

10.5. Masterplan for the Public Domain upgrade of McMahons Point - Blues Point Road Village Centre – Post Community Consultation report

AUTHOR: Diana Mejia, Project Manager

ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS:

1. McMahons Point – Blues Point Road Village Centre Submissions Summary [10.5.1 - 76 pages]
2. Masterplan for the Public Domain upgrade of Blues Pt Rd - Mc Mahons Pt (Amended) [10.5.2 - 39 pages]

PURPOSE:

This report outlines the results of the community consultation that was undertaken on the draft McMahons Point - Blues Point Road Village Centre Public Domain Upgrade - Masterplan.

EXECUTIVE SUMMARY:

Council, at its meeting on 23 July 2020, endorsed the public exhibition of the Draft Masterplan for McMahons Point - Blues Point Road Village Centre Public Domain Upgrade for 60 days. Community consultation was undertaken between September and November 2020 in line with the Community Engagement Strategy developed for this project.

Council received a total of 115 submissions, comprising 35 written submissions and 80 online submissions (Refer to Attachment 1). The majority (58%) of submissions received by Council support the proposal as exhibited.

This report outlines the consultation outcomes and changes made to the Masterplan as a result of the feedback received. The final Masterplan incorporating the amendments is included in this report to Council for adoption - Refer to Attachment 2.

FINANCIAL IMPLICATIONS:

The implementation of this Masterplan is a long-term program that will be implemented in stages as funding becomes available.

This Project is partially funded in 2021/22 with \$500,000 being allocated to it through Councils adopted SRV (Special Rate Variation).

The Masterplan will be used to inform forward planning for Council's Streetscape upgrades in McMahons Point - Blues Point Road Village Centre as well as future Capital Works budgets in Council's next Delivery Program.

The Masterplan will also be used for future grant funding applications, as they become available.

RECOMMENDATION:

THAT Council note the submissions received.

2. THAT the final McMahons Point - Blues Point Road Village Centre Public Domain Upgrade Masterplan, including the amendments made as a result of the feedback received during the community consultation period, be adopted.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

1. Our Living Environment

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

3.1 Prosperous and vibrant economy

BACKGROUND

The public domain of Blues Point Road - McMahons Point Village Centre area is in need of upgrading. This area, in its current form, was designed and built in the mid 1990's and is now looking progressively outdated and tired. In the Blues Point Road Village Centre there are multiple layers of streetscape elements which have been combined together over the decades creating an Ad-hoc streetscape character that is visually inconsistent and difficult for Council to maintain. The colour scheme, paving materials and streetscape furniture do not resonate with current contemporary approaches of urban design and place making. In addition, some of the various palettes of materials originally used have performed poorly over those years.

Council's current Delivery Program, included \$1 million for public domain and streetscape upgrades in Kirribilli and McMahons Point villages in 2021/22, funded by Council's SRV (Special Rate Variation).

To plan for the implementation of the Blues Point Road - McMahons Point Village Centre public domain and streetscape upgrades, Council engaged the professional consultancy services of Tract Consultants – Landscape and Urban Designers to prepare a Masterplan for the proposed (next generation) public domain upgrade of the main street at this iconic harbourside Village. Tract Consultants was selected and engaged through a competitive quotation process and it should be noted that this firm is locally based in North Sydney and has a strong understanding and connection with the area.

Council, at its meeting on 23 July 2020, endorsed the public exhibition of the Draft Masterplan for 60 days. Community consultation occurred between September and November 2020.

The key objectives of this Masterplan are:

- upgrade the public domain of this iconic lower North Shore Village Centre and its associated streetscape and public spaces while celebrating the unique harbourside character of the Village and preserving its status of being in the top 10 most "liveable" suburbs in Sydney.

- create a new and contemporary public domain for the Blues Point Road - McMahons Point that supports the needs of local businesses and enables a vibrant economy to prosper during the day and night.
- create a public domain that embraces the principles of “Place Making” which is community driven, visionary, functional, adaptive, inclusive, flexible and collaborative to ensure that Blues Point Rd - McMahon’s Point continues to be a destination for all people who live in or visit North Sydney for generations to come.
- identify opportunities to increase and improve public spaces and recreational facilities with accompanying services that meet residents, business and the broader local community's needs.
- identify opportunities for public art, decorative lighting and to celebrate iconic heritage features of this unique harbourside Village Centre.
- identify opportunities for soft landscape including tree planting and decorative planting such as hanging baskets and planter boxes and for seasonal “living colour” displays
- improve accessibility for pedestrians and cyclists to encourage sustainable and active transport to and from this Village Centre.
- the design must reflect the innovative and creative use of the public space and streetscape, while the finishes and materials to be used are to be in accordance with Council’s *Public Domain Style Manual and Design Codes*.
- identify areas to increase the public open space to improve the overall user experience and amenity of the Village Centre and Main Street.

The following three key areas are identified to be implemented as part of this Masterplan:

1. Zone 1 - Blues Street Gateway
2. Zone 2 - Blues Point Road Village
3. Zone 3 - East Crescent Street Pocket Park

The implementation of this Masterplan is a long-term program for Council that will be undertaken as funding becomes available. Funding of \$500,000 is included in next year’s Delivery Program (2021-22 SRV Funds) for the implementation of Stage 1 - “Zone 2 - Blues Point Road Village” which has been identified in the Community consultation as the Priority area to be upgraded.

The scope of works for “Zone 2 - Blues Point Road Village” includes footpath upgrades along Blues Point Road and King George Street intersection, footpath widening on Blues Point Rd, Pedestrian crossing upgrade and continuous footpath treatments along Blues Point Road and at the intersection of King George Street. Refer to Table 2 of this report for more information on the roll out program of the Master Plan.

The Masterplan will inform forward planning for Council’s Streetscape Upgrades and Capital Works budgets as well as being utilised for grant funding applications as they become available.

The projects identified in this Masterplan will complement the implementation of the *40km/h and 10km/h Shared Zones Masterplan*, adopted by Council on 6 April 2020, that identifies Blues Point Road as a High Pedestrian Activity Area and proposes a speed environment of 40km/h for this area.

It is anticipated that by having this adopted Masterplan and vision for Blues Point Road - McMahons Point, Council will have a stronger chance of being successful for any Federal or State Government funding that is made available through any grant programs that become available.

CONSULTATION REQUIREMENTS

Community engagement was undertaken in accordance with Council's Community Engagement Protocol. This report details the consultation results.

SUSTAINABILITY STATEMENT

The following table provides a summary of the key sustainability implications:

Table 1 – Project's sustainability implications

<i>QBL Pillar</i>	<i>Description of Impacts</i>
<i>Environmental</i>	<ul style="list-style-type: none"> • <i>Project will encourage people to walk to and from their destinations instead of driving reduces the amount of emissions and pollutants into the environment.</i> • <i>Some street trees are expected to be impacted by the works and additional trees will be planted to enhance the green aspect of the area. Any street trees requiring removal will be replaced as part of the project.</i>
<i>Social</i>	<ul style="list-style-type: none"> • <i>All facilities will be constructed in accordance Council's Public Domain Manual with high quality finishes improving the overall appearance of the public domain.</i> • <i>Project will encourage people to walk in the local area which has a positive impact on individual health and wellbeing.</i>
<i>Economic</i>	<ul style="list-style-type: none"> • <i>Partial funding for these projects is included in the Special Rate Variation (SRV) and Capital Works for the financial year 2021/2022.</i> • <i>Additional funding to be sought</i>
<i>Governance</i>	<ul style="list-style-type: none"> • <i>The project is aligned with the Community Strategic Plan as identified LINK TO COMMUNITY STRATEGIC PLAN</i>

DETAIL

1. Consultation Overview

Council was briefed on both the Kirribilli Village Centre and Blues Point Road Master Plan Projects on 15 June 2020.

An online information session was held on the evening of 15 September 2020 with 58 pre-registered attendees including residents, property owners and businesses. The online Information session was facilitated by Council's Community Engagement Officers, the Project Manager and relevant Council Staff.

Council staff presented to Union Precinct on 7 October 2020, and Lavender Bay Precinct on 29 October 2020.

2. Consultation findings

This report details the outcomes of community consultation on the Draft Masterplan.

2.1. Inform Methods

The public exhibition ran from 1 September to 1 November 2020 in accordance with the project-specific Community Engagement Strategy. As part of the project-specific Community Engagement Strategy the following inform methods were used:

- project website released 1 September 2020 to allow community access to all the project information and to provide online feedback at any time, during the consultation period there were - 1,340-page views.
- draft Masterplan was available to review online. Hard copies of the document were available from Council's Customer Service and Stanton Library
- letterbox drop of 2,200 double-sided full colour A5 flyer, distributed to all properties within McMahons Point and Blues Point Road including local residents, property owners and businesses. This flyer invited all receipts to have their say accessing the included project website QR code and promoted the online information session.
- an online information session was held on 15 September 2020 with 58 pre-registered attendees including residents, property owners and businesses.
- memorandum with consultation details distributed to all Councillors and active Precinct Committees, promoting the opportunity to have a say.
- via Council's E-newsletters - including Council E-news, Precincts E-news and Business E-news.
- posters with QR code to project website and key dates were installed in key throughfares within the area.
- Council staff presented to Union Precinct on 7 October 2020, and Lavender Bay Precinct on 29 October 2020.
- A Councillor briefing on the Project was held on Monday 15 June 2020.
- post in Council's social media accounts on 8 September 2020:
 - ✓ combined Instagram and Facebook posts reached 10,829 with 201 interactions (reactions, shares and comments)
 - ✓ Twitter reached 647 users

2.2. Submissions Received:

All submissions received were collated, analysed and are summarised below. Refer to Attachment 1 for more detail on the submissions and Council's responses to those submissions.

In summary:

- Council received a total of 115 submissions including:
 - ✓ 80 online submissions
 - ✓ 35 written submissions, including two submissions from Precinct Committees**
** Group submissions hold no more weight than an individual submission.
- the majority of submissions (58%) support the exhibited general proposal.
- one submission was received from School Infrastructure NSW (SINSW) - NSW Department of Education (DoE) supporting the proposal and highlighting that the improve amenities will increase the safety of students in the area.
- two submissions raised concerns about Council not consulting local business owners.
- written submissions No. 2 and 33, and online submission No. 60 had identical content hence was considered as one submission.
- written submissions No. 22 and 24, and online submission No. 19 had identical content hence it was considered as one submission.
- eighteen submissions expressed opposition to the installation of catenary lighting in the key zones, 3 suggested that those lights were installed only during celebratory occasions.
- Forty-six submissions expressed opposition to any parking loss in the village centre.
- seventeen submissions expressed opposition to the installation of banner flags in the key zones, 5 suggested that this option will open the opportunity for future advertisement.

2.2.1. Written Submissions

Of the 35 written submissions, 14 support the Draft Masterplan, 4 are opposed to the general proposal, and 17 did not express support or opposition, however all provided comments that are addressed via the Final Masterplan (Refer to Attachment 2).

2.2.2. Online Submissions

The online submission form included a series of questions. The results are summarised below:

Question 1 - (MANDATORY) Do you support the objectives of the draft Masterplan?

The online submission form included a series of questions. The results are summarised below. The majority of responses received supported the Masterplan's objectives.

1. Support – 65.5% (53 responses)
2. Neither support nor oppose - 11% (9 responses)
3. Oppose – 23.5% (19 responses)

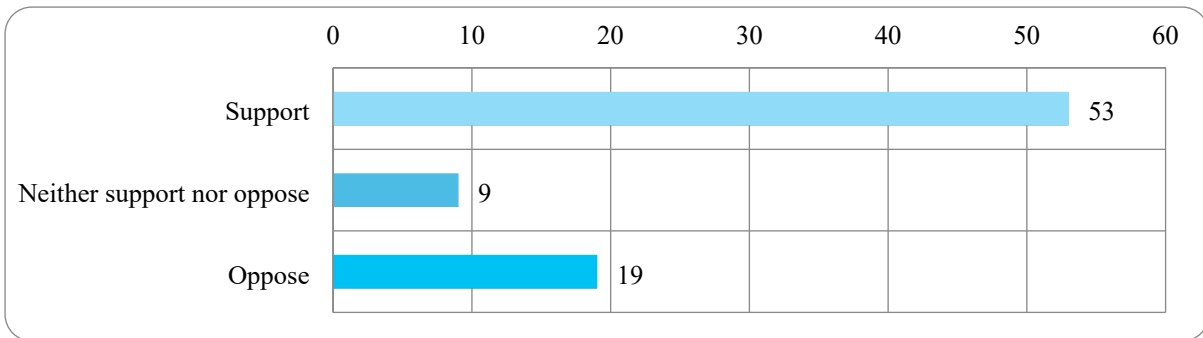


Figure 1 - Question 1 Survey Responses Graph

The responses to this question indicate strong support for the overall project proposal.

Question 2 - (OPTIONAL) Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?

The following graph shows the Respondents were asked to indicate their level of support for the proposed works in Zone 1 - Blue Street Gateway (Intersection with Blues Point Road and Blue Street). The majority of respondents support the upgrade of Zone 1 – Blue Street Gateway.

1. Yes – 60.5% (49 responses)
2. Neither support nor oppose - 16.0% (13 responses)
3. Oppose - 22.2% (18 responses)
4. Don't know - 1.3% (1 response)

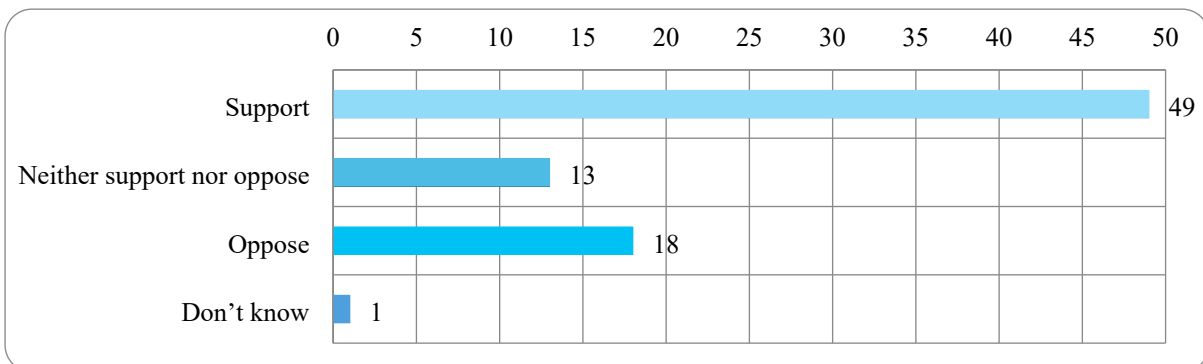


Figure 2 - Question 2 Survey Responses Graph

Question 3 - (OPTIONAL) Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village

The following graph shows the level of support for the proposed works in Zone 2 - Blues Point Road Village. The majority of respondents support the upgrade of Zone 2 – Blues Point Road.

1. Yes - 59.3% (48 responses)
2. Neither support nor oppose - 9.9% (8 responses)
3. Oppose - 30.9% (25 responses)

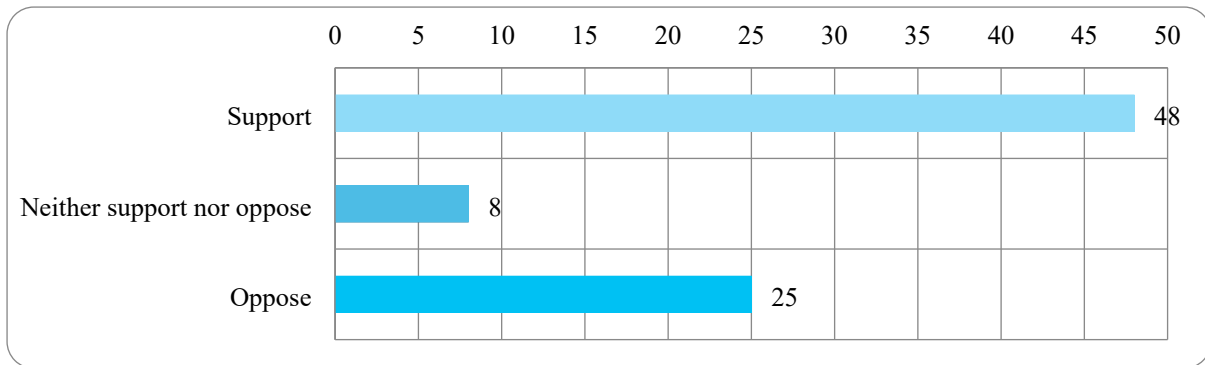


Figure 3 – Question 3 Survey Responses Graph

Question 4 - (OPTIONAL) Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?

The following graph shows the level of support for the proposed works in Zone 3 - East Crescent Street Pocket Park. The majority of respondents support the upgrade of Zone 3 – East Crescent Street – Pocket Park.

