenery
- Improved pedestrian circulation and visual connection between the Central Laneways Precinct, Metro and Ward Street Precinct
- Proposed northern plaza creating circulation space and entry into the Ward Street precinct
- Opportunity to bring Ward Street art activities into Berry Street



## Key public domain goals



**accessible**

Pedestrian priority



**connected**

Laneway connections



**comfortable**

Updated Berry Square



**activated**

Active frontages & retail edges



**lighting**

Tree lighting

# BERRY SQUARE C

## Project data

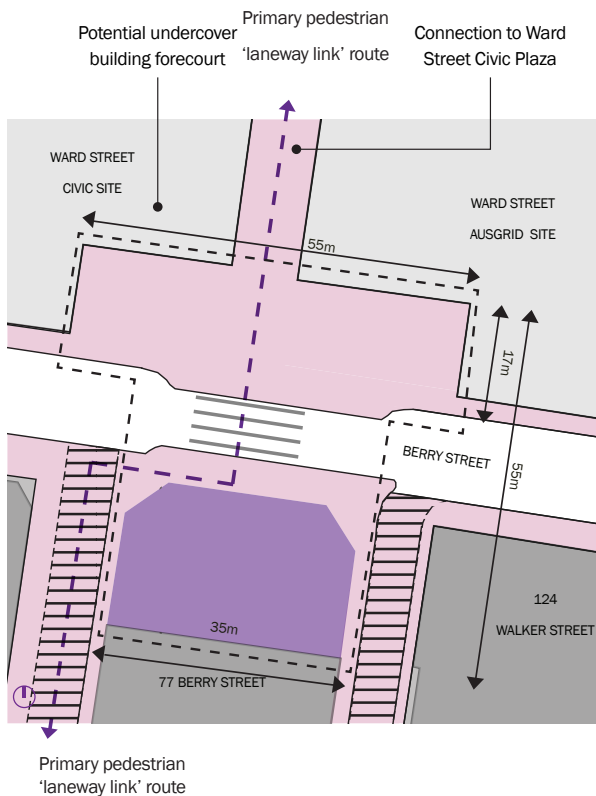
Outcome: Updated South Berry Square plus new North Berry Square  
 Estimated Cost: TBC  
 Priority Level: Medium

- Intervention area: 2,760m<sup>2</sup>
- ▭ Pedestrian area: 1,540m<sup>2</sup>
- ▭ Privately Owned Area: 780m<sup>2</sup>

### Ownership:

Southern Plaza 100% Private - Northern Plaza (future) 100% Public  
 Terrain characteristics: Terraced levels  
 Sun hours: Morning & Lunchtime year round

## Intervention overview



Berry Square north will be delivered in stages as part of the implementation of other surrounding projects. Most design considerations are covered within the Ward Street Precinct Masterplan and the Central Laneways Masterplan.

## Project implementation framework

### Implementation process:

- Any upgrades to the southern side of the plaza will be undertaken by the individual owners of the building.
- Denison Street and Little Spring Street will be upgraded as part of the Central Laneways Masterplan.
- The northern plaza falls within the Ward Street Masterplan and may be delivered in stages, subject to further design. Under the masterplan, part of it will be delivered as part of the redevelopment of the former substation site and part will be done as part of the redevelopment of 56 and 66 Berry Street.

### Timeframe:

- The Central Laneways Masterplan is currently underway.
- The Ward Street Masterplan is still in the design phase and a completion time has not yet been announced. Council is currently working on the next stages of the design process and engaging with the relevant public and private stakeholders.

### Funding framework:

- South Plaza.** This side of the square is 100% privately owned. Upgrade works would be funded by the property owner and undertaken as required to maintain the high standard of finish and quality of spaces befitting the CBD.
- North Plaza.** The northern side will be implemented as part of the Ward Street Precinct Masterplan which will be undertaken in partnership between Council and the private sector.

### Ownership and approvals:

- Berry Square South is 100% privately owned. Any proposal to update the plaza would follow the DA process.
- Berry Square North will be designed and approved as part of the Ward Street Precinct.

### Transport impacts and considerations:

- A pedestrian crossing across Berry Street as part of the proposed Berry Street upgrade is highly desirable to link the Victoria Cross Metro Station with Ward Street Precinct. Council will work with Transport for NSW as part of the North Sydney Integrated Transport Program (NSITP) to review and develop the scheme.

### Other relevant projects/ policies:

- Ward Street Precinct Masterplan
- Central Laneways Masterplan
- Berry Street upgrade

# C WARRINGAH LAND BRIDGE PARK



ART INSTALLATIONS



OPEN AUDITORIUM



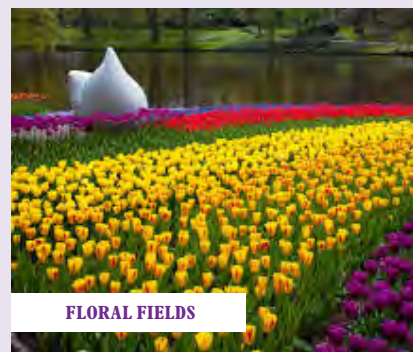
PLAYGROUND AREAS



URBAN FOREST



SPORT FACILITIES



FLORAL FIELDS

## Reconnecting and reclaiming the landscape

An ambitious and important project is to reconnect the residential areas of North Sydney to the CBD for the first time since the early 1960s when the freeway was constructed.

A land bridge, roughly 140m wide, extending over the Warringah Freeway between High Street and Mount Street overpass bridges would cover 18 lanes of traffic to provide 25,000m<sup>2</sup> of usable space. It could be built at grade to connect Arthur Street to Alfred Street, similar in engineering and construction to the land bridge over the Eastern Distributor in the Sydney CBD that connects the Art Gallery of NSW to the Botanic Gardens that was completed in 1999.

The purpose, design and funding of the land bridge will require detailed planning and negotiations. Given the significant employment and residential growth that will be experienced across the North Sydney local government area over the coming decades, the land bridge must support a proportionate level passive and active recreation opportunities. This should

include sports facilities, gardens, pedestrian links, lawns and seating areas.

In the medium-term, improvements to the High Street overpass should be investigated to improve the pedestrian amenity. This should include new shelter, paving, lighting and buffer planting along the kerb line. Pedestrian crossings should be reviewed and upgraded to reduce crossing waiting times and improve legibility of the walking path.

### Opportunities:

- Improvements to the safety and amenity of the High Street overpass
- Reclaiming space for people, not cars
- Reconnecting the residential areas of North Sydney to the CBD
- Active and passive recreation opportunities to support the long-term population increase

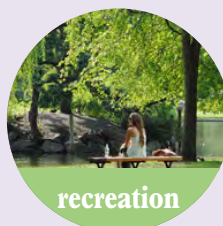
## Key public domain goals



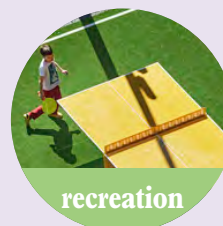
Parklands, water & landscaping



Tables for work & lunch



Passive recreation



Active recreation



Sports fields



# WARRINGAH LAND BRIDGE PARK C

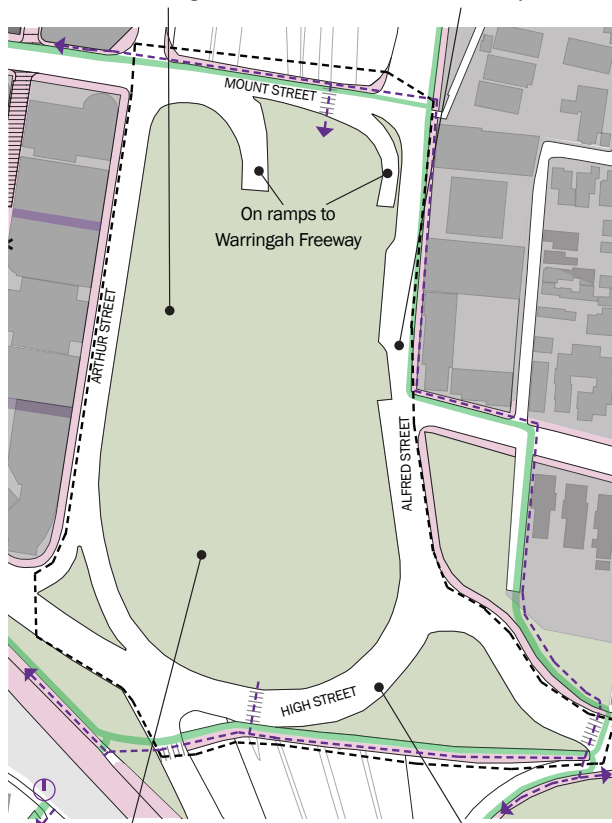
## Project data

Outcome: 25,000 m<sup>2</sup> of parklands, open space and associated facilities  
 Estimated Cost: TBC  
 Priority Level: Low  
 - - - - Intervention area: 25,000 m<sup>2</sup>  
 Ownership: 100% Public - Freeway (Transport for NSW)  
 Terrain characteristics: TBC  
 Sun hours: Sun until 2pm in winter and 3pm in spring

## Intervention overview

Structure may allow for deep soil, trees and buildings to be built over the bridge.

No impact to the current Freeway and rest of the road network. Clearances must remain as they are.



Proposal could include a variety of passive and active recreation opportunities.

Updating and improving the High Street overpass is an interim step.

## Project implementation framework

### Implementation process:

- Detailed studies will need to be undertaken to test the feasibility of capping the Freeway.
- The North Sydney CBD Transport Masterplan developed the traffic modeling and background design work for the closure of Miller Street. It identifies changes that are required to traffic circulation in Arthur Street, Mount Street, Alfred Street and High Street, which affect this project.

### Timeframe:

- In the medium term, improvements to the High Street overpass and pedestrian connections to Arthur Street and Alfred Street should be investigated to improve pedestrian amenity.
- Bridging the Freeway is a long-time aspirational project.
- Pending support for the project, Council may begin considering preliminary principles that would inform the future design of a land bridge park, having regard to the traffic network changes envisaged under the North Sydney CBD Transport Masterplan.

### Funding framework:

- Funding for a project of this scale could potentially require local, state and federal government funding combined with private investment. A funding model would need to be developed.

### Ownership and approvals:

- The Warringah Freeway is owned by NSW State Government and managed by Transport for NSW.
- A project of this scale and significance requires state government approval. It could potentially be considered as State Significant Development under SEPP (State and Regional Development) 2011.

### Transport impacts and considerations:

- The project forms part of the North Sydney CBD Transport Masterplan.
- Additional pedestrian and cycle links would connect the CBD with the park and the residential suburbs to the east making it easier for residents and visitors to move across the freeway.

### Other relevant projects/ policies:

- North Sydney CBD Transport Masterplan
- Pacific Highway Road upgrades
- St. Leonards Park Masterplan
- Tramway Park



**Laneways design priorities**



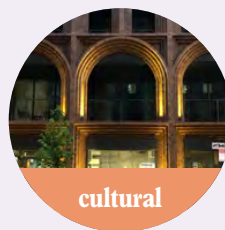
Active laneways



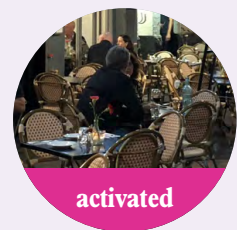
Tables for work & lunch



More buffer planting



Interesting facades



Laneway dining

# LANEWAYS C



## ■ An internal path through the CBD

A key focus of the Public Domain Strategy has been the linking of existing and future planned pedestrian laneways in the CBD to create a safe, activated pedestrian environment away from the state & regional roads that divide the CBD.

The laneway network will connect the CBD from south to north, from North Sydney train station all the way to St. Leonards Park. This link will interconnect some of the major urban spaces and plazas as Brett Whiteley Place, Greenwood Plaza or the proposed Civic Square.

## ■ Central Laneways Masterplan

The new Victoria Cross Station will deliver large volumes of pedestrians into the central laneways precinct via the major southern station portal that will have entries from Miller and Denison Streets.

In order to accommodate this large flow of pedestrians a key approach has been to increase the pedestrianisation of a number of the smaller streets around the station by rearranging the vehicular traffic flows, closing parts to through vehicular traffic, upgrading paving, planting, lighting and furniture.

Part of this work has been already developed through the Central Laneways Masterplan and has started to be implemented concurrently with the construction of 1 Denison Street and the Metro Station southern portal.

These upgrades will also encourage a range of new retail and food and beverage opportunities within the internal streets. An east-west mid-block pedestrian link will connect Miller Street through to Walker and potentially Arthur Street in the future.

### Legend

Laneways (existing & proposed)



# C DENISON & SPRING STREETS

## Laneway precinct supporting high pedestrian activity

The Central Laneways will provide a safe, comfortable, active and pleasant environment around the eastern side of the new metro station. It will cater for the increased pedestrian activity and the additional workforce that will populate the new developments in the area.

Together with Miller Place and Brett Whiteley, the central laneways will make the core of the CBD a pedestrian first environment full of activation and a wide range of urban offerings.

The implementation of the Central Laneways Masterplan has already begun with 1 Denison Street being the first building due for completion in late 2020. The link through 1 Denison Street will allow Denison Street to connect with Walker Street.

Victoria Cross Metro station is not due for completion until 2024 after which the majority of the road changes will come into effect.



### Opportunities:

- Pedestrianisation of Denison Street from the new eastern Metro portal to Mount Street
- New shared zones in Spring Street and Little Spring Street and reversal of Little Spring Street's one-way system
- New shared zone with two-way traffic at the northern end of Denison Street, north of the Metro portal
- Extending the pedestrianised area of Brett Whiteley Place, Elizabeth Plaza and Denison Street, across the intersection of Denison & Mount Streets and east to the vehicle entrance to 88 Mount Street
- A bi-directional carriageway/foot way layout for Mount Street between its intersection with Walker Street and the vehicle entrance to 88 Mount Street
- New delivery bays in roads close to the new pedestrian precinct

## Key public domain goals



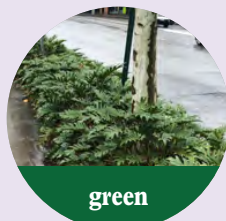
connected

Active laneways



cultural

Interesting facades



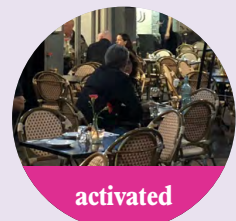
green

More buffer planting



activated

Street activating retail



activated

Laneway dining

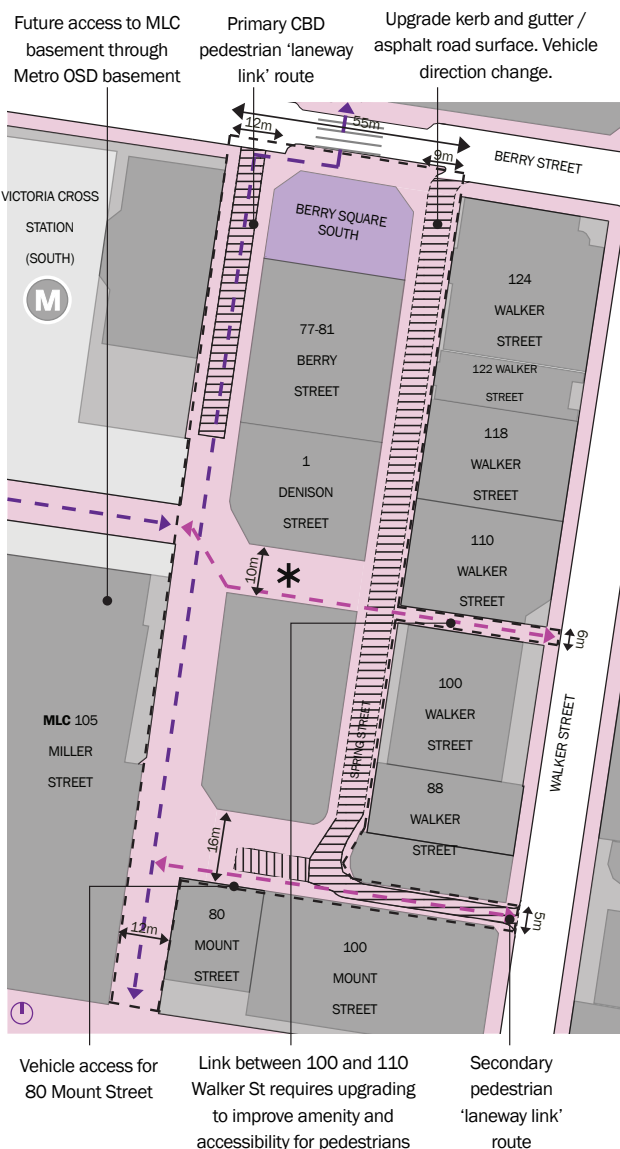
# DENISON & SPRING STREETS



## Project data

Outcome: 4,500 m<sup>2</sup> laneway upgrades  
 Estimated Cost: TBC  
 Priority Level: High  
 - - - - Intervention area: 10,500m<sup>2</sup>  
 Pedestrian area: 3,340m<sup>2</sup>  
 Shared Zones area: 1,980m<sup>2</sup>  
 Privately Owned Area: 780m<sup>2</sup>  
 Private Buildings: 4,400m<sup>2</sup>  
 Ownership: 90% Public (Local Road) - 10% Private  
 Terrain characteristics: 1:16 slope  
 Sun hours: Morning & Lunchtime year round

## Intervention overview



## Project implementation framework

### Implementation process:

- The overarching design of Denison Street and the adjoining laneways is outlined in the Central Laneways Masterplan.
- The delivery of the laneways is a staged process between Council, private owners and Sydney Metro.
- Some laneways are already under construction as part of the delivery of 1 Denison Street and Victoria Cross Metro Station.
- Pedestrianisation of Denison Street can be achieved if shared basement access between the metro and the MLC building is achieved.

### Timeframe:

- This project is of high priority. The aim is to have the laneways upgraded for the opening of the Metro Station in 2024. The connection to Walker and Mount Streets may occur at a later date as they depend on the redevelopment of adjoining sites.

### Funding framework:

- This project involves Council, State agencies and private property owners. Various agreements are in place to deliver the project over stages.

### Ownership and approvals:

- Denison, Spring, Little Spring and Mount Streets are all local roads and under Council control.
- Buildings and sites along these streets are privately owned.
- Victoria Cross Metro Station is owned by the State Government and is being delivered by Sydney Metro in partnership with private entities.
- Approval for the private development will go through a DA process.
- Any changes to traffic conditions have to be approved by Transport for NSW and the local traffic committee.

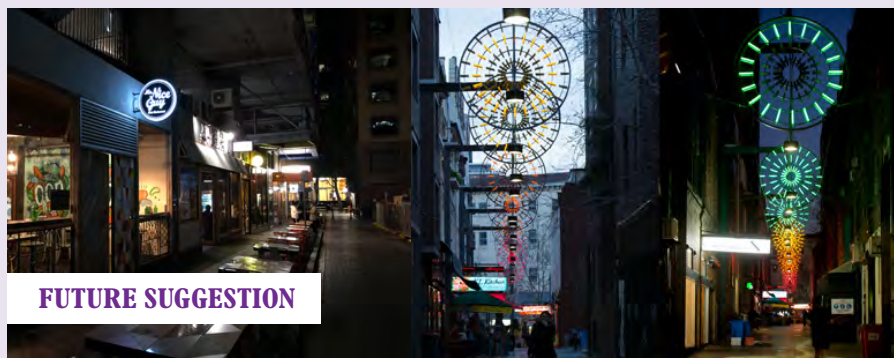
### Transport impacts and considerations:

- Safe movement of large volumes of pedestrians along Denison Street and into surrounding streets due to the arrival of the metro station is the primary consideration.
- Access to existing basements and service areas will be retained
- Any changes to specific access arrangements will be examined on a case by case basis during the detailed design stage of the project.

### Other relevant projects/ policies:

- Victoria Cross Metro Station
- Ward Street Precinct Masterplan
- Brett Whiteley Place Stage 2

# C LITTLE WALKER STREET



## Laneways for cafés, bars and public art

Little Walker is a 10m wide and 300m long service lane that runs north-south parallel to Walker and Arthur Streets between the Pacific Highway and Berry Street. It is a standard service lane environment that is dominated by car park access points, loading docks, blank walls and building servicing.

There is the opportunity for this street to be upgraded to improve its pedestrian role, encourage new businesses and activities along it, and provide entrance points to new buildings.

It is proposed to change the street to a shared zoned with pedestrian priority and implement a series of changes for the buildings to provide pocket setbacks, landscaped areas, seating areas and small retail tenancies opening to the street.

This changes would create the feeling of a traditional 'art & cafes' street to complement other offerings of the CBD.

East-west links on Mount Street and mid-block pedestrian connections should be upgraded and planned for to allow greater access and permeability. Doris Fitton Park at the northern end of the street should be upgraded to create a focal gathering point.

### Opportunities:

- Turn the street into a shared zone and incorporate Council's public domain palette
- Establish a programme for temporary art installations
- Implement laneway lighting (catenary, pavers, facade lighting)
- Encourage small retail tenancies along the street
- Improve East-West permeability
- Upgrade Doris Fitton Park

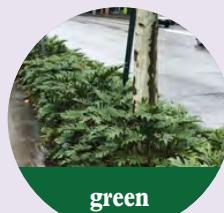
## Key public domain goals



Active laneways



Interesting facades



More buffer planting



Street activating retail



Laneway dining

# LITTLE WALKER STREET C

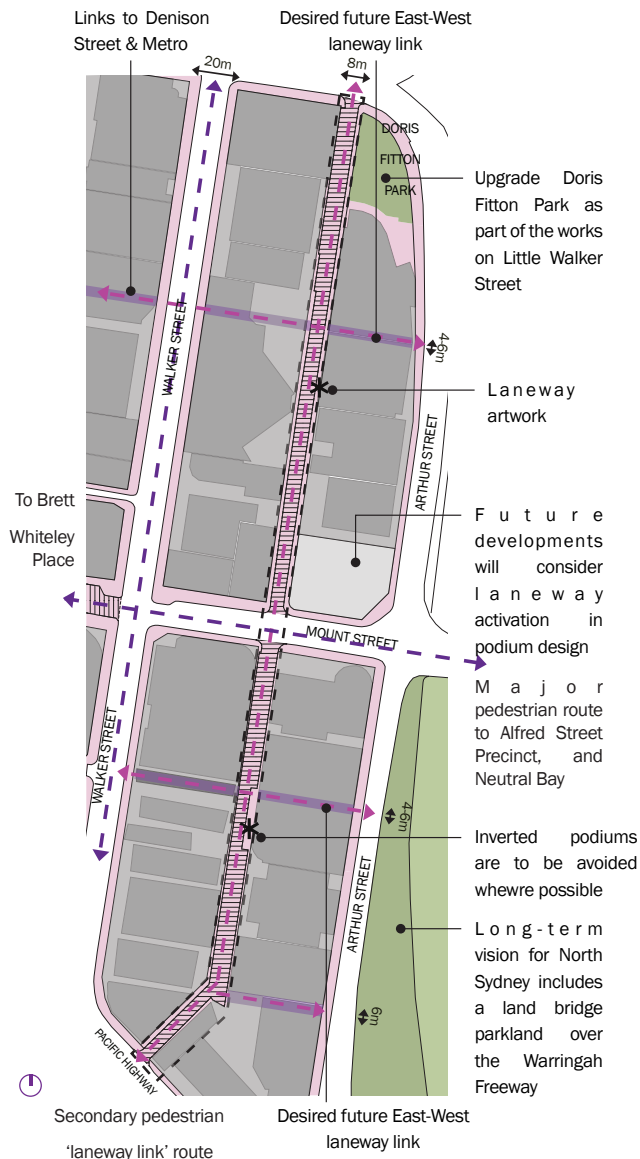
## Project data

Outcome: 3,600 m<sup>2</sup> laneway upgrade  
 Estimated Cost: \$ 3.65 million  
 Priority Level: Medium

----- Intervention area: 3,600m<sup>2</sup>  
 Shared Zones area: 3,200m<sup>2</sup>

Ownership: 100% Public - Local Road  
 Terrain characteristics: Varies  
 Sun hours: Little direct sun

## Intervention overview



## Project implementation framework

### Implementation process:

- Little Walker Street can be upgraded by Council as part of the general upgrade works being carried on throughout the CBD in combination with redevelopment that occurs on sites along the street.
- Private owners can contribute with small interventions within their sites such as setback and landscaped areas or pocket activated spaces.
- Council may undertake a study for the street to address podiums, setbacks, through site links, landscaping and any other desired urban elements.

### Timeframe:

- There is no definite timeline for this project. Works are expected to be done as part of the current general upgrade to the CBD.
- Public art along the laneway may be installed in line with the North Sydney Arts & Cultural Strategic Plan.

### Funding framework:

- Council funding for public owned areas is considered in the North Sydney Council Delivery Program and funded over time via the Section 7.11 contributions plan and other sources.
- Partial funding /delivery may be achieved via adjoining sites.

### Ownership and approvals:

- Little Walker Street is a local road under Council control. Most of the work to be done will be within the road reserve.
- Buildings and sites along the streets are privately owned. Any approval for the private sites will go through the DA process. Council may require the individual owners to provide setbacks, landscaped areas and pocket public corners.
- Any changes to traffic conditions have to be approved by Transport for NSW. Changes from local street to shared zone will need to be approved in due course.

### Transport impacts and considerations:

- Upgrade works are expected to help improve the pedestrian connections from the south of the CBD to the northern blocks.
- There will be no major impact to the existing road network or public transport system as the existing laneway function is to remain. Maximum speed to become 10 km/h but will be subject to local traffic committee approval.

### Other relevant projects/ policies:

- Mount Street upgrades
- Berry Street upgrades
- Warringah Land Bridge Park

# C LANEWAYS

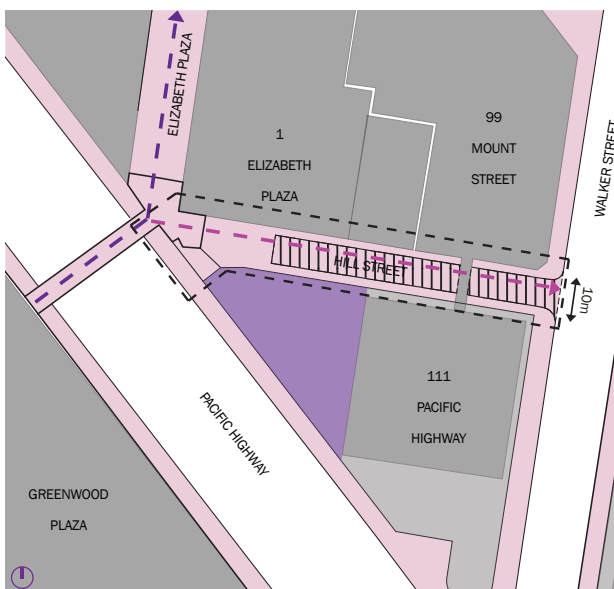
## HILL STREET

### Project data

Outcome: 700 m<sup>2</sup> of laneway upgrade (shared zone)  
 Estimated Cost: \$870,000  
 Priority Level: Medium

--- Intervention area: 800m<sup>2</sup>  
 Pedestrian area: 380m<sup>2</sup>  
 Shared Zone: 420m<sup>2</sup>  
 Ownership: 100% Public - Local Road  
 Terrain characteristics: 1:16 slope

### Intervention overview



Hill Street is a relatively steep street that links the primary pedestrian laneway route across the CBD with Walker Street. It acts as a secondary pedestrian route that is currently lacking activation and pedestrian amenity and safety. There is the opportunity for this street to be upgraded to improve its pedestrian role.

There is scope to potentially remove the motorbike parking area, connect the street with the entry plaza of 111 Pacific Highway and improve the connection to Elizabeth Plaza and the footbridge. Street furniture, lighting and landscaping will turn it into a pleasant shared zone link.

