

8.10. Civic Precinct Planning Study - Post Exhibition

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ATTACHMENTS:

1. Civic Precinct Planning Study [8.10.1 - 54 pages]
2. Civic Precinct Planning Study - Submissions Summary [8.10.2 - 72 pages]

PURPOSE:

To report on the submissions received in response to the public exhibition of the Civic Precinct Planning Study (CPPS). The final Planning Study, amended in response to some of the issues raised in the submissions received, is presented to Council for adoption (Attachment 1).

EXECUTIVE SUMMARY:

In October 2018, North Sydney Council accepted Accelerated LEP Review Grant Funding from the NSW Department of Planning, Industry and Environment. The funding aims to assist Council align the North Sydney LEP 2013 with the Greater Sydney Commission's North District Plan (2018). The Civic Precinct Planning Study was identified as one of the studies to be funded under the grant.

The study focuses on the area directly north of North Sydney CBD. The objectives of the study are to plan for the arrival of the new metro station in 2024 and to establish the role of the Civic Precinct within the wider LGA context.

The study has been undertaken in two stages. Stage 1 was carried out in mid-2019 to understand community's aspirations for the area and was reported to Council in October 2019. Stage 2 involved the preparation of the draft Planning Study.

At its meeting of 18 May 2020, Council endorsed the Draft Civic Precinct Planning Study for public exhibition, which occurred 4 June to 20 July 2020. A total of 193 submissions were received from a cross section of stakeholders, including landowners, government agencies, residents, students and Precinct Committees. The consultation process has yielded valuable feedback and assisted in the refinement and improvement of the final document.

The majority of submissions support the Planning Study's vision and goals.

Of the issues raised, the most prevalent relate to four sites identified in the Study as having redevelopment potential. Of these, 120 submissions were received in response

to the Study's draft proposals for 52 McLaren Street, 15 were received in response to the "East Walker" landholding, 10 for the "Fiveways Triangle" landholding in Crows Nest and 10 submissions for the 253-267 Pacific Highway draft proposals.

Following a review of the submissions, a further detailed analysis of those sites was undertaken including additional shadow studies, section diagrams and context analysis. As a result of this review, it is proposed to reduce the maximum heights for 253-367 Pacific Highway (Southern Transition site) from 10/12 storeys to 8/10 storeys.

In August, the Department of Planning, Industry and Environment released the final St. Leonards/Crows Nest 2036 Plan, which includes a recommended maximum height of 16 storeys for the "Fiveways Triangle" site (bounded by Falcon & Alexander Streets and Pacific Highway). The 2036 Plan is accompanied by a 9.1 Ministerial Direction that requires rezoning proposals to be consistent with the Plan. Accordingly, the Civic Precinct Planning Study has been amended to remove the proposed 8-storey limit and reflect the 2036 Plan's recommendation of 16-storeys.

Lastly, some adjustments are also proposed for the built form recommendations for the 52 McLaren Street site.

This report seeks Council's adoption of the final Planning Study as amended (Attachment 1) and recommends that Council move forward with two further detailed studies that have been identified by the Planning Study.

FINANCIAL IMPLICATIONS:

On 29 October 2018, North Sydney Council accepted Accelerated LEP Review Grant Funding from the NSW Department of Planning, Industry and Environment to align the North Sydney LEP 2013 with the North District Plan (GSC 2018). The Civic Precinct Planning Study was identified as one study to be funded from the Accelerated LEP Review Grant.

The Study was fully grant-funded. Approximately \$215,000 has been expended on this work including the various stages of consultation.

RECOMMENDATION:

- 1. THAT** Council adopt the *Civic Precinct Planning Study* (Attachment 1), as amended.
- 2. THAT** the Planning Study be amended to recommend maximum height limits of 8 - 10 storeys across 253-267 Pacific Highway.
- 3. THAT** the Planning Study be amended to show a maximum height of 16 storeys at the "Fiveways Triangle" site to reflect the St. Leonards/Crows Nest 2036 Plan.

4. **THAT** a draft amendment to the *North Sydney Development Control Plan (2013)* to implement the recommendations of the *Civic Precinct Planning Study* be reported back to Council.
5. **THAT** a planning study of the Falcon Street corridor is prepared once the impacts and final design of the Western Harbour Tunnel and transport plans to support the 2036 Plan are known.
6. **THAT** a masterplan of the Civic Block is prepared to address the future needs of the North Sydney community.
7. **THAT** Council writes to all submitters thanking them for their contributions to the refinement of the Study.
8. **THAT** the Greater Sydney Commission, Department of Planning, Industry and Environment and Transport for NSW be notified of Council's resolution.

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
 - 2.1 Infrastructure and assets meet community needs
 - 2.2 Vibrant centres, public domain, villages and streetscapes
 - 2.3 Sustainable transport is encouraged
3. Our Future Planning
 - 3.4 North Sydney is distinctive with a sense of place and quality design
4. Our Social Vitality
 - 4.4 North Sydney's history is preserved and recognised

BACKGROUND

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

The Planning Study has been undertaken in 2 stages.

Stage 1 of the study was carried out in early 2019 with preliminary consultation taking place between 11 July and 8 August 2019. The outcomes of Stage 1 were reported to Council in October 2019. Further, more focused consultation occurred in November 2019.

Stage 2 was developed between November 2019 and May 2020 with the assistance of an external team of consultants led by Conybeare Morrison International (CM+) as urban designers.

The resulting Draft Planning Study:

1. Outlined a vision and an urban structure for the Civic Precinct.
2. Established the desired character and feel for the precinct that is supported by a series of urban design principles to guide future growth.
3. Outlined a series of strategies and actions to achieve the vision for the precinct.

4. Identified opportunities to deliver additional public domain, improve transport networks and provide jobs and housing in appropriate locations.

On 18 May 2020, Council resolved:

1. *THAT the draft Civic Precinct Planning Study (Attachment 1) be adopted for the purposes of public exhibition.*
2. *THAT the draft study 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 of the exhibition.*
4. *THAT following exhibition, a report be prepared accounting for submissions made and any resulting amendments to the final Civic Precinct Planning Study.*
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 some of the actions recommended in this planning study.*

Stage 2 of the draft Planning Study was exhibited for six weeks between 4 June and 20 July 2020. Relevant state authorities were notified.

CONSULTATION REQUIREMENTS

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

DETAIL

1. Purpose & Background

The purpose of the Civic Precinct Planning Study is to establish the vision and planning framework of the Civic Precinct within the wider LGA context.

The study forms part of Council's effort to align the statutory framework with the objectives and directions identified in the Greater Sydney Commission's Regional Plan and North District Plan as required by DPIE. The work has been funded by a grant from the NSW Government.

The aim of the study is to understand the impacts resulting from the arrival of new public transport infrastructure to the area, as well as from the evolving changes occurring in the surrounding areas and to formalise an urban design framework for the future of the precinct.

This vision and framework put forward by the study informs necessary changes to the area's built form and public domain and establishes a set of criteria for any new developments that may be identified as being appropriate in the precinct.

The study also ensures that the Civic Precinct is aligned with the objectives and targets of Council's Local Strategic Planning Statement (2020).

1.1 The Study Area

The study area is directly north of North Sydney CBD. It is bounded by McLaren Street, Pacific Highway, Falcon Street and the Warringah Freeway with an additional area east bounded by Walker Street and Berry Street at the southeast corner.

The Study responds to the construction of the Victoria Cross Metro Station northern portal, located at the intersection of McLaren and Miller Streets which will provide greater access to public transport to the area. This metro portal has generated development interest (with four planning proposals already lodged within the study area) and prompted a closer look at any further implications of the new public transport infrastructure.

Additionally, and outside of this planning process, there have been major changes to areas surrounding the Civic Precinct including the St Leonards / Crows Nest Planned Precinct and the Ward Street Masterplan proposing changes to the urban structure around the study area.

1.2 Drivers of the Study

Strategic Context

The Metropolitan Plan by the Greater Sydney Commission, and in particular the North District Plan, have set employment and residential targets for North Sydney. These targets include the increase of 21,000 jobs in the CBD and 16,000 jobs in St. Leonards over the next 16 years. Residential targets estimate the need for 3,000 additional dwellings by 2021 (from 2016) and approximately another 11,000 additional dwellings by 2036. These targets have recently been revised by the DPIE, with a current estimate of 10,250 new dwellings by 2036.

Major transformations are occurring in North Sydney CBD and St. Leonards including the introduction of the Sydney Metro. Due to these changes, it is necessary to look at the role, character and future vision of surrounding areas, including the Civic Precinct.

Alignment of Council's Planning Controls with the North District Plan

On October 2018, North Sydney Council accepted Accelerated LEP Review Grant Funding and subsequently agreed with the DPIE to prepare specific projects to bring North Sydney's planning instruments and policies into closer alignment with the Greater Sydney Commission's North District Plan. The Civic Precinct Planning Study is one of these projects.

The Proposed Metro Northern Entry Portal

The new Northern Metro entry will be a 'lift only' portal that provides greater accessibility to the north of the CBD Precinct. Sydney Metro estimate the new northern portal will increase patronage by approximately 5%.

Both the North Sydney Transport Strategy and Sydney Metro prioritise walking and cycling above private vehicle traffic. The Civic Precinct Planning Study has considered this. One of the stated objectives of Sydney Metro is to 'serve and stimulate urban development' and this study seeks to provide a framework to guide, control and facilitate any development stimulated by the proposed Metro Station northern portal.

Development Interest

Council has received Planning Proposals for several sites within the study area, and the significant individual increase in density and height has the potential to undermine the character of the area in the absence of a more holistic vision for the precinct. The Civic Precinct Planning Study provides that vision to guide development.

2. Objectives

The objectives of the planning study are:

- To understand the community and stakeholders' visions and needs for future planning of the study area;
- To develop a considered urban planning vision and strategy for the Civic Precinct, establishing a series of urban planning principles for the study area;
- Achieve the objectives and actions identified in the GSC North District Plan;
- Identify, and retain the urban values of the precinct including its heritage and fine-grained structure and 'leafy' character;
- Identify possible improvements in the public domain, including pedestrian linkages, wayfinding, new public open space and improved amenity - consistent with the objectives and directions identified in the North Sydney CBD Public Domain Strategy (2020);
- Identify the existing and future 'high significance civic places' within the precinct and define their desired character;
- Identify the appropriate density across the study area considering the existing opportunities and constraints, its location within the North Sydney LGA, and current and future access to transport and public infrastructure;
- Explore appropriate opportunities to review building height and density within the precinct in light of the introduction of improved access to public transport; and
- Explore opportunities to deliver public benefit within, or on the periphery of, the study area as a result of redevelopment proposals.

2.1 Public Benefit Priorities Identified for the Civic Precinct

The following needs have been identified by Council's Community Services Division over time through their continuous evaluation of the needs for the LGA.

Kelly's Place / Day-care

The relocation of Kelly's Place is necessary in order to redesign and enlarge Hume Street Park in response to the opening of the Crows Nest Metro Station in 2024 and associated growth planned in the precinct by the State Government. If Kelly's Place were to be relocated to another site, there would still be a need for a day care centre as the one in Greenwood Plaza is currently too small.

Community Meeting Rooms

The need for additional meeting rooms for community purposes was first identified in consultations held for Council's Community Uses on Council Land: 37 Ridge Street North Sydney, 2015. Among the services that would benefit are North Sydney Community Centre (NSCC) with their continuing need to for additional space to hold workshops and adult education classes; easing the pressure on this service would facilitate meeting the need for additional outdoor and indoor/outdoor space required by Early Ed, Council's specialist service for children with a disability located in Cunningham Street, North Sydney.

Sharing scarce outdoor space in this precinct is encouraged. Earlier attempts to make use of the Ros Crichton Pavilion and the Geddes Room have been discontinued owing to Council's own increasing need for professional officers meetings.

Council's support for NSCC and tracking its developing needs is reflected in the Joint Strategic Plan 2017-21 adopted by Council, reviewed annually and due for renewal in 2021. Council's support for Early Ed is recorded in the Family and Children's Services Strategy 2018-2024. Recent contact with Early Ed management has explored the ongoing impact of COVID on the design and management of child care facilities. These discussions emphasised the importance of indoor/outdoor spaces: hence meeting rooms with associated outdoor spaces would be ideal.

Public Domain Upgrades

The public domain opportunities (described in Action 8 in the Planning Study) include the implementation of the St Leonards Park Landscape Masterplan and the North Sydney Oval improvements, the development of cycleways along West and Ridge Streets as well as Pacific Highway and further advancement of Miller Walk.

Opportunities for new public space are also identified in the Ward Street Masterplan that adjoins the Civic Precinct and may be considered if the above public domain opportunities are able to be funded by alternate means.

Affordable Housing

North Sydney's Local Housing Strategy (LHS) has identified a gap in the provision of affordable housing across the LGA. Affordable social housing currently accounts for only 1.8% of the total dwellings in North Sydney, below the 5.5% average across Greater Sydney. Council is committed to find ways to add more affordable housing across the LGA

Maintenance Costs

In is understood that the cost of maintenance of community centres including meeting rooms are in practice cross subsidised by Council's commercial property portfolio.

This policy is based on the understanding that the services are identified through consultation and are agreed to be wanted by our residents and workforce set out in the Delivery Plan. Partially delivered by volunteers, they are seen as a more affordable way of delivering the services than delivering them through the much higher cost that would result from using staff employed by Council.

That said, childcare services, have a greater capacity to pay due to State and Federal subsidies than community centres. The net maintenance cost for these are therefore lower.

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 CPPS during the exhibition period, which ran from 4 June to 20 July 2020.

3.1 Inform Methods

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

- Over 5,500 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);
- Advertisement in the North Sydney Living magazine, 3 July 2020 printed edition;
- Council's website project page – 437 views (included link to YourSayNorthSydney site project page);
- YourSayNorthSydney project page 1,420 total views, which included the following:
 - Planning Study - 314 downloads
 - Interactive Summary PDF - 126 downloads
 - Background Report, with appendices¹ - 47 downloads
 - Background Report, no appendices - 42 downloads
 - Appendix 1 - Community Engagement Strategy - 6 downloads

¹ Note: As this is a large file, two versions were available on the webpage; Background Report including the appendices and Background Report with appendices available to download separately

- Appendix 2 - Heritage Assessment - 14 downloads
- Appendix 3 - Baseline Traffic and Transport Study - 13 downloads
- Appendix 4 - Workshop Report - 8 downloads
- Appendix 5 - Sustainability Review - 7 downloads
- Council Report, 18 May 2020 - 23 downloads
- Council Report, 28 October 2019 - 21 downloads
- Summary Brochure - 35 downloads
- Narrated Presentation - 90 views
- Council eNews July issue, of which 11 of the 1,288 subscribers opened the article; (subscribers updated)
- Council eNews June issue, of which 12 of the 1,283 subscribers opened the article; (subscribers updated)
- Business eNews July issue, of which 1 of the 710 subscribers opened the article; (subscribers updated)
- Business eNews June issue, of which 1 of the 697 subscribers opened the article; (subscribers updated)
- 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 194 submissions were received. Of these, 154 focus on one of the 4 significant sites identified by the study. The remainder relate to more general issues of traffic, overdevelopment concerns, pedestrian connections, the future of the Civic Core (the urban block bounded by McLaren, Miller, Ridge, West and Church Streets) and other miscellaneous comments.

Profile of the respondents

- Around 90 to 100 submissions have been received from residents of buildings on the southern side of McLaren Street. (This is an estimation based on the information provided in the submission, however, an exact number cannot be provided as respondents did not include their address)
- 10 Submissions from students of nearby schools
- 2 submissions from Precinct Committees (Hayberry and Wollstonecraft),
- 15 submissions from landowners
- 2 submissions from local businesses
- 1 submission from North Sydney Girls High School
- 1 submission from St. Thomas Anglican Church
- 2 submissions from local civic and community facilities, Kelly's Place Children Centre and North Sydney Community Centre
- 2 submissions from industry bodies, the Property Council of Australia (PCA and the Urban Development Institute of Australia (UDIA)

Age Breakdown

The submissions received came from a wide range of age groups. Out of the 170 submissions that provided their age group, the breakdown is as follows.

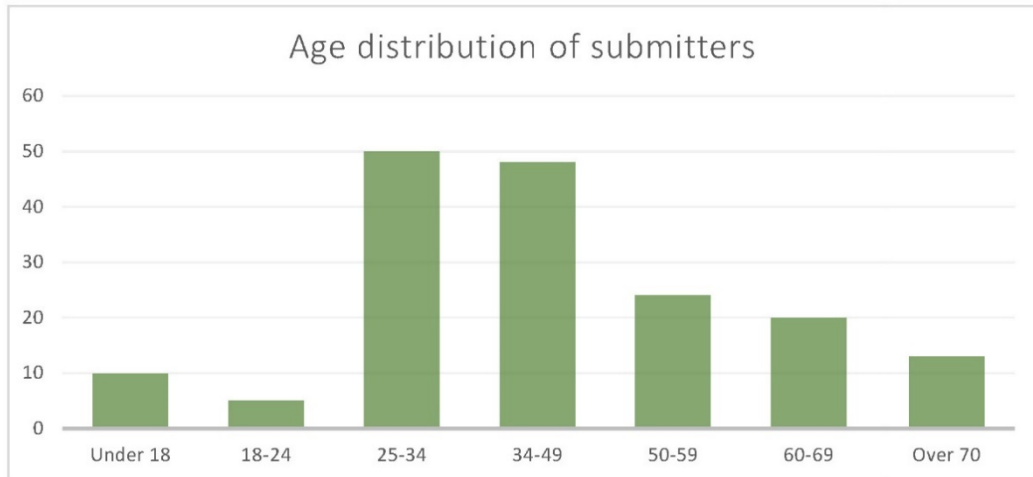


Table 1. Age distribution of people that made a submission

It is worth noting that 98 out of 170 (58%) submissions were from people between the ages of 25 and 50.

Notes:

- *Submissions received by email did not indicate their age group*
- *Age group information was not mandatory*

Key Issues Summary

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

Overall support for	Main concerns/requests
<ul style="list-style-type: none"> • The vision, objectives and principles of the study • Preserving the low scale, fine grain, leafy character of the area • Preserving and improving public open space • Link to St. Leonards Park through Elliott Street • Improving accessibility and open space • Triangle Site proposed height of 8 storeys • Support for the 18-hour economy • More cycleways. 	<ul style="list-style-type: none"> • Overdevelopment (9 submissions) • Traffic and Congestion (6 submissions) • Pedestrian links (4 submissions) • Future of Falcon Street (6 submissions) • 52 McLaren Street (120 submissions) • 41 McLaren Street (15) (Privately led PP outside of the study area and refused by the Regional Planning Panel in September 2020) • East Walker Precinct (15) (173-179 Walker Street and 11-17 Hampden Street) • Fiveways Triangle Site (9) • 253-267 Pacific Highway (10)

Table 2. Summary of the supported items and objections raised

3.2.1 Landowner (including one State Agency) and Businesses Feedback

Submissions received from landowners generally seek to increase the development potential of their sites.

Out of the 15 landowner submissions, 5 relate to the East Walker area, 3 relate to 52 McLaren Street, 3 relate to Falcon Street, 2 relate to Pacific Highway, 1 relates to Miller Street and 1 relates to West Street. These are outlined in Table 3 below.

296 Miller Street	27-57 Falcon Street
11-15 Alexander Street	Fiveways Triangle Site
16 Hampden Street	168 Walker Street
17 Hampden Street	270-272 Pacific Highway
2 Hampden Street	253-267 Pacific Highway
11 Hampden Street	52 McLaren Street
173-179 Walker Street	54 McLaren Street
3-9 West Street	

Table 3. Landowner submissions

All the owners of sites that have been identified for uplift have made submissions to the study.

Sydney Metro, as the owner of 52 McLaren Street, has given in principle support for the recommendations and guidelines of the study, and also provided some suggestions to ensure the viability of the site and the best possible outcome for the through-site link. This submission is discussed in detail below (section 3.3.7.1).

Other landowners requested additional height and larger envelopes for their sites.

These submissions are discussed in detail at section 3.3.7.

Two submissions from nearby local businesses along the Pacific Highway support the proposed redevelopment of the southern transition site (253-267 Pacific Highway), suggesting it will help revitalise and activate Pacific Highway and the business along the street.

The submission from 27-57 Falcon Street has not been discussed in detail as the Planning Proposal for this site has already been endorsed by Council (in August 2020).

3.2.2 Precinct Committee Feedback

Hayberry and Wollstonecraft Precinct Committees made submissions to the strategy.

Both submissions are detailed and thorough and provide a mix of feedback that supports certain elements and actions of the Planning Study, objects to some other areas, and raise concerns to certain changes and their potential implications.

Hayberry Precinct submission overview:

- Requests additional time to submit a response in light of Covid-19 restrictions
- Notes that the community input on the map regarding heights should not be misinterpreted
- Suggests that there is a need to review the study in light of the current and future impact of Covid-19 on residential and commercial demand
- Objects to the extension of Bernard Lane and the link at the rear of North Sydney Girls High School
- Considers that the “Fiveways Triangle” site should remain at 4 storeys
- Considers that the “southern transition zone” should have heights that relate to the church and McLaren Streets and should not be a transition zone
- Considers that Falcon Street should remain residential and be included in the conservation area
- Notes that Western Harbour Tunnel impacts should be considered
- Objects to the notion that public benefits are being used to allow greater heights
- Requests clarification on the impacts of the planned commercial floor space along Pacific Highway.

Wollstonecraft Precinct submission overview:

- Supports the objectives of the study as well as the idea to protect the civic centre and its green space
- Objects to the notion that a medium scale streetscape along Pacific Highway would provide a pedestrian friendly environment
- Requests more lighting along the Pacific Highway. This would help address the safety issue felt by many in the neighbourhood
- Would welcome wider sidewalks and more trees planted along the Pacific Highway
- Supports the proposed maximum height of 8-storeys for the Fiveways Triangle site
- Objects to the southern transition site (253-267 Pacific Highway) as proposed
- Considers that there is no need to liven up the conservation areas
- Supports improving the amenity of the laneways
- Considers that there is no need to review the Civic Core
- Supports the urban design guidelines for the education institutions
- Supports Action 8 “improve public open space”
- Considers that Kelly’s Place should remain in Crows Nest
- Supports retaining the North Sydney community centre where it is and considers that if any institutions need to move it would be better to move the Early Childhood Development Centre to Crows Nest with the Early Childhood Health Centre.

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

3.2.3 Industry Bodies Feedback

There are two submissions from industry bodies, one from the Property Council of Australia (PCA) and one from the Urban Development Institute of Australia (UDIA).

Both submissions commend Council for the work done in the study and support the principles and vision for the area. However, both bodies raise concerns about Council's ability to achieve the housing targets of the North District Plan as well as the viability of the proposed non-residential FSRs. The PCA also suggest that Council leads the Planning Proposal to rezone the area and provides clarity regarding an affordable housing contribution scheme.

A comment regarding housing targets and commercial viability has been included in the submission summary table.

In regard to the affordable housing contribution scheme, Council is currently developing a strategic approach to this issue for the whole LGA.

As the proposed changes to the controls are minor and focused on a few select sites, it is Council's view and long held position that Planning Proposals should be initiated and led by the owners of the relevant sites.

3.2.4 Civic & Community Organisations' Feedback

Feedback has been received from Kelly's Place Children's Centre and North Sydney Community Centre. Council subsequently met with representatives from both organisations.

Kelly's Place is currently located within Hume Street Park, Crows Nest. The centre will need to be relocated to accommodate Council's aspiration to redesign and enlarge Hume Street Park in response the opening of the Crows Nest Metro Station in 2024 and associated growth planned in the precinct by the State Government. The Civic Precinct has been identified as a potential destination for Kelly's Place.

Kelly's Place has indicated in principle support to this and to work with Council and has put forward their current and future needs as well as any concerns they have about the process.

North Sydney Community Centre is located near Council Chambers within the Civic Core, which the study recommends should undergo a long-term review and masterplan.

The Community Centre has raised concerns in regard to potential future changes to the current conditions as they feel the centre is tied to its current location and to the use of Ted Mack Civic Park and currently works very well within the existing configuration of the area.

At the same time, they have expressed that they are currently operating at capacity and could expand if there was an opportunity of doing so. In that regard, they have put

forward their future needs and requirements and are open to work with Council. They have suggested improvements to wayfinding, access and lighting. These suggestions would be considered and incorporated into the future Civic Core Masterplan.

Council will continue to liaise with the Community Centre in any future review of the area as one of the significant stakeholders in the block.

Council is committed to ongoing collaboration with Kelly's Place and the Community Centre. Likewise, both organisations have been supportive of Council's work to date.

A further response to these two submissions has been provided in the submissions table.

3.3 Detailed Response to Issues Raised During Consultation

3.3.1 Overdevelopment

Nine submissions raise concerns about general overdevelopment of the area and increased density. Alternatively, two submissions support higher buildings across the precinct. Owners of sites along Falcon Street, Miller Street and Alexander Street are also in favour of potential additional height.

Comment:

The Civic Precinct Planning Study clearly states that the vision and the objectives for the area are to preserve its current character and scale and improve the civic facilities and open spaces within the precinct.

It should be noted that no change in density or height is envisioned for the core of the precinct and an important outcome of this study is the preservation of the highly valued scale and fine grain character of this part of the precinct.

Any future changes identified in the study are limited to the two transition areas at the edge of the precinct, one closer to the CBD, one closer to Crows Nest and the future metro station. Only a limited number of sites within these two very specific areas have been identified for uplift.

Changes for these sites are appropriate due to:

- their proximity to upcoming new public transport infrastructure;
- their proximity to adjacent higher density areas;
- the potential of the sites to be redeveloped with manageable impacts to the surroundings; and
- the size, scale and ownership of the sites allowing for a consolidated development and the provision of public benefit.

Further to this, the proposed changes are in keeping with the desired future character of the area. The proposed heights are lower or equal to existing developments in the

vicinity and always follow Council's well-established principles for stepping heights and transitions.

Changes to the identified areas/sites will contribute to Council's alignment with the North District Plan's jobs and welling targets, which is one of the objectives of the study.

A detailed discussion of the four key sites identified in the Planning Study is provided at section 3.3.7.

It is worth noting that though the background Urban Design Report prepared by CM+ that underpins the Planning Study identified some additional sites as "less constrained" or as having some potential additional height, Council does not endorse these changes and have not been included as part of the Planning Study.

Three submissions from owners of sites along Falcon, Alexander and Miller Street made reference to the CM+ background report and seek additional development potential, however, the Planning Study does not consider these changes align with the vision and the goal for the precinct and have not been pursued further. The submission regarding 3-9 West Street is further discussed as part of the Civic Core recommendations.

3.3.1.1 Recommendation:

There are no changes recommended to the Planning Study.

3.3.2 Traffic Impacts

A total of 11 submissions raise concerns about future traffic congestion, specifically along Ridge, Walker and West Streets, as well as around Crows Nest. Three of the 11 submissions also mention future Western Harbour Tunnel impacts.

Comment:

Council's vision and strategic approach to transport and traffic has been established through the *North Sydney Transport Strategy* and the *North Sydney CBD Transport Masterplan*. Both documents aim to improve the pedestrian, cycling and public transport networks within North Sydney and mitigate the impacts of traffic on the CBD by redirecting "through" traffic to the main arterial roads. An important component of this is also to limit private parking growth which will continue to contribute to increasing congestion levels.

These objectives are currently being discussed with the relevant state agencies to develop a viable implementation strategy with the necessary traffic changes to bring them into effect.

The potential to redirect more traffic through Falcon Street towards the Freeway and away from the southern end of the Pacific Highway and the Civic Precinct forms part of this discussion. It is also intended to remove "through traffic" from Miller and Berry Streets.

Council's vision and proposed changes have been affected by state government's plans for the Western Harbour Tunnel (WHT). Council made a submission to the WHT environmental impact statement laying out the concerns. Since then, Council has been working with TfNSW and the relevant stakeholders to ensure that Council's vision can be achieved and negative impacts ameliorated.

Notwithstanding the above, it should be noted that the Civic Precinct Planning Study proposes to maintain the current density and character of the area with only minor changes near the future metro station and selected sites along Pacific Highway. The redevelopment of these sites is unlikely to have a significant impact on the local road network of North Sydney.

At an individual site level, any future proposal will need to include a Traffic Impact Study to demonstrate that it does not adversely affect the local road network.

3.3.2.1 Recommendation:

There are no changes recommended to the Planning Study

3.3.3 Pedestrian Links

Six submissions have made comments in regard to the proposed pedestrian links, in particular the link along the eastern side of North Sydney High School and the link connecting the end of Bernard Lane to Myrtle Street.

Comment:

The Planning Study aims to maximise the reach and accessibility of the future metro stations for pedestrians.

The pedestrian links identified in the Planning Study would enable the whole precinct to be within an 800 metre walk from either of the metro stations. Further to this, the proposed links would help connect important public spaces, job clusters, education facilities and public transport nodes.

However, Council's vision is a long-term strategy to be implemented over time, based on demand once the metro stations are open. These desired pedestrian connections will therefore be reviewed and adjusted as necessary before being implemented.

The links shown in the strategy are those that have been identified as potentially improving the walkability catchment of the precinct, however their implementation over time will be subject of a case by case analysis.

In that regard, the proposed link along North Sydney Girls High School and the link connecting Bernard Lane with Myrtle Street are considered to be future desirable long-term connections, that may or may not be implemented subject to future demand. The potential future rearrangement of the school to accommodate growth, or works and improvements along West Street, and Bernard Lane, would help to create a more

pedestrian friendly and activated environment. These will be studied in more detail on a case by case basis if and when the opportunity arises.

3.3.3.1 Recommendation:

That the proposed links along the North Sydney Girls High School and Bernard Lane to Myrtle Street, as well as a connection between Eden Street and West Street, a connection between Hazelbank Place and Eden Lane, and a through-site link between Hayberry and Falcon Streets be kept in the study under as desirable potential future connections under a separate heading.

These connections may or may not be implemented based of future demand and opportunity.

3.3.4 Falcon Street

Six submissions reference Falcon Street. Concerns range from potential future redevelopment of the street, to the residential character of the area, the potential inclusion of non-residential FSR and commercial premises, and traffic impacts and congestion due to the Western Harbour Tunnel.

Comment:

Falcon Street is a major traffic thoroughfare connecting the Military Road Corridor with the Pacific Highway. It also forms the transition between the Civic Precinct and Crows Nest Village.

Two state infrastructure projects are currently creating some uncertainty around the future of Falcon Street. The Western Harbour Tunnel road project will affect the volume of traffic on the road as well as how this may influence the appropriate built form and typologies along the street. The recently released *St Leonard/Crows Nest 2036 Plan* by the State Government, has provided a bold urban direction for the area based exclusively on its link to the future Crows Nest Station.

It is recommended that once the outcomes of these two projects are better known and understood, a detailed Urban Design Study of Falcon Street is undertaken, focusing mostly on the area between Five Ways and West Street to tie this area and these projects together with the goals and objectives of the Civic Precinct.

Having consideration to the above, the Civic Precinct Planning Study does not propose any changes to this area until further work is done.

3.3.4.1 Recommendation:

There are no changes recommended to the Planning Study

3.3.5 Civic Core Masterplan

A number of submissions show support and appreciation for the current layout and functioning of the North Sydney Civic Core. Stanton Library, Ted Mack Civic Park, and the North Sydney Community Centre are all loved by the community.

Comment:

Council's intention is to maintain and improve the area, having regard to the future needs of the community. The area works well with each of the institutions and the area itself are appreciated and loved by the community.

Looking ahead, however, it should be noted that with the arrival of the new Victoria Cross Metro Station northern portal and the expected population growth/changes over time there will be a change in the demand and use of the area. Pedestrian movements and patterns will change with people coming from either metro stations crossing the area, and there will be more people accessible the library, the community centre or the early education centre. A review of the existing and future pedestrian connections in the Civic Core would be beneficial.

Further to this, Preliminary conversations with the North Sydney Community Centre have highlighted that the centre is currently at capacity and that it would benefit from future expansion if that were a possibility. This is also the case for the neighbouring early childhood centre. An expansion to Stanton Library is already being discussed by Council, with an associated "Knowledge Hub" earmarked for the Ward Street Masterplan.

Finally, the current Ridge Street carpark with the tennis courts on the roof is an under-utilised asset. Council developed a recreational focused concept plan for the redevelopment of the site in 2015 but is yet to pursue this further.

Looking at the block as a whole and looking at all council assets holistically can unlock some potential and make the area work better and achieve the desired improvements. A review of the Civic Core including a detailed Masterplan for the block would help ensure that the Ted Mack Civic Park and other community facilities can cater for a growing population over the next few decades while maintaining their current features and much-loved character.

3-9 West Street

A submission from the owners of 3-9 West Street seeks to increase the maximum permissible height for the site. It presents several different options and offers to provide a through site link between West Street and Cunningham Street.

3.3.5.1 Recommendation:

It is recommended that the submission regarding 3-9 West Street be considered as part of the future Civic Core Masterplan.

3.3.6 Other/Miscellaneous Feedback

Several other issues have been raised. These include construction noise, the amenity of Pacific Highway, the need/support for a wider range of offerings outside business hours and North Sydney housing supply and housing targets (submissions around this topic argue both that North Sydney will fall short to meet the North District Plan targets, but

also that there is an oversupply of dwellings). A brief response to these issues has been provided in the attached response to submissions table (Attachment 2).

3.3.7 Significant Sites Specific Feedback

3.3.7.1 52 McLaren Street

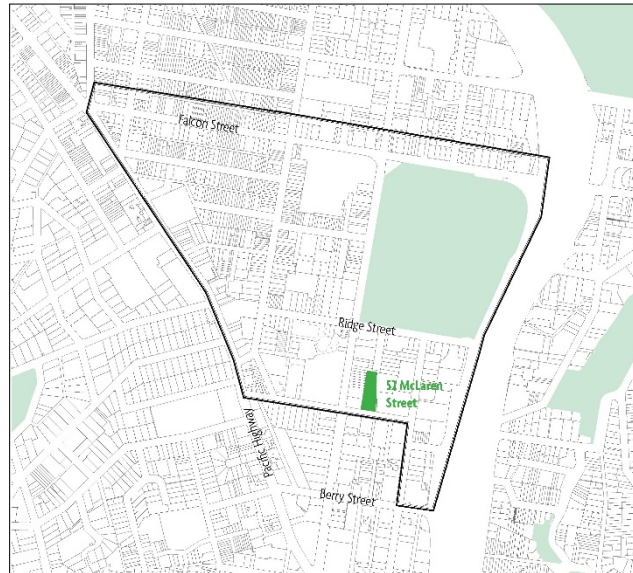


Figure 1. 52 McLaren Street location map.

A total of 120 submissions have been received in relation to this site. Most (between 80 and 90) are from residents of the buildings across the street at 39 McLaren Street and 231 Miller Street objecting to the proposal. Other submissions are from parents and students at Wenona School, the site's owner (Sydney Metro), the owners of adjacent sites and residents and visitors to the area.

Key issues are:

- Overshadowing impact of the proposal;
- Impact on existing views;
- Concern the proposal is out of character with the area. Transition zone should stop on the southern side of McLaren Street;
- The proposal may devalue the adjacent properties;
- Construction and traffic noise; and
- Potential overlooking from the future building to the nearby schools and low scale residences.

The owner of the site has expressed in-principle support for the proposed redevelopment and for the inclusion of the pedestrian through-site link. However, the owner has raised some concerns in regard to setbacks, public benefit required, height of the podium and potential future use.

A submission from 168 Walker Street suggested an alternative path for the through-site link through this adjoining site.

Comment:

Background

The site is currently owned by Sydney Metro, an independent state agency, and it is currently being used to assist in the construction of the Victoria Cross Metro Station.

The current controls for the site provide a maximum height of 14 storeys. Prior to Sydney Metro acquiring the site, there was an approved Stage 1 DA for a residential and aged care building of approximately 11 storeys.

The proposal was approved by the Sydney East Region Joint Regional Planning Panel in July 2011 and lapsed in July 2016. It should be noted that Sydney Metro acquired the site after the approval was granted and before it lapsed.

The approved built form had a higher building towards the north of the site and a lower building fronting McLaren Street to mitigate the potential impacts to the buildings on the southern side of McLaren Street. However, the wide façade to McLaren Street results in significant overshadowing of the lower half of those southern buildings. See Figure 2 below.

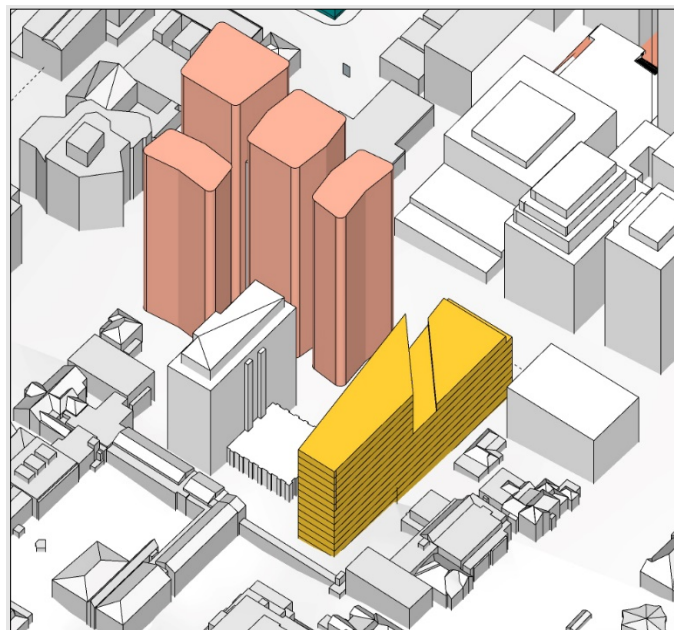


Figure 2. Approximate approved Stage 1 DA envelope for 52 McLaren Street

The site has been identified as significant, and studied in detail, as it is part of the Sydney Metro Victoria Cross Metro Station works and is expected to be developed after the station has been completed in a similar way to the over station developments (OSD) of the Victoria Cross and Crows Nest Metro Stations.

In that sense, it is better for Council to lead the way and put forward a series of guiding urban design principles that align with the strategic direction of the area to ensure a positive outcome. If not acted on now, future proposals driven only by the proximity of the site to a metro station could result in buildings with significant impacts to the surroundings and against Council's strategic direction. Council have seen this occur with both, the Victoria Cross OSD and the Crows Nest OSD.

Context

52 McLaren Street is located adjacent to the future Victoria Cross northern metro portal. The site sits at the northern edge of the CBD and is located near the Ridge Street conservation area.

It is surrounded by mid-rise, mixed-use buildings, including the Rydges Hotel (14 storeys) and 168 Walker Street (former SAP building currently under construction to become a 28 storey residential building), and low-scale civic and education institutions of Council Chambers, Wenona School and the independent Theatre.

The site is part of the transition zone between the CBD and the Civic Precinct.

Proposed Height

The existing (approximately 20-storey) residential buildings on the southern side of McLaren Street and the future 28-storey residential building at 168 Walker provide a clear height reference for the street. A maximum height of 24 storeys for the southern portion of the site is suitable to the context, matches the future height of 168 Walker Street, and relates to the nearby CBD. This height limit is further reinforced by the proximity to the new metro station and the fact that the site is the last to be redeveloped on the street.

Complying with Council's policy, the proposed height limit **will not** cause overshadowing to the planned public spaces of the Ward Street Masterplan.

Considering the transitional nature of the location, the height steps down from 24 storeys on the southern side to 14 storeys in the middle of the block (similar to the adjacent hotel) and then to 4 storeys at the northern end. This stepping down of height will allow for a better relationship with the lower-scale environment of Wenona School and the Ridge Street conservation area.

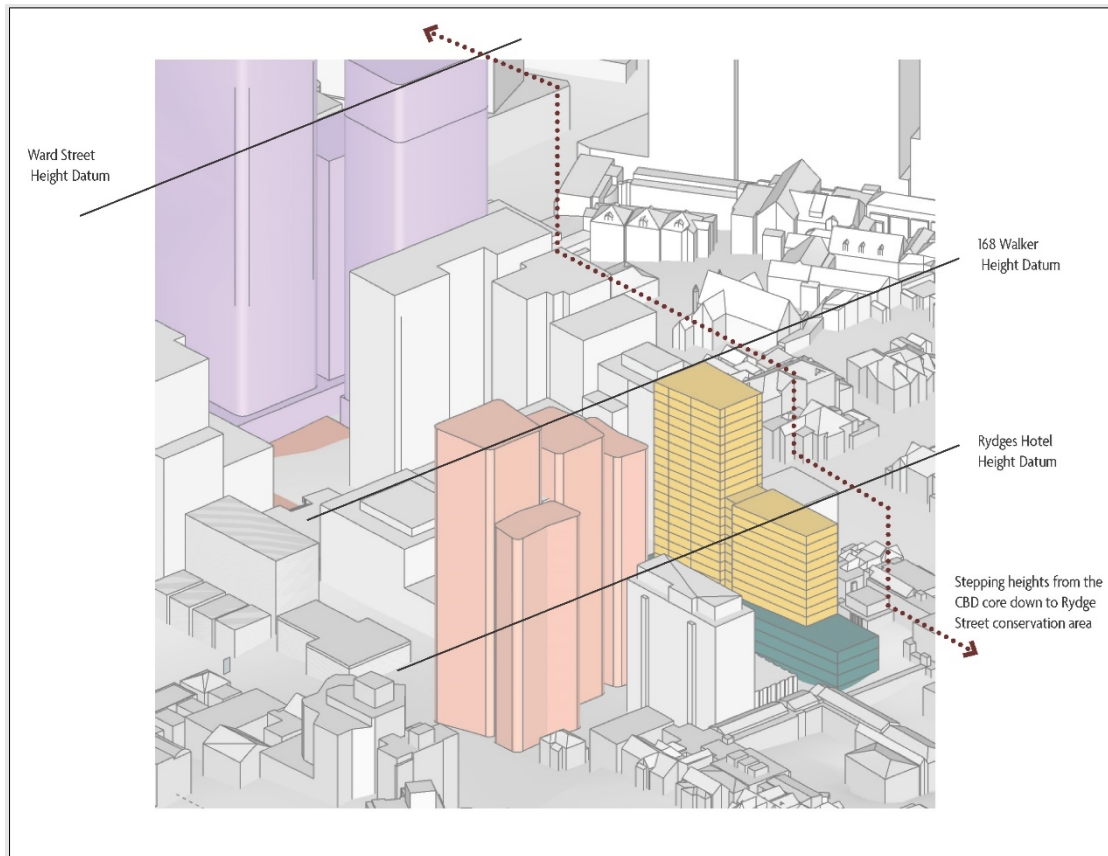


Figure 3. Stepping heights diagram in relation to existing context

The stepping down of height will strengthen the character of this mixed-use transition area. It will also maximise the housing and job opportunities next to the metro station and provide a contextually appropriate response to the lower-scale environment to the north.

Impacts to the Surroundings

The development of a 24-storey building will have some impact on surrounding residential buildings, specifically to buildings on the southern side of McLaren Street.

However, detailed analysis and shadow studies indicate that apartments in the buildings on the southern side of McLaren Street that face north:

- will all receive two hours or more of direct sunlight. This complies with the provisions of SEPP 65 and the Apartment Design Guide (ADG)
- will have greater sunlight access to the lower levels of the building compared to the approved DA due to the narrow nature of the proposed building
- will all have long distance diagonal views due to the narrow nature of the proposed building.
- A degree of impact is considered reasonable in this high density context, particularly given the imminent arrival of the Metro project.

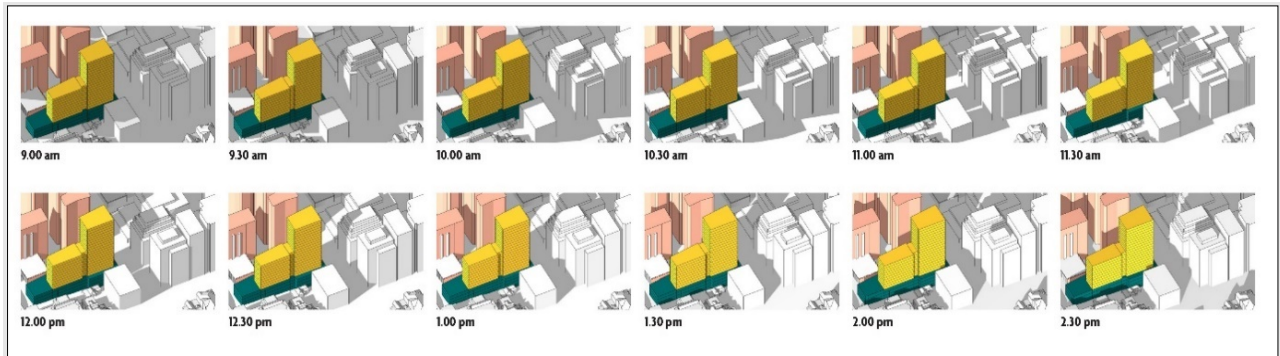


Figure 4. Screenshot of the shadow analysis for the proposed massing at 52 McLaren Street

237 Miller Street

The whole northern façade of the building will receive light from 11.00 am onwards, achieving more than 4 hours of direct solar access.

39 McLaren Street

The apartments on the eastern side of the building will receive direct sunlight between 10.30 am and 12.00 pm and from 2.00 pm onwards achieving 2.5 hours of direct solar access, more than the required standards of the Apartment Design Guideline.

The apartments on the central and western parts of the building will receive direct sunlight from 1.00 pm and 12.30 pm respectively, both achieving more than 2 hours of direct sunlight.

It is also worth noting that the proposed massing with a lower podium and a thinner tower will provide better solar access to the apartments in the lower levels than the approved DA which had a wider façade to McLaren Street.

Therefore, the impact of the future tower is deemed acceptable in terms of overshadowing and visual impact.

Public Benefit

Redevelopment of the site will deliver the through site link between McLaren and Elliot Streets, in line with the Planning Study and the North Sydney CBD Public Domain Strategy. This creates a major new laneway connection from North Sydney Station to St Leonards Park. Accordingly, the site principles diagram shows a 6-metre wide, publicly accessible pedestrian link.

In addition, any density uplift may also support a new community facility in the podium of the development. The highest public benefit priorities for this site are either a day care (including a potential future location for Kelly's Place Children's Centre) or community meeting rooms.

The proposed built form has demonstrated that the community objectives can be achieved while allowing additional development on site.

3.3.7.1.1 Recommendation:

- That the proposed height and urban design principles for the site remain as per the exhibited planning study
- That the proposed building envelope be adjusted to provide a setback to McLaren Street and placement of the tower be moved slightly to the north to reduce impact to the buildings on the southern side of McLaren Street
- That the proposed building envelope be adjusted with the addition of an articulation zone on the east and west facades of the proposed tower to give some flexibility and ensure the future built form is as narrow as possible on the southern side
- That the proposed building envelope be adjusted to have a 4-storey commercial podium with residential or commercial above
- That additional guidelines be added to ensure:
 - any future built form not only complies with the ADG but minimises any impact to surrounding buildings as much as possible in relation to overshadowing
 - any future building complies with the minimum building separation requirements as stated in the ADG
 - any future built form is not to overshadow the proposed public open spaces identified in the Ward Street Masterplan
 - any future development application must include a visual impact study
 - a detailed solar access study is carried out in any future planning proposal for each apartment in any of the neighbouring buildings that is affected by the proposal with all design efforts being made to minimise solar access as far as is practicable.

3.3.7.2 East Walker Street (173-179 Walker Street & 11-17 Hampden Street)

A total of 15 submissions raise concerns regarding the East Walker Street sites (173-179 Walker Street and 11-17 Hampden Street) or other sites nearby (heritage terraces across Hampden Street).

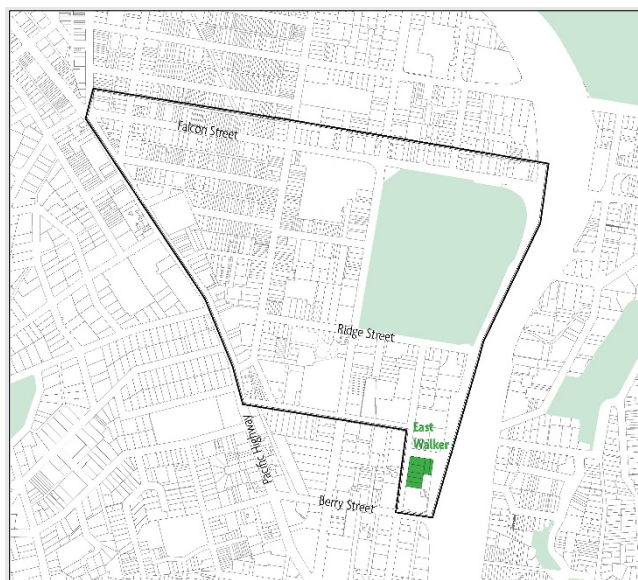


Figure 5. 173-179 Walker Street & 11-17 Hampden Street location map.

Ten submissions object to the proposed redevelopment. The main concerns are:

- The proposed built form is too high and out of character with the area
- The future building will block views and sunlight to existing residential buildings
- The proposal will devalue nearby properties
- The proposal does not respect the adjacent heritage items
- Future traffic impacts.

Five submissions were received from landowners, including the owners of the heritage houses, owners of apartments at 16 Hampden Street and 185 Walker Street and owners of 173-19 Walker Street and 11-17 Hampden Street.

In general, these submissions seek to remove the heritage listing applying to the terrace houses, allow further development on a heritage listed site or seek a greater uplift in development potential.

The owners of 173-179 Walker Street refer to the Gateway Determination issued by the DPIE on 6 July 2020 and request the Planning Study be amended to match their planning proposal.

Comment:

Background

The East Walker Precinct is situated close to the CBD and is one of the last remaining low-scale residential areas in the vicinity not subject to heritage conservation controls. The precinct had originally been part of the initial Ward Street Masterplan, however the complexity and uncertainty over how it could be redeveloped, including access arrangements, resulted in its removal from the study. It was subsequently included the Civic Precinct Planning Study.

Following the removal of the precinct from the Ward Street Masterplan in 2017, the Greater Sydney Commission (GSC) released the North District Plan in 2018. Council subsequently adopted the revised employment and residential growth targets.

Further to this, the context surrounding the precinct has also changed with the adoption of the final Ward Street Masterplan in 2019, the refusal of the Planning Proposal for 41 McLaren Street in September 2020 and the approval of several DAs nearby.

The owner of 173-19 Walker Street, in conjunction with the owners of 11-17 Hampden Street, lodged a Planning Proposal for their collective sites in March 2019 (PP3/19). Council did not support the proposal as it was considered too high and out of character of the area. However, the Sydney North Regional Planning Panel recommended the proposal to proceed to gateway determination in February 2020.

DPIE issued Gateway Determination on 6 July 2020. The determination included significant conditions and required amendments to the proposal. These amendments were required to be submitted to the DPIE for approval prior to the proposal being publicly exhibited.

The Gateway Determination:

- References the need to consider guidelines in the Civic Precinct Planning Study
- Requires the PP to demonstrate consistency with both the Local Strategic Planning Study (LSPS) and the Local Housing Strategy (LHS)
- Removes the FSR bonus provision
- Agrees with Council’s guidelines that limit façade lengths above 8 storeys
- Requires vertical breaks in the built form
- Podium form not supported for a fully residential zone

Zoning

The East Walker landholding is currently zoned R4 High Density Residential as shown in figure 6 below.