1. Yes - 66.7% (54 responses)
2. Neither support nor oppose - 11.1% (9 responses)
3. Oppose - 21% (17 responses)
4. Don't know - 1.2% (1 response)

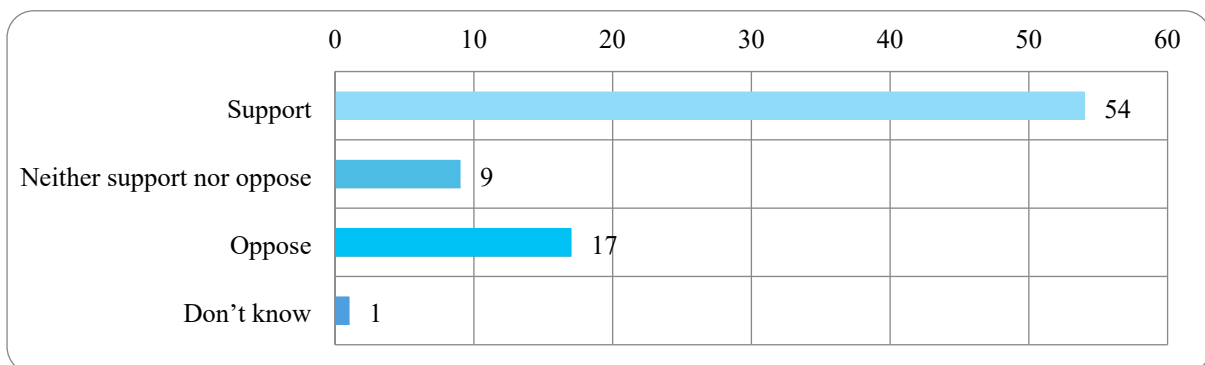


Figure 4 – Question 4 Survey Responses Graph

Question 5 - (OPTIONAL) To assist project prioritisation, please rank the following projects in order of preference where 1 is your favourite and 6 is your least favourite.

The following graph shows the prioritisation preference results, with Zone 2 - Blues Point Road Village ranking 1st with a score of 1.69, followed by Zone 3 - East Crescent Street Pocket Park, – ranked 2nd with a score of 2.01 and finally Zone 1 - Blue Street Gateway ranked 3rd with a score of 2.28.

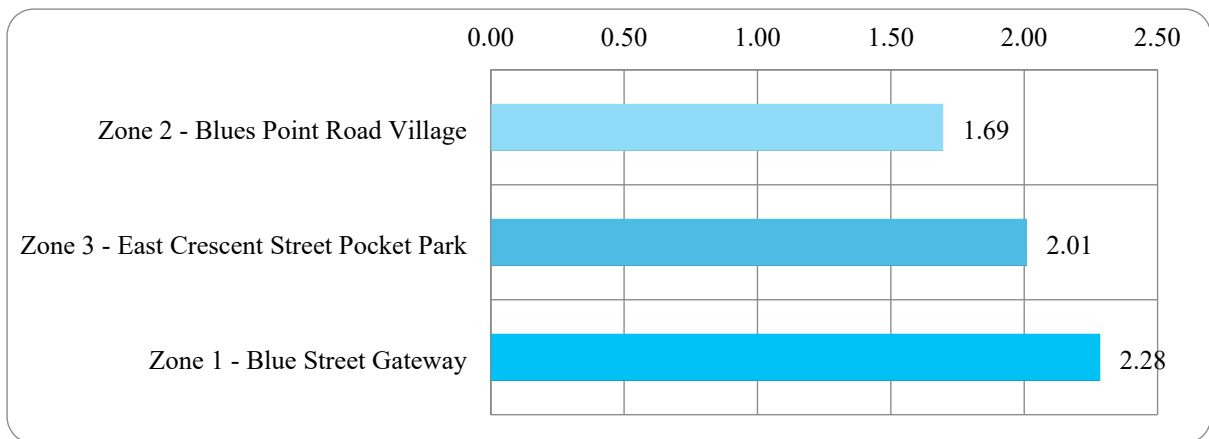


Figure 5 - Question 5 Survey Responses Graph

Question 6 - (Optional) Do you support the creation of public street art spaces and the installation of sculptures?

The following graph shows the level of support for the creation of public street art spaces and the installation of sculpture. The majority of respondents support the proposal.

1. Yes - 66.7% (38 responses)
2. Neither support nor oppose - 11.1% (11 responses)
3. Oppose - 21% (29 responses)
4. Don't know - 1.2% (2 responses)

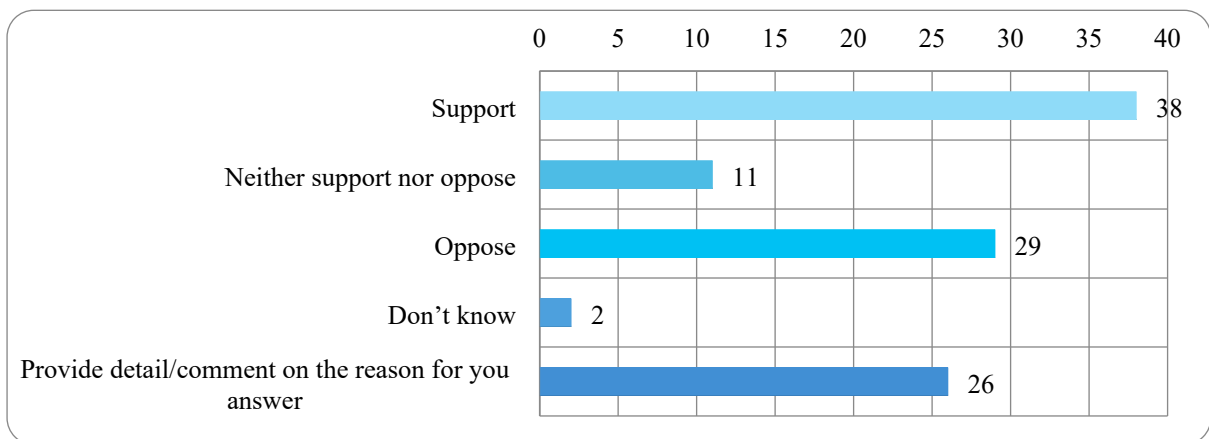


Figure 6 - Question 6 Survey Responses Graph

26 responses detailed the reasons for their response. These comments will be taken into consideration during the detailed design stage for installation of any street art as part of this Masterplan.

Question 7 - (MANDATORY) What is your relationship to McMahons Point?

Respondents were asked to indicate their relationship with McMahons Point. The results are shown in the graph below, with the majority of respondents being McMahons Point residents. Note: respondents were able to select one or more answers.

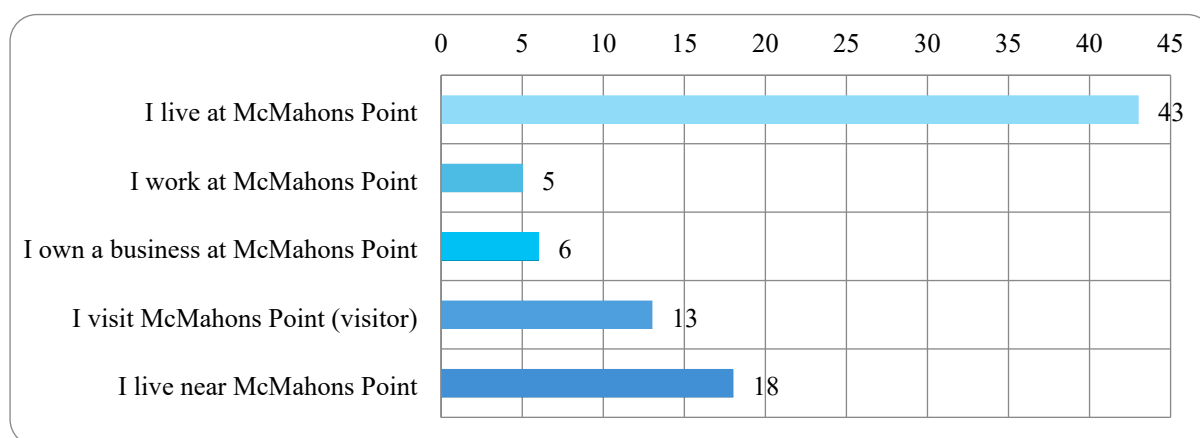


Figure 7 – Question 7 Survey Responses Graph

Respondents General Comments:

Below is a summary of comments made, and concerns raised by the respondents.

Comments:

- ✓ Congratulations on the McMahons Point concept, it has many fine features and the overall vision is delightful
- ✓ I welcome the North Sydney Council initiative to upgrade the Public Domain in Blues Point Road.
- ✓ The Draft Blues Point Master Plan is a great starting point. The scheme (like all schemes) will benefit from further detailed design development.
- ✓ I commend Council and its Consultants for the high quality of the work done to date and encourage Council to move swiftly to the next phase - detailed Design Development.
- ✓ This looks very comprehensive. I used to live in McMahons Point and now live in North Sydney.
- ✓ what a fabulous idea and opportunity. love the design. Let's embrace it and make McMahons point pedestrian friendly and a real community.
- ✓ I support the proposal overall and, as a resident of East Crescent Street, welcome the many changes proposed.
- ✓ I applaud Council for its initiative to increase tree cover to make the streets green with continuous tree canopies to encourage walking.
- ✓ Delighted that Blues Point Road is on the agenda. Its beautification should be continued down to the water.
- ✓ Any measures which slow down traffic speeds are urgently needed.
- ✓ Yes, I support the addition of cultural and art pieces to the neighbourhood. It adds to the overall public domain and improves the visual appearance and walkability.

- ✓ This whole project is fantastic! My only big concern is any removal of parking.
- ✓ The village works as it is now. The area is already beautified because of where it is.
- ✓ Work should also be considered at the Union Street shops which are an important area which seems to be overlooked and therefore not maximised by tenants and locals.

Concerns:

- ✓ Traffic calming down Blues Point Road is high priority & an extremely important issue.
- ✓ We feel that there is sufficient outdoor dining space adjacent to the existing dining facilities
- ✓ Creating an 'in lane' bus stop offers no advantages and appears to be an impediment to traffic movement so close to the intersection with Blue Street and the pedestrian crossing.
- ✓ Only change the kerb line where it is absolutely necessary.
- ✓ As a resident and shop owner I am very concerned that we are going to lose valuable car parking.
- ✓ Every car space in this area is in high demand. The concept of deleting them for incidental plantings is clearly not a proposal suggested by residents.
- ✓ Wish to express my objection to any loss of street parking in the area. Many residents do not have facilities for off street parking; hence street parking is an important issue.
- ✓ I don't support the introduction of catenary lighting.
- ✓ the proposal is over-designed, inappropriate to the village character of McMahons Point, restrictive to the commercial vitality of the street
- ✓ the use of large flag poles like the ones in the North Sydney CBD would be extremely out of character for the smaller community feel of McMahons Point and I really think this would detract from the atmosphere in the area.
- ✓ McMahons Point village works well currently but will be spoiled with too many people
- ✓ McMahons Point is a delightful village and runs very well - don't try to invent the wheel.

3. Amendments to the Masterplan as a result of Community Consultation

In response to the feedback received, the following amendments to the Masterplan were made:

- a. General revision to plans and artist impressions to clarify proposal details.
- b. Catenary lighting removed from Zones 1, 2 and 3 – Refer to pages 16, 18, 19, 20, 22, 23, 24, 26 and 27 Attachment 2 – Masterplan for the Public Domain upgrade of Blues Point Road - McMahons Point (Amended)
- c. Banner flags removed from Zones 2 and 3 – Refer to pages 20, 22, 23, 24, 26 and 27 Attachment 2 – Masterplan for the Public Domain upgrade of Blues Point Road - McMahons Point (Amended)

- d. Union Street upgrade works included in the masterplan; this area will be constructed as part of Stage 6 – Refer to page 45 attachment 2 – Masterplan for the Public Domain upgrade of Blues Point Road - McMahons Point (Amended)
- e. Overall masterplan was amended to avoid parking loss – Net parking loss now achieved is 0 – Refer to pages 33 to 39 attachment 2 – Masterplan for the Public Domain upgrade of Blues Point Road - McMahons Point (Amended)
- f. The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street – Refer to pages 28 and 35 attachment 2 – Masterplan for the Public Domain upgrade of Blues Point Road - McMahons Point (Amended)
- g. All disable parking and loading zones areas to remain in their existing locations – Refer to pages 33 to 39 attachment 2 – Masterplan for the Public Domain upgrade of Blues Point Road - McMahons Point (Amended)
- h. Zone 2 sculpture relocated to avoid the removal of parking spaces – Refer to pages 20 attachment 2 – Masterplan for the Public Domain upgrade of Blues Point Road - McMahons Point (Amended)
- i. Traffic calming devices added in line with Council’s Blues Point Road, McMahons Point - Proposed Traffic Calming investigations project as resolved by Council’s Traffic Committee at its meeting on 5 February 2021 (Final location of these devices is subject to a separate Community consultation). Changes shown pages 33 to 39 attachment 2 – Masterplan for the Public Domain upgrade of Blues Point Road - McMahons Point (Amended)
- j. Detailed design and selection of sculptures to be installed in the public domain to be completed in consultation with the community.

4. Masterplan Implementation Program

Table 2 - Masterplan Implementation Program

Proposed Project	Funding Source	Delivered by	Estimated Cost
<p>Stage 1A - Initial construction works for Zone 2 - Blues Point Road Village.</p> <p>This work includes footpath upgrades along Blues Point Road and King George Street intersection, footpath widening on Blues Point Rd, Pedestrian crossing upgrade and continuous footpath treatment at the intersection of Blues Point Road and King George Street.</p>	<p>Partial funded by the Special Rate Variation (SRV) and Capital Works for the financial year 2021/2022 + <i>Additional funding required</i></p>	<p><i>June 2022</i></p>	<p><i>\$500.000</i></p>
<p>Stage 1B - Completion of Zone 2 - Blues Point Road Village.</p> <p>This work includes removal of overhead wires and completion of footpath upgrades along Blues Point Road and King George Street intersection, new streetlighting, footpath widening on Blues Point Rd, planting of new trees and hedges, and potential sculpture installation (TBD during</p>	<p><i>Subject to funding being made available on by Council in the next Delivery Plan; and or grant applications</i></p>	<p><i>TBD</i></p>	<p><i>\$1.786.000</i></p>

<i>Proposed Project</i>	<i>Funding Source</i>	<i>Delivered by</i>	<i>Estimated Cost</i>
design development stage in conjunction with community).			
<p>Stage 2 - Zone 3 - East Crescent Street Pocket Park.</p> <p>This work includes construction of new pocket park, removal of overhead wires, footpath upgrades along Blues Point Road and East Crescent Street, footpath widening to increase outdoor dining spaces, new streetlighting, construction of continuous footpath treatments along Blues Point Road and streets junctions and potential sculpture installation (TBD during design development stage in conjunction with community).</p>			\$1.580.000
<p>Stage 3 - Zone 1 - Blue Street Gateway.</p> <p>This work includes footpath upgrades along Blues Point Road, planting of gateway trees and garden beds, removal of overhead wires, installation of multipurpose poles with banner flags and upgraded streetlighting, and construction of continuous footpath treatments along Blues Point Road.</p>			\$2.145.000
<p>Stage 4 - Village Complementary works Blues Point Rd between Zone 1 and Zone 2</p> <p>This work includes footpath upgrades along Blues Point Road, planting of new trees and garden beds, removal of overhead wires, streetlighting upgrade, street furniture upgrade and construction of continuous footpath treatments along Blues Point Road intersections.</p>			\$3.480.000
<p>Stage 5 - Village Complementary works Blues Point Rd between Zone 2 and Zone 3, and Zone 3 to Warung Street.</p> <p>This work includes footpath upgrades along Blues Point Road, planting of new trees and garden beds, removal of overhead wires, streetlighting upgrade, street furniture upgrade and construction of continuous footpath treatments along Blues Point Road intersections.</p>			\$4.420.000
<p>Stage 6 - Village Complementary works Union Street to Victoria Street</p> <p>This work includes footpath upgrades along Blues Point Road, planting of new trees and garden beds, removal of overhead wires, streetlighting upgrade, street furniture upgrade and construction of continuous</p>			\$980.000

<i>Proposed Project</i>	<i>Funding Source</i>	<i>Delivered by</i>	<i>Estimated Cost</i>
footpath treatments along Blues Point Road intersections.			

Summary and Recommendations

Given that the majority of respondents generally support the McMahons Point - Blues Point Road Village Centre, Draft Public Domain Upgrade-Masterplan, it is recommended that Council adopts the amended Masterplan (Attachment 2) for the implementation of the nominated projects and staging.

As outlined in this report the implementation of this Masterplan is a long-term program for Council that will be undertaken as funding becomes available. Funding of \$500,000 is included in next year's Delivery Program (2021-22 SRV Funds) for the implementation of Stage 1 "Zone 2 - Blues Point Road Village". This Zone has been identified as a priority as a result of the feedback received in the Community Consultation that Council has undertaken.

The Masterplan will inform forward planning for Council's Streetscape Upgrades and Capital Works budgets as well as being utilised for grant funding applications as they become available.

“Draft” Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

Prepared April 2021

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

1. The concept design **would be** amended if the point:

- 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 Draft Plan/Policy or;
- e indicated omissions, inaccuracies or a lack of clarity.

2. The concept design **would not be** amended if the point:

- a addressed issues beyond the scope of the Plan/Policy.
- b was already in the plan/policy or will be considered during the development of a subordinate plan/procedure (prepared by Council).
- c offered an open statement, or no change was sought.
- d clearly supported the draft proposals.
- e was an alternate viewpoint received on the topic but the recommendation of the draft plan 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.