### Opportunities:

- Resolve the connection between the pedestrian bridge over Pacific Highway, Elizabeth Plaza and Hill Street in a better way that provides wider and welcoming spaces
- Integrate the outdoor entry plaza of 111 Pacific Highway with a pedestrianised Hill Street
- Investigate the removal of the motorbike parking area
- Provide a shared zone with catenary lighting and street furniture
- Maintain vehicle access to the existing underground car parks

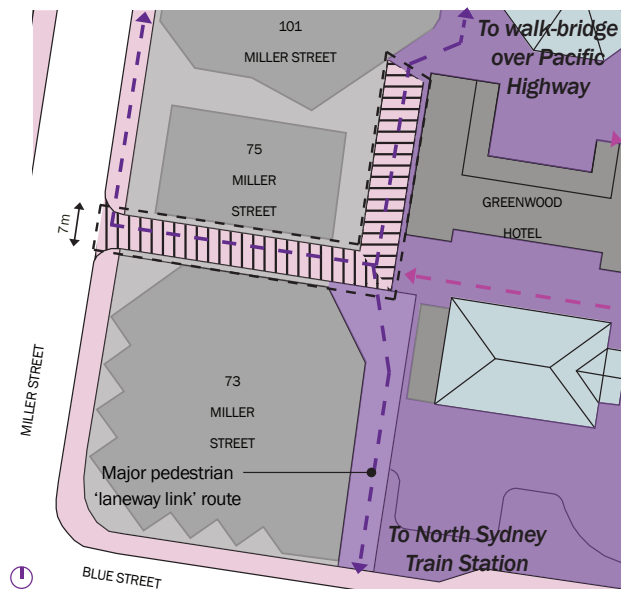
## GAS LANE

### Project data

Outcome: 450 m<sup>2</sup> of laneway upgrade  
 Estimated Cost: \$ 580,000  
 Priority Level: Medium

--- Intervention area: 450 m<sup>2</sup>  
 Shared Zone: 450m<sup>2</sup>  
 Ownership: 100% Public - Local Road  
 Terrain characteristics: 1:16 slope

### Intervention overview



Gas Lane is a small but critical link in the overall laneway journey through North Sydney. It is used by hundreds of pedestrians every day making their way from and to North Sydney station.

Together with the redevelopment of 73 Miller Street, which will upgrade the connection between Blue Street and the Greenwood Rooftop and will provide an activated ground floor covered area with a cafe and seating area, turning Gas Lane into a shared zone with new pavement and lighting will complete the pedestrian environment of the Greenwood block, making it a fully pedestrian priority area.

### Opportunities:

- Laneway roadway to be replaced with shared zone paving. Kerbs to be removed
- Overhead catenary style lighting to be installed over laneway to improve pedestrian experience
- Integrate the laneway with the newly created covered public area at 73 Miller Street
- Include additional buffer planting, trees and seating areas
- Maintain vehicle access to the existing underground car parks



# LANEWAYS C

## LINK TO ST. LEONARDS PARK

### Project data

Outcome: New 2,500m<sup>2</sup> open laneway link  
 Estimated Cost: TBC  
 Priority Level: Low

-----  
 Intervention area: 4,770m<sup>2</sup>  
 Pedestrian area: 1,520m<sup>2</sup>  
 Shared Zone: 980m<sup>2</sup>

Ownership: Mixed (Public Local Road + Private Sites)  
 Terrain characteristics: 1:16 slope

### Intervention overview

The CBD vision for the laneway link from North Sydney Train Station to St Leonards Park requires a connection through the northern-most block that ends at the entry to the park.

The North Sydney DCP 2013 identifies a pedestrian link across 54 McLaren Street. However, an opportunity exists to provide a more generous and safer green laneway link with the addition of a setback along 52 McLaren Street up into Elliot Street. 52 McLaren Street is adjacent to the new Metro north portal and will be developed in the near future. This link should be fully accessible, comply with the relevant Australian Standards and have a 10-metre width shared by 52 McLaren Street (7 metres) and 54 McLaren Street (3 metres).

### Opportunities:

- Consider raised pedestrian crossings at McLaren and Ridge Streets to ensure safe continual pedestrian flow connecting St. Leonards Park and the Ward St Precinct to the Metro Station and down into the CBD Laneway Precinct.
- Clear public wayfinding to transport nodes, local streets and public spaces should be installed.
- Trees along the edge of walkway to provide shade and protection as the CBD transitions to the green spaces of St Leonards and surrounding residential area.

### Implementation framework

#### Implementation process:

- The delivery of Gas Lane, Hill Street and Elliot Street will be done by Council as part of the general upgrade works being carried on throughout the CBD with some contribution from adjoining redevelopments.
- Consultation with Transport for NSW will take place in regard to turning the streets into shared zones.
- Council will continue to advocate for a link through 52 McLaren Street with Sydney Metro with additional provisions considered in the NSDCP 2013.

#### Ownership and approvals:

- Gas Lane, Hill Street and Elliot Street are local roads under Council Control. Any proposed traffic classification changes may require approval of Transport for NSW and the local traffic committee.
- 52 McLaren Street is privately owned. Any redevelopment of the site, including a site through link, will be subject to the standard DA process.



#### Timeframe:

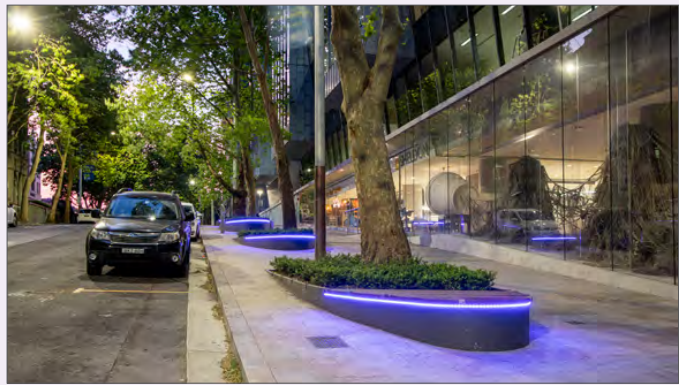
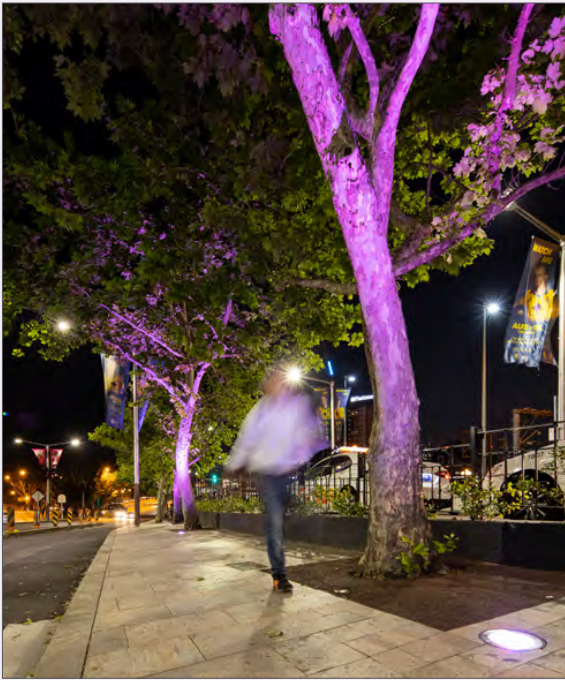
- These three projects may potentially take place after the metro station opens in 2024 and the major projects around the station are completed.
- It is understood 52 McLaren Street will not be developed until after the metro station is operational.

#### Funding framework:

- Council funding for public owned areas is considered in the North Sydney Council Delivery Program and funded over time via the Section 7.11 contributions plan and other sources.
- Partial funding /delivery may be achieved via adjoining sites.
- The link through 52 McLaren Street is expected to be delivered by the owners of the site as part of the redevelopment of the site .

#### Transport impacts and considerations:

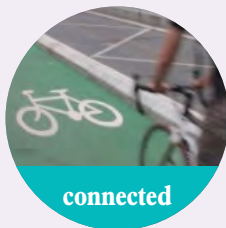
- Upgrade works would be expected to help improve the pedestrian connections from the south of the CBD to the northern blocks.



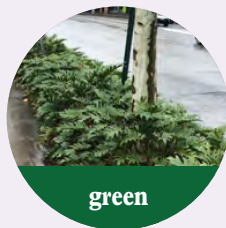
■ Roads & footpaths design priorities



Safer for pedestrians



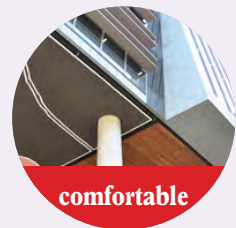
Cycleways



More buffer planting

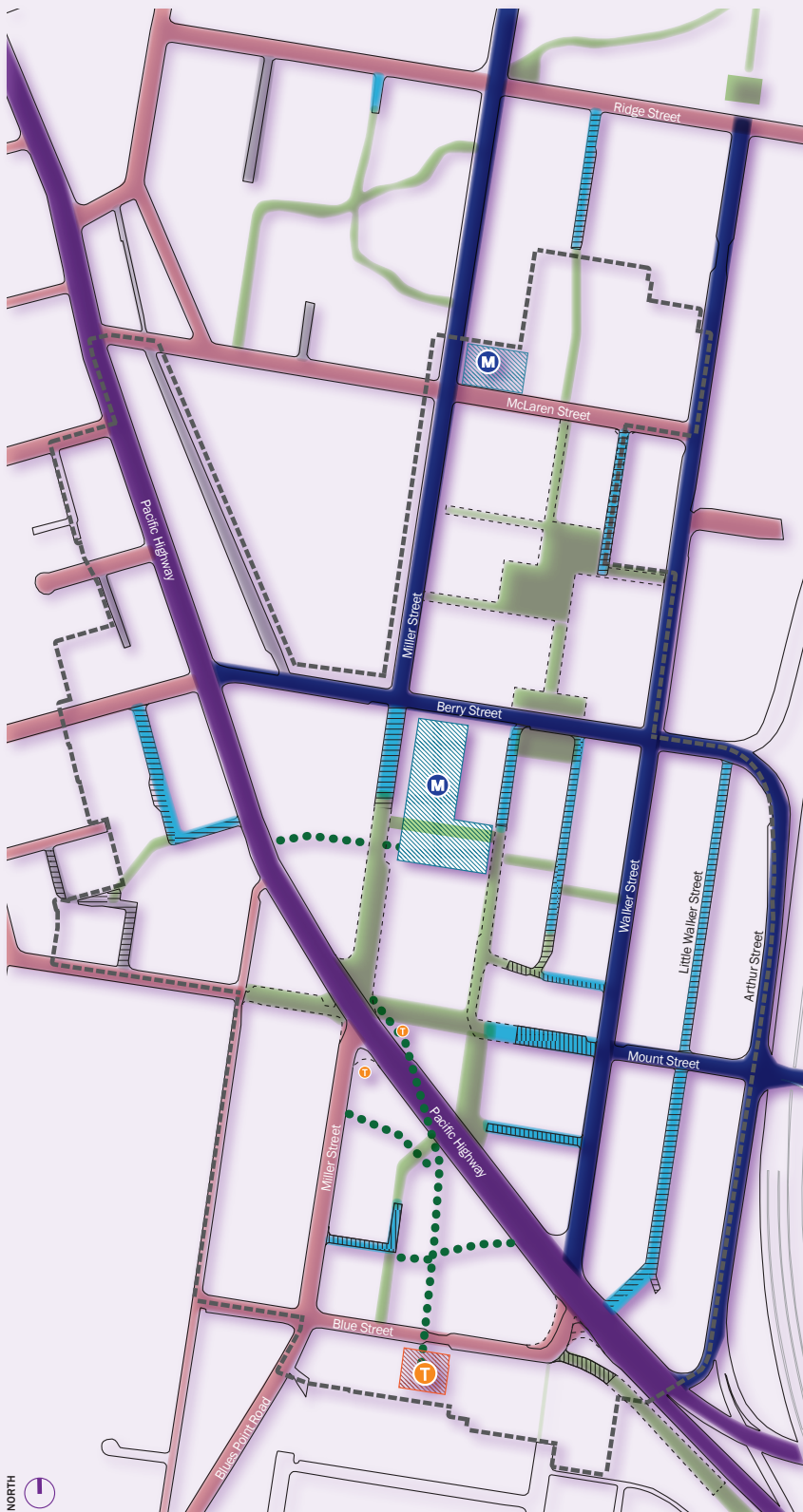


Active frontages & retail edges



Awnings, arcades & covered areas

# FOOTPATHS & CROSSINGS



## Friendly streets

With almost 75% of all public domain in North Sydney residing in the streets, roads and lanes, much more effort needs to be made in designing, building and maintaining these spaces as places where daily interactions happen and blossom.

Paving, street trees, outdoor dining, street furniture, seats and benches, and the building interfaces, all play a vitally important role in the life of the street.

Great care must be taken to craft the best streets possible, calming the influence of traffic, and making walking easy and enjoyable to create a place that people and businesses want to be a part of.

## Improved connections

Whilst a major focus of this Public Domain Strategy is on creating a series of new major open spaces and developing a series of laneway links, the overall Public Domain Structure also relies on the improvement of a series of “connectors” that will link together the 5 different pedestrian priority blocks. These connections are essential for the pedestrian circulation through the CBD.

The “connectors” are mainly street intersections, bridges and underground passageways across the major roads of the CBD.

It is important to balance the vehicular traffic with the cycling and pedestrian needs and to provide safer and pleasant environments to complement the rest of the public domain.

### Legend

- Boulevard (Highway)
- Main Streets
- Local Streets
- Shared Zones
- Laneways
- Pedestrian only
- Arcade links



# C VICTORIA CROSS

## Improved pedestrian amenity and safety

The Victoria Cross intersection is North Sydney’s busiest pedestrian crossing with approximately 6,000 pedestrians per hour expected to use this intersection by 2036 - an increase of 130-135% on existing volumes. It currently has a diagonal distance of 60 metres with slip lane islands on the SE and NW corners making crossing difficult and potentially dangerous for pedestrians and vehicles due to constant pedestrian spillage into road lanes.

With the planned closure of both Miller Street and Mount Street, there is an opportunity to rethink the intersection and make it work better for both for pedestrians and vehicles alike. The intervention will reduce the predominance of the road and will improve the pedestrian experience.

The revised crossing will be a simpler and safer “T” intersection. There will

only be one lane turning into Miller Street, reducing also the number of lanes on the Pacific Highway and allowing for new cycleways.

Pedestrian crossings will be relocated and waiting times modified to address the new traffic conditions and the role of the intersection within the CBD.

### Opportunities:

- Removal of slip lanes and pedestrian islands
- Removal of right hand turn into Miller Street
- Removal of left-turn into Mount Street
- Reorientation of crossings to reduce pedestrian crossing distances
- New separated cycleways and garden buffer planting

## Key Public Domain Goals



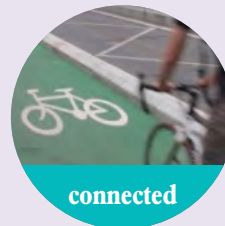
Removal of slip lanes



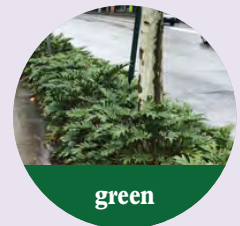
Easier crossings



Improved wayfinding & signage



Cycleways



More buffer planting

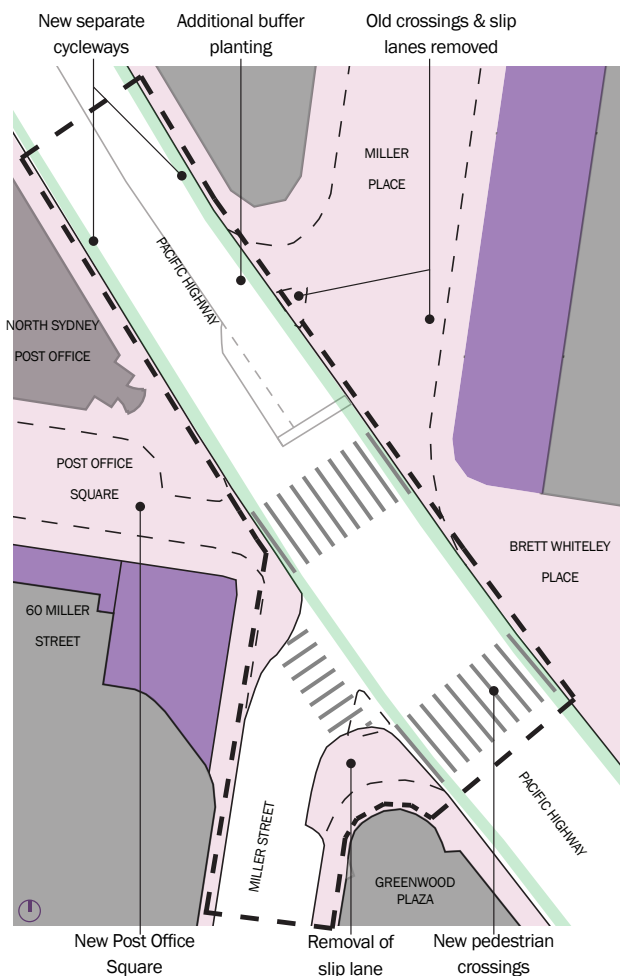
# VICTORIA CROSS C

## Project data

Outcome: Intersection upgrade  
 Estimated Cost: TBC  
 Priority Level: High

--- Intervention area: 3,270m<sup>2</sup>  
 Footpaths area: 380m<sup>2</sup>  
 Road Carriageway area: 2,890m<sup>2</sup>  
 Ownership: 100% Public - State Road

## Intervention overview



The Victoria Cross intersection of the Pacific Highway will be updated to address the new public spaces around it (Post Office Square and Miller Place). It will become a simpler "T" intersection with no additional slip lanes and increased pedestrian crossing time.

## Project implementation framework

### Implementation process:

- Extensive traffic modeling has already been done as part of the North Sydney CBD Transport Masterplan.
- The Transport Masterplan has also outlined the staging of changes required across the CBD to deliver the intersection upgrade.
- The project could be delivered in conjunction with Miller Place and Post Office Square.
- The project has been the subject of preliminary discussions with Transport for NSW.
- A traffic management plan and implementation analysis will be carried out to establish the timeline and staging of the project in order to minimise any impact.

### Timeframe:

- Updates to the Victoria Cross intersection are of high priority. Work on the traffic network design needs to recommence in the short term.

### Funding framework:

- This project involves Council and several State agencies. Council will work with the other stakeholders to develop an agreement, including a funding framework to deliver the project.

### Ownership and approvals:

- Pacific Highway is a state road, owned by Council, capitalised by Transport for NSW.
- The intervention and upgrade of the Pacific Highway are part of a broader traffic plan for North Sydney CBD and a wider area that is being discussed with Transport for NSW and other state agencies through the North Sydney Integrated Transport Program.
- Any works on the Pacific Highway are to be approved by the local traffic committee, Transport for NSW and other state and metropolitan agencies such as Sydney Buses.

### Transport impacts and considerations:

- The proposal includes the removal of the slip lanes and a re-orientation of the crossing bands to reduce pedestrian crossing distances and improve pedestrian safety.
- Modeling has indicated that, in conjunction with a series of other traffic interventions including the closure of Miller Street, the impact on traffic travel times will be limited.

### Other relevant projects/ policies:

- Post Office Square
- Miller Place
- Pacific Highway upgrades

# C BERRY STREET



# BERRY STREET C

## ■ A safe and comfortable urban street outside the Metro Station

Berry Street has strong potential to become a pleasant, green and sunlit boulevard with upgraded footpaths, awnings, outdoor dining, new squares and new architecture with the redevelopment of the Ward Street Precinct and the opening of the new Metro Station.

Running east to west, the street crosses the top of the proposed Miller Place and benefits from a number of good natural environmental factors including fairly level terrain and good natural light penetration (central and west end of the street). It is also fairly wind protected as the southern buildings generally block the prevalent southerly breezes that affect much of CBD.

Berry Street separates the central area of the CBD and metro portal to the south from the Ward Street Civic Precinct to the north. It is important that

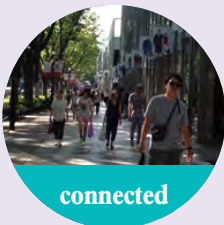
as part of the upgrade to the street, every effort is made to improve the pedestrian circulation and flow between the two areas. Raised pedestrian crossings should be considered for the area near Berry Square in line with the idea of calming the traffic along the street.

A scramble crossing is suggested for the intersection between Berry and Miller Streets as a way of further improving the North-South connectivity.

### Opportunities:

- Return to two-way traffic to create a calmer traffic environment
- Raise Berry Square pedestrian crossing to improve connectivity
- Scramble crossing installed at junction with Miller Street
- Encourage new dining and outdoor dining along southern edge to take advantage of solar access

## ■ Key public domain goals



**connected**

Pedestrian priority areas



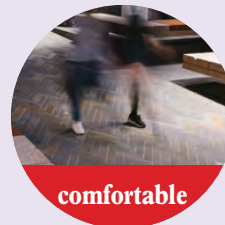
**connected**

Laneway connections



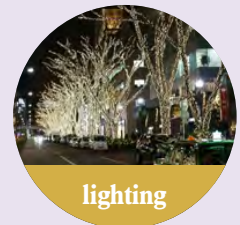
**activated**

Active frontages & retail edges



**comfortable**

Updated Berry Square



**lighting**

Tree lighting



# C BERRY STREET

## Project data

Outcome: 8,280m<sup>2</sup> street upgrade  
 Estimated Cost: TBC  
 Priority Level: High  
 - - - - Intervention area: 15,000m<sup>2</sup>  
 Pedestrian area: 3,460m<sup>2</sup>  
 Shared zone: 820m<sup>2</sup>  
 Road Carriageway area: 4,000m<sup>2</sup>  
 Ownership: 100% Public - State Road  
 Terrain characteristics: 1:16 slope  
 Sun hours: Morning & lunchtime year round  
 LEP Special area protected

### Other relevant projects/ policies:

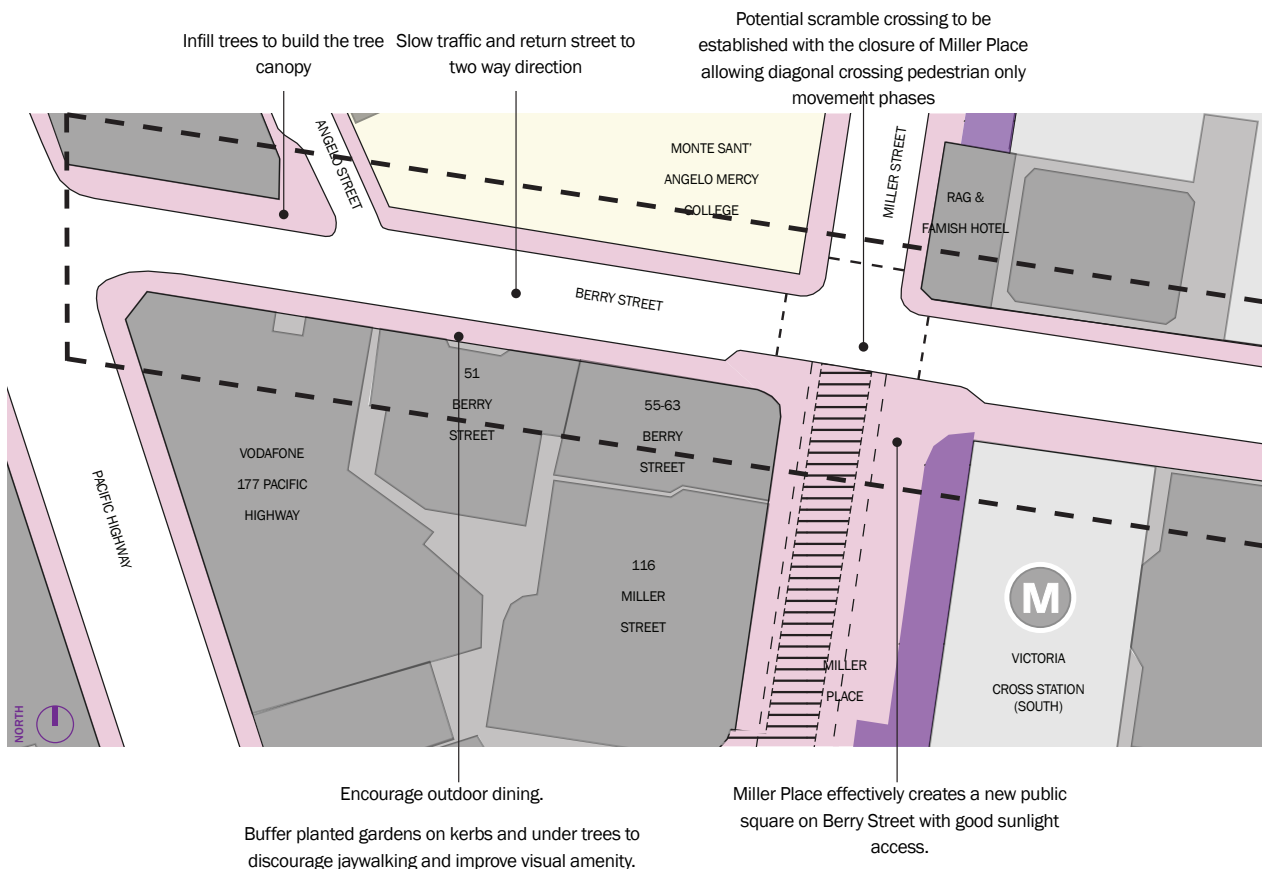
- Berry Square
- Ward Street Precinct Masterplan
- Victoria Cross Metro station
- Miller Place
- Central Laneways

## Project implementation framework

### Implementation process:

- Extensive traffic modeling has already been done as part of the North Sydney CBD Transport Masterplan.
- The Transport Masterplan has also outlined the staging of changes required across the CBD to deliver the intersection upgrade.
- The project will be delivered in conjunction with other upgrades and transport changes across the CBD.
- The project requires further consideration and discussion with Transport for NSW.
- A traffic management plan and implementation analysis will be carried out to establish the timeline and staging of the project in order to minimise any impact.
- Changes to the traffic conditions (bidirectional traffic and lane reassignment) should occur first.
- Upgrades to pedestrian crossings and footpaths may occur later.

## Design development considerations





# BERRY STREET C

**Timeframe:**

- The proposed changes to Berry Street need to be in place to deliver Miller Place and cater for the increased pedestrian levels as a result of the metro.

**Funding framework:**

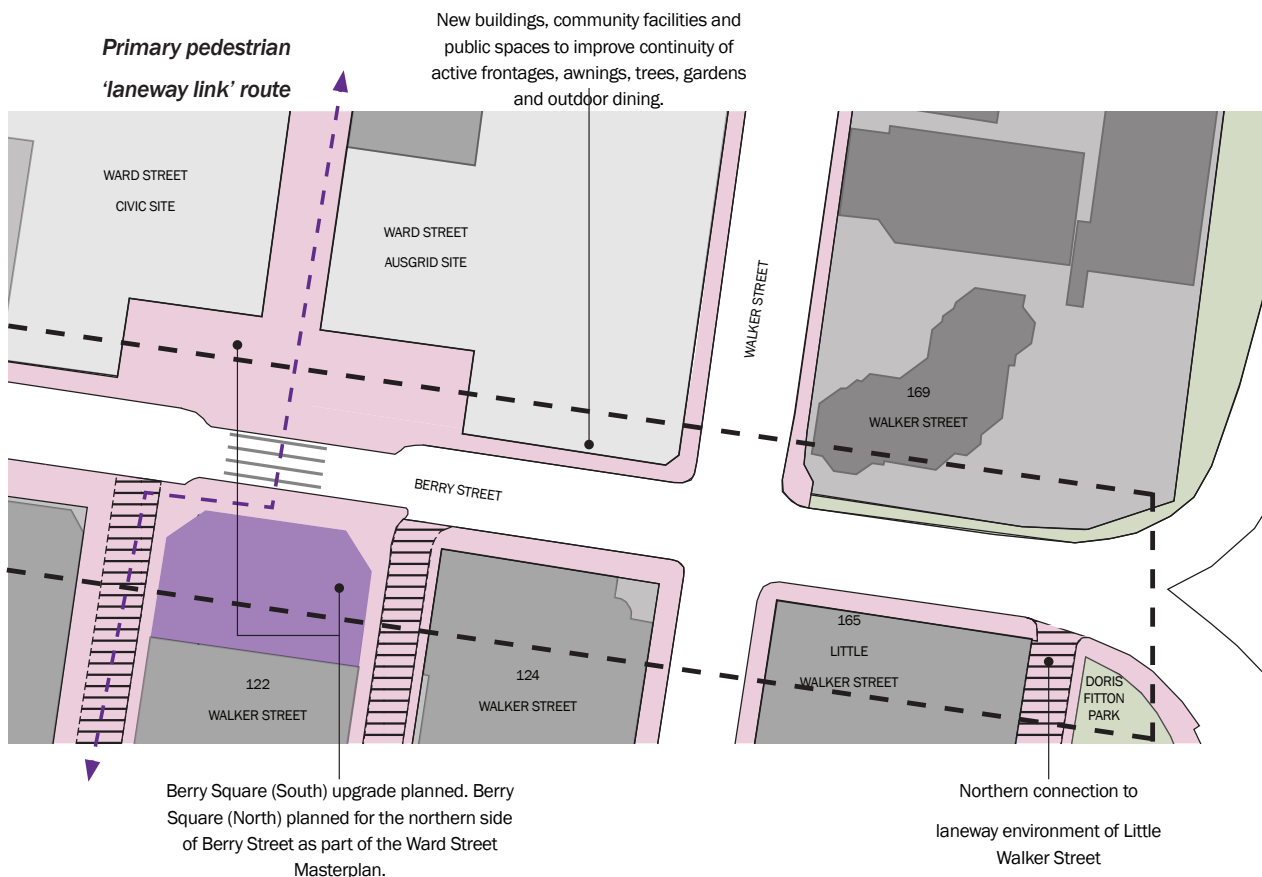
- Various streetscape upgrades are currently being planned & budgeted by Council as well as State agencies such as Sydney Metro as part of the delivery of the new metro station.
- Major road redirection works would be partially funded by State agencies (subject to review).