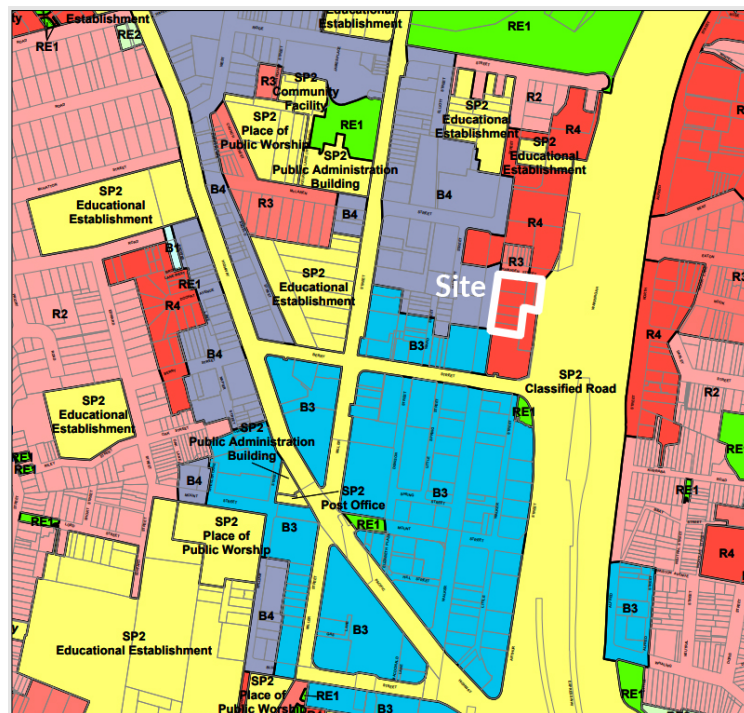


Figure 6. Current LEP Zoning map. Subject site highlighted in white

The Planning Study highlights the need for more commercial floorspace in the LGA, with a vast majority of new commercial development concentrated in the North Sydney CBD and St Leonards. This commercial floorspace is largely delivered in the form of major high-rise towers of Premium or A Grade building stock.

Critically, smaller office buildings and smaller tenancies for businesses are missing in North Sydney. Small to medium-sized businesses support and service the major corporate tenants within the CBD. Accordingly, one of the objectives of the Planning Study is to provide for a more diverse commercial environment in the Civic Precinct with smaller tenancies for specialised businesses.

Recently approved developments in the surrounding area, and future significant sites within the transition zone, have all been covered under B4 Mixed Use zoning. East Walker Street's R4 Residential zoning is inconsistent with the majority of the surrounding context.

Accordingly, having regard to the existing and future context of the area, the increased employment targets outlined in the North District Plan, and the identified gap of smaller commercial offices and tenancies, the East Walker Area is seen as an opportunity to deliver more commercial capacity in close proximity to the new Metro.

Therefore, the proposed site principles diagram and building envelopes recommend the inclusion of a commercial building along the southern part of the site fronting Walker Street, immediately across the existing B4 and B3 zones. In order for this building to be permissible, the land zone of the subject sites will have to change.

However, as there are many ways to proceed with such change of land zoning, the Planning Study leaves it to a future Planning Proposal to detail the final outcome depending on the sites being developed together or separately.

Height

The Civic Precinct Planning Study recognises the opportunities the subject site presents and recommends a maximum height of 20 storeys. This height limit (approximately RL 120 -125) steps down from the heights of the adopted Ward Street Masterplan and are comparable to the existing building on the southern end of the block. It presents a measured response to the context that maximises the site's location while minimising its presence over the lower-scale neighbouring buildings.

The proposed height limits of RL 133 (24 storeys) and RL 148 (29 storeys) sought by the landowner are not supported on the basis that:

- they are higher than the buildings on the western side of Walker Street.
- these heights have been justified having regard to:
 - the Planning Proposal for 41 McLaren Street, which has subsequently been rejected by the Sydney North Planning Panel.
 - the bonus provision for the Ward Street tower which takes the site from 40 to 57 storeys, however this additional height is not guaranteed, it is subject to a design excellence process and the provision of substantial public benefit and should not be used as a reference

Accordingly, the proposed height sought by the landowner is not fully justified. A development of 20 storeys is considered a better contextual fit.

Built Form

The proposed built form consists of two main building envelopes:

- A residential building along Hampden Street with a mid-rise element up to 8 storeys on the eastern side and a higher tower up to 20 storeys on the corner of Hampden and Walker Streets.
- An 8 storey commercial building along the southern side of Walker Street.

A break between these two envelopes will provide building separation, filtered views from the public domain, sky views and sunlight for pedestrians.

The built form proposed in the planning study is based on the following urban design principles:

- responds to the adjacent context and fits with the existing character of the area, which is varied in height and provides a mix of commercial, mid-rise residential and heritage buildings
- provides different tailored interfaces to each street to address the different building typologies and street character with Walker Street being the part of the CBD, and Hampden Street having a row of heritage listed terraces houses
- provides a mid-block break between residential towers that will allow filtered views and sun access to the public domain and the buildings on the western side of Walker Street
- relates to the rhythm across the street where there are several heritage items at the front creating a small-scale streetscape with higher buildings behind

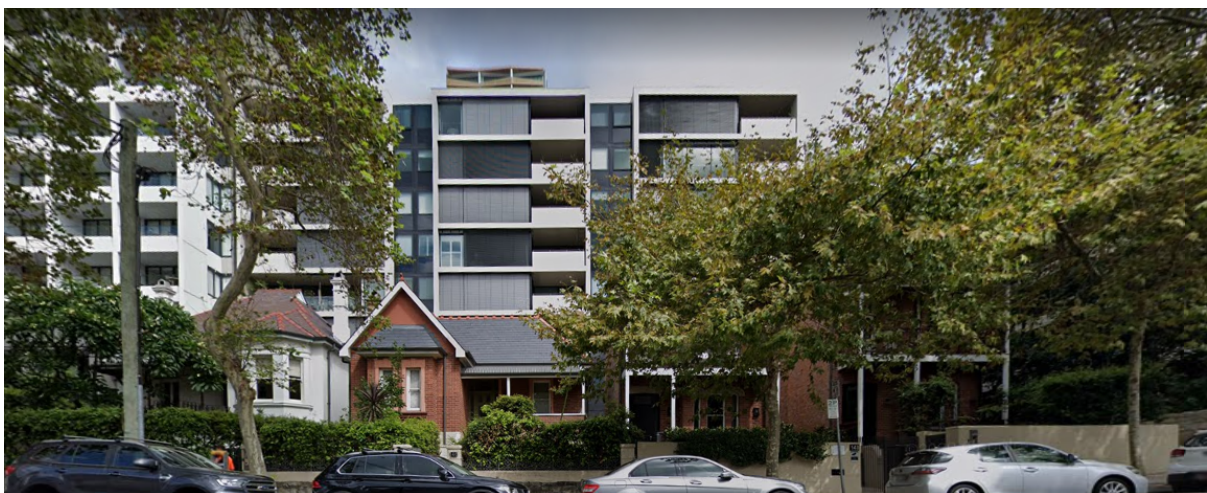


Figure 7. Image of the existing building on the western side of Walker Street. The heritage items at the front create a small-scale streetscape with a clear articulation and façade rhythm

A mid-rise datum of 8 storeys across the site relates to the buildings fronting the Warringah Freeway, as well as the recently completed building across the street at 150 Walker Street and is considered appropriate for the location of the site along the CBD fringe.

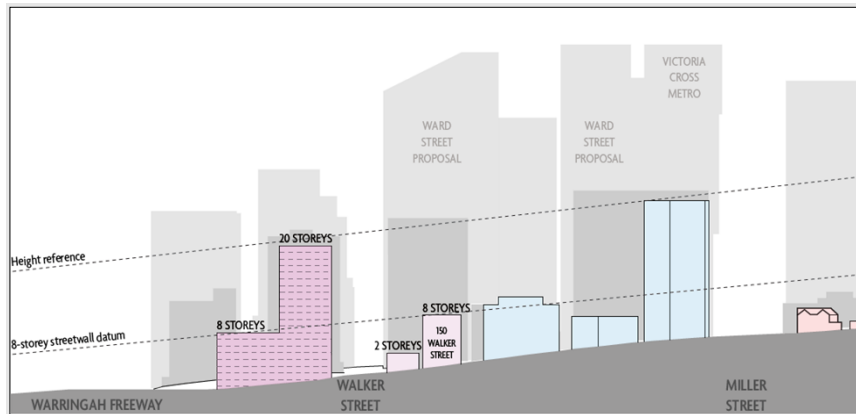


Figure 8. Schematic section diagram showing the proposed stepping heights principle

Above this 8-storey level, a tower up to 20 storeys relates to the nearby proposed developments in the Ward Street Masterplan as well as the building on the southern side of Walker Street. It also provides a transition from the high-rise developments in the CBD core.

Any tower on the corner of Walker and Hampden Street should be slender, with a maximum street façade of approximately 25 metres to avoid excessive bulk and to allow shared views with the existing buildings to the west. A 25m x 30m metre tower, presents a 750m² footprint, which aligns with ADG guidelines.

Depending on the final amalgamation of the sites, and staging of future development, the location of the tower must not overshadow Doris Fitton Park.

Northern side of Hampden Street

The Planning Study does not propose to change individual the heritage listings of any item, including those on the northern side of Hamden Street.

Heritage listings may be reviewed in the future through a heritage review of the LGA.

3.3.7.2.1 Recommendation:

- That the proposed building envelope and design guidelines for the East Walker landholdings remain as per the exhibited Planning Study
- That an additional guideline be added to note that the location of any residential tower must be subject to detailed design and analysis of potential impacts (overshadowing and view sharing)

3.3.7.3 Pacific Highway Northern Transition – the “Fiveways Triangle” site

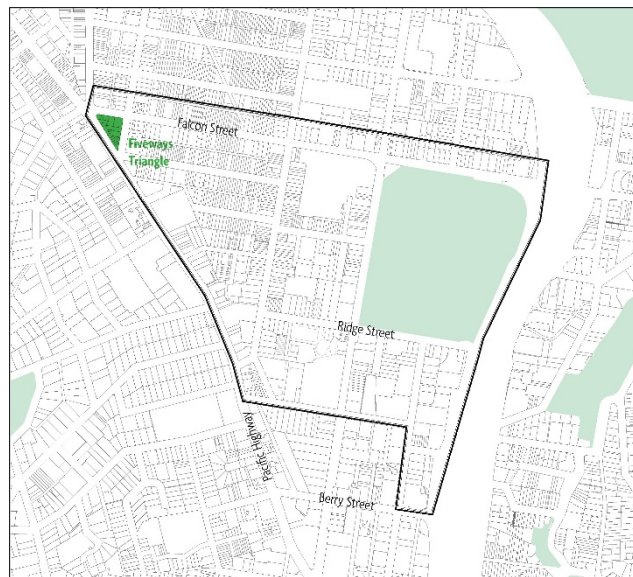


Figure 9. “Fiveways Triangle” location map.

A total of 9 submissions have been received that relate to the “Fiveways Triangle” site bounded by Falcon and Alexander Streets and Pacific Highway in Crows Nest. Among the submissions there was a majority of support for the site principles and design guidelines put forward by the Planning Study with 6 submissions in favour of Council’s assessment of the site.

The Hayberry Precinct Committee would prefer for the site to remain unchanged with a maximum height of **4 storeys** as per the current planning controls.

The landowner made a submission seeking a significant increase to the maximum height limit of up to **36 storeys**. The submission referenced a Planning Proposal (PP4/20) that was lodged with Council in July, noting the same arguments to support the proposed uplift. However, following the release of the final 2036 Plan, the landowner **withdrew** the Planning Proposal in September 2020.

A submission from the owners of 270 Pacific Highway (outside the study area) seek additional height for their own site. They argue the subject site should have additional height as a way to justify their request.

It is worth noting that the final version of the 2036 St. Leonards/Crows Nest Planned Precinct Plan was released by the DPIE at the end of August 2020 after the public exhibition period for the draft Civic Precinct Planning Study had concluded.

The final 2036 Plan has revised its recommendation for the subject site and assigns a maximum height of **16 storeys** to it with a 3-storey podium.

Comment:

Background

The subject site, known as the Fiveways Triangle, falls within the state government’s study area of the St Leonards and Crows Nest Planned Precinct. It was identified as a “Significant Site” in the draft 2036 Plan that DPIE released in October 2018.

Among the supporting documentation for the draft 2036 Plan, the urban design report recommended a maximum height limit of **8 storeys**. This aligned with the plan’s “Centre and Height Transition” Urban Design Principle that located the tallest buildings closest to St Leonards Station and the Crows Nest Metro site (see diagram). Buildings are to transition in height, bulk and scale to the surrounding neighbourhood scale away from these nodes.

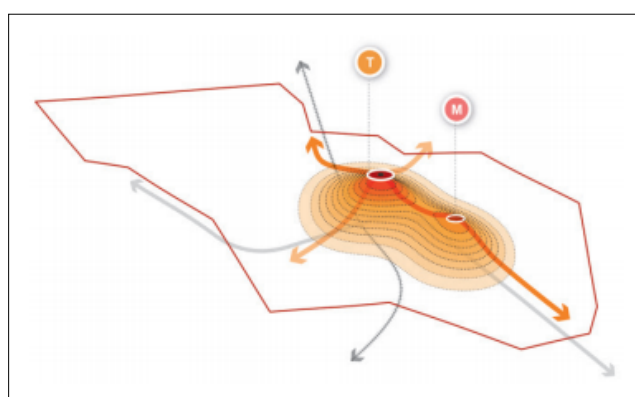


Figure 10.

“Centre and Height Transition – Height ‘Knuckle Area’” Urban Design Principle identified in the 2036 Plan

Notably, the draft 2036 Plan stated that “Significant Sites” do not have to result in a tall tower. The site in this case is significant because of its location and urban role.

The Civic Precinct Planning Study proposed an **8 storey** height limit, which aligned with the draft 2036 Plan.

Following Council’s endorsement of the draft Civic Precinct Planning Study in May 2020, and while it was on public exhibition, the site’s owner lodged a Planning Proposal (PP4/20) with Council (June 2020), seeking to change the planning controls to allow a **36 storey tower** on the site. However, following the release of the final 2036 Plan, the landowner withdrew the Planning Proposal in late September 2020

In August 2020 the DPIE released the final 2036 Plan for the St Leonards and Crows Nest Planned Precinct. Despite retaining the “Centre and Height Transition” Urban Design Principle, the final plan sets a maximum height of **16 storeys** on the site. There has been no justification for the increase.

Site Context

The Fiveways intersection marks the transition between the Planned Precinct and Crows Nest Village, and the Civic Precinct and the southern part of Pacific Highway. It forms an important connection between two low-scale, fine-grain environments, the Civic Precinct and Crows Nest Village.

The Civic Precinct Planning Study recognises the importance of the site as a transitional area, identifying it as the northern transition zone in the precinct.

The Planning Study acknowledges that the site is within the Planned Precinct and more closely relates to the Crows Nest Metro Station and the surrounding area than to the Victoria Cross Metro Station.

Both the 2018 draft and the 2020 final release of the 2036 Plan recognise the values and characteristics of Crows Nest Village and propose that the area remains largely unchanged with transitioning heights from the Crows Nest Metro Station down to Willoughby Road.

Height

Having consideration of the site, the planned Crows Nest Metro Station and draft 2036 Plan, Council endorsed the maximum height limit of **8 storeys** under the draft Civic Precinct Planning Study.

An **8 storey** height limit is considered an appropriate height for a site in a low to medium scale area. It is taller than the surrounding buildings but sympathetic to the immediate context. It also relates well with the transitioning heights from the Crows Nest Metro Station which steps down from 21 storeys at the station, to 17 and then to 8 storeys at the subject site. This is in line with the state government’s “Centre and Height Transition” Urban Design Principle under the 2036 Plan.

However, the final 2036 Plan, released in August 2020, recommends a height of **16 storeys**. 16 storeys would be similar in scale to “Building B” of the Crows Nest Metro over station development and therefore does not follow the stepping heights and transition down from the station (see Figure 11).

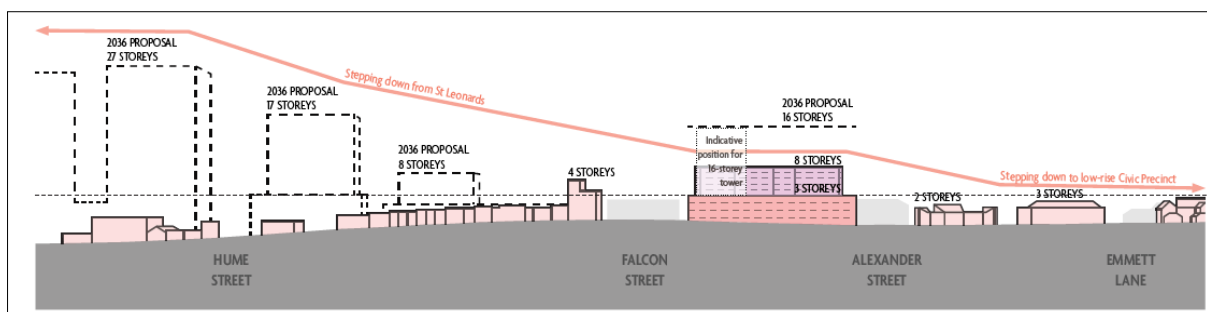


Figure 11. Schematic section diagram along Pacific Highway showing the 2036 Plan proposed heights around the “Fiveways Triangle” site

The 2036 Plan is accompanied by a 9.1 Ministerial Direction that requires rezoning proposals to be consistent with the Plan.

Whilst Council has limited scope to reduce the maximum height that may apply to the site under the 9.1 Direction, to ensure that any future building does not dominate the surroundings or presents an imposing presence on Crows Nest village, more detailed built form guidelines have been added to the Civic Precinct Planning Study to modulate any built form as per the description below.

Built Form

In accordance with the 2036 Plan and with the earlier recommendations outlined in the draft Civic Precinct Planning Study, the podium height on the site will remain at 3 storeys to appropriately relate to the surrounding context.

Above the podium, the design guidelines have been adjusted to ensure that any future built form mitigates its impact on the site's surroundings, in particular special consideration is given to avoid overshadowing of the nearby school and low-density residential areas.

The 2036 Plan establishes solar access controls will prevent additional overshadowing of Heritage Conservation Areas (for at least 3 hours) between 9:00am – 3:00pm. Additional solar controls include protection of public parks, existing residential areas, and key streets such as Willoughby Road.

The Civic Precinct Planning Study has included additional guidelines in line with the 2036 Plan regarding the overshadowing of low-density residential areas and Council's policy regarding the overshadowing of education facilities in St Leonards / Crows Nest.

A revised massing of the above podium element has been developed to highlight the desired setbacks and maximum building footprint on the site. Guidelines have also been added requiring above podium elements present different or stepped heights. This will help break down the scale of the development and strengthen the relationship to the surrounding context and the fine grain nature of the area.

3.3.7.3.1 Recommendation:

- That the proposed building height is amended to 16 storeys to reflect the state government's 2036 Plan
- That the above podium massing be 2 separate buildings with stepping heights
- That additional design guidelines be added to ensure the future built form:
 - Does not cast any shadows to the nearby North Sydney Girls High School
 - Does not cast any shadows to the surrounding low-density residential areas for three hours between 9am and 3pm
 - Does not cast any shadows to existing or proposed public open spaces
 - Complies with all the relevant provisions set by the ADG including maximum apartments per core and building separation
 - Locates the taller element on the northwestern corner of the building

- Presents a maximum of 8-storeys along the eastern side of the site.

3.3.7.4 Pacific Highway Southern Transition (253-267 Pacific Highway)

Comments and concerns regarding the southern transition zone have been raised by 10 submissions in response to the exhibition of the Planning Study.

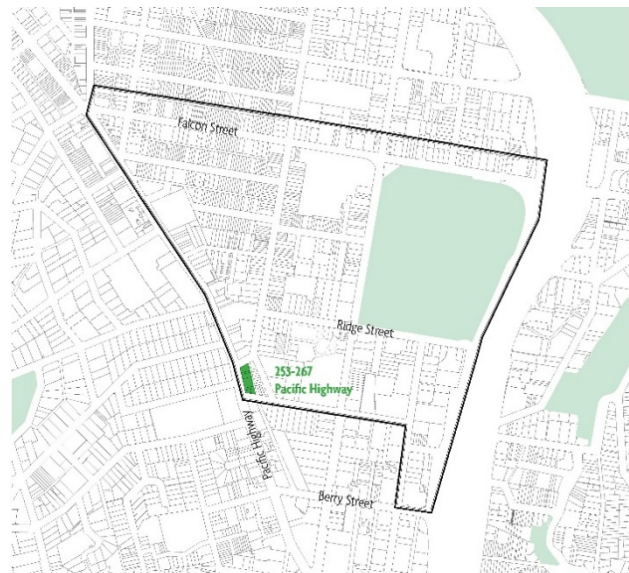


Figure 12. 253-267 Pacific Highway location map.

Six submissions objected to the proposed height and massing, including Hayberry and Wollstonecraft Precinct Committees. The submissions suggest the proposed envelope is too high and out of character with the area, that it would be too overbearing to the nearby conservation area and that the transition zone should be on the southern side of McLaren Street.

Three submissions from nearby businesses and owners support the proposed guidelines and built form outlined in the draft Planning Study.

One submission by the landowner seeks to increase the maximum height of the building further and achieve a larger building envelope. The submission suggests the envelope put forward by the Planning Study is not economically viable, that North Sydney will fall short in residential supply and will not meet the North District Plan's targets for additional dwellings. It also offers a public open space at the northern end of the site in return for additional height.

Comment:

Site Context

The relative proximity of a consolidated landholding to the future Victoria Cross northern metro portal creates an opportunity for future redevelopment. However, its location on the transition area of Pacific Highway, two heritage items on the block and the adjacent conservation area, are constraints that limit the form and height of any future proposal.

The subject site is situated on a stretch of the Pacific Highway that transitions from the “Vodafone” building and the CBD towards a low scale environment north of West Street. The block immediately south along Pacific Highway presents mixed used residential buildings that step down from 20 storeys near the corner with Berry Street to 6 storeys at the McLaren Street end. This stepping of heights provides a transition between the CBD towers and the lower environment of the Civic Precinct. North of the site is the two-storey Union Hotel and the three-storey police station.

The presence of two heritage items on the block, a heritage conservation area immediately east of the site, and the fine grain nature of the existing allotments within the block, contribute to the low-density environment of the Civic Precinct.

The Planning Study identifies this site as the southern transition between the North Sydney CBD and the Civic Precinct as it benefits from, and has features pertaining to, both areas. Location and size relate to the CBD while context and site characteristics relate to the Civic Precinct. The height difference between the block either side along the street reinforces the transitional nature of the subject site.

Height

The draft Planning Study recommended a 3 storey podium and a stepped tower above with a maximum height of 10 and 12 storeys. This was based on the supporting Urban Design Report prepared by CM+.

Following a review of the submissions received, further detailed urban design analysis and shadow studies were undertaken. This review suggests that a maximum height of 8 and 10 storeys would be more appropriate for the site, on the basis that:

- It better relates to the stepped heights of the buildings south of the site
- It responds marginally better to the narrow lane and the heritage conservation area to the east of the site
- It presents more appropriate proportions and bulk for a narrow site
- The future built form would not result in a reduction of the North Sydney Demonstration School's amenity and access to sunlight
- It will continue to provide a transition zone and an urban marker being higher than the surrounding buildings, yet relating to them more sympathetically
- It still acknowledges the site as a large consolidated landholding in proximity to the future metro station.

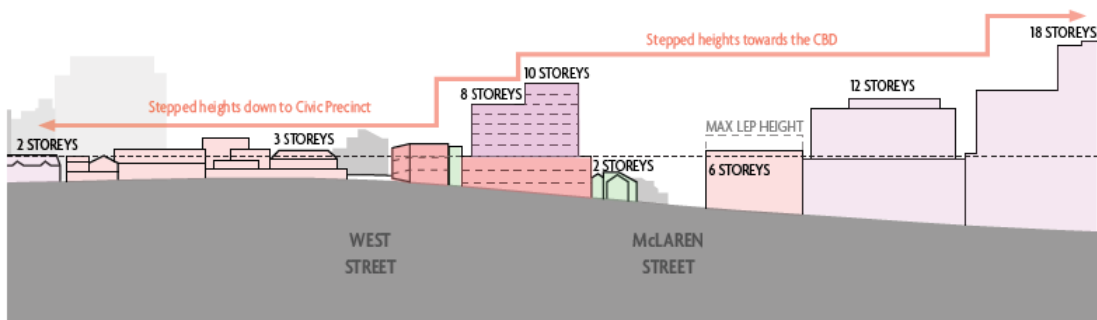


Figure 13.

Schematic section diagram showing the proposed built form in relation to the Pacific Highway Context

It is noted that the landowner has shown a long-term interest in lodging a planning proposal for the site and has been waiting on the outcomes of the study to progress the matter. The proposed reduction in height between the draft and the final Planning Study carries a reasonable likelihood of being challenged through a Pre-Gateway review with the regional planning panel and DPIE.

However, reducing the proposed maximum height from 10/12 storeys down to 8/10 storeys in the Planning Study, is considered appropriate as it still provides a significant uplift from the existing 3 storey height limit, while minimising visual and overshadowing impacts. It will deliver a built form that is more sympathetic to the area and aligned with the stepping heights principle that guided the block to the south of McLaren Street.

Built Form

The proposed built form for this site has been modified to form a stepped tower of 8 and 10 storeys south of the heritage item over a continuous 3-storey podium. This built form presents a better response to the context.

The 5-storey element north of the heritage item shown on the draft study has been removed as it was inefficient and out of context. The plaza around the heritage item has also been removed making the podium continuous and allowing the heritage item to be integrated into the new building through sympathetic articulation and rhythm.

Setbacks

The proposed 1.5m whole of building setback and above podium setbacks under the draft Planning Study aligned with the long-term objective of improving the amenity of the Pacific Highway by widening footpaths and enabling deep soil tree planting.

However, given the presence of the heritage item within the block that has a nil setback to the Pacific Highway, it is considered that the proposed 1.5m setback to Pacific Highway would result in an inconsistent frontage that is not sympathetic to the heritage building. The Planning Study therefore recommends that the 1.5m setback be removed.

Potential Future Plaza and Additional Public Benefit

Considering the proximity of the site to the Civic Core, Ted Mack Civic Park and the open space surrounding the St Thomas Church, a plaza on the subject site is not considered necessary, particularly if it creates an expectation for additional development that would be unsympathetic to the surrounding area.

A review of the Civic Core will be undertaken to maximise open space within the block and ensure the best possible amenity using Council owned land. Therefore a future plaza on the subject site is not considered necessary.

Any planning proposal will still be subject to a VPA to deliver other public benefits identified in the Planning Study.

3.3.7.4.1 Recommendation:

- That the proposed maximum building height be amended to 8 and 10 storeys
- That a 3-storey podium applies across the site
- That building setbacks remain as per the draft Civic Precinct Planning Study except for the 1.5m setback to Pacific Highway. A zero setback to Pacific Highway is recommended so the future building aligns with the existing heritage item
- That the above podium massing be limited south of the heritage item
- That an additional design guideline is added to ensure the amenity of the nearby school is not impacted

3.3.7.5 Significant Sites Feedback Summary

Overall, the majority of concerns regarding the future redevelopment of the significant sites centre around the potential impact of taller buildings on the existing context.

Careful analysis of the proposed heights and building envelopes has demonstrated that the amenity of surrounding buildings can be maintained to relevant standards under the ADG and more detailed design resolution. Any impact will be offset by the significant benefits afforded by the new metro stations that open in 2024.

The Planning Study stipulates the following:

- There will be no additional overshadowing to public open spaces (planned or existing).
- Any potential impacts to education institutions would be minimal and would not result in a reduction of their current amenity (solar access and visual privacy)
- Low density residential areas will not be overshadowed by the proposed new envelopes during at least three hours between 9 am and 3 pm.
- Apartments affected by the new buildings will still receive at least 2 hours of direct sunlight in winter
- View sharing principles will apply and long-distance views will be maintained where possible.

Specific design guidelines have been added for each of these sites in the Planning Study to ensure that these outcomes are achieved.

The owners of the four sites have each made submissions to the study, three of them seeking increased heights and floorspace. As discussed above, these requests would yield buildings that would have unacceptable impacts to the surroundings and would be out of character with the area and the vision for the precinct and surrounding

The study recognises these four sites as being significant and already provides for a sizeable uplift in line with the arrival of the metro to the area. However, this uplift is weighed against any unnecessary impacts or any changes that would transform the character and vision of the precinct.

Considering the above, it is recommended to proceed with the building envelopes as amended this report and shown in the final version of the Planning Study at Attachment A, as they reflect the overall best outcome for the precinct.

4. Post Exhibition Amendments to the Civic Precinct Planning Study

Following the exhibition of the Planning Study, taking into consideration the submissions received and further internal review, the document has been amended to add some clarifications, minor changes and additional design guidance for each of the significant sites. Specifically:

- additional design guidelines for each of the 4 significant sites, specially focusing on protecting the amenity of the surrounding context
- further sections diagrams to reinforce the height principles for each of the four significant sites
- further detail and dimensions to the principle diagrams
- further clarity on the characteristics and requirements of the public pedestrian link and public facilities at 52 McLaren Street.
- Revised status and classification of the proposed pedestrian links across the precinct.

5. Next Steps

5.1 Implementation

Pending Council's endorsement of the Planning Study, the final document will guide the planning for the area and provide Council with criteria to manage any future planning proposals within the precinct as well as serve as a tool for advocacy with state and federal agencies and inform local investment decisions.

5.2 Further Study of Falcon Street

It is recommended that once the outcomes of the Western Harbour Tunnel and transport infrastructure upgrades as part of the 2036 Plan are known, a detailed Urban Design Study of Falcon Street is undertaken, focusing mostly on the area between Five Ways and West Street.

5.3 Further Detailed Study and Masterplan of the Civic Core

A review of the Civic Core, incorporating a detailed Masterplan for the block, would help ensure that Ted Mack Civic Park and other community facilities can cater for a growing population and the opening of the northern portal of the metro in 2024 while maintaining its current character and feel.

6. Conclusion

The Civic Precinct Planning Study puts forward a vision, identifies a series of public domain, transport and built form opportunities arising from the metro arrival, and provides a series of actions and strategies to deliver the vision.

The study envisions the area becoming a stronger and more attractive civic and educational campus with a low-scale and leafy character and feel. The Civic Precinct will act as the green buffer between North Sydney CBD and St. Leonards, and as the central civic hub that ties together the surrounding commercial and mixed-use nodes.

The study provides a holistic planning framework for the area in alignment with other planning studies for adjacent areas developed by Council and also in alignment with the Greater Sydney Commission's North District Plan and recently released 2036 Plan.

The community is supportive of the vision and goals of the Planning Study.

Issues raised through the public exhibition mainly relate to the four significant sites identified in the study. These issues have been thoroughly analysed and changes to the design guidelines for the sites have been made where relevant and incorporated into the final Planning Study. (Attachment 1).

Nonetheless, the proposed principles and built forms for the sites have remained largely untouched as they are still considered to be the best approach for these sites moving forward considering the new public transport infrastructure coming in, the location of the sites, the objectives of the North District Plan and the surrounding context of the CBD and St. Leonards / Crows Nest.

This report recommends that Council adopt the Strategy as amended to inform and guide any future development within the study area.

Preparation of the Falcon Street and Civic Core studies are recommended in the long-term.

NORTH SYDNEY CIVIC PRECINCT PLANNING STUDY

North Sydney Council
October 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 planning study

We also thank Conybear Morrison and their team of consultants for their extensive and thoughtful work that underpins this planning study, as well as their involvement and assistance with the community consultation workshops.

A full set of reports by the consultant team has been included as a background study to this document.

✔ Abbreviations

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

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Purpose

▼ Intent

The Civic Precinct is located directly north of North Sydney CBD and is bounded by McLaren Street, Pacific Highway, Falcon Street and the Warringah Freeway with an additional area bounded by Walker Street and Berry Street at the southeast corner.

The Civic Precinct Planning Study focuses on this area and is a response to the construction of the Victoria Cross Metro Station northern portal, located at the intersection of McLaren and Miller Streets. This portal will provide greater access to public transport in the area. The metro portal has generated development interest (with several planning proposals already lodged within the study area) and prompted a closer look at any further implications of the new public transport infrastructure.

Additionally there has been significant transformation to the areas surrounding the Civic Precinct. The proposed St Leonards and Crows Nest Planned Precinct and the Ward Street Masterplan have both changed the urban structure around the study area and with it the potential role of the Civic Precinct within the LGA.

The study is part of a Council effort to align the statutory framework with the objectives and targets of the Greater Sydney Commission's Regional Plan and North District Plan as required by the Department of Planning, Industry and Environment (DPIE). The work has funded by a grant from the NSW Government.

▼ Aim

The aim of the Civic Precinct Planning Study is to understand the impacts of new public transport infrastructure and transformations in surrounding areas and formalise an urban design framework for the future of the precinct.

The study aims to establish the role of the Civic Precinct within the wider LGA context and develop a future vision.

This vision and framework will then help determine any necessary changes to the area's built form and public domain and establish a criteria for any new developments.

The study would also ensure that the Civic Precinct is aligned with the objectives and targets of the Greater Sydney Commission's Regional plan for Sydney.

▼ Background

The Metropolitan Plan by the Greater Sydney Commission, and in particular the North District Plan have set employment and residential targets for North Sydney. These targets include an increase of 21,000 jobs in the CBD and 16,000 jobs in St Leonards over the next 16 years. Residential targets estimate the need for 3,000 additional dwellings by 2020 and approximately another 10,250 additional dwellings by 2041 (DPIE revised figures from late 2019).

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

On October 2018 North Sydney Council accepted Accelerated LEP Review Grant Funding and subsequently agreed with the DPIE to prepare specific projects to bring North Sydney's Local Environmental Plan (LEP) and other planning instruments and policies into closer alignment with the Greater Sydney Commission's North District Plan. The Civic Precinct Planning Study is one of these projects.

The Proposed Metro Northern Entry Portal

The NSW Government announced the Sydney Metro City and South West station locations in late 2016 and initially proposed a single entry portal for the North Sydney Victoria Cross Metro Station located on the corner of Miller Street and Berry Street.

Following further investigation, a planning modification was exhibited in June 2017 proposing an additional station entry portal and the relocation of the northern portal from 194-196A Miller Street to 50 McLaren Street. The new entry is a 'lift only' portal and provides greater accessibility to the north of the CBD Precinct. Sydney Metro estimate that the new northern portal will increase patronage by 5%.

Both the North Sydney Transport Strategy and Sydney Metro prioritise walking and cycling above private vehicle traffic, and the Civic Precinct Planning Study will need to consider this in the study. One of the stated objectives of Sydney Metro is to 'serve and stimulate urban development' and this study seeks to provide a framework to guide, control and facilitate any development stimulated by the proposed northern Metro station portal.

Development interest

Council has received Planning Proposals for several sites within the study area, and the significant individual increase in density and height has the potential to undermine the character of the area in the absence of a more holistic vision for the precinct. The Civic Precinct Planning Study is to provide that holistic vision and guide any development.

Planning Context

Strategic Planning Context

The Greater Sydney Regional Plan: A Metropolis of Three Cities (2018)

A Metropolis of Three Cities establishes the aspirations for the Greater Sydney region for the next 40 years. It envisages the creation of three distinct cities that will be the focus of economic, social and cultural activity for Sydney's population through to 2056.

Among the three cities the Eastern Harbour City, where North Sydney is located, will include:

- Population increases leading to urban renewal including increased infrastructure and services as well as open space and public places
- Investments in transport and services, jobs growth and business activity
- Improved access to foreshores, waterways and the coast for recreation, tourism, cultural events and water-based transport
- Health and education collaboration areas

The North District Plan (2018)

The North District Plan guides the implementation of the Greater Sydney Regional Plan at a district level and provide a bridge between regional and local planning.

The plan emphasises important links between the economy of the North District and that of the Harbour CBD, with North Sydney providing half a million jobs - by far the largest office market in the North District.

There is significant transport and infrastructure investment underway and planned for the North District, including the Sydney Metro and the St Leonards Health and Education Precinct, to support this economic hub.

The focus of growth in the North District will be around well-connected places that build on local strengths and focus on the quality of the public domain. The 20 year housing target for the North District is 92,000 additional dwellings. The North District will be home to 13% of Greater Sydney's new growth.

The North District Plan also provides a framework and guidelines for more sustainable urban development anchored on "The Greater Sydney Green Grid". The Green Grid is an effort by the regional and district plans to bring sustainable developments in various fronts, from more open spaces, to more energy efficient buildings, to smarter transport networks.

Local Planning Context

North Sydney Council has developed a strategic planning framework based on 'place-based' planning studies for key areas within the local government area (LGA) that were subject to significant change.

This strategic planning framework is aligned with the goals and vision of the Local Community Strategic Plan, which is the overarching document for the North Sydney Council LGA, and is guided by the principles and priorities set out in the Local Strategic Planning Statement adopted in March 2020.

North Sydney Local Strategic Planning Statement (LSPS)

North Sydney's LSPS seeks to maintain and enhance the role of the North Sydney CBD and St Leonards/Crows Nest precinct as key job attractors. It also encourages housing growth in areas with good access to transport, jobs, services and amenity, whilst maintaining the special attributes of individual areas and neighbourhoods outside intensification zones.

Building on the themes of Collaboration, Liveability, Productivity and Sustainability set out in the North District Plan, the LSPS also identifies a series of Planning Priorities and actions for the LGA including:

- **I1 'Provide infrastructure and assets that support growth and change'**
- **I2 'Collaborate with State Government Agencies and the community to deliver new housing, jobs, infrastructure and great places'**
- **L1 'Diverse housing options that meet the needs of the North Sydney community'**
- **L2 'Provide a range of community facilities and services to support a healthy, creative, diverse and socially connected North Sydney community'**
- **L3 'Create great places that recognise and preserve North Sydney's distinct local character and heritage' and P4 'Develop a smart, innovative and prosperous North Sydney economy'**
- **P6 'Support walkable centres and a connected, vibrant and sustainable North Sydney'**
- **S2 'Delivering a high quality, well-connected and integrated green space system'**
- **S3 'Reduce greenhouse gas emissions, energy, water and waste'**

A more sustainable, green and connected North District

The Greater Sydney Green Grid is expected to build on existing natural features and park lands of the North District to create green links which support and encourage walking, cycling and community access to open space.

Landscape and scenic features including views from the Harbour and views to the Harbour and foreshores are to be preserved and enhanced.

Process

Process

The Planning Study has been done in two stages, a preliminary consultation and research phase and a design phase carried out in collaboration with an extensive team of urban design, planning, heritage, transport, sustainability and landscape experts.

Stage 1

Council carried out a Stage 1 preliminary community consultation in mid-2019 to understand the community's aspirations for the Civic Precinct area. An internal analysis of public facilities was also conducted.

This stage yielded a set of community priorities that have informed the design brief for stage 2.

A report compiling community input and reflecting on the demographics and character of the area was reported to Council in October 2019.

Stage 2

In October 2019, Council appointed Conybeare Morrison (CM+) and a team of sub-consultants to assist with the development of stage 2.

Based on the brief, extensive analysis of the area and further public consultation workshops the team developed a vision for the Civic Precinct together with a series of urban design principles and objectives.

Their work has resulted in an extensive and thorough background report with a series of proposed actions and strategies to be implemented across the precinct in order to achieve the vision for the area, together with proposed changes to the planning controls in selected locations.

The ideas of the study were presented to the North Sydney Design Excellence Panel and Council's Project Control Group.

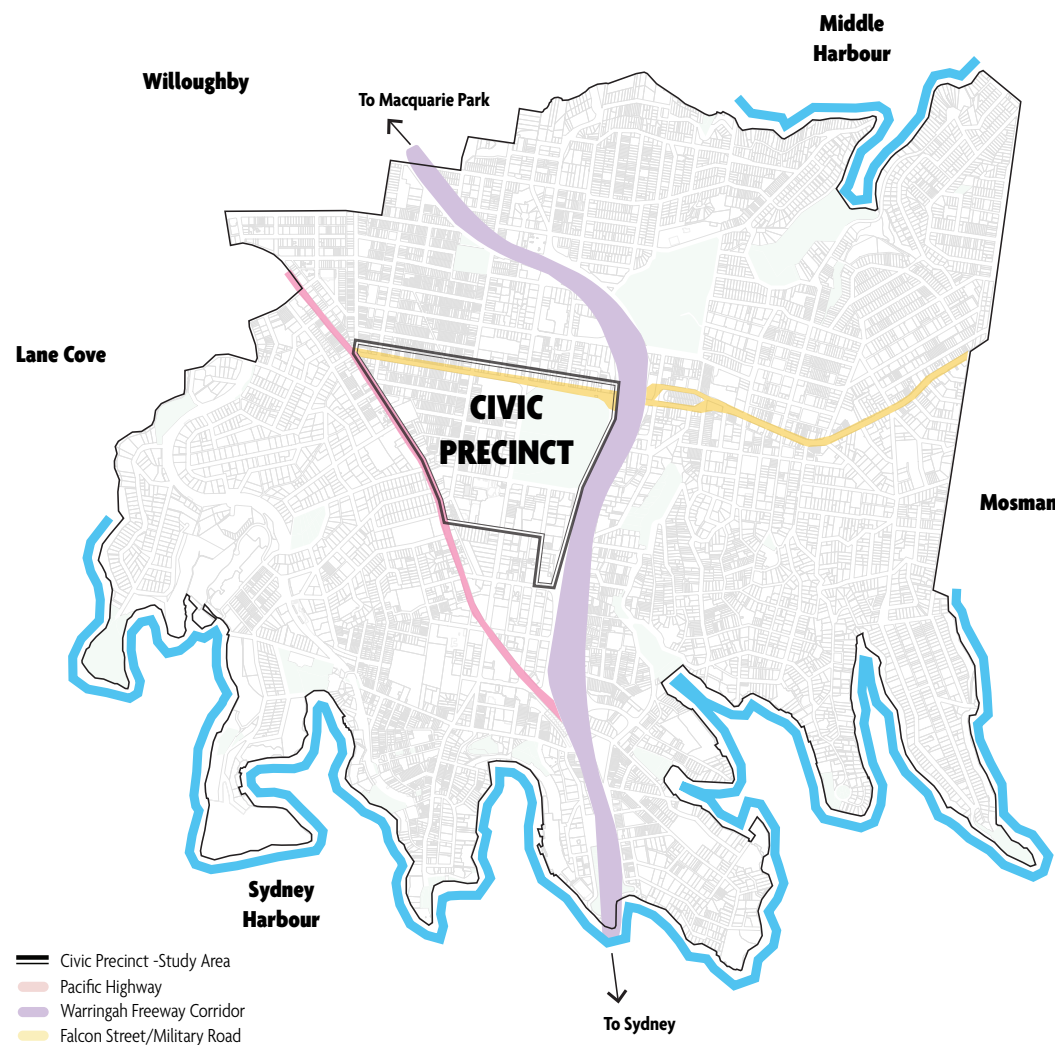
The full documentation developed by the consultant team has been added as a background study to this report. The consultant reports underpin the ideas put forward in this study.

Objectives

The objectives of the planning study are:

- To understand the community and stakeholders' visions and needs for future planning of the study area
- To develop a considered urban planning vision and strategy for the Civic Precinct, establishing a series of urban planning principles for the study area
- Achieve the objectives and actions identified in the GSC North District Plan
- Identify and retain the urban values of the precinct including its heritage, fine-grained structure and 'leafy' character
- Identify possible improvements in the public domain including pedestrian linkages, wayfinding, new public open space and improved amenity. These improvements will be consistent with the objectives and directions identified in the North Sydney CBD Public Domain Strategy (2020)
- Identify the existing and future 'high significance civic places' within the precinct and define their desired character
- Identify the appropriate density across the study area considering the existing opportunities and constraints, the location within the North Sydney LGA and current and future access to transport and public infrastructure
- Explore appropriate opportunities to review building heights and density within the precinct in light of the introduction of improved access to public transport
- Explore opportunities to deliver public benefit within, or on the periphery of, the study area as a result of redevelopment proposals

Location



4 | North Sydney Council | Civic Precinct Planning Study

North Sydney Local Government Area (LGA)

The Civic Precinct is located at the centre of the North Sydney LGA. It sits north of North Sydney CBD and is approximately 2km south-east of St Leonards. The precinct is also surrounded by the medium-density villages of Crows Nest, Cammeray and Neutral Bay and an educational zone to the south-west which contains the Australian Catholic University (ACU).

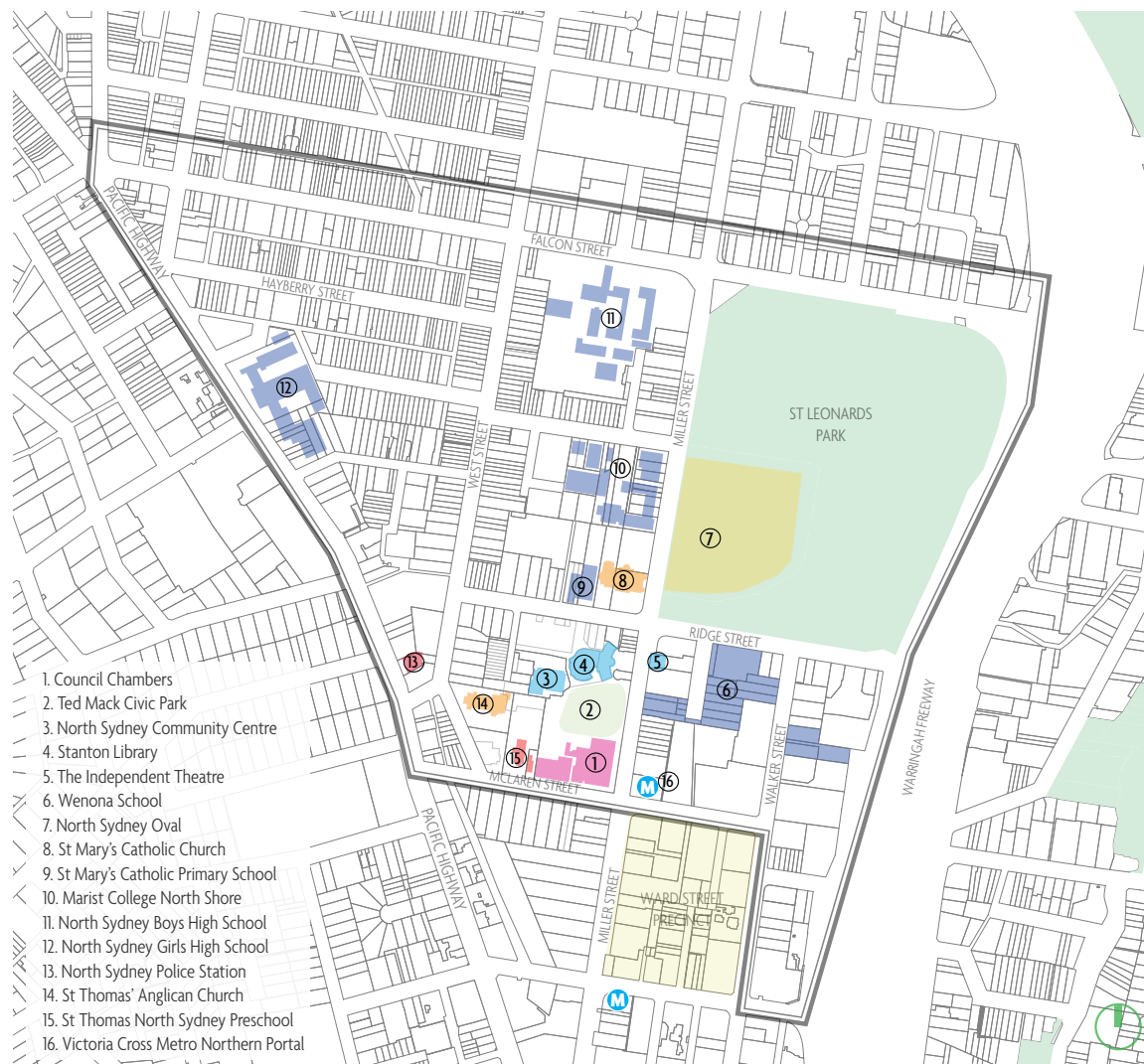
The Civic Precinct occupies approximately 65 hectares and is a mixed-use area providing retail, commercial, educational and residential opportunities. It also includes several community facilities and civic buildings including St Leonards Park, Ted Mack Civic Park, the North Sydney Council Chambers and Stanton Library.

The Civic Precinct is bounded by three major vehicular routes - the Pacific Highway, Falcon Street and the Warringah Freeway. The area is currently serviced by a range of buses and is in walking distance to the North Sydney train station. It is the site of the northern portal of the Victoria Cross Metro Station which is due to open in 2024. This portal is located at the south edge of the precinct across from Council Chambers.

The new metro station will link the Civic Precinct to employment centres to the north and south including Macquarie Park, Barangaroo and Sydney CBD. This connection could create employment and housing opportunities in the Civic Precinct.



Location



📍 The Civic Precinct

The Civic Precinct is bounded by Falcon Street to the north, Pacific Highway to the west, the Warringah Freeway to the east and McLaren Street and Berry Street to the south.

The study area borders the north-east corner of North Sydney CBD creating a mixed-use transition area between McLaren Street and Ridge Street, and Miller Street and the Warringah Freeway.

Uses in this area currently include a hotel, some residential buildings, an old commercial tower soon to be replaced by a residential apartment building and educational facilities. It also includes several heritage items and a heritage conservation area along the southern side of Ridge Street.

St Leonards Park and North Sydney Oval are north of Ridge Street. The park is lined by older residential houses as well as schools and churches along Miller Street.

At the centre of the Civic Precinct is the North Sydney Council Chambers and other civic buildings and facilities including Stanton Library, a community centre, and early education centre, several schools and Ted Mac Civic Park.

In the north-west corner of the precinct, on the edge of Crows Nest village, is the Hayberry quarter, a low-rise, heritage-rich, leafy residential area characterised by terraced houses and local cafes or shops, usually located at quiet street corners.

Together these areas form a rich precinct with a range of building types and uses as well as varying building heights. In spite of the variation, the precinct presents as a cohesive environment with a clear urban structure.

The fringes of the precinct are denser and more active, creating soft transition zones towards the adjacent medium and high-density areas, while the core is characterised by a low-scale, leafy, and pedestrian friendly neighbourhood, filled with civic and educational facilities.

The new metro northern portal will be located within the Civic Precinct on the edge of the North Sydney CBD providing easier access to some of North Sydney's more significant public open spaces and civic buildings.

Site History - The Origins of North Sydney

The township of St Leonards was laid out by 1838 bounded by what is now Berry Street, Lavender Street, Miller Street and Walker Street.

St Leonards Park opened in 1838 and the area bordering the park developed as an upper-middle-class neighbourhood. Surviving examples of Victorian and Federation houses still remain on Ridge Street as well as in the school grounds of Monte Sant' Angelo Mercy College and Wenona.

Religious observance was assisted by the opening of an Anglican church in 1845 and a Catholic church in 1856. That the former was a stone structure and the latter a tent is evidence of the respective wealth of the two parishes. Both churches are still on their original locations on McLaren and Ridge Streets.

The move of Monte Sant' Angelo Mercy College to a former grand residence in 1879 begins a pattern followed by Shore School, Wenona School, Loreto Convent and others. North Sydney is a prestigious education hub by 1910, with a strong

educational presence already concentrating around St. Leonards Park.

North Sydney Girls and North Sydney Boys are established by 1930 to cater for the growing population, forming the current educational network in and around the Civic Precinct.

North Sydney Council was established on 29 July 1890 after ratepayers in three neighbouring Boroughs (East St Leonards, St Leonards and Victoria) voted for union. The name North Sydney was chosen explicitly to link the new Municipality to the metropolis on the south side of the Harbour.

North Sydney Council moved to a former doctor's surgery on the corner of Miller and McLaren Streets, then the medical heart of the lower north shore. Chambers opened in 1926 and were enlarged in 1938. The former Town Hall was at Milsons Point became a theatre, and no replacement town hall was built, despite plans to do so. In the 1940s North Sydney Council began acquiring land adjacent to its

Chambers with a view to developing a civic centre that was never realised.

The opening of the Sydney Harbour Bridge in 1932 and consequent redevelopment of Lane Cove Road as the Pacific Highway created a major traffic corridor for the area. Crows Nest grew as a commercial hub. After the effects of the Great Depression and World War Two had subsided the fixed link to the south side facilitated the long-awaited development of a 'twin city'. The MLC Building completed in 1957 marks the beginning of that transformation.

High-rise residential and office development from the 1950s to the 1970s resulted in the election of councillors who favoured curtailing the unfettered development and protecting existing precincts. The NSW Heritage Act is passed in 1977 and the State's first Heritage Study completed in 1981. Mayor Ted Mack ensured that a Civic Park was created next to Council Chambers rather than the high-rise civic precinct planned in the 1970s; this remains the last major public intervention in the area until this day.