LETTERS FREE FORMAT SUBMISSIONS

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
1.1	<p>In regard to proposed upgrades to the village, I support it wholeheartedly.</p> <p>However, you need to get the transport Department to terminate current bus services at North Sydney Station and replace them from the Station to the Blues Point Ferry with smaller shuttle buses which could also move through some of the backstreets to increase the service.</p> <p>Currently, enormous, noisy, fuel smelling busses go up and down all day either empty or only a couple of people in them. In the peak hours, they do fill up two large busses over about one hour in the am and pm. This work could be done by a couple of the shuttle busses being more available in those times. This would allow a really nice ambience at the renewed village centre.</p>	Support the proposal	Noted	N	2.D	
		Suggests that STA change their buses for shuttle buses, transporting people from North Sydney Station to Blues Point Ferry Wharf.	Bus services are managed by State Government (STA) and any requested changes to the service are outside Council's control and authority.	N	2.A	
1.2	<p>I fully support your proposal.</p> <p>Would you consider also:</p> <p>1. Multi-function poles. I do not support the concept of the multi-function poles with advertising or promotional flags in a predominantly residential area. The multi-function poles and flags already in North Sydney are used as promotional tools for the council. This concept is acceptable in a business area but does not provide the desired village atmosphere in a community precinct with small restaurants, shops and homes. If the multi-function poles are necessary for lighting (notes on this below also) or hanging baskets of flowers then their use should be specifically restricted.</p> <p>2. Removal of overhead wires - excellent proposal. I would certainly support this wherever it is proposed.</p> <p>3. Catenary lighting on multi-function poles: The idea of catenary lighting in the village area is nice, however I would prefer it is restricted to celebratory times such as Christmas, not all year round.</p> <p>4. Jacarandas at King George Street intersection: Jacarandas, although beautiful when in bloom, are a pedestrian hazard. After rain, the blossoms fall and become extremely slippery especially on pedestrian crossing surfaces. Have you considered Cercis canadensis "Forest Pansy" or Magnolia x soulangeana? I think either would be a medium sized tree with beautiful foliage and flowers and would provide a lovely display.</p> <p>5. Removal of parking on Blues Point Road east side: I support this proposal. If the purpose of the upgrade is to prioritise people over vehicles and promote a community/village environment, then removing the pollution from vehicles starting engines alongside diners is positive. It will also make</p>	Support the proposal	Noted	N	2.D	
		Oppose Multi-function poles with advertisement flags in village and residential areas.	Banner Flags removed from zones 2 and 3 the Masterplan proposal	Y	1.B	Attachment 2 - Pages 20, 22, 23, 24, 26 and 27
		Support the Removal of overhead wires - excellent proposal.	Noted	N	2.D	
		Support the installation of catenary lighting on multi-function poles during celebratory times such as Christmas.	Catenary lighting removed from the Masterplan proposal	Y	1.B	Attachment 2 - Pages 16, 18, 19, 20, 22, 23, 24, 26 and 27
		Oppose the planting of Jacarandas because they are a pedestrian falling hazard. Explore other trees species.	New tree planting species to be confirmed during design development in Consultation with Council's arborists	Y	1.E	Attachment 2 - Pages 16, 20, and 24.
		Support the removal of parking on Blues Point Road east side and the prioritisation of people over vehicles and promote a community/village environment, reduce pollution and make the roads safer.	Noted	N	2.D	
		Supports the pocket Park in East Crescent Street to provide a nice green entrance to the residential area.	Noted	N	2.D	
Hesitant over Council's sculpture choices in the area, expects a tasteful sculpture selection that enhance the area.	Sculpture selection to be confirmed during design development in Consultation with the community.	Y	1.E	Attachment 2 - Pages 16, 20, and 24.		
						Note added to the Masterplan for clarification

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	the area far safer. Drivers opening doors onto an already busy, narrow road is a safety hazard for all. 6. Sculpture - Pocket Park, East Crescent Street: The pocket park will provide an attractive green space entrance to East Crescent Street. I do have hesitations over the previous sculpture choices in the area, however. The purple perspex sculpture in St Peters park unfortunately does nothing to enhance the already spectacular view from that park. I hope the choice of sculpture, if chosen for the pocket park will be an enhancement.					
1.3	Creating more of a pedestrian friendly environment is a good idea. Thank you. Putting power lines underground is great for the visual improvement and of course, making it easier to have trees. I am unsure about your suggested lighting for the Blues Point Shopping strip. I had to look up 'Catenary' lighting, and admit it makes a lot of sense in some malls etc. I am truly uncertain if it's a good idea for this narrow space. I suspect old fashioned lights on poles (or similar) would give the environment a better feel – more 'special and romantic' rather than bright and 'part time'. I would prefer lighting on poles that is sympathetic to the style and heritage of this area. A lot of people drive to use the shops. If the timed street parking is reduced, I suspect there will be a drop in patronage. As much as I like the idea of taking the cars away from the pedestrian space, is it possible to ensure there is adequate short-term parking nearby? A small parking area for example.	Support the proposal	Noted	N	2.D	
		Creating more of a pedestrian friendly environment is a good idea	Noted	N	2.D	
		Putting power lines underground is great for the visual improvement and of course, making it easier to have trees.	Noted	N	2.D	
		Oppose to catenary lighting, believes is not suitable for the area.	Catenary lighting removed from the Masterplan proposal	Y	1.A	Attachment 2 - Pages 16, 18, 19, 20, 22, 23, 24, 26 and 27
		Supports the reduced parking area but suggests a drop off area be established - ensure short-term parking is still available nearby. Supports the idea of taking the cars away from the pedestrian space.	Noted Note: The Masterplan has been amended to avoid parking loss as result of the community feedback. Net parking loss now in the overall masterplan is 0.	N	2.D	
1.4	The loss of 18 car spaces in a relatively small area will have a significant impact on residents and their visitors. The area is already difficult to park in at nights and on weekends. I believe this highlights the omission of an objective for the Masterplan 'to maintain the amenity of residents who live in close proximity to the Masterplan changes. The addition of such an objective would provide necessary balance to the objectives. In addition, such a significant reduction in car spaces is likely to reduce the number of customers wanting to drive to the area. The businesses in the Village rely on a significant number of customers from outside the local area coming by car (hopefully electric). Many of them won't come in the future if parking is more difficult. Buses from North Sydney Station and McMahons Point along BPR are infrequent at night and on weekends.	Oppose to car spaces reduction	The Masterplan has been amended to avoid parking loss as result of the community feedback. Net parking loss now in the overall masterplan is 0. The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.
1.5		Oppose the proposal	Noted	N	2.E	

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<p>I am writing to oppose the proposed upgrade of blues point road village.</p> <p>The loss of parking will have a detrimental effect to the village.</p> <p>It is already plenty of complaint of lack of parking in the area.</p> <p>There are many elderly need to drive to the area as Blues Point road is steep and hard for them to walk. Less parking will make less people from other suburbs to travel to the area too. As the only pharmacy in the area, we are grateful there is a disabled parking in front of shop which makes it easy access for many patients. The proposed plan will have it removed from our side of the road which will upset and inconvenient many patients.</p> <p>I have been in the area for three years; the current walking space is sufficient. The street landscape could be updated. The installation of artwork sounds nice but I do not think will be necessary.</p>	<p>Oppose the loss of parking spaces and the relocation of the disable car park.</p>	<p>The Masterplan has been amended to avoid parking loss as result of the community feedback.</p> <p>Net parking loss now in the overall masterplan is 0.</p> <p>The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street</p>	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.
		<p>Oppose the footpath widening as it is believed the current walking space is sufficient.</p>	<p>Noted</p> <p>The amended Masterplan minimises footpath widening to avoid parking loss.</p>	N	2.E	
		<p>Support the streetscape furniture upgrade.</p>	<p>Noted</p>	N	2.D	
		<p>Hesitant about the installation of artwork.</p>	<p>Sculpture selection to be confirmed during design development in Consultation with the community.</p> <p>Note added to the Masterplan for clarification</p>	Y	1.E	Attachment 2 - Pages 16, 20, and 24.
1.6	<p>1. currently outside some cafes the seating interferes with pedestrian access. Can you please have a uniform design that divides the cafe outdoor seating to the pedestrian access that all cafes have to abide by.</p> <p>2. does the widening of the pedestrian access include a design that incorporates the above point or does the widening allow for cafes to extend their tables too. If so, then it is not a widening of pedestrian access, is it?</p>	<p>Support footpath widening to reduce conflict between outdoor dining spaces and pedestrian access.</p>	<p>Increases to the amount of Outdoor Dining areas has been minimised in the amended Masterplan to avoid loss of parking spaces.</p>	N	2.D	
1.7	<p>Who actually decided we want more outdoor seating at our restaurants? Have the restaurant owners asked for this? Considering the shortage of parking, I think we have more than enough seating!</p>	<p>Oppose the increase of outdoor dining spaces.</p>	<p>Increases to the amount of Outdoor Dining areas has been minimised in the amended Masterplan to avoid loss of parking spaces.</p>	Y	1.B	Attachment 2 - Pages 33 to 39.
1.8	<p>DM from NSC gave an audio-visual presentation of the draft concept plan for the three zones of the village. Council is seeking feedback through Have-your-say (closing 1 November). At this stage the plan is not set and so there is currently no budget allocation for the project. If it proceeds it will commence in 2021 and be constructed over time as funding becomes available.</p> <p>Residents expressed serious concerns on the estimated loss of between 10-18 parking spots that would affect the ability of</p>	<p>Support the proposal</p> <p>Oppose to parking loss</p>	<p>Noted</p> <p>The Masterplan has been amended to avoid parking loss and address community concerns.</p> <p>Net parking loss now in the overall masterplan is 0.</p> <p>The creation of the East Crescent Street Pocket Park requires the</p>	<p>N</p> <p>Y</p>	<p>2.D</p> <p>1.B</p>	<p>Attachment 2 - Pages 28, and 33 to 39.</p>

“Draft” Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

4

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	residents to park to attend shops and restaurants. NSC claimed 8 parking spots would be lost, and they would seek to minimise the loss as the plans develop.		removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street			
	Other concerns were the possibility of street art, banners, and any more sculptures or plane trees. Questions were asked about the undergrounding of power lines, location of bus stops, traffic flow within a narrower Blues Point Road and whether the speed limit would be restricted to 40 kph. MC to discuss the traffic control with Lavender Precinct and support them with their suggestions for better traffic control. The issue was also raised about the need for such a major upgrade. Some members suggested that upgrade as proposed was not needed and should be of a lesser scale.	Oppose to the planting of additional plane trees	Noted. New tree planting species to be confirmed during design development in Consultation with Council's arborists Note added to the Masterplan for clarification	Y	1.E	Attachment 2 - Pages 16, 20, and 24.
	The members of the Precinct unanimously resolved to support an upgrade proposal in principle, especially putting the power lines underground, but with no net loss of car parking spaces and minimising the street art and the excessive planting of plane trees, with a preference for planting of suitable native tree species.	Hesitant about street art	Sculpture selection to be confirmed during design development in Consultation with the community. Note added to the Masterplan for clarification	Y	1.E	Attachment 2 - Pages 16, 20, and 24.
	Individuals were encouraged to make their own submissions.	Hesitant about banners	Banner Flags removed from zones 2 and 3 the Masterplan proposal	Y	1.B	Attachment 2 - Pages 20, 22, 23, 24, 26 and 27
		Support the speed reduction to 40 kmh	Noted	N	2.D	
1.9	There are some very good features in the proposed upgrade but a couple are not well thought through in our opinion. Having banners at the start of the McMahons Point village is quite unnecessary and unattractive. Also having cables across the street with hanging lights is quite unnecessary and would visually clutter the open area.	Support the proposal	Noted	N	2.D	
	Thank you for inviting our opinion as Blues Point Rd residents.	Oppose the installation of catenary lighting	Catenary lighting removed from the Masterplan proposal	Y	1.A	Attachment 2 - Pages 16, 18, 19, 20, 22, 23, 24, 26 and 27
		Oppose the installation of banners and flags	Banner Flags removed from zones 2 and 3 the Masterplan proposal	Y	1.B	Attachment 2 - Pages 20, 22, 23, 24, 26 and 27
1.10	I am commenting on behalf of myself and the other two co-owners of our property a terrace with two commercial tenancies.	Support the proposal	Noted	N	2.D	
	We broadly support the initiative by North Sydney Council to improve the local amenity and design of Blues Point Road. In particular, we support removing overhead powerlines and installing them underground. We also think the addition of street art, attractive fairy lighting and some further planting/flower beds would add to the attractive appeal of the street.	Support undergrounding of overhead powerlines	Noted	N	2.D	
	However, we are greatly concerned about a number of elements in the Zone 2 Blues Point Village proposal. Our concerns as follows:	Support the installation of street art	Noted	N	2.D	
	1. Loss of Car Spaces: The loss of 6 car spaces would adversely affect local businesses, including our tenants. The	Support the installation of fairy lighting	Noted	N	2.D	
		Support the installation of additional planting/flower and garden beds.	Noted	N	2.D	
		Oppose to the Loss of Car Spaces and widening of footpath in Zone 2	The Masterplan has been amended to avoid parking loss and address community concerns. Net parking loss now in the overall masterplan is 0. The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

5

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	ability for locals or workers to park quickly and economically to access the Post Office or attend meetings with our other tenant (a community NGO supporting people with disabilities), is a key enabler for their business. Given that COVID-19 has affected the businesses adversely, to further jeopardise customer access could be disastrous in the near to medium term. Furthermore, the Post Office is an important community facility, which draws people to the commercial area. As such we strongly oppose reducing the car spaces in this location. Furthermore, we believe that the current footpath is sufficiently wide for outdoor dining and foot traffic. The addition of more garden beds would not significantly improve the appeal of this dining location.		to the western side of Blues Point Road between Mil Mil Street and Princes Street			
		Concerns in regards the disruption to businesses during construction works.	Council's Project Managers and their contractors will work in coordination with local businesses to minimise the impacts of construction works, similarly as it has been done in other village centres in the North Sydney LGA. Access to businesses will be maintained.	N	2.A	
	2. Noise and disruption during Covid: As mentioned, Covid 19 has adversely affected local businesses, and we are concerned that a significant noise and physical disruption (including expanding the foodpath, with associated dust and noise) could be very damaging to businesses during this time. Could Council assess whether less disruptive works could be undertaken in the shorter term, and other projects undertaken when economic conditions improve.	Oppose to the replacement of trees in Zone 2	Noted. Existing trees will be assessed further before construction works. Trees in good health and shape Trees will be retained. Note added to the Masterplan for clarification	Y	1.E	Attachment 2 – Page 36
	3. Removal of current trees (Robinias): There are several attractive trees currently located in front of the Post Office. Tenants and locals have commented how these add significantly to the appeal of the locale. They are well established, and while providing some shade, also allow some sunlight for cafe-goers and customers. Removing these and planting new trees would adversely affect the attractiveness of Blues Point Village in the short term. Furthermore, it would take many years for the replacement trees to grow to a mature size, and their canopies could reduce light to streetfront.	Oppose to the installation of street banners and flags	Banner Flags removed from zones 2 and 3 the Masterplan proposal	Y	1.B	Attachment 2 - Pages 20, 22, 23, 24, 26 and 27
	4. The design of banners: Blues Point Road is fairly narrow for a village thoroughfare. We believe the street banner poles appear too large and imposing (especially with banners on both sides of the poles) to be in keeping with the look and feel of the Village. Perhaps a shorter curved pole, with one or no banner, would be more in keeping with the heritage aesthetic of the street.					
1.11	Bike Lanes or other ways to make it safer for riders to ride up the hill either along Blues Point Road or side streets to assist those commuting to the city.	Support the addition of bike lanes	This area is included in Council's North Sydney Integrated Cycling Strategy.	N	2.A	

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
1.12	<p>Some of the proposals in the Draft Masterplan are very positive. These include:</p> <ul style="list-style-type: none"> undergrounding power so that the street is decluttered and an improved setting for trees is provide. renewing the paving; and rationalising the tree planting <p>Other proposals in the Draft Masterplan will have negative impacts on Blues Point Road. These include:</p> <ul style="list-style-type: none"> defining 'Zones' rather than reinforcing the existing linear character of the street. introducing catenary lighting that conflicts with the trees, regional and local streetscape views and built form. highlighting the roadway with 'feature' lighting; and removing parking where it is most valuable and where footpath widening provides no advantage <p>The Draft Masterplan is silent on traffic movement but reducing traffic speed should be considered.</p> <p>1) POWER LINES</p> <p>The proposal recommends the under grounding of power and removal of the poles. This is a welcome intervention. It will remove clutter and enable trees to grow naturally so that they are not deformed by pruning. The extent of the undergrounding is not specified but ultimately the absence of above ground wires and poles in all of Blues Point Road would be an excellent improvement.</p> <p>2) ZONES 1+2 CATENARY LIGHTING + PAVING</p> <p>The creation of arbitrary 'Zones' by the introduction of catenary lighting and related paving conflicts with the character of the street.</p> <p>Catenary lighting is suitable where it is suspended from building to building, and where it illuminates straight pedestrian streets on flat topography. It is not suitable for Blues Point Road where it will be supported by multi-function poles and will effectively create a horizontal ceiling above the roadway. Because of the slope of the street and the street alignment, it will truncate the numerous existing regional views to the Sydney CBD. It will block the views from the street to the upper levels of the Victorian and Arts and Crafts buildings. It will mar the views to the street from the upper levels of these buildings. It will conflict with the heritage verandahs and with the trees</p>	Support the powerlines undergrounding	Noted	N	2.D	
		Support footpath paving upgrades	Noted	N	2.D	
		Support rationalising tree planting	Noted	N	2.D	
		Oppose to the defining 'Zones' rather than reinforcing the existing linear character of the street.	All areas are included in the Masterplan, the key zones were defined to enhance gateway opportunities and, prioritise and stage works.	N	2.D	
		Oppose with catenary lighting creating a road space ceiling and diminishes the current look of the village elements	Catenary lighting removed from the Masterplan proposal	Y	1.B	Attachment 2 - Pages 16, 18, 19, 20, 22, 23, 24, 26 and 27
		Oppose feature lighting	Noted	N	2.E	
		Oppose parking loss	<p>The Masterplan has been amended to avoid parking loss and address community concerns.</p> <p>Net parking loss now in the overall masterplan is 0.</p> <p>The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street</p>	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.
		Oppose to the installation of multi-function poles	<p>Noted.</p> <p>Multi-function poles are being proposed in line with the Council's Public Domain Design Style Manual.</p>	N	2.E	
		Oppose footpath widening	<p>Noted</p> <p>The amended Masterplan minimises footpath widening to avoid parking loss.</p>	N	2.E	
		Oppose to in lane bus stops	In-lane bus stops removed from amended Masterplan as result of the community feedback.	Y	1.B	