**Ownership and approvals:**

- Berry Street is a state road, owned by Council, capitalised by Transport for NSW.
- Any change to the traffic conditions would need to be reviewed and approved by Transport for NSW and the traffic committee.

**Transport impacts and considerations:**

- Making Berry Street bidirectional is a major change with repercussions across the CBD that will also impact how traffic gets in and out of the CBD.
- The changes to Berry Street are therefore dependent on a number of traffic modifications to surrounding streets including Pacific Highway and Arthur Street. Refer to CBD Transport Masterplan for more information.
- Road redesign options need to be further discussed with Transport for NSW.
- Changes to Berry Street together with the construction of Miller Place will also modify current bus routes and stops.
- The Western Harbour Tunnel Project, if it proceeds in its current draft form, will mean that this initiative can not be realised.



# C WALKER/BLUE STREET CROSSING



## Celebrating the southern gateway to the CBD

The intersection of Walker Street and the Pacific Highway is an important north–south pedestrian crossing and primary gateway for approaching vehicles entering the North Sydney CBD. It has similar amenity issues to Victoria Cross including wide crossing distances, slip lanes and refuge islands that isolate pedestrians.

This is a busy pedestrian crossing point with large groups of pedestrians forming on the corners near the exit from Greenwood Plaza and the south east corner from North Sydney Station.

Jaywalking is a problem on the north and south sides of the intersection due to the desire lines from Blue Street to Little Walker Street and from Greenwood Plaza to Walker Street.

It is proposed to reshape the intersection following the upgrades to Pacific Highway with the inclusion of cycle lanes and edge planting.

Both slip lanes from Pacific Highway to Blue Street and Walker Street should be removed and the connection to these streets should become calmer 90-degree intersections that happen after the relocated traffic lights. This would simplify the intersection and would make it safer for pedestrians.

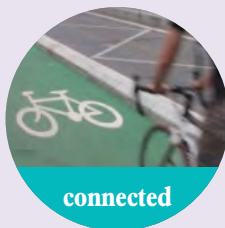
Once the Tramway Viaduct is turned into a park, there will be no need for the current vehicular access to that site anymore, providing the opportunity for a new on-grade entry plaza to the park that will add new public space with good solar access within easy reach of most people in the southern half of North Sydney CBD. This space can include additional seating, work tables, public art, lighting and cafes.

The recent improvements to the south corner that include new paving and public art will be maintained.

## Key public domain goals



Engaged with the surroundings



Cycleways



Safer for pedestrians



Improved wayfinding & signage



Public artwork

# WALKER/BLUE STREET CROSSING

C

## Project data

Outcome: Intersection upgrade

Estimated Cost: TBC

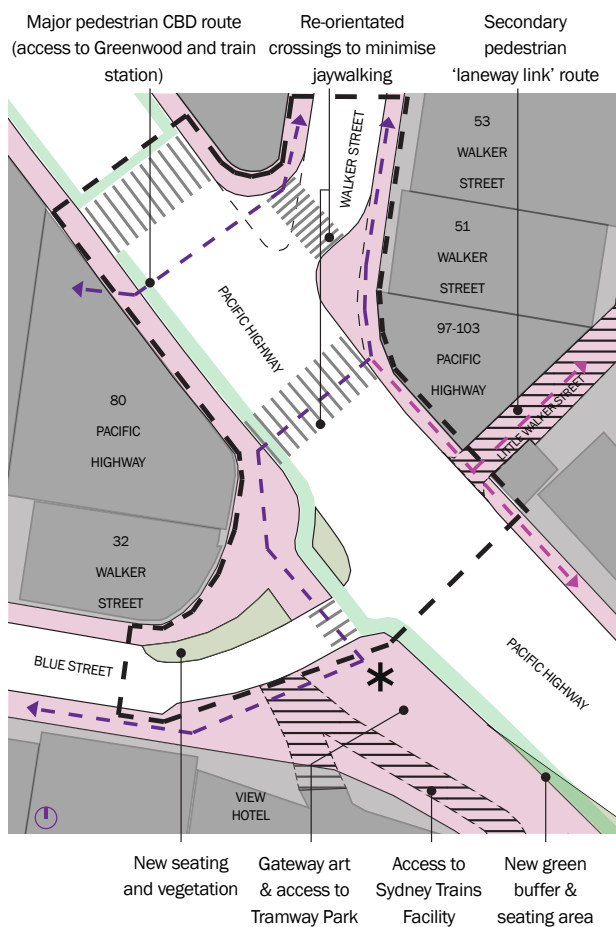
Priority Level: High

----- Intervention area: 5,200m<sup>2</sup>

▭ Road Carriageway area: 3,580m<sup>2</sup>

Ownership: 100% Public - State Road

## Intervention overview



The intersection will be updated to minimise traffic conflicts, improve pedestrian safety and reflect the changes in traffic behaviour.

Slip lanes will be removed.

Blue Street will join Pacific Highway at a 90 degree angle.

Additional open space will be gained by these changes, creating a generous gateway to Tramway Park.

## Project implementation framework

### Implementation process:

- Extensive traffic modeling has already been done as part of the North Sydney CBD Transport Masterplan.
- The CBD Transport Masterplan has also outlined the staging of changes required across the CBD to deliver the intersection upgrade.
- The project will be delivered in conjunction with other upgrades to the Pacific Highway.
- The project requires further consideration and discussion with Transport for NSW.
- A traffic management plan and implementation analysis will be carried to establish the timeline and staging of the project in order to minimise any impact.

### Timeframe:

- Upgrades to this intersection are of part of the broader plan to upgrade Pacific Highway. The CBD Transport Masterplan identifies the upgrade is necessary to be able to implement other projects across the CBD.

### Funding framework:

- This project involves Council, the Stage Government and several State agencies. Further work is needed to develop an agreement and a funding framework to deliver the project over several stages.

### Ownership and approvals:

- Pacific Highway is a state road, owned by Council, capitalised by Transport for NSW.
- The intervention and upgrade of the Pacific Highway are part of a broader traffic plan for North Sydney CBD that requires further discussion with Transport for NSW.
- Any works on the Pacific Highway are to be carried on by the State Government and approved by the traffic committee, Transport for NSW and other state and metropolitan agencies such as Sydney Buses.

### Transport impacts and considerations:

- The proposal includes the removal of the slip lanes and a square intersection introduced with a maximum diagonal distance of 32-34 metres. Modeling has indicated that in conjunction with a series of other traffic interventions including the closure of Miller Street, the impact on traffic travel times will be limited.
- Final intersection design to consider bus turning circles, visual constraints and maneuvering requirements.

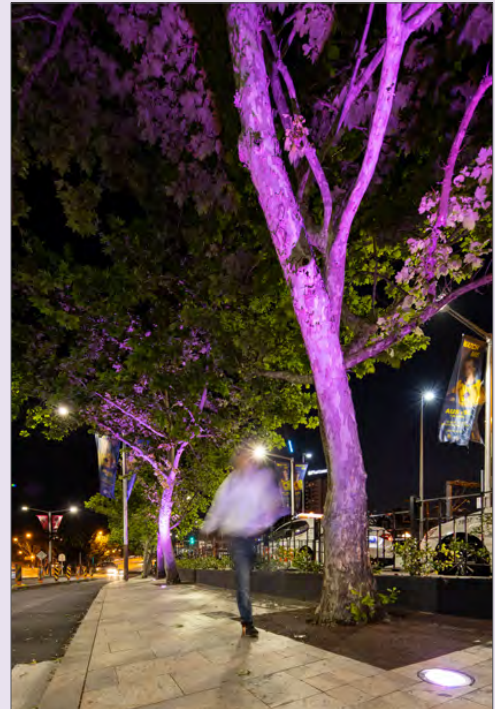
### Other relevant projects/ policies:

- Tramway Park
- Walker Street connection
- Pacific Highway upgrades

# C PACIFIC HIGHWAY



**FUTURE SUGGESTIONS**



## Improving pedestrian and cycling amenity

Pacific Highway remains a major physical divide within the North Sydney CBD. At over 30 metres wide, and with a number of large inactivated building frontages, the road is a major obstacle that severs the north and south precincts of the CBD.

Whilst Pacific Highway will continue to be an important state road movement corridor, improvements can be made to dramatically improve the pedestrian and cycle experience along this important stretch of the highway.

Potential improvements to Pacific Highway include additional trees, verge planting, cycle lanes, additional on grade crossings where possible, wider footpaths at discrete locations, improved lighting, additional street furniture and further activation near transport nodes.

Efforts should be made to improve the pedestrian amenity and safety of Pacific Highway whilst maintaining its role and a regional vehicular road.

## Opportunities:

- Cycleways proposed on both sides (due to lane removal of right-hand turn into Miller Street)
- Elizabeth Plaza street connection to be improved
- Verge planting and additional trees
- Additional on grade crossings
- A reduction in the impact and obstruction of barriers and fences
- Additional street furniture and public amenity
- Improved street activation near transport nodes
- Additional lighting for pedestrians
- Footpath widening where possible

## Key public domain goals



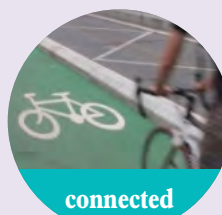
**accessible**

Safer for pedestrians



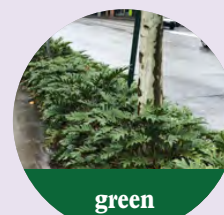
**accessible**

Easier crossings



**connected**

Cycleways



**green**

More buffer planting



**cultural**

Public artwork

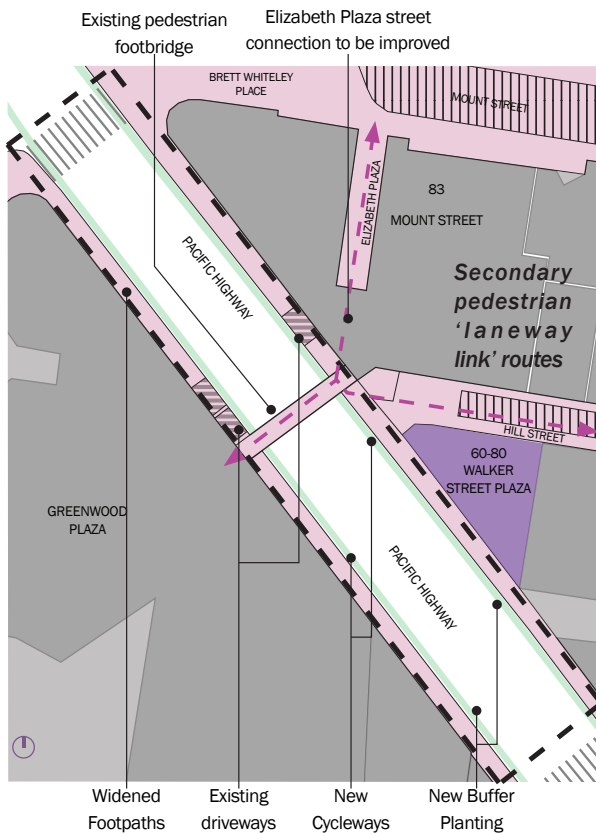
# PACIFIC HIGHWAY C

## Project data

Outcome: CBD Road upgrade  
 Estimated Cost: TBC  
 Priority Level: High

--- Intervention area: 5,050m<sup>2</sup>  
 ■ Road Carriageway area: 3,600m<sup>2</sup>  
 Ownership: 100% Public - State Road

## Intervention overview



Redesign of the road corridor to encourage traffic calming and footpath widening where possible.

Removal of left turn slip lanes and pedestrian refuge islands.

Provision of additional street trees, construction of cycle lanes, median tree and garden planting, and buffer planting on kerbs.

Add a new mid-block pedestrian crossing near the overpass bridge at Greenwood Plaza to improve pedestrian access and amenity.

Encourage facade activation and continuous awnings.

## Project implementation framework

### Implementation process:

- Upgrades to the Pacific Highway are part of a broader plan to upgrade roads across the CBD and implement changes to traffic patterns to accommodate the new Metro Station and the associated improvements to the public domain, including new plazas and open spaces.
- The North Sydney CBD Transport Masterplan outlines the road changes and improvements across the CBD.
- The project requires further consideration and discussion with Transport for NSW.
- A traffic management plan and implementation analysis will be carried to establish the timeline and staging of the project in order to minimise any impact.

### Timeframe:

- Upgrades to the Pacific Highway are identified in the CBD Transport Masterplan and are to be implemented along other projects across the CBD.

### Funding framework:

- Any improvement works to the road carriageway will come from State funding.
- Street improvement works such as wider footpaths, garden buffer planting and the like will be funded and maintained by Council.
- Building frontage improvements will be undertaken by private owners of adjoining buildings.

### Ownership and approvals:

- Pacific Highway is a state road, owned by Council, capitalised by Transport for NSW.
- Any upgrades to the road are subject to the approval of the traffic committee and Transport for NSW.
- Consultation with other agencies such as Sydney Buses will also be required.

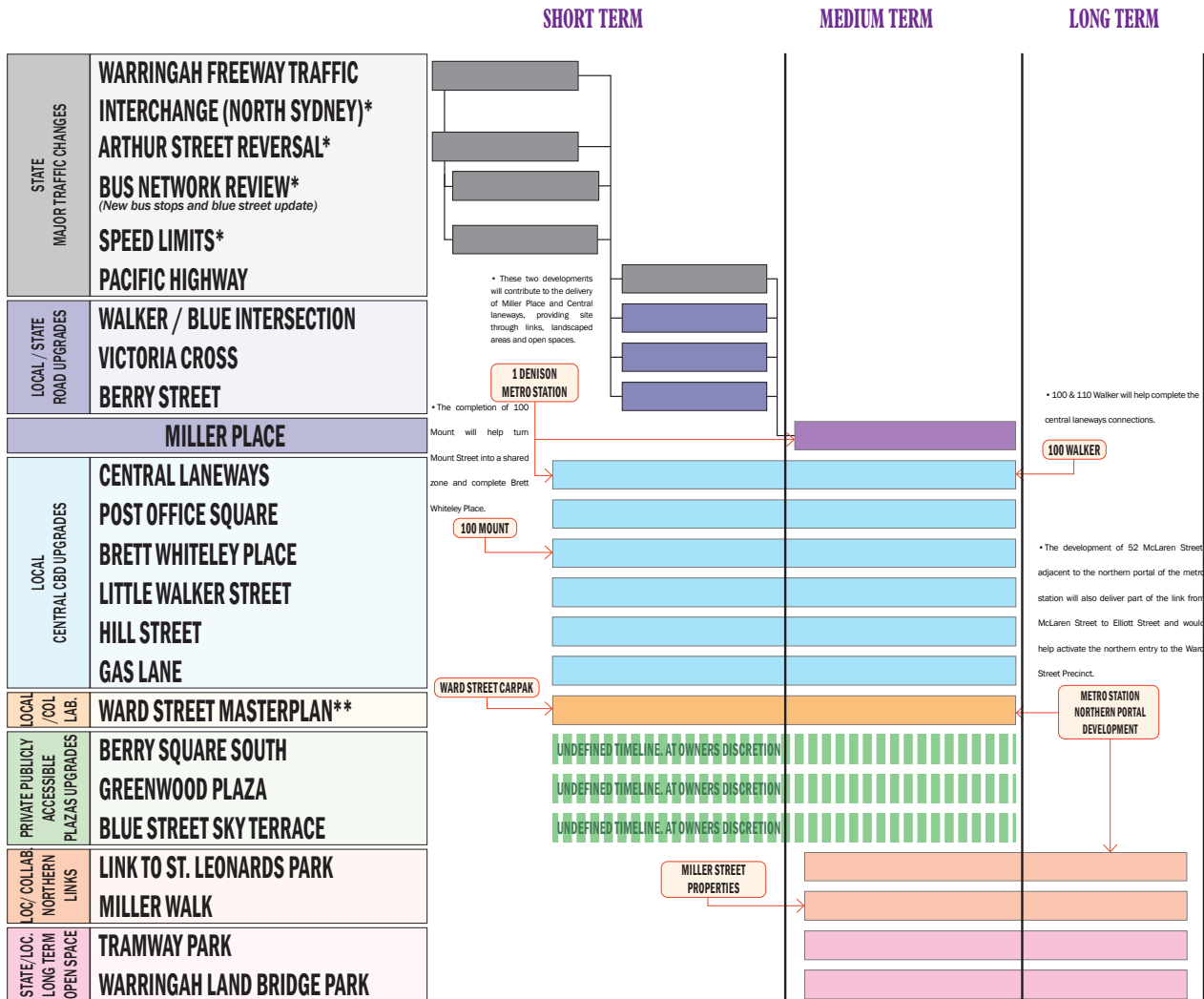
### Transport impacts and considerations:

- The proposed changes to Pacific Highway address the changed condition of the CBD once the new metro line is operational
- The widening of the footpaths and the addition of cycleways will improve the pedestrian safety and amenity and cycle options in line with the cycling buffer zone outcomes identified in State Government strategies.

### Other relevant projects/ policies:

- Victoria Cross intersection
- Walker/Blue Street Crossing
- Miller Place
- Hill Street and Greenwood Plaza upgrades

# C PROJECTS SUMMARY



## Project types

The interventions shown in this section encompass different types of projects.

1. Statewide transport. These are projects included in the North Sydney CBD Transport Masterplan that are required prior to the delivery of the proposed major public open spaces.
2. Public projects. Projects that are on public land and can be delivered by Council with support and approval or relevant state agencies.
3. Collaboration projects. Projects that will require the collaboration between Council and the private sector to deliver public open spaces and facilities both in public and private land.
4. Statewide long-term projects. Public projects where the delivery lies on the State Government. Council will lobby the State Government and support it within its capability in the design and delivery process.
5. Private projects. Publicly accessible and protected open spaces that sit on private land. These projects are fully dependent on the individual site owners.

## Project interdependency

The different projects form a holistic vision for North Sydney's CBD Public domain and they depend on each other to achieve a successful result. Importantly, some projects need to occur first, before others can proceed.

The diagram above shows where each project sits, its connections, its relationship to mayor developments within the CBD and also the required implementation sequence.

Upgrades to roads and intersections (both, the ones shown in this strategy but also additional ones highlighted on the CBD Transport Masterplan) need to occur first so that major public open spaces such as a Miller Place or the Post Office Square can be delivered.

# PROJECTS SUMMARY

C

	PROJECT	CATEGORY	PRIORITY	ESTIMATED TIMEFRAME	COST (APPROX 2019)
STATE MAJOR TRAFFIC CHANGES	<b>WARRINGAH FREEWAY TRANSPORT INTERCHANGE (NORTH SYDNEY)*</b>	Traffic Circulation Changes	High	Short Term	TBC
	<b>ARTHUR STREET REVERSAL*</b>	Traffic Circulation Changes	High	Short Term	TBC
	<b>BUS NETWORK REVIEW*</b> <i>(New bus stops and blue street update)</i>	Transport Network Changes	High	Short Term	TBC
	<b>SPEED LIMITS*</b>	Traffic Circulation Changes	High	Short Term	TBC
	<b>PACIFIC HIGHWAY</b>	Roads & Intersections	High	Short Term	TBC
LOCAL / STATE ROAD UPGRADES	<b>WALKER / BLUE INTERSECTION</b>	Roads & Intersections	High	Short Term	TBC
	<b>VICTORIA CROSS</b>	Roads & Intersections	High	Short Term	TBC
	<b>BERRY STREET</b>	Roads & Intersections	High	Short Term	TBC
<b>MILLER PLACE</b>		Civic Spine	High	Medium Term	\$8.95 mill
LOCAL CENTRAL CBD UPGRADES	<b>CENTRAL LANEWAYS</b>	Laneways	High	Medium Term	TBC
	<b>POST OFFICE SQUARE</b>	Parks & Plazas	High	Medium Term	\$3.25 mill
	<b>BRETT WHITELEY PLACE</b>	Parks & Plazas	Medium	Medium Term	\$2.25 mill
	<b>LITTLE WALKER STREET</b>	Laneways	Medium	Medium Term	\$3.65 mill
	<b>HILL STREET</b>	Laneways	Medium	Medium Term	\$870,000
	<b>GAS LANE</b>	Laneways	Medium	Medium Term	\$580,000
LOCAL / COL LAB.	<b>WARD STREET MASTERPLAN**</b>	Parks & Plazas	High	Medium Term	TBC
PRIVATE PUBLICLY ACCESSIBLE PLAZAS UPGRADES	<b>BERRY SQUARE SOUTH</b>	Parks & Plazas	Medium	Undefined	N/A
	<b>GREENWOOD PLAZA</b>	Parks & Plazas	Medium	Undefined	N/A
	<b>BLUE STREET SKY TERRACE</b>	Parks & Plazas	Medium	Undefined	N/A
LOC / COLLAB. NORTHERN LINKS	<b>LINK TO ST. LEONARDS PARK</b>	Laneways	Low	Long Term	TBC
	<b>MILLER WALK</b>	Civic Spine	Low	Long Term	TBC
STATE / LOC. LONG TERM OPEN SPACE	<b>TRAMWAY PARK</b>	Parks & Plazas	Medium	Long Term	\$6.95 mill
	<b>WARRINGAH LAND BRIDGE PARK</b>	Parks & Plazas	Low	Long Term	TBC

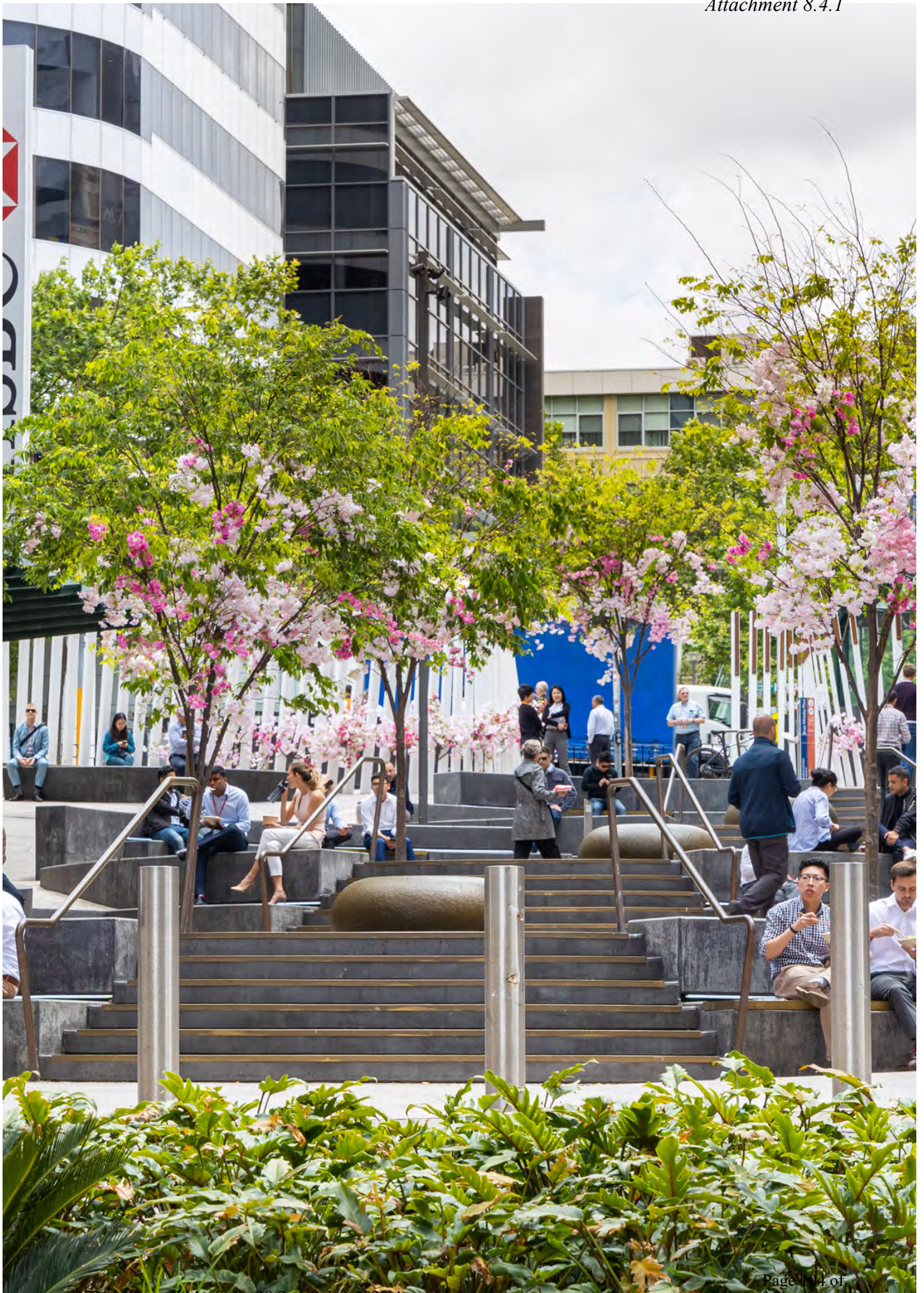
## Project summary

The diagram above shows a summary of the projects described in this section, their level of priority, estimated timeframe, and approximate cost if applicable.

- Timeframes are indicative only and subject to agreements with State agencies and funding approval. These might change at a later date.
- The cost estimates shown are from a preliminary cost study carried out by MDA Australia Cost Consultants.

\* Projects described in the North Sydney CBD Transport Masterplan that are necessary in order to develop the public domain projects that are part of this document.

\*\* Ward Street Masterplan includes Berry Square North.







# D PUBLIC DOMAIN GOALS



# CBD POLICY CONTEXT

The projects under this strategy, new development and alterations to privately owned but publicly accessible open areas, should have regard to the following Council policies:

**North Sydney Local Strategic Planning Statement**

**North Sydney Transport Strategy**

**CBD Transport Masterplan**

**North Sydney DCP 2013**

**Part B Section 2 - Commercial & Mixed Use Development**

**Part B: Section 8 - Outdoor Dining & Display of Goods on the Footpath**

**Part B: Section 9 – Advertising & Signage**

**Part B: Section 12 – Access**

**Part B: Section 20 – Public Infrastructure**

**Part B: Section 21 – Telecommunications**

**Part C Section 2 - North Sydney Planning Area**

**Ward Street Masterplan**

**Public Domain Style Manual & Design Codes**

**Visitor Economy Strategy**

**Landscape Planting Guide**

**Urban Forest Strategy**

**Street Tree Strategy**

**Smart City Strategy**

**Heritage Conservation Plan**

**CBD Smoking Ban**

**Lighting Strategy (under development)**

**Wayfinding Strategy (under development)**

**Public Art Masterplan (under development)**

# D BUILT FORM

## Orientation & street wall

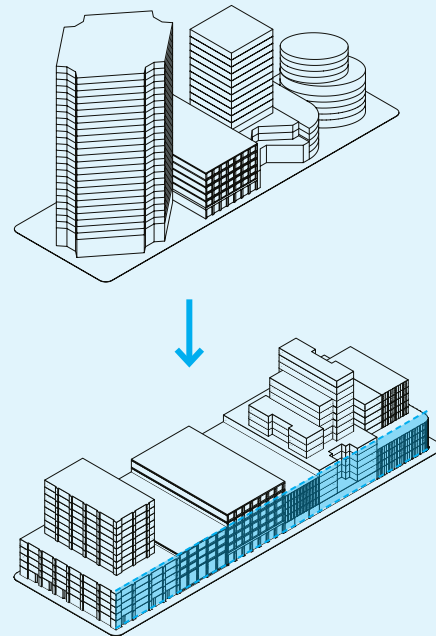
North Sydney's urban and architectural identity is shaped by its grid pattern and streets. Rectilinear building shapes help define street spaces within the grid pattern and enhance its streetscape character.