1838 The township of St Leonards is gazetted and the grid pattern centred on Miller and Walker Streets proposed by 1828 is confirmed

1845 First post office in North Sydney opened, trading under the name of St Leonards. The current North Sydney Post Office was opened in 1889

1856 St Mary's Catholic Parish is established, a large district extending from Port Jackson to Pittwater. The original church was a tent placed at the corner of Miller and Ridge Street in 1856. The current church building dates from 1938

1879 Monte Sant'Angelo College moves to former grand residence 'Masalou'

1888 Marist Brothers High School North Sydney opens on 2 July 1888, catering for boys in primary to intermediate years (Years 1-10). The school would go on to teach secondary years (Years 7-12) in 1965

1890 The Borough of North Sydney was formed through the amalgamation of three local borough councils - East St Leonards, St Leonards and Victoria

1911 The population climbs 34,000, twice the figure of 1890 and nearly 20 times that in 1861

1926 North Sydney Council Chambers opens on the corner of Miller and McLaren Street

1932 Sydney Harbour Bridge opens on 19 March

1957 MLC building opens in North Sydney CBD, the first high-rise office block in the area and Australia's largest office building

1968 First stage of the Warringah Expressway is completed

1982 Civic Park opens incorporating a number of existing buildings including the Council Chambers and the Stanton Library

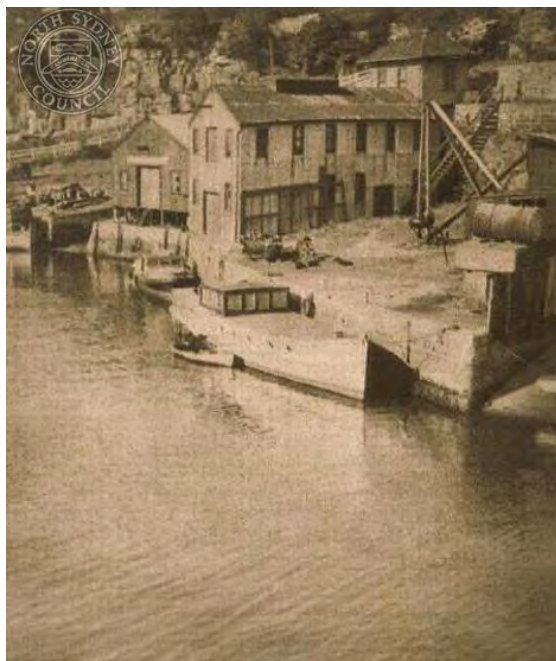
2019 Civic park renamed the Ted Mack Civic Park in 2019 after the politician and former North Sydney mayor

Site History – North Sydney’s Waterways

North Sydney LGA is bounded in equal parts by waterfront and land boundaries, yet its foreshore along Port Jackson, the main harbour, and Middle Harbour is the defining feature.

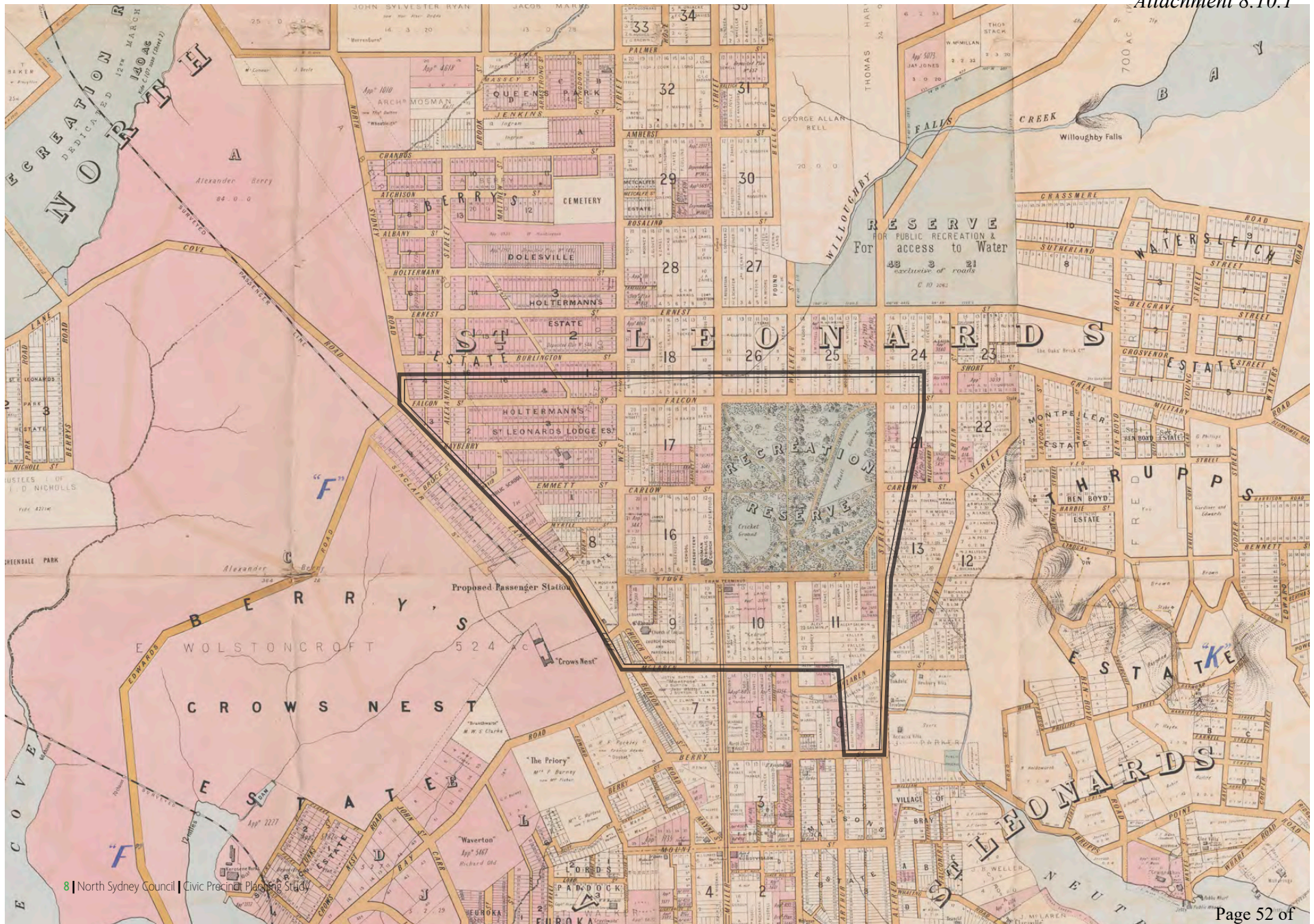
In turn bays, coves and headlands define the waterfront. Each bay and cove once had a freshwater creek feeding into it. These were still present in the late 19th century as indicated by maps but most were built over by the mid-20th century. The waterways rising on the ridges ran south to Port Jackson and north to Middle Harbour, along them, parks and recreational areas full of vegetation and trees were developed for the use of the growing population.

Tidal areas, such as Berrys Bay and Careening Cove were also 'reclaimed'.



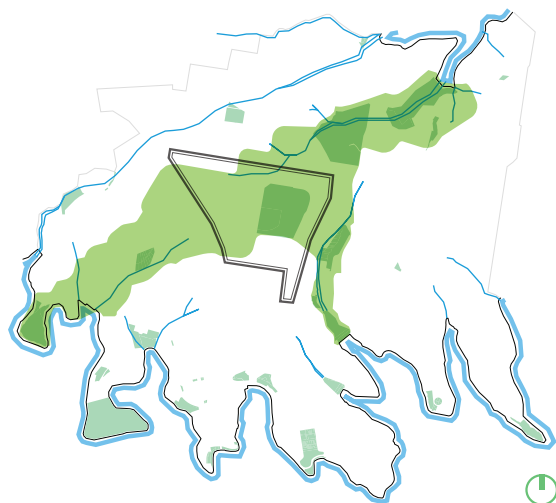
Top: Wharf at Berrys Bay (c.1910). Right: North Sydney [cartographic map], Parish of Willoughby (1890s). Far Right: Willoughby Falls (1886).





Site Context - A Layered Precinct

The urban structure of the North Sydney LGA is defined by 3 main overlapping urban elements - a green link, a strong civic and educational centre influenced by surrounding urban nodes, and a multi-layer metropolitan transport network. Together they generate a rich mosaic of distinct urban areas and environments. Located at the centre of these three urban elements is the Civic Precinct. Future development within the Civic Precinct should be able to combine the green link with a strong civic presence, protect and strengthen the heritage character of the area, and at the same time provide employment and educational opportunities that complement the high-density nodes of North Sydney and St Leonards.



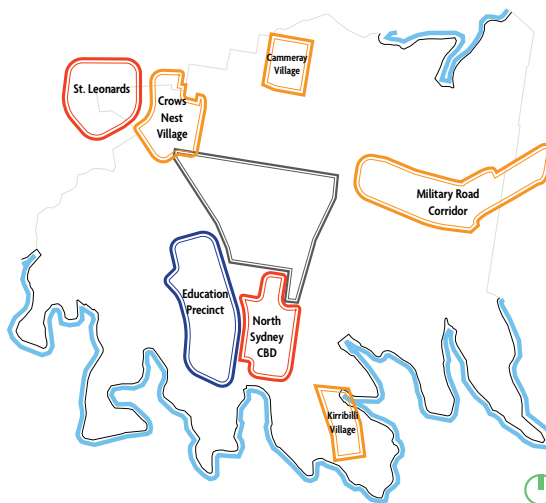
East-west green link

Following old creek lines within the LGA, North Sydney's green link connects Sydney Harbour to Middle Harbour by linking parks, reserves, heritage areas and civic buildings.

The Civic Precinct is located at the centre of this link and includes two key open spaces in the LGA - St Leonards Park and Ted Mack Civic Park.

The Civic Precinct also contains key civic buildings including Council Chambers, Stanton Library and the Independent Theatre, as well as several churches and schools.

The green link framework provides the area with an underlying character and an important social and civic role, as well as a distinctive leafy and green outlook.

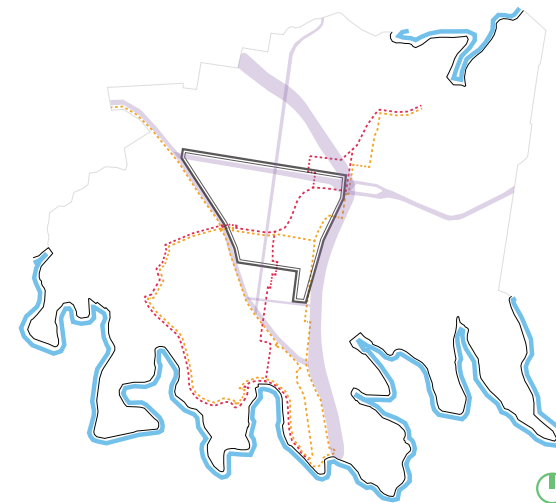


A modern 'traditional core'

Older European cities can consist of a traditional centre surrounded by more dense, modern areas, which reflects the evolution of the city over time. The centre is usually filled with civic and administrative institutions as well as plazas and social gathering spaces, with higher density residential and commercial environments on the outskirts.

North Sydney's Civic Precinct performs the same functions in present day and is located at the centre of the LGA with major commercial and high-density areas surrounding it.

The area retains a low-rise, human-scaled, heritage character and has become over time a true civic heart for the LGA with a strong presence of civic institutions and public open spaces.



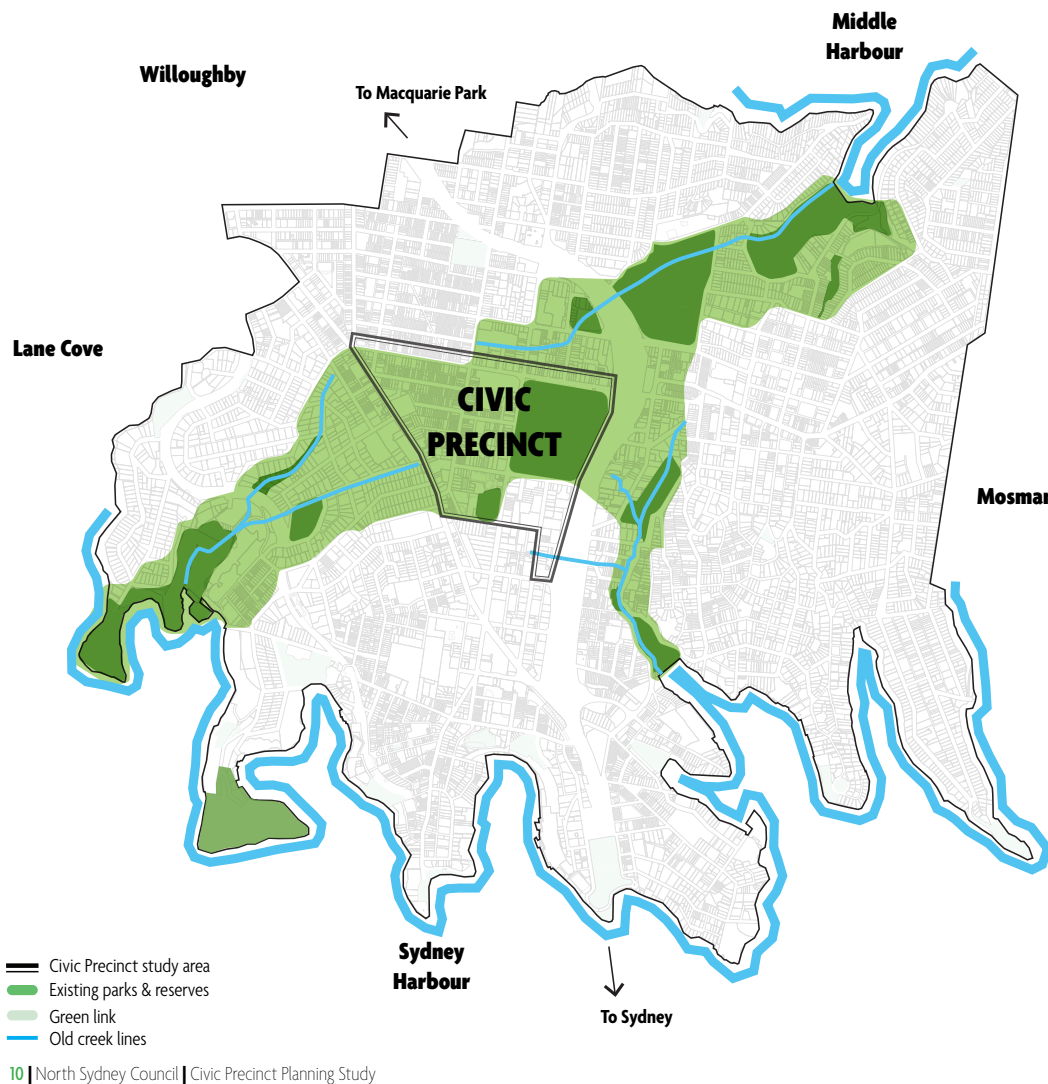
A multitude of existing and potential transport connections

Walking and cycling links, designed to improve local access and regional connectivity between North District and the Eastern Harbour City, are identified under the North Sydney CBD Transport Masterplan, the North Sydney Public Domain Strategy, and TfNSW's Greater Sydney Services & Infrastructure Strategy. Most of these links converge in or on the fringes of the Civic Precinct, which acts as a fulcrum for regional walking, cycling, bus and private vehicle travel.

Proposed treatments for major bus and traffic corridors on the fringes of the precinct are also identified in the North Sydney CBD Transport Masterplan, with the Falcon Street and Warringah Freeway corridors continuing to perform the major regional traffic function while the layout of the Pacific Highway, south of Falcon Street, has the potential to be amended to deliver more of a local distributor role.

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North Sydney's East-West Green Link



Highlighting the underlying natural structure of the LGA

North Sydney LSPS, Priority S2: 'Delivering a high quality, well-connected and integrated green space system'

North Sydney, like the rest of metropolitan Sydney, has been developed and defined over time by its topography.

Main roads throughout Sydney including Parramatta Road and the Pacific Highway were designed along ridges to avoid having to cross the multitude of existing small creeks and wetlands, where reserves and green spaces developed instead.

Over time these creeks and valleys receded due to urban growth, with some drying up, being filled in or turning into stormwater drainage canals. Despite this topography being less prevalent today, its imprint is still there. Three main creek lines shaped the centre of what is today North Sydney LGA, and their presence can be seen on the network of parks and reserves that were created along them. Furthermore, many residential, civic and cultural buildings were developed along these three paths in the past, creating areas rich in heritage and culture.

The Civic Precinct Planning Study is an opportunity to bring this latent topography to the foreground as an influence for future development in the area. This green link will provide higher density areas with a breathing zone while at the same time weaving together the different urban centres of the LGA, creating a cohesive and integrated city.

As shown on the transport diagram, the identified creeks and reserves corridor also provides an opportunity to improve local walking and cycling connections along the new east-west green link, providing a route between Middle Harbour and Berry's Bay with a potential future connection to Bradfield Park and the Harbour Bridge via the proposed North Sydney Highline.

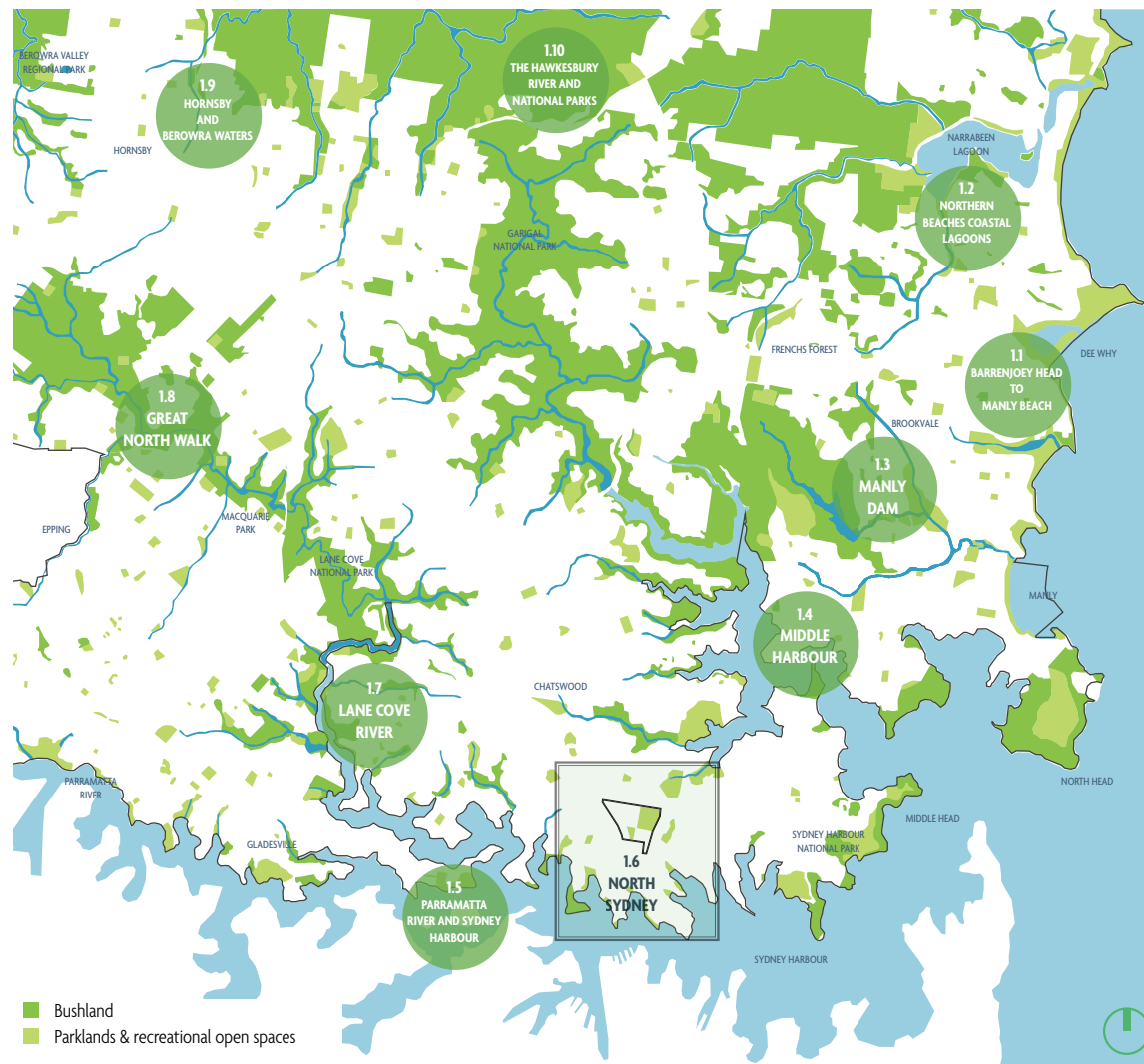
From Port Jackson to the Middle Harbour

The green link is based on Willoughby Creek, an unnamed Neutral Bay Creek and an unnamed Bandagi Reserve Creek. These three streams create a strip of reserves that connect Sydney Harbour at Oyster Cove with the Middle Harbour at Willoughby Bay.

The corridor crosses the Pacific Highway and creates a well-needed break along the different town centres. Whilst Pacific Highway can be seen as a corridor of regional commercial centres, the green link is a locally and socially focused piece of urban infrastructure with the Civic Precinct at its centre.



The Sydney Green Grid - Government Architect NSW



Sydney Green Grid - Government Architect NSW

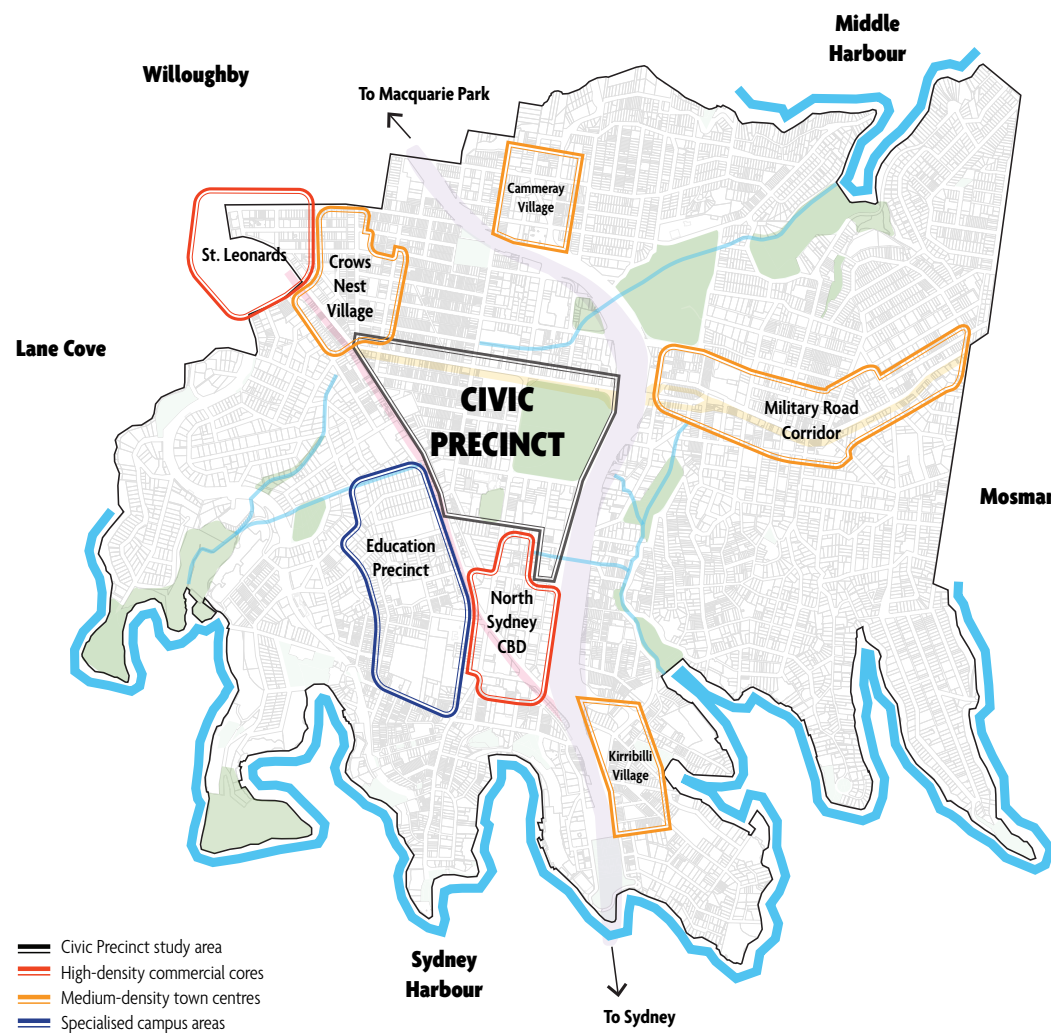
The Sydney Green Grid by the Government Architect NSW (GANSW) identifies a network of high-quality spaces throughout Greater Sydney that connects town centres, public transport hubs and major residential areas. Currently lacking an overall schema, these hydrological, recreational and ecological fragments of the city have been mapped into a proposition for a cohesive blue-green infrastructure network.

The North District Sydney Green Grid also highlights regional open space opportunities in ten project clusters. These clusters are formed around key landscape features and act as a starting point for ensuring more generalised district strategies and future project delivery responds to the local strategic context and landscape conditions.

Some of the key principles of the Sydney Green Grid that apply to the Civic Precinct Planning Study include:

- | | |
|-----------------------|--|
| THE RECREATIONAL GRID | <ul style="list-style-type: none"> Improve connectivity to key regional destinations, foreshores, beaches and bays and continue to invest in the improvements of major parks and infrastructure Promote and improve the pedestrian environment to increase the enjoyment of traveling on foot and by bike Align the open space network with longer term transport plans |
| THE ECOLOGICAL GRID | <ul style="list-style-type: none"> Protect priority green corridors and create a network of walking trails, cycle paths and open spaces along the river and creek corridors Integrate key civic spaces or destinations with public transport opportunities and existing development Create green corridors that provide habitat and biodiversity connections along major and minor watercourses |
| THE HYDROLOGICAL GRID | <ul style="list-style-type: none"> Use Sydney's water systems as an interconnected network by linking public open space, active transport and pathway systems along waterways Enhance the particular character of Sydney's waterways to define the landscape character and urban structure of the districts of the city |

Land Use



North Sydney's civic and social centre

North Sydney's Civic Precinct is at the centre of the LGA and it is surrounded by major urban nodes in the area.

These nodes include two major high-density commercial cores (St. Leonards and North Sydney CBD), four medium-density villages (Crows Nest, Neutral Bay, Cammeray and Kirribilli) and one educational and health zone which contains the Australia Catholic University and the Mater Hospital.

The Civic Precinct is the central element among these cores promoting a social, community-focused and heritage-rich precinct that celebrates the history of the LGA and its strong sense of community.

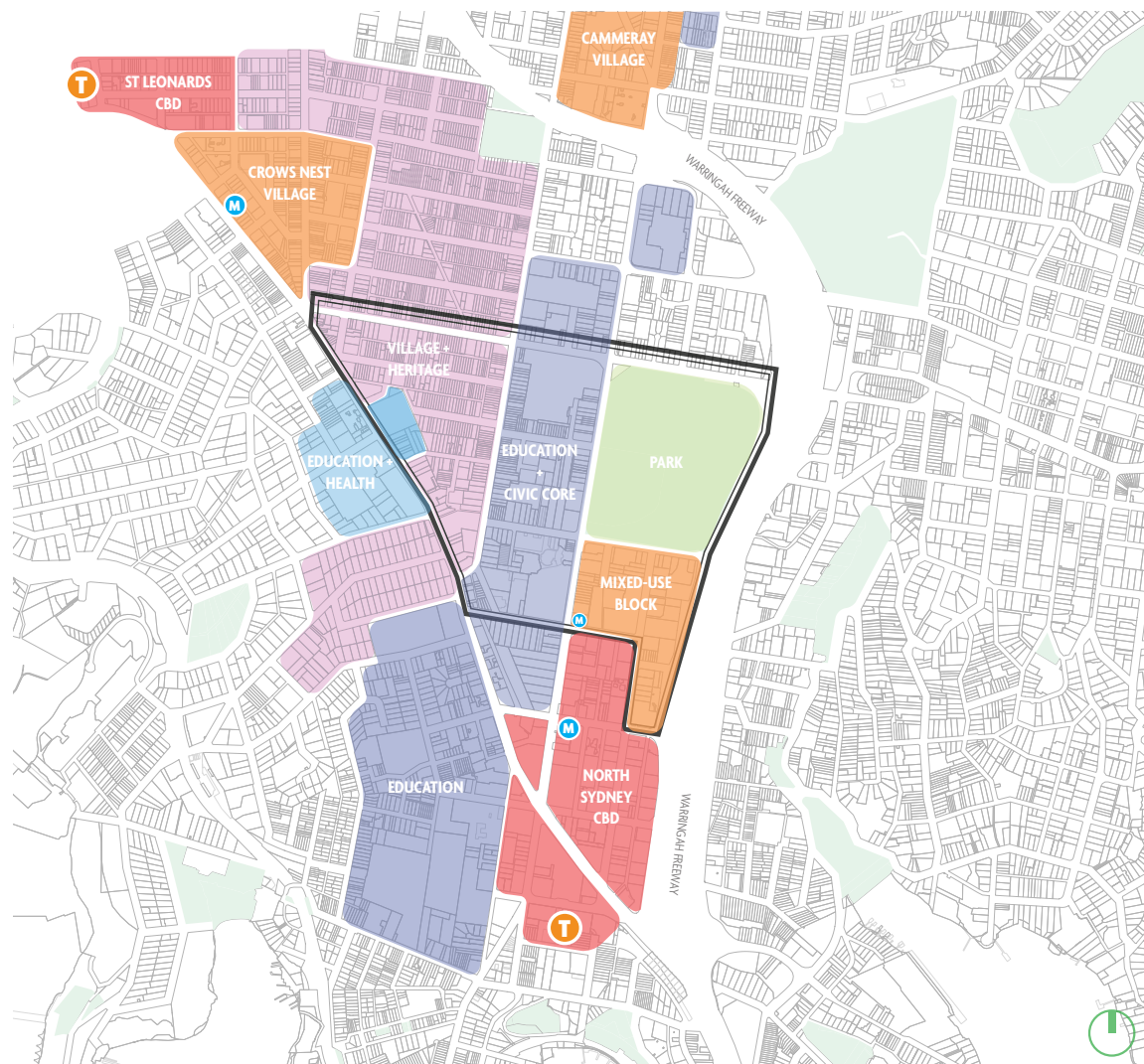
Addressing its surroundings, each edge of the precinct should have a different character and interface, and then transition into a common core. This core should be defined by its open spaces and civic buildings

As well as providing green space and civic facilities to complement the high-rise areas of North Sydney LGA, the Civic Precinct also provides complementary development typologies and spaces to support the surrounding major commercial areas.

From small scale local shops, to a wider range of housing options and commercial opportunities, the area can provide interesting spaces at affordable prices and in well-connected locations.



Land Use



North-South Land Use banding

The Land uses and urban character of the Civic Precinct and surrounding areas can be grouped in 3 main categories. A CBD core between the freeway and Miller Street, an Education and Civic band between Miller and West Streets, and a heritage and “village” band to the west of West Street.

Together they form three distinctive north to south bands, aligned from the freeway towards the west edge of the Civic Precinct, each with a distinct urban environment.

A heritage rich area

There is a strong heritage presence in the precinct with a number of heritage listed items and heritage conservation areas. These areas are characterised by their leafy outlook, quiet streets, pedestrian-friendly environment and local cafes and shops located mostly at social street intersections.

One and two-storey buildings form a low-scale streetscape of mostly terraced houses with fenced front gardens, generous footpaths and abundant street trees.

A strong civic & education core

The precinct’s civic and education buildings are largely concentrated along Miller Street. These include Council Chambers, Stanton Library, a theatre, a community centre, a youth centre, several churches and schools, North Sydney Oval and St Leonards Park.

These civic spaces strengthen the Civic Spine along Miller Street and help enhance the connection between the Civic Precinct and North Sydney CBD. The study provides a series of urban design guidelines that should be put in place to manage future interventions in the area and create a well-defined civic and educational campus that supports schools and addresses future growth.

A mixed use CBD fringe

McLaren and Walker Streets adjoin the fringe of the North Sydney CBD. Along these streets, and also along Pacific Highway, a medium to high-density, mixed-used environment has developed over the years providing a mix of residential apartments, office buildings, hospitality venues, a hotel and other typologies.

This study aims to consolidate and regularise these areas to create a vibrant mixed-use transition zone between the CBD and the centre of the Civic Precinct. This transition zone could increase commercial offerings and job opportunities to support both the CBD and nearby educational and medical sectors.

Transport



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A keystone for North District transport

The Civic Precinct is the area where active transport regional routes, east-west walking and cycling routes and CBD routes converge. It is also the centrepiece that connects many of the cycling and pedestrian routes within the LGA and the wider North District. Additionally, major traffic routes also cross the precinct or run along its edges.

East-west active transport connections

In order to strengthen and consolidate the green link and formalise its presence within the North Sydney LGA, a series of walking and cycling routes are proposed to facilitate the connection between the different parks and reserves, and ultimately between Sydney Harbour and Middle Harbour.

These routes cross the Civic Precinct along Ridge Street, which becomes an important cycling and pedestrian street, and through St Leonards Park. The intersection of these routes with the Civic Spine and the pedestrian north-south CBD link becomes a key node of the wider active transport network.

Completing the north-south pedestrian route across the CBD

Following the strategies and projects put forward by the North Sydney CBD Public Domain Strategy (endorsed by Council in April 2020), the completion of the proposed north-south pedestrian route from North Sydney train station to St Leonards park is a critical intervention for the wider CBD strategy. This requires a pedestrian link between McLaren Street and Ridge Street via Elliott Street. The junction of Elliott and Ridge Streets will become an important node for the LGA as it connects the north-south CBD pedestrian route with the green link.

Implementing the regional cycle network

All cycling access between the Harbour Bridge and the North District is channeled through North Sydney's Civic Precinct. The North Sydney CBD Transport Masterplan identified the provision of cycling facilities along Pacific Highway, West Street, Ridge Street and the eastern edge of the Warringah Freeway as key elements of the North District cycle network and one of the final stretches yet to be completed.

Regional traffic routes

The study area is bounded by the Warringah Freeway, Falcon Street, Pacific Highway and a short stretch of Berry Street, all of which maintain a high volume of traffic. The study will work in alignment with other traffic endorsed policies to minimise the impact of these regional routes on the Civic Precinct.



Transport

Overview

Based on the key transport priorities established in the North Sydney Transport Strategy (NSTS) and the objectives of the CBD Transport Masterplan, the focus within the Civic Precinct will continue to be prioritising walking and cycling and encouraging regional traffic to use Falcon Street and Warringah Freeway.

Victoria Cross Northern Portal

The arrival of the northern Metro portal on the corner of McLaren and Miller Streets presents a unique opportunity to promote sustainable transport options instead of using the car. The new metro portal will provide mass transit access to the precinct, and to major educational facilities and sporting grounds.

Walking

An overlap of an 800m radius circumference with the actual 800m walking catchment from the metro northern portal shows several areas within the precinct that are outside walking reach of the station. These areas could get into the walking catchment if additional pedestrian routes and links were created to maximise the reach and impact of the metro. The strategies and actions proposed by the study focus on identifying opportunities to create these additional routes and connections and increase the walkability of the Precinct.

Cycling

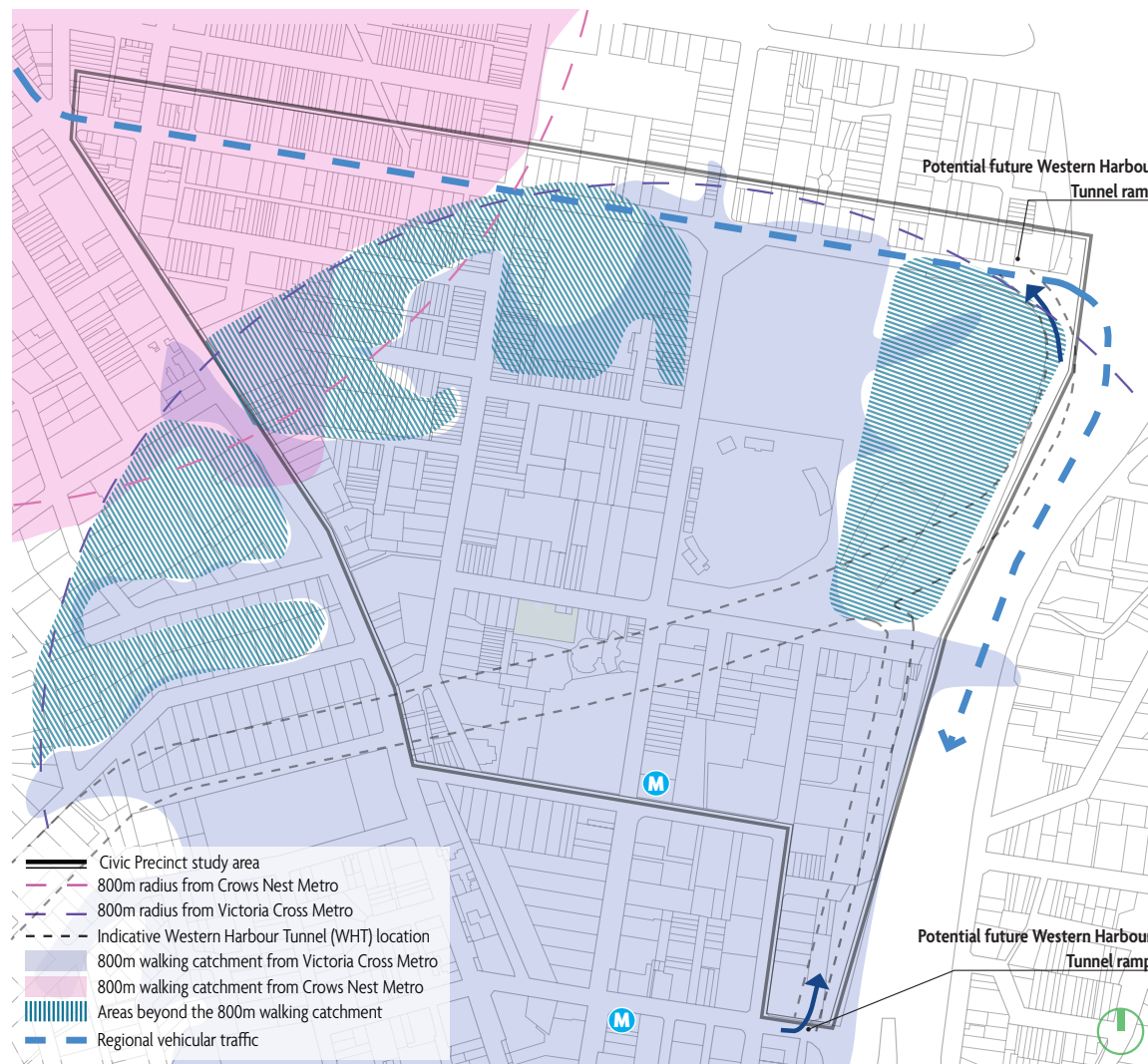
There are several interventions within the precinct that have already been identified in the North Sydney CBD Transport Masterplan and in the Sydney Services and Infrastructure Strategy (TfNSW). These interventions include the completion of the Ridge Street cycleway and the implementation of new cycleways along West Street and Pacific Highway.

Vehicular Traffic

The main traffic priority is to keep regional traffic limited to Falcon Street and the Warringah Freeway, thus allowing the rest of the precinct to be a low speed (40Km/h maximum), low volume (local traffic only) environment.

Western Harbour Tunnel

If it proceeds, the proposed Western Harbour Tunnel (WHT) will attract more vehicular traffic to the study area and will increase conflicts between walking, cycling and local traffic, in particular along Miller Street. The WHT will undermine the positive impacts of the metro arrival. The proposed off-ramp on Falcon Street will channel all northbound Pacific Highway traffic through the CBD and Civic Precinct, and will take over the north eastern corner of St Leonards Park, substantially reducing the amenity and usability of this vital State Heritage listed green space.



Community Input

Stage 1 Consultation

Preliminary community consultation was undertaken in Stage 1 following the Community Engagement Plan. This first stage of consultation aimed to promote awareness of the planning study and understand what the community values in the study area.

A short survey and interactive map gave the community an opportunity to define what they value. Interviews were held with key stakeholders. Community awareness was promoted in the area using posters as well as online and through social media.

Council received 217 submissions via the online survey plus an additional 23 written submissions. A total of 5 submissions outlining development aspirations were received from landowners.

Community's Valued Places

The community were asked to locate on an online map, their 'top-three' most valued geographic locations. A total of 73 pins were located by 27 contributors.

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

Community Priorities

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

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

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

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

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

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



Community Input

Stage 2 Consultation

Two community workshops were held in late November 2019. The workshops were advertised through the Your Say website. Council also invited key stakeholders, initial consultation participants and representatives from each of the Precinct Committees to attend the workshops.

Objectives of the workshop included to confirm the purpose of the study, build on consultation from Stage 1, get new input to the planning principles for the study area, look at potential locations that might be acceptable for density, determine the types of public benefits needed in the community and to provide information on future steps for the project.

During the workshops, participants were asked to take part in 4 activities.

Activity 1 - Identify 'Considerations' and 'Initiatives' under 'Community Priority' areas identified in Stage 1 consultation

Comments raised by participants:

- Controlling development type including height, location and character
- Traffic congestion (now and in the future)
- Protection and management of existing parkland and the need for more smaller parks

Activity 2 - Comment on the preliminary Urban Design Principles

Comments raised by participants:

- Controlling development type including height, location and character
- Desire for the promotion of housing diversity
- Ensuring any future development provides public benefits

Activity 3 - Discuss and identify the types of development that might be acceptable based on precedent images provided

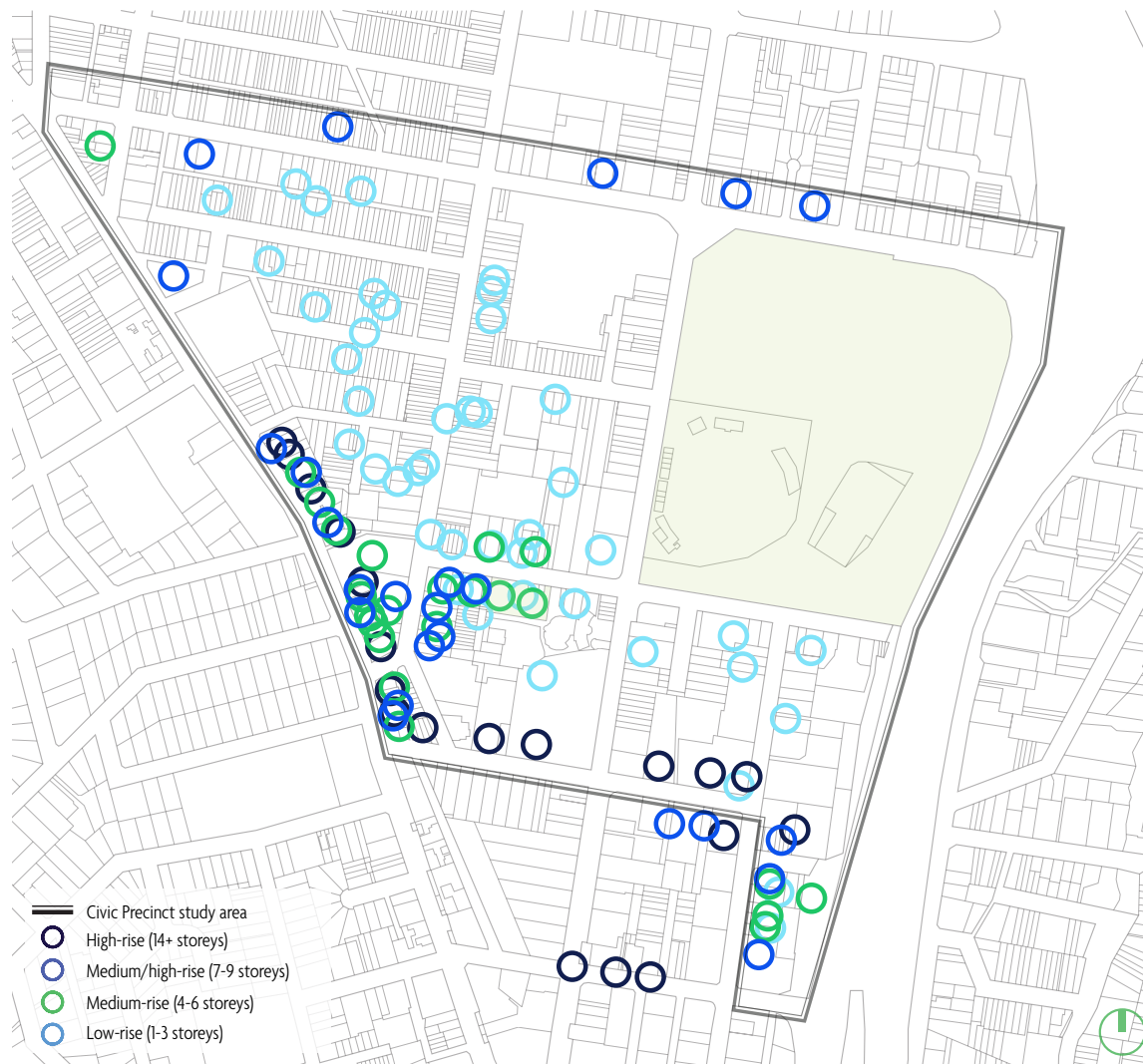
The consolidated dots (see map) indicate the locations, types and scales of development that might be acceptable to attendees in the study area.

Activity 4 - Identify the three most desired public benefits

Comments raised by participants related to:

- Increased and improved community facilities (childcare, theatre)
- Upgrades to the public domain (footpaths, trees, streetscapes, parks)
- The need for more affordable housing

A detailed description and outcomes of the workshops can be found in the appendixes as a separate report.







PROPOSED URBAN FRAMEWORK

Vision

The Civic Precinct will be a modern, connected, and attractive Civic & Educational Campus with a strong network of pedestrian links and open spaces, a low-scale village feel, and a leafy appearance.

📍 A unique civic centre

The Civic Precinct is a unique pocket of the North Sydney LGA. Located on the northern fringe of the CBD and bordered by three high-use roadways (the Pacific Highway, Falcon Street and the Warringah Freeway), it is characterised by older educational institutions, heritage-listed Victorian terraced houses, the greenery of St Leonards Park and a cluster of civic buildings and public open spaces at the centre of the precinct.

The area holds a dual role for the North Sydney LGA as both a civic centre and a social and recreational node. It is the location of the Council Chambers, a public library and a theatre and at the same time the setting for community markets, exercise classes, social gatherings and sport events.

Any future interventions within the precinct will be guided and framed by these local conditions and will focus on contributing to the civic and social characters of the precinct.

📍 A central point in North Sydney's green link

The Civic Precinct is at the centre of a network of public open spaces, parks and reserves that run across the North Sydney LGA from Berrys Bay, located to the west of McMahon's Point, to Willoughby Creek and onto Middle Harbour.

This green link is characterised by open green space, educational institutions, heritage items and recreational and civic facilities, and forms an almost uninterrupted route from one harbour to the other. The green link can be further strengthened through achievable pedestrian and cyclist routes from Berrys Bay to Willoughby Creek which can be extended to other public spaces and recreational areas within the LGA.

As the centre of the green link the leafy, heritage rich, village feel of the Civic Precinct will be preserved and enhanced. This will ensure a much needed respite between the two high-density areas of North Sydney CBD and St Leonards nearby. The Precinct's open spaces and civic facilities will also strengthen the offerings of the green link.

📍 An accessible and connected precinct

In alignment with North Sydney Council's overall approach to transport, initiatives within the Civic Precinct will focus on prioritising pedestrian and cycling modes by improving existing links and creating new ones, specifically connecting the pedestrian and cycling networks to the new metro station portal.

The precinct will provide a network of pedestrian and cycle friendly routes that will connect schools, civic facilities and open spaces to each other and to the metro station.

At the same time the precinct will link to routes along the green link, facilitating new connections between different open spaces and public facilities along the link from Berrys Bay to Middle Harbour.

Vehicular traffic will be kept to local traffic only through the precinct with regional traffic located along Falcon Street and the Warringah Freeway.

Principles

Based on community consultation, analysis of the planning study area and the defined vision for the Civic Precinct, a series of principles have been developed to guide the future planning of the precinct.

These principles have informed and guided the proposed structure for the precinct as well as the implementation strategies and proposed interventions.

1. Preserve, enhance and strengthen the rich heritage of the precinct

Heritage buildings, Heritage Conservation Areas, streetscapes and contributory buildings will be protected and enhanced by restoration, adaptive reuse or, where appropriate, contemporary additions or infill development that respects the heritage character and scale.

2. Maintain the small scale character and village feel of the precinct's core

The Civic Precinct's low-scale urbanity and leafy streets will be retained. North Sydney Council Chambers and Offices, Civic Park, Stanton Library and nearby community facilities will remain at the precinct's core.

3. Define the edges of Crows Nest Village and North Sydney CBD

Clearly define the limits of the CBD and Crows Nest and provide a transition zone between the Precinct's core and the adjacent areas. Develop a mixed-used higher-density area around the new Victoria Cross metro station northern portal and limit any future growth and development to a very clearly defined area.

4. Manage growth and ensure development is of an appropriate scale and character

Limit any potential significant development to the transport corridors and the transition zones (if and where appropriate) and ensure built form and scale transitions are sympathetic to the heritage items and conservation areas.

5. Encourage an education campus

Educational institutions are encouraged to work together and share knowledge, facilities and resources. Each educational institution should be designed to integrate with their surroundings, to be welcoming and outward looking, contributing to the urban streetscapes along their frontages.

6. Increase public amenity within the precinct

Public amenity within the precinct should be maximised. Existing trees and landscaped areas should be protected and additional landscaping and tree canopy promoted where possible.

Capitalise on any potential public domain improvements and opportunities arising from the Victoria Cross Metro Station or any other future development.

7. Integrate open spaces into the Green link network

Develop a network of connected open spaces within the green link. Maximise the potential of existing open space and explore the potential for new, attractive and high-quality public and community places

8. Encourage active transport and improved connectivity across the precinct

Walking and cycling will be prioritised, placing residential and employment areas, recreational and entertainment destinations, and community and social hubs, within an easy walk or cycle of each other.

9. Promote a varied network of small business next to the CBD

Attract smaller scale businesses and employment to complement the North Sydney CBD by providing opportunities for innovative small-to-medium scale businesses, shops and cafes in predominantly mixed-use developments.