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

7

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<p>that currently line the street. At the northern entrance to Blues Point Road the catenary will diminish the view of the now prominent, St Peters Church and it will separate St Peters Church from St Peters Park.</p> <p>Blues Point Road is not flat and not straight, it slopes and is angled . The street blocks are irregular and the different building types are dispersed in uneven clusters along the street, unrelated to the street blocks. There are no logical places to create 'Zones' and to start and stop catenary lighting structures.</p> <p>Catenary lighting is a very expensive intervention that will 'illuminate' the roadway, conflict with the heritage built form and weaken the strong linear space that defines the street and its topography. It will disguise the alignment and slope of the street, confuse rather than clarify the legibility.</p> <p>The multi-function poles that can also carry banners, will be too large for the fine grain low scale character of Blues Point Road. The street will be overwhelmed by elements that have a scale more appropriate for the heart of North Sydney than McMahons Point.</p> <p>New paving is less invasive than the lighting and if not related to the catenary lighting, it can relate to the street blocks from Blue Street to French Street, the Blues Point Pub and East Crescent Street as logical starting and stopping places. The paving should be simple and robust.</p> <p>3) ZONE 2 FOOTPATH WIDENING + LOSS OF CAR PARKING</p> <p>In Zone 2 the proposal recommends removing car spaces and widening the footpath on the eastern side of the street. The existing footpath is generous, adequately serves the outdoor dining and is in proportion with the width of the street and the two storey buildings. The proposed changed alignment will distort the proportions of the street and erode the line of street trees.</p> <p>Even more importantly the widened footpath removes 6 car parks. Currently those car parks play a critical role in the way the retail and businesses work in this section of the street. The car parking is limited along Blues Point Road. It is limited on the side streets and the availability of nearby alternative parking options is restricted by the one-way street network. The loss of the car parking in this location would be detrimental to the businesses and the functioning of Blues Point Road as a whole.</p> <p>4) ZONE 1 BUS STOP</p>	<p>Oppose to the proposal in Zone 3</p> <p>Support public art in a limited way, location should not block views.</p>	<p>East Crescent Street pocket park proposal is supported by the community and the majority of submissions perceive that the proposal will positively impact the area.</p> <p>Sculpture selection to be confirmed during design development in Consultation with the community.</p> <p>Note added to the Masterplan for clarification</p>	<p>N</p> <p>Y</p>	<p>2.E</p> <p>1.E</p>	<p>Attachment 2 - Pages 28, and 33 to 39.</p> <p>Attachment 2 - Pages 16, 20, and 24.</p>

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<p>Creating an 'in lane' bus stop offers no advantages and appears to be an impediment to traffic movement so close to the intersection with Blue Street and the pedestrian crossing. At the southern end of the street, cars currently pass the busses when they are stopped in the car lane. If this was attempted at the top of the hill, a relatively busy bus stop, it would be potentially dangerous.</p> <p>5) ZONE 3</p> <p>The narrowing of East Crescent Street needs to be considered in light of the orthogonal alignment of the buildings and the role of this street in the way it opens up to provide spectacular views to the Harbour Bridge. Any planting should reinforce the building alignment. Because of the complexity of the intersection (levels and angles) and the role of the street as the 'entrance' to the eastern views it is not considered an appropriate place for public art.</p> <p>6) PUBLIC ART</p> <p>Public art should be introduced sparingly and to enhance. It should not 'fill up' space, block views or conflict with the surrounding vegetation or built form.</p> <p>CONCLUSION</p> <p>Blues Point Road has a complex physical character resulting from its history and topography. The proportions, alignment and built form all combine to create a delightful street that requires de-cluttering and minimal intervention.</p> <p>RECOMMENDATIONS</p> <p>Good public domain design reinforces the qualities of the place. Some of the proposals outlined in the Draft Master Plan will improve the street, others will clutter and confuse. The fine grain complexity of the street requires a 'less is more' approach. An approach that is strategic and simple would enhance rather than destroy many of the charms of the street.</p> <ul style="list-style-type: none"> • Underground the power for as much of the street and cross streets as possible; • Do not introduce catenary lighting and multi-function poles; • Use lighting and street tree planting to reinforce the alignment and heritage character of the street. • Do not widen the eastern footpath in the village. • Do not remove the car parking in the village; 					

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<ul style="list-style-type: none"> Use simple robust paving that extends from Blue Street to Blues Point Pub and East Crescent Street; Retain the northern bus stop in the parking lane Use public art in a limited way to enhance the street ; Reduce the traffic speed; and Only change the kerb line where it is absolutely necessary. 					
1.13	<p>I am very concerned with the loss of parking. Why can't the upgrade be done without removing access to parking?</p> <p>How can this proposal address the problem of aggressive drivers speeding up & down Blues Pt Rd?</p> <p>The residents have been complaining about cars speeding and making a lot of noise and party at all hours keeping us awake at night. What traffics calmers will be installed On blues Point Road between Warung st & east Crescent Street?</p> <p>Can we have traditional art or peter Kingston art rather than modern coloured Perspex?</p>	<p>Oppose the loss of parking</p>	<p>The Masterplan has been amended to avoid parking loss and address community concerns.</p> <p>Net parking loss now in the overall masterplan is 0.</p> <p>The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street</p>	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.
		<p>Support the speed reduction in Blues Point Road</p>	<p>Traffic calming devices added in line with Council's Blues Point Road, McMahons Point - Proposed Traffic Calming investigations project as resolved by Council's Traffic Committee at its meeting on 5 February 2021 (Final location of these devices is subject to a separate Community consultation).</p>	Y	1.A	Attachment 2 - Pages 33 to 39.
		<p>Supports public the installation of traditional art – Oppose to the installation of modern art</p>	<p>Sculpture selection to be confirmed during design development in Consultation with the community.</p> <p>Note added to the Masterplan for clarification</p>	Y	1.E	Attachment 2 - Pages 16, 20, and 24.
1.14	<p>As a resident and shop owner I am very concerned that we are going to lose valuable car parking. our village definitely could do with an upgrade but not at the expense of our car parking. people come to McMahons Point by car from all over Sydney to visit the café's and shops. Unfortunately, we have lost too many shops in our beautiful village and have ended up with a lot of offices, hairdressers and real estate agents. Please don't make the remaining ones have to close down as this is what would happen if the parking situation was made any worse.</p>	<p>Oppose the loss of parking</p>	<p>The Masterplan has been amended to avoid parking loss and address community concerns.</p> <p>Net parking loss now in the overall masterplan is 0.</p> <p>The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point</p>	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
			Road between Mil Mil Street and Princes Street			
1.15	I like Blues Point Road. But I see no reason to expand outdoor dining as we can't go out, many businesses have been forced to close and I'd rather spend my rate-paying dollars on something that is far more important than a sidewalk and more public art spaces. Alternately, I'd like to get my rates reduced - If you want to focus on walkability, may I suggest you widen the paths along Lavender street so that we don't have to walk in the road with all the traffic? This would be a significant improvement and a substantially safer way to walk to the station and over to the bridge etc	Oppose the proposal	Noted	N	2.E	
		Oppose the expansion of outdoor dining	Increases to the amount of Outdoor Dining areas have been minimised in the amended Masterplan to avoid loss of parking spaces.	Y	1.B	Attachment 2 - Pages 33 to 39.
		Support footpath widening along Lavender Street	Lavender Street is not part of this Masterplan as it is outside the Village Centre.	N	2.A	
1.16	<p>While the overall concept of enhancing the village atmosphere of this area is positive there are certain elements of the proposal that will present practical issues for local residents and deter visitors to the retail area.</p> <p>Any plan must recognise that Blues Point Road is the only access and egress for many residents of the peninsula. The plan appears to prioritise the 'look' over some safety and practical issues. My areas of concern are outlined below.</p> <p>Traffic With a single lane both north and south, the flow of traffic on this road is impacted by conditions on this road and the neighbouring roads, particularly Miller Street and the Pacific Highway.</p> <p>Traffic flow on Blues Point Road is impeded by high volumes of traffic at all times of the day. The buildup of queues at intersections due to the need for both left and right hand turns at both Lavender and Blue Street intersections which are restricted by red turn arrows (Lavender St) and high volume of straight travelling traffic.</p> <p>Traffic flow is further impacted by high number of buses and their need to use both lanes to turn into Lavender Street and from Union Street.</p> <p>When the flow of traffic in this area is already faced with impediments the addition of in lane bus stops shows a disregard of resident and visitors who have no option but to use Blues Point Road.</p>	Support the village upgrade with comments	Noted	N	2.D	
		Oppose to in lane bus stops	Proposed in-lane bus stops removed from amended Masterplan as result of the community feedback.	Y	1.B	Attachment 2 - Pages 33 to 39.
		Oppose loss of parking spaces	<p>The Masterplan has been amended to avoid parking loss and address community concerns.</p> <p>Net parking loss now in the overall masterplan is 0.</p> <p>The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street</p>	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.
		Suggest footpath are not wide enough for additional plantings	Noted	N	2.C	
		Oppose to the planting of Jacarandas.	<p>New tree planting species to be confirmed during design development in Consultation with Council's arborists</p> <p>Note added to the Masterplan for clarification</p>	Y	1.E	Attachment 2 - Pages 16, 20, and 24.
		Support the implementation of Zone 3 East Crescent Street pocket park.	<p>Noted</p> <p>Parking loss will be offset to a new location.</p>	N	2.D	

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

11

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<p>The current in lane bus stops at near King George Street and French Street impede traffic flow and increase the risk of accidents as cars overtake stopped buses. The addition of further in lane bus stops, particularly in Zone 1 of the masterplan, will add further frustration to an already challenging arrangement.</p> <p>In particular as a bare minimum, the conversion of the proposed in lane bus stop in front of St Peters Church needs to be deleted. There is a high rate of traffic attempting to turn right into Blue Street at all times of the day and a bus stopped in this position will cause a further bank up of traffic and cars if cars cannot access the left lane to travel north.</p> <p>Likewise, the proposed in lane bus stop travelling south near William Street will stop all traffic travelling south and then those buses travelling to Milsons Point will further impede traffic flow as it waits (red turn arrow) to turn left into Lavender Street stopping traffic travelling south along Blues Point Road. This situation will be exacerbated at school pick up times when additional traffic turns right to access Shore School. Perhaps a realignment /widening of this corner could be considered.</p> <p>Parking Every car space in this area is in high demand. The concept of deleting them for incidental plantings is clearly not a proposal suggested by residents.</p> <p>Plantings The draft masterplan proposes a substantial increase in plantings in the area. As council has noted there is considerable pedestrian traffic on Blues Point Road and this masterplan aims to encourage more foot traffic.</p> <p>As a daily user of the footpaths in question there are a few observations that I believe are relevant.</p> <p>The need for social distancing in recent months has highlighted that even the existing plantings can impede pedestrian movements when small groups of 2 people are walking down the footpath.</p> <p>Additional plantings of trees and garden beds on footpaths, while visually pleasing will limit the ability of people to move freely along the pavements. This is particularly so along the footpaths in Zone 1 of the draft masterplan which has a high volume of traffic moving between North Sydney and the village and wish to walk at varying speeds for different purposes - strolling, exercising or commuting.</p>	Suggest that traffic impacts for the area need to be further considered for the implementation of the masterplan.	Noted	N	2.C	

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<p>Pedestrian safety is another issue with the increased level of footpath plantings. The existing pedestrian crossing near King George Street is dangerous and a significant factor is the existing hedge like plantings which impede visibility of pedestrians and drivers approaching from both sides of the crossing.</p> <p>The type of plantings should be considered. Jacarandas are a beautiful tree but the fallen flowers and leaves are a slip hazard particularly after rain. While this might be acceptable on a suburban street, it might not be the best tree in a high pedestrian area with a broad range of users.</p> <p>The proposed pocket park at East Crescent Street would enhance this area. The loss of parking opposite the proposed medical surgery is regrettable but it would reduce the existing risk of a collision from cars travelling in the wrong direction to enter Blues Point Road!</p> <p>Summary</p> <p>The concept of the Draft Masterplan for McMahons Point is a positive reinforcement of our village. However, in such a densely populated area the day to day movement of both residents and visitors needs to be understood and enhanced by such a plan to ensure it works well in reality not just on paper.</p> <p>I believe more attention needs to be given to the traffic implications, particularly in relation to in lane bus stops and the impact on parking which is a high priority in this area. Likewise, plantings must not impact the usability and safety of footpaths and importantly the sightlines at pedestrian crossings if this plan is to maximise the benefits to all users.</p>					
1.17	<p>Blues Point is a high-density residential area and Blues Point Road currently has 3 well patronised Bus services from the ferry wharf using it to it so what will happen to all the residents like me who use them?</p> <p>Have you ever been in a Bus when it has to go over a speed bump its terrible Just putting a well-Advertised Speed Camera would be a far better way of traffic calming</p>	Concerns about Bus services in the area, suggest installing speed cameras for traffic calming in lieu of speed humps.	Traffic calming devices added in line with Council's Blues Point Road, McMahons Point - Proposed Traffic Calming investigations project as resolved by Council's Traffic Committee at its meeting on 5 February 2021 (Final location of these devices is subject to a separate Community consultation).	Y	1.A	Attachment 2 - Pages 33 to 39.
1.18	<p>To Whom it may Concern</p> <p>1. McMahons Point is a charming, peaceful & unique village, residential first & foremost, with pleasant cafes & a variety of small shop amenities. It is a privilege to live in this special ambience & paramount to keep the area green & natural.</p>	Support Traffic calming treatments Blues Point Road and reduced speed environment.	Traffic calming devices added in line with Council's Blues Point Road, McMahons Point - Proposed Traffic Calming investigations project as resolved by Council's Traffic Committee at its meeting on 5 February 2021 (Final location of these	Y	1.A	Attachment 2 - Pages 33 to 39.

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

13

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	2. It is commendable that Council proposes upgrades for this area, but it would be interesting to know if anyone on the planning committee lives in McMahons Point & actually knows how the area works.		devices is subject to a separate Community consultation).			
	3. A vast improvement would be the removal of all overhead wires & support poles, costly, but very worthwhile; presumably with the necessity of digging up footpaths to accomplish this, it would need to be an initial project? Road & footpath surfaces already need attention. Assuming they are power poles, how would power be reconnected to our buildings and who would be responsible for the cost?	Oppose parking loss	The Masterplan has been amended to avoid parking loss and address community concerns. Net parking loss now in the overall masterplan is 0. The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.
	4. Traffic calming down Blues Point Road is high priority & an extremely important issue - a 40k (or less) speed restriction would be supported & welcomed. The sound of noisy engines is continuous, exacerbated by the lorries still accessing the Metroworks at Blues Point - it will be relief when that is completed, though of course there will always be many other various large vehicles needing to use this road - it would be excellent to slow them down & lessen the danger to the many families, children, dogs, prams & elderly walking or crossing. Similarly to help control any fast or crazy loud cars & motorbikes racing up & down during the evenings.	Oppose the introduction of parking meters to the area	The inclusion of parking meters is not part of this masterplan. Parking adjustments notes amended in the masterplan.	Y	1.E	Attachment 2 – Page 28
	5. For the above reasons, shared zones would be dangerous & with cyclists also using this type of area, particularly hazardous for pedestrians.	Oppose to the installation of banners and flags.	Banner Flags removed from zones 2 and 3 the Masterplan proposal	Y	1.B	Attachment 2 - Pages 20, 22, 23, 24, 26 and 27
	6. Parking is paramount & NO spaces should be lost - indeed creation of more would be a bonus. A high percentage of residents use street parking, plus many tradespersons, delivery & removal vans, construction workers, visitors etc etc. Definitely NO parking meters should be introduced to mar the village ambience & create more problems.	Oppose to the replacement of the street lighting furniture.	Noted. Multi-function poles are being proposed in line with the Council's Public Domain Design Style Manual.	N	2.E	
	Parking will never diminish and always be difficult in this area - often vehicles circle around trying to find a space & are not able to park anywhere near the property to be visited.	Support catenary lighting	Catenary lighting removed from the Masterplan proposal	Y	1.B	Attachment 2 - Pages 16, 18, 19, 20, 22, 23, 24, 26 and 27
	7. McMahons Point Village with its low-height heritage style buildings does NOT compare in any way with areas such as North Sydney and its mini-CBD atmosphere and taller buildings, of which some are residential but many commercial with apartments/shops/offices above or below. Therefore, I consider banners, flags or similar and the erection of extra poles, would be totally inappropriate & rather tacky. In the high winds we often experience,	Support the planting of garden beds with low natives for additional colour & enhancement	Noted	N	2.D	
		Oppose to Zone 3 East Crescent Street pocket park	East Crescent Street pocket park proposal is supported by the community and the majority of submissions perceive that the proposal will positively impact the area.	N	2.E	Attachment 2 - Pages 28, and 33 to 39.
		<ul style="list-style-type: none"> • constrain larger vehicles manoeuvres including garbage trucks, fire-engines, ambulances, delivery & removal vans turning into East Crescent Street. • No new trees required • Increase of noise in the area 				
		Suggest that Zone 3 would benefit with footpath widening and blisters to reduce the road width at East Crescent Street entry with	Noted	N	2.E	