New development should maintain or reinstate the existing street wall up to appropriate contextual heights or up to a maximum podium height of five storeys. Rectilinear massing and building elements that reinforce the overall rectilinear form of the center are to be encouraged.

Dominant angular, organic, or circular structures on the property boundary at the street level should be avoided. The use of large angular cuts, cylindrical, pyramidal, and amorphous building shapes that contrast with a rectilinear street character should also be avoided.

Sheer walls of more than five storeys should not be allowed to meet the street without the use of podiums, sunshading, trellis, awnings, verandahs or balconies, to moderate the street condition.

Setbacks creating additional footpath space, colonnades, plazas or pocket parks should in general be avoided if not identified in this strategy, and only allowed in exceptional circumstances where a clear benefit to the local and broader context can be demonstrated.



## Build to the boundary

It is desirable to build to the site boundary where possible with developments contributing to the public realm by offering continuous awning-covered weather protection, windows, shops and openings to pedestrians.

Large, indented areas reduce the intensity of the street, are generally unused and can create security or safety issues. Building setbacks from the boundary are generally not considered a positive contribution to the public realm, simply because they create more public space.

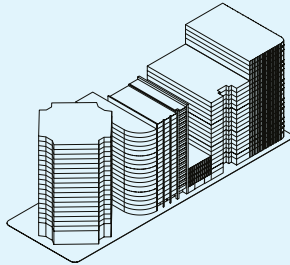
It is important to build to street frontages in the central activity areas other than in exceptional circumstances, where the new design includes a purposeful publicly accessible space with a high level of amenity, including good solar access, comfortable wind conditions, seating and landscape elements.

Building to the boundary creates a continuous line of activity and gives the street a clear and complete urban form as a space - an outdoor room where activities on the street have a greater relationship with the activities inside the adjacent premises.

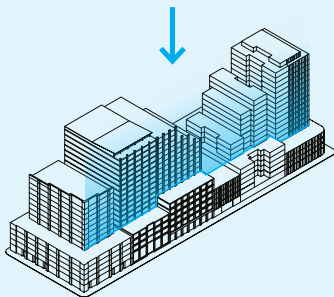
Building to the site boundary also prevents the creation of spaces that are ambiguous in terms of public accessibility, ownership, and safety, all of which can lead to long term problems for maintenance and upkeep.



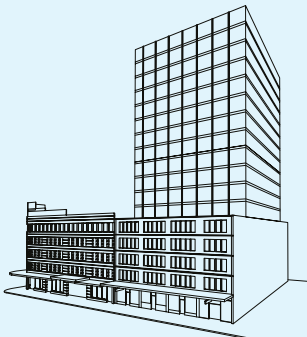
# BUILT FORM D



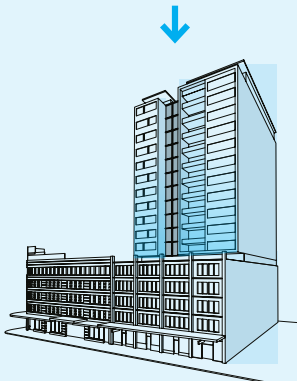
Avoid unmoderated built form without setbacks



Use setbacks to moderate and articulate built form and improve environmental conditions on the street



Lack of vertical articulation creates singular large building massing



Vertical articulation with floor plate setbacks

## ■ Building setbacks

Existing ground floor setbacks and breaks in the street wall should be 'repaired' as sites are upgraded or redeveloped.

A combination of setback controls and podium design controls help moderate and minimise adverse effects on adjacent streets and public spaces. Architectural elements should be used to moderate any local environmental impacts of buildings including podiums, awnings, facade articulation or vertical breaks.

Overshadowing of public spaces and footpaths is to be considered in the building design. New developments may develop solar models to understand and minimise overshadowing of adjoining properties and public spaces. Wind consultants should be engaged for any tall buildings to predict the impact on adjacent public spaces and recommend measures to mitigate. The use of awnings and verandahs can help to moderate down drafts and break down the vertical scale of towers, as can modest setbacks above the podium level.

North Sydney's DCP provides guidance in relation to podium heights and above podium setbacks on Sections C 2.1.3 Built Form - Desired Future Character of North Sydney Central Business District and Section B2 2.4.3 Setbacks.

Podiums are to be between 3 and 5 storeys depending on the site's location and street frontage (higher podiums to main streets and lower podiums to laneways and secondary streets). Above podium setbacks vary between 3 and 5 metres, with smaller setbacks for lanes and secondary frontages and larger setbacks for the main facade.

## ■ Vertical articulation

Elements such as individual floor levels, balconies and outdoor spaces of a building are important in creating an interesting and vibrant urban environment. Vertical and horizontal articulation helps to present the internal activities of a building, which establishes a dialogue between inside and outside. Articulation breaks up the mass of a building and can create a human scale that connects and grounds the building to its streetscape.

Buildings without articulation present a dull character to the street and can contribute to an atmosphere of inactivity and lack of human engagement with the built form at street level. A lack of articulation, especially in the vertical plane, creates large massed blocks of built form that generally relate poorly to the street. Monotonous glass walls and opaque, flat surfaces can create an uninteresting and harsh physical environment.

Vertical articulation is encouraged for tall towers to assist in grounding the building within the streetscape. A variety of materials and articulated forms to break up overall building mass is also recommended.

Articulation in massing and surfaces is to be encouraged in all building types to humanise their scale and thus enable legibility of city form and activity. Vertical articulation, combined with mixed volumes, floorplate setbacks, balconies and sun shading protuberances, are highly effective in breaking up large building masses and grounding tall buildings. Using a variety of materials, colours and innovative detailing can further enhance the attractiveness of the building to the pedestrian and should be encouraged.

# D BUILT FORM

## ■ Corners & side streets

The quality of a streetscape is amplified at intersections. Making well-designed corner buildings is crucial to developing good city form.

Buildings located on corners are more visually prominent and therefore important in defining the street grid, acting as navigational landmarks and contributing to the street and precinct character. North Sydney has a legacy of corner buildings with these characteristics, such as the Post Office and the Rag and Famish.

Recent developments on corners have generally failed to reinforce the street wall and cut corners with open plazas and under-crofts. The design of contemporary facades also often fail to acknowledge street hierarchy and encourage a strong network of active pedestrian paths through the CBD. Building elements are often over scaled in relation to the width of the street and are detailed with inactive facades such as blank walls and building servicing.

Buildings should address both street frontages on corner sites with appropriate facades that relate to the scale, width and hierarchy of the streets. Buildings should be built to the corner.

Awnings should be provided on both primary and secondary streets where appropriate.

## ■ Materiality & warmth

North Sydney CBD has a large number of glass, concrete and aluminum panel clad towers. The lack of masonry materials in newer developments has affected the overall ambiance and character of the streets. The remaining historic building stock use brick, render and stone, all of which have an inherent warmth, tactility and human scaled quality to them, a quality that has been lost in some modern buildings.

The selection of materials and construction systems for large multi storey buildings is complex and must consider longevity, performance, cost and aesthetics amongst other things. Recently, the trend is to use glass curtain walls with little to no variance or articulation due to its performance and cost effectiveness.

However, when these facade systems extend all the way to the street level, they can result in inappropriate articulation and scale for the human interface and feel cold and inhuman with no relation to other elements on the street.

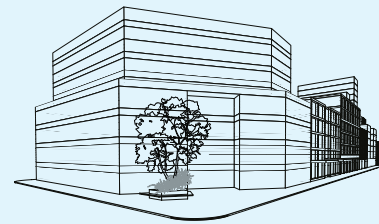
When this occurs en masse and across a large number of sites, the resulting materiality and appearance can diminish the quality of the streetscape.

A streetscape that has a rich diversity of finely detailed materials at eye level offers pedestrians a more pleasant and friendly environment that is more likely to attract regular and repeat pedestrian traffic.

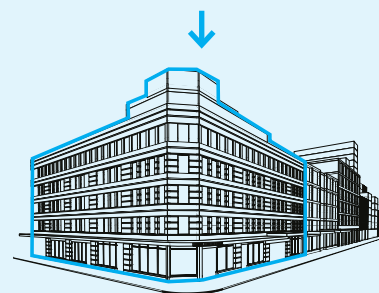
Older buildings generally offer a mix of finely detailed brickwork, steel, timber, stone, lead lighting, glass, brass and plaster. This is a good response to the streetscape and should be encouraged.

New buildings should avoid large expanses of singular unarticulated materials, excessive amounts of highly reflective glass, and large areas of anodised aluminium panels at the lower levels.

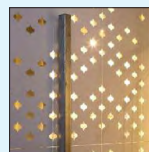
High quality materials detailed appropriately are greatly appreciated by the pedestrian, are likely to age better, and give users and visitors a real sense of place or point of difference.



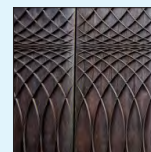
Avoid negative or cutaway corners



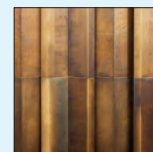
Buildings should articulate their corner location



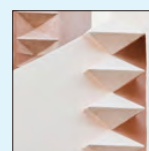
Laser Cut Steel



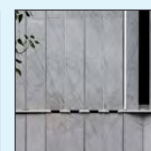
Cast Iron



Bronze



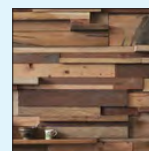
Decorative plaster work



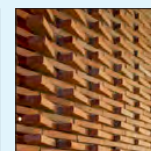
Stone



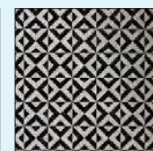
Copper, zinc & other metals



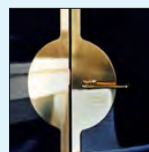
Recycled timber



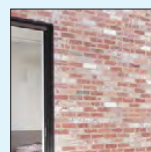
Decorative brickwork



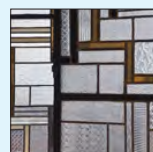
Patterned tiles



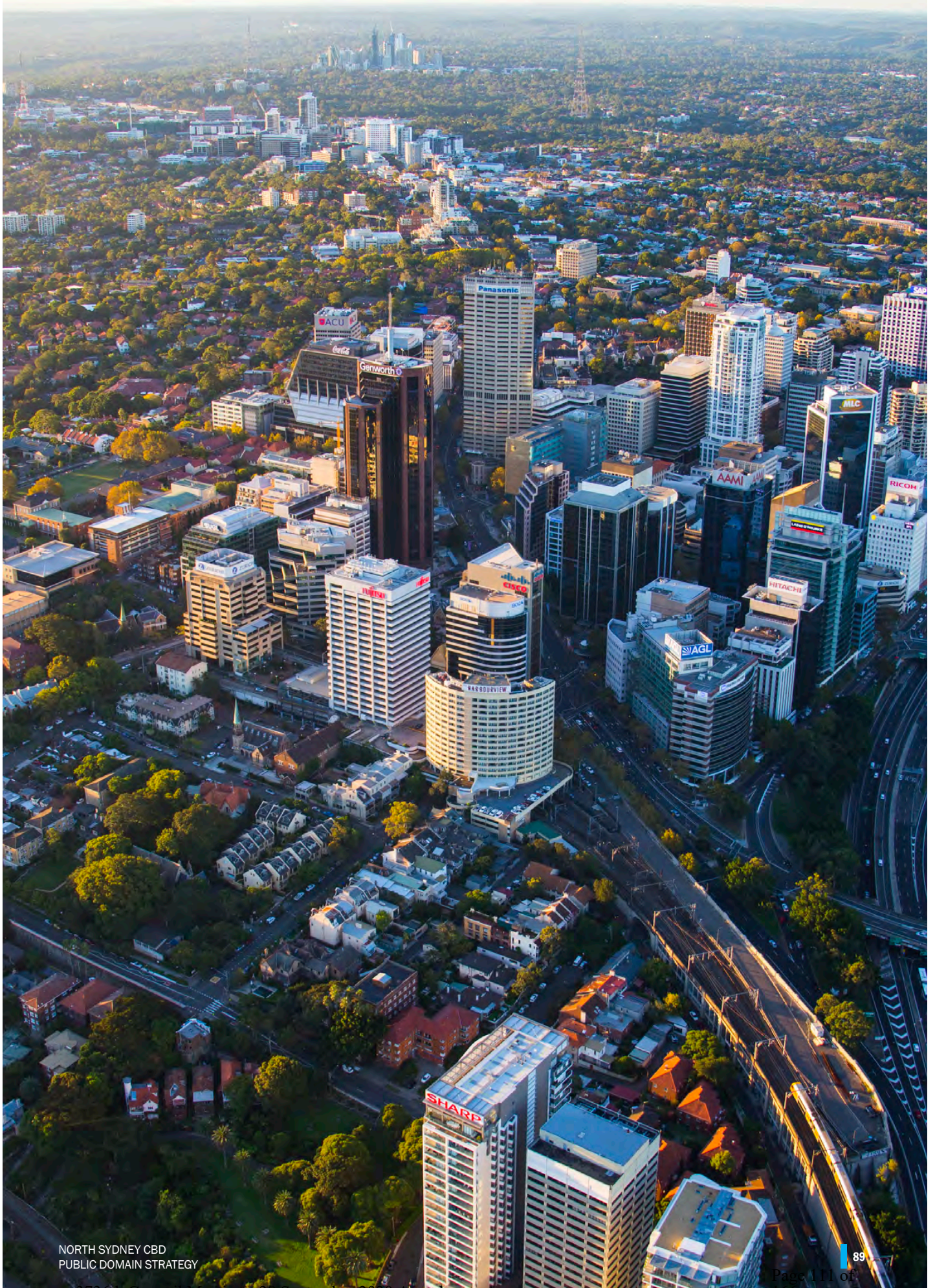
Brass



Recycled bricks



Decorative and coloured glass



# D WAYFINDING



## A legible centre

New pedestrian-centric wayfinding systems are to be incorporated within the public domain in North Sydney to help pedestrians locate services and destinations, making the CBD more legible and accessible.

Wayfinding information pylons would be located at key locations in North Sydney displaying maps and walking times to local sites and neighbourhoods and assisting residents, visitors and workers in their travels to different precincts and destinations. By displaying the nearest bus, ferry or train information, wayfinding encourages walking and public transport over driving, and promotes healthier lifestyles and increased activity in the area.

## Smart City Strategy

Wayfinding information pylons have the capacity to also become communication hubs for the general public and could form part of the infrastructure that supports the proposed CBD-wide Wi-Fi network.

Interactive panels on the pylons would enable users to access a variety of digital services including public transport updates, mapping services and emergency services. These concepts may be explored further in conjunction with the actions for Smart Infrastructure in the North Sydney Smart City Strategy.



City of Sydney's 'Legible Sydney' suite of wayfinding mechanisms assist tourists and other visitors using a familiar wayfinding system and conventions. DDA compliant tactile/braille wayfinding are also implemented.

### Related strategies:

- North Sydney Smart City Strategy 2019
- North Sydney Visitor Economy 2019

### Related projects:

- Infrastructure upgrades
- High-speed Wi-fi through CBD



Small-scale wayfinding



Walk/distance times to locations



Transport signs



Interactive & static street maps



Pylons with info screens

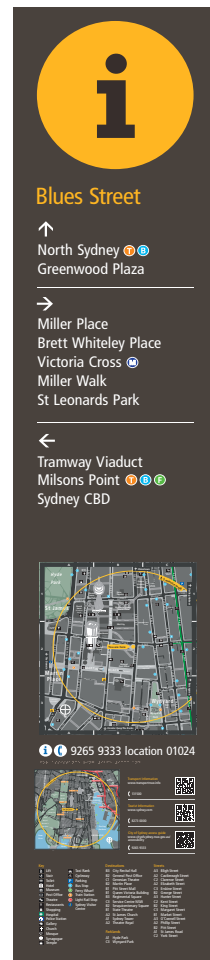


# WAYFINDING D



## Wayfinding locations

Larger map pylons can be located intermittently throughout the CBD at public transport entries and key civic spaces including Ward Street precinct, Civic Park and Brett Whiteley Place. Smaller flag signs can be positioned along pedestrian paths of travel.



Indicative wayfinding information pylon for North Sydney.

### Legend

- ⊖ Map pylon location
- Finger or flag sign location
- Multi Function Pole

# D STREET FURNITURE



## Amenity for the public domain

North Sydney Council provides a range of street furniture on the public domain for the amenity of residents, workers and visitors to the area. This furniture includes chairs, benches, bike hoops and racks, bins, bottle refill stations and bus shelters.

The placement, material and design of the street furniture promotes a sense of identity for North Sydney CBD, while providing necessary functions in carefully chosen locations. These details are specified in the North Sydney Public Domain Style Manual and Design Codes and help create a consistent and high-quality public domain.

Durable, low-cost, low-maintenance materials have been chosen in line with the existing palette and character of North Sydney.

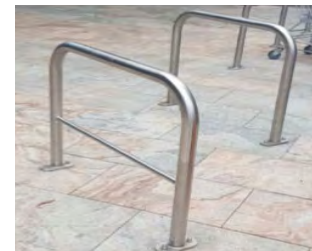
## Public seating

Whether it be to eat, rest, socialise or observe, seating gives people an important stopping point and offers the public a pleasant place to convene. Seating encourages the public to come together in a space and engage with the surrounding community.

Council has begun installing more public seating options including chairs, benches and bus shelters with seating, to improve the accessibility and day-to-day activities of people in the area and contribute to the life of the CBD. Planning for ample seating in new developments, new public spaces and wherever outdoor dining can occur, will be pursued with seating options designed to suit a variety of people, from individuals to larger groups.



North Sydney standard public seating is made of treated timber battens on a stainless-steel frame. Materials are durable, low-maintenance, readily available and reflect the contemporary character of North Sydney CBD.



Bike hoops and racks are stainless steel and located in areas where there is a change of transport type - i.e. bus stops and train stations, as well as along cycleways and at cycle destinations.

### Related strategies/manuals:

- North Sydney Public Domain Style Manual and Design Codes



Low walls and edges



Seats for singles or groups



On a busy street



In a green corner



At a bus stop

# STREET FURNITURE



## Awnings

Awnings provide important amenity and comfort to pedestrians while enhancing the streetscape character of the CBD. They provide weather protection and UV cover to footpaths and promote better pedestrian circulation.

Through consistent materials, colour, height and location, awnings can unify various building frontages in busy commercial streets, provide a better scale for pedestrians, and reduce the perceived bulk and scale of buildings.



Continuous glazed awnings are promoted in the North Sydney CBD to improve pedestrian amenity while providing good levels of lighting to footpaths and ground floor spaces within buildings.

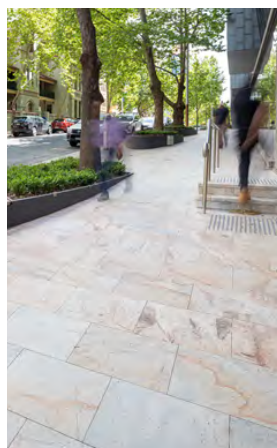
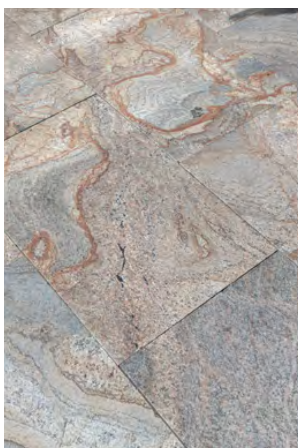
## Paving

Upgrading pedestrian pavements across the CBD to “Bruce Rock” granite helps create a continuous environment and a distinct character to the North Sydney CBD, and at the same time improves the pedestrian experience. This work can be undertaken over a period of time to coincide with new developments around the CBD.

“Bruce” Rock (Austral Juperana) granite pavers have been specified for the CBD in a stretcher bond paving pattern. These pavers are hard wearing with an exfoliated finish to allow for easier cleaning and slip resistance. The chosen paving has a fleck of colour in it for warmth, and the natural variation in the granite assists in concealing marks.



(Left and above) “Bruce” Rock (Austral granite) pavers have been specified throughout the CBD to create a unifying design element within the public domain that is hard wearing and serviceable and therefore suitable for heavy pedestrian traffic.



# D GREEN SPACE



## Street trees & urban canopy

Street trees play an important role in the life of a city and improve the environment and quality of life of the public domain. Trees are a significant feature in North Sydney, lining key streets in the CBD area, increasing footpath amenity, and providing shade and traffic buffering.

There are opportunities in North Sydney to improve and grow the existing urban canopy and reduce the breaks and spaces between existing trees. The location and species of new trees and plants will reflect the character of the area and be sympathetic towards the existing urban canopy. Access, sight lines, solar access, spacing and mature dimensions will be considered to ensure all new trees are appropriately located to maximise the benefits to the community and minimise any negative impacts to existing trees and structures.

## Gardens and planters

Street gardens, buffer planting and planter boxes play a significant role in increasing the beauty and amenity of an area. Suitable planting design can transform the quality of streets, provide a visually appealing streetscape for pedestrians and add to the character of a location. They also provide visual buffers to passing traffic, reduce urban heat loads, and increase the long-term health of street trees.

A seasonal program of short-term planter boxes and street gardens could provide environmental benefits to permanent plantings and existing trees. It would also provide additional interest and character to the street at different times of the year. In areas where ground planting is not possible or desirable, such as laneways or building entrances, potted plants and trees can be considered.



The London Plane tree is the signature species in North Sydney and is planted along major arterial roads and within the CBD area. Its large size is in scale with surrounding high-rise buildings and its hardiness is needed for the difficult local growing conditions.

### Related strategies:

- North Sydney Street Tree Strategy 2016
- North Sydney Urban Forest Strategy 2019



Garden buffers on busy streets



Colour and texture to create identity



Strengthening the urban canopy



Sculpture and planting combined



Water sensitive urban design

# RECREATION SPACE D

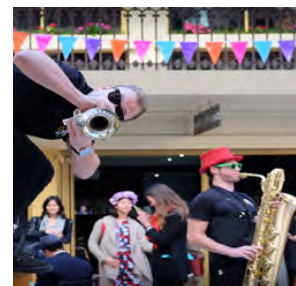
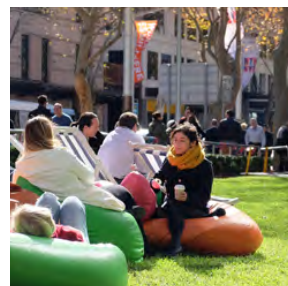


## Activity in the heart of the CBD

Recreational spaces in the public domain can positively impact the mental, physical and social wellbeing of its users while contributing to the character and economy of the CBD. They promote physical exercise, social connectedness and provide breakaway areas from the bustling CBD. They simultaneously offer opportunities to explore and celebrate the history and culture of the city.

The North Sydney area currently has a good range of recreation facilities. However, the challenge is to provide an adequate supply within the CBD to meet the growing demand, as residents, workers, students and visitors increase. It is critical to create and maintain well designed, usable spaces for sports, physical activities, community events and social gatherings within the CBD area.

Spaces should vary in size and be adaptable in their function to allow for a range of recreational activities including small-scale activities (ping pong, small exercise groups), sports, social/family recreation, and larger community activities (markets, events).



(From top) Lunchtime at Brett Whiteley Place, social recreation along Miller Street and community activities in the CBD.

## Accessible recreation

Open spaces and recreational areas should be inclusive, allowing all the community to use and enjoy them. Park furniture should be integrated into the design to improve amenity of users and encourage passive recreational activities, socialising and observing. Provision of high-quality public toilets and signage will contribute to the amenity of the CBD.

### Related strategies:

- North Sydney Recreation Needs Study 2015
- North Sydney Open Space Provision Strategy 2009



Sports and active recreation



Social recreation



Community events and activities



Small scale activities



Accessible spaces for recreation

# D PUBLIC ART



## A culturally active/vibrant CBD

Art plays an important role in new and existing public spaces, enhancing and enriching the visual experience, sense of civic identity and livability of an area. It can provide beauty, colour, humour and storytelling, and celebrate the distinct characteristics of the area, from large plazas and parks, down to the smallest of spaces. Public art can also work alongside heritage items, existing buildings and natural landscapes to create even stronger place-based narratives.

Council aims to foster the creation of high-quality public art in North Sydney, spearheading a North Sydney Public Art Trail and encouraging options for public art to be included in significant Council projects and private developments. New initiatives will continue to add to the growing collection of public artworks already located throughout the CBD and enhance identity and a sense of place through the provision of a high-quality, contemporary and innovative public art experience.

## North Sydney Public Art Trail

The North Sydney Public Art Trail is a 4km loop highlighting 20 sites of cultural significance including historical landmarks and public artworks located in Kirribilli, Milson's Point, Lavender Bay and North Sydney. Sites include the Luna Park Entrance Face and Coney Island, sculptures in the iconic Comic Walk and Wendy's Secret Garden as well as several major artworks located within the North Sydney CBD. The trail is a significant placemaking, cultural development and tourism initiative, providing an engaging public art experience which celebrates the uniqueness of the locality.



Public artworks within North Sydney CBD include (from top left) Freddie Timms - *Lissadell*, Damien Butler - *A Rotunda for Reflective Encounters*, Warren Langley & Julia Davis - *Angles of Incidence* and Daniel Templeman - *Missing Corners*. The scale, location and diversity of each of the works has helped to define and enhance the specific sites they are in.

### Related strategies:

- North Sydney Art & Cultural Strategic Plan 2019-22
- North Sydney Public Art Trail Masterplan 2017
- Greater Sydney Commission North District Plan 2018



Art trail information points



Art in laneways



Site specific art

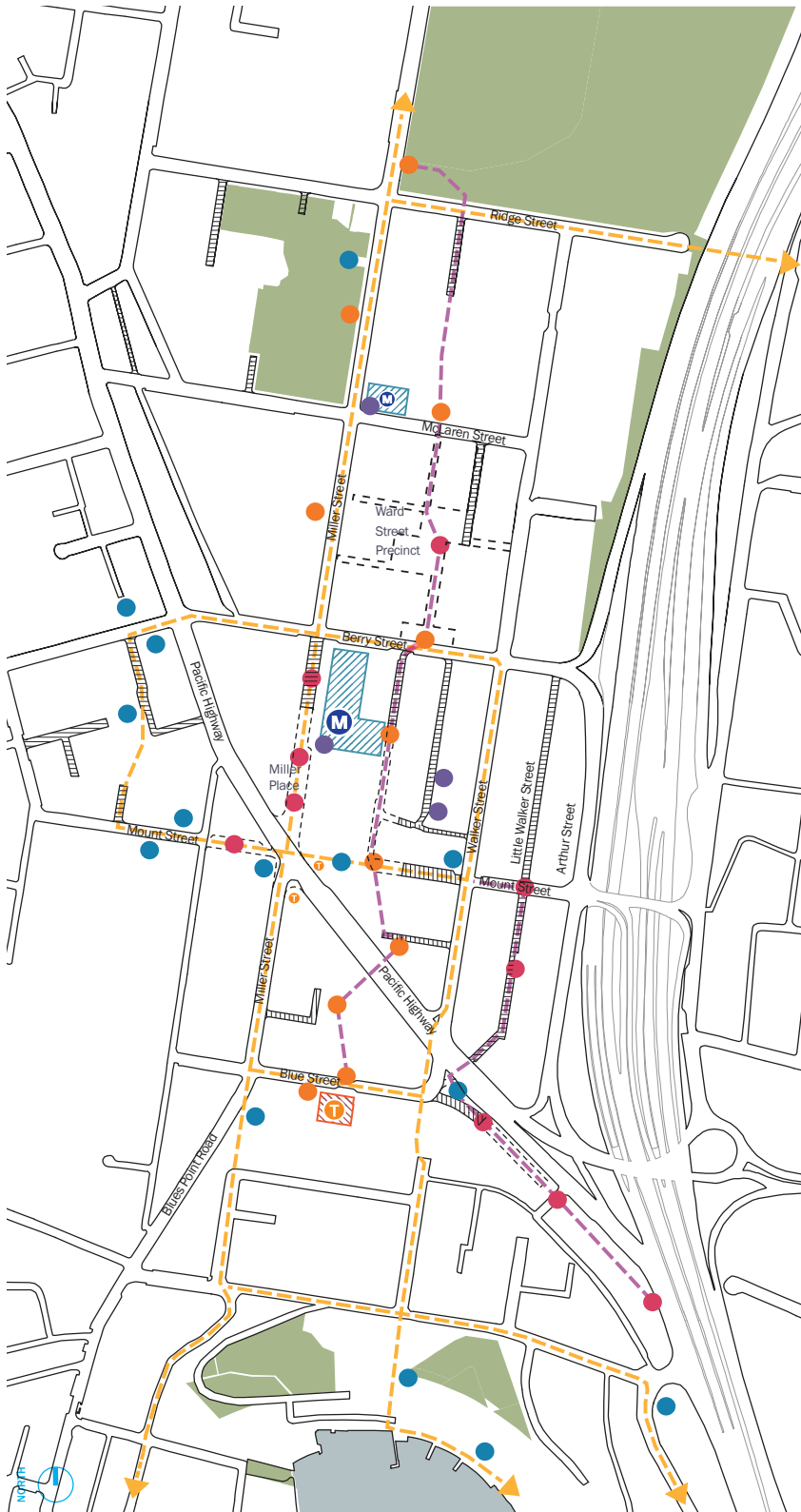


Art within plazas and squares



Immersive light artwork

# PUBLIC ART D



## ■ New public art initiatives

New and diverse site-specific public art opportunities exist in Miller Place, Post Office Square, Little Walker Street and the Tramway Park. For example, the Tramway Park presents a unique opportunity to ensure that the history of the historical site is referenced through a contemporary public art interpretation (i.e. exploring/referencing the former tram tracks).