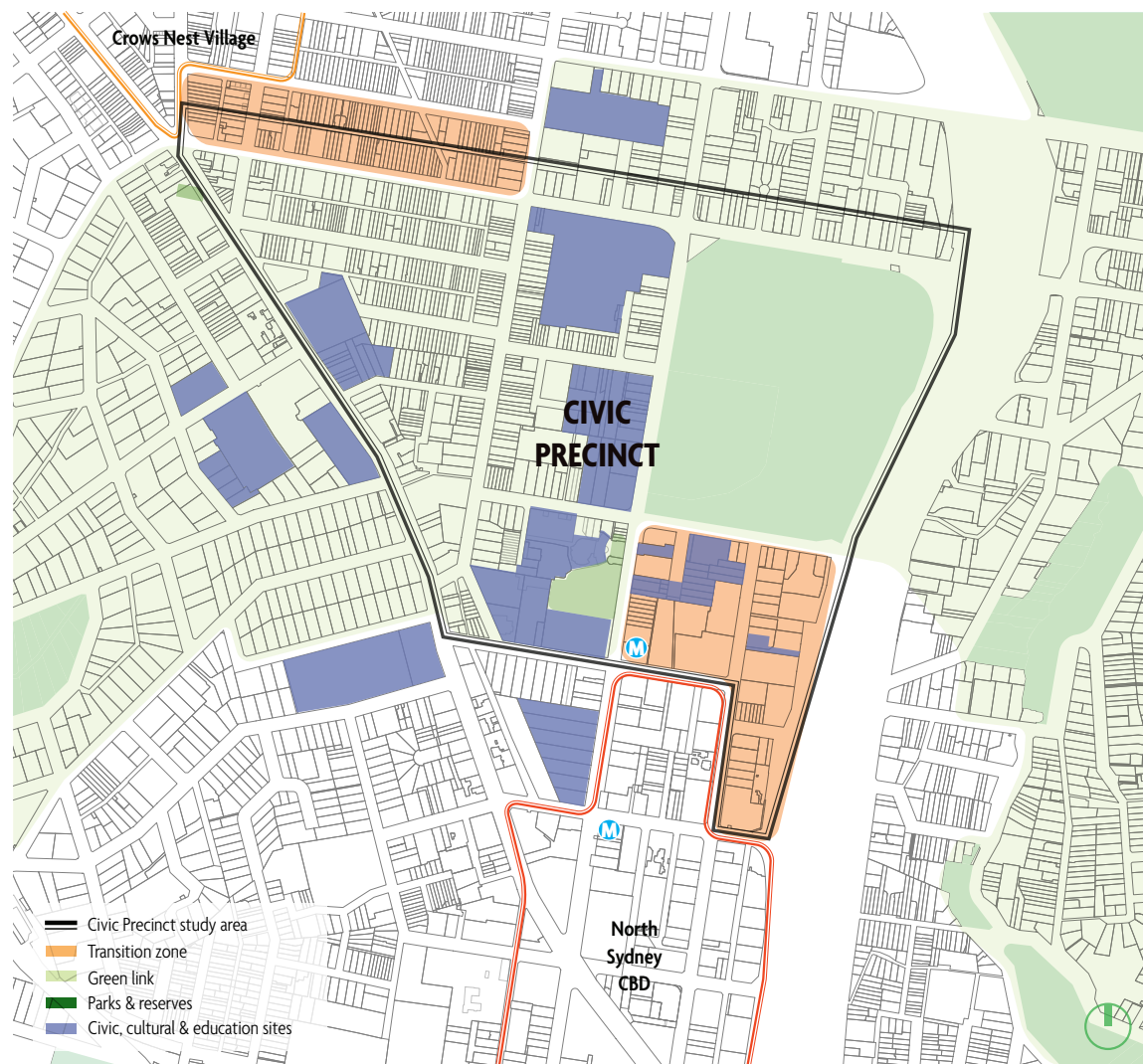
10. Promote housing diversity and affordability

Encourage different residential typologies appropriate to each of the different areas within the precinct that can complement the existing offering.

11. Advocate design excellence and sustainability in new buildings and the public domain

Ensure that future development and public open spaces are of high quality, offer good amenity to the final user and provide a sustainable environment.

Design Concept



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A distinct Civic Precinct

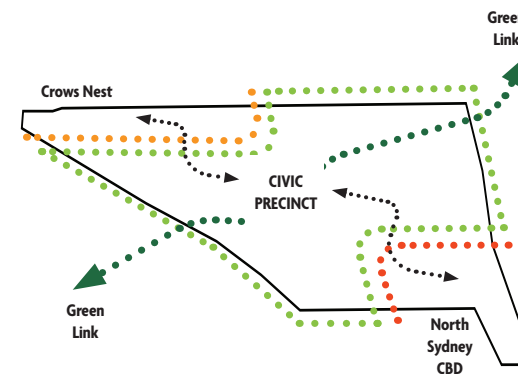
The Civic Precinct is the main social and civic gathering place for the community of North Sydney. The area will continue to evolve with a civic and education campus at its core and two mixed-use transition zones towards the CBD and Crow's Nest.

This civic and education precinct will continue to be defined by low-scale, tree-lined streets and as part of a rich network of connected public open spaces. New pedestrian and cycling routes through the precinct will link these spaces to the new metro station.

At the edges of the precinct, mixed-used areas will create transition zones between the CBD and the precinct, particularly along Walker and McLaren Streets, and at Crow's Nest around the Five Ways intersection.

**Civic & education precinct
with a leafy & green character
+
Mixed-use transition zones**

This framework strengthens the east-west green link through the precinct as a central element within the LGA, connecting the precinct to other open spaces along the link. It also creates two clear mixed-use transition zones between the centre of the precinct and nearby, higher-density nodes. These transition zones will complement both the core of the Civic Precinct and the surrounding nodes.



Design Concept

📍 A complementary approach

The Pacific Highway is one of Sydney's key economic corridors, connecting a series of town centres and urban nodes from North Sydney, through St Leonards and Chatswood, all the way to Gordon and Hornsby.

In between these nodes are lower-density areas that provide breathing space between the larger centres. North Sydney and St Leonards are comparatively close to each other, however they still benefit from a clear break in between them. The Civic Precinct provides that break.

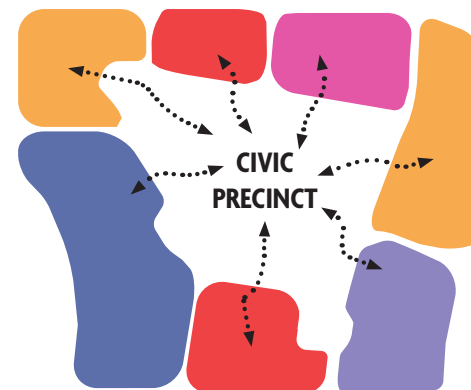
In addition to a lower built form and a greener environment, the Civic Precinct also provides a contrast in uses and activity.

Beyond the main civic and education functions at the core of the precinct, the mixed-use transition zones of the study area have the potential to provide development typologies and spaces that are complementary to those of the surrounding major commercial cores.

The proposed urban framework for the Civic Precinct provides the opportunity for uses and typologies that will support, and benefit from, the adjacent North Sydney CBD, St Leonards and nearby medical precincts.

These opportunities include:

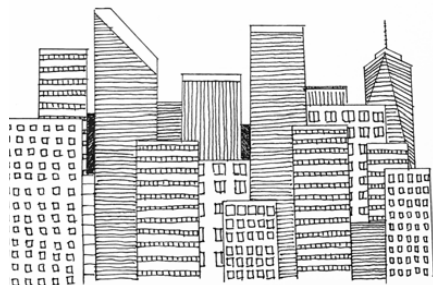
- Promoting housing diversity and affordability
- Providing smaller commercial spaces and tenancies for small to medium scale businesses that can complement the nearby major commercial entities
- Providing spaces and facilities to support nearby educational and medical facilities
- Facilitating the adaptive reuse of underutilised heritage items to provide for new creative contemporary spaces



📍 A leafy break in the journey

St. Leonards

+ 16,000 jobs in 2036
tall environment



Crows Nest



Civic Precinct



LEAFY HERITAGE CULTURAL CIVIC
EDUCATIONAL REFLECTIVE SOCIAL

North Sydney CBD

+ 21,000 jobs in 2036
tall environment

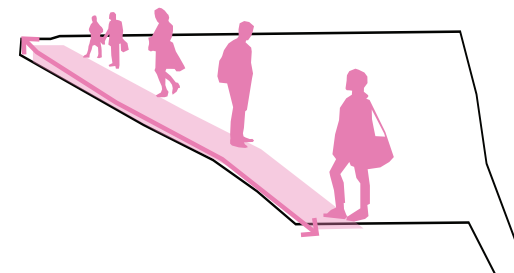


Skyline is diagrammatic only and does not reflect actual heights or tower distribution

Actions overview

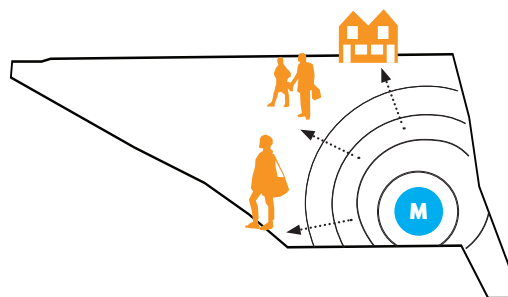
Key actions

The study has identified 9 actions to develop the vision and the design concept for the Civic Precinct. Some of these actions are specific for a certain area, whereas others are more general and apply to the whole of the study area. Some propose concise changes to the existing built form or transport network, while others provide broader guidelines for future interventions.



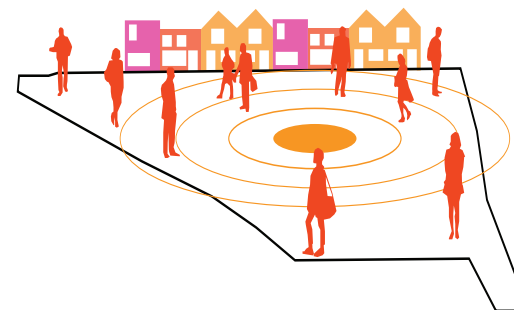
2. Increase amenity and activation along Pacific Highway

Create a medium-scale streetscape area between North Sydney CBD and St Leonards that provides alternative employment opportunities and a pedestrian friendly environment. This area would transition into the higher-density areas on Crows Nest / St Leonards and the CBD



1. Create more jobs and housing opportunities near the Metro

Develop the northern end of the CBD into a mixed-use zone near the Metro Northern Portal with transitioning building heights from the CBD towards the low-rise, heritage conservation area and increased public amenity through the completion of the N-S link from North Sydney train station to St Leonards Park.



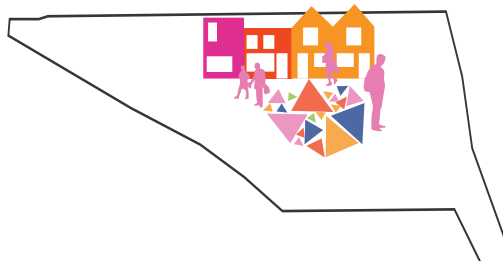
3. Support small to medium sized business growth

Increase the non-residential FSR in the area to provide for smaller commercial tenancy spaces predominantly within mixed-use buildings, encouraging retail and commercial tenancies on the ground floor to improve street activation and increase foot traffic in the area.



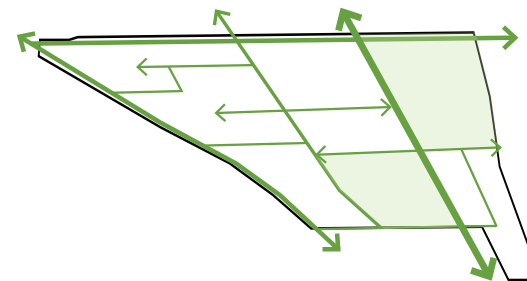
4. Preserve heritage; add value

It is important to protect and respect the heritage buildings and conservation areas of the Precinct for future generations as they define the local identity and unique character of the area. At the same time we must ensure that the area is well maintained, remains relevant, activated and used.



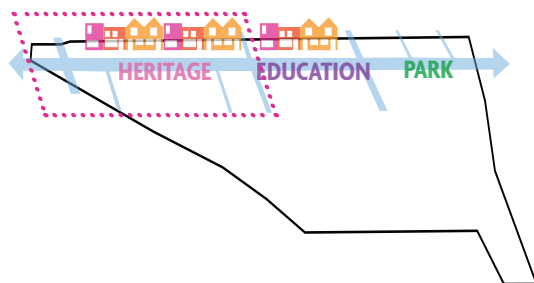
6. Undertake further review of Civic Core

The Civic Core is central to the Civic Precinct and includes a number of publicly owned assets. The current overall layout is not cohesive. Further work on this layout and public space within the core would allow for greater connectivity and legibility and a more attractive and pleasant civic environment.



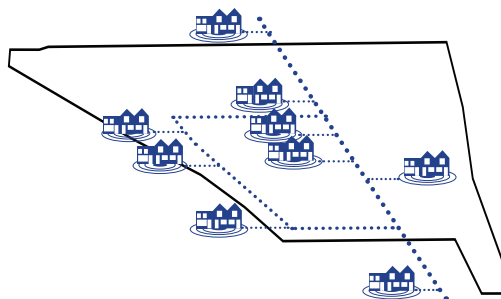
8. Improve public open space

Four key public domain opportunities have been identified for the Civic Precinct, those being the implementation of the St Leonards Park Landscape Masterplan and the Civic Spine/Miller Walk, additional open spaces and improved pedestrian amenity on major urban corridors.



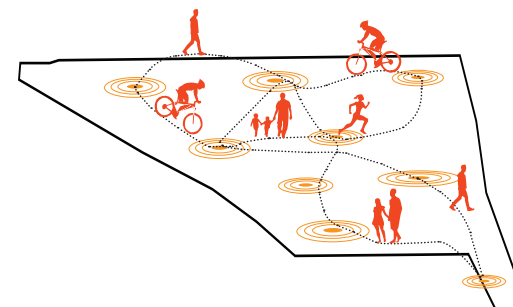
5. Undertake further review of Falcon Street

After the outcome of state government infrastructure projects (including the Western Harbour Tunnel) are known, a detailed Urban Design Study of Falcon Street should be undertaken, with specific focus on the area between Five Ways and West Street



7. Provide guidelines for education facilities

A series of guidelines promoting integration and openness between the many educational facilities in the area and the Civic Precinct has been developed. Recommendations include staggered building heights, pedestrian amenity, street activation and the exploration of pedestrian through-site-links.



9. Identify access and active transport network improvements

To maximise the impact and reach of the new metro station a number of new pedestrian connections have been identified throughout the precinct. These connections would improve walkability to both the Victoria Cross Metro Station and the nearby Crows Nest Metro Station.

Action 1: Create more jobs and housing opportunities near the Metro



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📍 A vibrant mixed-use CBD fringe

Desired Character

The arrival of the Victoria Cross metro station northern portal and the implementation of the Ward Street Precinct Masterplan will transform the character of the area surrounding McLaren, Miller and Walker Streets. This area will be an activated fringe of the CBD with a variety of commercial, community and residential uses. Building heights will transition down from the CBD and Ward Street Precinct to the lower-scale, residential Ridge Street.

There will be different building typologies encouraged in the area including medium-scale commercial buildings (8 storeys) to taller residential towers (between 20 and 28 storeys). Breaks between these buildings will create public open spaces, gardens and provide filtered views towards the harbour.

There are two significant sites within this area:

- 52 McLaren Street - a large, currently vacant site adjacent to the metro northern portal entry, and
- 173-179 Walker Street and 11-17 Hampden Street - a consolidated site adjoining the CBD.

Land along 191-199 Walker Street and 16-18 Hampden Street has also been identified for modest uplift.

Objectives

- Deliver jobs and housing growth on the fringe of the CBD in areas with additional transport infrastructure
- Provide a height transition between the commercial core of the CBD and the low-scale conservation area to the north
- Protect the amenity and sunlight of existing and proposed public open spaces identified in this study and in the Ward Street Masterplan
- Adopt view sharing principles to retain Harbour views for occupants of existing residential towers where possible
- Complete the North-South pedestrian laneway link from North Sydney train station to St Leonards Park
- Preserve the Heritage Conservation Area (HCA) along Ridge Street
- Deliver new open space identified under Action 8

Action 1: Create more jobs and housing opportunities near the Metro

Implementation

- 52 McLaren Street*: Allow a maximum building height of 24 storeys on the southern half of the site and maintain the current maximum building height of 14 storeys on the northern half of the site (see map)
- 191-199 Walker Street & 16-18 Hampden Street: Allow a maximum building height of 8 storeys (see map)
- East Walker*: Allow a maximum building height of 20-storeys at the southeast corner of Walker and Hampden Streets. Allow a maximum mid-block building height of 8-storeys along the eastern side of Walker Street and fronting the Warringah Freeway (see map)
- The above maximum building heights (including plant) are subject to no net increase in overshadowing of planned public spaces identified in the Ward Street Masterplan and Doris Fitton Park
- New residential and commercial towers are to be located in such a way as to limit view loss from residential towers along the western side of Walker Street
- Provide a 6-metre wide through-site link along the eastern boundary if 52 McLaren Street
- Develop the eastern end of Hampden Street into a pocket park
- Develop a public park along the Freeway edge

* Refer to pages 28-31, site guidelines for further detail



Action 1: Create more jobs and housing opportunities near the Metro

50 & 52 McLaren Street | The Metro Sites

The northern portal of the Victoria Cross metro station will be located at 50 McLaren Street, on the north-east corner of McLaren and Miller Streets. It is understood it will be lift only access to the station and will take the shape of a 5-6 storey structure. Pedestrian entry will be at ground level with bicycle parking below ground and technical plant and service rooms above.

52 McLaren Street, adjacent to the metro site, is currently vacant. There is an opportunity to create a mixed-used or commercial development next to the metro that includes ground floor activation with retail, community and public uses at the lower levels. The development will transition in height according to the surrounding context, with the building height stepping down from the Ward Street Precinct towards the low-scale residential and educational uses to the north.

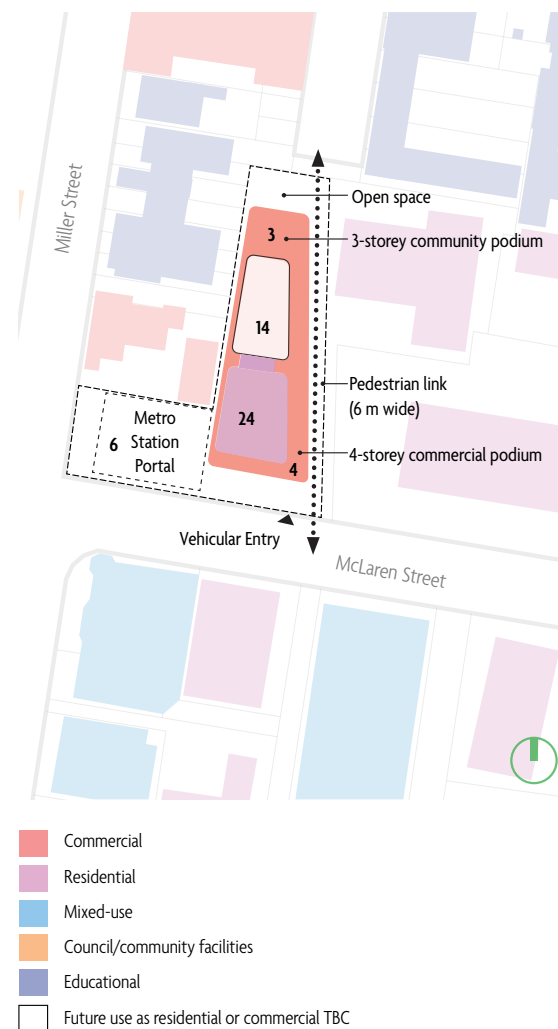
Design Guidelines

- Maximum building heights transitioning down from 24 to 14 storeys as per the map to respond to the approved development at 168 Walker Street and the existing Rydges Hotel
- Building heights (including plant) are subject to no net increase in overshadowing of planned public spaces identified in the Ward Street Masterplan and Doris Fitton Park
- Provide a commercial podium fronting McLaren Street that appropriately responds to the scale of the northern metro portal and approved development at 168 Walker Street (maximum 4-storeys)

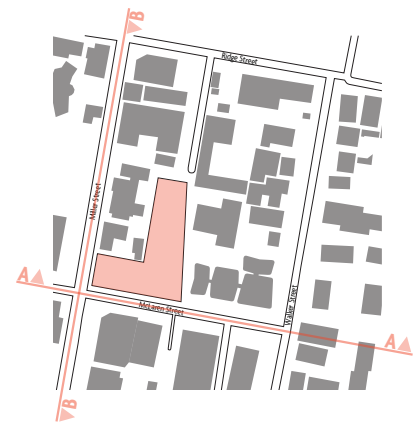
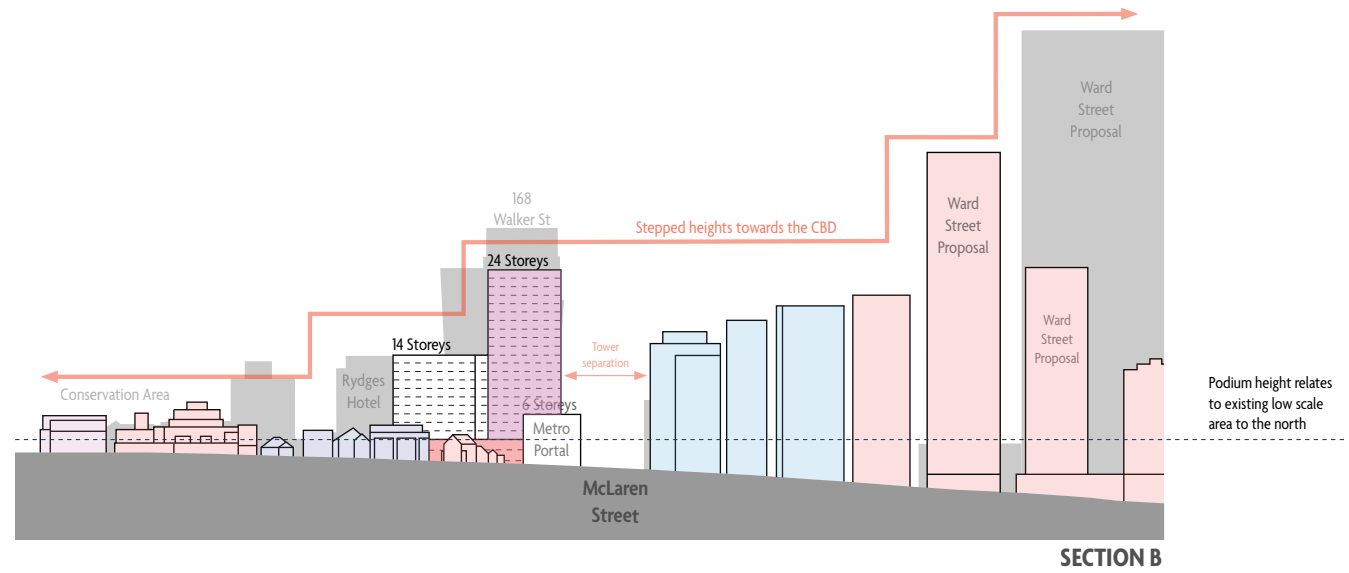
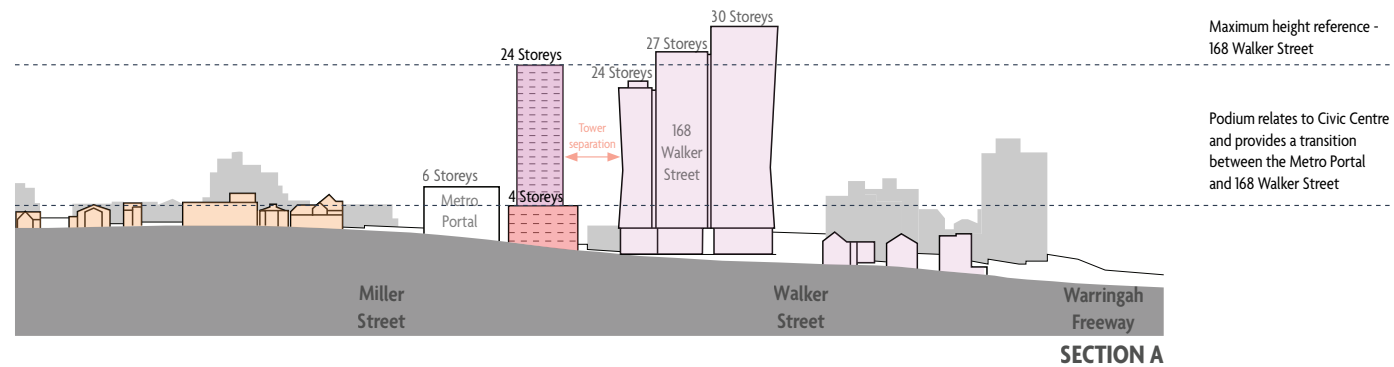
- Provide a minimum 6-metre whole of building setback along the eastern boundary to deliver the pedestrian link between McLaren and Elliot Streets
- Provide a whole of building setback to McLaren Street to align the future building with the adjacent development at 168 Walker Street, facilitate a more level public access to the pedestrian link and achieve greater built form separation to residential towers south of McLaren Street
- Provide adequate separation to the properties to the west, both at podium and tower levels
- Comply with the ADG building separation recommendations to all 4 boundaries
- Minimise overshadowing impacts to existing buildings on the southern side of McLaren Street by locating any future tower towards the western side of the site
- Ensure surrounding apartments receive at least 2 hours of direct sunlight in mid-winter as per the ADG recommendations
- Include a visual impact study with any future planning proposal
- Provide vehicular access to the site from McLaren Street

Potential Public Benefits

- Refer to Potential Public Benefits at page 47
- Incorporate community uses within the podium at the northern end of the site
- Provide a dedicated pedestrian through-site-link from McLaren Street to Elliott Street along the eastern boundary of the site. This link should be a minimum width of 6 metres
- Activate the pedestrian through-site link with commercial, retail and public uses



Action 1: Create more jobs and housing opportunities near the Metro



SITE PLAN

Action 1: Create more jobs and housing opportunities near the Metro

East Walker Street

The consolidated landholding along the eastern side of Walker Street, between Berry and Hampden Streets presents an opportunity for urban renewal with additional residential and employment opportunities near the CBD. The built form must ensure appropriate view sharing, tower separation and a contextual response to nearby heritage buildings with a mix of medium scale commercial buildings (6-8 storeys) and residential towers (up to 20 storeys). Visual breaks within the new buildings and also to existing development will be encouraged to allow filtered views of gardens and trees from the street and harbour views from existing residential towers along the western side of Walker Street.

Design Guidelines

- Adjust the zoning of the area to allow commercial floorspace within the site
- A maximum built form height of 20-storeys for the residential tower and 8-storeys for the commercial building, as per the map
- Building heights (including plant) are subject to no net increase in overshadowing of planned public spaces identified in the Ward Street Masterplan and Doris Fitton Park
- The residential tower should reinforce the Walker/Hampden Street corner and provide additional residential capacity in close proximity to the CBD. A slender, well-located tower will enable harbour view sharing from existing residential towers along the western side of Walker Street
- The 8-storey commercial building will support small to medium-sized businesses establish near major commercial tenants in the CBD. It will form a mid-block, medium-scale built form that steps down from the Ward Street Precinct and 138 Walker Street (Belvedere) to the east. It will also provide greater separation between residential towers on the northern and southern end (Century Plaza) of the block and reinforce the leafy, sunlit character of the street
- The 'step down' approach from Ward Street to the Warringah Freeway will:
 - ◊ reinforce the skyline of the North Sydney CBD from across the freeway
 - ◊ allow for view sharing principles to be adopted that protect existing harbour views from the CBD
 - ◊ allow for greater morning sunlight and sky views along Walker Street

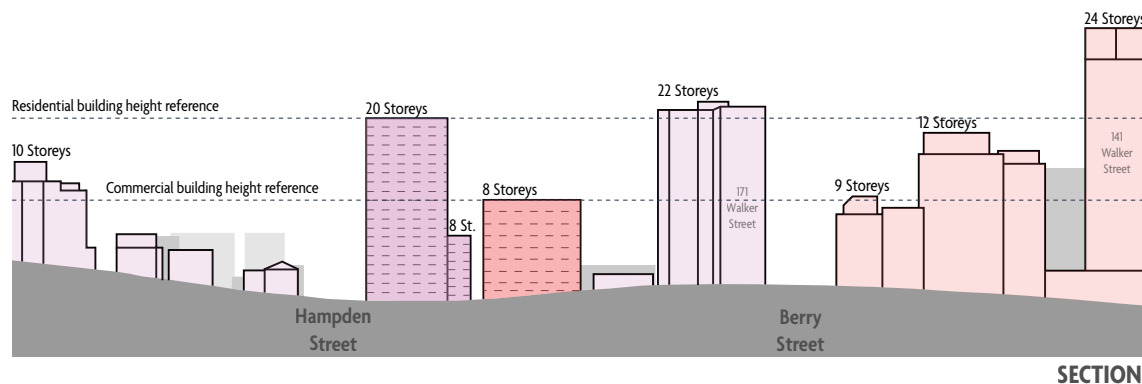
- Development above 8-storeys should not exceed 25m in facade length along the street to minimise visual and solar impact to the surroundings and reduce the bulk and scale of the development
- Developments should provide a break between buildings to allow filtered views from the street of landscaped areas and the harbour
- Include a visual impact study with any future planning proposal
- New buildings should have a contextual response to heritage items, residential buildings and HCAs in regard to bulk, scale and aesthetics
- New development within or adjacent to a heritage item or HCA should contribute positively to the heritage value and character of the area

Potential Public Benefits

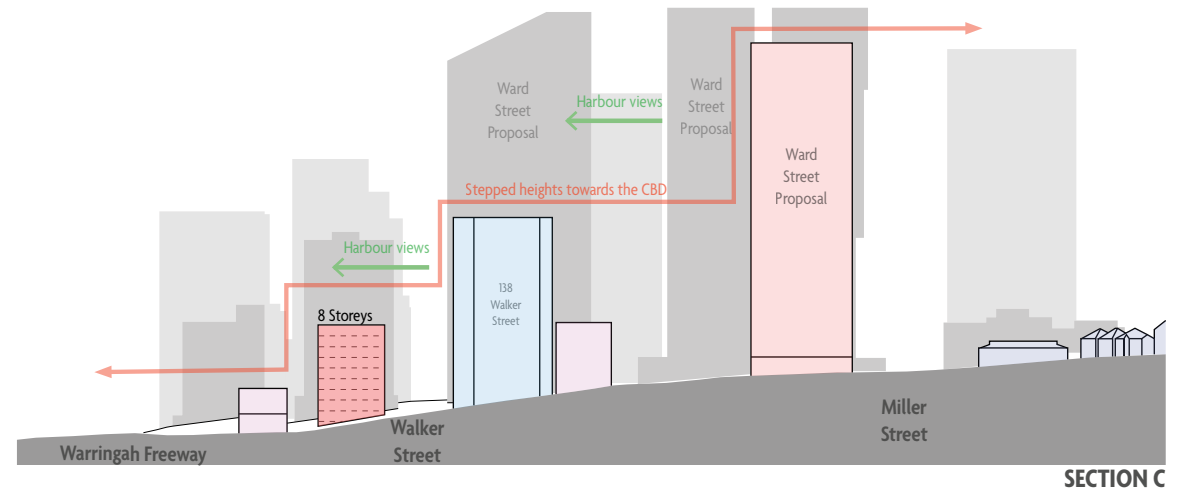
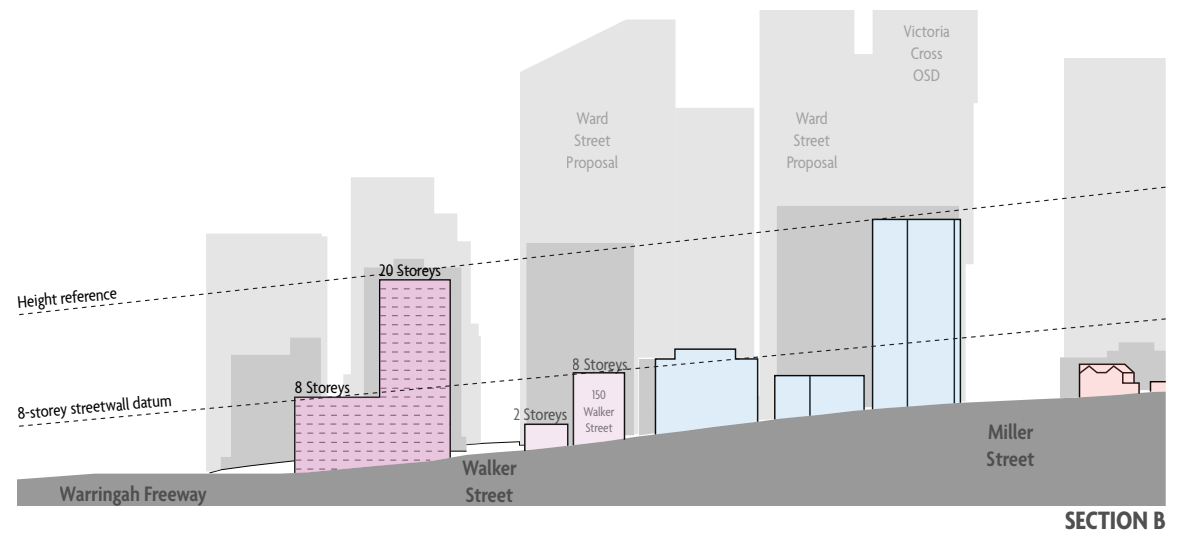
- Refer to Potential Public Benefits at page 47
- Public domain upgrades
- Affordable housing



🕒 SITE PLAN



Action 1: Create more jobs and housing opportunities near the Metro



Action 2: Develop the Pacific Highway frontage into a medium-scale environment with increased amenity

Increased amenity and friendly streetscapes

Desired Character

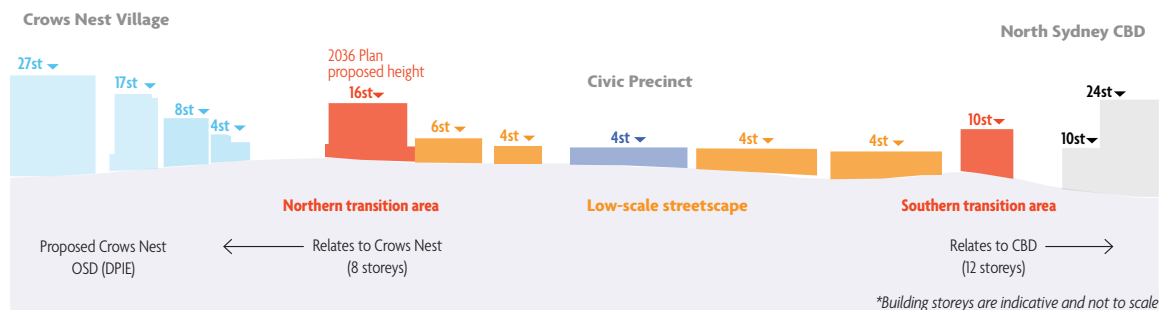
The Pacific Highway is a metropolitan corridor that connects a series of suburbs and town centres along the North Shore. Some of these centres are significantly dense such as North Sydney CBD or St Leonards.

Between these high-density areas there is a need for well-defined, low-scale streetscapes that provide safe, activated and human-scale spaces for pedestrians.

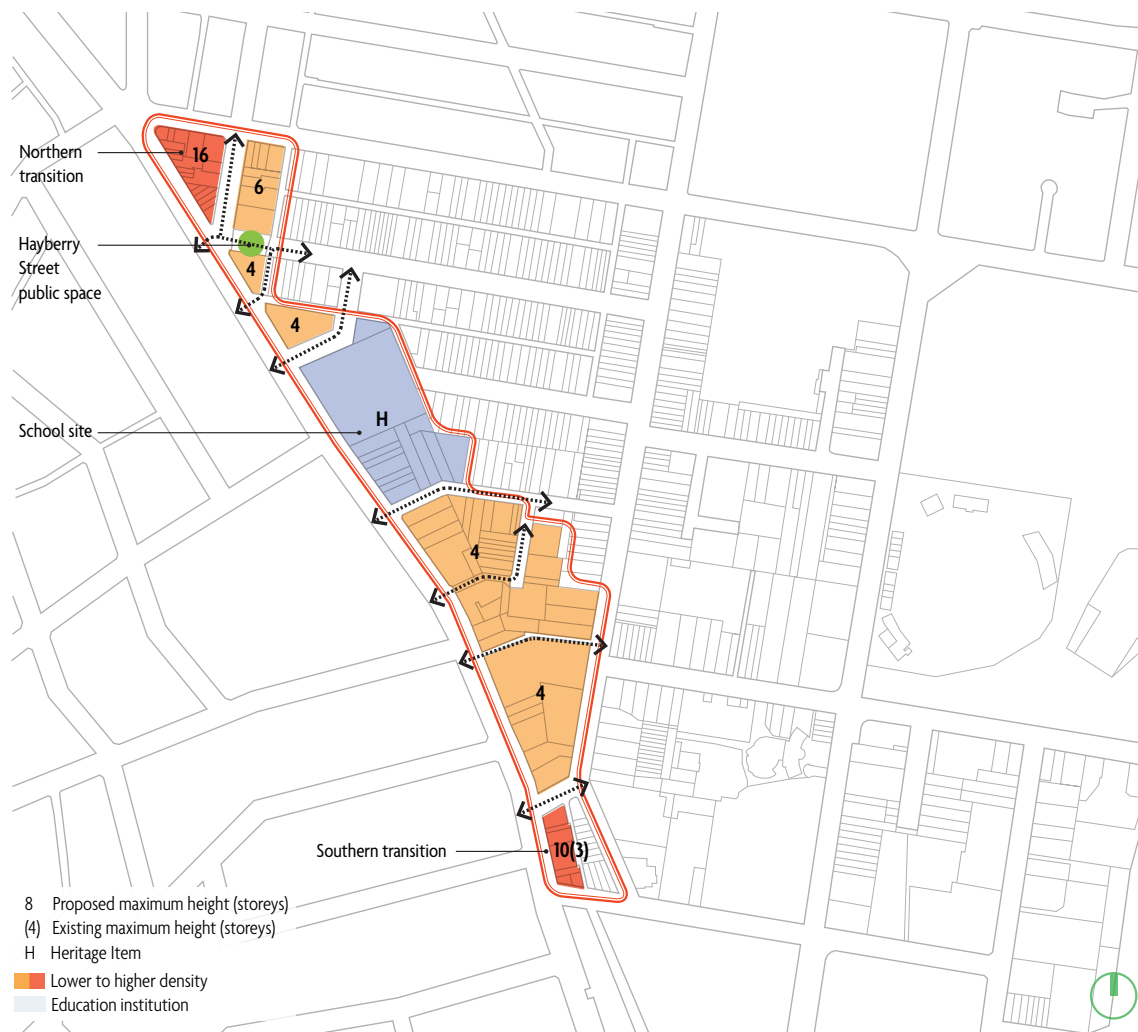
The stretch of Pacific Highway along the Civic Precinct sits between North Sydney CBD and St Leonards and is at the core of North Sydney's green link. It should be medium-scale in density, with a maximum building height of 4 storeys to be in keeping with the rest of the precinct. An increased building height at each end of this area will allow for better transition towards the North Sydney CBD and St Leonards. These transition sites are detailed further over the next pages.

Objectives

- Create a medium-scale streetscape area between North Sydney CBD and St Leonards that promotes human-scale and is pedestrian focused
- Increase building heights on either side of this streetscape along the Pacific Highway to allow for greater employment and housing opportunities with a better transition into neighbouring, high-density areas
- Increase amenity and activation along the Pacific Highway for pedestrians



Action 2: Develop the Pacific Highway frontage into a medium-scale environment with increased amenity



Implementation

- Maintain a maximum building height of 4 storeys along the Pacific Highway between Hayberry Street to West Street within the Civic Precinct. Provide a 3-storey streetwall and a recessed 4th storey
- Provide taller buildings on book-end sites to transition between the Civic Precinct and high-density neighbouring areas*
- Provide a 1.5 metre whole building street setback along Pacific Highway to improve pedestrian amenity and street tree planting. (Exceptions would be considered when there is an existing heritage item built to the boundary)
- Provide active frontages to the Pacific Highway where possible
- Continue the implementation of cycleways along Pacific Highway (see Action 9)
- Investigate ways to improve the Five Ways intersection through diverting traffic (see Action 5)

** Refer to pages 34-37, site guidelines for further detail*

Action 2: Develop the Pacific Highway frontage into a medium-scale environment with increased amenity

📍 Northern Transition Area

The Civic Precinct northern transition area along the Pacific Highway is a triangular block south of the Fiveways intersection. This site transitions between the Civic Precinct and Crows Nest, and as such a medium-scale marker that relates to both is appropriate. Future development should be of a similar scale to Crows Nest and relate to the low-scale environment of the Civic Precinct.

Due to the site's layout and shape it can only be developed through the amalgamation of all the sites within the block. The site is in a prominent location and has the potential to be a distinguished urban node.

The site falls within the boundary of the *St Leonards and Crows Nest Planned Precinct 2036* developed by the DPIE (2036 Plan). DPIE released the draft 2036 Plan in October 2018 which recommended a maximum height of 8 storeys on the site. However the final 2036 Plan, released in August 2020 recommends 16 storeys.

The final 2036 Plan is accompanied by a 9.1 Ministerial Direction which requires planning proposals that apply to the site are to be consistent with the 2036 Plan.

Accordingly, the Civic Precinct Planning Study reflects the maximum allowable height for the site as 16 storeys. However, to mitigate the impacts of a 16-storey building on Crows Nest village, more detailed built form guidelines have been added to this document.

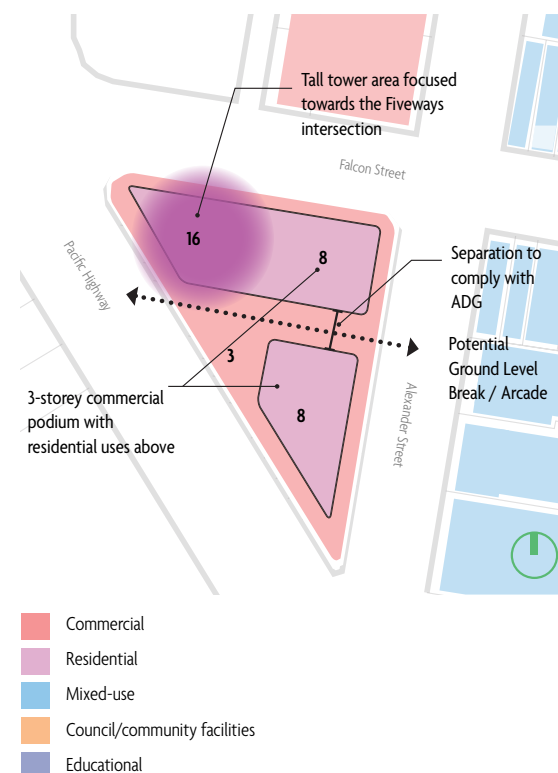
Design Guidelines

- Consolidation of all the sites within the block into one development
- A maximum built form height of 16-storeys for a commercial or residential tower is enabled under the 2036 Plan
- Only 50% of the building footprint above the podium should reach the maximum height of 16 storeys
- The tallest element (16-storeys) should be located towards the northwest corner of the site (Fiveways intersection)

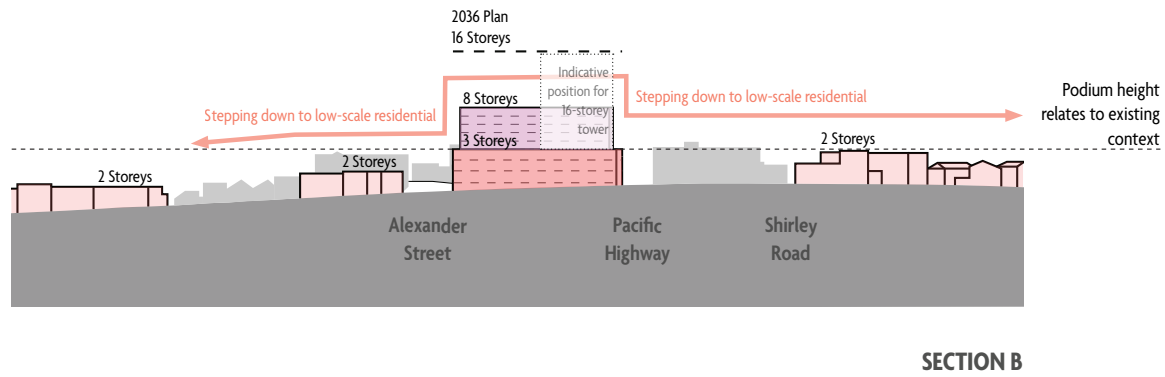
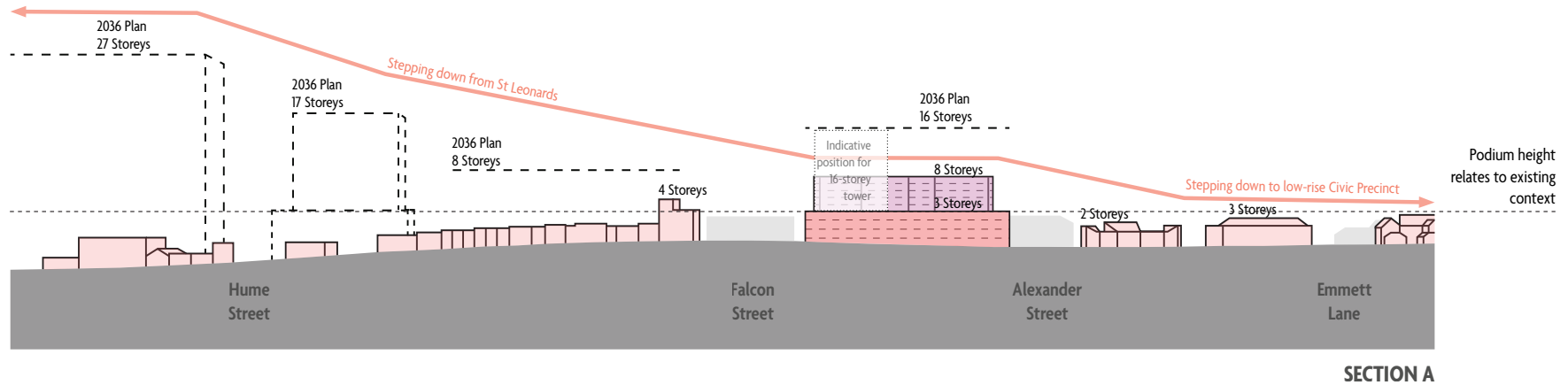
- Elements along Alexander Street and on the southern end of the site should not be taller than 8-storeys
- Provide a 1.5 metre whole building setback along the Pacific Highway
- Provide a 3-storey commercial podium
- Minimum 3 metre above podium setback
- Potential for an internal, publicly accessible arcade through the ground floor to avoid deep tenancies and unusable areas
- The footprint above the podium should comprise of two separate elements and comply with the ADG requirements in regards to building depth, building separation, solar access, articulation, and maximum number of apartments per core
- Elements above the podium are encouraged to be articulated and step in height to break down the bulk and scale of the building and to present a better relationship with the surrounding low-scale context
- Future development is to not reduce or affect the amenity of the nearby North Sydney Girls High School (overshadowing and visual privacy)
- Any future development must not cast additional shadows to the surrounding low-density residential areas for at least three hours between 9am and 3pm

Potential Public Benefits

- State Government Special Infrastructure Contribution (SIC) applies
- Refer to Potential Public Benefits at page 47



Action 2: Develop the Pacific Highway frontage into a medium-scale environment with increased amenity



Action 2: Develop the Pacific Highway frontage into a medium-scale environment with increased amenity

Southern Transition Area

The Civic Precinct southern transition site along Pacific Highway is constrained, with a limited footprint, two heritage items within the block and immediately adjacent to a conservation area. However, as it is a consolidated site near the northern metro station, it has potential to provide additional dwellings that contribute towards Council's dwelling target. By providing a stepped form, it can transition from the North Sydney CBD towards the Civic Precinct through the development of a medium-scale building that bridges the gap between the mid-rise residential buildings south along Pacific Highway to the low-scale environment of the Civic Precinct to the north.

The scale and design

Design Guidelines

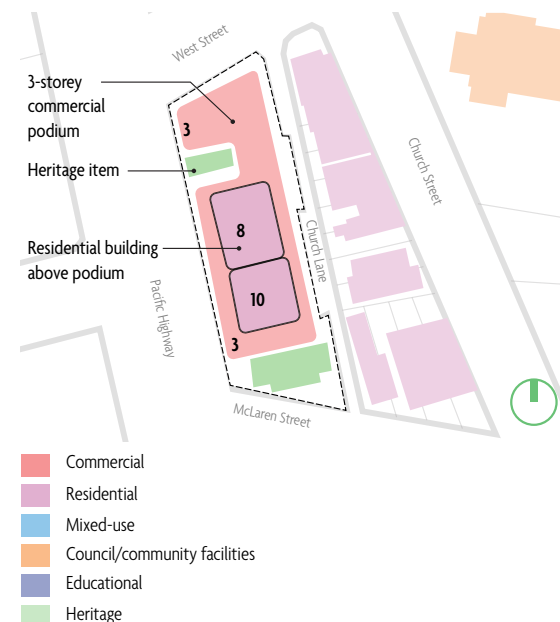
- A maximum built form height of 10 storeys stepping down to 8 further north towards the Civic Precinct, as per the map
- The site should be developed as one single, mixed use building with a commercial podium and a residential component above
- The podium should be 3-storeys in height to align with the streetscape to the north and the mid-block heritage item
- The podium is to be aligned with the existing heritage item and present no

setback to Pacific Highway. The built form above the podium is to be set back a minimum of 3 metres

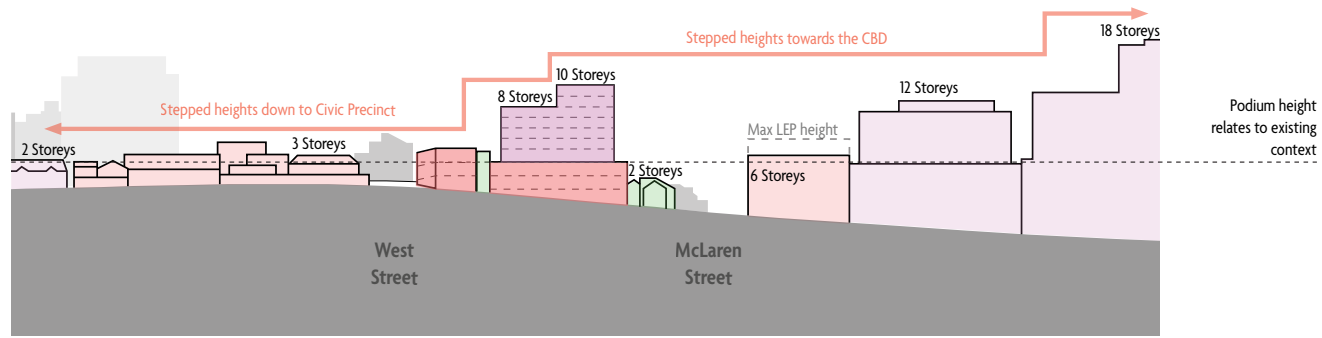
- The building footprint above podium is to be located south of the heritage item. A minimum 4 metre separation between new development and the heritage item is required. Overhanging elements over the heritage item are not supported.
- The heritage item will be preserved and integrated into the future podium. Adequate legibility and articulation is to be provided at podium level to highlight the heritage item. Adaptive reuse of the heritage item is encouraged
- Future development is to not reduce or affect the amenity of education facilities located on the western side of Pacific Highway (overshadowing and visual privacy)
- An adequate transition to the conservation area to the east should be provided in the form of a podium with significant above podium setbacks

Potential Public Benefits

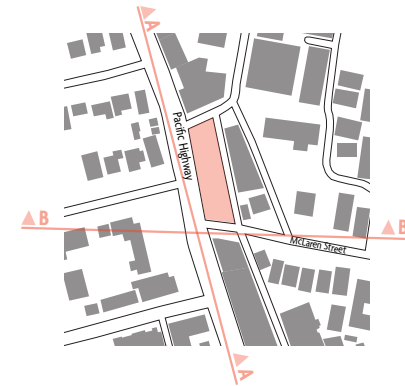
- Refer to Potential Public Benefits at page 47
- Public domain upgrades
- Affordable housing



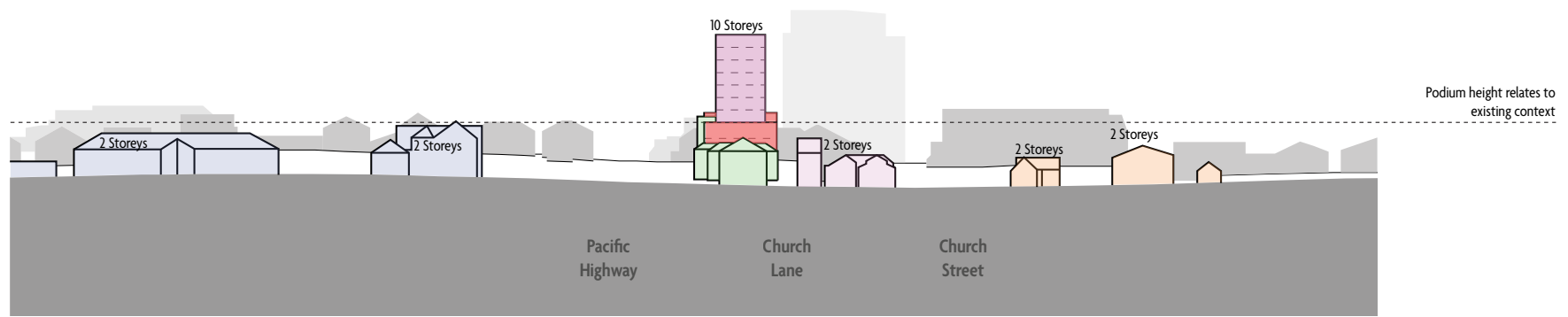
Action 2: Develop the Pacific Highway frontage into a medium-scale environment with increased amenity



SECTION A

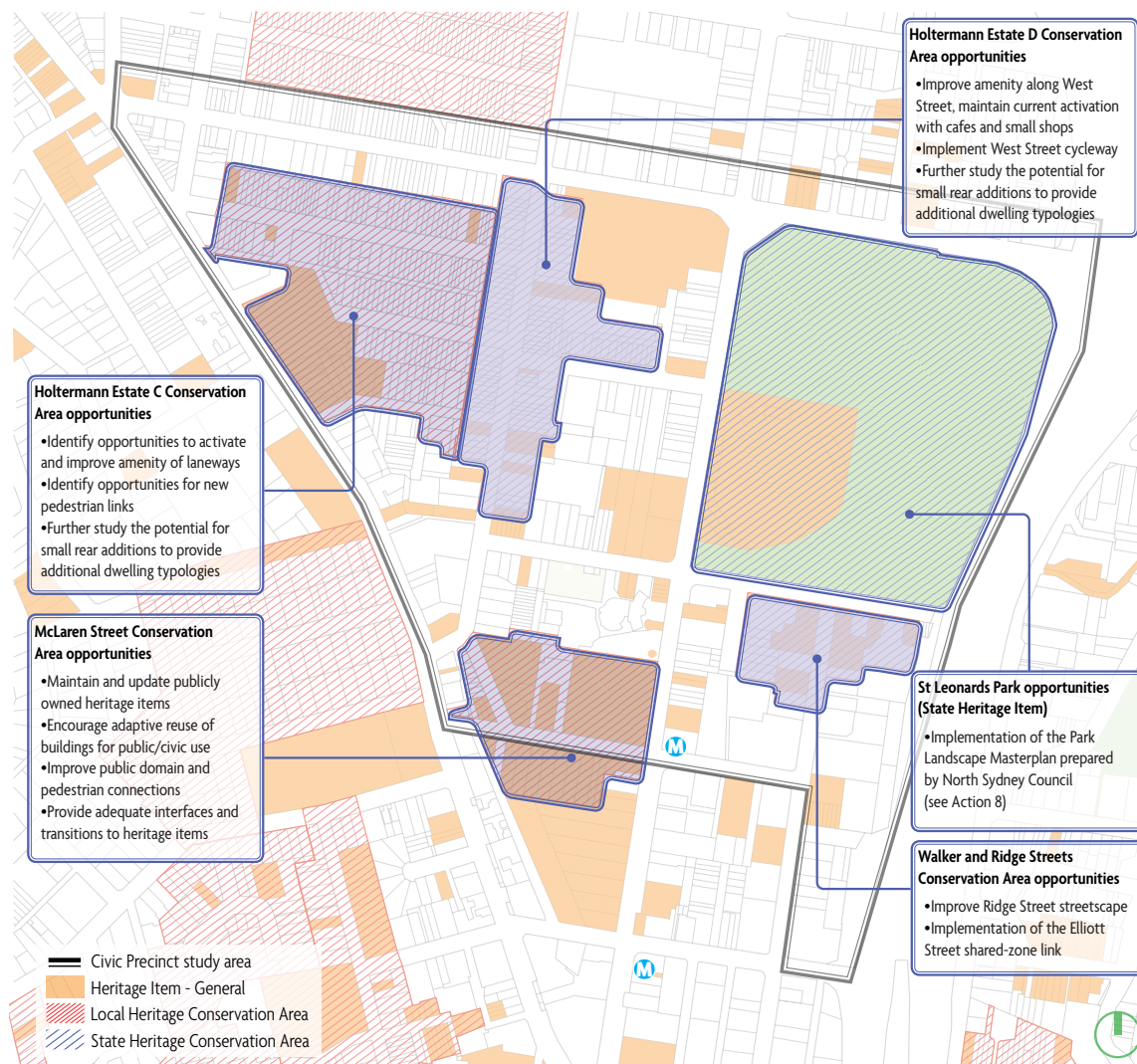


🕒 SITE PLAN



SECTION B

Action 4: Preserve Heritage, add value



✔ Maintaining, Updating & Adding Value to Our Heritage

The Civic Precinct has 93 Local and State Heritage Listed Items and four Heritage Conservation Areas (HCA). Of these items, ninety-one are locally significant, and two are State significant.