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	<p>banners flap extremely loudly (like gunshots) & could also drip when wet on passers by or cafe customers. We already have some lovely vintage style street lamps & to attach banners to those would spoil the village ambience. Entry lighting such as lanterns across the street would be pretty & keep the village charm.</p> <p>8. More flowers, small shrubs or similar low natives would give colour & enhancement - e.g. the green hedge shaped bushes with white flowers around Blues Point bus stops & pavements near King George Street.</p> <p>9. Everyone in this area walks, jogs or otherwise moves around (or sits at a cafe) enjoying our lovely village appeal - very rarely are the many current pavement benches used. We are already spoilt for choice of pocket parks to enjoy with at least six, plus the larger Sawmillers & Blues Point itself.</p> <p>10. I would like to point out several issues against a Zone 3 pocket park outside 36 East Crescent Street & 55 East Crescent/101 Blues Point Road, the latter designated as a doctors' surgery.</p> <p>A) The loss of 2 valuable parking spaces</p> <p>B) Inhibiting larger vehicles such as garbage trucks, fire-engines, ambulances, delivery & removal vans turning into East Crescent Street</p> <p>C) Unnecessary expense to construct a pocket park when low lying flowering shrubs or hedges would be lovely & far better suit these particular street corners</p> <p>D) Voices reverberate loudly around the buildings on this cross of French Street, Blues Point Road & East Crescent Street, making conversations audible to everyone nearby including residents - to have a pocket park at this point would add to that. It is also a foregone conclusion that random persons would congregate to smoke, drink & chat loudly at any time, plus customers from the pub opposite in the evenings. Smoke would permeate into nearby residents' rooms, also into the cafe, surgery etc.</p> <p>E) We know from over the years, cans, bottles, food wrappings, takeaway containers, cigarette stubs etc are thrown over our garden wall & into the street, i.e. littering would increase</p> <p>F) Residents at 36 East Crescent Street keep our frontage garden well maintained with low lying plants & shrubs and</p>	<p>the installation of low-level shrubs/natives/flowers.</p>				

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<p>also the large pine tree pruned & trimmed to allow light & sun into our windows, so important to wellbeing, & providing also a degree of privacy ; introduction of trees on the pavements outside our windows would negate these benefits and make our units dark & cold</p> <p>G) A pocket park outside our property would mean loss of privacy, light & sun, with noise issues impacting the residents of our 8-unit, low-rise (2-floor only) building. There are 12 rooms immediately fronting the pavement - including the bedrooms of a 5 yr old, an elderly person, a 3yr old, a new baby, 3 other bedrooms & 5 more living/bedrooms</p> <p>H) It would be far more acceptable & preferable for just the two corner pavements at Blues Point Road/East Crescent Street to be widened to create the proposed single entry to East Crescent Street & planted with low level shrubs/natives/flowers - which are far less likely to retain or hide rubbish & would also maintain security with less dark shadow or hiding places - but still beautify the corners</p> <p>I) Similarly, the corners of Waiwera/East Crescent/Middle Streets could be widened & shrubs planted. This would also prevent vehicles turning illegally right from Waiwera into East Crescent & driving the wrong way up East Crescent to exit into Blues Point Road - this is a regular occurrence, making an accident waiting to happen.</p> <p>I would be happy to clarify any points that may be unclear and trust serious consideration will be given to all these comments.</p>					
1.19	<p>It is appreciated that the local community has the opportunity to provide feedback on the Proposed McMahons Point Draft Masterplan on Blues Point Road.</p> <p>Wish to express my objection to any loss of street parking in the area. Many residents do not have facilities for off street parking, hence street parking is an important issue.</p> <p>Businesses rely on capturing clients who visit the area by car. Trades persons work in the area on a regular basis and there are also constant courier deliveries; hence the importance of not reducing spaces for street parking especially in Blues Point Road and East Crescent Street.</p> <p>I do support the removal of overhead power lines and feel this would be a good start in beautifying the village area and allow the current trees to have healthy growth.</p> <p>Tree roots have caused the current paving to lift in sections of Blues Point Road and have been a trip hazard for many years.</p>	<p>Oppose parking loss</p>	<p>The Masterplan has been amended to avoid parking loss and address community concerns.</p> <p>Net parking loss now in the overall masterplan is 0.</p> <p>The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street</p>	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.
		Support the removal of overhead power lines	Noted	N	2.D	
		Support the installation of new footpath paving	Noted	N	2.D	

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

16

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	New paving would be nice as long as it is not slippery, particularly in wet conditions.					
1.20	<p>Meeting minutes: The meeting heard concerns about the significant loss of parking near the Post Office and questioned whether there were any data to support the economic benefits expected to arise from the proposed upgrade. The meeting also heard concerns about the loss of parking in Zone 3 near the planned doctor's surgery. The meeting suggested that Council needed to offset the lost parking spaces and find a solution that supports both businesses and residents.</p> <p>The removal of overhead wires was welcomed. However, the introduction of CBD-style banners was seen as inconsistent with a village atmosphere.</p> <p>Additional in-lane bus stops were noted as a potential choke point for local traffic.</p> <p>Concerns were also expressed about restaurant seating on both sides of the footpath affecting pedestrian access and safety.</p> <p>Submission:</p> <p>The Precinct Committee is particularly concerned that the proposed public domain upgrade does not take into account the difficulties that would arise from a loss of parking spaces, which are well used by both residents and visitors.</p> <p>Our more detailed comments are as follows:</p> <p>1. Overhead wiring (all Zones): The removal of overhead wiring is welcomed. Removal along the entire length of Blues Point Road, and removal of the electricity poles at each intersection along Blues Point Road, would maximise the visual benefits. We assume that underground connections to all premises and removal of cable TV wires will be included in the project.</p> <p>2. Banners and catenary lighting (Zones 2 and 3): The introduction of CBD-style banners is not seen as consistent with a village atmosphere. The introduction of catenary lighting would diminish the benefit of removing the overhead wiring.</p>	Oppose to parking loss – suggesting parking offset as an option	<p>The Masterplan has been amended to avoid parking loss and address community concerns.</p> <p>Net parking loss now in the overall masterplan is 0.</p> <p>The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street</p>	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.
		Support the undergrounding of overhead power and services lines	Noted	N	2.D	
		Oppose to the installation of catenary lighting	Catenary lighting removed from the Masterplan proposal	Y	1.B	Attachment 2 - Pages 16, 18, 19, 20, 22, 23, 24, 26 and 27
		Oppose to the installation of Banners	Banner Flags removed from zones 2 and 3 the Masterplan proposal	Y	1.B	Attachment 2 - Pages 20, 22, 23, 24, 26 and 27
		Oppose to the Relocation of 'disabled' parking space	Existing disabled parking and loading bays to remain	Y	1.D	Attachment 2 - Pages 20
		Oppose to the increase of outdoor dining areas as it creates conflict with pedestrian traffic and safety	Increases to the amount of Outdoor Dining areas have been minimised in the amended Masterplan to avoid loss of parking spaces.	Y	1.B	Attachment 2 - Pages 33 to 39.
		Oppose to the in-lane bus stops	In-lane bus stops removed from amended Masterplan as result of the community feedback.	Y	1.B	
		Oppose to the implementation of East Crescent Street Pocket park (Zone 3) due to concerns that the new area will attract rubbish and anti-social behaviour. There are enough parks in and around McMahons Point.	East Crescent Street pocket park proposal is supported by the community and the majority of submissions perceive that the proposal will positively impact the area.	N	2.E	Attachment 2 - Pages 28, and 33 to 39.

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<p>3. Loss of parking (Zone 2): The draft masterplan does not appear to take into account the difficulties that would arise from a loss of parking spaces, which are heavily used by both residents and visitors when visiting the businesses in the village centre. We ask whether any economic modelling has been undertaken. We believe that the loss of parking would adversely affect the local economy and pedestrian traffic that the project seeks to attract.</p> <p>4. Relocation of 'disabled' parking space (Zone 2): A particular concern is the proposed relocation of the parking space for people with a disability from outside the pharmacy. Relocation on the other side of a busy road would create unnecessary risk, both for users of the parking space and passing traffic.</p> <p>5. Loss of parking (Zone 3): The loss of 2 parking spaces in this area would cause additional difficulties for both residents and visitors to the planned doctor's surgery, in what is already a heavily used parking area.</p> <p>6. Increased outdoor dining areas (Zones 2 and 3): There are concerns that restaurant seating on both sides of the footpaths would have an adverse effect on pedestrian safety and act as a deterrent (as is currently the case in Princes Street).</p> <p>7. In-lane bus stops (Zones 1 and 3): Although Blues Point Road currently has several in-lane bus stops, there are concerns that 2 more would create choke points for local traffic. This is particularly true of the northbound stop near North Sydney station.</p> <p>8. Pocket park (Zone 3): Local residents are concerned that the proposed park would attract rubbish and anti-social behaviour. There are already many parks in and around McMahons Point. Pocket gardens at the Blues Point Road and Middle Street intersections with East Crescent Street would be a cheaper alternative.</p>					
1.21	<p>Submission – McMahons Point Draft Masterplan, Blues Point Road <i>Masterplan Blues Point Road.</i></p> <p>Catenary Lighting Blues Point Road is a unique location that attracts people because of the proximity to the harbour, local walks, cafes, restaurants and village character of the area. While I support Council's initiative to upgrade the area with the removal of</p>	Support the proposal with minimal intervention	Noted	N	2.E	
		Oppose the installation of catenary lighting	Catenary lighting removed from the Masterplan proposal	Y	B	Attachment 2 - Pages 16, 18, 19, 20, 22, 23, 24, 26 and 27
		Oppose to parking loss	The Masterplan has been amended to avoid parking loss and address community concerns.	Y	B	Attachment 2 - Pages 28, and 33 to 39.

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

18

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<p>power poles and relocating of power underground, <i>I don't support the introduction of catenary lighting.</i></p> <p>Catenary lighting may be suitable for the restaurant and bar areas of a location such as Barangaroo or Darling Harbour where there is heavier pedestrian traffic but I feel it is unsuitable for this location. Blues Point Road is mainly residential; tree lined and meanders down to the harbour with water views enjoyed between the varied buildings. It is a delightful street because of its physical character, the topography and history of the area.</p> <p>The trees contribute to the overall visual enjoyment and any lighting and changes should not interfere with their health plus aid in avoiding some of the brutal pruning that takes place due to the location of power lines.</p> <p>Loss of short-term parking I also object to the proposed loss of short-term car parking in the 'village' area. These spaces are extremely important for that quick stop at the chemist or post office and their loss would be detrimental to the shops and businesses in that area...for minimal gain.</p> <p>This is a delightful and unique part of Sydney with access to the harbour and any changes should be minimal and carefully considered.</p>		<p>Net parking loss now in the overall masterplan is 0.</p> <p>The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street</p>			
1.22	<p>At the outset, I want to say that am broadly supportive of the project and agree with Council's vision to prioritise people over cars.</p> <p>I applaud Council for its initiative to increase tree cover to make the streets green with continuous tree canopies to encourage walking.</p> <p>However, am concerned about the proposed reduction in car parking spaces and the increased space for outdoor dining at cafes and restaurants on Blues Point Road.</p> <p>In Zone 2 (Blues Point Road Village) eight car parking spaces will be lost! A further two car parking spaces will be lost in Zone 3 (East Crescent Street Pocket Park).</p> <p>This will worsen the car parking situation at McMahons Point - it is already often difficult to find a parking space in the area at peak times such as on weekends.</p>	Support the proposal with comments	Noted	N	2.D	
		Support the planting of new trees to improve amenity and encourage walking.	Noted	N	2.D	
		Oppose to parking loss and its effects in businesses and near by streets	<p>The Masterplan has been amended to avoid parking loss and address community concerns.</p> <p>Net parking loss now in the overall masterplan is 0.</p> <p>The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street</p>	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.
		Oppose to catenary lighting as it is out of character for the village	Catenary lighting removed from the Masterplan proposal	Y	1.B	Attachment 2 - Pages 16, 18, 19, 20, 22, 23, 24, 26 and 27

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	<p>Plus, it also need to be considered the effect that this will have to the roads parallel and perpendicular to Blues Point Road, altering traffic in Blues Point Road needs to take into account also the effect on the nearby areas.</p> <p>Further, some elements - catenary lighting on multifunction poles, fairy lights and public art - are unnecessary and will negatively impact the unique charm of McMahons Point.</p> <p>Why is Council planning to introduce these elements that may be appropriate for North Sydney CBD but are inappropriate for the different setting of McMahons Point?</p>	<p>Oppose to installing public art, it is out of character for the village</p>	<p>Installation of public art in the area is supported by the majority of submissions.</p> <p>Sculpture selection to be confirmed during design development in Consultation with the community.</p> <p>Note added to the Masterplan for clarification</p>	Y	1.E	Attachment 2 - Pages 16, 20, and 24.
	<p>I am particularly concerned about the flag poles and the flags, which I think, will completely ruin the character of the place, which is quiet and residential. Please re-consider. We should be trying to preserve the area's historic character instead of giving it a makeover which will homogenise this lovely locale.</p>	<p>Oppose to installing banners and flags.</p>	<p>Banner Flags removed from zones 2 and 3 the Masterplan proposal</p>	Y	1.B	Attachment 2 - Pages 20, 22, 23, 24, 26 and 27
	<p>Regarding the increase in restaurant places, could the residents be informed about the numbers Council has in mind? Have the local restaurant owners been consulted? As you are aware not all the current restaurants are thriving n Blues Point Road, and one recently closed.</p>	<p>Queries in regards the area of the additional outdoor dining space.</p>	<p>Increases to the amount of Outdoor Dining areas have been minimised in the amended Masterplan to avoid loss of parking spaces.</p>	Y	1.B	Attachment 2 - Pages 33 to 39.
	<p>Finally, who is going to pay? Will this imply an increase in the Council Rates? So yes, by all means, establish more trees and slow vehicle speeds but please don't do this at the expense of local residents' car parking or the suburb's historical character.</p>	<p>Queries in regards the funding source for this projects and the effect of these works in Council's rates.</p>	<p>The implementation of this Masterplan is a long-term program that will be implemented in stages as funding becomes available through Capital Works Budgets in Council's Delivery Program.</p> <p>The Masterplan will be used for future grant funding applications.</p>	N	2.C	
1.23	<p>I am a resident of this beautiful area and want the very best outcome from the Masterplan.</p> <p>Although I was in favour of much of the plan I do wish to echo the concern of all those residents present and the general view of the Precinct in relation to PARKING.</p> <p>The Masterplan doesn't take into account the removal of parking spaces used daily by residents and those people who drive to this unique area of Sydney for dining in the restaurants /cafe and shopping at the local shops.</p> <p>The Masterplan seems to be dependant on pedestrian traffic and I don't agree that people will come to support our village commercially without their car. Very few people will arrive by using public transport or on foot.</p> <p>The loss of parking spaces is of great concern to me as a local resident.</p> <p>How is the loss of these parking spaces going to be overcome?</p>	<p>Support the overall proposal</p> <p>Oppose loss of parking</p>	<p>Noted</p> <p>The Masterplan has been amended to avoid parking loss and address community concerns.</p> <p>Net parking loss now in the overall masterplan is 0.</p> <p>The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street</p>	N	2.E	
		<p>Oppose loss of parking</p>	<p>The Masterplan has been amended to avoid parking loss and address community concerns.</p> <p>Net parking loss now in the overall masterplan is 0.</p> <p>The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street</p>	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.
1.24		<p>Oppose to catenary lighting as it is out of character for the village</p>	<p>For response refer to submission 1.22</p>			

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	<p>At the outset, I want to say that am broadly supportive of the project and agree with Council's vision to prioritise people over cars.</p> <p>I applaud Council for its initiative to increase tree cover to make the streets green with continuous tree canopies to encourage walking.</p> <p>However, am concerned about the proposed reduction in car parking spaces and the increased space for outdoor dining at cafes and restaurants on Blues Point Road.</p> <p>In Zone 2 (Blues Point Road Village) eight car parking spaces will be lost! A further two car parking spaces will be lost in Zone 3 (East Crescent Street Pocket Park).</p> <p>This will worsen the car parking situation at McMahons Point - it is already often difficult to find a parking space in the area at peak times such as on weekends.</p> <p>Further, some elements - catenary lighting on multifunction poles, fairy lights and public art - are unnecessary and will negatively impact the unique charm of McMahons Point.</p> <p>Why is Council planning to introduce these elements that may be appropriate for North Sydney CBD but are inappropriate for the different setting of McMahons Point?</p> <p>We should be trying to preserve the area's genteel and graceful character instead of giving it a makeover which will homogenise this lovely locale.</p> <p>So yes by all means, establish more trees and slow vehicle speeds but please don't do this at the expense of local residents' car parking or the suburb's charm.</p>	<p>Oppose to installing public art, it is out of character for the village</p> <p>Oppose to installing banners and flags.</p> <p>Queries in regards the area of the additional outdoor dining space.</p> <p>Queries in regards the funding source for this projects and the effect of these works in Council's rates.</p>				
		Support the overall proposal	Noted	N	2.E	
1.25	<p>Congratulations on the McMahons Point concept, it has many fine features and the overall vision is delightful.</p> <p>But (you knew there was going to be a "but", didn't you?) please, definitely no more plane trees – there are already too many!</p> <p>We live next to the plane tree forest at the start of Princes Street. They have us sneezing and our eyes watering for a large portion of the year. The leaves we understand, but everything else they drop is a health hazard. There's no point encouraging more outside dining if it's too uncomfortable for people.</p>	<p>Oppose to the planting of Plane trees and Support the planting of native trees</p>	<p>Noted.</p> <p>New tree planting species to be confirmed during design development in Consultation with Council's arborists</p> <p>Note added to the Masterplan for clarification</p>	Y	1.E	Attachment 2 - Pages 16, 20, and 24.
		Oppose the overall parking loss	<p>Masterplan has been amended to avoid parking loss and address community concerns.</p> <p>Net parking loss now in the overall masterplan is 0.</p>	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