## ■ Temporary public art projects/activations

There is an increasing demand for temporary public art in the CBD such as street art, light installations, laneway activation and new media artforms. In line with this demand there are potential opportunities for local artists to engage with innovative technologies, concepts and practices and to work in unique and inspiring locations, from laneways to under-utilized mixed use areas and existing sites of interest.

## ■ Digital engagement

New public art sites have been identified in the Public Domain Strategy with a focus on ensuring that Council's public art program is contemporary, diverse and innovative. Council has committed to increasing public awareness and accessibility by engaging with new technologies and apps. For example, an on-line presence can be incorporated into the existing North Sydney Public Art Trail 'North Arts App' or other digital platforms.

### Legend

- Existing public art sites
- Approved public art sites (in private developments)
- Identified new public art sites
- Potential public art activations
- Primary walking routes
- Additional walking routes

# D STREET LIGHTING

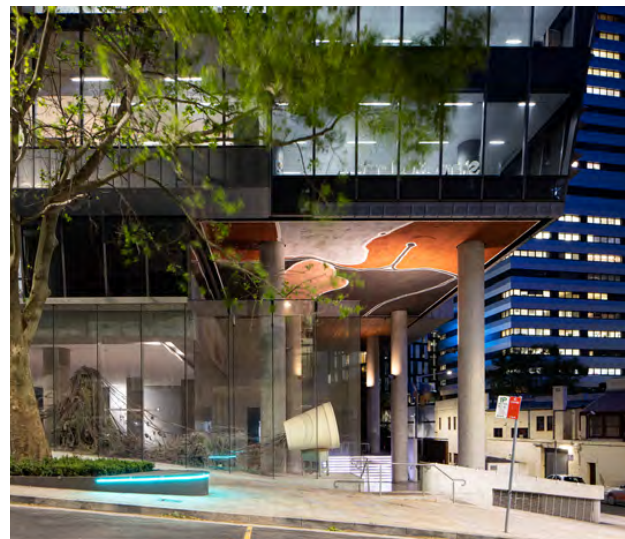
*Lighting key buildings and streetscapes improves the amenity of North Sydney by creating safe, accessible and interesting spaces while highlighting a range of contemporary and heritage architecture and streetscapes.*



## Public lighting

Energy efficient lighting of streetscapes and important buildings in North Sydney CBD should be promoted as it encourages an active evening culture and enhances the character of a space. The creation of a safer evening environment also increases aesthetic appeal for both pedestrians and motorists, encouraging after hours activities and improving North Sydney's tourism and night-time economy.

Improvements to current public lighting could include pedestrian scaled lighting in pedestrian areas and laneways, catenary lighting on laneways and intersections, bud lighting on major trees along the Civic Spine. Interesting window displays and signage can also contribute to activity and enjoyment of the city at night. Building façade lighting and event lighting projects, like VIVID, should be considered to contribute to the life and activity of North Sydney CBD.



Projected lighting can illuminate points of interest including artwork in the public domain as well as increasing the amenity and safety of a space at nighttime for pedestrians

### Related strategies:

- North Sydney Public Domain Style Manual and Design Codes 2019
- North Sydney Smart City Strategy 2019



Coloured LED lights to liven public spaces



Bud tree lighting along major streets



Catenary lighting in laneways



Dynamic facade lighting



Illuminated signage



# STREET LIGHTING







## Innovative CBD lighting



LED strip lighting has been used in the CBD to illuminate the public domain in an innovative and animated way.

### Legend

-  Streetlight
-  Catenary lighting
-  Illuminated pedestrian link
-  Special lighting area

# D STREET ACTIVATION



## A lively and animated centre

Activating the streets of North Sydney CBD helps to enhance the character of the area and bring life to the streets for pedestrians. Streets lined with shops, bars, and restaurants with outdoor dining can better engage with the public domain and give people a reason to travel to that space.

After hours activities along the street can help extend the peak activity time of the CBD into the evening and promote a stronger night-time economy. Activated streets also improve the safety of an area through increased lighting and higher pedestrian activity.

## Short-term and long-term activation

Plazas, parks and pedestrian-only walkways allow for the high pedestrian activity needed for temporary or seasonal events that provide short-term but larger scale activation of the public domain. These events can include markets, seasonal events (Christmas and Easter events, Australian Open screenings, etc.), or musical performances.

These events temporarily reinterpret public spaces and become a new reason for people to travel to that space, increasing the vibrancy and character of the space, especially on weekends when the city would otherwise be quiet. It is important that there are a variety of accessible spaces within the CBD of varying sizes to cater to these events.



Restaurants and cafes with outdoor dining provide long-term street activation whilst larger spaces like Brett Whiteley Plaza are ideal for short-term activation events like markets and performances.

### Related Strategies:

- North Sydney Art & Cultural Strategic Plan 2019-22
- North Sydney Economic Development Strategy 2016
- North Sydney CBD Marketing Strategy



Outdoor dining



Markets



Art installations

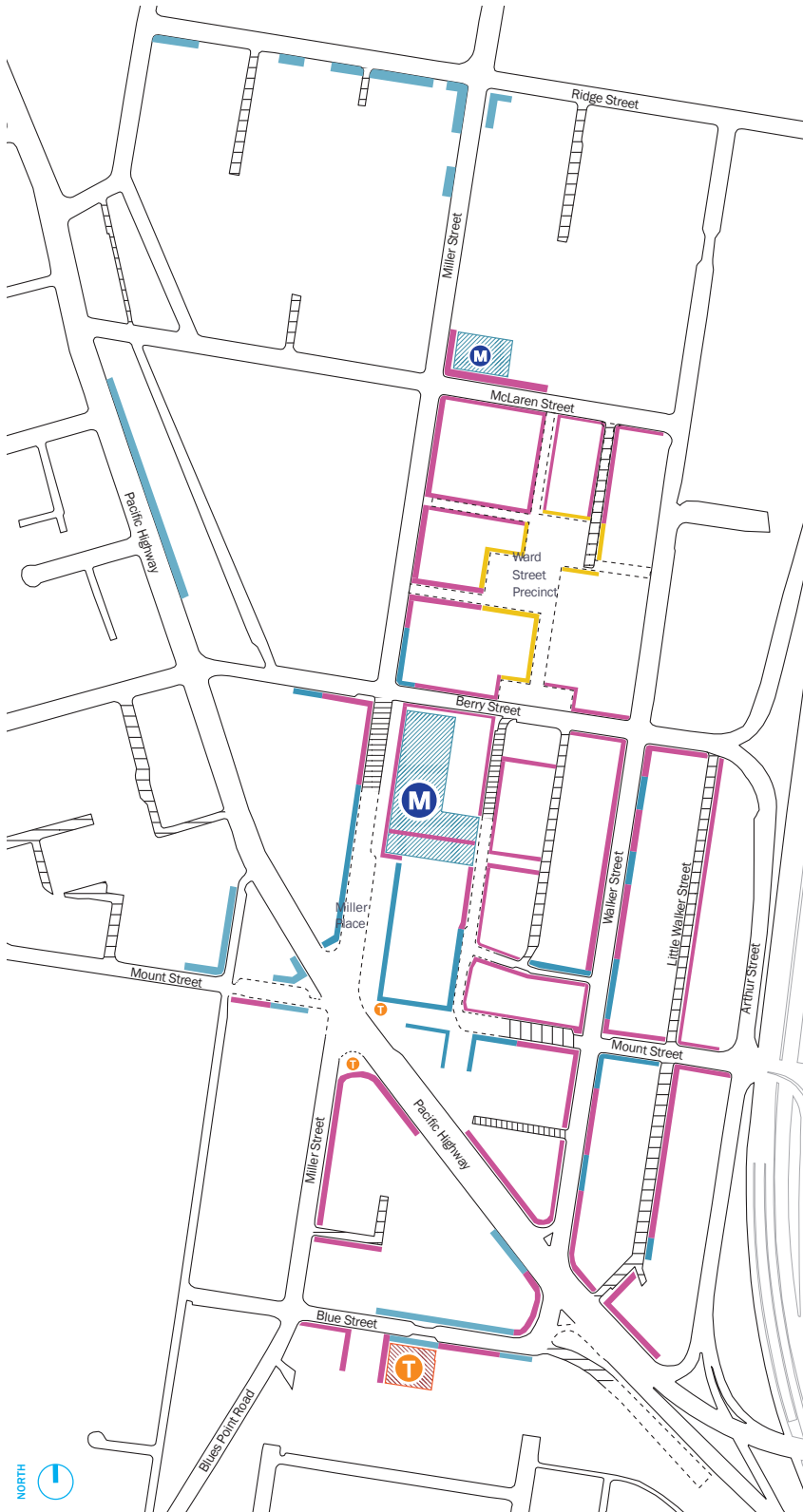


After hours activities



Seasonal events

# STREET ACTIVATION



## Future street activation

The future activation of the CBD focuses on key areas within the public domain including civic spaces, plazas, busy streets and emerging pedestrian laneways.

These spaces can be activated for both, short-term temporary events, and more permanent, long-term engagement. Such activation would help enhance the overall public experience and encourage pedestrian interaction.



(From top) Indicative Ward St precinct render showing the activation of squares and laneways on the site, an existing active street frontage and an existing inactive frontage in the CBD.

## Legend

- Civic precinct activation
- Future street front and laneway activation
- Existing active frontages







**Draft CBD Public Domain Strategy**

**Summary of public submissions received during public exhibition period  
(7 May 2020 – 22 June 2020)**

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

1. The CBD Public Domain Strategy **would be** amended if issues raised in the submission:
  - a provided additional information of relevance.
  - b indicated or clarified a change in government legislation, Council's commitment, or management policy.
  - c proposed strategies that would better achieve or assist with Council's objectives.
  - d was an alternate viewpoint received on the topic and is considered a better option than that proposed in the Strategy or;
  - e indicated omissions, inaccuracies, or a lack of clarity.
  
2. The CBD Public Domain Strategy **would not be** amended if the issues raised in the submission:
  - a addressed issues beyond the scope of the Strategy.
  - b was already in the Strategy or will be considered during the development of the projects put forward by it (prepared by Council).
  - c offered an open statement, or no change was sought.
  - d clearly supported the Strategy.
  - e was an alternate viewpoint received on the topic but the recommendation of the Strategy was still considered the best option.
  - f was based on incorrect information.
  - g contributed options that are not possible (generally due to some aspect of existing legislation or government policy) or; involved details that are not appropriate or necessary for inclusion in a document aimed at providing a strategic community direction over the long term.

DRAFT CBD PUBLIC DOMAIN STRATEGY						
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (7 MAY 2020 – 22 JUNE 2020)						
No.	Sub	PROJECT	Comments	Council Response	Recommended Action	Criteria
<b>ONLINE SUBMISSIONS (YOURSAY SURVEY) - 27</b>						
1	1.1	<b>Miller Place</b>	This proposal looks excellent and I support it.  Miller Street is a prime cycling route. I ask you to include a provision for cyclists to continue along the plaza between the 2 parts of Miller St. To bypass the area by bike will be very inconvenient for cyclists. A 10km/h path in the plaza would be low risk for pedestrians. The bridge in Darling Harbour functions this way and works well, although I am sure a dedicated space would work better.	Noted  Bicycle routes have been developed under the CBD Transport Masterplan and the North Sydney Integrated Cycling Strategy.  The potential for including a bicycle route through Miller Place will be explored further against the masterplan when developing the project more in detail	Explore when further developing the project	2b
	1.2	<b>Post Office Square</b>	I support this proposal.  I ask you to include a provision for cyclists through the plaza to encourage cycling in North Sydney. A 10km/h dedicated low key path would be low risk for pedestrians.	Noted  Bicycle routes have been developed under the CBD Transport Masterplan and the North Sydney Integrated Cycling Strategy.	Explore when further developing the project	2b
	1.3	<b>Warringah Land Bridge</b>	I support this proposal.  I ask you to include a provision for cyclists to encourage cycling in North Sydney. Several 10km/h dedicated low key paths would be greatly appreciated.	Noted  Bicycle routes have been developed under the CBD Transport Masterplan and the North Sydney Integrated Cycling Strategy.	Explore when further developing the project	2b
	1.4	<b>Link to St Leonards Park</b>	I support this proposal.  I ask you to include a provision for cyclists to encourage cycling in North Sydney. Several 10km/h dedicated low key paths would be greatly appreciated.	Noted  Bicycle routes have been developed under the CBD Transport Masterplan and the North Sydney Integrated Cycling Strategy.	Explore when further developing the project	2b
	1.5	<b>Pacific Highway</b>	I ask you to include a provision for cyclists through the plaza to encourage cycling in North Sydney. This is a goal of council to encourage green non-polluting transport.	Noted  Bicycle routes have been developed under the CBD Transport Masterplan and the North Sydney Integrated Cycling Strategy.  Bicycle lanes are already planned for Pacific Highway	No action	2b
	1.6	<b>General comment</b>	I ask you to include a provision for cyclists in all these proposals to encourage cycling in North Sydney.	Noted  Bicycle routes have been developed under the CBD Transport Masterplan and the North Sydney Integrated Cycling Strategy.	No action	2b
2	2.1	<b>Miller Place</b>	I have often felt in the past that the North Sydney CBD lacks a central hub and place to socialise with friends, rather any attempt to meet up in a lunch break is dictated by the passage of the traffic lights. A central plaza would open things up in the centre of North Sydney and provide a more inviting atmosphere.	Noted.	No action	2d
	2.2	<b>Pacific Highway</b>	Bike lanes are a must, there has been significant expansion recently, but too often the bike lanes aren't separated from the main flow of traffic or are set in the 'dooring' zone of parked cars, pushing cyclists further onto the road.	Noted  Bicycle routes have been developed under the CBD Transport Masterplan and the North Sydney Integrated Cycling Strategy.  Bicycle lanes are already planned for Pacific Highway	No action	2b/ 2d



DRAFT CBD PUBLIC DOMAIN STRATEGY						
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (7 MAY 2020 – 22 JUNE 2020)						
No.	Sub	PROJECT	Comments	Council Response	Recommended Action	Criteria
3	3.1	<b>Warringah Land Bridge Park</b>	<p>The concept of taking back as public space the scar of the Warringah Freeway is awesome, as it is ugly and a barrier between the community of Neutral Bay &amp; North Sydney.</p> <p>I think it could even be funding neutral by allowing some high-rise construction along the ridgeline of Military Road, the value of which funds the opportunity of parklands and playing fields etc. I do not see why this could not be done for the slope towards the harbour, and the plateau on the Cammeray side. This could give back so much public space to the community, provide housing in a well serviced convenient location, and in particular be a permanent and massive improvement to the visual aesthetics of North Sydney Council</p>	<p>Noted.</p> <p>Details and funding model of the project will be developed in due course, further consultation will take place and community ideas will be welcomed.</p>	No action	2a / 2d
4	4.1	<b>Miller Place</b>	Yes please! pedestrian plazas are fantastic, revitalizing areas, supporting local business, and making a beautiful community. it's wild that cars are allowed there today!	Noted.	No action	2d
	4.2	<b>Post Office Square</b>	Yes please! pedestrian plazas are fantastic, revitalizing areas, supporting local business, and making a beautiful community. it's wild that cars are allowed there today!	Noted.	No action	2d
	4.3	<b>General Comment</b>	I'm super supportive of returning public space to pedestrians rather than exclusively cars! I cycle in the area often and this would make it far friendlier for cyclists.	Noted.	No action	2d
5	5.1	<b>Miller Place</b>	<p>I am strongly in support of this project to improve walking and amenity in North Sydney CBD.</p> <p>I request that low-speed cycling access be permitted on the future 'Miller Place' to allow local cycle access and to maintain a 'path of least resistance' for cycling through and within the CBD.</p>	<p>Noted.</p> <p>Bicycle routes have been developed under the CBD Transport Masterplan and the North Sydney Integrated Cycling Strategy.</p> <p>Bicycle lanes are already planned for Pacific Highway</p> <p>The potential for including a bicycle route through Miller Place will be explored further against the masterplan when developing the project more in detail</p>	Explore when further developing the project	2b
	5.2	<b>Several projects</b>	<p>Miller Walk / Post Office Square / Ward Street Masterplan / Tramway Park / Brett Whitely Place / Greenwood Plaza / Blue Street – Sky Terrace / Berry Square / Warringah Land Bridge Park / Denison &amp; Spring Streets / Little Walker Street / Hill Street / Gas Lane / Link to St. Leonards Park/ Victoria Cross / Walker/Blue Street Crossing</p> <p>I am strongly in support of this project to improve walking and amenity in North Sydney CBD.</p>	Noted.	No action	2d

DRAFT CBD PUBLIC DOMAIN STRATEGY						
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (7 MAY 2020 – 22 JUNE 2020)						
No.	Sub	PROJECT	Comments	Council Response	Recommended Action	Criteria
	5.3	<b>Berry Street</b>	<p>I am strongly in support of this project to improve walking and amenity in North Sydney CBD.</p> <p>A bi-directional cycling link on Berry Street between Walker Street and Miller Street will be critical to allowing commuter cyclists to transition from Walker to Miller streets to avoid the steep section at the northern end of Walker Street and enjoy the more favourable gradient of Miller street to reach St Leonards Park.</p>	<p>Noted.</p> <p>Bicycle routes have been developed under the CBD Transport Masterplan and the North Sydney Integrated Cycling Strategy.</p> <p>The potential for including a bicycle route through Berry Street will be explored further against the masterplan when developing the project more in detail</p>	Explore when further developing the project	2b
	5.4	<b>Pacific Highway</b>	<p>I am strongly in support of this project to improve walking and amenity in North Sydney CBD.</p> <p>I am strongly in support of the inclusion of cycle lanes for the full length of Pacific Highway through the CBD and northwards.</p>	<p>Noted.</p> <p>Bicycle routes have been developed under the CBD Transport Masterplan and the North Sydney Integrated Cycling Strategy.</p> <p>Bicycle lanes are already planned for Pacific Highway</p>	No action	2b/2d
6	6.1	<b>Little Walker Street</b>	An Art laneway and the proposed Art trails are terrific and much needed initiatives in the North Sydney CBD. They provide a much needed balance to the commercial nature of the area and would add interesting and colour to the weekend options	Noted.	No action	2d
	6.2	<b>General Comment</b>	Just expressing support for any measures that promote art making and build the profile of North Sydney as a creative hub.	Noted.	No action	2d
7	7.1	<b>Miller Place</b>	Has my support.	Noted.	No action	2d
8	8.1	<b>Post Office Square</b>	<p>There needs to be parking near the Post Office.</p> <p>How are we going to pick up a large or heavy package from the Post Office? Carry it home? Council needs to stay abreast of online shopping trends.</p> <p>Some parking is needed. Not everyone can walk far distances.</p>	<p>Noted.</p> <p>The strategy allows for the relocation of the existing loading zone parking spaces to the William Street area.</p> <p>The issue will be further considered when developing the project more in detail.</p>	Add note to project in regard to parking consideration at detail design stage	2b/1e
9	9.1	<b>Berry Street</b>	<p>I live at Berry St. I am happy to see all the new plazas at north Sydney. Only concern would be the noise issue.</p> <p>Can you have some new policy or regulations here to reduce the plant noises around residential building? The air conditioners of all the commercial building are quite noisy 24/7. It would be lifesaving if you ask them to close all the air conditioner at night-time.</p> <p>Also, if you changed the walker street into a plaza, more cars will be stuck at Berry St to enter the M1 highway. In this case please limit the car speed at Berry St and noise control for the traffic.</p>	<p>Noted.</p> <p>Plant noises around residential buildings and commercial buildings are not part of the scope of this strategy and have a different policy regulating them.</p> <p>Walker Street is not under consideration to become a plaza.</p> <p>Miller Street closure is underpinned by the CBD Transport Masterplan, together with speed reductions.</p> <p>Further information regarding the street closure will be provided through a summary of the updated CBD Transport Masterplan (2018)</p>	<p>No change to the PDS</p> <p>Further information to be provided as part of an updated summary of the CBD Transport Masterplan (2018)</p>	2a / 2b

DRAFT CBD PUBLIC DOMAIN STRATEGY						
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (7 MAY 2020 – 22 JUNE 2020)						
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10	10.1	<b>Miller Place</b>	<p>How is making this area a pedestrian mall going to benefit the traffic going through?</p> <p>How is anyone going to get from Cammeray over to McMahons Point, and vice versa?</p> <p>With the ridiculous WHT that is now going to force more traffic through Cammeray and North Sydney, this blocks the flow of traffic even more. There are countless other places you could upgrade without blocking a main artery.</p> <p>The video and artist impressions you've made look completely fake like you're selling a dream. I don't know why a Metro is needed at Victoria Cross when there's a train station a few blocks down. It would make sense that it was closer to Miller and Falcon Street.</p>	<p>Noted.</p> <p>The proposed changes have been suggested with the aim of minimising the impacts to traffic.</p> <p>In that regard, the proposed traffic changes have been considered and tested under the CBD Transport Masterplan, including future alternative routes and the impacts have been deemed acceptable. Since then, further work has been undertaken in collaboration with TfNSW to develop the best outcome for the CBD as a whole.</p> <p>Council's work and modelling up to date suggest that Miller Place and the Western Harbour Tunnel will be difficult to reconcile.</p> <p>The delivery of the Western Harbour Tunnel as currently designed may imply that Miller Street cannot be closed to traffic. However, Council will continue to work closely with TfNSW to refine the designs so both projects can be implemented.</p> <p>Further information will be provided through a summary of the updated CBD Transport Masterplan (2018)</p> <p>Metro Station locations were released in 2016 by the NSW government and their location its responsibility of the state government.</p>	<p>No change to the PDS</p> <p>Further information to be provided as part of an updated summary of the CBD Transport Masterplan (2018)</p>	<p>2a / 2c / 2e</p>
	10.2	<b>General Comment</b>	<p>Just focus the money on upgrading current dead spaces, not closing off an entire road.</p>	<p>Noted.</p>	<p>No action</p>	<p>2b / 2c / 2e</p>
11	11.1	<b>Miller Place</b>	<p>I lend my full support to the proposed pedestrianisation of Miller St between the Pacific Highway and Berry Street.</p> <p>As a resident and business owner in North Sydney for more than a decade, I feel that Miller Place will give the area a true sense of identity and a much-needed focal point for visitors. With strong residential growth in new apartment blocks, as well as a larger number of office workers (e.g. Channel 9 moving into the new 1 Denison St tower) moving into the precinct, it's a fantastic opportunity to meet this growth with a new cultural and focal space.</p> <p>Miller Place, anchored by the new Woolworths and proposed McDonalds outlet in Northpoint, will also help support and grow the night-time economy, where there's currently a greater number of people walking around and staying in North Sydney after office hours already.</p>	<p>Noted.</p>	<p>No action</p>	<p>2d</p>

DRAFT CBD PUBLIC DOMAIN STRATEGY						
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	11.2	<b>Post Office Square</b>	<p>Post Office Square has many merits which I support.</p> <p>Over the years, I have seen that there are more and more residents making North Sydney their home, and with 1 Denison Street nearing completion and the proposed commercial office tower above the new Victoria Cross Metro, there will be certainly more office workers within the precinct throughout the week and also on weekends.</p> <p>Currently, I have seen some safety concerns particularly during the morning and afternoon peak hour, when people have to huddle on the traffic islands whilst waiting to cross the Pacific Highway / Miller St intersection. With continued population growth, accidents and near misses will occur.</p> <p>Strong pedestrianisation cues of these areas will allow drivers to learn to slow down and this will improve safety of the area.</p>	Noted.	No action	2d
	11.3	<b>Ward Street Masterplan</b>	<p>I fully endorse the Ward Street Masterplan.</p> <p>Activation of this civic area will allow cultural enhancement of the city, especially as 1 Denison Street nears completion. Currently, residents and office workers cluster around Brett Whitely Place, which is seen as the civic heart of North Sydney.</p> <p>The proposed redevelopment of the existing car park into an eat-street and public green space will allow a 'spreading out' of the city where workers and residents can explore the different public areas of North Sydney.</p> <p>Indirect benefits include jobs creation, improved community safety once the area is well populated and well-lit and enhancement of the night-time economy for the North Sydney area fuelled by strong residential growth and office workers staying back after hours.</p>	Noted.	No action	2d
12	12.1	<b>Ward Street masterplan</b>	<p>I am a resident living in the heart of North Sydney. I love the plans, all great ideas.</p> <p>My main concern is that there will be enough parking for those coming into the CBD for work and for us residents who do not have off-street parking.</p> <p>I would also like to add, Mosman residents get free parking down at Balmoral, why can't residents of North Sydney receive similar benefits in our area too? Even a free hour would be great.</p> <p>I like supporting local shops and most of the time, I am on my way to work or from work and just want to park the car for 30mins to run into the shops and pick up something. However, sometimes I think it will be too hard and end up going to Crows Nest or Neutral Bay supermarkets.</p>	<p>Noted.</p> <p>Council Parking policies are beyond the scope of this strategy.</p> <p>The Public Domain Strategy does not intend to change the car parking strategy.</p> <p>Proposed traffic changes and road closures are underpinned by the CBD Transport Masterplan. Modelling showed that the impact of these changes is minor and acceptable.</p>	No action	2a / 2d

DRAFT CBD PUBLIC DOMAIN STRATEGY						
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13	13.1	<b>Several projects</b>	Miller Place / Miller Walk / Ward Street Masterplan / Tramway Park / Warringah Land Bridge Park / Gas Lane / Victoria Cross / Pacific Highway / Berry Street  I support	Noted.	No action	2d
	13.2	<b>Warringah Land Bridge Park</b>	I support. This is an epic and wonderful idea	Noted.	No action	2d
	13.3	<b>Berry Street</b>	Scramble crossing is a great idea at the metro  It would be good to change Berry Street; it currently feels like it divides north Sydney  Will an under or over pedestrian crossing make linking north and south Berry Square safer?	Noted.  Under and over pedestrian crossings have been explored and considered less preferable than the proposed on-grade crossing.	No action	2d/ 2e
	13.4	<b>Pacific Highway</b>	Would love a south bound bus stop between McLaren and Berry  There's plenty of stops heading north but not many heading south	Noted.  Traffic changes have been considered and described under the CBD Transport Masterplan, including future alternative routes.  Further to that work, Council is currently working with TfNSW and other agencies in finalising the future bus routes and establishing the future bus locations.  Further information will be provided through a summary of the updated CBD Transport Masterplan (2018)	No change to the PDS  Further information to be provided as part of an updated summary of the CBD Transport Masterplan (2018)	2b
14	14.1	<b>Tramway Park</b>	The Tramway Deck is not council property and not under the authority of NS Council to be "planning" anything for it.  The tramway deck is RMS property and is regularly and continually used for, amongst other things, the deployment of heavy machinery for replacing and maintaining the Sydney Trains rail network infrastructure from Wynyard to Chatswood, including the Harbour Bridge.  This is state government property that is used for maintaining essential infrastructure that has City- and State- wide benefits. It is not land for abduction and use for "planning" by the North Sydney Council for their own local purposes.	Noted.  Council is aware of the ownership of the land and its current use.  Council will liaise with TfNSW to understand the viability of the project and the best way to use the space into the future.	No action	2b / 2c / 2e