It is important to protect these heritage buildings and conservation areas for future generations as they define the local identity and unique character of the area.

At the same time, we must ensure that the area is well maintained, remains relevant, activated and used, so it is equally important to allow for careful and considered additions that add value to the area and provide updated spaces for modern needs.

Adaptive Reuse of Buildings

Adaptive reuse of a building can help to conserve and celebrate the heritage significance of a place while allowing it to have a new use and an extended lifespan. Adaptation of a building to allow for a new use should be underpinned by an understanding of its significance and should result in a design which creates a relationship between existing and new work.

Alterations and Additions to Heritage Items

The North Sydney DCP outlines several provisions for altering and adding to listed heritage items. Underpinning these provisions is the objective that any changes to the fabric should be based on an understanding of the heritage significance of the specific item.

Development within Heritage Conservation Areas

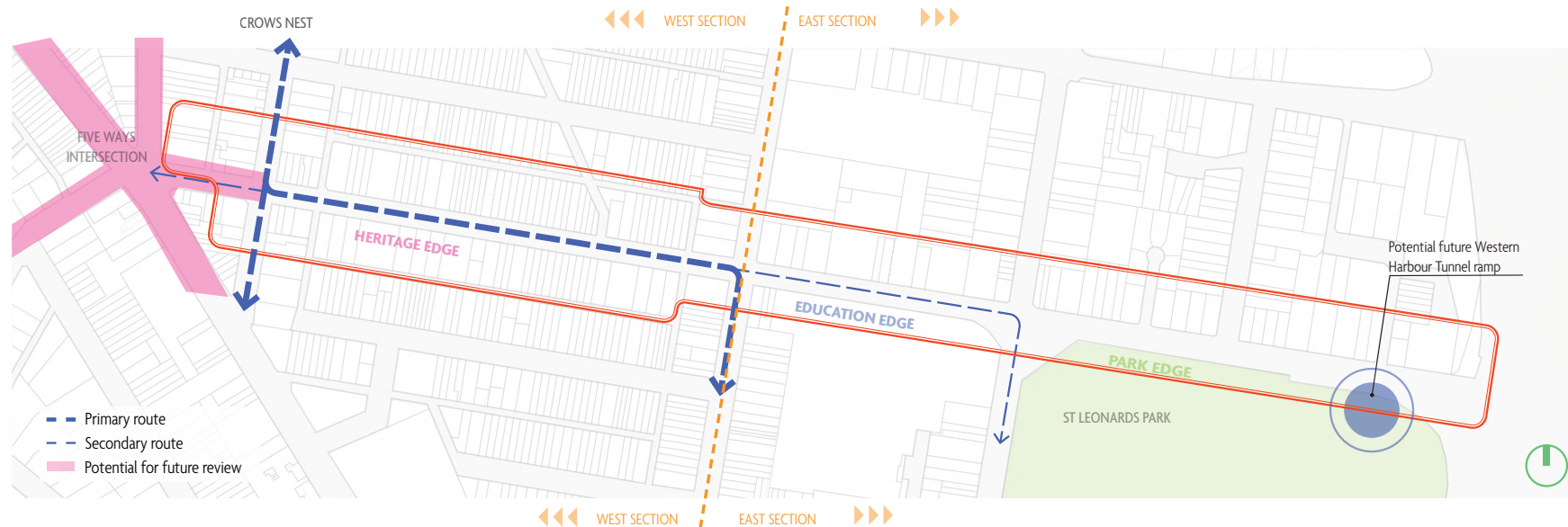
The following general principles apply for any work done within a Heritage Conservation Area.

- New development will complement and retain the significance and character of the place
- Development in these areas should recognise and complement the predominant architectural scale, form, bulk, setbacks and materiality of the HCA to create a unified character.
- Development of new buildings within a HCA (known as 'infill development') will need to positively respond to the setting and character of the area

Further study the potential for additional secondary dwelling types

As a response to the need for more affordable housing options and with the idea of liven up the heritage conservation areas and maintain their character, further studies should be carried out to explore the potential for additional secondary dwellings facing the laneways in the form of granny flats and over garage studios.

Action 5: Undertake further review of Falcon Street



The current development controls for Falcon Street are retained, whilst there is uncertainty around the corridor due to the different state government infrastructure projects currently ongoing, in particular the DPIE's Planned Precinct Investigation Area and the Western Harbour Tunnel.

It is recommended that once the outcomes of these two projects are known, a detailed Urban Design Study is undertaken of Falcon Street, focusing on the area between Pacific Highway and West Street.

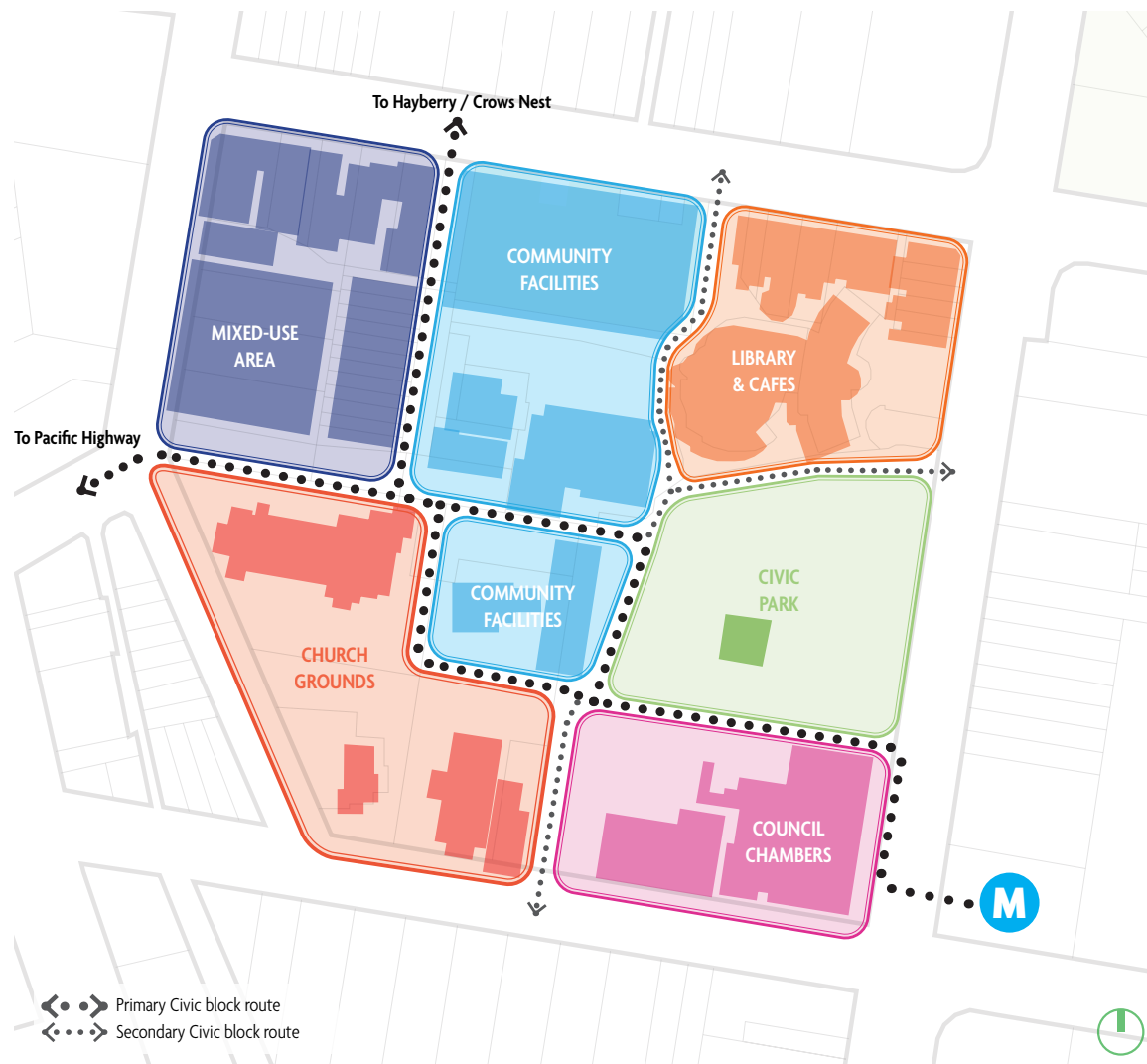
The corridor is a major traffic thoroughfare connecting the Military Road Corridor with Pacific Highway. It is also the transition between the Civic Precinct and Crows Nest Village.

Being able to combine both locational functions will be key in order to achieve a successful outcome.

Proposed objectives of the future urban design study

- Manage and mitigate the future traffic conditions
- Explore potential reconfiguration of the Five Ways intersection to increase pedestrian amenity and quality and quantity of open space
- Explore the potential of diverting regional traffic from Pacific Highway to Falcon Street / Warringah Freeway to reduce traffic volumes in the CBD and increase the amenity of Pacific Highway
- Provide a more pleasant pedestrian environment
- Protect existing trees
- Study the potential for additional landscape and planting buffers
- Explore opportunities to upgrade the footpaths
- Capitalise on the proximity to Crows Nest Village and the Health Precinct
- Successfully connect Crows Nest to the Civic Precinct
- Consider employment and activation opportunities along the spine

Action 6: Undertake further review of Civic Core



A revamp of the Civic Core

The Civic Core is bounded by McLaren, Ridge, Miller and West Streets and includes a high amount of publicly owned assets.

There is an opportunity to improve pedestrian connections through the block and to examine the relationship between the different buildings to make them more open, collaborative and efficient. At the same time, the potential for future expansion of community uses as the population of the area grows should be explored.

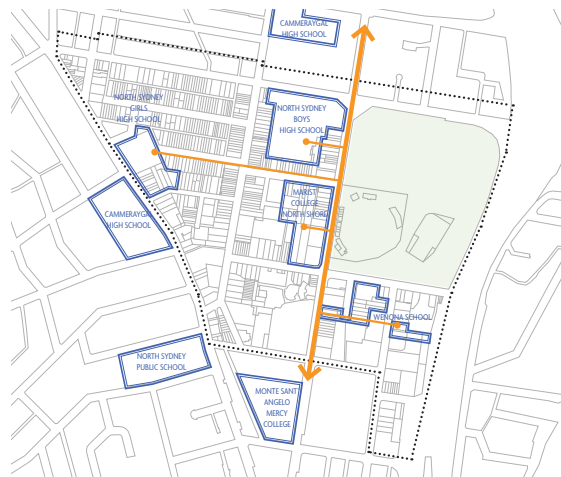
The area should be guided by a masterplan able to connect all the existing public buildings and civic institutions within the block. This will create a seamless environment that fosters collaboration, sharing of resources and a welcoming space for visitors and workers alike. Further work to the existing layout and public space within the core would allow for greater connectivity and legibility between the different buildings.

The core is currently separated into 6 different areas, each of them with its own land use. Between these areas are a series of pathways, some formally defined others more informal. Developing and formalising these pathways will help with connections through the Civic core. It will also improve the existing public domain and the relationship between the different buildings.

Proposed objectives of the future urban design study

- Formalise and improve pedestrian connections through the block
- Study the potential redesign and redistribution of the child early education centre, the community centre, the basketball courts and the library.
- Facilitate the sharing of resources and spaces between the different public and civic institutions
- Explore potential improvements to the edges and surroundings of Ted Mack Civic Park and implement Miller Walk along Miller Street
- Integrate the church's open space into the public domain
- Consideration of underground public car parking
- Rationalise the vehicular circulation within the block, and consolidate and redesign the existing car parks.

Action 7: Urban design guidelines for education facilities



Overview

Schools in the Civic Precinct are generally walled and isolated and do not interact with the surrounding environment. Students are largely driven to and from school. There are few comfortable pedestrian connections or areas to gather and play.

The Civic Precinct could evolve into an civic and education campus with a strong relationship between school grounds and the wider precinct area.

Schools have the opportunity to open up (within reason and maintaining the required safety and privacy) and activate the streets. To be more efficient, facilities could be shared between the community and the schools. A network of pedestrian links should be implemented between the schools and the public transport nodes, in particular the new metro station, to further these opportunities.

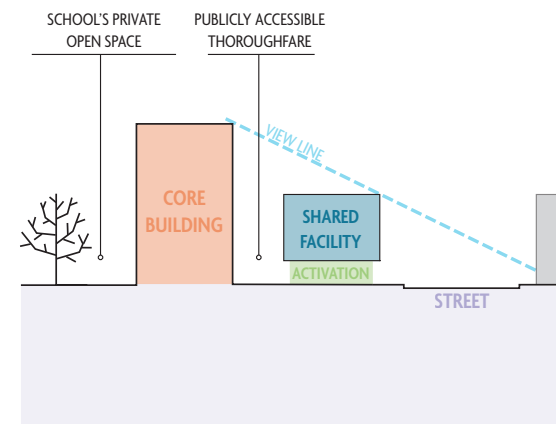
A precinct-wide civic and education campus

Similar to other metropolitan areas that have been earmarked for education and health collaboration areas, like St Leonards or Randwick, North Sydney's Civic Precinct should be seen as a local, more intimate version of such collaboration areas.

The precinct already has the institutions, the open spaces and the civic infrastructure in place. There is the opportunity to develop a strong, singular education identity and an environment that encourages and fosters interaction, knowledge sharing and community interaction.

Currently lacking, is a solid public domain presence, the legibility and connectivity of a campus, the ancillary supporting uses and businesses, and above all a shared approach.

The first step is to improve the public domain in a way that promotes students' presence in the area. Facilities for study groups, places for after school activities and play time, lunchtime offerings, a library space for students and residents to interact, are all initiatives that would help to improve the educational identity of the area.



Design principles

Additional building height may be requested on education campuses in the long term to accommodate growth in student population. This should be subject to a case by-case detailed masterplan that addresses the following principles:

- Reinforce the area's education function
- Any additional height should, in principle, be located at the centre of the school's ground with a lower scale perimeter so that the character and feel of the streetscape are maintained
- New development should not alter the presentation of the school to the street
- Amenity impacts to the public domain should be minimised. Above all, no additional overshadowing of open spaces and plazas will be allowed
- Privacy and visual amenity of surrounding properties should not be affected by any new development
- Integrate education facilities into the neighbourhood by improving their interfaces with adjoining streets and the public domain
- Improve the area's permeability by encouraging pedestrian through-site-links. These links will be negotiated on a case by case basis when the education institutions are redeveloped.

Action 8: Improve public open space



Main public domain opportunities within the study area are centered around 5 main elements.

1. Implementation of the St Leonards Park Landscape Masterplan

- Improve and enhance the park landscape
- Improve and enhance recreation opportunities for a range of park users
- Develop a range of options for additional facilities that could appropriately be provided in the park to meet community needs
- Ensure the park is accessible and appealing to all members of the community
- Resolve existing circulation and access issues for pedestrians, cyclists, and vehicles

2. Implementation of the Civic Spine / Miller Walk up to Falcon Street

- Developed as part of the CBD Public Domain Strategy
- Improve link between civic and public buildings and areas along Miller Street from Blue Street to Falcon Street
- Consider widening pedestrian footpath along Miller Street to create "Miller Walk" with areas for landscaping, seating and a wide range of activities.

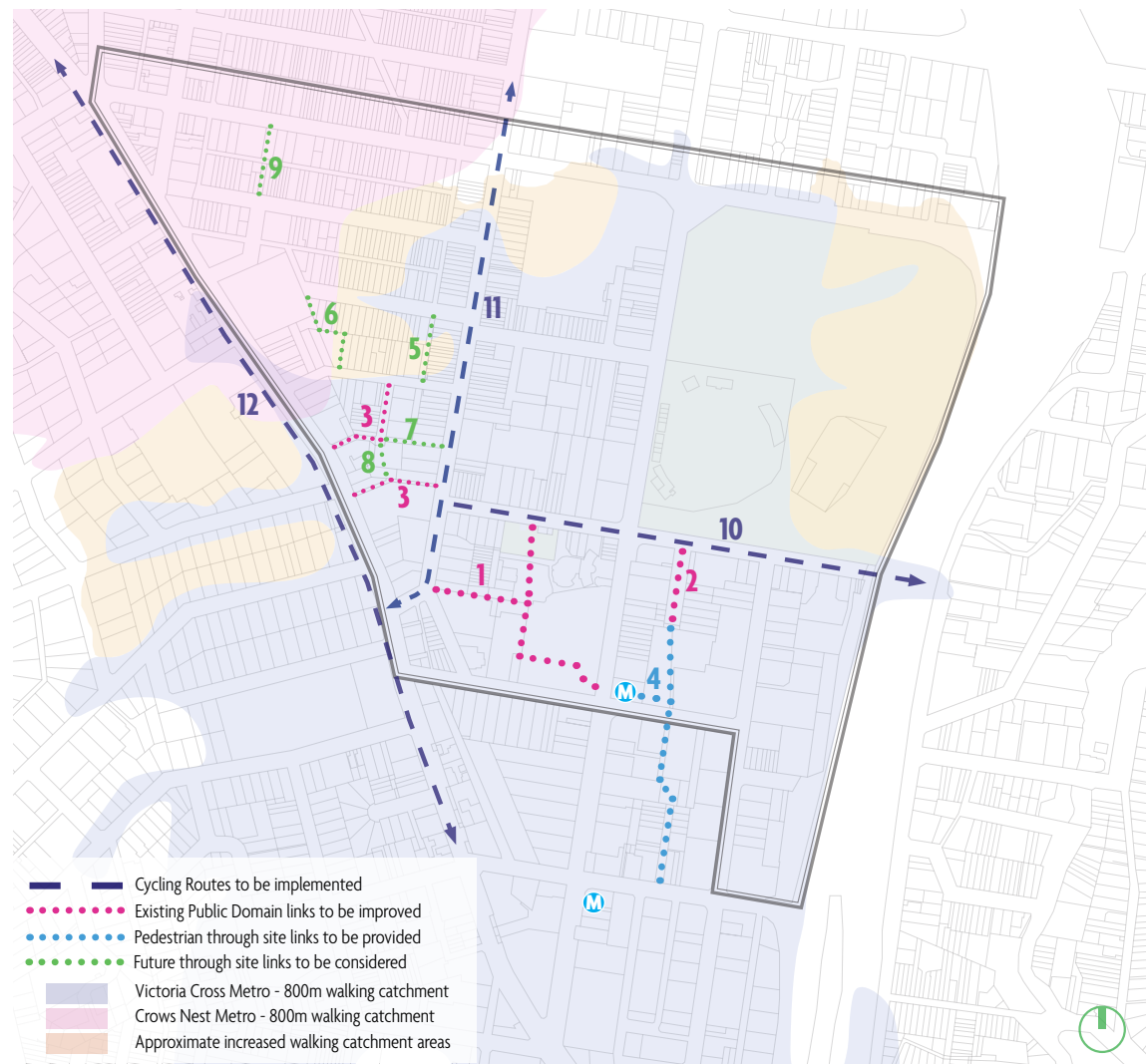
3. Provide additional open spaces

- Provide smaller, more localised open spaces that would improve the local amenity for residents and workers
 - A. New pocket park at the eastern end of Hampden Street
 - B. Upgrade to public open space at the western end of Hayberry Street
 - C. New entry plaza to the future Metro Station entry portal.
 - D. Explore options to turn on grade carparks into public open spaces along Miller Street (St. Mary's Church)
 - E. Investigate opportunity to develop a green edge to the Warringah Freeway

4. Improve walking, cycling and public transport safety and amenity on major urban corridors

- Improve the amenity of Falcon Street and Pacific Highway through improvements to the tree canopy, footpath width, setbacks, and increasing building setbacks
- Implement cycleways along Pacific Highway

Action 9: Identify access and active transport network improvements



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The arrival of the metro portal on the corner of Miller and McLaren Streets presents an opportunity to improve access in the precinct and strengthen the connection to the wider metropolitan context.

It is critical to connect cycle and walking routes to the new metro station, complete the North-South CBD pedestrian link from the Ward Street Precinct, through Elliott Street to St Leonards Park, and implement further East-West links that will connect to walking and cycling networks within the green link.

The following key improvements have been identified to maximise the impact and reach of the metro station.

Existing Public Domain links to be improved

1. Better E-W routes through Council's civic block to increase accessibility from the metro portal to the Pacific Highway and Mater Hospital (see Action 6)
2. Elliot Street to become a shared zone
3. Improved E-W permeability between Pacific Highway and the heritage conservation areas to the east. In particular, upgrade Hazelbank Place and Eden Street/Eden Lane

Pedestrian through site links to be provided

4. Connect the metro portal to Elliott Street through 52 McLaren Street (Action 1)

Future pedestrian through site links to be considered*

5. Completion of Bernard Lane up to Myrtle Street as a pedestrian only link
 6. A connection between Myrtle and Emmett Street through the back of North Sydney Girls High School
 7. A connection between Eden Street and West Street
 8. A connection between Hazelbank Place and Eden Lane
 9. A through-site link between Hayberry and Falcon Streets
- *Future consideration based on further, case-by-case study of the sites.

Cycling Routes to be implemented

10. Completion of the Ridge Street cycleway
11. Implementation of the West Street cycleway
12. Implementation of the Pacific Highway cycleway

These connections are possible through a collaborative approach between council, the state government, private owners and educational and religious institutions in the area. They could create a network of pedestrian routes serving the schools, the community facilities and the public in general. The result would be a safe, attractive and rich pedestrian environment connected to the new metro portal.



St. Leonards Park. Miller Street Entry. Artist impression.
Source. St Leonards Park Landscape Masterplan

Public Benefits Overview



Public benefits and the VPA process

A driving principle of the study is that development opportunities beyond those available under existing controls should only be pursued if much needed public benefits are provided to meet the community's needs. These benefits are in addition to what would normally be required by a new development, such as design excellence and section 7.11 developer contributions.

Accordingly, for the Civic Precinct a planning proposal seeking to amend the NSLEP 2013 should be accompanied by a draft voluntary planning agreement (VPA) which sets out any public benefits proposed to be delivered in accordance with Council's 'Voluntary Planning Agreements Policy'.

A planning proposal (PP) is a submission to Council to modify existing planning controls, allowing a developer to achieve increases to a building's maximum floor space ratio (FSR), building height or other planning controls.

When a planning proposal is submitted, there is opportunity for the developer and Council to negotiate a voluntary planning agreement (VPA) whereby the developer delivers public benefits in exchange for amendments to the planning controls. The public benefit offered could be a monetary contribution, dedication of land or an in-kind contribution (a provision of a material public benefit specified by the Council).

Under a VPA, a developer agrees to provide or fund:

- public amenities and public services
- affordable housing
- transport or other public infrastructure

These contributions can be made through:

- dedication of land
- monetary contributions
- construction of infrastructure
- provision of materials for public benefit and/or use

Planning Proposal Process

Council's City Strategy Team will hold a pre-lodgement meeting with property owners and their advisors to discuss specific requirements for a planning proposal.

This will generally include discussion on:

- Existing planning controls
- Specific requirements for the site identified in this study
- Potential public benefits the scheme may offer, and
- Planning process, including information to be submitted with a planning proposal

A draft planning proposal and any draft voluntary planning agreement will then be accepted by the City Strategy Team for comment.

To ensure agreed design outcomes are identified early in the process, the draft planning proposal may be referred to the North Sydney Design Excellence Panel for comment.

Once agreed, a planning proposal should be formally lodged with Council.

For further details on how to prepare and lodge a planning proposal, please refer to the Department of Planning & Environment's 'Guide to Preparing Planning Proposals'.

Civic Precinct Public Benefits List

Civic Precinct - Potential Public Benefits List

The study has identified a series of potential public benefits that address the community's aspirations as well as existing needs for the area. Some of these benefits could be delivered via agreements with private landowners to redevelop opportunity sites. Others may be delivered through the existing Council's Section 7.11 Contributions Plan.

It is worth noting that there are not many sites expected to undergo significant changes under this planning study. This limits the capacity to deliver on the desired public benefits through the VPA process.

Notwithstanding, the list of identified public benefits for the precinct are:

- Long day care centre
- Community centre & meeting rooms
- Public domain upgrades
- Affordable housing provision

Long day care centre

Kelly's Place Children's Centre is a not-for-profit, community-based, long day care centre currently located on Council-owned land in Hume Street Park, Crows Nest.

The Centre may need to relocate to accommodate the anticipated high pedestrian volume of the Crows Nest metro station when it opens in 2024. The Civic Precinct could potentially be a good location as it is within the Centre's catchment, is serviced by an excellent public transport network and has strong associations with the local community.

Kelly's Place requirements are as follows:

- Single-storey with preference for a ground floor location
- 450m² of outdoor space with sunlight and landscaping (preferably deep soil)
- 450m² of indoor space
- Not located on a main road but with an easy drop off / pick up area
- To maintain the relationship with Crows Nest and its community

Further investigations will be carried out in consultation with the Centre to ensure that any future location is able to provide the necessary requirements.

Should an alternative solution be found for Kelly's Place, there is still an acute demand for affordable long day care centres in North Sydney. Accordingly, a long day care is identified as a public benefit that may be delivered under this Planning Study.

Community centre & community meeting rooms

There is a need for additional meetings rooms and associated outdoor spaces for community purposes. The North Sydney Community Centre and the adjoining EarlyEd facility located near Ted Mack Civic Park, both need to expand.

The North Sydney Community Centre is a not-for-profit community organisation whose programs and services aim to foster social connection and wellbeing. The Centre needs additional space to meet the increasing demand for workshops and adult education classes. Easing the pressure on this service could address the additional indoor and outdoor space requirements of Early Ed.

EarlyEd is a highly regarded, well established, early intervention service for children with disabilities and their families in the Sydney area. There is a need for more indoor and outdoor spaces which has become particularly acute in recent times.

Therefore, a new location for either a community centre and/or community meeting rooms would allow for the North Sydney Community Centre to grow and at the same time allow for the Early Education facility to also expand.

Public domain upgrades

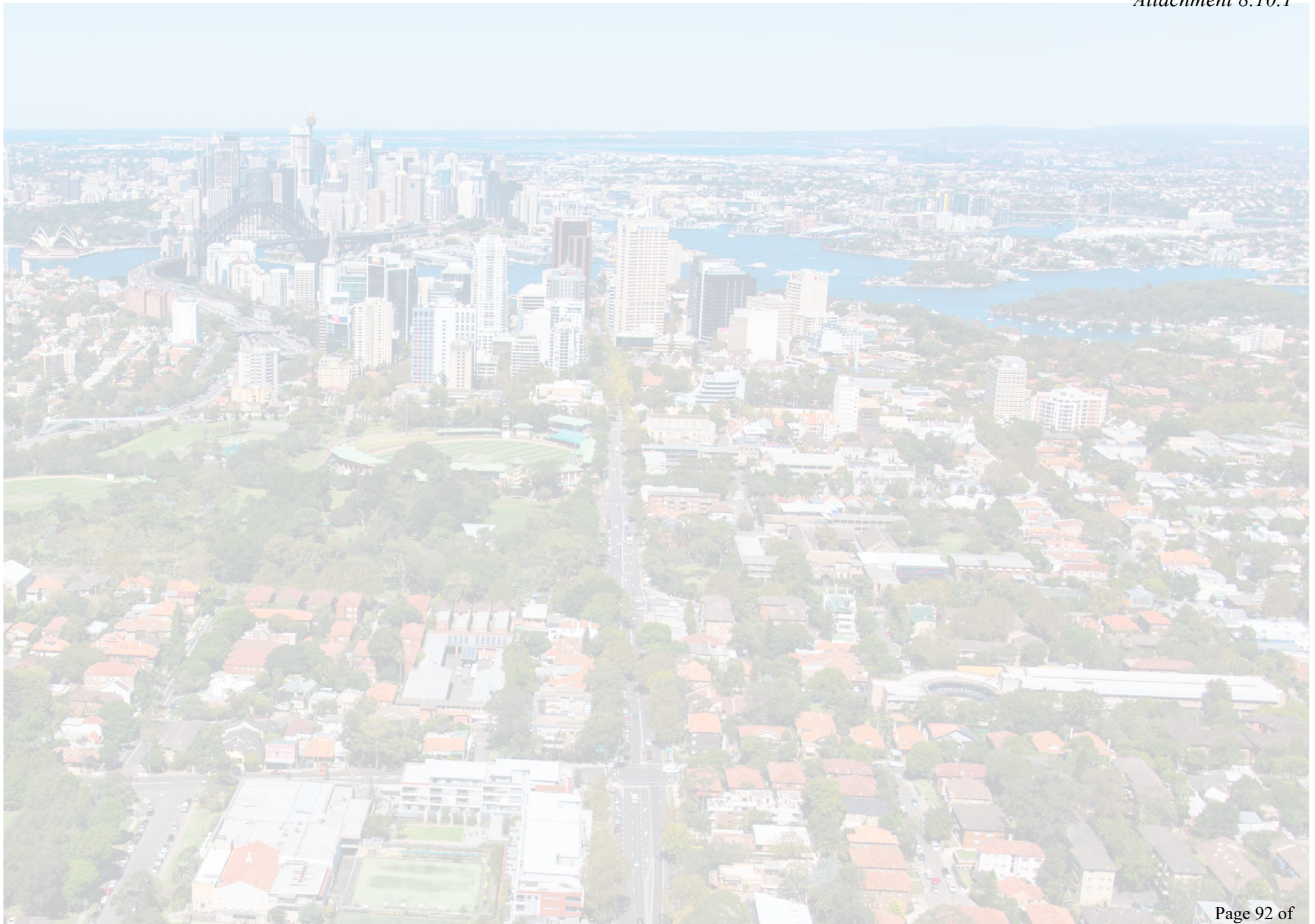
Improving the public domain within the Civic Precinct is one of the main priorities for Council and the community.

The public domain opportunities (described in Action 8) include the implementation of the St Leonards Park Landscape Masterplan and the North Sydney Oval improvements, the development of cycleways along West and Ridge Streets as well as Pacific Highway and further advancement of Miller Walk.

Opportunities for new public space are also identified in the Ward Street Masterplan that adjoins the Civic Precinct and may be considered if the above public domain opportunities are able to be funded by alternate means.

Affordable housing provision

North Sydney's Local Housing Strategy has identified a gap in the provision of affordable housing across the LGA. Affordable social housing currently accounts for only 1.8% of the total dwellings in North Sydney, below the 5.5% average across Greater Sydney. Council is committed to find ways to add more affordable housing across the LGA







Submissions

Draft Civic Precinct Planning Study Strategy

**Summary of public submissions received during public exhibition period
(4 June 2020 – 20 July 2020)**

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

1. The Civic Precinct Planning Study **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 Civic Precinct Planning Study **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 CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
1	Need for small businesses	More small businesses such as Asian grocers, services whilst keeping the area not too dense	Noted. Action 3 of the planning Study recommends increasing the non-residential FSRs across the precinct to provide for more retail and commercial opportunities. Actions 1 and 2, recommend and required more Street activation along the Pacific Highway and near the future metro Station northern portal. Overall, the Planning Study recommends maintaining the current character, feel and height for the precinct, with only a couple of density changes proposed on the edges of the precinct within two transition zones.	No action	2b
2	Ridge Street	The Planning Study indicates that Ridge Street is a Valued Place. The Planning Study is largely silent on preserving the Street scape between Miller and West Streets. My recommendation is that the Planning Study specifically includes an objective to preserve the low rise pitched roof building aspect, the traffic calmed and tree-lined roadway, and promotes the outdoor village cafe scene along this Stretch of roadway. The walkway on the southern side needs repaving with roots lifting the brick pavers in several places. It is good to see investment in the Streetscape with roadside garden landscaping ongoing.	Noted. The Planning Study clearly States as part of its vision and objectives the intention to maintain and respect the current feel, character and scale of the area. It recommends that the core of the precinct remains as is with no changes proposed to it. Though not specifically mentioned, Ridge Street's Streetscape, its pitched roofs and its low scale are integrated into the objectives and vision for the precinct.	No action	2b
3	Density	Please preserve green space and not add more high density buildings!	Noted. The Planning Study clearly States as part of its vision and objectives the intention to maintain and respect the current feel, character and scale of the area. It recommends that the core of the precinct remains as is with no changes proposed to it. It also recommends protecting, improving and enhancing the existing public open spaces. Minor density changes are limited to two transition zones on the edges of the precinct.	No action	2c
4		Very interested in being kept informed of the development but looking forward to the changes	Noted.	No action	2c
5		no comments so far.	Noted.	No action	2c

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
6	West Street / Cycleways	Please reconsider the planned cycle way for West St. The Ridge St cycle way has caused more congestion, dangerously narrowed the Street (I have seen many near misses) and is not used - any cyclists ride on the Street (which is now far more dangerous because it is narrower). West St has already become a rat run for commuter traffic because of the lower speed and traffic lights on Miller St. It is also already narrow with two lanes of traffic, parked cars (for the North Sydney CBD) and overtaking cars when people are parking. A cycle way will make it so much worse and more dangerous. Residents would far prefer Miller St's speed to be increased to 50, some of the traffic lights removed and replaced with pedestrian crossings and the cycle way implemented there instead. I attended one community consultation session early on, and it seemed a West St cycle way was already a foregone conclusion. Even the planners were avid cyclists and paid no attention to the concerns of residents.	West Street has long been a part of North Sydney's principal bicycle network, connecting regional northern cycle paths to the Sydney Harbour Bridge via the North Sydney CBD. This cycle path is part of the North Sydney Cycling Strategy adopted by Council in 2014 and a critical link in the overall regional cycle network. Though Miller Street could be an alternative route, the Cycling Strategy considered that the route along Pacific Highway and West Street was the best outcome. As per the adopted North Sydney Transport Strategy, Council's intention is to direct regional and "through" traffic towards the Pacific Highway and the Warringah Freeway reducing the amount of traffic on local Streets, including Miller Street. The aim is to provide for a safer and slower environment with maximum speed limits of 40Km/h.	No action	2e
7	Traffic congestion	I live in Ridge Street and have done so for about 8 years. My main concern at the present time is traffic. During school drop off and pick-up times car and bus traffic, particularly in Ridge Street and West Street has increased significantly. Recent changes to traffic light operation, particularly in Miller and West Street seems to have contributed to traffic congestion.	Council's long-term aim is to direct regional and "through" traffic towards the Pacific Highway and the Warringah Freeway reducing the amount of traffic on local Streets, including Miller and West Streets. However, it is understood that the current infrastructure projects and other works happening across the CBD might have altered the "normal" traffic pattern for the time being. Pending the outcomes of the Western Harbour Tunnel and its impacts to Miller Street and Pacific Highway, Council's aim is to provide for a safer and slower environment with maximum speed limits of 40Km/h on local roads and direct regional traffic to arterial routes. It is expected that school traffic should improve once the metro is in operation as it will add public transport options for Students.	No action	2c
8	52 McLaren / Density / Height	We prefer that the areas be kept with very low-rise/ low density (not taller than 10 levels) civic, historical educational and residential building or Structure. Buildings should not be more than 10 floors up at the McLaren Street area near Metro Station.	Noted. Overall, the Planning Study recommends maintaining the current character, feel and height for the precinct, with only a couple of density changes proposed on the edges of the precinct within two transition zones. In regard to the height suggestion for 52 McLaren Street, please refer to Section 3.3.7.1 of the Council report for a detailed response.	No action	2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
9	52 McLaren /	We live on 39 Maclaren St apartment and do not wish for the middle section of Maclaren St, just next to the Victoria Cross Station North Site to be sold to other 3rd party developers and to build a 20-24 level high rise residential building. We oppose to the height of 20+ Stories residential building at the Maclaren St next to Vic Cross Station North. This will block all our views at 39 Maclaren ST and including our neighbour 237 Miller St (Harvard). Please reconsider your allowance of new development of that middle section space next to Metro North site Station on Maclaren St and prohibit height not greater than 8 Stories/ levels.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
10	52 McLaren /	As property owners at Maclaren Apartment and Harvard Apartment on Maclaren and Miller Streets, we do not wish for the future sale and development/ construction on 52 Maclaren St to be higher than 20 metres from ground surface. The height of 52 Maclaren St (future development of commercial or residential building) must be consistent and same level and NOT more than the Metro train Station North site. This will help preserve the heritage, community and residential feel of the area with very low-rise Structures.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
11	52 McLaren	We are concerned with sale and construction of 52 McLaren Street. We do not want to see a tall high-rise building in the middle of Maclaren St at 52 Maclaren St. Any development of 52 Maclaren St should be the same height and NOT more than the future North site Metro train Station of 15metres from ground level or 4 levels max. Can you not build a small park at 52 Maclaren St for community use? Or if not, can you not extend the North Sydney Library to have a 2nd library at 52 Maclaren St with height NOT more than 15metres from ground level. Please ensure that 52 Maclaren St building is a very low-rise Structure of not more than 15metres and be used for community use such as Library extension, music hall, reading room, Study rooms.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
12	52 McLaren	We are unhappy of the proposed height allowance of 52 Maclaren St North Sydney. 14 to 24 Storeys is very high and will block views of Harvard Apt and Maclaren Apt at 237 Miller St and 39 Maclaren St. We would appreciate if 52 Maclaren St be capped at the same height as the Metro Station north site (i.e. not more than 4-5 levels or not more than 19metres from ground floor level).	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
13	52 McLaren	We oppose to the 14-24 levels/Stories height of 52 McLaren St. It will look very Strange to have a high-rise building in the middle of McLaren St at 52 McLaren St. We do not understand how a high-rise building in the middle of McLaren St help to preserve the community and heritage look/ feel of the Civic Precinct. The future development of 52 McLaren St (the middle section of McLaren St) should be no higher than the Metro North site Station of 15metres max. We would appreciate that you reconsider your height of 52 McLaren St. Instead, we ask that you develop 52 McLaren St to be an extension of the North Sydney Library and Council Chambers and community centre/ facilities and or Educational facilities with height no greater than 12metres so that community may use. Or alternatively, create a nice tree-lined pathway into and leading to Elliott St and to St Leonards Park (like Barangaroo).	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
14	52 McLaren	I am concerned with the future development of tall high-rise building on 52 McLaren St North Sydney as that does not correspond with the heritage, civic and community vibe of the area. It will look Strange to have a very tall building in the middle of McLaren St. Also, tall building at 52 McLaren St will block our views of Harvard building (237 Miller) and McLaren building (39 McLaren). I appreciate that you reconsider the need to build a tall mixed-use building at 52 McLaren St. I hope that instead, you will consider making 52 McLaren St a tree-lined with plants and shrubs for people to walk to St Leonard's Park.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
15	88 Berry St	Had a look at the site and pdf. What does this mean for residents? I am at 88 Berry Street Will I need to move? I can't find that out from what I see	Noted. 88 Berry Street is not identified for uplift	No action	2c
16	Traffic / East Walker Street	This plan will create unmanageable and dangerous traffic in Walker Street, will destroy the amenity of the current Streetscape, is at odds with the outcomes of the recent Planning Gateway findings and is being rushed through to the cost of residents and property owners.	It is estimated that local traffic growth resulting from the development of key sites in the civic precinct would result in only marginal increases in traffic in the area. It is intended that a target of "no net increase in traffic" for development in the precinct will be implemented and achieved through comprehensive application of travel plans/travel demand management measures. Regarding the comment about the amenity and Streetscape of Walker Street, please refer to Section 3.3.7.2 of the Council report for a detailed analysis and response for this site.	No action	2c
17	52 McLaren	I find it very Strange to have proposed tall buildings (such as up to 14 levels or 24 levels high) at 52 McLaren St North Sydney when this area is supposed to be historical, residential and community like. 52 McLaren St should not allow for a tall building at all. Instead, there should be a low short building that is not higher than the Metro Station North site and to be at the same height of just 15metres high.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
18	52 McLaren	We are residents and property owners at Harvard and McLaren apartments. We disagree with the proposed development of 52 McLaren St to be 14-24 levels/ Stories high, high rise building. The tall buildings will look Strange in the middle section of McLaren St. They will also block the views of both 237 Miller St apartment (Harvard) and 39 McLaren St apartment (McLaren) facing north. 52 McLaren St is too close in distance to both Harvard and McLaren apartments. We ask that you reconsider to keep this part of the Civic area also low and consistent with the to be built Metro Victoria Cross North site train Station building and to be not more than 14metres in height from ground level. This will allow the buildings to look consistent with community and residential look and feel if kept low from ground up.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
19	52 McLaren	I am opposing to the proposed building of tall building at 52 McLaren St North Syd, which is the Start of the civic, community and residential area. I oppose to the proposition of building 14-24 Stories building at 52 McLaren St. This will block/ obstruct all our views at 237 Miller St and 39 McLaren St apartments. Also, 52 McLaren St is too close to 237 Miller St and 39 McLaren St apartments. 52 McLaren St should be kept as a square with some trees, plants and seats and walkway leading to St Leonards Park. Please consider my request.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
20	Support for the area. Request to keep the heritage feel. Increase food and beverage opportunities	Love the area, regularly visit the library, kids are in day-care and preschool within the space and love the markets in the park. This is a beautiful area and we'd love to see it used better by the community. Please keep all the heritage aspects, maybe increase the cafes within the St Leonards park area?	Noted. The Planning Study clearly States as part of its vision and objectives the intention to maintain and respect the current feel, character and scale of the area. It also recommends that heritage is preserved and maintained. In order to ensure the community makes the most of the area, specially the Civic Core with the library, the community centre, Ted Mack Civic Park and the early childhood centre, Council will develop a long-term masterplan for the block to enhance the current facilities and ensure they address the community. For the future of St. Leonards Park, please refer to the St. Leonards Park Landscape masterplan that is currently being implemented.	No action	2d
21	Support for pedestrian link to St. Leonards. In favour of higher buildings in the area	In Reference to the Draft planning Study. I am wholeheartedly in favour of the proposed Pedestrian link between the metro and St Leonards park. Miller St Is the 'Spine' of North Sydney and as such should remain a major entry point for vehicles. however, the pedestrian connections through St Leonards park to Neutral bay and Cammeray simply end at Ridge St. and a connection from Northern North Sydney LGA through the park and a pedestrian access will encourage public pedestrian access to the metro System. Also this may be more controversial. However given the opportunity of the metro, would it not potentially be beneficial to increase the height of Miller, Falcon and possibly the non-heritage items of Ridge St. St Leonards park is a lovely park that is blocked by major roads. If the buildings along falcon, ridge and Miller were higher residential towers and or the area between ridge and the Station this could allow a mixed use residential area with great public transport and fantastic open area. I'm thinking something like Central Park in New York or Hyde park in the City.	Noted. Council agrees that the pedestrian link between McLaren Street and Ridge Street is critical to the overall pedestrian network of the area and its connection to the metro Station. The Planning Study clearly States as part of its vision and objectives the intention to maintain and respect the current feel, character and scale of the area. It recommends that the core of the precinct remains as is with no changes proposed to it. Density changes are limited to two transition zones on the edges of the precinct, this is the best possible outcome as it does take advantage of the future metro Station while providing a transition between the CBD and the civic and heritage areas. Higher densities along Ridge Street or Falcon Street were explored as part of the Study and discarded as they would adversely affect the character and amenity of the area.	No action	2d / 2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
22	Traffic and Trees	Leave the area the way it is - if anything cut down on through traffic. Stop cutting down the old deciduous trees.	<p>The Planning Study clearly States as part of its vision and objectives the intention to maintain and respect the current feel, character and scale of the area. It recommends that the core of the precinct remains as is with no changes proposed to it.</p> <p>Council's long-term aim is to direct regional and "through" traffic towards the Pacific Highway and the Warringah Freeway reducing the amount of traffic on local Streets and providing for a safer and slower environment with maximum speed limits of 40Km/h on local roads.</p> <p>It is expected that school traffic should improve once the metro is in operation as it will add public transport options for Students.</p> <p>The comment regarding the cutting down of trees is outside the scope of the Planning Study.</p>	No action	2a/2c
23	52 McLaren	We oppose the proposed building of tall high-rise mixed use (14-24 levels) building at 52 McLaren St. The area should be kept low and consistent with the civic, community and residential feel of the area. We ask North Sydney Council to reconsider to turn 52 McLaren St into a 2nd library and community centre building that is not higher than 15metres in height and be consistent with the new Metro Station North site height.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
24	52 McLaren	We own and live at Harvard 237 Miller St and McLaren St apartments. We Strongly oppose the building of a 14-24 Story/ level mixed use building(s) at 52 McLaren St. 52 McLaren St should be left alone as an extension of the Metro Station North site and as a parkland or a square lined with trees, plants and a walkway for pedestrians to walk to St Leonards park. This can also be used by schools and nearby residents for exercise and resting. This parkland or square will help endorse the community, civic, educational and residential feel of the area and McLaren St between Miller and Walker Sts.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
25	52 McLaren	I don't understand your civic precinct plan. If you plan to make the area a heritage, educational and community focused area, then why are you planning to build a tall 14 to 24 mixed use tall building in 52 McLaren St? Why not make 52 McLaren St a public use space such as an open plan flat plaza with plants, garden bed and trees for community to sit, relax, rest on benches, etc like Darling Harbour and Barangaroo. The plaza at 52 McLaren St if built will benefit community, residents, Students and visitors. It should also have a pathway to lead people to St Leonards park. Having a tall building in the middle of McLaren St will look Strange and contradict the intention of community and civic atmosphere. I also do not wish to have our views facing North blocked at 237 Miller St apartment and 39 McLaren St apartment. Pls revise your plan.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
26	52 McLaren	We oppose to the building of high rise building that will be 14-24 Stories high at 52 McLaren St. Why allow tall buildings even at the border when you plan to make it a community, civic, educational precinct?? It doesn't make sense. Request council to revise plan and make 52 McLaren St a library extension & community centre or hall with no greater than 13metres height from ground up.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
27	52 McLaren	Don't quite understand why there is a plan to build a very tall high rise building at 52 McLaren St (middle of McLaren St and Start of the Civic precinct) when the area is planned to be a leafy, heritage, cultural, educational and community precinct? We Strongly disagree with the plan to build a very tall 14 to 24 Stories mixed use residential & commercial building at 52 McLaren St. This 52 McLaren St should be built with a low rise building and kept as a library and community facility extension with low / short building at NO greater than 15 metres high to be consistent with the Metro North Site Station and to be consistent with all the low rise (1 to 2 to 3) Stories height residential and educational buildings in the Civic area around Miller St, McLaren St and Walker St. Pls revise the plan as requested.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
28	52 McLaren	We have just bought apartments at 39 McLaren St and are alarmed and disappointed at the proposed built of 52 McLaren St to a 14-24 levels high rise residential and office building. This height will definitely block our north facing views at 39 McLaren St and the neighbouring apartments at 237 Miller St. In addition, 52 McLaren St is too close to our two apartments at 39 McLaren St and 237 Miller St (Harvard). We implore that you amend your plan and instead build a low-rise building (not greater than 2 or 3 Stories) that levels with Wenona School's buildings and the houses and residential apartments at Miller St. side which are not greater than 2 or 3 Stories high.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
29	52 McLaren	Why are you building a tall 14+ 24 Stories building at 52 McLaren St.? In the middle of McLaren St and not at the corner such as 168 Walker St. This contradicts the Civic, community, heritage feel of the area even if Starting from McLaren St. I oppose to the proposed build a tall building at 52 McLaren St as this will block the north facing views of our apartments at 39 McLaren St and 237 Miller St and devalue our properties for future sale, investment etc. I would appreciate that Council revise the plan to build a low-rise building of not more than 15metres at 52 McLaren St and consistent with the housing, 1 or 2 Stories along the side of Miller St and Wenona school. This low rise / short building can be used as a library extension or community centre or council office or a to house exhibitions and artwork.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
30	52 McLaren	There should be no high rise 14 or 24 levels building to be built at 52 McLaren St. Blocks all our views at 237 Miller St and 39 McLaren St residential apartments. Why make the Civic precinct even if the Start of it at McLaren St an urban jungle? Request Council to make 52 McLaren St a nice walkway/ scenic footpath with lined trees and plants leading to Elliott St and St Leonards Park.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
31	52 McLaren	Disagree with plan in building tall building at 52 McLaren St. It will be ugly and does not keep the community, civic, heritage feel of the area if more tall buildings are built at that section. Why not keep the area flat with trees and plants and scenic like Barangaroo and Darling Harbour walkways leading to the St Leonards Park?	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
32	Bridge of Freeway	Why not build over the freeway- with Parkland and or residential?	Noted. This suggestion is out of the scope of the planning Study. Nonetheless, it should be noted that Council is advocating for a bridge over the Freeway connecting Cammeray Golf Course to the area west of freeway and also that the CBD Public Domain Strategy includes a project to build over the Warringah Freeway between High and Mount Streets.	No action	2a
33	Support for the plan. Request for more sustainable initiatives	Plan sounds great, would love to see a Stronger emphasis on sustainable building infrastructure (i.e. renewables being used, more greenery). The Western Harbour Tunnel will ruin this though.	Noted. The suggestion of providing more sustainable buildings is appreciated. As pointed by the submission, the Western Harbour Tunnel (WHT), as currently designed, will have significant implications for the Civic Precinct. Council's <i>WHT EIS Response Report</i> identified the impacts that the project will have for North Sydney. In order to mitigate and reduce these impacts, North Sydney Council is working with TfNSW and other State agencies to come up with alternatives that will provide a better outcome for North Sydney and allow for the outcomes recommended in the Civic Precinct Planning Study	No action	2d
34	Pacific Highway activation	Need more activation and activities along Pacific Highway.	As part of the actions put forward by the Planning Study, Action 2 aims to increase amenity and activation along Pacific Highway. In order to do so the Study recommends: - providing a 1.5-metre whole of building setback to the buildings along the Street to widen the footpath and allow for more tree planting and urban furniture - increasing the permeability between Pacific Highway and the core of the precinct - increasing non-residential FSR where appropriate to encourage commercial and retail opportunities - reducing the traffic down Pacific Highway in the long term once the Falcon Street review is done All these measures will improve the amenity of the Streetscape with better footpaths, renewed buildings and new retail opportunities, and will make it more pleasant and safe. Additional lighting could be explored once these elements are in place.	No action	2b