21

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<p>I sincerely doubt that anyone who lives with them would ever recommend planting more of the giant foreign weeds. I'm not sure there much merit in extending Delicado's footpath dining at the cost of three car parks when the new tables would be copping leaves/pollen/seeds for nine months of the year.</p> <p>More to the point, the existing native trees on Blues Point Road south of Mil Mil Street are doing a fine job. Let them be. It's a stretch that doesn't need deciduous trees.</p> <p>Re parking: We understand the vision of making the area even more pedestrian friendly, but it also has to be resident parking friendly. Scrapping as many car parking spaces as suggested in the plan will make life more difficult for residents.</p> <p>As a compromise, if three spaces are to be lost in Princes Street, council should be searching for opportunities for new spaces. Here are two:</p> <p>1. On the south-west corner of Princes Street, there is a driveway of more than double width for a single off-street carspace (which hasn't been used for car parking in the five years we've been living here). One car space could be provided there by moving the "no parking" sign into the middle of the existing driveway.</p> <p>2. As Queens Avenue is one-way, there isn't the usual safety need to keep parking as far back as it is at the intersection of Queens and Princes. There is space for another car there.</p>		<p>The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street</p>			
		Support the offset of parking spots to nearby areas within the village	Noted	N	2.D	
		Suggests new parking locations in side streets	Noted	N	2.D	
1.26	<p>In summary, the proposal is over-designed, inappropriate to the village character of McMahons Point, restrictive to the commercial vitality of the street, inequitable in privileging some cafés over others, and thoroughly awkward in its traffic arrangements.</p> <p>A more appropriate, more elegant, more commercially viable upgrade could be achieved with three simple moves:</p> <p>Provide cafés on both sides of Blues Point Road - east and west - with equitable allocations of the public domain for outdoor dining areas (the shaded west side is fine for our increasingly hot summers).</p> <p>Underground the electricity poles and wires to strengthen the canopy spread of the street trees, and install simple, elegant light poles (not the over-scaled 'smart' poles of the CBD).</p> <p>Underground the electricity poles and wires to strengthen the canopy spread of the street trees, and install simple, elegant light poles (not the over-scaled 'smart' poles of the CBD).</p> <p>Unify the footpath paving with materials appropriate to the village setting (not 'CBD' granite).</p> <p>Unify the footpath paving with materials appropriate to the village setting (not 'CBD' granite).</p>	<p>Oppose the overall proposal as it is believed inappropriate for the area.</p> <p>Provide cafés on both sides of Blues Point Road - east and west - with equitable allocations of the public domain for outdoor dining areas (the shaded west side is fine for our increasingly hot summers).</p> <p>Underground the electricity poles and wires to strengthen the canopy spread of the street trees, and install simple, elegant light poles (not the over-scaled 'smart' poles of the CBD).</p> <p>Unify the footpath paving with materials appropriate to the village setting (not 'CBD' granite).</p> <p>Oppose to parking loss</p>	<p>Noted</p> <p>Increases to the amount of Outdoor Dining areas has been minimised in the amended Masterplan to avoid loss of parking spaces.</p> <p>Noted.</p> <p>Multi-function poles are being proposed in line with the Council's Public Domain Design Style Manual.</p> <p>Noted.</p> <p>Materials palette is being proposed in line with the Council's Public Domain Design Style Manual.</p> <p>The Masterplan has been amended to avoid parking loss and address community concerns.</p>	<p>N</p> <p>Y</p> <p>N</p> <p>N</p> <p>Y</p>	<p>2.E</p> <p>1.B</p> <p>2.E</p> <p>2.E</p> <p>1.B</p>	<p></p> <p>Attachment 2 - Pages 33 to 39.</p> <p></p> <p></p> <p></p> <p>Attachment 2 - Pages 28, and 33 to 39.</p>

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<p>The following features of the proposed upgrade should not proceed:</p> <ul style="list-style-type: none"> Reduction in car parking spaces Relocation of the Loading Zone In-lane bus stops Intersection narrowing East side footpath widening Catenary Lighting Public Art Sculptures Banner Poles and Hanging Flower Baskets <p>Keep it simple, support local businesses, do not privilege one café over another, do not waste money on unnecessary decorative elements, do not block traffic movements.</p>		<p>Net parking loss now in the overall masterplan is 0.</p> <p>The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street</p>			
		Oppose to relocation of loading zones	Existing disabled parking and loading bays to remain	Y	1.D	Attachment 2 - Pages 20
		Oppose to in-lane bus stops	Proposed in-lane bus stops removed from amended Masterplan as result of the community feedback.	Y	1.B	Attachment 2 - Pages 33 to 39.
		Oppose to intersection narrowing and footpath widening	Noted	N	2.E	
		Oppose to catenary lighting	Catenary lighting removed from the Masterplan proposal	Y	1.B	Attachment 2 - Pages 16, 18, 19, 20, 22, 23, 24, 26 and 27
		Oppose to banner flags	Banner Flags removed from zones 2 and 3 the Masterplan proposal	Y	1.B	Attachment 2 - Pages 20, 22, 23, 24, 26 and 27
		Oppose to hanging flower baskets.	Noted	N	2.E	
		Oppose to public art sculptures	<p>Installation of public art in the area is supported by the majority of submissions.</p> <p>Sculpture selection to be confirmed during design development in Consultation with the community.</p> <p>Note added to the Masterplan for clarification</p>	Y	1.E	Attachment 2 - Pages 16, 20, and 24.
1.27	<p>INTRODUCTION</p> <p>We support the North Sydney Council initiative to upgrade the Public Domain in Blues Point Road. The initiative to underground power will be a welcome decluttering of the street however there are other proposals in the Draft Masterplan that will have negative impacts on the special qualities of Blues Point Road.</p> <p>These are:</p> <ul style="list-style-type: none"> introducing catenary lighting that conflicts with the trees, regional and local streetscape views and built form 	Support the proposal with comments	Noted	N	2.D	
		Oppose the installation of catenary lighting that conflicts with the trees, regional and local streetscape views and built form.	Catenary lighting removed from the Masterplan proposal	Y	1.B	Attachment 2 - Pages 16, 18, 19, 20, 22, 23, 24, 26 and 27
		Oppose loss of parking Removing parking where it is most valuable and where footpath widening provides no advantage	<p>The Masterplan has been amended to avoid parking loss and address community concerns.</p> <p>Net parking loss now in the overall masterplan is 0.</p>	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.

“Draft” Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

23

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<ul style="list-style-type: none"> highlighting the roadway removing parking where it is most valuable and where footpath widening provides no advantage <p>The Good Ideas</p> <p>The proposal recommends the under grounding of power and removal of the poles. This is a welcome intervention. It will remove clutter and enable trees to grow naturally so that they are not deformed by pruning.</p> <p>Given the importance of trees in our environment increasing the number trees in the street is very important. Removal of the overhead wires would greatly assist in facilitating a better tree canopy, but the healthy growth of trees should also be considered when selecting the right lighting solution.</p> <p>New paving that is simple and robust would improve the street. Ideally it would extend from Blue Street to French Street, the Blues Point Pub and East Crescent Street as logical starting and stopping places. The paving should be simple and robust.</p> <p>The Bad Ideas</p> <p>Catenary lighting is a very expensive intervention that will 'illuminate' the roadway, conflict with the heritage-built form and weaken the strong linear space that defines the street and its topography. It will disguise the alignment and slope of the street, confuse rather than clarify the legibility.</p> <p>Catenary lighting is suitable for pedestrian areas and plazas etc . It is not suitable for a winding street with such diversity of buildings, topography and views and where it cannot be continuous along the street.</p> <p>The second problematic proposal in the Draft Blues Point Road Masterplan is the loss of the short-term car parking in the 'village' . Currently these 6 car spots play a critical role in the way the retail and businesses work in this section of the street. The car parking is limited along Blues Point Road and along the side streets. The loss of the short-term car parking in this location would be detrimental to all the businesses and shops in Blues Point Road.</p> <p>Conclusion</p> <p>Blues Point Road has a complex physical character resulting from its history and topography. The proportions, alignment and built form all combine to create a delightful street that requires de-cluttering and minimal intervention. We therefore</p>		The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street			
		Support the undergrounding of overhead services lines	Noted	N	2.D	
		Support the planting of new trees	Noted	N	2.D	
		Supports the upgrade of footpath paving, including the extension of the finishes from Blue Street to French Street, the Blues Point Pub and East Crescent Street.	Noted	N	2.D	Attachment 2 – Page 24
			Finishes palette to extend to Blues Point Hotel.			

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

24

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	support the removal of overhead power and improved conditions for tree planting. we do not support the introduction of the catenary lighting and the removal of the car spaces in the village and ask you to reconsider these interventions.					
1.28	<p>School Infrastructure NSW (SINSW), as part of the Department of Education (DoE), has reviewed the documents prepared by North Sydney Council (Council) to support the Blues Point Road Village Centre (McMahons Point), Draft Public Domain Upgrade Masterplan (draft Masterplan). We welcome the opportunity to provide feedback.</p> <p>SINSW notes that North Sydney Public School (NSPS) and Cammeraygal High School (CHS) currently service the suburb of McMahons Point. SINSW is supportive of the draft Masterplan, as the proposed works to Blues Point Road Village Centre (McMahons Point) will:</p> <ul style="list-style-type: none"> • Improve overall pedestrian, bicycle and public transport access (sustainable travel) for students, teachers and guardians travelling to and from NSPS and CHS via McMahons Point; • Improve overall safety for students, teachers and guardians travelling to and from NSPS and CHS via McMahons Point; and • Assist with reducing localised traffic by discouraging vehicular travel to and from McMahons Point. 	Support the proposal and the benefits that the improvements will bring to the local community	Noted	N	2.D	
1.29	<p>Re: Widening the footpaths to expand outdoor dining- -We feel that there is sufficient outdoor dining space adjacent to the existing dining facilities and -A loss of parking spaces near these facilities would hinder their business and -Parking is required for all, both residents and visitors at different times for different needs as for example, not everyone can walk to the post office with a large parcel or if unwell visit the pharmacy on foot. It is discriminant making the area just for able bodied pedestrians. Our area is both populated by young families and an aging population.</p> <p>Re: Create new public art spaces- -Public art spaces are appropriate if they do not encroach on pedestrian space or necessitate loss of parking spaces.</p> <p>Re: Planting additional trees in the village -Plenty of London plane trees are in North Sydney already. -In preference, plant indigenous species, e.g. Blueberry Ash, Flame trees, Kurrajong, Buckinghamia, Callistemon, Grevilleas etc as these would interest visiting tourists, especially those from the northern hemisphere and attract native birds.</p>	Oppose expansion of outdoor dining areas	Increases to the amount of Outdoor Dining areas has been minimised in the amended Masterplan to avoid loss of parking spaces.	Y	1.B	Attachment 2 - Pages 33 to 39.
		Oppose to parking loss	<p>The Masterplan has been amended to avoid parking loss and address community concerns.</p> <p>Net parking loss now in the overall masterplan is 0.</p> <p>The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street</p>	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.
		<p>Support public art spaces, suggesting they don't encroach pedestrian space and require loss of parking</p> <p>Support street art but recommends further consultation with immediate neighbours</p>	<p>Installation of public art in the area is supported by the majority of submissions.</p>	Y	1.E	Attachment 2 - Pages 16, 20, and 24.

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

25

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<p>Comments to the online master plan:</p> <p>-McMahons Point village and greater area will always be a top-level suburb to live in regardless of any upgrading to the village and extreme changes may turn out to hinder functionality for visitors and residents if the parking is reduced.</p> <p>Locals will walk to the village when they can but there are times and circumstances when it is necessary to drive. For example, Crows Nest is vibrant because it has public parking so people can visit from out of area. North Sydney would benefit from public parking in the CBD especially after 5.30 pm and in the weekends particularly near the supermarkets. Lots of McMahons Point residents drive to Crows Nest and Neutral Bay because there is parking there for weekly shopping. A loss of parking may require locals to drive out of McMahons Point where they may have in the past shopped locally.</p> <p>-Some more trees of a suitable size and species, that are indigenous species, would be appropriate if their planting does not require parking loss to accommodate them.</p> <p>Project Area.</p> <p>Access Recommendations:</p> <p><i>Continuous pedestrian priority zones and Curb blisters</i> sound advantageous for pedestrians if pedestrians are encouraged to still look to the appropriate side for the oncoming traffic as it is so easy to just keep walking and not stop at the edge of the 'road'. This is of particular importance for overseas visitors.</p> <p><i>King George Street marked pedestrian crossing</i> needs the visual contrast improved immediately for pedestrian safety.</p> <p><i>In lane bus stops</i> that exist may or may not work at present but installing them further up Blues Point Road would hinder egress from McMahons Point as there is turning right and left at Union/Lavender Streets in BPR and also at the Blue Street intersection. Banked up traffic would only stifle the area and increase exhaust fume build up from cued traffic.</p> <p>Blues Point Road Lighting Strategy</p> <p><i>Blues Point Road, Lavender and Union Streets undergrounding of overhead wires & Introduction of lighting feature elements</i> would be a great improvement to pedestrian safety and amenability.</p> <p>Public art opportunities</p>	<p>should be undertaken before the installation of any particular piece.</p> <p>Support planting of additional native species trees – location of new trees should not block harbour views.</p> <p>Support Continuous pedestrian treatments and the upgrade of the existing pedestrian crossing in King George Street</p> <p>Oppose to additional In lane bus stops in Blues Point Road</p> <p>Support undergrounding of overhead wires</p> <p>Support installation of lighting feature elements as an improvement to pedestrian safety and amenity.</p> <p>Highlight that footpath extensions and kerb realignment could interfere with heavy vehicles manoeuvring.</p> <p>Suggest extending the scope of works to include the lower side of Chuter Street, this area includes colonial stone architecture and buildings of historic interest.</p>	<p>Sculpture selection to be confirmed during design development in Consultation with the community.</p> <p>Note added to the Masterplan for clarification</p> <p>Noted.</p> <p>New tree planting species to be confirmed during design development in Consultation with Council's arborists</p> <p>Note added to the Masterplan for clarification</p> <p>Noted</p> <p>Proposed in-lane bus stops removed from amended Masterplan as result of the community feedback.</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Civil detailed design will ensure that heavy vehicles manoeuvres can be performed in the village centre.</p> <p>The area is included in the amended Masterplan.</p>	<p></p> <p>Y</p> <p>N</p> <p>Y</p> <p>N</p> <p>N</p> <p>N</p> <p>Y</p>	<p></p> <p>1.E</p> <p>2.D</p> <p>1.B</p> <p>2.D</p> <p>2.D</p> <p>2.C</p> <p>1.D</p>	<p></p> <p>Attachment 2 - Pages 16, 20, and 24.</p> <p></p> <p>Attachment 2 - Pages 33 to 39.</p> <p></p> <p></p> <p></p> <p>Attachment 2 – Page 39</p>

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

26

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<p><i>At King George & East Crescent Streets</i> would be opportune only if the immediate neighbours were in agreeance.</p> <p>Street Trees</p> <p>A preference for indigenous species would be more appropriate to encourage indigenous birds, tree examples may be Blueberry Ash, Flame trees, Kurrajong, Buckinghamia, Callistemon, Grevilleas etc.</p> <p>THREE KEY ZONES</p> <p>ZONE 1</p> <p>Blue Street Gateway</p> <p><i>In lane bus stop</i> would hinder traffic exiting McMahons Point.</p> <p><i>Catenary lighting</i> could be attractive if the immediate neighbours were agreeable.</p> <p><i>Gateway trees and garden beds</i> may block the view of the Harbour Bridge from this vantage point at the top of Blues Point Road, care would be needed in the placement and size of the plantings and definitely not London plane trees as they grow so big, have large leaves and seed pods that disintegrate into small particles that irritate one's eyes when airborne as it can be quite windy at this top end of BPR. Try Blueberry Ash, Flame trees, Kurrajong, Buckinghamia, Callistemon, Grevilleas etc. instead.</p> <p><i>New paving</i> is always good if it is nonslip.</p> <p><i>Overhead wires removed</i>, fabulous.</p> <p>ZONE 2</p> <p>Blues Point Road Village</p> <p><i>Widening footpath/café spaces through the removal of parking, new planting of deciduous trees and hedge.</i></p> <ul style="list-style-type: none"> - There is sufficient outdoor dining space adjacent to the existing dining facilities and the local businesses do not want to lose the parking spaces as this brings people to their facilities. - A preference for indigenous species would be more appropriate and especially not London plane trees as they 					