DRAFT CBD PUBLIC DOMAIN STRATEGY						
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15	15.1	<b>Several Projects</b>	Post Office Square / Berry Square / Victoria Cross / Berry Street / Walker/Blue Street Crossing / Pacific Highway  Need a clear cycle route to/from the harbour bridge cycle path	Noted.  Bicycle routes have been developed under the CBD Transport Masterplan and the North Sydney Integrated Cycling Strategy.  As part of these strategies, there is a plan to provide a cycle link to the Sydney Harbour Bridge.  Further information can be found in the above-mentioned strategies.	No action	2a
16	16.1	<b>Berry Square Denison &amp; Spring Streets Berry Street</b>	Cars still need to enter and exit Alexander apartments frequently. The crossing proposed on Berry St seems oddly placed and will conflict with residents entering and leaving their apartments.	Noted.  The proposed new configuration for Berry Street is still under discussion and design development.  Council will ensure that existing basements remain accessible for residents.	To take in consideration on the next stages of the project. A note has been added to the relevant projects	2b/ 1e

DRAFT CBD PUBLIC DOMAIN STRATEGY						
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17	17.1	<b>Ward Street Masterplan</b>	<p>1. Proposed use of Harnett St to be the sole avenue of service of goods and services to major components of the Ward Street project. As I understand it, all deliveries will have to come down Harnett Street. I am concerned about the increase in traffic volume. Our access to underground parking is from this street. Continued ease of accessing our parking needs to be guaranteed. Also, the bedrooms for all units in our complex, face out onto the Harnett Street side. Will delivery hours and parking hours be fixed to certain times of the day? Otherwise the noise concerns for people sleeping in those rooms will be considerable.</p> <p>2. The amenities block proposed for the area atop the current Harnett Street carpark. What security and lighting arrangements are proposed to ensure the safe use of these facilities? Could I request that development be encouraged to face the rear of this building (as it faces back to our apartment block), as some sort of green wall, or an appealing artwork in keeping with the community feel of the area which council are trying to encourage?</p> <p>3. I would also like to know what acoustic studies have been undertaken to ensure that any noise from the amphitheatre area doesn't overwhelm the rear rooms of our building (again where the bedrooms are situated). Or will there be strict finishing times for such performances?</p> <p>Overall, I think the plan is much needed and looks good. As above, my major concern is the increased traffic flow down Harnett Street and how that will be managed. I think a more neighbourhood environment in North Sydney is sorely needed. Green space and solar access are vital for healthy communal living. I think the peak of high-rise development is almost exhausted and should be constrained to the point at which Walker Street meets Berry Street and from where Miller runs into McLaren. Berry St heading north (so Walker Street from the corner of Berry etc) should remain a mix of heritage listed terrace houses and much smaller residential blocks. This gives North Sydney some more soul, feels more tightly knitted as a community rather than one in which 1000's of residents merely hole-up in their small apartments. The increase in pedestrian flow from the new metro site on the corner of McLaren and Miller will already contribute to a much busier environment for residents at this end of North Sydney.</p> <p>I truly hope council declines any further major high-rise development in this area once the CBD Public Domain strategy is signed off on.</p>	<p>Noted.</p> <p>Further details of the proposal for the Ward Street Precinct can be found on the Ward Street Masterplan.</p> <p>The final use of Harnett Street, vehicle movements, as well as the design of the public facilities building will be further studied and detailed as part of the detailed design and implementation of the Ward Street Masterplan.</p> <p>Acoustic studies will also be part of a future stage of the Ward Street masterplan.</p>	<p>To be included in the next stages of the Ward Street Masterplan.</p> <p>A note has been added to the Ward Street masterplan project page</p> <p>Submission forwarded to the Ward Street team.</p>	<p>2a / 2b/ 2d/ 1e</p>

DRAFT CBD PUBLIC DOMAIN STRATEGY						
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18	18.1	<b>Miller Place</b>	As a resident of William Street who also works in North Sydney, I love the idea of Miller Street becoming pedestrianised.  However, I understand that with the projected increase in traffic in the North Sydney CBD, closing Miller Street to traffic isn't realistic.  I hope Council and TfNSW find a solution to this!	Noted.  Council's work and modelling up to date suggest that Miller Place and the Western Harbour Tunnel will be difficult to reconcile.  The delivery of the Western Harbour Tunnel as currently designed may imply that Miller Street cannot be closed to traffic. However, Council will continue to work closely with TfNSW to refine the designs so both projects can be implemented.  Further information will be provided through a summary of the updated CBD Transport Masterplan (2018)	No change to the PDS  Further information to be provided as part of an updated summary of the CBD Transport Masterplan (2018)	2d
19	19.1	<b>Miller Place</b>	Great idea which makes total sense given the new metro station stop	Noted.	No action	2d
	19.2	<b>Miller Walk</b>	Looks good. Existing buildings have a good setback along here, so it is a great opportunity to improve the street scape	Noted.	No action	2d
	19.3	<b>Ward Street Precinct</b>	Good idea as this area is currently pretty dead	Noted.	No action	2d
	19.3	<b>Tramway Park</b>	I like the idea. Would be great to have a dedicated bike riding section. I live in North Sydney and ride to the Sydney CBD and Lane Cove and the "missing link" between harbour bridge cycleway and the Narrabeen cycle way is a massive issue / opportunity for improvement. In order to reduce cars, it is important other modes such as bike and scooter are encouraged. There should be a strong focus on finding an area (possibly utilising tramway park or another area) to complete the missing link cycle infrastructure. I know many people who live in the North Sydney area and would reduce car usage if only there were better cycle infrastructure.	Noted.  Bicycle routes have been developed under the CBD Transport Masterplan and the North Sydney Integrated Cycling Strategy.  As part of these strategies, there is a plan to provide a cycle link to the Sydney Harbour Bridge.  The inclusion of cycleways in the future park will be studied further at the detail design stage of the project.	No action	2a/ 2b/ 2d
	19.4	<b>Berry Square</b>	Looks good. Given the significant volume of people walking N-S and cars driving E-W, there should be a consideration for a footbridge over Berry Street instead of crossing. This would greatly help car and pedestrian flow and also save lives as it is potentially dangerous to have a street cutting such a large pedestrian flow.	Noted.  Under and over pedestrian crossings have been considered and deemed less preferable than the proposed on-grade crossing.	No action	2d / 2e
	19.5	<b>Warringah Land Bridge Park</b>	Good idea. Sounds costly, but worth investigating as it would be a great public space	Noted.	No action	2d
	19.6	<b>Link to St Leonards Park</b>	Makes sense and a great way to link St Leonards Park with North Sydney CBD	Noted.	No action	2d



DRAFT CBD PUBLIC DOMAIN STRATEGY						
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	19.7	<b>Victoria Cross &amp; Pacific Highway</b>	<p>I like the idea.</p> <p>It would be great to have a dedicated (safe) bike riding section with a medium strip between cycleway and road (as we have in ridge street) - not just green paint on the side of a busy road.</p> <p>I live in North Sydney and ride to the Sydney CBD and Lane Cove and the "missing link" between harbour bridge cycleway and the Narrabeen cycle way is a massive issue / opportunity for improvement.</p> <p>In order to reduce cars, it is important other modes such as bike and scooter are encouraged. There should be a strong focus on safe cycleways which are separate from pedestrians and cars. I know many people who live in the North Sydney area and would reduce car usage if only there were better cycle infrastructure</p>	<p>Noted.</p> <p>As per the adopted North Sydney Transport Strategy and North Sydney CBD Transport Masterplan Council is working in providing better pedestrian and cycling facilities.</p> <p>Bicycle routes have been developed under the CBD Transport Masterplan and the North Sydney Integrated Cycling Strategy.</p> <p>As part of these strategies, there is a plan to complete the route between the Sydney Harbour Bridge and Lane Cove, or as referenced by the resident, the "missing link".</p> <p>Further information can be found in the above-mentioned strategies.</p>	No action	2a / 2b / 2d
	19.8	<b>Berry Street</b>	Makes sense given station location.	Noted.	No action	2d
20	21.1	<b>Overall submission relating to several projects.</b>	<p>Victoria Cross / Post Office Square / Miller Place / Brett Whiteley Place / Pacific Highway / Berry Street</p> <p>I think these proposals are not ambitious enough. You should free the whole of Victoria Cross from traffic. To achieve this, traffic will need to flow around the CBD southbound on Berry Street and northbound through a tunnel under Victoria cross joining with a side tunnel from the top of Blue street. This can achieve a reduction of traffic lights and enable a freer flow of traffic with less stopping. Also, it will provide a large pedestrian zone connecting the Metro station with the train network. This is a once in a lifetime opportunity to truly open up the hart of North Sydney making space for what would be one of the most spectacular piazzas that will put Martin Place to shame. The current proposal is piecemeal and falls short from a grand vision. I have observed the situation carefully and I am convinced that this can work for traffic flow and access to existing driveways.</p> <p>My feedback brings together a number of suggestions in the existing planning. The approach is much bolder, but the outcome will be truly magnificent.</p>	<p>Noted.</p> <p>Council appreciates the submission and the vision of this resident.</p> <p>Proposed traffic changes and alternative options have been considered and explained in detail in the North Sydney CBD Traffic Masterplan.</p>	No action	2g

DRAFT CBD PUBLIC DOMAIN STRATEGY						
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21	21.1	<b>Miller Place</b>	<p>Thank you for planning for the future of North Sydney CBD.</p> <p>I object to the complete closure of Miller Street between Pacific Highway and Berry Island. Specifically, I object to the complete closure of the northbound lanes of Miller Street.</p> <p>Closing this traffic corridor will force northbound Miller Street motorists to use Pacific Hwy + Berry Street &gt; Miller Street OR up Walker St + McLaren or Ridge Streets OR (due to lack of right hand turn on Pacific Hwy, all the way up to Pacific Hwy + Alexander St + Falcon Street (with no right turn arrow) to drive up to Falcon Street exit on expressway and back down Miller Street.</p> <p>This will increase congestion at the Metro entrances. It will be especially difficult at school finishing time, when literally thousands of children simultaneously leave Monte Sant' Angelo, Wenona, Marist and North Sydney Boys.</p> <p>The intersection of Miller/Ridge, West/Carlow, and the streets of Ridge Street travelling from West St to Miller, Ridge St travelling from Walker to Miller, and West Street often both directions between Ridge and Falcon, have periods of severe congestion at this time.</p>	<p>Noted.</p> <p>The proposed traffic changes have been developed and explained in the CBD Transport Masterplan and supported by relevant traffic modelling.</p> <p>The traffic modelling and multi-criteria analysis undertaken as part of the development of the NS CBD Transport Masterplan suggest that, on balance, the public domain and local access/walking benefits of Miller Place outweigh the negative bus passenger access and traffic impacts associated with the closure of this section of Miller Street to traffic.</p> <p>It is worth noting that approximately 50% of all trips to/from the North Sydney CBD during peak hours will be by train or metro by 2036.</p> <p>Further information will be provided through a summary of the updated CBD Transport Masterplan (2018)</p>	<p>No change to the PDS</p> <p>Further information to be provided as part of an updated summary of the CBD Transport Masterplan (2018)</p>	2a / 2e
22	22.1	<b>Post Office Square</b>	<p>My family and I support the Edward precinct proposal that post-office square be a shared zone.</p> <p>We require this be open for access from Pacific Hwy to our home.</p>	<p>Noted.</p> <p>While vehicle access to North Sydney's Education Precinct will change as a result of the proposed closure of Mount Street to traffic between the Pacific Highway and William Street, vehicle access is maintained via William Street and/or Bay Road-Edward Street.</p> <p>Traffic modelling and multi-criteria analysis undertaken as part of the development of the NS CBD Transport Masterplan suggest that the public domain and local access/walking benefits of Post Office Square outweigh the travel time imposition for drivers accessing the Education Precinct.</p> <p>Further information will be provided through a summary of the updated CBD Transport Masterplan (2018)</p>	<p>No change to the PDS</p> <p>Further information to be provided as part of an updated summary of the CBD Transport Masterplan (2018)</p>	2e

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23	23.1	<b>Connectivity and bus routes</b>	<p>Thank you for the opportunity to comment.</p> <p>I support Council's placemaking vision that future growth in the CBD is complemented by public spaces that improve vibrancy, safety, amenity, and appeal of the centre for workers, residents, students, visitors and investors. And its threefold strategy to create a welcoming, inclusive, activated and attractive civic centre.</p> <p>I am in favour of all the public domain goals and particularly support initiatives to increase diverse cultural and recreational experiences in the CBD. The proposed new public art initiatives and creative and street activations, can, alongside commercial offerings (restaurants, small bars, markets) breathe life into the CBD after hours and attract residents and visitors. I hope these initiatives include collaborations with locally based artists and arts organisations in making attractive and engaging experiences.</p> <p>There is ample opportunity for the North Sydney CBD to offer stimulating and creative engagement for residents, near neighbours (like me) and visitors outside of business hours – that is evenings and weekends.</p> <p>However, there needs to be ways that near neighbours can get there. As a close neighbouring resident of the North Sydney CBD, I do not go there – with the notable and welcome exception of Stanton Library, the Produce Markets and The Greens. This is because I can only access North Sydney by car. There are no public transport services from Kurraba Point and cycling to the North Sydney CBD is dangerous. Instead, I catch the ferry to the Sydney CBD.</p> <p>The goal of better-connected North Sydney CDB seems to be focussed on internal connection and out of area visitors/workers.</p> <p>I would hope it would also accommodate those of us who would value the North Sydney CBD being a destination for after work hours cultural engagement and visits.</p>	<p>Noted.</p> <p>Bus routes are outside the scope of this study, however, improving the connectivity of the CBD with adjacent areas is part of the goals and objectives of the strategy.</p> <p>In that regard, introduction of a community shuttle bus service, linking local residential precincts with North Sydney centres and other trip attractors, has been suggested as part of previous planning studies and should be considered in the future in order to improve resident access to the CBD while reducing associated parking demand.</p> <p>Actions for improving cycling access in and around the CBD are identified in Council's CBD Transport Masterplan. Improvements to the regional cycling network, including Kurraba Road-Clarke Street improvements that will help support improved cycling access to/from the North Sydney CBD, are also included in Council's Integrated Cycling Strategy.</p> <p>Further information will be provided through a summary of the updated CBD Transport Masterplan (2018)</p>	<p>No change to the PDS</p> <p>Further information to be provided as part of an updated summary of the CBD Transport Masterplan (2018)</p>	2a

DRAFT CBD PUBLIC DOMAIN STRATEGY						
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (7 MAY 2020 – 22 JUNE 2020)						
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24	24.1	<b>Miller Place</b>	<p>I welcome the proposals under the CBD Public Domain Strategy as providing major benefits in terms of appropriately located public open space.</p> <p>However, the proposed closure of Miller Street between Pacific Highway and Berry Street to form the "Miller Place" pedestrian plaza will disrupt buses currently running via this section of Miller Street to or from Cammeray or Neutral Bay and beyond.</p> <p>The Council "Draft North Sydney CBD Transport Masterplan" of August 2018 proposed diverting these buses to run via the Warringah Freeway. I understand that it is now proposed to only divert these buses to run via Pacific Highway and Walker Street to and from Berry Street.</p> <p>Although this would introduce several turns at intersections, it seems a far better plan.</p> <p>As I pointed out in my letter of 17.12.18 to Council, the original bus diversion proposal was seriously flawed: it would have not worked for these reasons:</p> <ul style="list-style-type: none"> <li>• Currently there are 536 of these buses on weekdays, 75% of them between 7am and 7pm: these numbers imply a lot of passengers, many of whom can be observed going to or from the heart of North Sydney - the station, the CBD, or near the CBD.</li> <li>• Over the two kilometres between North Sydney Station and Cammeray or Neutral Bay these routes now have seven and six bus stops respectively: the North Sydney Station stops were proposed by the Council transport planners to be exiled several hundred meters away near the Mount Street / Warringah Freeway overpass, and all the other stops were to simply vanish.</li> <li>• This would have had very severely disadvantaged travellers changing mode between bus and train at North Sydney Station, and also bus travellers from or to origins or destinations in the heart of North Sydney near Miller Street – the large number of places of residence or work, the many education institutions, several churches, St Leonards Park, North Sydney Oval, the Independent Theatre, and the Council offices, Civic Centre and Stanton Library, etc, etc.</li> <li>• Approximately 60% of these bus runs have their terminus at Milsons Point, with no access to or from the freeway, and so it was evidently assumed by the Council transport planners that these services were superfluous.</li> <li>• There were obvious design and engineering problems: locating appropriately sized and located lay-by lanes and footpaths for the bus stops and providing infrastructure for moving large numbers of people between the Mount Street and Warringah Freeway levels.</li> </ul>	<p>Noted.</p> <p>Council's adopted CBD Transport Masterplan position with regards to a Metro/Miller Place-led bus network review was adopted as a starting point for further discussions with those state agencies responsible for public transport/bus network planning.</p> <p>These discussions are still ongoing. However, early negotiations with state authorities identified that the proposed Mount Street overpass bus interchange did not meet TfNSW's customer experience requirements and, as such, this suggestion is not being progressed as part of the state government's North Sydney Integrated Transport Program, currently under development.</p> <p>A high-level alternative bus network planning proposal, which can be delivered under adopted Masterplan road network proposals and which was under discussion at the time of the development of the Public Domain Strategy, has been included on page 24 of the Public Domain Strategy.</p> <p>These proposals are not final, and Council is still working with TfNSW and other agencies in finalising the future bus routes.</p> <p>Final solution will aim to minimise disruption. Buses will continue to use Miller Street between Berry and Falcon Street as they currently do.</p> <p>Further information will be provided through a summary of the updated CBD Transport Masterplan (2018)</p>	<p>No change to the PDS</p> <p>Further information to be provided as part of an updated summary of the CBD Transport Masterplan (2018)</p>	<p>2b/2c/2d</p>

DRAFT CBD PUBLIC DOMAIN STRATEGY						
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (7 MAY 2020 – 22 JUNE 2020)						
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25	25.1	<b>Miller Place / Post Office Square</b>	I support your plans.  Just want to ensure you've considered parking for people wanting to clear their post office box, especially when heavy parcels are involved.	Proposed reductions in short term parking resulting from the Post Office Square proposal will be partially off-set by introduction of new short-term parking at the new William Street kerb-line at the top of Post Office Square.  On balance, reduced short term parking availability in the vicinity of the Post Office was considered acceptable when considering the benefits for the public domain and local walking access linked to the delivery of Post Office Square.  Final location, number and details of the new short-term parking on William Street will be resolved at the detailed design stage. This parking will be part of the design brief for the plaza.	Add note to project in regard to parking consideration at detail design stage	2b/ 2d/ 1e
26	26.1	<b>Ward Street Masterplan</b>	The PDS is light on the art and cultural facilities. Please think creatively at including a cinema, museum and art centre and civic and performance space.	Noted.  The Ward Street Precinct Civic Hub design brief is being prepared by Council separately and will address the needs for the area following an exhaustive research phase and community input.	No action  Submission forwarded to the Ward Street team	2a
	26.2	<b>Warringah Land Bridge Park</b>	Incorporate more attractive pedestrian connections to Neutral Bay across the Warringah Land Bridge.  I am very much in support of creating a major park over the expressway. See Park 101 in LA.	Noted.  Final design and connections for this project will be developed in due course and public consultation specific for this project will be undertaken at an appropriate time.	No action	2b
	26.3	<b>General comment</b>	Make good use of Small park on the corner of Berry Street and Alfred Street.  Currently it is not safe and not accessible. It is overgrown with vegetation and does not capture the harbour views.	Doris Fitton Park has been included as part of the Little Walker Street project in the strategy.	Add mention to Little Walker Street Project	1e

DRAFT CBD PUBLIC DOMAIN STRATEGY						
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27	27.1	<b>Post Office Square</b>	<p>The square would be attractive, but is steep and would probably require steps etc as is the case further east on Mount St between the Highway and Denison St.</p> <p>The picture on p46 of the strategy suggests that it is flat and is thus highly inaccurate.</p> <p>Closing Mount St would also force residents in areas west of William St to use William or Berry Streets to access their houses from the east. It is mainly the residents of Edward Precinct that this would affect as Waverton's optimal access is usually via Bay Rd. It would increase the volume of traffic on Edward St which would be negative for the ACU. In fact Edward St outside the ACU actually needs to be made more pedestrian friendly – this would not be enhanced by the closure of Mount St, as drivers would be forced to use Berry St and turn left into Edward, who previously accessed their homes of offices via Mount St.</p> <p>It would also make the dropping off or collection of mail (including parcels) difficult for both residents and the postman. It would eliminate 13 15-minute parking spots.</p> <p>It is also not clear what purpose it would serve. There are no shops on the square other than the Post Office, which is mainly accessed from the highway. The PO Boxes are transactional (people don't stick around when collecting their mail) and the TreeHouse is not really on Mount Street as it is well set back from the road and already has its own space in front. It is noted also that Mount St is a bit of a wind tunnel and would often not be a pleasant place to sit.</p> <p>It is thus likely that Post Office Square would not be used much other than by people walking up or down Mount St to access offices, schools and homes as at present, in which case the footpaths are adequate. With the highway in between, it cannot be considered an extension of the pedestrian area to the east on Mount St.</p> <p>Overall, the inconvenience is likely to outweigh the benefits and it is unlikely that the high cost involved can be justified. It is consequently suggested to NSC that alternatives are also considered, including possibly a shared zone, reducing the speed limit to 10 kph.</p> <p>If the Western Harbour Tunnel goes ahead, requiring Miller St to remain open to traffic, then Post Office Square would become more important as a public access area in North Sydney.</p> <p>It is noted that local opinion is divided on the merits and demerits of Post Office Square, and this submission is consequently made by us as individuals and not as Edward Precinct.</p>	<p>Post Office Square is one of the key projects of the strategy and will provide much needed public open space through the main E-W axis on the CBD.</p> <p>As noted in this submission, Mount Street currently functions as a key pedestrian link between the North Sydney CBD, including public transport nodes (rail &amp; buses) and offices, schools and homes in the Edward Street precinct. This pedestrian link will become even more critical as more people choose to use Metro to travel to/from the North Sydney CBD and surrounds.</p> <p>The closure of this section of Mount Street to traffic is underpinned by the traffic modelling and multi-criteria analysis undertaken as part of the development of the NS CBD Transport Masterplan. This modelling suggested that the public domain, local access/walking and traffic operational benefits at the Victoria Cross intersection, realised by closing this section of Mount Street to traffic, will outweigh the travel time imposition for drivers accessing the Education Precinct</p> <p>Proposed reductions in short term parking resulting from the Post Office Square proposal will be partially off-set by introduction of new short-term parking at the new William Street kerb-line at the top of Post Office Square. On balance, reduced short term parking availability in the vicinity of the Post Office was considered acceptable when considering the benefits for the public domain and local walking access linked to the delivery of Post Office Square</p> <p>Final location, number and details of the new short-term parking on William Street will be resolved at the detailed design stage. This parking will be part of the design brief for the plaza.</p> <p>Any wind tunnel effect may be ameliorated by new trees.</p> <p>The image is for illustrative purposes only. Council is aware of the topography of the area and has allowed for the terracing of the plaza.</p>	<p>No change to the project.</p> <p>Add note to project in regard to parking, wind and sun access consideration at detail design stage</p>	<p>2e/ 1e</p>

DRAFT CBD PUBLIC DOMAIN STRATEGY						
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	27.2	<b>Bicycle Routes</b>	<p>We are encouraged by the strong support proposed for cycling in North Sydney. The connection to the CBD from the North and East seems adequate based on the map on p29. However, where feasible proper cycle lanes are necessary on major cycle routes.</p> <p>Access from the Harbour Bridge is currently inadequate and will need improvement at the same time as the bridge offtake ramp is (finally) completed by DMR. From the west, there are problems which will be worsened if Post Office Square goes ahead without a bike transit track.</p> <p>I would note that we have lived in North Sydney since 1978, and that I cycle up or down Mount St at least six times weekly to visit shops or my gym. Closing Post Office Square to cyclists would make legal access to Blues Point Rd impossible, due to William St being one-way, and access to Miller St difficult, requiring us to walk the length of the Square.</p> <p>It is recommended that bicycle access is provided along Mount St, both from William St to Pacific Highway and also between the Highway and Denison St. In the latter at least, it would need to be shared with pedestrians, with cyclists required to give right-of-way to those on foot.</p>	<p>North Sydney CBD Transport Masterplan's (2017) cycling proposals will help to fill in important missing links in Sydney's regional cycling network as well as off-setting the impacts of strategic road closures designed to support desired increases in walking and Metro mode share in and around the North Sydney CBD.</p> <p>Other improvements to the regional cycling network, including links to/from Sydney Harbour Bridge, are detailed in Council's Integrated Cycling Strategy (2014).</p> <p>It is worth noting that there are further cycle projects than those shown on the PDS and that Council's position is to provide separate cycleways where possible along main metropolitan routes.</p> <p>The North Sydney Transport Strategy notes that "Council will advocate for the delivery of high quality, separated (cycling) facilities to improve (cycling) safety and amenity on (classified state and regional roads)".</p> <p>Cycle access from the Harbour Bridge is addressed on the North Sydney Cycling Strategy with further detailed studies already ongoing or finalised.</p> <p>Pacific Highway cycle lanes, made viable by the simplification of the Victoria Cross intersection, will help to fill in a significant missing link in Sydney's cycling network and create safer and higher amenity cycling routes such that regional cyclists are able to by-pass the proposed Miller Place.</p> <p>Southbound egress from the Education Precinct to these cycle lanes is constrained by the introduction of Post Office Square. Consideration will be given to the potential for designing shared pedestrian/cycling access through Post Office Square as part of the more detailed design of Post Office Square. Northbound access into the education from Milson's/McMahon's Point can also be taken via Blue Street-William Street</p>	Add note to project page in regard to exploring potential cycleways at the detail design stage of the project.	1c
<b>EMAIL SUBMISSIONS - 23</b>						