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
35	52 McLaren	We disagree with proposed build of tall rise 20+ Stories building at 52 McLaren St. This will block our views at 237 Miller St and 39 McLaren St apartments. Please revise plan to keep with civic, heritage and community feel of the precinct by building a low / short 1 to 2 Stories community building / or library with heritage architect / design at 52 McLaren St instead.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
36	East Walker. Request to delist the terraces from the heritage register	<p>I am concerned the Hampden Street/ East Walker proposal - Street scape will be eroded. the terraces have little sun light during winter months and suffer from both a shortage of parking options already. Allowing for up to 20 Stories directly across the road and a mix of commercial and residential will spoil the quietness & beauty of the Street.</p> <p>Rather than build around, but looking forward 20 years - it would be better to lift the heritage & allow them to be consumed which in turn would allow better road/traffic access / potentially a lower & but wider build on east walker, better underground parking access and opportunity for an elevated green/park above the existing Hampden Street level (as well as high density residential footprint).</p> <p>The Walker Street offshoot into Hampden isn't equipped for high pass thru traffic (business & residential). if Hampden Street & the Heritage building behind on Walker were to be rezoned and redeveloped as part of the Civic plan, Council will end up with the opportunity to seamlessly merge East Walker into a better development without compromising West Walker residents, the NEC redevelopment & provide Council with the opportunity to address the traffic/Street inadequacies created by the narrow Walker Street offshoot and 2-tiered Hampden Street. The beauty of the terraces at present is the green buffer & basis they aren't dominated by a large tower looking directly down into their courtyards (they have no front gardens). The terraces will also be subject to significant noise increase through more passing traffic, more resident movement over 24 hours a day, notwithstanding building damage which will occur if a 20-Storey residential tower is to be built on its doorstep.</p>	<p>Council appreciates the submitters suggestion and comments. However, Council does not consider appropriate to change the heritage listing of any item through a precinct wide planning Study.</p> <p>Heritage listings might be reviewed through a specific Study for a given site or through a wide heritage review of the LGA. In any case, the Civic Precinct Planning Study does not enter into judging individual heritage listings and their merits.</p> <p>In regard to the area behind the terrace houses and north of Hampden, the Planning Study recommends lifting the maximum height to 8 Storeys, allowing for redevelopment up to an appropriate height that relates to the location and context of those sites.</p> <p>Please refer to Section 3.3.7.2 of the Council report for a detailed analysis and response for the East Walker Site.</p>	No action	2e

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PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
37	52 McLaren	<p>We oppose to the future build of 52 McLaren St North Sydney because this proposed 15-25 levels mixed use building will block ours (39 McLaren St) and 237 Miller St (Harvard apartment) views to the north. We at 39 McLaren St already have view blockages to the south with 229 Miller St and their new double high-rise apartments. Then we have blockage to the west with 237 Miller St already originally blocking us. To the east side, we will have a future build of a very tall & large high-rise mixed-use building at 41 McLaren St.</p> <p>All these buildings will create a significant devaluation / fall in property values to all our apartments at 39 McLaren St. We Strongly ask Council to help us save the value of our apartments by just allowing one side, which is the north facing side to be free of buildings or obstacles such as at 52 McLaren St so that we may at least enjoy one of the four sides of our building free of any blockages and allow for views of the skyline and the St Leonards Park at the horizon. Please reconsider your plan and instead create a square/ plaza and or walkway with trees and plants leading from McLaren St to St Leonards Park (just like Barangaroo and Darling Harbour with their tree-lined pathways.)</p> <p>Please do not build a tall high-rise building at 52 McLaren St. Please, please we beg Council to not block our one and only last view - facing north at 52 McLaren St.</p>	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
38	52 McLaren Street	Disagree and disappointed that Council will build a 24 Stories tall residential building at 52 McLaren St. This will block our views at 237 Miller St North Sydney and devalue our property values facing north. We don't understand how building a tall building in the midst of McLaren St and border of the Civic precinct is helping to maintain the civic, community, heritage and residential feel of the area? We ask Council to reconsider their plans and instead build a low/ short building of only 1-3 Stories at 52 McLaren St and use it as a second library facility with rooms allowed for external hire and use (i.e. functions, seminars, school use, etc). This lower height will make it consistent with the other houses and short buildings in close proximity.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
39	52 McLaren	I oppose to your transition zone, particularly 52 McLaren St with planned build of a 14-24 Stories building. If Civic precinct is meant to be a community, heritage, educational and residential sprawl, then even this section of McLaren St should be kept low with short buildings no higher than 10-15metres height from ground level. Please seriously reconsider this and allow both the apartments such as Harvard 237 Miller St and McLaren 39 McLaren St to continue to have their north facing skyline views and views of St Leonards Park. Instead, Council to consider building a small / short library of only 1 to 2 or 3 Stories height.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

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PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
40	52 McLaren	Disagree with transition zone at McLaren St. Civic precinct should be consistent even at the transition zone of McLaren St. Oppose the build of tall office / residential building at 52 McLaren St as this will block our views at 237 Miller St and 39 McLaren St apartments. And also cause our property values to fall due to blockage of skyline and St Leonards Park views. We urge Council to reconsider and keep even the transition zone at 52 McLaren St as civic, heritage, educational area with building only low / short buildings of not more than 1,2 or 3 levels high. So that that can be consistent with the Metro North site Station. We ask Council to allow library or schools to use 52 McLaren St so that the precinct can be retained.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
41	52 McLaren	Why is Council permitting a transition zone at McLaren St? If you allow for another tall high rise building at 52 McLaren St North Sydney, then there will be more build in the precinct. To maintain the civic, education and heritage feel of the area, Council should disallow any future "NEW" build of tall high-rise building at 52 McLaren St, which is the middle section and too close to schools and the residential apartments. Can Council amend their plan and turn 52 McLaren St to a low height building of not taller than the future Metro North site train Station and an educational facility instead? We do not want a tall building to crowd the school area of Wenona.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
42	Traffic congestion	Overdevelopment of high-rise apartments and offices along Walker, McLaren and Berry Streets will lead to traffic congestion along Miller Street and surroundings.	It is estimated that local traffic growth resulting from the development of key sites in the civic precinct would result in only marginal increases in traffic in the area. It is intended that a target of "no net increase in traffic" for development in the precinct will be implemented and achieved through comprehensive application of travel plans/travel demand management measures.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
43	Tall buildings / 41 McLaren	If the planned apartment Structures go ahead, we're moving and leaving the area. What you intend to gain you will write down in value from current owners and landlords and others will leave the area. The Miller, Vantage Residences, and now 168 Walker is enough. Please also do not permit the absurd 40+ Story proposal for 41 McLaren.	The planning proposal for 41 McLaren Street (PP1/20) was a privately led proposal by the owner of the site and was not supported by Council. This proposal has been refused by the Regional Planning Panel in September 2020	No action	2f

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PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
44	Overdevelopment and Noise Pollution	The constant construction in the area is extremely disruptive. The noise pollution is already very high - especially taking into account the current working from home environment. The over saturation of the area will have a negative effect on the quality of life in the area. I am vehemently against the additional construction.	<p>The Planning Study States as part of its vision and objectives the intention to maintain and respect the current feel, character and scale of the area. It recommends that the core of the precinct remains as is with no changes proposed to it.</p> <p>Density changes are limited to two transition zones on the edges of the precinct, this is the best possible outcome as it does take advantage of the future metro Station while providing a transition between the CBD and the civic and heritage areas.</p> <p>This will not cause an over saturation of the area.</p> <p>In regard to the construction noise in the area, it should be noted that North Sydney CBD and its fringes are areas under transformation with major public transport infrastructure being built and several major developments underway. In this context, certain level of noise and activity are to be expected.</p> <p>Nonetheless, for every single development or proposed works, the applicant must follow Council's policies and requirements regarding noise levels and working hours. These are clearly Stated as conditions of any development consent that must be complied with.</p> <p>If any resident feels that this is not the case, and that a particular development is not complying with the working hours and noise level requirements, they are encouraged to lodge a complaint with Council for that specific site.</p>	No action	2e
45-46	<p>Incorrect growth targets</p> <p>Opposed proposed tall buildings</p> <p>Residents not given adequate weight</p> <p>East Walker and 52 McLaren</p>	<p>General comments.</p> <p>- The Background, Context, and Principles are based on now outdated State Government reports which contain old estimates and residential targets for population and jobs growth. These raw estimates and targets have not been recalculated following clearly negative Covid19 economic impacts, most of which are Still unknown.</p> <p>- Residents and ratepayers are not given adequate weight in the expansionary proposals contained in the report vis-a-vis other Stakeholders.</p> <p>- It can be argued that the new Metro Portal and Western Harbour Tunnel need not be key drivers to the planning principles and are being used in the report to support an unnecessary pressure for high-rise development.</p> <p>- The community workshops and priorities clearly outlined the community preferences and valued places such as the Hampden Street Valued Place. The outcome is a Strong preference for retaining low-rise and a village feel. However, the main Key Actions put forward by the Planning Study bear no relationship to the community consultation process. High-rise proposals in the report are therefore disingenuous in this regard.</p>	<p>1. Council notes that COVID-19 is likely to impact the population growth estimations, however the Planning Study has been developed almost entirely before the impact of the pandemic and is based on the agreed population targets with the Department of Planning, Industry and Environment (DPIE) through Council's Local Housing Strategy and the Local Strategic Planning Statement.</p> <p>The impacts of the current situation are not yet known, and it is premature to revise the Study or the estimations without any research and proper modelling. If and when, the DPIE revises their population figures, the Planning Study could be revised if considered necessary.</p> <p>2. The residents of the area have been consulted and given the opportunity to comment three times throughout the development of the Planning Study. Their input has been considered and incorporated into the Planning Study and given adequate weight. Residents of the area are only one of the groups that Council has to consider when putting together a Planning Study. Council also has to consider the State Government views and goals, the future needs for the area, and the affected landowners. As the submitter says, the</p>	No action	2e

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PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
		<p>Specific Objections:</p> <p>1. Excessive high-rise buildings on the southeast transition zone (Action 1) There are 24 Storey, 20 Storey and 14 Storey buildings proposed, along with proposed changes to the existing R4 residential zone. These high-rise proposals and rezoning are not supported by the preceding sections of the report.</p> <p>2. 52 McLaren Street - 24 and 14 Storey buildings. This is excessive, and no further capacity exists in this area. This area should be low-rise, and village feel as per the workshop outcomes.</p> <p>3. East Walker Street – Proposed high-rise up to 20 Storeys and changing the R4 residential zone. Again, this should remain low-rise and village feel as per the workshop outcomes. The proposal also disrespects heritage buildings which are immediately adjacent, as well as the area's natural valley topography being a natural creek leading to Anderson Park.</p> <p>In accordance with the Study's own Stated objectives and the community preferences Stated in the workshops it would make sense for this Study to make changes to get back on track.</p> <p>In the case of the above 3 specific objections these changes would involve: A. Maintaining the residential zone. B. Reducing building height to a maximum of 7 Storeys for both McLaren buildings. C. Reducing building height to a maximum of 7 Storeys for East Walker Street.</p>	<p>Planning Study generally follows the Strong community preference for low-rise development and a village feel.</p> <p>3. The new metro Station is a major transformational public infrastructure that is going to drive significant change across the LGA. It will provide better access and connectivity between greater Sydney and North Sydney and will be a critical tool in achieving the vision of a 30-minute city of the Greater Sydney regional plan. The metro is a key component of the Strategic vision for Sydney that is aligned with growth centres. In North Sydney, it is expected that 15,000 people will arrive by metro every hour during morning peak and that there will be 20,000 additional workers in our CBD by 2036.</p> <p>4. The Planning Study clearly States as part of its vision and objectives the intention to maintain and respect the current feel, character and scale of the area. It recommends that the core of the precinct remains as is with no changes proposed to it.</p> <p>Density changes are limited to two transition zones on the edges of the precinct, this is the best possible outcome as it does take advantage of the future metro Station, provides a transition between the CBD and the civic and heritage areas and keeps the majority of the Study area as is, retaining its low scale, fine grain character.</p> <p>In regard to the specific comments, please refer to sections 3.3.1 Overdevelopment, 3.3.7.1 52 McLaren Street, and 3.3.7.2 Eastern Walker Street for a detailed analysis and response.</p>		
46	No development	No development	Refer to Section 3.3.1 of the Council report for a detailed analysis and response regarding this issue.	No action	2e
47	Overdevelopment	We need to protect our local amenity, that over-development is not acceptable, and that low-rise development is more appropriate.	Refer to Section 3.3.1 of the Council report for a detailed analysis and response regarding this issue.	No action	2c
48	52 McLaren	Over-development is not acceptable, low-rise development is more appropriate. The development on 168 Walker Street is already going to have significant impact to crowding the area and impact views on a range of new apartments on Miller Street including my own which is level 20 overlooking St Leonards park. I would have significant objection to allowing a 24-Story tower on 54 McLaren Street and believe the current 14 Story height is much more appropriate. This fringe CBD area Still has a great parkland and community feel that the proposed development will impact significantly, put pressure on roads and traffic and impact a number of residents' views.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
49	Oppose high-rise developments	Hi, I would like to voice my concern that after carefully read the council draft planning. While I understand high-rise buildings are being driven by the reports and Studies by the State government which contain population and jobs growth estimates. Council is also committed to achieve these State government mandated goals. However over development on high-rise buildings are not necessary, low-rise development is more appropriate for the local community, in particularly important in local residential areas like North Sydney on the fringe of the CBD. Thanks for considering this feedback.	Refer to Section 3.3.1 of the Council report for a detailed analysis and response regarding this issue.	No action	2e
50	Construction noise	This is unacceptable - the drilling and noise Starts 4:45 weekdays and 7am Saturday's and I live on floor 16! Please Stop this ASAP as we will go mad	North Sydney CBD and its fringes are areas under transformation with major public transport infrastructure being built and several major developments underway. In this context, certain level of noise and activity are to be expected. Nonetheless, for every single development or proposed works, the applicant must follow Council's policies and requirements regarding noise levels and working hours. These are clearly Stated as conditions of any development consent that must be complied with. If any resident feels that this is not the case, and that a particular development is not complying with the working hours and noise level requirements, they are encouraged to lodge a complaint with Council for that specific site.	No change / Refer to compliance department	2a
51	52 McLaren	We reviewed the plans & documents and oppose to the mixed use area at McLaren St. If the goal is to build a heritage, educational, civic, community precinct, then even 52 McLaren St should be kept as that. Council should not build high-rise 14-24 levels mixed use building at 52 McLaren St. Instead this section should be made consistent with other parts of the civic precinct with low/short buildings of 1,2 or 3 levels (max) height used for community, educational and library purposes. In addition, we at 39 McLaren St apartments have Strong concerns that our north facing views will be blocked. At 39 McLaren St, we are blocked on the West side by 237 Miller St apartment. We are blocked on the South side by 229 Miller St apartments. And on the East side, we will be blocked by a future tall building at 41 McLaren St. We implore Council to revise their plan and make the north side at 52 McLaren St either a low short building (used as library) or a small flat square and walkway with trees, plants and seats for community, schools, residents to use in the area.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

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No.	Topic	Comments	Council Response	Recommended Action	Criteria
52	52 McLaren	I oppose to the future build of transition zone at McLaren St to have so many high-rise buildings. Even at the transition zone, buildings should be kept at low height (i.e. 10 metres max) to preserve the heritage, community, educational, civic feel of the area. Therefore, the plan to build a residential & commercial high-rise building at 52 McLaren St should NOT be done and be scrapped. Instead, a shorter building of no greater height than the train Station Metro North site be built. This shorter building should be used as an extension library. This location used as a library is closer to the North Sydney Library than the other past proposed site at / near Berry Street and Denison Street. It makes it more convenient and closer walking distance for Library Staff and users to work and use the library facilities at Miller St and 52 McLaren St. We beg Council to reconsider the plan and only build a shorter building (consistent with the Train Station Metro North site height) such that when you view the area and skyline, the heights of the buildings around Miller St, McLaren St and Ridge St are fairly consistent. One exception is 168 Walker St, however it was and always been there in the past and is at the corner so that is acceptable. Having a high-rise building in the middle of McLaren St (at 52 McLaren St) is very odd looking. Please consider and amend the building plans.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
53	52 McLaren	Disagree with plan, particularly the border section of civic precinct at 52 McLaren St. Even the border section in mid of McLaren St should be kept as heritage and community spirit. We ask Council to reconsider and revise plans to make 52 McLaren St a small square with plants, trees, shrubs, seats and exercise bar and bicycle track and running track so that community, residents and schools can play sport, rest, exercise, run and even walk up from Metro Station North Site to St Leonards Park. Please do NOT build any more high-rise residential and or commercial buildings even at 52 McLaren St. We already have too many high-rise buildings at 168 Walker St, Walker Street, future 41 McLaren St, 229 Miller Street, 237 Miller St, etc. Please keep all of McLaren St, especially 52 McLaren St, surrounding the Wenona school low and flat.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
54	52 McLaren	We are disappointed that there is a plan to build a 24 level apartment at 52 McLaren St. This will block our views at 39 McLaren St facing north. We already have blockage in West by 237 Miller (Harvard), east by 41 McLaren St (with their proposed 20+ level mixed use building), south by 229 Miller St and their 2 large high rise apartment blocks. We are concerned of the devaluation to our property values with the loss of our north facing and skyline views at McLaren St. We beg Council to revise their plans and keep 52 McLaren St flat and low (no buildings) but instead with a square, pathway, trees, greenery for schools and community to use/ exercise and rest.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
55	Over construction	Not supportive of over construction	Refer to Section 3.3.1 of the Council report for a detailed analysis and response regarding this issue.	No action	2e

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No.	Topic	Comments	Council Response	Recommended Action	Criteria
56	52 McLaren 41 McLaren	We just bought into 229 Miller St and are shocked to find out that 41 McLaren St will build a high-rise building that will block our views in the East. And then another plan to build 24 Stories building to our north at 52 McLaren St. We oppose to the future builds of these tall buildings that blocks all our views at 229 Miller St, 237 Miller St and 39 McLaren St apartments. We ask Council to reconsider and keep 52 McLaren St flat and low, to be consistent with the heritage, civic and community and educational feel of the precinct even at the border/ Start of the area. Turn McLaren St such as 52 McLaren St as a small park or square for residents, schools and community to use with trees, plants, greenery and seats and a pathway leading from Metro Station North site to St Leonards Park. We oppose to the future plan of building any tall buildings at 52 McLaren St.	The planning proposal for 41 McLaren Street (PP1/20) was a privately led proposal by the owner of the site and was not supported by Council. This proposal has been refused by the Regional Planning Panel in September 2020. There is no approval for a tall building on 41 McLaren Street. Regarding the comments about 52 McLaren Street, please refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
57	Construction impacts, noise and traffic Overdevelopment, views, quietness around East Walker	I am very upset about the constant development in this area. Today, for instance, the noise from the work at 168 Walker Street is deafening. I have had to seek alternative accommodation to work. I am further distressed by the dangerous road situation these developments are causing. Trucks drive very fast along Walker Street and zoom into McLaren causing many near misses and Startled pedestrians. The congestion on Walker Street makes it a nerve-wracking experience just to exit our property at 185 Walker Street. We have just endured the years of development at 138 Walker and its neighbour. To now have to endure more with 168 and that proposed in 173 and Hampden Avenue will make living here intolerable. It is not the quiet North Sydney we bought into. Noise in the summer months from balcony parties is already increasing, we simply can't endure more. It is also of concern that our sunlight will be further interrupted with these developments. The view we enjoy of the harbour will also be blocked.	It is a fact that North Sydney CBD and its fringes are areas under transformation with major public transport infrastructure being built and several major developments underway. In this context, certain level of noise and activity are to be expected. Nonetheless, for every single development or proposed works, the applicant must follow Council's policies and requirements regarding noise levels and working hours. These are clearly stated as conditions of any development consent that must be complied with. If any resident feels that this is not the case, and that a particular development is not complying with the working hours and noise level requirements, they are encouraged to lodge a complaint with Council for that specific site. Similarly, if a resident feels that vehicles are not following road rules, please make a specific complaint to Council and it will be looked at in detail. Please refer to Section 3.3.7.2 of the Council report for a detailed analysis and response regarding the impacts of the East Walker Street site.	No change to proposed heights / Add additional guidelines to ensure amenity is protected Refer to compliance.	1e/ 2c
58	52 McLaren	We oppose to the transition zone at 52 McLaren St. If the Civic Precinct is intended to be a heritage, educational, civic and community area, then why do we need a transition zone even at the border? It would be more in line if we turned the McLaren St section to be a small park or square with seats, outdoor exercise equipment, plants, trees, bicycle path, running path towards St Leonards Park (like Barangaroo and Darling Harbour). Unfortunately, we disagree with the transition section of the plan at 52 McLaren St. We don't want to see North Sydney particularly this Civic section turn into an urban / cement jungle (even at the McLaren St section). Please revise the plan and make 52 McLaren St an outdoor leisure/ exercise / scenic facility as requested above.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

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PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
59	52 McLaren	Too many tall buildings in North Sydney. If civic precinct is planned to preserve heritage, educational, civic and community spirit, then why is Council building more tall buildings at 52 McLaren St? We are owners and live at 39 McLaren St and 237 Miller St (apartments) and we have put up with significant noise disturbances, dust and movements by constructions at the Metro North Station Site, 229 and 231 Miller St buildings and 168 Walker St sites. We have too many tall buildings in too close proximity to our apartments. We have lost our views to the south, west and east (with plans of a ridiculous skyscraper at 41 McLaren St). We therefore beg Council to revise their plans and NOT build another tall building at 52 McLaren St, which is located at the Civic precinct. There is no need for transition zone at 52 McLaren St. Transition zone is already at 237 Miller St, 39 McLaren St, 229 Miller St, 41 McLaren St, 168 Walker St. Enough is enough with too many tall buildings in a heritage, educational, community area. Please do not build any more tall buildings at 52 McLaren St. Instead, please consider building a small park or square next to the North site Metro Station like Darling Harbour gardens, with a pathway leading to St Leonard's park. Our children, schools, residents, athletes can use.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
60	173-179 Walker	According to this government planning plan, I think my rights and interests have been violated. Therefore, I Strongly disagree with this government planning plan for the following three reasons. First, the apartment I chose faces east. The main reason is that it has beautiful view and good lighting. If a new high-rise apartment is built to the east, it will seriously block my view and lighting. Second, the current population density in this region is very moderate, and the living service supporting facilities around it are relatively sound. If the population is excessively increased, the social supporting facilities will be affected Third, the excessive increase of population affects the living quality of the owners in the region and causes inconvenience to the travel of children and infants.	Refer to Section 3.3.7.2 of the Council report for a detailed analysis and response for this site.	No action	2c
61	52 McLaren	We regularly visit the Stanton Library and St Leonards Park. We don't understand why Council wants to make a "transition zone" when the area is planned to be heritage, educational, community and civic precinct. We read in last year's proposal that a 2nd Library was to be built near Berry Street in North Sydney. That 2nd Library is too far from Stanton Library and St Leonards Park. We would appreciate that Council revise their plan to build this 2nd Library to be closer to Stanton Library and St Leonards Park at 52 McLaren St North Sydney. This enables us visitors to easily & conveniently travel into this precinct area from Metro Station North site and visit Stanton (the old library) and St Leonards Park and the 2nd library together if it is to be built at 52 McLaren St. There is a community alignment if they are in close vicinity.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
62	52 McLaren	If Civic precinct is to preserve village, heritage, educational, and recreational value, then why is there a transition zone at McLaren St (even at the border/ Starting point)? Instead, Council should keep McLaren St including 52 McLaren St as a village, heritage, educational, civic and recreational area. We ask Council to revise plan to preserve the low scale building by NOT building any future 14-24 Stories high rise building at 52 McLaren St but instead build a low rise / low scale short building (not higher than the future Metro Station North Site of 15 metres) to be used as a Library extension (to Stanton) with facilities made available for hire for nearby schools, sporting clubs, community and nearby residents. Please reconsider and preserve McLaren St to be low scale and low rise.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
63	52 McLaren	Please keep 52 McLaren St as a village, heritage and community area. Build a leafy green open space area at 52 McLaren St with pathway leading from Metro Station North site to St Leonards Park. Residents, visitors, children and schools can use this open square at 52 McLaren St. Please, no more tall high rise buildings even at 52 McLaren St to preserve the heritage and village value.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
64	52 McLaren 41 McLaren	We live in both 237 Miller St (Harvard) and 39 McLaren St apartments. We are deeply troubled by the future plans of 52 McLaren St. As residents, there are too many high rise residential and commercial builds in the North Sydney area. We understand and appreciate that Council has planned for a civic zone/ area, however we disagree with the transition zone of allowing more buildings even at 52 McLaren St. This McLaren St zone should Stay as low scale, low rise like the short houses, apartments, theatre on Miller St side. We ask Council to reconsider and revise the plan and make 52 McLaren St a low scale / low rise building (i.e. library extension close to Stanton Library) or open green space / square that endorses the village/ heritage and community value and feel. We are concerned that there is a plan to build a giant skyscraper at 41 McLaren St, then there is another high-rise Structure at 168 Walker St. We would appreciate no more high-rise buildings (even if 14-24 levels) at 52 McLaren St. It is like a concrete jungle for us residents at Miller St and McLaren St with no future views nor feel of heritage or village like. Council please revise plan and make 52 McLaren St low scale and low rise with village and heritage feel.	The planning proposal for 41 McLaren Street (PP1/20) was a privately led proposal by the owner of the site and was not supported by Council. This proposal has been refused by the Regional Planning Panel in September 2020. There is no approval for a tall building on 41 McLaren Street. Regarding the comments about 52 McLaren Street, please refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e/ 2f
65	173-179 Walker Street	I have been a resident of 150 walker Street since 2014. I am extremely concerned about the planned developments surrounding my building. The scale of the potential development at 173-179 is of particular concern. As is the traffic congestion is a problem on walker Street. Add this site (and the other new sites) and it will be a disaster. I am hoping that it can be scaled back in line with the surrounding sites.	Refer to Section 3.3.7.2 of the Council report for a detailed analysis and response for this site.	No action	2e
66	52 McLaren	Great to have a civic precinct plan. But bad to continue to develop high rise buildings even at McLaren St. As school Students using the area, there should be no more high rise building developments near Wenona School, McLaren St and Miller St - even at the transition zone. There should be no transition zone at all. As Students and regular users of the Library and Park, we ask Council to build us a community square/ open space with lots of greenery at 52 McLaren St instead.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
67	52 McLaren	Great to see a plan to retain heritage, community, educational and village feel at civic precinct. But terrible to see a transition zone at McLaren St. Request Council to scrap plans to build 24 Stories building at 52 McLaren St. Instead, Council to revise plan to build a low scale/ low rise small building of 12metres height (housing 2nd library just close to Stanton) with leafy greens and open spaces (like the Museum of Modern Art at the Rocks Structure/ building) at 52 McLaren St for schools, community, local residents, visitors to use.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
68	52 McLaren	Disagree with developing transition zone at McLaren St with more high-rise buildings. All areas in civic precinct should be open space, low scale, low rise with village, educational, heritage and community value including McLaren St. Plans of 52 McLaren St should be revised to make an open leafy green space for schools, Students, residents and visitors to use/ sit/ exercise, run and walk to St Leonards Park from Metro Station North site.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
69	52 McLaren	Too many high-rise buildings at McLaren St. 41 McLaren St to our East will house a mega giant Structure in future. 237 Miller St already block us from the West. 229 and 231 Miller St, another large ugly building also blocks us to the South. We don't want another large building to block our North facing skyline from 52 McLaren St. These Structures not only block our skyline views but devalues our property values. Please do not build another 15-25 Stories building at 52 McLaren St. Instead, build a low scale/ low rise building of not more than 15 metres height to match the short houses, village feel at the civic precinct. This building can be used / leased out for community use (schools, sports, gyms, art exhibitions, music performances, etc).	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
70	52 McLaren	Transition zone does not align with village, heritage, community, educational value of the civic precinct. Council should leave McLaren St as open space for community use and not build a large 25 Stories building at 52 McLaren St. Instead, Council needs to build a low scale, low rise building of not more than 15metres to align with the houses and Wenona school in the area for community use.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
71	Oversupply High vacancy rates and reduction in rents Therefore, reduce council rates as council is collecting more rates from more apartments	North Sydney Council has been extremely reckless and greedy with the number of apartments that have been given approval over the last few years creating a massive oversupply. This has caused significantly high vacancy rates, reduction in rents and loss of rent for landlords who have invested in North Sydney. My suggestion is that if North Sydney Council wishes to proceed with this approach, they should at a bare minimum greatly reduce the council rates for all apartment owners as they are collecting 100 - 200 x the council rates per site where apartments have been built.	North Sydney Council is working towards delivering the Strategic objectives put forward for the area by the Greater Sydney Commission through the North District Plan. These objectives include dwelling and job targets for the LGA to be achieved by 2036. North Sydney Council is currently on track to deliver the necessary dwellings to meet these dwelling targets as demonstrated by Council's Local Strategic Planning Statement, which was informed by the Local Housing Strategy and received assurance by the Department of Planning, Industry and Environment in March 2020. It should be noted that the additional apartments are necessary to host the expected population growth. Council rates are established by dwelling to provide for the necessary services and social infrastructure required for the additional population.	No action	2a/ 2c
72	52 McLaren	We like Council's plan to keep area as village, community and educational precinct. But we disagree / oppose to the transition zone and Council's plan in building a 15-25 Stories mixed use building at McLaren St. We ask Council to not create a transition zone. Instead make 52 McLaren St a low scale/ low rise and open plan space for schools, students, residents, and community to use, lease/rent and enjoy. Instead, Council should build at 52 McLaren Street an open plan "scenic" square with trees, greenery, bicycle and running pathway/ route/laneway from Metro Station North Site to Elliott Street and then lead to St Leonards Park. All of transition zone within Miller St, McLaren St and Walker St (with the exception of the pre-existing building at 168 Walker St) must be kept low scale, low rise and open to align with the village, educational, community and heritage value. Darling Harbour is good example of the scenic gardens, pathways, etc.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
73	Against tall buildings and congestion	I am against further taller buildings going up in the precinct. It will disrupt the existing residents' sunlight access and create more congestion in an already highly congested area. I do support opening of businesses to cater for after-hours activities.	<p>Please refer to Section 3.3.1 of the Council report for a detailed analysis and response regarding the proposed development of tall buildings at selected locations across the precinct.</p> <p>Regarding traffic congestions, it is estimated that local traffic growth resulting from the development of key sites in the civic precinct would result in only marginal increases in traffic in the area.</p> <p>It is intended that a target of "no net increase in traffic" for development in the precinct will be implemented and achieved through comprehensive application of travel plans/travel demand management measures.</p> <p>The support for after hour activities is appreciated. The Planning Study recommends an increase of non-residential space and ground floor activation where possible in order to facilitate more after-hours offerings.</p>	No action	2e
74	East Walker Proposal	See attached submission letter. North Sydney suffocates	Please refer to submission E12 below	Please refer to submission E12 below	-
75	52 McLaren	Not truly preserving heritage, village and community value if there is a transition zone at McLaren St. Council should not develop a high-rise Structure at 52 McLaren St. Instead, Council to meet the heritage, village and community goal, Council should develop a 2nd library (not too far from Stanton Library and St Leonards Park) / building that is not more than 15metres in height from ground level with an open space leafy green garden/ backyard that community can use with pathway leading to Elliott St and St Leonards Park.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
76	52 McLaren	We like the concept of preservation of heritage, community, village and educational precinct but we oppose to the transition zone bounded at McLaren St, Miller St, Walker St and Ridge St. We oppose to the future build of 14-24 Stories mixed use building at 52 McLaren St. We ask Council to instead build a low-rise building (to be used as a library extension) of not more than 15metres height / or 2-3 Stories building height. We also ask Council to build this low-rise building that aligns with the heritage and village look/ architecture/ design.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
77	52 McLaren	Agree with Council's civic precinct plan to preserve heritage, culture, educational, community values. However, disagree with Council's plan to build more high-rise apartment/commercial building at 52 McLaren St. Disagree the need for a "transition zone" at McLaren St. Council should retain 52 McLaren St consistent with the heritage, culture, educational, village theme/ values by turning it into a green leafy square and pathway leading from Metro Station North Site to St Leonard's Park. Building a Green leafy square and pathway at 52 McLaren St preserves the heritage, village, educational and community values.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
78	52 McLaren	Shocked that Council is building a transition zone and more high-rise ugly buildings at McLaren St. This will block all our north facing views from 52 McLaren St. We are already blocked in the West by 237 Miller St. Blocked in the South by 229 Miller St, 231 Miller St, etc. Then will be blocked by 41 McLaren St if a 40+ skyscraper will be built to our east side. We do not want another large building blocking us to the north. We ask Council to reconsider and revise plans to instead build a green square with running/ exercising pathway leading from 52 McLaren St to Elliott St and then to St Leonards Park. This will not block our residential views to the north.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
79	52 McLaren	As school Students in the area, we don't understand why there is a transition zone at our school (Wenona) area. If precinct is to preserve heritage, village and community values, then even our school area surrounded by McLaren St, Walker St, Elliott St, Ridge St and Miller St needs to be preserved and kept low rise and low scale. We read in detail the plans and we oppose to the further build of 52 McLaren St to a commercial and residential Structure with 14-25 levels of floors from ground up. We ask Council to please reconsider and really preserve the civic precinct by developing an open green space at 52 McLaren St which will have outdoor exercise facilities, basketball/ sport sectioned facilities, seats and running/ biking pathways leading from Metro Station North Site to this open green space to Elliott St to St Leonards Park. This open green space allows us Students to also be able to enjoy and use the facility.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
80	52 McLaren	Every time we visit the area to drop our kids to school, it is very ugly with no architectural Style. All the tall buildings are an eye sore. Shame for North Sydney compared with other European countries. If Council plans to preserve the village, heritage, educational and community values, then why should there be a Transition Zone at McLaren St? There is no need for Transition Zone at all. Just develop the McLaren St as a village, heritage and educational precinct with buildings not taller than 2-3 Stories (i.e. not more than 15 metres height), especially at 52 McLaren St. See example the VITRA SCHAUDEPOT by Herzog de Meuron in Germany https://www.design-museum.de/en/collection/vitra-schaudepot.html . Would appreciate Council to action.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
81	No more high-rise Disagree with growth estimates COVID world estimates	I don't agree with the proposal to develop any other high-rise buildings which will remove the nice neighbourhood feeling we are experimenting right now. I completely disagree with the growth estimates in population and jobs taking in count the recent economic failures the Australia territory is facing. The trade war with China is removing any possibility of Asian investment which has thrive North Sydney in the past. Please reconsider growth estimates in a COVID world!	Council notes that COVID-19 is likely to impact the population growth estimations, however the Planning Study has been developed almost entirely before the impact of the pandemic and is based on the agreed population targets with the Department of Planning, Industry and Environment (DPIE) through Council's Local Housing Strategy and the Local Strategic Planning Statement. The impacts of the current situation are not yet known, and it is premature to revise the Study or the estimations without any research and proper modelling. If and when, the DPIE revises their population figures, the Planning Study could be revised if considered necessary.	No action	2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
82	52 McLaren	Agree with civic plan but disagree with transition zone section. There is no need for transition zone as high-rise buildings should Stop at / before 237 Miller St. McLaren St should be left alone such that village, heritage and community and low-rise/ low scale values are retained. Council should revise plan to develop open space green leafy ground at 52 McLaren St with pathway leading to Elliott St, Wenona school and St Leonards park.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
83	52 McLaren	Oppose to plan of developing high rise mixed use 14-24 Stories building at 52 McLaren St. Oppose to the transition zone. Too close to Wenona school. There is no need for transition zone. 52 McLaren St should be kept low scale low rise with minimal to no buildings. Transition zone does not align nor endorse the village, educational and community spirit. Council to develop open space leafy green square at 52 McLaren St instead for school, Students and community use.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
84	52 McLaren	Transition zone contradicts village, educational and community values. Disagree with building another high rise with 25 floors at 52 McLaren St. This will damage our property values to the north facing from 39 McLaren St and 237 Miller St. We ask council to revise plan and develop open plan green space leading to Elliott St for community and school use at 52 McLaren St instead. This flat area will therefore continue to support village, heritage, educational values.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
85	52 McLaren	Disagree with transition zone at McLaren St. Agree with village, heritage and community values for the area. Request Council to revise plans to develop open plan green space at 52 McLaren St with pathway leading from Metro Station North Site to Elliott St to St Leonards Park.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
86	52 McLaren	I am firmly against the proposed new development of high-rise apartments at 173-179 Walker, 11-17 Hampden and McLaren Streets. This is over development and over supply of residences in my immediate area and will have a negative effect such as what can be seen in the area of Zetland.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
87	52 McLaren	Oppose the transition zone. To align to the heritage, village, community and educational values, Council should make McLaren St a low scale/ low rise community space by building a 2-3 floors library at 52 McLaren St with open space for schools, Students and community use.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
88	52 McLaren	We have endured significant demolition/ construction noise, dust, disturbances from Metro Station North site and now with 168 Walker St. There is no need for a transition zone. All of the area including 52 McLaren St and McLaren St (with the exception of 168 Walker St) should be low scale and low rise with a lot of open space to align with the village, heritage, educational and community values. Please keep McLaren St flat and low with few to no more tall rise buildings.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
89	52 McLaren	Concerned with the transition zone. How does that preserve the civic, cultural, educational and village values? There is no need for transition zone. Just demarcate and keep McLaren St flat, low rise and low scale like the rest of the planned civic precinct. We have lost our views to the south by 229 Miller St, and soon to be lost at the east with 41 McLaren St. We ask Council not to build any skyscraper at 52 McLaren St otherwise we will also lose our north facing views of skyline and St Leonards Park from 237 Miller St apartment. please preserve the civic and community values even at 52 McLaren St by developing an open plan low rise library building not higher than 20 metres (equal to Metro Station North site skyline) with green leafy open space with bicycle and running pathway leading from McLaren St to Elliott St and St Leonards Park.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
90	52 McLaren	Object to transition zone at McLaren St. No high-rise buildings to be built at 52 McLaren St as this blocks all our north facing and skyline views from 39 McLaren St and 237 Miller St apartments. And transition zone too close to schools such as Wenona, and residential apartments. We ask Council to preserve village, civic, educational and community values by developing open plan green space for community and school use (not higher than 15metres height max) at 52 McLaren St with pathways leading to Elliott St.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
91	52 McLaren	Oppose transition zone near residential apartments 37 McLaren St and 237 Miller St and Wenona/ Marist schools. Transition zone does not support educational, village and community values. Do not build anymore high-rise buildings at 52 McLaren St. Leave alone as flat and open plan green space with scenic route to Elliott St for schools and community use.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
92	52 McLaren	Strongly oppose the transition zone at McLaren St. Schools, theatre, residential living areas and houses are located at McLaren St, Miller and Walker Streets. There is no need for a transition zone. The high-rise buildings can Stop at 229 and 237 Miller St and 39 McLaren Street side. We do not want to see another high rise even if mixed use near our schools on 52 McLaren St. We oppose to the plan of building another high rise - 14-25 Stories mixed use building on 52 McLaren St. Instead, please develop an open plan green space with an extension library (close to Stanton) whereby Students, schools, residents and visitors can use with scenic tree-lined running and bicycle route connecting to Elliott St and then St Leonards Park from Metro Station North site.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
93	52 McLaren	Disagree with the need to develop a "transition zone" at McLaren St, which is right next to Wenona School, close to Marist College, local schools, Stanton, Council Chambers, Community centres etc. We ask Council to preserve the village, educational, heritage and community values by NOT building any more new high rise 14-25 floors residential / commercial buildings at 52 McLaren St. Yes, we understand and appreciate that 168 Walker St is an exception as it is at the far corner of Walker and McLaren Streets and has been there for a long time. We ask Council to preserve the village, community and educational values by making McLaren St low scale, flat, low rise and instead develop an open green space with scenic tree-lined route to Elliott St and St Leonard's park. This open plan space at 52 McLaren St can be used by Students, schools, community and visitors.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
94	52 McLaren	Why is there a TRANSITION ZONE? There should not be a transition zone if we are preserving community, educational, heritage and village values. Transition zone is too close to schools, theatre, library, community centre, park and existing low scale and low-rise residential houses and units. DO NOT build another ugly high-rise mixed-use building at 52 McLaren St. There is no need for transition zone at 50-52 McLaren St. The transition zone should Stop at 237 Miller St, 37-39-41-45 McLaren St and 150 Walker Street (at the southern end instead). 52 McLaren St should be made an open green space with a library extension (close to Stanton) with max height of only 20 metres (consistent with train Station north site) to be available and used by Students, schools, residents, community and visitors and a tree-lined scenic route connecting to Elliott St and St Leonards park.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
95	Traffic in Crows Nest	Fixing the traffic problem in Crows Nest	Please refer to submission E16 below	Please refer to submission E16 below	-
96	52 McLaren	I disagree with the need to have a transition zone at McLaren St. Just do away with that and have the entire area low rise and make village, educational and community precinct. Do not build a tall 14-24 Stories building at 52 McLaren St. This blocks our north skyline views from 37 McLaren St and 237 Miller St. Please develop a low-rise building for library and community use, not higher than Metro North site train Station (not more than 20metres height).	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
97	52 McLaren	Agree with the concept of civic precinct but Strongly disagree with the need to have a TRANSITION ZONE/ AREA in McLaren St, Miller St and Walker St right in the heart of Wenona school, theatre, residential unit and houses. The high-rise zone (transition) must Stop at 237 Miller St building, 39 McLaren St and 45 McLaren St and 150 Walker St SIDE. 52 McLaren St should be left as a civic precinct as well by building a low rise/low scale building of not more than 15metres height (consistent with North site metro train Station) and to be used as a library extension for Students, schools, community.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
98	52 McLaren	Oppose to having transition zone. Too close to schools, units, houses, theatre, library in the area. McLaren St should be flat with open space as it is too close to schools. We don't want to have high-rise offices and residences watching and looking down at the Wenona school Students. Instead, Council to develop green leafy square at 52 McLaren St with tree-lined route connecting to Elliott Street and Wenona schools.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
99	52 McLaren	Disagree with transition zone. No transition zone. Instead build open space square with plants & trees and route at 52 McLaren Street connecting to Elliott St to St Leonards park.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
100	52 McLaren	Do not agree with transition zone and the plan to build more high-rise buildings (residential and commercial) at McLaren St. Refer to the current pandemic and rapid spread of COVID19 in Melbourne with the high density high-rise public housing buildings. Viruses can spread easily and quickly in highly populated vertical residential housing even in North Sydney. Is this what Council wants? To raise funds by allowing developers to build so many ugly high-rise that may possibly be unsafe (e.g. Mascot Towers). We plead with Council to not develop so many high rise buildings in North Sydney including the 15-25 Stories high rise at 52 McLaren St. Instead, we ask Council to consider building something safe and aligns with the village, educational and community values of the precinct such as an open green space small park or square with treelined path connecting to Elliott St and St Leonards Park from Metro Station North.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
101	52 McLaren	Why is Council allowing the development of so many high-rise buildings and so close together in location proximity? Has Council considered the risk of fire hazards when buildings are too close together. What about the height of these buildings? Can fire dept save residents and office workers from these higher up buildings? What about the high risk of spread of COVID19 such as that happening in the public housing estates (tall buildings) in Victoria? Will population really grow by that much with the COVID19 pandemic, Stop in overseas travellers coming into Australia, anticipated slower/ reduced migrations from overseas and settling / living in North Sydney? The reduced confidence by overseas Student in Studying in Australia and choosing North Sydney to live and work? Is there a need of a transition zone? Can the tall high-rise office and apartment units just Stop at 229 and 237 Miller St, 37-39-41 McLaren St and 45 McLaren St and 150 Walker St side. The proposed transition zone at 52 McLaren St (north side next to Wenona school) should be turned into an open plan green space for Students, schools, community and visitors use. This is to retain the village, heritage, community, educational and low scale / low rise values of the civic precinct. Disappointed that Council is even considering to build more high rise buildings even at 52 McLaren St and make that area a transition zone. As said earlier, the zone should Stop at the southern side of McLaren St at 237 Miller St, 37-39-41 McLaren St, which have already pre-existed.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
102	52 McLaren	We do not need a transition zone at McLaren St. Just make 229 and 237 Miller, 37-39-41-45 McLaren St existing high-rise buildings as the last part of the North Sydney CBD. To realise the educational, community, village and heritage values of the civic precinct, retain the low scale and low-rise goals even at 52 McLaren St. Do not allow for more development of high-rise buildings at 52 McLaren St onwards as there are schools, private housing, theatres, cafes, churches, community centre, library in the vicinity. Instead, Council to develop an open plan green scenic outdoor space at 52 McLaren St so that schools, local residents, visitors may use with a tree lined path connecting to Elliott St and St Leonards Park from Metro Station North site. We absolutely do not want to see more concrete high-rise buildings even at the so-called transition zone.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
103	52 McLaren	If this is meant to be a low rise, low scale community, educational and village precinct, then why is there a transition zone and plans to build more high-rise buildings even at 52 McLaren St, which is right next to schools, private houses/ units, living areas? Disagree with transition zone. Just Stop at 229 Miller St, 39-45 McLaren St and 150 Walker Street section (south side of McLaren St). Leave 52 McLaren St alone by developing open green space for community and schools' uses.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
104	52 McLaren	There is no need for transition zone. It can stop at existing 229-237 Miller St, 37-39-41-45 McLaren St, 150 Walker St. The southern half of McLaren St that leads back into North Sydney CBD. Instead, 52 McLaren St needs to be kept flat or at least low rise and low scale to support the village, educational, community values of the civic precinct. Do not build any more new high rise buildings even if 14 or 25 floors high at 52 McLaren St. Instead, Council should keep 52 McLaren St open plan with green space for schools, Students, community use.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
105	52 McLaren	Hate the idea of developing more high-rise buildings at the back end of North Sydney near schools, churches, Stanton etc. Oppose to the transition zone. Instead, Council must keep McLaren Street flat to preserve village, educational and community values. Council must not build another high-rise building at 52 McLaren St. Instead, open plan green space with tree-lined route connecting to Elliott St must be built for community, schools visitors' use. No more new high rise buildings please, even at transition zone - 52 McLaren St.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
106	52 McLaren	We live in the area and also go to school in the area. It has always been quiet & peaceful with little development. we don't agree with the location of transition zone. High buildings should Stop at 229-237 Miller St, 37-39-41-45 McLaren St and 150 Walker St, which is lower south section of McLaren St. Proposed building by Council of a 15 to 25 floors mixed use building is too close to our schools, library and units. We do not want this to look down into and coach our units and schools. doesn't support village, community and educational values for another tall build. Instead, Council can develop a shorter building (not more than 18 metres height) to be used as a 2nd library, which is conveniently close to Stanton for our schools', Students, visitor s and community uses. Pls do not build any more tall buildings at 52 McLaren St. If you build one, then 5-10 yrs. time, more will be built. There will be no more civic precinct.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
107	52 McLaren	Transition zone cannot be at the same area of the schools. No high-rise buildings at McLaren St, right next to our schools. Instead, Council to develop an open green space with tree-lined path connecting to Elliott St and St Leonards Park.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
108	52 McLaren	Disagree with transition zone. There should not be any more new developments of high-rise buildings further northward even at 52 McLaren St. Council should not develop another high-rise building even if 14 or 24 floors up above ground level. If plan is to preserve heritage, educational, community values, then why are you developing even more high-rise buildings even at McLaren St? Transition zone should be at the border of 229-237 Miller St, 37-39-41-45 McLaren St and 150 Walker St (with 168 Walker St an exception since it already existed in the past). That is, North Sydney CBD must Stop at that southern section of McLaren St and at the addresses mentioned in the above. Instead, we plead Council to revise plan and develop a low-rise library extension building at 52 McLaren St of not more than 18metres height with tree-lined path leading from Metro Station North to Elliott St and St Leonards Park and Stanton.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
109	52 McLaren	Disagree with building more high-rise buildings at McLaren St. Disagree with the transition zone. Even 52 McLaren St needs to be kept low scale and low rise to support the village, educational and community precinct values. Instead, Council please build an open plan green space that flows from the Metro Station North Site to it and connects to Elliott St and St Leonards Park so that community and schools can use	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
110	52 McLaren	Concerned that North Sydney will become Stifled by concrete buildings and too crowded with too many office workers and residents living in the area. Oppose to the transition zone as even developing another 14-24 floors mixed use residential and commercial building at 52 McLaren St will add to the population density, noise, crowd and pollution. Transition zone should be left low rise and low scale like the rest of the civic precinct if Council wants to meet a truly village, educational and community values for local community, residents and schools. Instead, Council to revise plans to develop a 2 or 3 Stories short building to accommodate library extension (close to Stanton) and community & schools use with tree-lined route connecting to Elliott St and St Leonards Park.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
111	52 McLaren	Transition zone does not align with low scale and low rise, educational, village and community values if Council develops more buildings at McLaren St. There should not be another new tall building developed at 52 McLaren St if this Structure did not exist in the past unlike 168 Walker St, which is at the corner of McLaren and Walker Streets (which does not obstruct north facing views). We live at 237 Miller St and 37-39 McLaren St and are concerned with Council building a new tall Structure at 52 McLaren St, which did not exist before. So have more tall buildings support or preserve heritage, village, educational and community values? We ask Council to revise plans and instead develop a green open space with trees and scenic path or road leading to Elliott St and St Leonards for the community, school, resident and visitor use.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
112	Action 9. Path 6. North Sydney Girls High school. Potential issues.	Overall, concepts look good. Specific comment on action 9, pathway 6. The proposed pathway through North Sydney Girls High. I live next to the school and have been here before the fence went up and enclosed the school. There used to be kids in the school on Saturday nights drinking, and we have called the police numerous times including for fires being lit and graffiti in the school. The pathway as proposed means removing the fences and I expect a return to issues for use of the school grounds after hours. How would that be managed? Also I think the proposed path along Bernard Lane to Myrtle would go through private property.	The proposed link along North Sydney Girls High School was identified as a potential opportunity to increase the walkable catchment and improve access to/from the Metro northern portal site, thereby increasing the likelihood of residents, workers, Students and visitors using public transport to access the precinct, thereby helping to manage the impact of new development in the precinct on traffic growth. However, due to the current constraints on the site and the difficulty to implement the link in a safe and attractive manner, the link is considered as a desired future potential link and implementation would be subject of further Studies as part of a future rearrangement of the school to accommodate growth if this were to happen. Similarly, the link connecting Bernard Lane with Myrtle Street has been noted as future potential link and will be subject to further Study if there is an increase in pedestrian demand.	Proposed pedestrian link through North Sydney Girls High School and proposed link to complete Bernard Lane noted as future potential connections if necessary	1a/ 1d
113	East Walker. 173-179 Walker Street	I reside at 152 Walker St and am very concerned about the scale of potential 20 Storey building at 173 – 179 WALKER AND 11 – 17 HAMPDEN STREETS. This seems over-sized and will impact the only visual aspect of our property.	Refer to Section 3.3.7.2 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
114	Action 9. Path 6. North Sydney Girls High school. Potential issues.	I am very concerned with the proposed pathway - 6 - going through the school in Action 9. No consultation has occurred as to this pathway.	The proposed link along North Sydney Girls High School was identified as a potential opportunity to increase the walkable catchment and improve access to/from the Metro northern portal site, thereby increasing the likelihood of residents, workers, Students and visitors using public transport to access the precinct, thereby helping to manage the impact of new development in the precinct on traffic growth. However, due to the current constraints on the site and the difficulty to implement the link in a safe and attractive manner, the link is considered as a desired future potential link and implementation would be subject of further Studies as part of a future rearrangement of the school to accommodate growth if this were to happen.	Proposed pedestrian link through North Sydney Girls High School noted as future potential connection if necessary	1a/ 1d
115	52 McLaren	Oppose transition zone and building more high-rise buildings even at 52 McLaren St. To support educational, village, heritage and community values, Council needs to keep McLaren St low scale by developing an open plan green space at 52 McLaren St for schools, community, residents and visitors use. Do not build another 14-25 level high rise building at that spot as you will be moving the CBD further north. CBD must Stop at 229, 237 Miller St, 37-39-41-45 McLaren St and 150 Walker St.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
116	52 McLaren	Don't understand why Council is developing more high-rise buildings at 52 McLaren St when the section is meant to be a civic precinct. Shouldn't CBD and the high-rise building section Stop at 229-237 Miller St, 37-39 McLaren St, 41-45 McLaren St and 150 Walker St? Instead let the northern section of McLaren St and upwards be flat, low scale and low rise. Not to build a 14 or 24 levels high-rise building at 52 McLaren St but instead develop a low rise, 2-3 levels short building to be used by community, Students, visitors as 2nd library, hired seminar rooms/venues, etc. This shorter 2-3 levels building at 52 McLaren St should be of similar or lower height than the future Metro Train Station north site.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
117	52 McLaren	We live at 37-39 McLaren St and 237 Miller St apartments. We are concerned that a proposed 14 to 25 floors high-rise building to be built by Council at 52 McLaren St will block our northern views and skyline views. This will also cause our property values with loss of views to devalue over time. Is this what Council wants to happen to residents at these premises? When you build one new high-rise building at the transition zone, this will cause more high-rise to be built in 10- or 20-years' time. It is best to Stop or make transition zone fall at our southern end of McLaren St, which is between 229-237 Miller St, 37-39-41-45 McLaren St and 150 Walker St. Please revise plans. NO MORE high-rise buildings to be built even at 52 McLaren St.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
118	52 McLaren	Strongly oppose transition zone and Council's plans to develop another (never existed before) high-rise building of 14 and 24 Stories high at McLaren St. What is the point of maintaining low scale, low rise community, educational and village civic precinct if Council plans to develop more new high-rises buildings even at 52 McLaren St, when no such high rise buildings existed there before? Council needs to Stop developing anymore new high-rises in the northern section of North Sydney even at the transition zone. Stop at 229-237 Miller Street and lower half of McLaren St at 37-39-41-45 McLaren St and 150 Walker St side. Instead, we ask Council to develop open plan green space that leads people from Metro Station North site to this green space and connects with Elliott St and St Leonards Park.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
119	296 Miller Street	Afternoon, I have an ownership interest in a significant site, 296 Miller St North Sydney. As mine and surrounding sites have been considered one of the few 'Less Constrained Sites' located on the 'Civic Spine Miller Walk up to Falcon St', I feel there is an opportunity to provide flexible planning options leading to a variety of creative development outcomes in this zone. The revitalisation of this area would cater for the changing nature of this precinct with an increase in pedestrian traffic, opening of the nearby Metro Station, increase in residential desire, proximity to the changing North Sydney CBD demographic and the popularity of St Leonards Park with the implementation of the Landscaping Masterplan. I look forward to ongoing involvement and congratulation on works so far in planning for the future of North Sydney.	Council notes that 296 Miller Street is not a significant site. Even if the background Urban Design Report prepared by CM+ might have identified the site as a "less constrained site" that could potentially be redeveloped, Council does not intend to change the planning framework at the centre of the precinct as this is not in line with the vision and objectives for the area.	No action	2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
120	52 McLaren	Disagree with transition zone. Disagree with the plan to build 14 to 25 Stories high rise new building at 52 McLaren St. Request Council to develop second library of only 2 or 3 Stories at 52 McLaren St for schools and community use.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
121	52 McLaren	If council is creating a civic precinct with village, educational, community and historical values, then why is Council developing another new and never existed before high-rise building at 52 McLaren St? We agree with transition zone, but we disagree with the plan to add another new high-rise building at McLaren St, which is too close to schools, residential units, Stanton and community centre. We plead that Council to revise plan to develop another open plan green space with path connecting to Elliott St, Wenona School and St Leonards Park for schools, Students, and community use at 52 McLaren St.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
122	52 McLaren	My sisters and I Study at Wenona school. We do not want to see or have a high-rise building over our school and watching our school. Please do not build another new high-rise building at McLaren St. We want to see a nice park with plants and trees to be built at 52 McLaren St so we can play and rest there with our grandparents, aunts and uncles. We want to see a nice path so we can walk from there to St Leonards Park. Please help us keep the community spirit in the area including McLaren St, which is right next to our school.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
123	52 McLaren	Disagree with transition zone and the plan to build a new 10 to 25 Stories apartment & office building (that never existed before there) at 52 McLaren St. This does not align nor support the heritage, village, educational and community values or make it a civic precinct. There should not be any additional development of new high rise office, retail nor residential buildings at McLaren St. To help preserve the civic precinct and aforementioned values, Council must keep 52 McLaren St flat with a low rise and low scale 2 or 3 Stories max building for library and community use.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
124	52 McLaren	Like the plan of maintaining a civic precinct. Hate the plan of developing a new never existed before high rise building even if 15 or 25 floors up at 52 McLaren St. Dislike this because it is too close to schools, private houses, units, etc where people live and go to school. Instead, ask Council to build an open plan flat green space at 52 McLaren St so to allow schools' use, Students' use, community and visitors' use.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
125	52 McLaren	Appreciate Council's work so far. I agree with the Civic precinct especially when it's preserving the heritage, educational, village and community spirits. However, I disagree with the location of transition zone. Too close to schools, private residences, library and community facilities, which is the flatter side of North Sydney. I disagree with Council's plan to build another new tall high-rise mixed use building at 52 McLaren St when none existed there before. Can council not keep 52 McLaren St flat with an open green square or small park with outdoor exercise facilities, seating and as scenic like Darling Harbour or Barangaroo with connecting running and bicycling and walking route to Elliott St and St Leonards Park. This will better support the Civic precinct. Can transition zone and CBD Stop at 229-237 Miller St, 37-39-41-45 McLaren St and 150 Walker St? Appreciate that Council revises plan as mentioned in the above. Thanks!	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
126	52 McLaren	No more development of new high-rise buildings at 52 McLaren St please. Too close to our schools (e.g. Wenona) and Stanton Library. Can you please develop an open plan small green park at 52 McLaren St where we can play, exercise and rest for schools, Students, residents, and visitors with a path connecting to our school and Elliott St and St Leonards Park?	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
127	52 McLaren	How can this area be a leafy, heritage, cultural, educational and community centre if Council will build a new building of 13-25 levels that has never existed before at 52 McLaren St.? This is too close to our schools, our favoured Stanton library and community centre and park. I ask Council to build a 2 to 3 levels short library next to our schools and close to Stanton. This short library should be not more than 2 or 3 levels tall so that it can match the surrounding area of the civic precinct.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
128	52 McLaren	Civic precinct must Strictly be a civic precinct with no new development of high-rise buildings even at McLaren Street, which is too close to schools, community centre, private housing, park etc. North Sydney CBD must Stop at the southern border of McLaren St - 229 to 237 Miller St, 37-39-41-45 McLaren St and 150 Walker St. There were and are no high-rise buildings at 50 or 52 McLaren St, which is very close to schools. In fact, overlooking schools and our private living quarters/houses/units. Council should not build anymore new buildings at 52 McLaren St. We ask Council to revise plan to support community, heritage, education and cultural values by instead developing a short and small/ low building (no more than 2 Stories) to house a library extension with facilities for community and schools to rent and use at 52 McLaren St.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
129	52 McLaren	Strongly oppose to the transition zone. Especially when Council will build a new never existed before 14-24 levels high building at 52 McLaren St. This is too near schools and private residences. This does not support village, educational, cultural, civic and open space values. Council needs to reconsider and revise plans to keep the upper part of McLaren St as a proper civic precinct by instead developing at 52 McLaren St a green leafy open space with a tree-lined route leading into Elliott St and St Leonards Park. This can be used by schools, Students, community, residents and visitors. Council cannot keep building and allowing more buildings at 52 McLaren St and northwards.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
130	Falcon & Lytton Streets. Should be preserved, not become a high-rise.	It appears Developers have expressed interest in an Apartment Block I live in on the corner of Falcon & Lytton Streets. I have lived in the Building as an Owner /Occupier for almost 20 years and it is a well maintained character filled double brick 1930's building, in a Street of several Heritage Listed buildings. I think my building is part of Sydney's History and character and are important buildings to keep. I think it would be criminal to tear down this building for a High-Rise Development and would ruin the charm and attraction of the area it is in	The Civic Precinct Planning Study does not recommend any changes to Falcon Street, nor it envisions future development or higher heights for the area at this time. Falcon Street is a major traffic thoroughfare connecting the Military Road Corridor with Pacific Highway, and at the same time, it is the transition between the Civic Precinct and Crows Nest Village. At the moment it presents contradicting interests and some degree of uncertainty around it due to the different infrastructure projects that are currently planned for the area. Due to this uncertainty, the Planning Study recommends that once the outcomes of the Western Harbour Tunnel and the St. Leonards/Crows Nest planned precinct are known and better understood, a detailed Urban Design Study of Falcon Street is undertaken, focusing mostly on the area between Five Ways and West Street to tie this area and these projects together with the goals and objectives of the Civic Precinct. The heritage value of properties in this area will be taken into consideration as part of any Study.	No action	2c / 2f
131	52 McLaren	I disagree with transition zone and developing more new high-rise buildings at 52 McLaren St, just next to Wenona School, our school. I am concerned that another new building at McLaren St is not aligning with community, cultural and educational values. Instead, it is expanding the breadth of the North Sydney CBD. No new high-rise buildings should be built next to schools. Instead, a park should be developed at 52 McLaren St for Students, schools and community use.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
132	52 McLaren	Disagree with transition zone. Disagree with building another new building at 52 McLaren St. Prefer to keep 52 McLaren St and northern section flat to align with heritage, cultural, educational and community low scale and low rise values.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
133	52 McLaren	Disagree with transition zone especially when Council plans to build a new never existed before high rise building at 52 McLaren St. To preserve educational, heritage, cultural, community, low scale and low rise civic precinct, then why add another high rise at McLaren St? Council must keep McLaren St flat and develop a green leafy open flat space at 52 McLaren St.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
134	52 McLaren	To preserve community, cultural, educational and community values, Council should NOT build another new tall building next to our school at 52 McLaren St. Instead, Council to build a low rise, low scale 2 to 3 floors only building to house library extension for schools, Students, residents and community use at 52 McLaren St, that is very close to Stanton.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
135	52 McLaren	Can't believe Council is adding a new never existed before high rise building at 52 McLaren St. This does not support the educational, community, heritage, cultural values. This is also too close to schools, private residences, and community areas. I oppose to this new building at 52 McLaren St. I ask Council to build a green open plan space like darling harbour for community and school uses instead.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