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	<p>have big seed pods that disintegrate and cause much allergy aggravation and would thus not be suitable around eating areas and also the leaves are huge and can cause a slip hazard in paved areas.</p> <p><i>-Potential sculpture location</i> -not needed in such a congested area. Perhaps locate potential sculptures in a more open space like Blue's Point Reserve, Bradfield Park, or a similar open space.</p> <p><i>Catenary lighting</i> may be an added attraction if it is accepted by the immediate residents.</p> <p><i>New paving</i> is always good if it is nonslip.</p> <p><i>Overhead wires removed</i>, fabulous.</p> <p>ZONE 3</p> <p>East Crescent Street Pocket Park</p> <p>All elements appear to be an improvement if the immediate residents are agreeable to the loss of parking.</p> <p>PROJECT AREA</p> <p>Additional areas of concern:</p> <p>Union, Chuter, Holt Streets</p> <p><i>-Proposed kerb blister at the intersection of Chuter and Holt Streets</i> will seriously obstruct an already difficult corner for the many trucks including fire engines and garbage trucks to negotiate this corner.</p> <p><i>-New trees where there are no power lines</i> would be good but first, we please need an operational footpath.</p> <p><i>-Realigned kerb to create garden bed at the middle bend of Holt Street</i> would obstruct traffic as per point 1.</p> <p><i>-New blister garden bed and tree planting</i> would also obstruct turning trucks as per above.</p> <p><i>-New tree planting with garden bed in Chuter Street</i> would need to be in consultation with the residents and occupiers of the commercial buildings.</p> <p>NEW POINTS TO CONSIDER</p>					

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	<p>The lower street numbered area of Chuter Street is not mentioned in the draft even though it receives visits from heritage walkers both local and international more than Holt Street.</p> <p>This end of Chuter Street contains many examples of colonial stone architecture and buildings of historic interest.</p> <p>However, the footpath on the eastern side (odd numbers) from where most of these buildings are best viewed, has an extreme camber and is uncomfortable to walk on.</p> <p>Additionally, the power pole obstructs a pram or wheelchair causing people to walk and wheel on the road which is only wide enough for one vehicle and not a vehicle and pedestrians and is dangerous.</p> <p>Paving and lighting in keeping with these heritage buildings would be safer and advantageous to visitors of this historic area.</p>					
	<p>I welcome the North Sydney Council initiative to upgrade the Public Domain in Blues Point Road. Especially the plan of the undergrounding of power, and the removal of the poles will be a welcome de-cluttering of the street. It will also contribute to the overall health of trees, which are suffering from the pruning to accommodate the power lines. I also support the proposed improvement of tree planting, and the introduction of art installations.</p> <p>However there are other proposals in the Draft Master-plan that will have negative impacts on the beautiful characteristics of Blues Point Road and my business in particular.</p> <p>These are</p> <ul style="list-style-type: none"> • the catenary lighting • the loss of car parking in the village <p>CATENARY LIGHTING</p> <p>The catenary lighting will conflict with the trees, verandah posts and awnings to the buildings on the western side of the 'village', where the yoga school is located. It will block the views from the street to the upper levels of these charming buildings and my Yoga studio. It will also block the view that I - and subsequently my Yoga students - currently have to the street from my Yoga studio. I am very concerned about the light shining into my studio, which could be potentially blinding, and would greatly interfere with my Yoga classes.</p> <p>USE OF CATENARY LIGHTING</p>	Support the proposal with comments	Noted	N	2.D	
		Support undergrounding of overhead services lines, improved conditions for tree planting, park pockets, and art installations.	Noted	N	2.D	
		Oppose to catenary lighting with concerns about light spillage into their property	Catenary lighting removed from the Masterplan proposal	Y	1.B	Attachment 2 - Pages 16, 18, 19, 20, 22, 23, 24, 26 and 27
1.30		Oppose to any parking loss	<p>The Masterplan has been amended to avoid parking loss and address community concerns.</p> <p>Net parking loss now in the overall masterplan is 0.</p> <p>The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street</p>	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

29

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<p>My experience in Germany - my birth place - of the use of catenary lighting is that it is used to illuminate pedestrian zones, plazas, shareways, etc, not roadways. It is generally reliant upon being supported by building, to adjacent building, not on multi-functional poles outside buildings with awnings and verandahs.</p> <p>Given the importance of trees in our environment, I consider that increasing the number of trees in the street is very important. Removal of the overhead wires would greatly assist in facilitating a better tree canopy, but the healthy growth of trees should also be considered when selecting the right lighting solution.</p> <p>PARKING The second problematic proposal in the Draft Blues Point Road Master-plan is the loss of the short-term car parking in the 'village', opposite my studio. Currently, these 6 car spots play a critical role in the way the retail and businesses function in this section of the street.</p> <p>The car parking is limited along Blues Point Road and along the side streets. The loss of the short-term car parking in this location would be detrimental to my business and the patrons of my yoga studio. It would also be detrimental to all the businesses and shops in Blues Point Road.</p> <p>You are proposing a street pocket park at the corner Blues Point Rd and East Crescent Street, which would cost two car park spaces. This is a sacrifice worth making, but losing the six car spaces in the middle of the 'village' has no merit whatsoever. The proposed widening of the footpath, which would lead to the loss of the car spaces is of no use at all, as the cafes already have plenty of space for outdoor seating, and the footpath is generous and pedestrians have ample space. I witness this daily. I strongly object to the loss of these car spaces.</p> <p>In recent years the time restrictions for parking in the area have been greatly reduced, some to half hour only. This has negatively impacted my and other businesses, as we all offer services, which require our clients to use their leisure-time in their patronage of our businesses.</p> <p>Restaurants, cafes, hairdressers, yoga schools, Blues Point Practice (acupuncture, psychologists, massage therapist) etc are all businesses which attract patronage of at least 1 – 1.5 hours, if not more.</p>					

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<p>McMahons Point is not a business district, but typically attracts people for its leisure offerings, spending relaxing time with their family and friends.</p> <p>CONCLUSION</p> <p>I therefore support the removal of overhead power and improved conditions for tree planting, park pockets, and art installations. They would beautifully contribute to the unique characteristics of Blues Point Rd.</p> <p>I do not support the introduction of the catenary lighting and the removal of the car spaces in the village and ask you to reconsider these interventions.</p>					
1.31	<p>I bought my unit in 1984. It had been on the market for a year. It was a deceased estate. McMahons Pt was considered "western suburbs", the wrong side of the bridge. This didn't worry me because I grew up in the western suburbs of Newcastle. This side of the bridge wasn't lit up. There was no Darling Harbour development and no government ferries. There were neither buses nor ferries on Saturday afternoon or Sunday. There were no fireworks.</p> <p>With time people started to "discover" McMahons Pt. There have always been popular restaurants and cafes. There were even wine bars. People came from all over because they enjoyed the atmosphere. Similarly today people come here for the same reasons. Many of them drive here.</p> <p>In my younger days I could easily walk all the way up Blues Pt Rd. Now because of my age and health issues, I can't. I need to be able to drive to the village. I frequently go to the post office, various shops and restaurants. If I couldn't park I would be forced to go elsewhere.</p> <p>I don't want any parking spaces to be lost. With a doctors' surgery about to open, I wouldn't think that everyone could simply walk there.</p> <p>I live on a modest superannuation pension. Because it changes with CPI, it didn't increase this year. In fact the negative part will carry over for years. Most of the change was due to childcare. I certainly didn't benefit from cheap childcare. However, every year Council expects me to be able to pay the massive increase in their rates. Council is struggling with it's finances. I'm sorry but installing parking meters paid for by my rates and then expecting</p>	Oppose to parking loss	<p>The Masterplan has been amended to avoid parking loss and address community concerns.</p> <p>Net parking loss now in the overall masterplan is 0.</p> <p>The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street</p>	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.
		Highlight that local business were not notified about the Masterplan consultation	All McMahons Point businesses and residents were notified about the Masterplan consultation in accordance with the Community Engagement Strategy, 3000 double-sided full colour A5 flyers were distributed to all mailboxes in the suburb.	N	2.C	
		Oppose to parking meters installation	<p>The inclusion of parking meters is not part of this masterplan.</p> <p>Parking adjustments notes amended in the masterplan for clarity.</p>	Y	1.E	Attachment 2 – Page 28
		Oppose to planting of new trees, suggesting tree roots damage footpaths and become a trip hazard	Noted	N	2.E	
		Oppose to new in lane bus stops	In-lane bus stops removed from amended Masterplan as result of the community feedback.	Y	1.B	

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<p>me to pay to park isn't on. The meters are ugly and not wanted. I have worked in the restaurant industry. I have sat with restaurant owners who have been brought to tears. They lost massive numbers of customers when parking meters and restrictions were introduced. This happened in Norton St Leichhardt and Darling St Balmain. If you want to keep people away, bring on the parking meters.</p> <p>I have spoken to some of the local business owners. They hadn't been informed of Council's plans. They were horrified.</p> <p>If you want restaurants to thrive, make it easier to park, don't charge for parking and don't charge ridiculous fees for outdoor tables. In areas like NS CBD allow sandwich boards on the footpath, particularly at night when often there are few people around. Restaurants on higher floors aren't always obvious.</p> <p>Anthony from the post office said that he would lose many customers if they can't park. They often have bulky parcels. Similarly many people need to be able to park close to the bottleshop if they are buying heavy items. Others come to simply get a takeaway coffee. They're not going to pay more to park their cars than they pay for their coffee.</p> <p>As far as trees go, please no more plane trees. They are attractive. However, the shedding of trichome fibres makes an incredible mess. In fact the fibres are irritants to the eyes and nose. At times (such as windy days) I have thought that I would have to go to hospital because the fibres in my eyes felt like glass shards. The planting of large trees is insane. The roots destroy the paving and walls/fences. I have tripped on pavers numerous times when they have been lifted by tree roots. My neighbour broke his shoulder when he tripped on uneven pavers. When will Council stop replacing pavers? Since I've lived here I've lost count of how many times the footpath surfaces in the Council area have changed (bitumen, sandstone, paver 1, paver 2). The pavers become uneven in no time. The latest ones are very slippery when wet. There is very little friction. The surface is so polished. Another bad decision. Inevitably the pavers are dug up by electrical or water contractors. They then simply cover the affected area with bitumen. It looks ridiculous and becomes dangerous if pavers aren't replaced carefully.</p> <p>We don't want bus stops where cars have to follow the bus all the way up Blues Pt Rd. I haven't seen this ridiculous idea anywhere else. Bus stops should enable a bus to be able to pull over to the side and allow the passage of cars.</p>	<p>Highlight that the new planting to be installed should not block line of sight of drivers.</p> <p>Support minor changes but suggest that it is not the right time to implement this project.</p>	<p>Noted.</p> <p>New tree and planting species to be confirmed during design development in Consultation with Council's arborists</p> <p>Note added to the Masterplan for clarification</p> <p>Noted</p>	<p>Y</p> <p>N</p>	<p>1.E</p> <p>2.C</p>	<p>Attachment 2 - Pages 16, 20, and 24.</p>

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<p>When plants (shrubs) are placed on street corners they shouldn't block vision for car drivers. I drive a regular car.</p> <p>There have been many street corners where the shrubs impede vision. eg Blues Pt Rd & Henry Lawson Ave, Blues Pt Rd & King George St.</p> <p>A lot of money was spent on Brett Whiteley Place (NS). However, it doesn't do justice to such a fabulous artist. It is often decorated with artificial flowers and other tacky things. At weekends it becomes the local skate park. The kids enjoy doing tricks all over the seats. Great chunks have been knocked out of the seats. Most of the time it is too windy and cold to sit there anyway. How about planting some real flowers? Maybe the City of Sydney Council could be consulted. They manage to do that well.</p> <p>I am in favour of some minor changes but I feel that it is a massive waste of money under the present circumstances. No wonder Council is running out of funds. So much money has been wasted over the years. The constant repaving of footpaths, rebuilding beautiful old gutters into awful new ones and building plazas that aren't attractive to most people and can rarely be used because of the weather. I fear that this huge outlay of money isn't going to impress anyone but Council and the contractors.</p>					
1.32	As a McMahons Point homeowner and resident (33 Victoria Street) I object violently to the abolition of parking spaces in McMahons Point Town Centre which will effectively block use of the Post Office, ATM and restaurants.	Oppose violently to any parking loss	<p>The Masterplan has been amended to avoid parking loss and address community concerns.</p> <p>Net parking loss now in the overall masterplan is 0.</p> <p>The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street</p>	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.
1.33	<p>support the proposal overall and, as a resident of East Crescent Street, welcome the many changes proposed. I do have some feedback and some concerns/suggestions however.</p> <p>1. Multi function poles. I do not support the concept of the multi function poles with advertising or promotional flags in a predominantly residential area. The multi function poles and flags already in North Sydney are used as promotional tools</p>	<p>Support the proposal with comments</p> <p>Oppose Multi-function poles with advertisement flags in village and residential areas.</p> <p>Support undergrounding of overhead wires - excellent proposal.</p> <p>Support the installation of catenary lighting on multi-function poles during celebratory times such as Christmas.</p>	For response refer to submission 1.2			

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<p>for the council. This concept is acceptable in a business area but does not provide the desired village atmosphere in a community precinct with small restaurants, shops and homes. If the multi function poles are necessary for lighting (notes on this below also), or hanging baskets of flowers then their use should be specifically restricted.</p> <p>2. Removal of overhead wires - excellent proposal. I would certainly support this wherever it is proposed.</p> <p>3. Catenary lighting on multi function poles: The idea of catenary lighting in the village area is nice, however I would prefer it is restricted to celebratory times such as Christmas, not all year round.</p> <p>4. Jacarandas at King George Street intersection: Jacarandas, although beautiful when in bloom, are a pedestrian hazard. After rain, the blossoms fall and become extremely slippery especially on pedestrian crossing surfaces. Have you considered Cercis canadensis "Forest Pansy" or Magnolia x soulangeana? I think either would be a medium sized tree with beautiful foliage and flowers and would provide a lovely display.</p> <p>5. Removal of parking on Blues Point Road east side: I support this proposal. If the purpose of the upgrade is to prioritise people over vehicles and promote a community/village environment, then removing the pollution from vehicles starting engines alongside diners is positive. It will also make the area far safer. Drivers opening doors onto an already busy, narrow road is a safety hazard for all.</p> <p>6. Sculpture - Pocket Park, East Crescent Street: The pocket park will provide an attractive green space entrance to East Crescent Street. I do have hesitations over the previous sculpture choices in the area, however. The purple perspex sculpture in St Peters park unfortunately does nothing to enhance the already spectacular view from that park. I hope the choice of sculpture, if chosen for the pocket park will be an enhancement.</p>	<p>Oppose the planting of Jacarandas because they are a pedestrian falling hazard. Explore other trees species.</p> <p>Support the removal of parking on Blues Point Road east side and the prioritisation of people over vehicles and promote a community/village environment, reduce pollution and make the roads safer.</p> <p>Supports the pocket Park in East Crescent Street to provide a nice green entrance to the residential area.</p> <p>Hesitant over Council's sculpture choices in the area, expects a tasteful sculpture selection that enhance the area.</p>				
1.34	<p>Supported Comments Undergrounding: I strongly support the undergrounding of overhead wires. It should apply for the full length of Blues Point Road.</p> <p>Undergrounding must also include the Foxtel cables.</p> <p>Private power poles should not be used to connect premises. That would detract from the undergrounding.</p>	<p>Support undergrounding of overhead services lines</p> <p>Oppose to parking loss</p>	<p>Noted</p> <p>The Masterplan has been amended to avoid parking loss and address community concerns.</p> <p>Net parking loss now in the overall masterplan is 0.</p>	<p>N</p> <p>Y</p>	<p>2.D</p> <p>1.B</p>	<p>Attachment 2 - Pages 28, and 33 to 39.</p>

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

34

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	Not Supported		The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street			
	<u>In-lane bus stops</u> : I do not support an in-lane bus stop outside St Peter's Church (Zone 1). This would adversely impact northbound traffic. - Maintain bus stop 206042 in its current location.					
	<u>Catenary lighting</u> : I do not support catenary lighting south of Lavender Street (Zone 2). It creates light spill into nearby residences and is not consistent with a village atmosphere - Use low-key shaded or shuttered lighting in the village centre.	Oppose to in-lane bus stops	In-lane bus stops removed from amended Masterplan as result of the community feedback.	Y	1.B	
		Oppose catenary lighting	Catenary lighting removed from the Masterplan proposal	Y	1.B	Attachment 2 - Pages 16, 18, 19, 20, 22, 23, 24, 26 and 27
	<u>Banners</u> : I do not support flagpole banners south of Lavender Street (Zone 2). They create a commercial CBD-style appearance that is not consistent with a village atmosphere - Do not use flagpole banners south of Lavender Street.	Oppose the installation of banner flags	Banner Flags removed from zones 2 and 3 the Masterplan proposal	Y	1.B	Attachment 2 - Pages 20, 22, 23, 24, 26 and 27
	<u>Footpath widening</u> I do not support footpath widening on the eastern side of Blues Point Road (Zone 2). The footpath has already been widened and there is no need to create additional restaurant seating. This is not Circular Quay East - Maintain existing kerbs and use in-road trees or garden beds sparingly, so as to minimise parking loss.	Oppose footpath widening on the eastern side of Blues Point Road (Zone 2) and the increase of outdoor dining space.	Increases to the amount of Outdoor Dining areas has been minimised in the amended Masterplan to avoid loss of parking spaces.	Y	1.B	Attachment 2 - Pages 33 to 39.
		Oppose to the relocation of the disabled parking space in Zone 2	Existing disabled parking and loading bays to remain at their existing location	Y	1.D	Attachment 2 - Pages 20
	<u>Disabled parking space</u> : I do not support the relocation of the disabled parking space from outside the chemist (Zone 2). This is a much needed and well used parking spot - Maintain disabled parking space in current location.	Oppose to the implementation of Zone 3 pocket park and sculpture in East Crescent Street	East Crescent Street pocket park proposal is supported by the community and the majority of submissions perceive that the proposal will positively impact the area.	N	2.E	Attachment 2 - Pages 28, and 33 to 39.
	<u>Pocket park</u> : I do not support a pocket park or sculpture in East Crescent Street (Zone 3). They are unnecessary and would attract undesirable behaviour. Having a park opposite a pub is not desirable - Include a couple of in-road garden beds in the same area to discourage drivers driving the wrong way between Waiwera Street and Blues Point Road.	Oppose to the installation of parking meters	The inclusion of parking meters is not part of this masterplan. Parking adjustments notes amended in the masterplan.	Y	1.E	Attachment 2 - Page 28
	<u>Parking meters</u> : I do not support parking meters south of Lavender Street (Zones 2 and 3) - Remove inaccurate description of existing parking on the last page of the masterplan presentation.	Oppose to the planting of Robinias.	New tree planting species to be confirmed during design development in Consultation with Council's arborists Note added to the Masterplan for clarification	Y	1.E	Attachment 2 - Pages 16, 20, and 24.
	<u>Street trees</u> : I do not support any use of Robinias. They are prone to suckering which leads to unnecessary paver maintenance - Remove Robinias from the list of possible street trees.	Suggest Council consult community after 5 years to ensure that the master plan meets community expectations at the time.	Noted	N	2.C	
	GENERAL:					