DRAFT CBD PUBLIC DOMAIN STRATEGY						
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (7 MAY 2020 – 22 JUNE 2020)						
No.	Sub	PROJECT	Comments	Council Response	Recommended Action	Crit eria
E1		<b>General comments</b>	<ul style="list-style-type: none"> <li>• Same submission as to Stage 1 Placebook.</li> <li>• Endorses and supports the strategy.</li> <li>• Supports and encourages the implementation of the 2016 transport strategy modal hierarchy.</li> </ul> <p><b>Recommendations:</b></p> <ol style="list-style-type: none"> <li>1. Establish a maximum 40km/hour speed limit throughout the North Sydney CBD</li> <li>2. Implement Tactical Urbanism/place-making strategies in partnership with NSLHD Health Promotion, to activate public spaces created by the trial street closures</li> <li>3. Consider providing designated pick-up and drop-off zones along the CBD perimeter</li> <li>4. Incorporate clear way-finding signage to the surrounding bike network, public transport hubs and local amenities in future planning documents for the public domain</li> <li>5. Include a separated bi-directional cycleway along Miller Street, which extends along Ridge Street to the surrounding bike network</li> <li>6. Ensure adequate bike parking facilities are included in future planning documents at the entrances to Brett Whiteley Place, Victoria Cross Metro Station and the Ward Street Precinct</li> <li>7. Ensure development controls require sufficient bike storage facilities for all new developments within the CBD</li> <li>8. Consider incorporating additional green space throughout the CBD through the establishment of "pocket parks"</li> <li>9. The public spaces and precincts within the CBD cater to a diverse range of user groups</li> <li>10. Incorporate the proposed Smoke-Free CBD Policy into the North Sydney CBD Public Spaces Vision</li> <li>11. North Sydney Council commits to enforce the proposed Smoke-Free CBD Policy under the Local Government Act 1993</li> <li>12. The area covered by the policy extends to the extended CBD identified in the North Sydney CBD Public Spaces Vision</li> <li>13. North Sydney Council seeks endorsement from key stakeholders including Transport NSW, Sydney Metro, landowners and the wider community</li> </ol>	<p>Noted.</p> <ol style="list-style-type: none"> <li>1. Included as part of the CBD Transport Masterplan.</li> <li>2. To be further considered separately as part of other initiatives. Outside the scope of the strategy</li> <li>3. To be considered separately as part of any future transport changes to the CBD.</li> <li>4. Included as part of the Strategy and to be further developed for each project at later stages</li> <li>5. Bike lanes / routes have been explored and developed in the North Sydney CBD Transport Masterplan. Alternative routes that allow regional cyclists to use proposed state arterial road cycling infrastructure to cycle around the outskirts of the CBD have been identified as part of this work. These alternative regional cycling routes then allow for the closure of Miller Street to both regional vehicle and cycling traffic. Prioritising the needs of pedestrians over cyclists is consistent with the modal hierarchy identified in the North Sydney Transport Strategy. Maintaining cycling access along Miller Place for cyclists accessing the CBD and Metro will be considered as part of the further development of Miller Place designs</li> <li>6. Noted. To be included in future development of each individual project.</li> <li>7. Noted. Outside the scope of this strategy. Will be looked at separately when amending the DCP and the transport strategy</li> <li>8. The strategy has already analysed and explored different options for the CBD and put forward the 19 projects for the CBD that are considered to be best.</li> <li>9. Already included in the strategy</li> <li>10. Noted. A mention has been added to the strategy referencing the current policy</li> <li>11. Outside the scope of this strategy. Relevant council staff will be notified of the request.</li> <li>12. Outside the scope of this strategy. Relevant council staff will be notified of the request.</li> <li>13. North Sydney Council is working closely with TfNSW and Sydney Metro in the further development of North Sydney CBD Transport Masterplan proposals as part of the TfNSW's North Sydney Integrated Transport Plan project.</li> </ol>	<p>No action</p> <p>Submission forwarded to relevant personnel (Transport Planner, Environmental services)</p>	<p>2a/ 2b/ 2d/ 2e/ 2g</p>



DRAFT CBD PUBLIC DOMAIN STRATEGY						
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E2		<b>Ward Street Precinct</b>	<p>The landowners wish to express their concern with the proposed pedestrian / shared laneway which will provide a new link between the Ward Street Precinct Civic Square and McLaren Street</p> <p>Whilst the landowners support Council's intention for increased amenity and access to public open space, the location of the proposed laneway is not supported due to the pedestrian / vehicular conflict that is already happening along this driveway. The driveway / service laneway frequently congested with cars and service trucks entering and leaving the four apartment buildings to the west, with provision for over 300 car spaces. The driveway / service laneway is also used for waste collection every Tuesday.</p> <p>Our proposal (as part of PP1/20) is by far a better and safer outcome for pedestrian connectivity, through the double height colonnade, which will separate pedestrians from the proposed shared laneway, enabling a direct walking and visual connection between Berry Street and McLaren Street, via a double height colonnade.</p> <p>This is in accordance with best practice urban design where service / parking areas should be designed to provide safe and easy access for pedestrians and minimise pedestrian and vehicle conflict at all times. Our proposed through site link is also in the direct north-south sight line to Berry Square and will provide a more legible pedestrian route.</p> <p>It is recommended Council further consider the benefits of the alternative through site link, provided by the 41 McLaren Street Planning Proposal, which offers a much safer solution, which would also be the natural desire line for pedestrians.</p> <p>The proposed laneway should still be enhanced as much as possible as a shareway and should be lined with trees and landscaping, as it once did.</p>	<p>Noted</p> <p>This proposal has been discussed as part of the assessment of PP1/20 in detail.</p> <p>The proposed primary link through the building's colonnade is inconsistent with the Ward Street Masterplan</p> <p>The future shared zone with level access from the future plaza and improved amenity is considered safer and more suited than a covered passageway through a private building that will not be available 24/7.</p>	No action	2e

DRAFT CBD PUBLIC DOMAIN STRATEGY						
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E3		<b>Post Office Square</b>	<p>As a resident and rate payer of Riley Street, North Sydney for more than 10 years I would like to voice my objections to this proposal.</p> <p>My main concern is the removal of parking outside the post office. This is essential when one is posting a heavy or bulky parcel or collecting something similar. The Post Office is on a hill and dragging a heavy trolley up or down it is not easy, I still find it quite a strain. There is no allowance made for parking at all, surely this is essential in a business district.</p> <p>My second concern is the sunlight. Although the artist's impression creates a sunny square this just is unrealistic... the amount of the sun the square would get is minimal and the direction the sun is coming from in the illustration is not accurate. It will mostly be damp and shady.</p> <p>My third concern is the use of Mount Street by traffic going to Shore school and to Riley Street. The former is heavy in the mornings at school drop off time and worse at pick up time in the afternoons. This traffic just clogs the streets and if more of them are forced to use Edward Street from Bay Road it could possibly extend as far as Bay Road. At the moment it is very time-consuming waiting to turn into Riley Street if I make the mistake of coming home between 2.30 and 3.30 pm - this will only get worse.</p> <p>I believe that because the proposed Post Office Square will get very little sunshine apart from some in the middle of the day and is another windy area at the top of the hill it will get very little use as a park.</p> <p>At the moment the area has a function as parking for the post office and a through street coming up the hill on the Pacific Highway but that will be removed for very little purpose.</p>	<p>Post Office Square is one of the key projects of the strategy and will provide much needed public open space through the main E-W axis on the CBD.</p> <p>Mount Street currently functions as a key pedestrian link between the North Sydney CBD, including public transport nodes (rail &amp; buses) and offices, schools and homes in the Edward Street precinct. This pedestrian link will become even more critical as more people choose to use Metro to travel to/from the North Sydney CBD and surrounds.</p> <p>The closure of this section of Mount Street to traffic is underpinned by the traffic modelling and multi-criteria analysis undertaken as part of the development of the NS CBD Transport Masterplan. This modelling suggested that the public domain, local access/walking and traffic operational benefits at the Victoria Cross intersection, realised by closing this section of Mount Street to traffic, will outweigh the travel time imposition for drivers accessing the Education Precinct</p> <p>Proposed reductions in short term parking resulting from the Post Office Square proposal will be partially off-set by introduction of new short-term parking at the new William Street kerb-line at the top of Post Office Square. On balance, reduced short term parking availability in the vicinity of the Post Office was considered acceptable when considering the benefits for the public domain and local walking access linked to the delivery of Post Office Square</p> <p>As already mentioned in the strategy, final location, number and details of the new short-term parking on William Street will be resolved at the detailed design stage. This parking will be part of the design brief for the plaza The plaza will receive abundant sunlight between March and September.</p>	No action	2e

DRAFT CBD PUBLIC DOMAIN STRATEGY						
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E4		<b>76 Berry Street</b>	<p>We would like to express our in-principle support for the Strategy as it will contribute to the success of the Ward Street Precinct and the North Sydney Centre as a whole, providing for a more attractive and engaging CBD area that offers a greater range of activities and unique public spaces for its users.</p> <p>The Strategy will be critical to optimising the benefits associated with the City's transformative developments, particularly the Victoria Cross Metro Station and the Ward Street Masterplan. North Sydney Council is to be commended for preparing this important strategic document and for seeking stakeholder feedback.</p> <p>We would like to raise the following matters for Council's consideration in relation to the next steps of its preparation and implementation:</p> <ul style="list-style-type: none"> <li>- The importance of promoting a pedestrian friendly environment with particular attention given to links between the new Metro station and the Ward Street Precinct;</li> <li>- Timing with regards to the delivery of public domain upgrades in the Ward Street precinct, especially in relation to the proposed pedestrian crossing across Berry Street; and</li> <li>- The need to ensure the Strategy provides for a scenario whereby 76 Berry Street and the adjoining Ausgrid site are developed separately in the event that amalgamation cannot be achieved.</li> </ul>	<p>The questions raised by this submission relate to the Ward Street Precinct Masterplan more than to the Public Domain Strategy as they relate to future potential development of the subject site.</p> <p>The concerns are noted and have been passed on to the team working on the Ward Street Masterplan. In particular.</p> <ul style="list-style-type: none"> <li>- Proposed timing of the works</li> <li>- Flexibility to develop the site with or without amalgamation with the Ausgrid site</li> </ul>	<p>No action</p> <p>Submission forwarded to the Ward Street team</p>	2a
E5		<b>Greenery, Art and general activation</b>	<p>Cheers and thanks for your continuing community consultation. I appreciate your efforts in making North Sydney more people-focused and ecologically sustainable.</p> <p>Regarding the North Sydney CBD Public Domain Strategy: Turning Central Laneways, Tramway Park, Miller Place, Post Office Square and Brett Whiteley Place into pedestrian and people-focused areas are great but I would urge even more grass, nature strips, garden beds, trees and include outdoor gyms, art, and play equipment in all these areas.</p> <p>One of the main issues with the current CBD is that it feels underutilised and 'dead' outside of Monday-Friday business hours. It doesn't really have much character besides the few pieces of public art and small number of heritage buildings. It feels cold because of a lack of nature and cultural stimulus in the area. In the plans/computer visualisations, the new stone paving looks nice, but, the overall look and feel of the CBD could turn into even more of a transitory space/ thoroughfare.</p> <p>To turn these areas into places for people to really pause, live a little, enjoy culture and rest/recharge, I think more greenery and gardens ( where office workers can go outside for a break, do some earthing/grounding or exercise and where families can have picnics on weekends, regular cultural events such as</p>	<p>Landscaped areas, greenery, planters and trees have been included in most of the proposed projects within the PDS.</p> <p>Public Art has been earmarked for significant locations across the different projects. Further to this, a Public Art masterplan is currently being undertaken by Council.</p> <p>Activity areas, playgrounds, event spaces are part of Miller Place, Brett Whiteley, Ward Street Plazas, Tramway Park and many other projects.</p> <p>Art and exhibition spaces are part of the current Civic Hub design brief for Ward Street.</p>	<p>No action</p> <p>Submission forwarded to Team Leader Arts &amp; Culture</p>	2b / 2d

DRAFT CBD PUBLIC DOMAIN STRATEGY						
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (7 MAY 2020 – 22 JUNE 2020)						
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			<p>outdoor live music, performances and markets can be staged) would offer well-being/lifestyle benefits that are likely to raise the value of the area and attract residents and visitors to the CBD after-hours and on weekends.</p> <p>I noticed that North Sydney Council has a wonderful art collection but, as yet, do not have a dedicated gallery wherein to exhibit it and attract high quality touring exhibitions from around the world. North Sydney CBD would be a great location to build a world-class regional gallery, like Hazlehurst Regional Gallery in Sutherland Shire, because the location is accessed by thousands of office workers on weekdays and would likely attract residents, families and visitors from all over Sydney. It could really stimulate the local economy and add value / attraction /character/ use to North Sydney CBD. This is a suggestion, but having gone to primary school in North Sydney, worked and now live here (that's a relationship of over 30 years with this council area), I always thought a missing element is a world-class regional gallery especially considering North Sydney's connection to some iconic Australian artists such as Brett Whiteley, May Gibbs and Grace Cossington-Smith.</p> <p>This would likely have a positive impact of stimulating the local economy as well as redefine North Sydney as a leader in work/life balance and Arts &amp; Culture. The current plans are a massive step forward in the right direction, but I think integrating more greenery/grass/gardens, art, regular cultural events, outdoor gyms, playgrounds and cafés would make these areas into places to enjoy life rather than merely to pass-through.</p>			

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E6		Post Office Square	<p>I strongly support Council and Strategic Planner's Best practice vision for the NSC and its public domain. I have reviewed the various documents and agree broadly with their stated aims.</p> <p>Clearly there are many hurdles to get through to implement but the draft concepts would vastly improve the non-traffic amenity of the NSC.</p> <p>I have both worked in the NSC in the MLC building, lived as a resident in Edward precinct for 25 years, and been past chair of Edward Precinct. I Strongly disagree with Edward Precincts stated position on this. I make the following comments:</p> <p>1. Post Office Square. I strongly support this proposal. There may be some inconvenience for residents who want direct and most proximate access for their vehicles, but the benefits of a plaza, of Not having rat run vehicles and aggressive Shore parents accessing via this route would be a major benefit for Edward precinct residences.</p> <p>There can be strong winds in the NSC and up Mount in particular. The POS could be designed to help mitigate wind issues up Mount with tiered greenery and possibly other wind mitigation strategies.</p> <p>It is also one of the places that gets some reasonable sun at times during the day. I'd note that if Investa get their way with the MLC centre and they will push out to the same boundary as the new Metro tower and further, then the sun filled lunchtime place will be limited. The POS could assist with this.</p> <p>I have some concern that the new McDonald's that has applied for 24 hr access, in tandem with the Greenwood Hotel and its users, could use the new POS as an afterhours meeting place like when the original MacDonald's was in place. So, you should consider this and recommend mitigation strategies.</p> <p>2. Blue St entry off Pacific Highway- if the buses are still to use this access as stated you won't get bendy buses round the suggested corner. The cycle way access also isn't clear along here and interaction with vehicles turning left to Blue St.</p> <p>I attended some of the working sessions on the strategy and found them quite informative. Council's hired consultants were a bit focussed on the developer side of the audience though and this should be managed more closely.</p> <p>Here's hoping that some of the best practice Living in Place solutions can progress further!</p>	<p>Noted.</p> <p>The comment regarding the bus turn and the cycleway is noted and will be resolved at the detailed design stage of the Pacific Highway/Walker Street/Blue Street intersection redesign.</p>	<p>Noted and to be considered during the detailed design of the intersection reconfiguration.</p>	<p>1e/ 2d/ 2b</p>

DRAFT CBD PUBLIC DOMAIN STRATEGY						
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (7 MAY 2020 – 22 JUNE 2020)						
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E7		<b>5 Blue Street</b>	<p>5 Blue Street. Blue Street – Sky Terrace</p> <p>A series of public domain improvement works are envisaged for the site under the PDS, referenced as Blue Street - Sky Terrace. The PDS identifies an opportunity to upgrade the terrace with bespoke furniture, new public art and an improved retail offer along its edges, to transform this space into a well-use meeting space and lunch time area.</p> <p>Consistent with the intent of the PDS, the owner of the site has developed plans and lodged a development application (DA) to North Sydney Council for upgrade works to the existing forecourt (DA 126/20).</p> <p>We note that the PDS Figure is titled "Future Suggestion" which suggests that it is not intended to be strictly followed and allows for alternative approaches to the future development of the site. We also note it is not intended that the PDS is made into a Development Control Plan (DCP), but rather will be a document that identifies a vision for North Sydney's public spaces to align private and public investment in future. The PDS will serve as a guiding document to future investment decisions and discussion with developers in the CBD. We support the role of the PDS as a guiding document only and not as a DCP.</p> <p>Notwithstanding this, the importance of aligning the PDS with the owner's intentions for its property was highlighted by Council staff referring to the PDS in pre-DA lodgement discussions for DA126/20.</p> <p>There is no major misalignment between our intentions for this site and broad directions of the PDS, but we are concerned that the PDS may be sought to be applied too literally to the DA by Council in terms of its detailed design. Therefore, it is requested that Council amends the indicative "future suggestion" plan included within the PDS to align with our proposal for the site.</p> <p>We are currently working with adjacent landowners and looking at opportunities for site renewal. Whilst the final renewal scenario for the site has not yet been finalised, we envisage that the proposed site renewal will provide for further opportunity for public domain improvements to provide high-quality, safe and attractive public spaces in the southern extent of the CBD.</p> <p>Site renewal would provide a significant opportunity to improve and enhance connectivity into the existing railway station, particularly from the residential catchment to the south of the site.</p> <p>We look forward to discussing the proposal with Council at a future date. We request that the PDS allows for further flexibility in the future to assist in delivering additional public domain</p>	<p>We thank the proponents for their submission and for following the PDS suggestions and putting forward a proposal to update Blue Street Sky Terrace.</p> <p>A note has been added to specifically state that "The "future suggestion" diagram is indicative only and any future proposal could be different to this diagram as long as it meets the objectives shown on this page."</p> <p>Once the proponent has lodged its DA, the DA assessment process will suffice in achieving a successful outcome for the site.</p>	Add note to the strategy	1e

DRAFT CBD PUBLIC DOMAIN STRATEGY						
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (7 MAY 2020 – 22 JUNE 2020)						
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			improvements within the CBD which are not currently envisaged in the PDS.			
E8		<b>General comments</b>	<p>Would like to incorporate innovation and technology aspects to the PDS. In particular, they suggest key innovation propositions in 6 aspects:</p> <ul style="list-style-type: none"> <li>- Promoting Entrepreneurship</li> <li>- Free Public WiFi</li> <li>- Open Data</li> <li>- The Internet of Things (IoT)</li> <li>- Flexible Work &amp; Collaboration Spaces</li> <li>- Autonomous Vehicles, Drones &amp; Robotics</li> </ul>	<p>The propositions are noted and will be circulated to the Smart City Strategy team for consideration.</p> <p>Some of the suggestions might be incorporated into the detailed brief of some of the projects.</p>	Note and distribute to Smart City Strategy team.	2a
E9		<b>100-102 Walker Street</b>	<p>The Public Domain Strategy sets out desired outcomes for the CBD through a series of public domain projects. One such project is the Laneways project which seeks to enhance existing laneways and create new laneways to create a better-connected CBD.</p> <p>The Laneways project identifies the location of a planned new laneway between 100-102 Walker Street and 110 Walker Street, meaning that any redevelopment of the subject site will need to provide a minimum 3m northern setback to facilitate the creation of the new laneway.</p> <p>Whilst the desired outcomes of the Public Domain Strategy are fully supported by the landowners, the purpose of this submission is to demonstrate to Council the strategic merits of applying flexibility to tower setback controls set out in the North Sydney Development Control Plan 2013 (DCP) in order to achieve high-quality floor plates on the site.</p>	<p>Noted.</p> <p>The requested flexibility for tower setbacks (front and rear) is not within the scope of the PDS.</p> <p>The owners are welcome to lodge a pre-DA application with their proposal for the site and discuss it with the Development Assessments Team and Strategic Planning team if necessary</p>	No action	2a
E10		<b>110-122 Walker Street</b>	<p>As owners of a significant site within the CBD we appreciate the opportunity to collaborate in this process and supports North Sydney Council's (Council) future vision for the CBD. We acknowledge the importance of ensuring that the CBD is a vibrant, safe and activated precinct that supports the people who live, work and play there. The growth that the North Sydney CBD is experiencing and will continue to experience as well as significant investment in transport infrastructure further solidifies the importance of a cohesive public domain strategy.</p> <p>We commend Council on this considered approach to the future vision for North Sydney's public domain and provide this submission in support of the Strategy.</p> <p>We wish to provide support for the Strategy, in particular the following areas:</p> <ul style="list-style-type: none"> <li>- Vision and Goals</li> <li>- Miller Place</li> <li>- Laneways and Site-Links</li> <li>- Warringah Land Bridge Park</li> </ul>	Noted	No action	2d

DRAFT CBD PUBLIC DOMAIN STRATEGY						
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E11		<b>168 Walker Street</b>	<p>As owners of 168 Walker Street we very much support the concept of an engaged and pedestrian focused CBD, specifically the creation of new connections and valuable public open spaces for workers, residents and visitors.</p> <p>Accordingly, we embrace the proposed north-south pedestrian link from McLaren Street to St Leonards Park as a critical piece of public domain infrastructure that creates a future spine of the pedestrian connectivity to connect the 'City to the Park'.</p> <p>However, it is our view that the concept outlined in the Section D: Laneways – Link to St Leonards Park, which illustrates this pedestrian connection as a flat, treelined 10m wide pedestrian link, fails to take into account the very steep topography between McLaren and Elliot Streets. The concept, as currently illustrated, also fails to take into account the adjacent owners' current and future development aspirations of their respective land holdings and Council's timeframe to deliver on this concept.</p> <p>Recently, we have s been working collaboratively with the adjacent landowners to prepare an alternative integrated design concept for this public domain opportunity.</p> <p>Our alternative public domain design concept overcomes these constraints and achieves Council's north-south pedestrian link and integrates this link with areas of new public open space. This concept, and its significant public domain / public open space opportunity is deliverable within the next 5 years, as part of our ongoing re-development of 168 Walker Street. This public domain concept has been presented to a number of Council planning staff and given the ongoing collaboration and design development of ideas, we would very much like to continue this engagement to deliver an outcome that provides a real benefit to the City's public domain and the broader North Sydney community.</p> <p>In this regard, it is our proposal to refine and present our overall public domain concept and associated planning proposal to Council's planning staff over the coming weeks, in anticipation of formal lodgement to Council within two months</p>	<p>The creation of a pedestrian link from North Sydney train station to St Leonards park is an integral part of the PDS and as such, the link between McLaren Street and Elliott Street is key in achieving this link.</p> <p>The proposed link through 52 McLaren Street is deemed the best solution for this link, as it is the most straightforward path.</p> <p>The current map included in the strategy (through 52 McLaren Street) is a preliminary concept that will be developed in due course as part of the redevelopment of 52 McLaren Street.</p> <p>Council is aware of the topography surrounding McLaren and Elliott Streets. Preliminary explorations and a previously approved application for the site show that a pedestrian link through 52 McLaren Street is feasible and can be DDA compliant.</p> <p>As this link is further considered under the Civic Precinct Planning Study, a response addressing this link will also be provided as part of the report on the Civic Precinct Planning Study, which adds more details and design requirements.</p>	No action.	2a / 2g



DRAFT CBD PUBLIC DOMAIN STRATEGY						
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E12		<b>Project Timeframes</b>	<p>I'm a North Sydney resident living in Miller St.</p> <p>I was once strongly in favour of the projects set out in the PDS.</p> <p>It is unfortunate that delivery times, as stated in the Placebook 2019, for projects in the PDS (2) have been replaced by timeless "priorities". The PDS now emphasises the need for sequential decisions by other stakeholders before improvements to the public domain like Miller Place, Miller Walk or the Ward St Precinct can proceed. Implementation of these decisions may be many years away.</p> <p>The status of the PDS has effectively been reduced to an expensive exercise in wishful thinking. Meanwhile, depletion of the public domain will proceed apace.</p>	<p>TfNSW is directly responsible for the planning and management of NSW state arterial roads, including Pacific Highway and Miller Street.</p> <p>While Council is working closely with TfNSW to support the delivery of NS CBD Transport Masterplan/PDS projects in line with original PDS Placebook timeframes - developed to correspond to the expected Metro opening date (2024) -, Council can not commit to these delivery timeframes independently of TfNSW.</p>	No action	2c
E13		<b>Bus Stops &amp; after-hours activation</b>	<p>We refer to our earlier submission on this project dated 8 February 2019. Despite that submission, no detailed bus diversion plan appears in any document we have seen. We can only emphasise the importance of public transport to North Sydney's business district.</p> <p>A public transport plan should be prepared immediately and exhibited for comment. Bus stops should be in front of attractions, not blank walls. A convenient example of a good bus interchange is the Herring Rd face of Macquarie Centre. A useful illustration is to contrast North Sydney with central Parramatta around the railway station which is crowded with people well beyond Mon-Fri 9-5. Meanwhile, North Sydney is quiet outside those hours and is deserted on Sundays. This is because the vast majority of people in North Sydney are there for work alone.</p> <p>As noted in our earlier submission, facilities around the railway station were removed in the 2006 station "upgrade" and little has changed since except perhaps that the Greenwood IGA now opens on Sundays. We would like to see Council persuade Greenwood and its tenants to open more stores after hours.</p> <p>We repeat that facilities should be provided on the Warringah Expressway for B-line services to stop somewhere near Mount St.</p>	<p><b>Bus stops and bus routes</b> Council agrees that improved public transport access is critical to the ongoing success of the North Sydney CBD.</p> <p>Central laneways improvements and the creation of Miller Place was identified as a suitable response to dramatic increases in rail patronage (~50% of all trips to/from the North Sydney in 2036) linked to the opening of Sydney Metro in 2024.</p> <p>The North Sydney CBD Transport Masterplan recognises that the closure of Miller Street to traffic between the Pacific Highway and Berry Street will impact access for the ~8-12% of trips made to/from the CBD by bus.</p> <p>As part of the development of the North Sydney Integrated Transport Program, Council is working closely with TfNSW to ensure that any bus customer impacts are minimised.</p> <p>Further information will be provided through a summary of the updated CBD Transport Masterplan (2018)</p> <p><b>Activation after hours and on weekends.</b> This is outside the PDS scope, nonetheless Council is actively working on creating a 7-day 18-hour economy for the CBD.</p> <p>Please refer to the Night-time Economy study.</p> <p><b>B-Line</b> The B-line falls under the responsibility of TfNSW and any comments in that regard should be directed to them.</p>	<p>No change to the PDS</p> <p>Further information to be provided as part of an updated summary of the CBD Transport Masterplan (2018)</p>	2a/ 2b
E14		<b>Warringah Land Bridge Project</b>	Request for more details on the project.	The Warringah Land Bridge Park is a long-term project and the information shown on the PDS is all the information available at the moment.	No action	2c

DRAFT CBD PUBLIC DOMAIN STRATEGY						
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E15		<b>Bus Routes</b>	<p>I am reading the recent North Sydney News and see the proposal to turn the area between Pacific Highway and Berry St into a pedestrian Plaza. Could you please tell me how the buses which at present travel up Miller St from Five Ways past the Council Chambers will be accommodated - those buses servicing schools - Wenona, Marist, North Sydney Boys - and local residents travelling to Mosman.</p>	<p>North Sydney Council is working with TfNSW, Sydney Buses and other relevant state agencies through the North Sydney Integrated Transport Program (NSITP) to develop and implement the traffic changes necessary to deliver the proposed new open spaces.</p> <p>Council's proposal for potential new bus routes was included on page 30 of the Public Domain Strategy.</p> <p>Further details will be made available as things get resolved by the NSITP.</p> <p>Further information will be provided through a summary of the updated CBD Transport Masterplan (2018)</p>	<p>No change to the PDS</p> <p>Further information to be provided as part of an updated summary of the CBD Transport Masterplan (2018)</p>	2a / 2b / 2c
E16		<b>Post Office Square</b>	<p>I wish to write in support of the public domain strategy in respect of the creation of public space outside the Post Office.</p> <p>I would like plans to ensure that the area is community orientated and comfortable. The area is prone to wind tunnel impacts (I have seen an older person fall because of strong winds) and there should be connections made with Don Bank precinct.</p> <p>I am a local resident and have concerns that the liveability of the area is being eroded by proposals that favour developers with high rise buildings rather than public amenity. The post office square precinct could in part help but only if it is designed to provide green and sheltered areas.</p>	<p>Noted.</p> <p>Any wind tunnel effect may be ameliorated by new trees and planting</p>	No action	2d
E17		<b>Walker/Blue Streets and Pacific Highway Crossing</b>	<p>I am requesting the Walker St &amp; Pacific Hwy crossings be made a diagonal crossing with pedestrian traffic lights.</p> <p>I am the General Manager of a company in the area with 100 employees, so this represents the request from all of us.</p> <p>This can be done almost immediately without waiting for the entire planning process.</p> <p>The reason is that as the population and density of businesses has increased with development (including Coles Supermarket), the number of people crossing from one side to the other, then waiting, standing in close proximity on the centre islands, to cross to the next side, have increased dramatically. It represents a risk because people spill onto the roads, and also will not be able to socially distance for COVID 19 now.</p> <p>It would be ideal if the change could be made before the 1st of July when most businesses will start returning to offices.</p>	<p>A revised geometric design for the PH/Walker Street/Blue Street intersection, including revised pedestrian crossing locations, was developed as part of the NS CBD Transport Masterplan. An overview of this intersection design is available on pages 76-77 of the PDS document.</p> <p>These designs sought to strike a balance between increased pedestrian safety and amenity and maintaining suitable levels of priority for cycling, bus and general vehicular traffic at the intersection and will be used as the basis of further advocacy as part of the state government's North Sydney Integrated Transport Program processes</p>	No action	2e / 2g