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PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
136	52 McLaren	Disagree with transition zone and oppose to Council's plan to develop a never existed before new 14 to 24 Stories high-rise mixed-use building at 52 McLaren St. This will block our north facing views and devalue all our properties at 37-39 McLaren St and 237 Miller St. We ask Council to keep the area low and flat to align with community, heritage and educational values. We already suffer enough with so many new buildings such as 221 Miller St, 229 Miller St, the terrible future plan for 41 McLaren St with ridiculous 40+ Stories building on top to our east side. And then also to put up with the terrible demolition and construction at Metro Station north site and 168 Walker St. When will these buildings ever Stop if Council plans to add another new high rise at 52 McLaren St?! We ask Council to revise plans and keep 52 McLaren St low rise and low scale instead.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
137	52 McLaren	If this area is to preserve heritage, cultural, educational, community values, then why is Council adding a new never existed before 14 to 25 Stories mixed use building at 52 McLaren St?? There should not be any new high-rise building at McLaren St even at 52 McLaren St. The transition zone and north Sydney CBD must Stop at the southern end of McLaren St, which borders from 229- 237 Miller St, 37-39-41-45 McLaren St to 150 Walker St. The northern part of McLaren St needs to be kept low rise and low scale in order to preserve cultural, heritage, educational, community values of the civic precinct. Council should develop an open green flat space for community, schools and visitors use with connecting tree lined path and route leading to Elliott St and St Leonards park.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
138	52 McLaren	Disagree with new building at 52 McLaren St. Disagree with transition zone. Too close to schools, private housing, community areas. Council to rethink of Students and residents in the area and instead build open plan flat green square with garden space like Darling Harbour for Students, school, community and visitors uses instead.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
139	Support for increased heights along Falcon Street and Alexander Street as shown on the CM+ Urban design report that underpins the Study	Further to the Council correspondence dated 27 May 2020, I wish to advise that I am an owner of the property at 11-15 Alexander Street, Crows Nest. As part of the Crows Nest community for the past 18 years, I have watched the popularity of the area increase for both local residents, businesses and visitors due to the services and lifestyle choices on offer however the development of the area to compliment these offerings, has Stagnated over recent years to the extent that many parts of the suburb are now run down and unattractive, which is not only detrimental to the further progress of the area, but also detracts from the benefits of the new Metro Station currently under construction by the NSW State Government. With respect to the Draft Planning Study document recently issued, I wish to express my support for the objectives proposed to raise the heights limits on Alexander Street and down Falcon Street so as to provide a more appealing entry leading up to the Crows Nest hub and other new developments planned for the area. I trust that this matter will be given due consideration when finalising the future planning for the Crows Nest area.	<p>The Civic Precinct Planning Study does not recommend changes the height limits on Alexander Street or Falcon Street. While the background Urban Design Report prepared by CM+ might have identified the site as a “less constrained site” that could potentially be redeveloped, Council does not intend to change the planning framework for these sites at this point in time.</p> <p>Though Council recognises the importance of Falcon Street and the significance of the Fiveways Intersection, The Civic Precinct Planning Study does not recommend any changes to Falcon Street, nor it envisions future development or higher heights for the area.</p> <p>Falcon Street is a major traffic thoroughfare connecting the Military Road Corridor with Pacific Highway, and at the same time, it is the transition between the Civic Precinct and Crows Nest Village. At the moment it presents contradicting interests and some degree of uncertainty around it due to the different infrastructure projects that are currently planned for the area.</p> <p>Due to this uncertainty, the Planning Study recommends that once the outcomes of the Western Harbour Tunnel and the St. Leonards/Crows Nest planned precinct are known and better understood, a detailed Urban Design Study of Falcon Street is undertaken, focusing mostly on the area between Five Ways and West Street to tie this area and these projects together with the goals and objectives of the Civic Precinct.</p> <p>It will be through this detailed Study that any recommendations to change the planning framework to the area will be put forward.</p> <p>Until the impacts of the WHT on the area are known, there is no way to assess the future development potential of the area.</p>	No action	2e/ 2f
140	52 McLaren	Like the civic precinct plan but dislike and oppose to building a new high-rise building that has never existed before at 52 McLaren St. If we are keeping a cultural, heritage, community and educational, low scale and low-rise precinct, then why is Council planning to build a new 14 to 24 Stories building at McLaren St, which was previously did not exist before? Especially when it is too close to schools. Would appreciate that Council revise plan and develop an open green square with tree-lined route connecting to Elliott St, Wenona School and St Leonards Park for community, Students and visitors uses.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
141	52 McLaren	52 McLaren St does not have any buildings. Disagree with building a new high-rise building at 52 McLaren St. This does not align with heritage, cultural, community and educational values of the planned civic precinct. Instead, an open plan flat green leafy square with tree-lined path should be built at 52 McLaren St with connecting path to Elliott St and schools and St Leonards Park.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
142	52 McLaren	Why build a new tall large scale building at 52 McLaren St, which has never existed before? It is too close to schools, private housing, community centre, parks, library. Transition zone needs to move lower south and be closer to Sydney CBD and Stop at 229-237 Miller St, 37-39-41-45 McLaren St and 150 Walker St sections. Disagree with plan with upper northern part of McLaren St not being preserved as heritage, educational, community and cultural and civic precinct. Instead of adding a new large-scale building at 52 McLaren St, Council should build a low rise 1 or 2 or 3 Stories max building to house library extension (close to Stanton) and for schools and community use/or hire. Council should also build a connecting tree-lined path to Elliott St, Wenona Schools and St Leonards Park.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
143	52 McLaren	We oppose to the transition zone as too close to schools, private housing and community centre. We oppose Council's plan to build a never existed before high rise building at 52 McLaren St. This does not align with the plan to preserve community, heritage, educational, cultural values. It also is not helping to improve or enlarge open space. Instead, Council should make 229-237 Miller St, 37-39-41-45 McLaren St and 150 Walker St section the transition zone and end of North Sydney CBD. Council should also make 50-52 McLaren St as low rise and low scale as possible to preserve educational, heritage, cultural and community values. Instead Council should build a low building not more than 20 metres height maximum to house library extension for schools, community and visitors uses at 52 McLaren St. A scenic tree-lined road should also connect Metro Station north site and 52 McLaren St (library extension) to Elliott St, Wenona school and St Leonard's park.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
144	52 McLaren	North Sydney CBD and transition zone must Stop at 150 Walker St, 45-41-39-37 McLaren St, 237-229 Miller St. 52 McLaren St must not house another new high-rise building. Too many high-rise buildings in the precinct. This does not support heritage, community, educational, cultural values. Does not improve open space and design with too many high-rise buildings. Council must not build another 14 or 25 Stories high rise at 52 McLaren St. Instead, a leafy scenic green and flat open space should be built at 52 McLaren St for community, schools, visitors and residents uses.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
145	52 McLaren	Oppose to the transition zone, especially with the plan to develop a new never existed before high-rise 14 to 25 Stories building at 52 McLaren St. Too close to our children's schools and too close to our private residences - units and houses - and park. We would appreciate that Council revise plans to develop an open plan green leafy flat space at 52 McLaren St for community, schools and visitors use with route connecting to Wenona and Elliott St and ST Leonards park. This will then further align with and preserve heritage, cultural, community and open space and educational values.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
146	Western Harbour Tunnel impacts Action 9. Extension of Bernard Lane Traffic on West Street	Overall agreement with plans. Concerns: 1. Exhaust Stack for future Harbour Tunnel and ramp 2. Encroachment on to St Leonard's Park of Harbour Tunnel ramp 3. Increased traffic on West St 4. Extension of Bernard Lane to Myrtle St	<p>1 & 2. Council agrees that the Western Harbour Tunnel (EHT), as currently designed, will have significant impacts for the Civic Precinct. Council's <i>WHT EIS Response Report</i> identified the issues that the project will have for North Sydney, including the loss of public space at St. Leonards Park and the concerns around air quality and pollution. This response was submitted to TfNSW. Council is advocating for changes to the project.</p> <p>In order to mitigate and reduce these impacts, North Sydney Council is working with TfNSW and other State agencies to come up with alternatives that will provide a better outcome for North Sydney, reduce the impact on St. Leonards park and allow for the outcomes recommended in the Civic Precinct Planning Study.</p> <p>3. As per the adopted North Sydney Transport Strategy, Council's intention is to direct regional and "through" traffic towards the Pacific Highway and the Warringah Freeway reducing the amount of traffic on local Streets, including Miller Street. The aim is to provide for a safer and slower environment with maximum speed limits of 40Km/h.</p> <p>It is also expected that school traffic should improve once the metro is in operation as it will add public transport options for Students.</p> <p>4. The link connecting Bernard Lane with Myrtle Street has been noted as future potential link and will be subject to further Study if there is an increase in pedestrian demand.</p>	Proposed link to complete Bernard Lane noted as future potential connections if necessary	1a/ 1d

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
147	Western Harbour Tunnel impacts Action 9. Extension of Bernard Lane Traffic on West Street	<p>1. Very concerned about increased traffic flow on West St which is already extremely busy and congested particularly at rush hour both morning and evening.</p> <p>2. Extremely concerned about the future harbour tunnel ramp encroaching on St Leonard's Park and also the heavy pollution from the vents. It is Stunning that top of the art filters have not been selected to provide the best safety possible.</p> <p>3. Concerned about extending Bernard Lane through an existing residence to allow foot traffic access to Myrtle St.</p>	<p>1. As per the adopted North Sydney Transport Strategy, Council's intention is to direct regional and "through" traffic towards the Pacific Highway and the Warringah Freeway reducing the amount of traffic on local Streets, including Miller Street. The aim is to provide for a safer and slower environment with maximum speed limits of 40Km/h.</p> <p>It is also expected that school traffic should improve once the metro is in operation as it will add public transport options for Students.</p> <p>2. Council agrees that the Western Harbour Tunnel (EHT), as currently designed, will have significant impacts for the Civic Precinct. Council's <i>WHT EIS Response Report</i> identified the issues that the project will have for North Sydney, including the loss of public space at St. Leonards Park and the concerns around air quality and pollution. This response was submitted to TfNSW. Council is advocating for changes to the project.</p> <p>In order to mitigate and reduce these impacts, North Sydney Council is working with TfNSW and other State agencies to come up with alternatives that will provide a better outcome for North Sydney, reduce the impact on St. Leonards park and allow for the outcomes recommended in the Civic Precinct Planning Study.</p> <p>3. The link connecting Bernard Lane with Myrtle Street has been noted as future potential link and will be subject to further Study if there is an increase in pedestrian demand.</p>	Proposed link to complete Bernard Lane noted as future potential connections if necessary	1a/ 1d
148	52 McLaren	Agree with civic precinct. disagree with transition zone and Councils plan to build a new never existed before 14-24 Stories high rise building at 52 McLaren St. Too close to schools, library, community centres and private residences and park. Council should develop an open plan flat green leafy space for schools, community and visitors use in order to align with cultural, educational, community and open space with great design values.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
149	52 McLaren	We like the civic precinct and the preservation values. However, we disagree and oppose to the location of transition zone and the new plan to develop a new never existed before 14 to 24 Stories high-rise mixed-use building at 52 McLaren St. The transition zone and North Sydney CBD should Stop at 229 - 237 Miller St, 37-39/ 41/ 45 McLaren St and 150 Walker St, which is the lower or southern end of McLaren St. The upper north section of McLaren St such as 50 -52 McLaren St upwards should be kept low rise and low scale to align with the community, heritage, educational and cultural values. Also, transition zone and the proposed new high-rise at 52 McLaren St are too close to our schools, private residential units and houses and community centres in the precinct. To support and expand the cultural, community, educational and heritage and low scale and low rise and open space values and goals for the precinct, council must instead develop an open plan green leafy flat space with tree-lined route connecting to Elliott St and St Leonards for community, schools, residents and visitors uses. NO MORE HIGH-RISE BUILDINGS PLEASE at McLaren St. We have already suffered enough from the years of demolition and construction of 229 Miller St, 50 McLaren St with Metro Station North site and 168 Walker St Aqualand's new building. Terrible noise, dust and dirt and chaos created at Miller St, McLaren St and Berry St and Walker St from these demolition and construction work. These must Stop at the civic precinct. Therefore we PLEAD with Council to not develop any more never existed before high-rise buildings even if 14 Stories or 20 or 24 Stories buildings even at 52 McLaren St. Leave that upper north end of McLaren St alone with the schools, Stanton library, community centres, private residential units and houses, parks, and open plan green spaces. Please make 52 McLaren St an open plan scenic flat green leafy space for exercise, resting and walking route to Elliott St and St Leonards Park (like Darling Harbour).	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
150	52 McLaren	Have suffered enough. We have 237 Miller St apartment blocking us from the West side. We then have 41 McLaren St and the proposed unbelievably very high high-rise building (with 40-50 Stories?!) to our East side, and then we have 229 Miller St and their dual high-rise apartments to our south side. We don't want to lose our skyline views to the north by having Council develop another never existed in the past new building (even if 10 or 14 or 20 or 25 Stories) at 52 McLaren St. We don't want to lose our property values with high-rise buildings on all our sides including North facing side if Council builds a tall building in front of 37-39 McLaren St where we reside. Please reconsider and revise your plan, or our civic plan. Please no more high-rise buildings even at 52 McLaren St. Instead, if you must build, then develop only a lower scale and lower rise 1 or 2 Stories building (maximum height of only 16 metres) such as a library extension to Stanton (note benefit – close proximity) with rooms for venue hire to community, residents, schools and visitors. This lower 1 or 2 Stories building at 52 McLaren St can then support the heritage, cultural, educational and community and low scale/ low rise and open plan values of the civic precinct.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
151	52 McLaren	We really like the civic precinct but we don't understand why Council is planning to develop a high-rise building at 52 McLaren St, so close to schools, houses and units where people live, library and community centre? To preserve low scale, low rise, open plan space and heritage, cultural, community and educational values, Council should not build another high-rise building at 52 McLaren St, when one such high-rise building has never existed before on that plot of land. (It previously housed an aged care facility). It is also too close to our children's schools, Stanton, community areas. To support the community, educational, cultural values and village spirit, Council should instead build a scenic green square without exercise facilities and trees/ plants just like Darling Harbour and Barangaroo with a tree-lined scenic path connecting into Elliott St and St Leonards Park.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
152	52 McLaren	I read all the attached documents. Appreciate Council's work so far in preserving the community, educational, heritage values. However, I don't understand why and see the point as to why Council has in the plan to develop another high-rise mixed-use building of 14 to 25 Stories at 52 McLaren St. This is too close to schools, Stanton, community centre, parks and people's houses and units (where people live). If we are to retain and improve the precinct's low scale, low rise and open plan and green space with good design, why add another building which will block our apartments' north facing views (i.e. 237 Miller St and 37-39 McLaren St properties) and jeopardise the privacy of these apartments and Wenona schools when they are so close together. Council to support the village, educational, cultural, heritage and community values, should instead develop a scenic open flat and green leafy space / square at 52 McLaren ST with outdoor exercise facilities and running, bicycling and walking tree-lined scenic path connecting into Elliott St, Wenona schools and St Leonards Park from Metro Station NORTH SITE. Make it like Darling Harbour or scenic and classic routes like in London parks and squares.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
153	52 McLaren	Oppose to the further build of a new high-rise building at 52 McLaren St, which has never existed before at the location. Too close to schools, community areas and living quarters. Further build and transition zone is too close. Does not support cultural, educational, village, community low rise, low scale and open space values at all. Please do not build any new high-rise buildings at 52 McLaren St so close to our schools and where we live.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
154	<p>The Study should consider the St. Leonards South redevelopment proposal</p> <p>Support to the maximum height of 8 Storeys on the triangle site. (add notes about the 2036 plan)</p> <p>Commend council for the Study</p>	<p>(1) I note the North Sydney Civic Precinct Planning Study (NSCPPS) does not make any reference to the St Leonards South redevelopment proposal. I submit the NSCPPS should consider the St Leonards South redevelopment proposal as a contextual issue. The NSCPPS does note the Western Harbour Tunnel proposal as a contextual issue at a number of points, quite properly given its potential impact on the area examined by the NSCPPS. I argue the St Leonards South redevelopment proposal will have just as large an impact. The boundary of the area included in the St Leonards South redevelopment proposal is less than 500 metres from the nearest point on the boundary of the area examined by the NSCPPS: the Fiveways intersection on the Pacific Highway. I submit the NSCPPS should note the St Leonards South redevelopment proposal as a contingency for a number of aspects including usage of educational institutions, vehicular traffic management, pedestrian traffic volume and usage of commercial and retail space.</p> <p>(2) I commend the NSCPPS for its proposing the scale of redevelopment on the Triangle site be limited to 8 Storeys.</p> <p>(3) I submit the NSCPPS should give greater emphasis to this proposed height limit. My reason is the Triangle site is the most Strategically important redevelopment site in the area examined by the NSCPPS. Although a site of only medium area its geographically Strategic location means its redevelopment will both "pull" redevelopment up the Pacific Highway from the North Sydney CBD and "pull" redevelopment down the Pacific Highway from St Leonards. So, the greater the scale of redevelopment on the site the greater the likelihood adjacent redevelopment will be greater in scale. I submit the proposed height limit in the NSCPPS should be accompanied by a qualification emphasising that no redevelopment over the proposed height should be allowed.</p> <p>(4) Finally, I note the proposed height limit for the Triangle site in the NSCPPS is the same as the height proposed in the Greater Sydney Commission Study of the St Leonards/Crows Nest area. Again, I submit this fact should be noted in the NSCPPS in order to emphasise the consensus among planning bodies that this is the appropriate scale for the site.</p> <p>(4) Finally, I commend the Council for the Study because it is mostly favourable to the amenity of the area examined.</p>	<p>St Leonards South is a significant redevelopment proposal within the limits of the Civic Precinct's contextual sphere of influence, however, it is noted that the St Leonards South Planning Proposal is part of the St. Leonards/Crows Nest 2036 Planned Precinct and has been considered as such within the Planning Study.</p> <p>With regards to the potential impacts of the St Leonards South proposal on pedestrian and vehicular traffic, this has been taken into consideration when putting forward the recommendations of the Study.</p> <p>The proposed height for the Fiveways triangle site has been amended to 16 Storeys as per the final 2036 Plan released in August 2020. Design guidelines have been included to manage this increase in height following the ministerial direction.</p>	No action	2c / 2d

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
155	Need for more housing in the area	The draft Strategy is a fantasy because it doesn't include any specific measures to pay for new open spaces and public areas. We need more people living in the area to support existing businesses, let alone to support any new businesses that Council wants in the area. There needs to be more of a focus on housing in the Strategy. This isn't just a civic and education precinct.	<p>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 improvements around the CBD and the Civic Precinct over the next 16 years up to 2036. This amount would partially contribute to deliver some of the improvements identified in the Study. Some other improvements would be funded through VPA's or in collaboration with State agencies. Improvements to St. Leonards Park have already been allocated funding.</p> <p>Including the approved development at 168 Walker Street, the Civic Precinct Planning Study provides for approximately 1000 additional dwellings for the area. This is in line with the targets and objectives of the Local Strategic Planning Statement and Local Housing Strategy adopted by Council.</p>	No action	2e
156	Need for buildings along Pacific Highway to be updated	The Pacific highway through the precinct looks really tired and the buildings are pretty average, especially at either end towards NS and Crows Nest. These areas along the Pacific highway, like south of McLaren Street, look way better, especially with new development making the Street look more attractive and less run down. I would like to see more done to attract new buildings, that improve the area along the Pacific Highway.	<p>As part of the actions put forward by the Planning Study, Action 2 aims to increase amenity and activation along Pacific Highway. In order to do so the Study recommends:</p> <ul style="list-style-type: none"> - providing a 1.5-metre whole of building setback to the buildings along the Street to widen the footpath and allow for more tree planting and urban furniture - increasing the permeability between Pacific Highway and the core of the precinct - increasing non-residential FSR where appropriate to encourage commercial and retail opportunities - reducing the traffic down Pacific Highway in the long term once the Falcon Street review is done <p>All these measures will improve the amenity of the Streetscape with better footpaths, renewed buildings and new retail opportunities, and will make it more pleasant and safe.</p> <p>At the same time the Study increases the height limit to 4-Storeys along the Pacific Highway with two transition sites, one at each end that could go up to 8 and 10 Storeys and help renew the Streetscape.</p>	No action	2c / 2b

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
157	Not enough housing options or after-hours amenity	As a long time worker in the area, I have always loved North Sydney and have been eager to move to the area. However, I have found there isn't much housing available, especially within a reasonable walking distance to North Sydney Station and the soon to be completed Victoria Cross Metro Station. I find the area also lacks after hours and weekend amenity – the town centre is a ghost town during these times. I think if there were more residents in the area, it would make it worthwhile for retailers to trade longer hours and also bring in more retailers that would make North Sydney more of a destination outside of normal business hours.	<p>Including the approved development at 168 Walker Street, the Civic Precinct Planning Study provides for approximately 1000 additional dwellings for the area. This is in line with the targets and objectives of the Local Strategic Planning Statement and Local Housing Strategy adopted by Council.</p> <p>The Planning Study provides a framework that would allow a diverse range of options, from small secondary dwellings and additions fronting rear lanes in the conservation areas, to mid-rise apartment blocks on the eastern edge of the precinct and at the Fiveways intersection, to a discrete number of residential towers up to 24 Storeys near the metro Station.</p> <p>The Study also encourages ground floor activation through retail and hospitality offerings where possible, above all on the two transition zones.</p>	No action	2b
158	Need for activity cluster and activity outside business hours	I'm a property owner in North Sydney and I think the area is dead outside of business hours, I don't believe more new commercial office buildings will do anything to help this issue. Once the office workers have gone home at 5pm there are not enough local residents left in the Study area to make the place feel active. This precinct can build on existing clusters of activity to actually support some vibrancy around North Sydney CBD, but more needs to be done to support people living, working and visiting the precinct.	<p>Council agrees that there is a need to increase the after-hours offerings.</p> <p>The Civic Precinct Planning Study has consideration to this fact and proposed two mixed-use transition zones to complement the CBD and St. Leonards.</p> <p>Within these two transition zones, ground floor activation through retail and hospitality offerings is encouraged where possible.</p> <p>This transition areas will be well served by public transport and be surrounded by a mix of residential and commercial buildings that could support the new offerings.</p>	No action	2b

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
159	Future of Falcon Street and potential mid density blocks Support to defer any decision on Falcon Street until the WHT is known.	Thank you for accepting my comments on the proposed precinct development. I live on Falcon St not far from the exit off the Warringah Freeway. I note that on page 17 Of the Civic Precinct Planning Study May 20, that the block I live on is earmarked as a potential site for medium density development. I bought my unit 5 years ago as my retirement home and currently work as a Registered Nurse in the Neonatal ICU at RNSH. I am shocked at the thought of the beautiful 3 level building I live in being razed and replaced by 7-9 Stories. Whilst not heritage listed, my block and the three next to it which are identical, are each around 90 years old and add character to the heritage properties that border the block. As an individual I don't want to lose my home, but as a resident in this suburb I fell that any such development along Falcon St will introduce an alteration that will function almost like a line between suburbs which currently flow seamlessly as 'the lower north shore'. I am concerned that changes to Falcon St are being considered in a Strategic planning document before the government firmly commits to the Western Harbour Tunnel development. The traffic that this tunnel will generate along Falcon St as people access the tunnel is exponentially more significant than simply looking to develop the precinct in response to the new under harbour train line. I believe owners are entitled to an answer regarding the Western Harbour Tunnel before any reasonable consideration can be given to developing the North Sydney Precinct. Both the current under harbour train link and proposed Tunnel link to the Northern Beaches are wonderful projects that move our State forward. But I support Councils view that the Civic Precinct Plan should be set aside until firm progress is made in relation to the Northern Beaches link. Thank you	The map on page 17 of the Planning Study just reflects the outcomes of a community workshop where the participants were asked to place coloured dots representing building typologies in the areas they considered adequate for those type of buildings and heights. The map does not reflect what Council is proposing for the area, this is reflected in Actions 1 to 9 if the Planning Study As per Action 5, Council agrees that any changes to the Falcon Street corridor can only be explored after the outcomes of the Western Harbour Tunnel and its impact on the area are fully known and understood. That's why the Planning Study recommends that a more detailed Study of Falcon Street is carried on once these outcomes and the outcomes of the St. Leonards/Crows Nest Planned precinct are fully known and understood.	No action	2d/ 2c
160	52 McLaren	Future plans by Council to develop a new 14 to 24 floors high-rise mixed-use building at 52 McLaren St is too close to our schools and where we live. This does not support the open space, low rise, low scale cultural, heritage, village, educational and community values of the precinct. Request that Council not build any more new high rise buildings. Instead build a flat open plan green leafy space with tree-lined path connecting to Elliott St and St Leonards Park.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
161	52 McLaren	Oppose to the transition zone. Oppose to the plan to add a new never existed before high-rise mixed-use building at 52 McLaren St. Too close to schools, community areas, private housing. North Sydney CBD must Stop at the lower half of McLaren St which borders from 229 - 237 Miller St, 37 - 39 - 41 - 45 McLaren St to 150 Walker St. The transition zone should Stop there also. The upper or northern half section of McLaren St should be preserved and maintained to support the cultural, educational, heritage, village and community vision and values by not building or adding any more new high rise buildings even if 10 or 14 or 20 or 24 floors at 52 McLaren St. Instead, the land must be kept low rise and low scale to preserve the community, cultural, community and educational and village vision. Understand that 50 McLaren St will house the new Metro Station northern site entrance. To align the low scale and low rise skyline of village vision and open space feel for the precinct, 52 McLaren St should house a new small green leafy square with outdoor exercise amenities for community, schools, visitors and residents uses. This area should also consist of a scenic tree lined route connecting from Metro North Station entrance to Elliott St, Wenona schools and St Leonard's park and Walker St with bicycle, running and walking paths. Please consider and listen to us and community voices and needs. No more new high rise buildings to be built or added at McLaren St.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e
162	52 McLaren	Disappointed and disagree with Council's plan to add and develop a new building of 10-25 floors at 52 McLaren St. Don't understand how this new building is helping to support open space, village, community, educational, heritage vision?! No such tall buildings existed before in the past at 52 McLaren St. It used to house trees and an aged care facility. This proposed tall building will also block our north facing skyline views from 237 Miller St and 37-39 McLaren St apartments. Please do not add another tall building to block our views and devalue our properties' values. Council should instead build a small green tree-lined park at 52 McLaren St for community and school use with a scenic route connecting to Elliott St, St Leonard's park, Walker St, McLaren St and Metro Station northern site entrance. Examples like Darling Harbour, Botanical garden scenic walk path, opera house scenic walk path. We need something classier at the North Sydney end to demonstrate community, heritage, village, open green space, and educational vision. At the moment, there is none except tall buildings everywhere close to each other with no organisation nor order. Cement jungle.	Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.	Add additional guidelines to ensure amenity is protected. No change to proposed heights.	1e / 2e

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No.	Topic	Comments	Council Response	Recommended Action	Criteria
E1	16 Hampden Street East Walker Development	<p>It is positive that the Council is attempting to balance necessary development prospects with provision of space and more suburban residential feel to the area. Also, I understand it is quite a difficult task to achieve.</p> <p>“Action 1: Create more jobs and housing opportunities near the Metro”</p> <ul style="list-style-type: none"> - Turn end of Hampden Street into a pocket park”. – Strongly Object. Not in use, will need more parking, lack of sunlight. Impact of WHT and Sound wall - Develop a public park along the Freeway edge”. – Strongly Object. Not viable because of WHT - Increase the maximum height to 8-Storeys to the area fronting the Freeway (similar to some of the existing buildings”. – Strongly Object. Obsolete considering current context and existing buildings. Site is not feasible to be redeveloped. <p>Thus, “Action 1: Create more housing opportunities near the Metro” fails with the current principles with respect to this Hampden Street area.</p> <p>Action 3: Support small to medium sized business growth</p> <ul style="list-style-type: none"> - Increase the non-residential FSR across the precinct as shown on the map”. – Object. Not realistic as 16 Hampden Street cannot accommodate commercial use within the current apartments’ layouts <p>To summarise, the current proposal for Hampden Street will inevitably keep the entire area as is, with the exception of the development for 175 Walker / Hampden development. In addition, considering the proposed developments nearby (e.g. transition of old SAP building into 3 towers), this untimely makes Hampden Street residents worse off. Two key areas that residents will be worse off:</p> <ol style="list-style-type: none"> 1. There will be no change to the current State of Hampden Street, while other areas will enjoy upgrades and new additions of developments and businesses. 2. Residents will lose any chance of the ability to secure their financial future from potential development agreements. And for some residents, such as my-self who is soon to be married and will be Starting a family, your proposal (which I have shown to have significant inconsistencies and economic infeasibility) will ultimately mean that I have no chance to take advantage of once in a lifetime economic opportunities. 	<p>The proposed pocket park at the end of Hampden Street as well as the public park along the edge of the Freeway are additional public open spaces that could enhance the area and are based on best practice urban design principles.</p> <p>Council is aware that they might be difficult to implement, however, the Study puts forward the best possible outcome for the area.</p> <p>Though the Western Harbour Tunnel (WHT) in its current form would not allow for the Freeway edge park to be implemented, Council is working with TfNSW and other agencies to improve the design of the WHT and ensure a better outcome for North Sydney.</p> <p>The pocket park at the end of Hampden Street is feasible and could cater for the residents of the area once the East Walker site is redeveloped.</p> <p>In regard to the proposed increases of non-residential FSR and height (up to 8 Storeys), Council believes that those measures are adequate for the context and location of the sites and that there is nothing Stopping future additions to existing buildings (addition of a penthouse level, changes to the ground floor to add retail suites) or eventually replacing the existing building with a new development.</p> <p>It is noted that the proposed changes are based on urban design principles and State-wide objectives and that personal financial outcomes of site owners or individuals are not part of the criteria that guides the Study.</p> <p>Please refer to Section 3.3.7.2 of the Council report for a detailed analysis and response for this site.</p>	No action	2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
E3	General comments	<p>1. Support for council's support of the north district plan and the objectives of the Study, and agree that it is important to protect the civic buildings and low scale, heritage rich, leafy nature of the centre of the civic precinct.</p> <p>2. Object to "As well as providing green space and civic facilities to complement the high-rise areas of North Sydney LGA, the Civic Precinct must also provide complementary development typologies and spaces to support the surrounding major commercial"</p> <p>3. Support the Study's vision for the Civic Precinct. Consider that what is not broken doesn't need fixing or investing, including the Civic Core. It is permeable enough and well used and loved.</p> <p>4. Object to the notion of a medium scale Streetscape providing a pedestrian friendly environment. Pacific Highway was once a lovely Street to walk along and was part of the local community. now there are many buildings that are not fully occupied which results in no Street activation. I know I speak for many women in the community when I say I no longer feel safe walking along the pacific highway in the evening or after dark. I recommend and request more lighting along the Pacific Highway.</p> <p>5. Support for the Northern Transition area proposed height of 8 Storeys, objection to the Southern Transition Area and its proposed height of 12 Storeys.</p> <p>6. No need to liven up the heritage conservation areas, no need for additional pedestrian links.</p> <p>7. Support for the principles for development within Heritage Conservation Areas</p> <p>8. Would like to explore the possibility of making the Fiveways Intersection Car Free.</p> <p>9. No need to review the Civic Core</p> <p>10. Support for the education urban design guidelines.</p> <p>11. Object to using Public Art of part of public benefits that come from VPAs</p> <p>12. Kelly's Place relocation does not meet the criteria of serving the same community</p> <p>13. Community Centre should remain in the same location, preference to relocate early childhood education.</p>	<p>1. Noted</p> <p>2. The Civic Precinct already includes small office buildings, cafes, restaurants, townhouses and many building typologies clearly different from the CBD that are not civic institutions or open spaces. These residential areas and theatres, cafes or schools, complement the CBD. The Planning Study just States the fact and works to ensure the diversity is maintained.</p> <p>3. Noted</p> <p>4. The Civic Precinct Planning Study proposes a maximum height of 4 Storeys with the top level being recessed. This would create a 3-Storey Streetscape (medium scale) that is appropriate to the scale of the road and provides a human friendly environment very similar to Willoughby Road and many other high Streets across Sydney. The Planning Study also proposes several measures to improve the amenity and activation of Pacific Highway. See section 3.3.6 of the Council report.</p> <p>5. Noted</p> <p>6 & 7. Heritage conservation areas are very valued and an important asset to the precinct. In order for these areas to Stay relevant, used and love, they need periodical upkeep and improvements. That's why the Planning Study suggest improving laneways, a series of development principles to ensure contributory items are well maintained and the area is pedestrian friendly and safe.</p> <p>8. The Fiveways intersection will be reviewed in more detail when Council reviews the Falcon Street corridor. Notwithstanding this, Council's aim is to direct traffic towards Falcon Street and the Freeway providing an opportunity for some space reallocation at the Fiveways intersection.</p> <p>9. Please refer to Section 3.3.5 of the council report for a detailed response on this issue.</p> <p>10. Noted</p> <p>11. Public art is not intended to be used as part of VPAs.</p> <p>12. Kelly's Place potential relocation is an important subject for Council. Council understands the link between the centre and its current location and agrees that the preference would be for the centre to remain in the same area. At this point Council is looking at options if Staying in the same area were not to be possible. Council is liaising with Kelly's Place through this process.</p> <p>13. Noted. This would be looked at detail when developing the masterplan for the Civic Core. The community centre would be asked to collaborate and be part of that process.</p>	<p>Add design guidelines and amend site principles diagram for the southern transition site.</p> <p>Remove Public Art from the list of potential public benefits</p>	<p>2d / 2e / 1d/</p>

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No.	Topic	Comments	Council Response	Recommended Action	Criteria
E4	General Comments 52 McLaren	<p>The Study anticipates a plethora of box-Style buildings dedicated to commercial/residential/retail space within the precinct, again notably in the Transition Zone. What is 'exciting and vibrant' about that? The Study lacks a vision for anything other than meeting an artificially imposed demand for more jobs and population. Where is the provision for cultural activities (a new theatre/events venue perhaps, a modest art gallery or church with eye-catching architecture), an indoor sports centre, an indoor/outdoor activities centre for children?</p> <p>There is negligible enhancement of the public domain or open spaces in the Precinct beyond refurbishing existing St Leonards Park which is already underway irrespective of any future development (and even that is under threat from the WHT).</p> <p>52 McLaren Street Extending the permissible development height of 52 Maclaren Street from 14 to 24 Storeys will result in a building grossly out of place and out of proportion to its surrounds including the Civic Centre and Wenona School. It will Stick out like a sore thumb. It will destroy the rooftop views from Miller Street and contradict the Stated aim for the CBD fringe to be principally mixed use and medium rise. The 14 Storey limit on 52 Maclaren Street should be maintained.</p> <p>The Metro Northern Entry Originally to be a small box on the western corner of Maclaren /Miller Streets with a lift for the convenience of Students and people attending sports fixtures at North Sydney oval, the design was changed to a 3 Storey box on the eastern corner, and again to a large and ugly 6 Storey cardboard box design</p> <p>The Northern Entry should revert to no more than 3 Storeys, with a rooftop garden/indoor outdoor dining area on the top level.</p>	<p>The Planning Study clearly States as part of its vision and objectives the intention to maintain and respect the current feel, character and scale of the area. It recommends that the core of the precinct remains as is with no changes proposed to it. It also recommends protecting, improving and enhancing the existing public open spaces.</p> <p>Minor density changes are limited to two transition zones on the edges of the precinct.</p> <p>Provision of additional social infrastructure and public facilities is based on Council's assessment of the current population and the current assets. At this point in time, the existing facilities plus the additional proposed additions are considered adequate for the area. It should be noted that the Ward Street masterplan is to include a new auditorium, new library branch, screening room and knowledge Hub.</p> <p>The growth objectives Council is working towards are set by the Greater Sydney Commission and the DPIE.</p> <p>Regarding the issues raised around 52 McLaren Street, please refer to section 3.3.7.1 of the Council report for a detailed answer.</p> <p>The design of the Metro Station northern portal is responsibility of Sydney Metro and DPIE for approval.</p>	Add design guidelines for 52 McLaren Street to ensure amenity of the surroundings is protected	2e / 1e

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E5	Housing Targets and under supply	<p>We would like to congratulate the Council, consultants and Staff on producing an aspirational document that will significantly enhance the public domain of North Sydney's Civic Precincts and surrounds. We also support the transitional measures taken to link St. Leonard's, Crow's Nest and the Civic Precinct – while preserving the village character of certain areas of significance. The way the Study deals with culturally significant heritage items is also commended.</p> <p>There are, however, broader market issues that will impact on the practical implementation of the Study. This does not mean that Council should recut the Study but rather be aware that while the principles are solid there may need some refinement and modification as development proceeds across the North Sydney LGA. We are not confident that the housing delivery targets as provided in the Local Housing Strategy are achievable (even with the changes contemplated in the Study). There is an overstatement of around 25% of delivery in actual zoned sites. This will mean that to comply with supply targets from the Greater Sydney Commission more opportunities for housing production will be required.</p> <p>Council should reconsider densities to generate higher yields for developments in certain precincts. These comments are not intended to detract from the general thrust of the Planning Study – which is underpinned by sensible and appropriate principles and directions and will significantly improve North Sydney.</p> <p>Council should, however, be conscious that for the Study to be operational there will need to be some small changes to specific developments controls to ensure they are financially feasible and can contribute to the social and hard infrastructure of North Sydney.</p>	<p>North Sydney Council is on track to deliver the necessary dwellings to meet the North District Plan dwelling targets. Council's Local Strategic Planning Statement (LSPS), which was informed by the Local Housing Strategy (LHS), received assurance by the DPIE in March 2020 validating Council's work so far.</p> <p>It is worth noting that North Sydney Council's LHS did not include projections for:</p> <ul style="list-style-type: none"> - Precinct planning Studies that were underway (including the Civic Precinct Planning Study and the Military Road Corridor Planning Study) - Planning Proposals currently in progress (e.g. 27-57 Falcon Street) - The recently adopted LEP change to allow residential flat buildings in the R3 Medium Density Residential Zone. <p>Considering the above, Council believes that the current Strategic framework is adequate to deliver on the targets from the North District Plan for 2036.</p>	No action	2d / 2e

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PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
E6	253-267 Pacific Highway	<p>As a local business we fully support the activation of the local area and the improvements to open space, roads and better access to transport. Specifically, in the area we are located we believe there may be opportunity for further enhancements and better development outcomes that support activation and increased amenity along the Pacific Highway corridor.</p> <p>We recognise and support identification of the 'southern transition site' – this Street block is located to the north of our business location, so we have a particular interest in seeing a great development outcome in this location.</p> <p>The site current presents as a tired collection of shops and offices that do not contribute to the Streetscape or broader activation of the precinct. The current design principles in the Study seem to place excessive emphasis on the heritage item and propose some poor outcomes. It may be better to allow more height/density on the site to allow for innovative opportunities for the heritage item and public domain outcomes.</p> <p>We support the objectives of the Study but feel there will be instances where Council will need to be more ambitious to improve development outcomes.</p> <p>It is also critical that Council consider more residential development (perhaps even mixed use) in the Civic and Surrounding Precincts to ensure better activation in the Precincts Studied.</p>	<p>For a detailed analysis and response regarding 253-267 Pacific Highway please refer to Section 3.3.7.4 of the Council report.</p> <p>The Planning Study clearly States as part of its vision and objectives the intention to maintain and respect the current feel, character and scale of the area. It recommends that the core of the precinct remains as is with no changes proposed to it.</p> <p>Density changes are limited to two transition zones on the edges of the precinct, this is the best possible outcome as it does take advantage of the future metro Station, provides a transition between the CBD and the civic and heritage areas and protects the low scale, village feel of the core of the Precinct.</p> <p>It should be noted that as per the proposed actions, and including the approved development at 168 Walker Street, the Civic Precinct Planning Study provides for approximately 1000 additional dwellings for the area. This is in line with the targets and objectives of the Local Strategic Planning Statement and Local Housing Strategy adopted by Council.</p>	No action	2e