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E18		<b>Post Office Square</b>	<p>I am writing to express my deep concern regarding one aspect of the CBD Public Domain Strategy, namely the proposed Post Office Square.</p> <p>I am a resident of Edward Street, North Sydney. This is a street that already suffers from very heavy traffic, seven days a week, and particularly in the morning and afternoon peak school drop-off and pick up periods.</p> <p>The proposal for the new Post Office Square requires the closure of Mount Street at the Pacific Highway. If this occurs, a significant proportion of all of the traffic that would normally flow uphill via Mount Street will instead be re-routed west along Berry Street and then south along Edward Street. This includes traffic for:</p> <ul style="list-style-type: none"> <li>• Mary MacKillop Conference Centre &amp; accommodation;</li> <li>• Mary Mackillop Chapel and Museum;</li> <li>• Shore School;</li> <li>• Australian Catholic University.</li> </ul> <p>Has Council considered the effect of this increased traffic flow on the narrow streets? How will the numerous buses that go to and from Shore School be able to get in and then turn around to get out again? What will happen on Saturday mornings when sport is being played at the School?</p> <p>It does not take much local knowledge to foresee the traffic chaos that will inevitably ensue.</p> <p>I urge Council to reconsider the Post Office Square proposal.</p> <p>Mount Street is simply too vital an access street to be closed, solely for the benefit of a few office workers who will use the proposed new Post Office Square for several hours a day - at most - Mondays to Fridays.</p>	<p>The issues raised by this submission were considered during the development of the North Sydney CBD Transport Masterplan and the decision to include this project in the Masterplan was based on the following criteria:</p> <p>1. The growth of the North Sydney CBD will see significantly more residents and office workers both using public spaces and making trips to, from and within the CBD than ever before.</p> <p>Combined with the opening of Metro City and South-west in 2024, this will result in even more of these trips being undertaken on foot and by public transport, which also increases the number of local walking journeys.</p> <p>Without significant upgrades to the CBD walking network, current levels of walking safety and amenity will not be able to be maintained within the North Sydney CBD's current walking infrastructure.</p> <p>Simplifying the intersection of Pacific Highway and Miller Street will both enable the delivery of Miller Place, delivering significant improvements in walking safety and amenity (particularly for Metro passengers), and will allow for reallocation of road space and phase time at the intersection for the benefit of the 80% of CBD trips that will be made on foot, bike, and public transport following Metro opening.</p> <p>2. Although the closure of Mount Street may result in some private vehicle trips re-allocating onto other local roads, it is to be hoped that the increase in walking, cycling and public transport mode share will somewhat off-set this.</p> <p>3. Following the closure of this section of Mount Street to traffic, Masterplan modelling showed that northbound traffic would also take access the Education Precinct via Lavender Street and William Street.</p> <p>The potential traffic impacts of this closure are currently being re-modelled as part of the State Government's North Sydney Integrated Transport Program.</p> <p>Further information will be provided through a summary of the updated CBD Transport Masterplan (2018)</p>	<p>No change to the PDS</p> <p>Further information to be provided as part of an updated summary of the CBD Transport Masterplan (2018)</p>	2e

DRAFT CBD PUBLIC DOMAIN STRATEGY						
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E19			<p>The following initiatives identified in the Public Domain Strategy are supported:</p> <ul style="list-style-type: none"> <li>• proposed open spaces and laneway upgrades designed to enhance heritage in the public domain, such as: <ul style="list-style-type: none"> <li>- <i>public art and heritage interpretation along Miller Walk, a proposed new sequence of spaces to form the entrance into the Ward Street Precinct</i></li> <li>- <i>Post Office Square, a proposed new plaza adjacent to the 1889 North Sydney Post Office, 1886 Police Court and the North Sydney clock tower, and</i></li> <li>- <i>Tramway Park, adaptive reuse of a piece of heritage listed transport infrastructure</i></li> </ul> </li> <li>• public lighting to enhance the appreciation of heritage architecture, while providing safe and accessible spaces within the Public Domain.</li> </ul> <p>While these initiatives are positive, it is considered that there are opportunities for a greater level of heritage appreciation provided through the Public Domain Strategy.</p> <p>Areas which Council could consider when finalising the Public Domain Strategy are:</p> <ul style="list-style-type: none"> <li>• further articulating heritage as it relates to local character, including potentially identifying clusters of places and items which contribute to the significant character of the public domain</li> <li>• exploring connections between heritage curtilages and built landmarks so new development respects historical subdivision patterns and built heritage, and</li> <li>• identifying significant views to individual heritage items and conservation areas within the North Sydney CBD and ensuring the protection of these views in the Public Domain Strategy.</li> </ul> <p>The changes proposed above have the potential to enhance the character of the public domain and strengthen its identity.</p> <p>It is noted that the North Sydney CBD contains the following State Heritage Register (SHR) items:</p> <ul style="list-style-type: none"> <li>• the aforementioned 'North Sydney Post Office' (SHR 01417)</li> <li>• 'North Sydney Technical High School (former)' (SHR 00517), now The Greenwood Hotel, and</li> <li>• 'Don Bank' (SHR 00031), also known as St Leonard's Cottage.</li> </ul> <p>Care must be taken to avoid impacts on these items, and consideration needs to be given as to how to mitigate any impacts where they are unavoidable.</p>	<p>Council appreciates NSW Heritage support for the PDS.</p> <p>In regard to the 3 suggested inclusions.</p> <ol style="list-style-type: none"> <li>1. Further articulating heritage – This may be considered in the North Sydney Heritage Relationship between Heritage items and other buildings- This belongs to the DCP and heritage guidelines within it. It is noted and might be considered when the DCP and the character areas are reviewed</li> <li>2. The current North Sydney DCP includes significant views and vistas to be preserved and enhanced within the CBD, this includes view towards the Post Office Building and towards the Sydney Harbour Bridge. Notwithstanding this, further identification of views and vistas may be included in the North Sydney Heritage Review.</li> </ol>	<p>No action</p> <p>Submission forwarded to heritage officers</p>	<p>2a</p>

DRAFT CBD PUBLIC DOMAIN STRATEGY						
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E20		<b>Link to St. Leonards Park</b>	<p>The owners of 52 McLaren Street, adjacent to the Victoria Cross Northern Entrance, would like to make a submission to the strategy</p> <p>The site is currently used as a construction site of the northern services building and northern entrance to the Victoria Cross Metro Station.</p> <p>We note that Council has proposed a North-South connection between St Leonards Park to the Ward Street precinct from Elliot Street and along the eastern edge of the 52 McLaren street site.</p> <p>This laneway link is to ensure legible connections to transport nodes and incorporation of landscape elements to create a better pedestrian experience.</p> <p>Whilst we support the principles behind the through-site link, we do not believe the proposed controls optimize the outcomes of accessibility and public open space. Recent discussions with adjoining owners support an opportunity for a greater public domain outcome through an integrated solution, which relies on the creation of open space on the western side of 168 Walker Street, and a shared access which relies on all three properties.</p> <p>We, alongside the adjoining owners of 168 Walker Street, would like to propose a meeting with Council regarding a tripartite solution to discuss next steps for realising the opportunities presented in Council's strategies.</p>	<p>The creation of a pedestrian link from North Sydney train station to St Leonards park is an integral part of the PDS and as such, the link between McLaren Street and Elliott Street is key in achieving this link.</p> <p>The proposed link through 52 McLaren Street is deemed the best solution for this link, as it is the most straightforward path.</p> <p>The current map included in the strategy (through 52 McLaren Street) is a preliminary concept that will be developed in due course as part of the redevelopment of 52 McLaren Street.</p> <p>Council is aware of the topography surrounding McLaren and Elliott Streets. Preliminary explorations and a previously approved application for the site show that a pedestrian link through 52 McLaren Street is feasible and can be DDA compliant.</p> <p>As this link is further considered under the Civic Precinct Planning Study, a response addressing this link will also be provided as part of the report on the Civic Precinct Planning Study, which adds more details and design requirements.</p>	No action	2a / 2g
E21		<b>Miller Place</b>	<p>The resultant traffic chaos and substandard transport interchanges that would result from the proposal to completely close the section between Berry and the Pacific Highway to vehicles are not supported.</p> <p>Make this mainly a grassy area, and it correctly is identified as the only area where sunshine will make for a lovely central zone, but buses at least will need to go through to service both railway stations. And implement the Miller Walk concept as that will be popular. The same idea on a more limited basis, might also work on the west side of the Highway from the Post Office to Bay Road.</p>	<p>The proposed traffic changes have been developed in the CBD Transport Masterplan and supported by relevant traffic modelling.</p> <p>The traffic modelling and multi-criteria analysis undertaken as part of the development of the NS CBD Transport Masterplan suggest that, on balance, the public domain and local access/walking benefits of Miller Place outweigh any adverse bus passenger access and traffic impacts associated with the closure of this section of Miller Street to traffic.</p> <p>It is worth noting that the CBD Transport masterplan estimation are that approximately 50% of all trips to/from the North Sydney CBD during peak hours will be by train or metro by 2036 compared to 8-9% on the bus network.</p> <p>Further information will be provided through a summary of the updated CBD Transport Masterplan (2018)</p>	No change to the PDS	2e

DRAFT CBD PUBLIC DOMAIN STRATEGY						
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		<b>Laneways</b>	<p>The second not supported proposal is to not have awnings on the laneways but have continuous awnings on all the major roads.</p> <p>If you do want pedestrians to use these areas, they need to be able to do so without continually putting umbrellas up and down. If a laneway is "aiming to be awning free to maximise the spatial feel and create a generous space as the proximity of the buildings already provides protection" then why does that same logic not apply around the corner on a street?</p> <p>Relatedly, the Council suggests the laneways may be a good opportunity to increase tree cover in the CBD. This suggestion is also not supported.</p>	<p>Laneways are a very different urban environment to that of the high street and will have a very different use with a high density of pedestrian activity, outdoor dining, bars, and other activations.</p> <p>In a narrow context where pedestrians are a priority and will walk mostly on the centre of the road, awnings are not considered particularly appropriate as they will have limited effect.</p> <p>Furthermore, the narrow nature of the laneways makes them more protected to the weather by the surrounding buildings, reducing the need for awnings for protections. Awnings would also create an unnecessary sense of enclosure and oppressiveness.</p> <p>Conversely, trees which still let the sun through will help brighten the laneways and make them softer and more appealing.</p>	No action	2e

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		<b>Transport. Bus routes</b>	<p>Specific transport measures seem incongruent.</p> <p>The simplest example of this is the suggested tweaking of the existing (poor) cycle routes, when the obviously better option of the Highline Link has been on the table for nearly a decade.</p> <p>In a similar vein, the proposed bus routing ideas proposed on p30 are ridiculous. In particular the proposed bus interchange for the Victoria Cross station and the routing suggested for B Line buses is far from acceptable ( for example, a B Line bus turning right off the Highway into Berry St and then crossing 3 traffic lanes within 100 metres to execute a 90 degree turn left into Miller St is almost impossible to imagine - let alone 300 such manoeuvres each day).</p> <p>While the aims are supported most of the initiatives then suggested around traffic management appear to be either inconsistent with the stated goal, or a really second-rate solution and so are not supported.</p>	<p><b>Cycle Routes</b> The Eastern cycling bypass identified in the NS CBD Transport Masterplan performs a similar function to the previous "Harbour Link" while providing higher levels of cycling access to residential precincts to the east of the Warringah Freeway. It is also a more cost-effective solution to providing cycling access between the Sydney Harbour Bridge and North Sydney Cycle Route 2 at the Military Road/Falcon Street share path underpass. This link is supported by suggested high quality cycling links into the North Sydney CBD, from the north via Ridge Street and Elliot Street and from the east at the Mount Street overpass.</p> <p><b>Bus routes</b> "Northbridge Buses" travelling southbound on Miller Street would turn right onto Berry Street (made possible by making Berry Street bi-directional), then turn left on to the Pacific Highway before turning right onto Miller Street south and left into the Blue Street bus interchange under these proposals. While these southbound buses will need to cross two traffic lanes to enter the proposed southbound Pacific Highway right turn lane, this movement may be supported by changes to signal phasing at the Pacific Highway/Berry Street and Pacific Highway/Miller Street intersection.</p> <p>Note that "Northbridge Buses" does not include B-Line buses, which would enter the CBD via High Street.</p> <p>Preliminary geometric design and traffic modelling undertaken as part of the development of the state government's North Sydney Integrated Transport Program has shown that these proposed changes to the North Sydney bus network are feasible.</p> <p>Overall, North Sydney Council is working with TfNSW, Sydney Buses and other relevant state agencies through the North Sydney Integrated Transport Program (NSITP) to develop and implement the traffic changes necessary to deliver the proposed new open spaces. More information will be provided to the public as the many considerations and issues are resolved.</p> <p>Further information will be provided through a summary of the updated CBD Transport Masterplan (2018)</p>	<p>No change to the PDS</p> <p>Further information to be provided as part of an updated summary of the CBD Transport Masterplan (2018)</p>	2e

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		<b>Post Office Square</b>	<p>While we understand the idea of creating an east-west pedestrian arm in the CBD by closing part of Mount Street near the freeway and also behind the Post Office, the same access philosophy should apply to both. That is to make these also accessible for vehicles going to the buildings - in this case couriers and post office vans going to the Post Office. Otherwise, as the document all but states openly, the Post Office will shut and have to relocate.</p> <p>Why not retain a working Post Office in Post Office Square and for that matter why not extend that same east-west pedestrian zone idea up one block further to Mary MacKillop Place and make it a real pedestrian access to the ACU and Shore School area?</p> <p>One slight reservation is that on a practical note, this whole street is a wind tunnel and strongly shaded so will always be less attractive for pedestrians than the north-south link up Miller Street.</p>	<p>Post Office Square is one of the key projects of the strategy and will provide much needed public open space through the main E-W axis on the CBD.</p> <p>Mount Street currently functions as a key pedestrian link between the North Sydney CBD, including public transport nodes (rail &amp; buses) and offices, schools and homes in the Edward Street precinct. This pedestrian link will become even more critical as more people choose to use Metro to travel to/from the North Sydney CBD and surrounds.</p> <p>The closure of this section of Mount Street to traffic is underpinned by the traffic modelling and multi-criteria analysis undertaken as part of the development of the NS CBD Transport Masterplan. This modelling suggested that the public domain, local access/walking and traffic operational benefits at the Victoria Cross intersection, realised by closing this section of Mount Street to traffic, will outweigh the travel time imposition for drivers accessing the Education Precinct.</p> <p>Proposed reductions in short term parking resulting from the Post Office Square proposal will be partially off-set by introduction of new short-term parking at the new William Street kerb-line at the top of Post Office Square. On balance, reduced short term parking availability in the vicinity of the Post Office was considered acceptable when considering the benefits for the public domain and local walking access linked to the delivery of Post Office Square.</p> <p>Final location, number and details of the new short-term parking on William Street will be resolved at the detailed design stage. This parking will be part of the design brief for the plaza. Even though the area in winter might be mostly in shadows, the plaza will receive abundant sunlight between March and September creating a pleasant space.</p> <p>Any wind tunnel effect will be ameliorated by new trees and planting.</p>	<p>No change to the project.</p> <p>Add note to project in regard to parking, wind and sun access consideration at detail design stage</p>	2e/1e



DRAFT CBD PUBLIC DOMAIN STRATEGY						
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		<b>Cycleways and Pedestrian connections</b>	<p>A suggestion to the create a cycleway above the Expressway from Falcon Street to the existing cycleway on the Harbour Bridge and drop or simplify the existing inadequate cycleways around the CBD.</p> <p>A second is to consider either above ground or below ground crossing points for pedestrians at key intersections so they move around the CBD independently of the cars and trucks and buses - and vice versa. In particular:</p> <ul style="list-style-type: none"> <li>- the intersection of Blue Street, Walker Street and the Pacific Highway</li> <li>- the intersection of Miller Street, Mount Street, and the Pacific Highway</li> <li>- the intersection of Berry Street and Miller Street</li> </ul>	<p><b>Cycleways</b> NS CBD Transport Masterplan (2017) cycling proposals will help to fill in important missing links in Sydney's regional cycling network as well as off-setting the impacts of strategic road closures designed to support desired increases in walking and Metro mode share in and around the North Sydney CBD.</p> <p>Other improvements to the regional cycling network, including links to/from the Sydney Harbour Bridge, are detailed in Council's Integrated Cycling Strategy (2014).</p> <p><b>Pedestrian Connections</b> The Public Domain Strategy focuses on creating on grade activation and on grade pedestrian environments. These are considered a more active and safer outcome than underground or above ground connections that create environments detached from the public spaces.</p> <p>Grade separated crossing options were considered during the development of the NS CBD Transport Masterplan. This option was rejected as it a) detracts from Council's goal of creating a vibrant North Sydney CBD by removing activity from public spaces, b) has inherent personal security issues that can rarely be overcome through good design and c) supports the continued dominance of vehicle traffic across the CBD.</p>	No action	2e
		<b>Warringah Landbridge</b>	<p>The Warringah Land Bridge is a good idea.</p> <p>However, this should not be the only land bridge over the Expressway and long-term Council should aim for one near Falcon Street and another near Ernest Street.</p> <p>With respect to the proposed land bridge, the suggested possible uses are all interesting, but cannot all be accommodated in the space - so from a good list some choices will need to be made. Perhaps the urban forest is the most obvious one to drop and probably a sports field is the next on (as there would be no parking). These may be included on some of the other land bridges, instead, as they do not need to all be the same.</p>	<p>Suggestions are noted.</p> <p>Final design of the park will occur in due course and public consultation specific to this project will take place.</p>	No action	2b
		<b>Tramway Park</b>	<p>Tramway Park could make use of otherwise unused space - at least it is sunny if rather noisy and windblown. However, this area may be needed by Transport NSW to route buses off the Expressway and up to North Sydney station - and if that is the case, that is a better all-round utilisation for the general working of the CBD than creating a small, isolated park area.</p>	Noted	No action	2c

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		<b>General comments</b>	<p>Positive reaction to the document with many initiatives supported. However, there are several projects to which the Precinct objects or is against.</p> <p>Berry Square, Blue Street Terrace, link to St. Leonards Park, Miller Walk are supported</p>	Noted	No action	2d
E22		<b>Tramway Park</b>	<p>Milsons Precinct applauds the reinvigorating of the Tramway park viaduct along with the repurposing of the harbour bridge toll booths. It would be beneficial if this could also link up with the bridge cycle way and the pedestrian walk over the bridge.</p> <p>If the WHT and Warringah Freeway upgrade goes ahead, then NSC should push to ensure that the Harbour Link project of 3-degree gradient pedestrian and cycle shared facility be built from Miller St. Cammeray down to the harbour bridge.</p> <p>Then this Harbour Link facility should link into the Tramway park</p>	<p>Future connections from Tramway Park towards Kirribilli and the Harbour bridge will be studied in due course as part of the detailed design of the project.</p> <p>The Harbour Link project is not part of this strategy and it is being considered separately. Nonetheless, the Eastern cycling bypass (via Alfred Street North and the Warringah Freeway slip-lane) identified in the NS CBD Transport Masterplan performs a similar function to the previous "Harbour Link" proposal while providing higher levels of cycling access to residential precincts to the east of the Warringah Freeway.</p> <p>It is also a more cost-effective solution to providing cycling access between the Sydney Harbour Bridge and North Sydney Cycle Route 2 at the Military Road/Falcon Street share path underpass.</p> <p>This link is supported by suggested high quality cycling links into the North Sydney CBD, from the north via Ridge Street and Elliot Street and from the east at the Mount Street overpass</p>	No action	2b/ 2a/ 2d

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		<b>Post Office Square</b>	<p>The closing off to vehicle access to the higher area of Mount Street, for all those residents who live there, will cause undue additional driving and pressure on the surrounding streets, all through the education precinct.</p> <p>This should be a 'shared zone' but still allow vehicles access up Mount Street.</p> <p>It is hardly necessary to stop the uphill traffic at this point, to make a plaza, when there is already enough open space at the post office, especially with the whole of Miller St to be made into a plaza.</p>	<p>The issues raised by this submission were considered during the development of the North Sydney CBD Transport Masterplan and the decision to include this project in the Masterplan was based on the following criteria:</p> <p>1. The growth of the North Sydney CBD will see significantly more residents and office workers both using public spaces and making trips to, from and within the CBD than ever before.</p> <p>Combined with the opening of Metro City and South-west in 2024, this will result in even more of these trips being undertaken on foot and by public transport, which also increases the number of local walking journeys.</p> <p>Without significant upgrades to the CBD walking network, current levels of walking safety and amenity will not be able to be maintained within the North Sydney CBD's current walking infrastructure.</p> <p>Simplifying the intersection of Pacific Highway and Miller Street will both enable the delivery of Miller Place, delivering significant improvements in walking safety and amenity (particularly for Metro passengers), and will allow for reallocation of road space and phase time at the intersection for the benefit of the 80% of CBD trips that will be made on foot, bike, and public transport following Metro opening.</p> <p>2. Although the closure of Mount Street may result in some private vehicle trips re-allocating onto other local roads, it is to be hoped that the increase in walking, cycling and public transport mode share will somewhat off-set this.</p> <p>3. Following the closure of this section of Mount Street to traffic, Masterplan modelling showed that northbound traffic would also take access the education precinct via Lavender Street and William Street.</p> <p>The potential traffic impacts of this closure are currently being re-modelled as part of the State Government's North Sydney Integrated Transport Program.</p>	No action	2e

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		<b>Miller Place</b>	<p>Miller Street Place will be a worthwhile exercise to gain open space for the increased number of people utilising the new Metro station and allowing ease of movement of students and workers out of the station.</p> <p>Concerns raised are around the viability of maintaining access to driveways, side streets, parking stations etc. for vehicles, deliveries etc. along this closed plaza.</p> <p>Along with the movement of the buses and bicycles that currently use this section of road.</p> <p>I note that your response to Q&amp;A concerning vehicle access and the Buses – is that you intend to ensure access; and that future negotiations with State Buses etc. to take place.</p> <p>The community needs to know this level of detail, to be assured that these types of solutions are available, and negotiations have commenced.</p> <p>This Miller St. Plaza will only work if NSC can stop WHT inroads onto our streets, with Berry St., becoming a 'freeway' access point.</p>	<p>Details of vehicular access to existing driveways and buildings as well as servicing arrangements will be developed in the detailed design stage of the project.</p> <p>The proposed traffic changes have been developed in the CBD Transport Masterplan and supported by relevant traffic modelling.</p> <p>The traffic modelling and multi-criteria analysis undertaken as part of the development of the NS CBD Transport Masterplan suggest that, on balance, the public domain and local access/walking benefits of Miller Place outweigh any adverse bus passenger access and traffic impacts associated with the closure of this section of Miller Street to traffic.</p> <p>It is worth noting that the CBD Transport masterplan estimation are that approximately 50% of all trips to/from the North Sydney CBD during peak hours will be by train or metro by 2036 compared to 8-9% on the bus network.</p> <p>In terms of the rerouting of buses, North Sydney Council is working with TfNSW, Sydney Buses and other relevant state agencies through the North Sydney Integrated Transport Program (NSITP) to develop and implement the traffic changes necessary to deliver the proposed new open spaces and ensure that any negative bus customer impacts are minimised.</p> <p>North Sydney Council is also engaging with the relevant state agencies to advocate for changes to the Western Harbour Tunnel.</p> <p>Further information will be provided through a summary of the updated CBD Transport Masterplan (2018)</p>	<p>No change to the PDS</p> <p>Further information to be provided as part of an updated summary of the CBD Transport Masterplan (2018)</p>	<p>2b / 1e</p>
		<b>Central Laneways</b>	<p>This would be a very ambitious plan and should have been thought of before approval of all the new developments on these laneways, like 1 Dennison, 88 Walker and 100 Mount St – which should have had greater setbacks at the pedestrian level.</p> <p>There are so many vehicular access points from these lanes / roads to many of the Miller St, Mount St and Walker St. buildings.</p> <p>The Precinct requests how do you intend to address these vehicular access issues for those buildings? Especially given the difficulties already experienced by the strain on these laneways, before all the new buildings are fully occupied and operational with vehicles accessing them?</p>	<p>The Central Laneways Masterplan was approved and endorsed by Council in March 2018. Implementation of the masterplan is underway.</p> <p>The masterplan takes in consideration all the developments recently approved, and council is working closely with surrounding landowners to develop practical designs for delivering the agreed laneways vision.</p>		<p>2c / 2b</p>

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		<b>Warringah Land Bridge Park</b>	<p>Milson Precinct is in support of this proposed reconnection of sections of North Sydney by a land bridge over the top of the Warringah Freeway.</p> <p>NSC should pursue this as a condition, from Transport for NSW, for the upgrade of the Warringah freeway and WHT.</p> <p>The community needs to gain some real benefits for all the additional detrimental issues that we will be subjected to, if and when, the WHT &amp; BL tunnels get built.</p>	Noted		2c
		<b>Traffic Changes</b>	<p>The proposed roundabout loop of Alfred, High, Arthur, Mount, streets will put additional strain on Clark &amp; High St. intersection for all traffic coming from south side of Military Road, from Mosman, Cremorne Neutral Bay suburbs.</p> <p>High Street is generally busy up to Cahill Expressway, and North Sydney, interacting with the N-S Freeway off traffic.</p> <p>We can only see these issues intensified with this 'roundabout loop'; especially when compounded with WHT proposed entry point north onto Warringah Freeway from this High St, intersection.</p> <p>This will impact on the road infrastructure, especially with our Aged Care Facility, James Milson Village, that caters for over 200 elderly residents at this point along High St.</p> <p>Have you made contact with JMV CEO, to discuss these issues? DPIE spent several hours with her, re WHT and its impacts for the elderly.</p> <p>It needs to be remember that State Buses have advised over the past 3 years, that it is their intention to have 50% of the morning peak hour Beaches buses come off the Warringah Freeway through this same High St. loop area, to then be able to gain access across the Pacific Highway from High St, to Blue Street, to drop passengers of at the NS train station, and to then move up to Miller St, to drop at Metro station, along Miller Place!</p>	<p>Traffic modelling undertaken as part of the development of the CBD Transport Masterplan suggest that intersection level of service (measure of traffic function) will improve at the Clarke and High Street intersection under the proposed changes.</p> <p>However, the subsequent addition of WHT/BL is likely to result in significant increases in traffic at the Clarke Street/High Street intersection.</p> <p>Thus, Council is advocating to the relevant state agencies against the WHT as currently designed.</p> <p>For more information regarding the impacts of the WHT and "Warringah Freeway Upgrades" on local traffic networks, please refer to Council's response to the WHT EIS</p> <p>Further information will be provided through a summary of the updated CBD Transport Masterplan (2018)</p>	No action	2e

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E23			<p>The proposed CBD Urban Structure is broadly supported, noting specially the proposed Warringah Land Bridge Park.</p> <p>The Land Bridge Park represents perhaps one of, if not the largest new open space parklands within inner Sydney. It has the potential to reconnect the community of North Sydney that was bisected with the construction of the Warringah Freeway in the 1960's.</p> <p>It was pleasing to note the recent media where the Minister for Planning and Public Spaces verbally expressed support for this.</p> <p>Similarly, we fully support the proposal for the Warringah Land Bridge Park.</p> <p>For it to be a success support is also expressed for the Public Domain Goals and "Active Perimeter" design principal especially as it relates to Arthur Street, which abuts the Land Bridge Park.</p> <p>It is understood that the recently exhibited Northern Beaches Link EIS places at risk the achievement of some of the public domain initiatives that are contained in the Strategy.</p> <p>Given the uncertainty created by the Northern Beach Link proposal and the creation of the HMNS Consortium, there is scope to advance the planning of the Warringah Land Bridge Park such that the public benefit outcomes could be realised sooner than the otherwise stated "long term vision" of such as currently described in the Strategy</p> <p>We would be prepared to formally engage with Council upon endorsement on the Strategy to explore "partnerships" and delivery mechanisms for the Warringah Land Bridge Park</p> <p>Based on preliminary assessment of the plan, some issues that may influence partnership / delivery mechanisms include, but not limited to:</p> <ul style="list-style-type: none"> <li>- The need to explore additional development rights</li> <li>- Spatial extent of the proposed Park</li> <li>- The land use planning and approval pathway mechanisms.</li> <li>- Other potential public benefits.</li> <li>- Stakeholder identification and involvement noting in particular the central role that the State will play in the successful delivery of the Park.</li> </ul>	<p>Noted</p> <p>Council will reach to the proponents in due course to learn more about their proposal.</p> <p>As a clarification the recent EIS was for the Western Harbour Tunnel and Warringah Freeway update and this project also puts the delivery of the PDS projects in question.</p>	<p>No action</p> <p>Submission forwarded to CIS management</p>	2g

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