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E7	East Walker Street	<p>The character and needs of the EWS are different to the other parts of the North Sydney Civic Precinct. They have not been properly considered and addressed in the NSCPPS. Due to its location in the precinct (being an add-on to the main area of the precinct), the EWS' character and needs have been ignored in the overall planning picture.</p> <p>Context and character The proposed height of 20 Storeys for that part of the EWS on Walker Street does not achieve this desired character as there would be no transition in height between west and east Walker Street.</p> <p>Overshadowing impacts. The CMS States that the majority (not all) of the apartments on the western side of Walker Street can still receive more than 2 hours solar access in mid-winter and that no apartment should be subject to less than 2 hours solar access in mid-winter.</p> <ul style="list-style-type: none"> - There is no Statement as to the amount of solar access which would be lost by the apartments (as compared to current solar access) and the number of people who would be affected. - It appears that there is more concern about loss of solar access in a public space as opposed to the loss of solar access for many residents when they are using their private space. - There is no information as to the amount of use of Doris Fitton Park by local residents and whether there would be any great effect on the usage of the park. <p>Inconsistency. The proposal for 20 Storeys on EWS on page 26 is not consistent with the East Walker Principles Diagram on page 27 which shows part of the area being proposed as B3 (eight Storeys) and part of the area, being the corner of Walker and Hampden Streets, as B4 (a 20 Storey residential tower with a commercial podium).</p> <p>The proposal for 20 Storeys for EWS is also not consistent with the Strategy for implementation of Action 3 objective as Stated on page 30 which requires fully dedicated, small to mid-size commercial buildings along the southern end of Walker Street to complement the CBD's premium office towers.</p> <p>No consideration for traffic impacts resulting of Action 1</p> <p>A height limit of eight Storeys for all of EWS adequately satisfies the desired character of the area and council's objectives.</p>	<p>For a detailed analysis and response regarding East Walker Street please refer to Section 3.3.7.2 of the Council report.</p> <p>The Apartment Design Guideline that supports SEPP 65 (State Environmental Planning Policy - Design Quality of Residential Apartment Development) provides a guidance of the acceptable minimum solar access to living areas of apartments and the acceptable overshadowing impacts. It States that 2 hours of direct sunlight is considered acceptable and that is the guidance that the Civic Precinct Planning Study follows.</p> <p>Council's focus is to ensure these acceptable levels of overshadowing are reached across the LGA and that public open spaces receive the best possible amenity throughout the year based on best practice urban design principles.</p> <p>Inconsistency. Maps on pages 26 and 27 have been amended to ensure consistency. The East Walker proposal is not inconsistent with the objectives of Action 3 as the proposal allows for the desired commercial building.</p> <p>Traffic. It is estimated that local traffic growth resulting from the development of key sites in the civic precinct would result in only marginal increases in traffic in the area.</p> <p>It is intended that a target of "no net increase in traffic" for development in the precinct will be implemented and achieved through comprehensive application of travel plans/travel demand management measures.</p> <p>Regarding the comment about the amenity and Streetscape of Walker Street, please refer to Section 3.3.7.2 of the Council report for a detailed analysis and response for this site.</p>	<p>Add design guidelines to ensure amenity of the surrounding properties. No changes to heights</p>	<p>1e / 2e</p>

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E8	253-257 Pacific Highway	<p>The Draft Study provides a clear vision and framework to support and enhance the unique character of this precinct. Legacy Property supports the role of the precinct to provide 'breathing' space between the key centres of North Sydney and St Leonards, and the suite of actions proposed in the Draft Study.</p> <p>However, the Draft Study only identifies a limited number of sites that can support meaningful uplift to deliver residential and commercial floor space, largely due to the constrained nature of the precinct. In this context, Legacy Property believes that those sites need to be optimised to take advantage of the inherent opportunities in this precinct, particularly around the new metro Station, and to support the creation of a vibrant fringe to the CBD.</p> <p>We have separately expressed our concerns to North Sydney Council about its ability to meet forecast housing targets and Strongly believe that the development potential of key sites within the Draft Study should be increased to meaningfully contribute to future housing supply.</p> <p>Fundamentally, the Draft Study does not provide sufficient value uplift on the Legacy Property Site to support the amalgamation and redevelopment of the existing properties. The Draft Study contemplates a development outcome with an FSR of 3.6:1, however independent economic assessment prepared by Atlas Urban Economics indicates that a minimum FSR of 5:1 is required to enable a viable redevelopment of the Site with some modest public benefits.</p> <p>This submission provides two options for achieving a viable redevelopment of the Site as illustrated by the architectural drawings attached:</p> <ol style="list-style-type: none"> 1. A design approach generally in accordance with the massing principles proposed in the Draft Study. 2. An alternative design approach that can deliver a significant new public open space (280sqm). This unique public domain outcome is achieved by consolidating floor space on the southern portion of the Site. <p>We believe that the alternative design approach represents an outcome that Strongly responds to the principles and actions proposed in the Draft Study.</p>	<p>Refer to Section 3.3.7.4 of the Council report for a detailed analysis and response for this site.</p> <p>North Sydney dwelling forecast and targets.</p> <p>Regarding the concern about North Sydney Council meeting its dwelling targets, Council notes that North Sydney Council is on track to deliver the necessary dwellings to meet the North District Plan dwelling targets. Council's LSPS, which was informed by the Local Housing Strategy (LHS), received assurance by the DPIE in March 2020 validating Council's work so far.</p> <p>Nonetheless, even if the dwelling target could not be met with the current controls and Studies in place, Council's policy would be to prepare planning Studies for the relevant areas of the LGA identified as having potential further capacity and provide a detailed planning framework outlining Steps for additional housing in a holistic manner, rather than relying on individual planning proposals to meet the targets.</p> <p>The argument of uplifting the height of one individual site to meet a residential growth target is not supported and considered not relevant.</p> <p>Site's feasibility</p> <p>Regarding the site not being economically feasible, it should be noted that the proposed built form is based on urban design principles and best practice as outlined in the draft Civic Precinct Planning Study. It is not and will not be informed by private applicants' feasibility concerns. The profit or lack thereof of a site's redevelopment is not part of Council's consideration when investigating the appropriate built form and scale for the site within a precinct wide planning Study.</p>	No action	2e

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E9	General comment. 253-267 Pacific highway	<p>Errors on the background document in regard to the Strata title map and the heights of some buildings.</p> <p>Support to the proposed maximum height for the northern transition area. 8 Storeys (triangle site)</p> <p>Objection to the proposed heights on the southern transition zone. 12 Storeys (253-267 Pacific Highway) Visual impact of the development, specially from the church grounds.</p> <p>Action 3. Some areas shown for Non-residential FSR should be kept as fully residential.</p> <p>Action 4. Area already permeable, no needs for links or to activate the laneways</p> <p>Action 5. Objection to any future consideration for employment and activation opportunities.</p> <p>Action 6. Community engagement required.</p> <p>Action 8. Include lighting improvements</p> <p>Action 9. Several pathways not supported (5,6,7,8)</p> <p>Public benefits. Not supported. Kelly's Place should remain in Crows Nest</p>	<p>Errors to the background document are noted, yet not found.</p> <p>Support to the Fiveways triangle site is noted.</p> <p>Please refer to Section 3.3.7.4 of the Council report for a detailed analysis and response regarding 253-367 Pacific Highway.</p> <p>Action 3. Council believes that it is beneficial to increase the non-residential FSR across the precinct, including rezoning some R4 zones to B4 zones where appropriate</p> <p>Action 4. The proposed pedestrian links and laneway activation will ensure that the future metro Stations are within 800 metres walking distance across the whole precinct.</p> <p>Action 5. This comment will be considered during the development of the detailed Study</p> <p>Action 6. The community will be consulted as part of the process.</p> <p>Action 8. Lighting improvements to be considered in a case by case basis</p> <p>Action 9. Please refer to Section 3.3.3 of the Council report for a detailed response.</p> <p>Kelly's Place potential relocation is an important subject for Council. Council understands the link between the centre and its current location and agrees that the preference would be for the centre to remain in the same area. At this point Council is looking at options if Staying in the same area were not to be possible. Council is liaising with Kelly's Place through this process.</p>	<p>Add design guidelines and amend site principles diagram for the southern transition site.</p>	<p>1e/ 1d/ 2e</p>

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PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
E10	General comments. Pacific Highway Fiveways Triangle site Public benefits. Public Art	<p>SUPPORT the Council's Stated objectives to</p> <ul style="list-style-type: none"> Identify and retain the urban values of the precinct including its heritage, fine-grained Structure and 'leafy' character Identify possible improvements in the public domain including pedestrian linkages, wayfinding, new public open space and improved amenity. <p>CIVIC CENTRE: I STRONGLY AGREE that it is important to protect the Civic buildings and low scale, heritage rich, leafy nature of the centre of the Civic Precinct.</p> <p>Objection to the notion of a medium scale Streetscape providing a pedestrian friendly environment. That is not currently the case. With the high-rise development through the North Sydney section, the area has become cold, windswept and unappealing. I recommend more consideration be given to the area, more green plantings, better lightings, some artwork to make it more interesting.</p> <p>CROWS NEST TRIANGLE SITE: I support Council's proposed 8-Storey height limit, along with an interesting pedestrian area for cafes etc at Street level. I understand there is currently an unsolicited Planning Proposal for 36 Stories, including a proposed "park" on the 5th level. Perhaps the "Park" could be on the rooftop of the 8-Storey building instead!</p> <p>PUBLIC BENEFIT: I STRONGLY OBJECT to giving developers additional building height in exchange for public art.</p>	<p>Submitters support to the Planning Study's objectives and vision is noted.</p> <p>Pacific Highway The Civic Precinct Planning Study proposes a maximum height of 4 Storeys with the top level being recessed. This would create a 3-Storey Streetscape (medium scale) that is appropriate to the scale of the road and provides a human friendly environment very similar to Willoughby Road and many other high Streets across Sydney. The Planning Study also proposes several measures to improve the amenity and activation of Pacific Highway. See section 3.3.6 of the Council report.</p> <p>Support for the proposed maximum height for the Fiveways triangle site is noted.</p> <p>- Public art is not intended to be used as part of VPAs or as a reason to allow taller heights.</p>	<p>Remove Public Art from the list of potential public benefits</p>	<p>2d / 2e/ 1e</p>
E11	General comment. Fiveways Triangle 253-267 Pacific Highway Falcon Street	<ul style="list-style-type: none"> - Need for additional time in light of Covid19 restrictions - Community input on the map regarding heights should not be misinterpreted (one dot can change the perception of how the community feels) - Need to review the Study in light of the current and future impact of Covid-19 on residential and commercial demand - Action 9 Pathways. The extension of Bernard Lane is not supported, nor it is the link at the rear of North Sydney Girls. - Fiveways triangle should remain at 4 Storeys - Southern transition zone should have heights that relate to the church and McLaren Streets and should not be a transition zone - Falcon Street to remain residential and be included in the conservation area - Western Harbour Tunnel Impacts should be considered - Public benefits should not be used to allow greater heights (A matter of principle) - Need for clarification on the impacts of the planned commercial floor space along Pacific Highway 	<ul style="list-style-type: none"> - The exhibition period was extended to 6 weeks to address the circumstances around Covid-19 restrictions and additional material was provided online. - Comment noted. The community map has been included for references but has not been misinterpreted or used to justify any of the actions put forward by the Planning Study. - The Study was prepared before the impact of Covid-19 and works with the targets established by the DPIE. If and when these targets change, the Study could be revised if considered necessary. - Both links have been noted as potential future links to be further Study if there is an increase in pedestrian demand - Refer to Section 3.3.7.3 for comments regarding the Fiveways Triangle site - Refer to Section 3.3.7.4 for comments regarding the Southern transition zone. - Falcon Street will be subject of a more detailed Study as per Action 5 recommendation - Western Harbour Tunnel impacts have been considered - Public benefits and the delivery of public outcomes is part of the Planning Proposal and rezoning system. - The increased commercial floor space along Pacific Highway should result in better ground floor activation and in a wider range of office space offerings for medium and small firms that support the medical field or the education institutions. 	<p>Add design guidelines and amend site principles diagram for the southern transition site.</p> <p>Proposed pedestrian link through North Sydney Girls High School and proposed link to complete Bernard Lane noted as future potential connections if necessary</p>	<p>1d/ 1e/ 2e/ 2d</p>

DRAFT CIVIC PRECINCT PLANNING STUDY					
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No.	Topic	Comments	Council Response	Recommended Action	Criteria
E12		<p>Oppose to the proposed plans for more high-rise towers on the eastern and northern side of Walker Street (between Berry and McLaren)</p> <p>1. The is already groaning with desperate traffic problems: - Poor vision from exiting carparks - Bumper to bumper traffic at peak periods when it can take over 20 minutes to drive south from Ridge St to Berry St - Increase in pollution</p> <p>2. It is an area where the pedestrian is already shaded for most of the day and conditions on the ground are totally depressing for dwellers and workers alike</p> <p>3. The wind factor is particularly unbearable in most seasons</p> <p>4. This is an area where presently there Stands properties that are heritage worthy – buildings that represent our history – these buildings will become dwarfed by proposed towers and will be depressing places to live or to work.</p> <p>5. There is an existing heritage wall that divides the road - Traffic to Hampden St is already compromised (we have witnessed amazing incidents – garbage collection vehicles reversing to access Hampden Ave so that they have ease of exit: fire trucks and police vehicles have been similarly Stranded) - Proposed high rise dwellings will compromise traffic flow in this Street even more, and more importantly compromise safety to pedestrians and motorists</p> <p>6. This is an area where some of the residents at 138 & 150 Walker St purchased properties with views - whilst views are 'not a right' their protection was certainly a key factor when keen buyers did their due diligence and trusted the information from North Sydney Council personnel that the area in front of the building was limited to a height level of 12 metres, under the NS LEP 2013.</p>	<p>Please refer to Section 3.3.7.2 of the Council report for a detailed analysis and response regarding East Walker Street.</p> <p>In regard to the comment related to traffic. It is estimated that local traffic growth resulting from the development of key sites in the civic precinct would result in only marginal increases in traffic in the area.</p> <p>It is intended that a target of “no net increase in traffic” for development in the precinct will be implemented and achieved through comprehensive application of travel plans/travel demand management measures.</p>	<p>Add design guidelines to ensure amenity of the surrounding properties. No changes to heights</p>	<p>1e/ 2e</p>

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E13	27-57 Falcon Street	<p>Lindsay Bennelong lodged a site-specific Planning Proposal (PP 6/19) for 27-57 Falcon Street in August 2019. The Planning Proposal seeks to facilitate a future 3-6 Storey development on the site.</p> <p>The Planning Proposal has been subject to a lengthy pre-Gateway assessment by North Sydney Council which has included non-Statutory processes, namely, preliminary referrals to the North Sydney Council and the North Sydney Local Planning Panel. Neither the Council nor the Panel were fundamentally opposed to the Planning Proposal, and as a result of the work undertaken post-lodgement, the parameters of the site's future built form have been documented in detail, including the preparation of a site-specific development control plan. In addition, Lindsay Bennelong met with the local community in February 2020 to discuss the Planning Proposal. The majority of the residents voiced their support for the proposal and used the opportunity to note their concerns about the current condition of the site. Finally, we understand the Planning Proposal will be reported to Council in July 2020 with a recommendation to proceed to Gateway.</p> <p>Therefore, the purpose of this submission is to request that the next iteration of the Council's Planning Study aligns with the Strategic planning work and urban design analysis that has been undertaken by Council and Lindsay Bennelong to date. While we note that the site is identified as a deferred matter in the Planning Study; the Planning Study and Background Report include concepts that are not contemplated in the Planning Proposal and will create uncertainty and confusion going forward.</p> <p>There are several comments on the background report.</p>	<p>The planning proposal for the site (PP 6/19) has been supported by Council and sent to the DPIE for Gateway Determination and subsequent exhibition.</p> <p>As the proposal has already been supported by Council, there is no need to incorporate it to the Study.</p> <p>It is worth noting that the background reports underpin the Study but that the final Council position is that of the adopted Planning Study only.</p> <p>In that regard, Council does not see any guidelines or recommendations in the Study that go against the supported Planning Proposal.</p> <p>There is no expectation that the agreed Planning Proposal will need to be modified in light of the Planning Study.</p>	No action	2a

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E14	Fiveways Site	<p>On 25 June 2020 North Sydney Council received a planning proposal for the Fiveways Triangle Site.</p> <p>The planning proposal was prepared within the framework established by the North City District Plan and the St Leonards Crows Nest 2036 Draft Plan.</p> <p>The planning proposal highlights the opportunities that accrue to the wider community and the Crows Nest Village of an orderly and economic redevelopment of the Fiveways Triangle Site that has regard to its proximity to the Crows Nest Metro Station and the locational and physical attributes that make it uniquely capable of accommodating a taller building.</p> <p>In summary, planning proposal represents an opportunity to:</p> <ul style="list-style-type: none"> ▪ Consolidate the Fiveways Triangle Site and create a dynamic active ground plane with Strong, logical connections to the Crows Nest Village and surrounding neighbourhoods. ▪ Create 10,000sqm of non-residential floorspace in commercially attractive floorplates that will support the health and education facilities in the locality. ▪ Create a visual marker for the Crows Nest Village without affecting key character elements of the Willoughby Village. ▪ Improve the amenity of, and connections to, the major bus Stop located on the Pacific Highway frontage. ▪ Provide 310 new homes that will contribute to the North Sydney LGA's 2026-2036 housing needs (as yet unplanned for), relieving pressure on less suitable places. ▪ Secure a new 2,000sqm community centre and rooftop park as part of a \$20 million public benefit offer. <p>We submit that the Civic Precinct Planning Study should be amended by nominating a 36 Storey height limit with a 3:1 non-residential floor space ratio on the Fiveways Triangle Site for the reasons demonstrated in the Planning Proposal, noting that this would better achieve the actions identified in the Civic Precinct Planning Study.</p>	<p>Refer to Section 3.3.7.3 of the Council report for a detailed analysis and response for this site.</p> <p>North Sydney dwelling forecast and targets.</p> <p>Regarding the concern about North Sydney Council meeting its dwelling targets, Council notes that North Sydney Council is on track to deliver the necessary dwellings to meet the North District Plan dwelling targets. Council's LSPS, which was informed by the Local Housing Strategy (LHS), received assurance by the DPIE in March 2020 validating Council's work so far.</p> <p>Nonetheless, even if the dwelling target could not be met with the current controls and Studies in place, Council's policy would be to prepare planning Studies for the relevant areas of the LGA identified as having potential further capacity and provide a detailed planning framework outlining Steps for additional housing in a holistic manner, rather than relying on individual planning proposals to meet the targets.</p> <p>The argument of uplifting the height of one individual site to meet a residential growth target is not supported and considered not relevant.</p> <p>Site's feasibility</p> <p>Regarding the site not being economically feasible, it should be noted that the proposed built form is based on urban design principles and best practice as outlined in the draft Civic Precinct Planning Study. It is not and will not be informed by private applicants' feasibility concerns. The profit or lack thereof of a site's redevelopment is not part of Council's consideration when investigating the appropriate built form and scale for the site within a precinct wide planning Study.</p>	No action	2e

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E15	East Walker Street 173-179 Walker Street	<p>Overdevelopment and high-rise buildings like these are being driven by misguided crystal ball reports and Studies by the State Government which contain spurious exponential population and jobs growth estimates and mandate artificial targets on Council.</p> <p>View loss The loss of our views of the Harbour will severely impact on the value of our real estate and significantly reduce our investment in our homes and their resale value. Instead, those who purchase in the new developments will have unrestricted access to Harbour views</p> <p>Character of the area and Valued Place Page 16 of the Study States that the junction of Hampden and Walker Streets is a Valued Place. It should remain a Valued Place and the only way that can be achieved is if the Californian bungalows and Edwardian houses are retained. Erecting a 20-Storey monolith will destroy the very essence of this Valued Place. The size of this development is also completely out of place for the residential/educational end of Walker Street. The development should be restricted to no more than 7 Storeys to comply with Council's development rules as they applied to The Heritage.</p> <p>Solar access Enjoyment of the sun for residents of The Heritage is going to be further impacted by the extraordinary height of the new buildings at 168 Walker Street to our north. With the present building at 168 Walker Street, we get very little morning or afternoon northerly sun. Now we face the prospect of 20 Storeys to the east from the proposed development over the road which will completely obliterate morning sun. Western sun for us is non-existent due to the Harry Seidler designed building at 41 McLaren Street.</p> <p>Construction Noise. All around in a continuous manner.</p> <p>Traffic. Walker Street is a narrow Street, not capable of taking public transport buses. The proposed construction activity at 168 Walker Street combined with the construction activity over the road will be unbearable. Walker Street simply isn't wide enough to accommodate the trucks, cranes and other industrial machinery so much in evidence at recent construction sites on Miller Street and 168 Walker Street.</p> <p>Let us not forget that 173 – 179 Walker Street was until recently a heritage listed area.</p>	Refer to Section 3.3.7.2 of the Council report for a detailed analysis and response for this site.	Add design guidelines to ensure amenity of the surrounding properties. No changes to heights	1e/ 2e

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E16	Crows Nest traffic	<p>The area bounded by Willoughby Road, Falcon Street, Alexander Street and Burlington St is a traffic nightmare.</p> <p>1) There is no right turn signal at Eastbound Alexander Street to Falcon St. the major thoroughfare to the Bridge/Tunnel to Sydney. Traffic entering Eastbound Alexander Street from the Pacific Highway must wait for Westbound traffic crossing Falcon Street before a turn can be made. Often, in busy times, that is a single vehicle.</p> <p>2) Woolworths has a parking lot egress onto Alexander Street between Falcon Street and the traffic circle at Burlington Street. Alexander Street reduces to one lane prior to that point, often backing traffic up extensively and impeding the Eastbound crossing at Falcon Street.</p> <p>3) Woolworths has a parking lot ingress on Burlington Street between Alexander St and Willoughby Rd. There is a pedestrian crossing between the lot entrance and Alexander Street as well as continuous foot traffic across the entrance. The traffic circle becomes a choke point for left turn traffic from Alexander Street waiting at the crosswalk or behind traffic entering the parking lot. This prevents right turns from Westbound Alexander St and Northbound traffic on Burlington Street.</p> <p>The Falcon Street/Alexander Street situation has been a longstanding source of frustration for years. The argument about council responsibility for Alexander Street and RMS responsibility for Falcon Street is a political cop out. Neither accepts responsibility for a resolution but, somehow, a major Supermarket remodel is permitted which significantly exacerbates the problem. Additionally, it is insane to add bicycle access in such a congested location.</p>	<p>This area is outside of the scope of the Civic Precinct planning Study. As noted, the Woolworths development and resulting impacts on the Strategic and local road network were managed directly by the State government and the RMS. Council has attempted to manage the negative traffic impacts of the development through the improvement of local walking networks (e.g. introduction of the raised pedestrian crossing on Burlington Street) in line with the direction provided in the <i>North Sydney Transport Strategy</i>.</p>	No action	2a

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E17	Kelly's Place	<p>KPCC is very appreciative of the commitment to find KPCC a new home and for Council's openness and efforts to work together to find the right location fit.</p> <p>Option 2 would be KPCC's preference given the openness and sunlight benefits to the rear of the premises.</p> <p>Although KPCC are open to further investigating Option 2 with Council, we would like to raise the following concerns:</p> <ul style="list-style-type: none"> - Preference would be for a front entrance and car drop-off arrangement to be from Elliot Street rather than through a shared basement access off McLaren Street - To give KPCC scope to increase our enrolments in the future we ask for 450sqm of outdoor space with sunlight and trees (deep soil) and 450sqm of indoor space - The premises will form part of a Strata/Stratum subdivision, which will mean that the centre will not have the flexibility that it currently enjoys, and we are concerned about conflicts between other uses down the track. This type of arrangement will mean that the premises attracts Strata/Stratum fees which the Centre given its not-for-profit nature is not be in a position to afford - Any future changes or modifications to the space may require owner's corporation approval. -- The rear of 52 McLaren Street will be looked down on from many neighbouring buildings and the new buildings. We would want to ensure security and privacy can be maintained - The Crows Nest Station is to open in 2024 and both Metro and Council have expressed concerns about conflicts between the Station and KPCC at this point in time. We would like to understand how conflicts in Crows Nest will be dealt with in the interim period. KPCC would like to discourage a temporary relocation situation. <p>We would like to put forward whether there could be the opportunity at 52 McLaren Street for a third option which saw a parcel of land at the rear of the property subdivided and transferred to Council ownership on which KPCC premises could be developed independent of the adjoining buildings.</p>	<p>Council appreciates Kelly's Place Children Centre (KPCC) submission and their willingness to collaborate with Council to find the best outcome for all parties involved.</p> <p>Council also appreciates KPCC openness to be relocated to 52 McLaren Street if this were to be determined the best possible solution.</p> <ul style="list-style-type: none"> - Car entrance preference is noted. At this point in time, an entry from McLaren Street seems the best possible outcome, however this will be looked at in more detail at the Planning Proposal and DA Stages - The requested areas have been included as part of the list of project requirements. - Any Strata requirements will be discussed at a later Stage - Privacy requirements will be part of the design brief of the project. - Timeline and the progress of the Station works in Crows Nest are outside the scope of this Study - At this point, the subdivision of 52 McLaren is not an option considered feasible. <p>Beyond the Civic Precinct Planning Study, Council will continue to liaise with KPCC to find the best possible outcome and address any concerns they may have. The Civic Precinct Planning Study just acknowledges that the area could be a good outcome for the potential relocation of the centre, and within the precinct 52 McLaren Street seems the best possible fit.</p>	<p>Continue liaising with KPCC to ensure the best possible outcome in case the relocation of the centre is necessary.</p> <p>Add relevant requirements to the design guidelines in the Study</p>	<p>1c/ 1a/ 2e/ 2d</p>

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E18	52 McLaren / Link to St Leonards Park / 54 McLaren	<p>Event are supportive of Council's intention to develop a long-term planning framework for the Precinct and to capitalise on the introduction of the northern portal to the Victoria Cross Metro Station, there are a few aspects of the Study which Event would like to raise for Council's consideration. These can be summarised as follows</p> <ol style="list-style-type: none"> 1. Objection to the increase in the minimum non-residential floorspace requirement from 0.5: up to 1:1 for development on the Site. 2. Support for the location of the new north-south pedestrian link between McLaren and Elliot Streets and public art. 3. Objection to any art being located on the site and any art obstructing pedestrians or vehicles. 4. The existing access points and rights of way to the Site should be retained. 5. A request is made for potential increased density on the Site. 	<ol style="list-style-type: none"> 1 The site is currently fully commercial with a hotel. The proposed increase in non-residential FSR just ensures that any future redevelopment of the site provides a significant commercial or retail component that helps activate the area and makes the most of the sites location adjacent to the metro Station. 2. Noted 3. Public Art is not earmarked for the site 4. Council intends to maintain the existing access points and right of way 5. There is no reason to increase the density of the site based on its context or location. The site is part of the transition towards the heritage conservation area and already presents the maximum bulk and height that the context can accommodate. 	No action	2e
E19	East Walker Street 173-179 Walker Street	<p>The Study proposes urban renewal, and new development in the East Walker Street Precinct adjoining North Sydney CBD. We support this transition, and high-density residential development in close proximity to the Metro Station.</p> <p>The Study proposes to rezone our property, and the surrounding properties at 11-17 Hampden Street and 173-179 Walker Street for B3 Mixed Use and B4 Commercial Core Uses, It is our view that these uses are inappropriate as the Hampden Street area is residential in character and the precinct is surrounded by high density residential apartment buildings. The non-residential uses proposed by the Study also inappropriately affect the residential character of Hampden Street and the context of the Heritage listed terrace houses on the North side of the Street. A future high-density residential development on our properties would be more appropriate.</p> <p>The Study proposes an FSR of around 4:1 and a non-residential FSR of 2:1 in the East Walker Street Precinct This proposed FSR is inappropriately low.</p> <p>The draft Study also proposes a maximum height of 20 Storeys for the East Walker Street Precinct. This is contrary to the decision of the Sydney North Planning Panel which approved a height of approximately 29 Storeys in this precinct.</p>	Refer to Section 3.3.7.2 of the Council report for a detailed analysis and response for this site.	No action	2e

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No.	Topic	Comments	Council Response	Recommended Action	Criteria
E20		<p>1. Support for the objectives of the Study as well as the idea to protect our civic centre and its green space.</p> <p>2. It is imperative to retain the low-rise nature of the Civic Precinct. It has an important release value for a much wider area.</p> <p>3. Objection to the notion that a medium scale Streetscape along Pacific Highway would provide a pedestrian friendly environment. Pacific Highway was once a lovely Street to walk along and was part of the local community. Now there are many buildings that are not fully occupied which results in no Street activation.</p> <p>We recommend and request more lighting along the Pacific Highway. Something along the lines of what has been done in Crows Nest. This would help address the safety issue felt by many in the neighbourhood. I would welcome wider sidewalks and more trees planted along the Pacific Highway.</p> <p>4. Support for the proposed maximum height of 8-Storeys for the Fiveways Triangle site.</p> <p>5. Objection to the southern transition site (253-267 Pacific Highway) as proposed.</p> <p>6. No need to liven up the conservation areas.</p> <p>7. Support for improving the amenity of the laneways</p> <p>8. No need to review the civic core</p> <p>9. Community Centre: I Strongly support retaining the North Sydney community centre where it is. The history of the Centre is tied to this location. If anything has to move it would be better to move the Early Childhood Development Centre to Crows Nest with the Early Childhood Health Centre</p> <p>10. Support for the urban design guidelines for the education institutions</p> <p>11. Support to Action 8, improve public open space.</p> <p>12. No benefits for public art</p> <p>13. Kelly's Place should remain in Crows Nest</p>	<p>1. Noted</p> <p>2. The Planning Study clearly States as part of its vision and objectives the intention to maintain and respect the current feel, character and scale of the area. It recommends that the core of the precinct remains as is with no changes proposed to it. It also recommends protecting, improving and enhancing the existing public open spaces.</p> <p>3. The Civic Precinct Planning Study proposes a maximum height of 4 Storeys with the top level being recessed. This would create a 3-Storey Streetscape (medium scale) that is appropriate to the scale of the road and provides a human friendly environment very similar to Willoughby Road and many other high Streets across Sydney. The Planning Study also proposes several measures to improve the amenity and activation of Pacific Highway. See section 3.3.6 of the Council report.</p> <p>4. Noted</p> <p>5. Please refer to Section 3.3.7.4 of the Council report for a detailed response in regard to this site</p> <p>6 & 7. Heritage conservation areas are very valued and an important asset to the precinct. In order for these areas to Stay relevant, used and love, they need periodical upkeep and improvements. That's why the Planning Study suggest improving laneways, a series of development principles to ensure contributory items are well maintained and the area is pedestrian friendly and safe.</p> <p>8. Please refer to Section 3.3.5 of the council report for a detailed response on this issue.</p> <p>9. Noted. This would be looked at in detail when developing the masterplan for the Civic Core. The community centre would be asked to collaborate and be part of that process.</p> <p>10. Noted</p> <p>11. Noted</p> <p>12. Public art is not intended to be used as part of VPAs.</p> <p>13. Kelly's Place potential relocation is an important subject for Council. Council understands the link between the centre and its current location and agrees that the preference would be for the centre to remain in the same area. At this point Council is looking at options if Staying in the same area were not to be possible. Council is liaising with Kelly's Place through this process.</p>	<p>Add design guidelines and amend site principles diagram for the southern transition site.</p> <p>Remove Public Art from the list of potential public benefits</p>	<p>2d/ 2e/ 1c/ 1e/</p>

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E21	Support to increased development along Pacific Highway	<p>I believe that more could be done to promote new development in appropriate locations throughout the precinct, for example along the Pacific Highway - consistent with Action 2 of the Study.</p> <p>New development and increased housing is vital to supporting existing business within the precinct, and particularly if the precinct is going to support more small businesses as promoted in Action 3.</p> <p>There are a number of very 'tired' areas especially on the Pacific Highway that are crying out to be redeveloped - this is the best location for new development without impacting on the village character of the wider precinct. Council should not be afraid of supporting increased building heights along this corridor to support new development.</p>	<p>As per the Planning Study's vision the Civic Precinct is to act as a green buffer between the tall building environments of North Sydney CBD and St Leonards. The area will link the different parks and open spaces and enhance the civic character and village feel.</p> <p>Having consideration to this vision, the proposed controls for Pacific Highway align with the intentions and goals of the Study to provide a break between two very dense tall building environments.</p> <p>Council's intention is to direct traffic from Pacific Highway towards Falcon Street and the freeway reducing the traffic along Pacific Highway south of the Fiveways intersection and increasing the amenity of the Street with wider footpaths, more planting and a friendly and more human Streetscape.</p> <p>It should be noted that North Sydney is on track to meet the residential and job targets set by the North District Plan for 2036 and that additional development is not considered necessary.</p> <p>The Stretch of Pacific Highway has been given a maximum height of 4 Storeys with higher buildings at each end and allows for the existing buildings to be redeveloped or added to.</p>	No action	2b/ 2e

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PUBLIC SUBMISSIONS RECEIVED DURING PUBLIC EXHIBITION PERIOD (4 JUNE 2020 – 20 JULY 2020)					
No.	Topic	Comments	Council Response	Recommended Action	Criteria
E22	270-272 Pacific Highway (Outside the Study area, across Pacific Highway)	<p>The Draft Civic Precinct Study seeks to develop the section of Pacific Highway within the precinct, between Crows Nest and North Sydney, into a medium-scale environment and proposes planning controls for the sites on the eastern side of this road.</p> <p>We raise Strong concern that the proposed planning controls for this part of the Precinct are too restrictive and do not facilitate the redevelopment and fulfilment of the State Government's Strategic objectives for the area.</p> <p>Through our analysis we consider that the approach taken for the Pacific Highway corridor is too limiting and may preclude the future redevelopment potential of sites fronting Pacific Highway.</p> <p>The Draft Civic Precinct Study does not adequately consider relevant State-level Strategic plans and unnecessarily limits the growth potential of the area given its Strategic attributes</p> <p>We note that the Draft Civic Precinct Study does not mention the Draft 2036 Plan which we consider to be a significant oversight.</p> <p>We recommend.</p> <ol style="list-style-type: none"> 1. The Draft Precinct Planning Study should be amended to take into consideration and align with the wider planning Strategies of the Draft 2036 Plan, the North District Plan and the Greater Sydney Region Plan. 2. The Draft Precinct Planning Study should not be adopted until such time as the Draft 2036 Plan is adopted to ensure consistency between the two plans. 3. The Draft Precinct Planning Study should be amended to identify locations and opportunities provided by the proximity of Crows Nest metro Station, particularly for the north-western part of the Precinct. 	<p>The Civic Precinct Planning Study does consider the relevant regional, metropolitan and local Strategic plans. In particular the Study has been done taking in consideration the Greater Sydney Commission regional plan "A metropolis of Three Cities", the North District Plan, The St. Leonards/Crows Nest Planned Precinct Plan and Council's Local Strategic Planning Statement and Local Strategic Statement.</p> <p>It should be noted that at the time the Study was developed, the final 2036 Plan for St. Leonards/Crows Nest hadn't been released and the Draft 2036 Plan recommended a maximum height of 8 Storeys for the Fiveways Triangle site. This recommendation aligned with the Civic Precinct Planning Study.</p> <p>Since then, the final 2036 Plan has been released recommending a maximum height of 16 Storeys for the site. The Planning Study has been amended to reflect this.</p> <p>The rest of the proposed heights along Pacific Highway follow the urban design principles put forward by the 2036 Plan, in particular the one relating to transitioning heights from Crows Nest Station down towards the low-scale neighbourhoods.</p> <p>The proposed controls for Pacific Highway also align with the intentions and goals for the North Sydney Transport Strategy and the Community Strategic Plan. Council's intention is to direct traffic from Pacific Highway towards Falcon Street and the freeway reducing the traffic along Pacific Highway south of the Fiveways intersection and increasing the amenity of the Street with wider footpaths, more planting and a friendly and more human Streetscape.</p> <p>As per the Planning Study's vision the Civic Precinct is to act as a green buffer between the tall building environments of North Sydney CBD and St. Leonards. The area will link the different parks and open spaces and enhance the civic character and village feel.</p> <p>It should be noted that North Sydney is on track to meet the residential and job targets set by the North District Plan for 2036.</p>	No action	2e

DRAFT CIVIC PRECINCT PLANNING STUDY					
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E23	Redevelopment potential of the north side of Hampden Street	<p>I live at 2 Hampden Street and currently enjoy the amenity and quality of life living in my own residence a Stone throw from the North Sydney CBD. This is and will change as North Sydney continues to develop. The current Study will surround the Hampden terraces with high rise apartments including up to 20 Stories on the corner of Hampden and Walker Streets and over 20 Stories at 168 Walker Street. Development under the Ward Street master Plan will also increase the number of local towers. This will enormously reduce the Hampden terraces residents' amenity, quality of life and resale value.</p> <p>The Hampden neighbourhood is small number of locally designated heritage building isolated among increasing high rise development on all sides. Any locality features justifying a heritage designation have already disappeared (e.g. Walker Street sandstone wall) or will under continuing development.</p> <p>As currently proposed the Hampden Terraces will lose privacy, will have significant traffic and access issues and might endure damage from the nearby constructions.</p> <p>If the value of the heritage terraces is to be preserved, any development across the road should be limited in size and scale.</p> <p>Nonetheless, there is an alternative that can meet the principles and actions of the Study and that is to rezone the terraces too.</p> <p>The Hampden terraces are bordered by 185 Walker Street (also heritage listed) and a block of apartments at 16 Hampden Street (called the Hampden Area). I estimate that less than 80 people reside at the 3 locations which together sits on approximately 3000 sqm of land (about 37 sqm per person). By contrast 168 Walker Street will have about 1200 residents on 4000 sqm (about 3.3 sqm per person). The Hampden Area is less than 300m from the new Metro entrance. And 150m from the North Sydney CBD. A Hampden Area rezoning could produce a landmark development giving residents breathtaking and uninterrupted views of Sydney harbour within a short walk of the new Station and North Sydney CBD. It is one on the last locations available for North Sydney to meet its growth target under the in the Metropolitan Plan by the Greater Sydney Commission adjacent to both the CBD and a metro Station.</p> <p>A development of the Hampden Area would allow Hampden Street to be converted into a park which could be enjoyed by all residents of Walker Street existing and proposed apartments.</p>	Refer to Section 3.3.7.2 of the Council report for a detailed analysis and response for this site.	No action	2e

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No.	Topic	Comments	Council Response	Recommended Action	Criteria
E24	East Walker Street 173-179 Walker Street	<p>Several Statements and draft planning controls of the planning Study are not supported as these are either:</p> <ul style="list-style-type: none"> ▪ inconsistent with previous evidence-based Studies undertaken by and/or on behalf of Council; ▪ unsubstantiated by any current evidence-based Studies; ▪ inconsistent with the Sydney North Planning Panel's decision for the previous rezoning review for the Walker Street Precinct; ▪ inconsistent with the current Panel decision to support the Planning Proposal (land use, height and FSR) for the East Walker Street Precinct; <p>or</p> <ul style="list-style-type: none"> ▪ do not result in best planning and urban design practice. <p>Land Use. The draft Study seeks to rezone the East Walker Street Precinct from R4 High Density Residential zone to B3 Commercial zone and B4 Mixed-Use zone. This is not supported</p> <p>Height. The Sydney Planning Panel has demonstrated support and a Gateway Determination has been issued for a maximum building height of RL148 (29 Storeys) over the site.</p> <p>The Study proposes building heights of 8 Storeys & 20 Storeys. This is inconsistent with the current Sydney Planning Panel decision and that of the Gateway Determination</p> <p>Floor Space Ratio The Planning Proposal, which has received Gateway Determination following the Panel's recommendation for support, confirms that a residential FSR of 6.1:1 is appropriate for the East Walker Street Precinct.</p> <p>The introduction of a minimum non-residential FSR for the Precinct is not supported</p>	Refer to Section 3.3.7.2 of the Council report for a detailed analysis and response for this site.	No action Remove the zone changes, though retain the propose building envelopes and uses	1d/ 2e
E25	East Walker Street Support to planning proposal	<p>I support urban renewal and residential development in the East Walker Precinct.</p> <p>However, in respect to the site 11-17 Hampden and 173-179 Walker as a resident involved in earlier community discussions there was a universal rejection of any commercial or mixed use on the site as this was detrimental to the dedicated residential character of the eastern side of Walker Street.</p> <p>There is anomaly in limiting this site to the FSR when the most recent developments Belvedere and 168 Walker were granted 9.4.1 and 9.2.1 respectively.</p>	Refer to Section 3.3.7.2 of the Council report for a detailed analysis and response for this site.	No action	2e

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E26	General comments	Same as Wollstonecraft Precinct submission.	Please refer to submission E20 above	Please refer to submission E20 above	-
E27	3-9 West Street	<p>We note that we have made initial comments via email (when the precinct was referred to as the Northern CBD Planning Study) on 30h July 2019 and attended and contributed to a community workshop session in November 2019.</p> <p>We support the inclusion of improved pedestrian links throughout the Study area, especially within the Civic Core</p> <p>The area Starting from the St Thomas Church on-grade car parking (bounded by West Street) through to the rear of the Early Education and North Sydney Community Centre, currently has a disjointed, "back of house" feeling. These areas provide poor surveillance and pedestrian connectivity in what could otherwise be a key through site link connecting the future Metro Station through Ted Mack Civic Park to the employment and residential areas on West Street, Pacific Highway and Ridge Street.</p> <p>Ford Land supports the initiative in Action 6 to undertake a masterplan for the Civic Core in order to improve the existing public domain and the relationship between the different buildings within the core.</p> <p>The focus on small to medium sized business growth (Action 3): encouraging mixed use buildings and retaining commercial uses will create more vibrant and safe places, and is a logical principle for the area considering the future Metro Station and the current uses of the area (Civic, Council and Park).</p> <p>Fordland notes that on Page 17 of the Civic Precinct Planning Study that the height contemplated in the workshop for 3-9 West Street was 7-9 Storeys, and on page 78 of the Civic Precinct and Surrounds Urban Design Study by CM+ document the 3-9 West Street site has a 6 Storey height limit Stated.</p> <p>We believe that there is scope for additional height for 3-9 West Street. Given the surrounding context, we think 3-9 West Street sits within the southern bookend of the Stretch highlighted in the Study, and that if overshadowing is managed through shaping of the envelope then additional height should be supported - particularly if development of the site helps to achieve broader goals of the Study.</p> <p>We believe that a height of 9 Storeys is appropriate for the site and we are also open to explore the possibility of amalgamating with 22 Cunningham Street, as well as to provide the through-site link from West Street to Ted Mac Civic Park.</p>	<p>Please refer to Section 3.3.5 of the Council report for a more detailed response regarding the Civic core.</p> <p>Notwithstanding the above the following clarifications are provided:</p> <ul style="list-style-type: none"> - This submission and any other proposal relating to sites within the Civic Block will be reviewed in detail and included as part of the proposed Civic Core masterplan - Council will engage with the owners of the site during the masterplan development and ask them to be collaborate through the process. <p>The map on page 17 only indicates the workshop attendees' perception of what they considered acceptable in terms of heights across the precinct but in no way is this Council's vision or a valid argument to support a given height.</p> <p>Council notes that the background Urban Design Report prepared by CM+ that underpins the Planning Study might have suggested or recommended a certain height to a given site. This does not equate to Council endorsing or agreeing to such recommendations.</p> <p>Council and the Planning Study don't recommend or suggest any changes to any of the buildings within the Civic Core.</p> <p>Such decisions will be part of the outcomes of the future detailed masterplan of the block.</p>	To be considered as part of the future detailed masterplan for the Civic Block	2b

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E28	North Sydney Community Centre	<p>The North Sydney Community Centre Strongly concurs that it is important to protect the civic buildings and low scale, heritage rich, leafy nature of the centre of the Civic Precinct. We want to see the core of our Civic Centre and its green space protected as a Community Hub.</p> <p>Principles The centre supports the following principles of the Study.</p> <ol style="list-style-type: none"> 1 Preserve, enhance and Strengthen the rich heritage of the Precinct. 2 Maintain the small scale character and village feel. 3 Manage growth and ensure development is of an appropriate scale and character 4 Increase public amenity 5 Integrate open spaces into the Green Link network. <p>The centre suggests the addition of principles regarding, safety and lighting, overshadowing, air quality and protect what works/ don't fix what isn't broken</p> <p>Objections. - We object to giving developers additional building bulk and height in exchange for public art.</p> <p>Suggestions for the Civic Block - Improving the toilet block in the core of the Civic Centre is needed as it protects the green space and access to sunlight. - Improved signage - Improved wayfinding for the Community Centre would be welcomed - Improved lighting throughout the civic core would also be welcomed</p> <p>Future needs and potential relocation. Regarding the potential relocation of the centre, we believe that the North Sydney Community Centre needs to remain where it is. The centre is tied to Ted Mack Civic Park where the produce markets run and to the Demonstration School, for which we provide after school care.</p> <p>We are currently running programming at capacity however if we are provided facilities (Early Ed building) in addition to our existing, we could expand our programs and activities in this space. If new opportunities for workers and new residents are to be provided, then we need additional new facilities and green space to make this happen.</p> <p>We would like to see new, additional community facilities delivered as part of the public benefit offered with all the new development in the area. If we were given the space, resources and financial assistance, the Centre could occupy more than one campus and create amazing classes, events and activities. The existing Centre could be the major campus for Playgroup and After School Care and the NEW campus (perhaps part of</p>	<p>Council notes North Sydney Community Centre support for the vision and the goals of the planning Study.</p> <p>Principles The support to the principles is noted. The additional principles suggested already covered by different planning policies that are applicable to the area.</p> <p>Regarding the suggestion of protecting what works and not fixing what it is not broken, Council understands the sentiment. Nonetheless, it is Council's responsibility to look at the future and ensure that things keep working in the long term and address the changing needs of the population.</p> <p>Objections Public art is not intended to be used as part of an exchange for additional bulk or height</p> <p>Suggestions for the Civic Block Council welcomes the suggestions for the area. These suggestions will be incorporated and considered during the development of the detailed masterplan for the Civic Core.</p> <p>Future needs and potential relocation The comments from the Community Centre are noted and will be part of future discussions during the development of a masterplan for the block. Comments regarding potential expansion into several facilities are noted and would be considered separately.</p>	<p>Forward submission to Community Services for reference.</p> <p>Consider suggestions and comments regarding potential growth in the development of any future brief for the Civic Core Masterplan.</p> <p>Remove Public Art from the list of potential public benefits</p>	<p>1e/ 2d/ 2b/ 2c/</p>

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		<p>the Ward Street Precinct) could be purpose built for classes, events and activities with auditorium, activity rooms, and meeting rooms there</p> <p>Please refer to the full submission from the North Sydney Community Centre for more details.</p>			
E29	168 McLaren	<p>Aqualand is working with adjacent owners to develop the possible outcome for Council's Link to St Leonards between McLaren and Elliott Street. This collaboration initially focused on the best way of achieving the McLaren Street to St Leonards Park pedestrian link, has since progressed to some 'whole of block' design thinking that explores how this edge of CBD Street block could evolve to better integrate and connect it into the changing city fabric.</p> <p>Aqualand believes that a 'whole of block' approach for the MMRW Street block can reap significant benefits of an integrated and high-quality public domain, coordinated with well-defined development outcomes.</p> <p>Aqualand acknowledges the intent of the conceptual design thinking described in Action 1 on page 27 of the CPP Study, specifically the 'Metro Sites Principles Diagram', but has several concerns about it.</p> <p>Aqualand believes that his integrated design concept and its significant public domain and public open space benefit is deliverable within the next 5 years, as part of our ongoing re-development of 168 Walker Street and presents a better resolution for the block.</p> <p>The integrated design concept has been presented to Council planning Staff.</p>	<p>The creation of a pedestrian link from North Sydney train Station to St Leonards park is an integral part of the recently adopted CBD Public Domain Strategy and as such, the link between McLaren Street and Elliott Street is key in achieving this link.</p> <p>The alternate link presented by the owners of 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.</p> <p>Council's position is for the future link to be the most Straightforward, fully accessible, and pleasant connection. Windy paths or complicated routes, as the ones suggested by the owners of 168 Walker Street, are not supported.</p> <p>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.</p> <p>A subsequent discussion with Sydney Metro indicates they are willing to work with Council to resolve this matter.</p>	No action	2e

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E30	52 McLaren	<p>Sydney Metro notes that 52 McLaren Street is identified as a significant site to address Council's action of creating more jobs and housing opportunities near the Metro. Sydney Metro as a landowner supports Council's proposed additional height controls in order to facilitate a future mixed-use development adjacent to the metro.</p> <p>Sydney Metro supports that the development should demonstrate a Stepped built form down towards the north to the low-scale residential and educational uses fronting St Leonards Park.</p> <p>Sydney Metro also supports the provision of a 6-metre wide through-site link along the eastern boundary of the site. This link is to be public, open to the sky and fully accessible.</p> <p>Sydney Metro has put forward their preliminary thoughts and concerns based on Council's design guidelines. These concerns include.</p> <ul style="list-style-type: none"> - The Stepping nature of the podium will not support an efficient design and may limit commercial opportunities. - The potential need for a setback to McLaren Street - The potential use of the future building - Location of vehicular access - Further detail on the requirements for a community facility 	<p>Some of the recommendations put forward by Sydney Metro have been incorporated to the Planning Study and the design guidelines and site principle diagrams amended to reflect these changes.</p> <p>Refer to Section 3.3.7.1 of the Council report for a detailed analysis and response for this site.</p>	<p>Amend design guidelines and site principles diagram for 52 McLaren Street.</p> <p>Add references to ensure amenity to the surroundings is protected.</p> <p>No changes to the proposed heights</p>	<p>1c/ 1d/</p>
E31	<p>Housing Targets</p> <p>Non-Residential Floor Space</p> <p>Planning Proposal Process</p> <p>Affordable Housing</p> <p>Cumulative impact of infrastructure contributions</p> <p>Car Parking</p>	<ol style="list-style-type: none"> 1. Support for action 1, creation of more jobs and housing opportunities near the Metro 2. In principle support to Action 3 (non-residential FSR), however the amount of non-residential floor space must be commercially viable. Concerned about the viability of the non-residential FSR put forward by the Study, even more so given COVID-19 effects and recommend council to do more testing 3. Council should do the rezoning of the precinct and do not rely on landowners to do planning proposals so council can get VPAs 4. There is no clarity provided around the mechanism that will be used to increase the supply of affordable housing. If an affordable housing contribution scheme is to be developed the costs involved with meeting any affordable housing levy / targets must be taken into consideration when planning for the area 5. Need for feasibility testing that includes all relevant levies and costs 6. Council should provide an indication of potential off-Street carparking rates 	<ol style="list-style-type: none"> 1. Noted 2. Noted. Council believes that it is too early to understand the long-term impact of Covid-19 in Strategic planning issues. The proposed non-residential FSR would provide 3,000 jobs across the precinct helping Council meet the job target set by the North District Plan. These jobs would fill an existing gap in the market for small and medium size companies in North Sydney and companies that can service the medical and education institutions already in the area 3. There are very few sites that have been identified as having potential for redevelopment and thus council believes that owner-initiated planning proposals are the best way to move forward with the changes. Furthermore, the proposed heights and envelopes have been conceived with the idea that these sites would incorporate significant public benefit. 4. Council is currently working on an LGA-wide affordable housing scheme 5. Noted 6. Car parking rates are those included in the current DCP 	No action	2e

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E32	253-267 Pacific Highway. Support for redevelopment.	<p>I am writing as the owner of the Union Hotel at 271 Pacific Highway, North Sydney to make a submission on your recently exhibited Civic Precinct and Surrounds Planning Study.</p> <p>As the Civic Precinct and North Sydney CBD suffer from a severe lack of pedestrian activity outside of business hours and on the weekends, we are Strongly supportive of any redevelopment and rejuvenation of the area, particularly along Pacific Highway around the Union Hotel, to support our business which has been a local institution for many years.</p> <p>We are in Strong support of North Sydney Council allowing more residential development in the area to help with improved patronage at our hotel outside of business hours as this is important for the sustainability of our business and many other local businesses.</p> <p>In particular, we are Strongly supportive of redevelopment of 253-267 Pacific Highway, located opposite our hotel, as this will result in much needed residents and activity around our hotel. Current buildings on the site are unattractive and generate limited pedestrian activity.</p> <p>We are disappointed that North Sydney Council is only proposing 10-12 Storeys on this site given it is on Pacific Highway close to the future Victoria Cross metro and North Sydney CBD. Other recent development proposals in North Sydney are much taller and would attract more residents. We believe council should make the most of this site by allowing a taller building which will accommodate more residents and help to improve our patronage and generally invigorate the area.</p>	Please refer to Section 3.3.7.4 of the Council report for a detailed analysis and response in regard to 253-267 Pacific Highway.	No action	2e

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.