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<u>Construction period</u> : Council papers indicate that construction will occur over the period 2021-31 as funding becomes available - Review the masterplan after 5 years to ensure that it meets community expectations at the time.					
1.35	Could we please look at incorporating a community garden into the design? Maybe at East Crescent? Will the parking go to meters?	Suggest incorporating a community garden in East Crescent Street. Concerns about the introduction of parking meters.	Noted The inclusion of parking meters is not part of this masterplan. Parking adjustments notes amended in the masterplan.	N Y	2.D 1.E	Attachment 2 – Page 28
1.36	Submission on the Draft Masterplan for the Blues Point Village Centre The Draft Masterplan's (DMP) broad concept of improving pavements and landscaping is supported but the loss of parking is not. There should be no net loss of parking spaces. The four objectives summarised on the website's 'Have your say' are out of balance with how the Village functions for the benefit of most who live, visit and trade there. The four objectives are short one important objective 'to not significantly reduce the amenity for residents and visitors'. It is not clear why these objectives are so different from the longer list of objectives in the submission to Council's meeting of 27 July 2020. The shortened objectives have more of a business focus, the longer set have more of a focus on space and residents. The Village is a strip with restaurants, PO, small shops and professional offices that rely on parking spaces for their customers. The proposed loss of parking will push visitors into side streets where parking is already limited. This will have a direct and negative impact on residents and customers. The positives? Wider footpaths, bigger sculptures and larger introduced species of trees? Improved footpath surfaces and powerlines placed underground would likely be part of Council-wide improvements in due course; as would traffic calming measures. The reduction in parking spaces and the likely reduction in customers in McMahons Point has parallels with the introduction of parking meters in Norton St, Leichhardt and Darling St, Balmain, and the negative impact on businesses there. Unfortunately, the DMP is misleading about the number of car spaces that will be lost. The body of the DMP focuses on 3 key zones and indicates a loss of up to 10 car spaces in the 'Assessment' table. The 'Appendix - Detail Plans' indicates a	Oppose to any parking loss, raise concerns about the inconsistency of information provided in the documentation about the quantity of parking to be removed in the overall masterplan Suggest implementing traffic calming measures to control U-turns along the intersections within the Village.	The Masterplan has been amended to avoid parking loss and address community concerns. Net parking loss now in the overall masterplan is 0. The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street	Y Y	1.B 1.A	Attachment 2 - Pages 28, and 33 to 39. Attachment 2 - Pages 33 to 39.

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<p>net loss of 18 car spaces if the DMP is fully implemented. (* See calculation below.) This significant difference is not explained and could cause a reader who does not read the details to be misled on the number of car spaces to be potentially lost.</p> <p>The proposed loss of car spaces is concept over practicality, and is out of step with what residents want (see Union Precinct meeting minutes of 7 October). McMahons Point people (residents, shop owners and customers) have an obvious dependency on cars, for better or worse. Buses from North Sydney Station and McMahons Point Ferry along BPR are infrequent at night and on weekends.</p> <p>There is an existing balance between the restaurants, shops and the physical layout that works. Restaurants appear to have adequate outdoor seating that utilises large areas of pavement. Existing outdoor seating is not fully utilised expect for weekends, which is to be expected. Car parks outside or near restaurants facilitate take-away coffee and meals from restaurants.</p> <p>The proposed loss of 3 car spaces in Princes St (corner with BPR) to expand the Delicado restaurant's seating is difficult to justify on the objectives it is community driven and makes best use of the public domain. Princes St is a residential street of heritage standing and the residents frequently use these parking spaces. The loss of car parking spaces provides no benefit to nearby residents. The proposed expansion of seating near the roadway in Princes St has similarities with the nearby Blues Point Hotel where patrons sitting on the verandah on French St (corner with BPR) are required to move inside the Hotel at 8pm because of excess noise to nearby residences. The new seating proposed at Delicado's will be similarly close to houses in Princes St and Princes Lane. In these circumstances the rule applying to the hotel should apply the Delicado restaurant, which will defeat the purpose of the expansion and the loss of car spaces.</p> <p>An issue the DMP does not deal with is the danger posed by cars doing U-turns in many of BBR's intersections within the Village. For example, U-turns in the intersections of Princes St, Mil Mil St, French St and East Cr St. Could the road paving proposed for these intersections be installed to block U-turns? This would require a capacity to do U-turns further down BPR where it is wider.</p> <p>I note the Council representative at Union Precinct meeting on 7 October said that traffic calming devices are included in the</p>					

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
	<p>DMP and that the Council plans to implement a 40 km/h zone in the area.</p> <p>*The attachments to the Draft Masterplan indicate a net loss of 18 car spaces between Union and Warung Sts if fully implemented:</p> <p>New car spaces created = 3 (1 near Warung St and 2 near East Crescent St) Lost car spaces = 21 Net lost spaces = 18 [21 spaces lost = 1 near East Cres + 2 in new pocket park + 1 near French St + 3 in Princes St + 6 outside 115 to 123 BPR + 6 outside 129 to 137 BPR + 2 opposite King George St in BPR]</p>					
1.37	<p>I am writing about the proposed Masterplan to upgrade Blues Point Road Village (McMahons Point). I have lived on lower Blues Point Road for the past 26 years. In that time the footpaths have been widened considerably already from what they were originally. I don't see the need for further widening, which can only serve to cause traffic problems and/or a complete removal of the current parking in the village to accommodate even wider footpaths.</p> <p>This plan is a waste of money. The village works as it is now. The area is already beautified because of where it is. It's a pretty area that is cared for by the residents and always has been. Please put the money into more necessary projects, like traffic calming on the section of Blues Point Road from Blues Point Hotel to the reserve at Blues Point. A large petition was circulated recently from residents in this area, of which I am one, to resolve the continual noise impacts and safety impacts of fast moving, loud vehicles down this road, particularly at night and on weekends.</p> <p>This would be a far worthier use of public money than creating more traffic chaos through reducing the village parking further by another significant widening of the footpaths that are already wide enough to accommodate outdoor eating, unnecessary new tree plantings and the rest.</p> <p>There are flowering wax bushes throughout the village already. They are finally mature bushes and it would be a pity to see them sacrificed for another 'vision' that will likely see them dug up and replaced. This plan is so unnecessary.</p>	Oppose to the overall proposal – village works as it is now and no beautification is required, this plan is unnecessary.	Noted	N	2.E	
		Oppose to footpath widening	The amended masterplan minimises footpath widening to avoid parking loss.	N	2.E	
		Oppose to parking loss	<p>The Masterplan has been amended to avoid parking loss as result of the community feedback.</p> <p>Net parking loss now in the overall masterplan is 0.</p> <p>The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street</p>	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.
		Support the installation of traffic calming devices	Traffic calming devices added in line with Council's Blues Point Road, McMahons Point - Proposed Traffic Calming investigations project as resolved by Council's Traffic Committee at its meeting on 5 February 2021 (Final location of these devices is subject to a separate Community consultation).	Y	1.A	Attachment 2 - Pages 33 to 39.
		Oppose to the installation of new planting and trees	Noted	N	2.E	
		Oppose the replacement of existing trees	<p>Noted.</p> <p>Existing trees will be assessed further before construction works. Trees in</p>	Y	1.E	Attachment 2 – Page 36

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

38

	Submission	Key Points Raised	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
			good health and shape Trees will be retained. Note added to the Masterplan for clarification			

SURVEY SUBMISSIONS SUMMARY – SURVEY

Attachment 10.5.1

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
2.1	Neither support nor oppose	Neither support nor oppose	Neither support nor oppose	Neither support nor oppose	Don't know	Unknown art or sculpture proposed	Sculpture selection to be confirmed during design development in Consultation with the community. Note added to the Masterplan for clarification	Y	1.E	Attachment 2 - Pages 16, 20, and 24.
2.2	Support	Support	Support	Support	Support	Delighted that Blues Point Road is on the agenda. Its beautification should be continued down to the water.	Noted	N	2.D	
2.3	Support	Support	Support	Support	Support	Great idea and plans for McMahons Point! Fully support the overall proposal for this beautiful pocket of Sydney. Comments: 1.) Could you consider dedicated bike lanes? 2.) With regards to parking in and around Zone 2, could there be time-limited parking on weekends for non-residents? Whilst I endorse the removal of car spots, it will become more difficult for locals to find parking, already a problem on weekends.	Noted This area is included in Council's North Sydney Integrated Cycling Strategy for future implementation, however dedicated bike lanes are NOT considered for this area. Cycling Strategy is being implemented progressively as funding becomes available.	N N	2.D 2.A	
2.4	Oppose	Support	Oppose	Support	Oppose	Bigger is not better and the scale of the precinct existing has grown spontaneously from need and amenity. Trying to maximise it will not improve it but most likely detract from what has evolved. Architects drawings and renderings of concepts are always dubious as they suggest idyllic scenarios and perfectly comported individuals ecstatically relishing the idyll... reality suggests otherwise.... traffic. noise, parking, public nuisance in all its forms. It is admirable to envisage "better" for a public place but really, more people in a space that is limited anyway, is hardly the best option.. What makes the McMahons Point "village" what it is, is, in essence, its limited size. The area can't be made larger as a precinct and trying to expand it - Tardis style - (with the inevitable advertising banners) is, I reckon, a recipe which could potentially wreck - rather	Noted Banner Flags removed from zones 2 and 3 the Masterplan proposal	N Y	2.E 1.B	Attachment 2 - Pages 20, 22, 23, 24, 26 and 27

“Draft” Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

40

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
						<p>than enhance - a place locals enjoy as it is for what it is.</p> <p>The street plantings in the cafe strip look wonderful at the moment - a bit more of that sort of thing is probably enough to have the desired effect.</p> <p>That's my tuppence worth.</p>				
2.5	Support	Support	Support	Support	Oppose	Be wary of the crossing at Blues Point Road village which is already quite dangerous.	<p>Sculpture selection to be confirmed during design development in Consultation with the community.</p> <p>Note added to the Masterplan for clarification</p>	Y	1.E	Attachment 2 - Pages 16, 20, and 24.
					Only by donation, not worth spending any money on subjective pieces.		<p>Blues Point Road pedestrian crossing at King George Street to be upgraded as art of the works in Key Zone 2.</p>	N	2.B	Attachment 2 – Page 20.
2.6	Support	Support	Support	Support	Support	Work should also be considered at the Union Street shops which are an important area which seems to be overlooked and therefore not maximised by tenants and locals.	Union Street shops area is included in the amended Masterplan.	Y	1.D	Attachment 2 – Page 39
2.7	Support	Support	Support	Support	Oppose	If the artworks or sculptures were to be of a similar style to the one in St Peter's Park, I don't see how this would contribute to the area and would only be an eyesore.	<p>The ideas behind the plan are all sound and everything looks good particularly with the expansion of treelined areas and dining areas. However, the use of large flag poles like the ones in the North Sydney CBD would be extremely out of character for the smaller community feel of McMahons Point and I really think this would detract from the atmosphere in the area.</p> <p>Sculpture selection to be confirmed during design development in Consultation with the community.</p> <p>Note added to the Masterplan for clarification</p>	Y	1.E	Attachment 2 - Pages 16, 20, and 24.
2.8	Support	Support	Support	Support	Support	This all looks really good.	Noted	N	2.D	
2.9	Support	Support	Support	Support	Support		Noted	N	2.D	
2.10	Oppose	Oppose	Oppose	Oppose	Oppose	Reducing parking is a big NO as many older residences have No off-street parking. There is no need to widen the footpath in the Blues	The Masterplan has been amended to avoid parking loss	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

41

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
						Pint Village. There is plenty of room for outdoor cafe tables & adequate pedestrian pathway. The Blues Point area already has its own unique character & does not need modern sculptures. Keep those for CBD of North Sydney. Council would be better liaising with Nth Syd police & addressing the problem issue of out of area Hoons speeding around the Blues Point Road/East Crescent loop of a Fri/Sat night.	and address community concerns. Net parking loss now in the overall masterplan is 0.			
							Increases to the amount of Outdoor Dining areas have been minimised in the amended Masterplan to avoid loss of parking spaces.	Y	1.B	Attachment 2 - Pages 33 to 39.
							Installation of public art in the area is supported by the majority of submissions. Sculpture selection to be confirmed during design development in Consultation with the community. Note added to the Masterplan for clarification	Y	1.E	Attachment 2 - Pages 16, 20, and 24.
							Traffic calming devices added in line with Council's Blues Point Road, McMahons Point - Proposed Traffic Calming investigations project as resolved by Council's Traffic Committee at its meeting on 5 February 2021 (Final location of these devices is subject to a separate Community consultation).	Y	1.A	Attachment 2 - Pages 33 to 39.
2.11	Support	Support	Neither support nor oppose	Support	Support	Taking away a lot of the parking space and putting meters in needs to be reconsidered. The parking is already bad as is. This will create more problems unless you can address the issue the amount of cars driving down blues Point Road.	Proposed works in Key zone 2 are supported by the community and the majority of submissions perceive that the proposal will positively impact the area.	N	2.E	
							The Masterplan has been amended to avoid parking loss and address community concerns.	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

42

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
							Net parking loss now in the overall masterplan is 0.			
2.12	Support	Support	Support	Support	Support	Any measures which slow down traffic speeds are urgently needed. In lane bus stopping will help too. Shade trees to lower summer temperatures are important	Noted	N	2.D	
							Traffic calming devices added in line with Council's Blues Point Road, McMahons Point - Proposed Traffic Calming investigations project as resolved by Council's Traffic Committee at its meeting on 5 February 2021 (Final location of these devices is subject to a separate Community consultation).	Y	1.A	Attachment 2 - Pages 33 to 39.
							In-lane bus stops removed from amended Masterplan as result of the community feedback.	Y	1.B	
2.13	Support	Support	Support	Support	Support	I would like to see a drinking fountain installed at each of these locations	Noted	N	2.D	
							Water fountains to be added around the area as part of the upgrade works in the detailed design stage.	N	2.B	
2.14	Support	Support	Support	Support	Neither support nor oppose	Sculptures need to be appropriate to the area. Not like sculpture in St Peter's park	The installation of public art in the area is supported by the majority of submissions.	Y	1.E	Attachment 2 - Pages 16, 20, and 24.
							Sculpture selection to be confirmed during design development in Consultation with the community.			
							Note added to the Masterplan for clarification			
2.15	Support	Neither support nor oppose	Support	Oppose	Neither support nor oppose, I am unimpressed with North Sydney's sculptures. They take up land	1. I am most concerned about the loss of so many parking spaces. I often walk to the Blues Pt shops, but sometimes I need to drive. And there are elderly people living in the area. Keep the disabled parking space. 2. Please make provision for cyclists off the road. 3. Love the increase in trees, the flower baskets and better lighting but no more	The Masterplan has been amended to avoid parking loss and address community concerns.	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.
							Net parking loss now in the overall masterplan is 0.			
							This area is included in Council's North Sydney Integrated Cycling	N	2.A	

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

43

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
					which could grow trees (nature is the best sculptor). However, if you must have a sculpture, the most appropriate subject is Billy Blue. See his portrait in the State Library. I'd be happy to help select proposed sculptures.	<p>photinia! there's too much and it's boring.</p> <p>4. We do not need flags everywhere telling us to be happy. Just keep the area natural.</p> <p>5. I'd like to see the introduction of (smaller) electric buses. The current ones are incredibly noisy and spew a lot of smog. Please push Transport NSW for this.</p> <p>Thanks for the opportunity to comment.</p>	<p>Strategy for future implementation, however dedicated bike lanes are not considered for this area. Cycling Strategy is being implemented progressively as funding becomes available.</p>			
							Banner Flags removed from zones 2 and 3 the Masterplan proposal	Y	1.B	Attachment 2 - Pages 20, 22, 23, 24, 26 and 27
							Buses are managed by State Government and changes to that are outside Council's authority.	N	2.A	
							<p>The installation of public art in the area is supported by the majority of submissions.</p> <p>Sculpture selection to be confirmed during design development in Consultation with the community.</p> <p>Note added to the Masterplan for clarification</p>	Y	1.E	Attachment 2 - Pages 16, 20, and 24.
2.16	Oppose	Oppose	Oppose	Oppose	Oppose	As usual no common sense, no loading with business.	The proposal supported by the majority of submissions.	N	2.E	
2.17	Support	Support	Support	Support	Support		Noted	N	2.D	
2.18	Support	Support	Support	Neither support nor oppose	Support		Noted	N	2.D	
							East Crescent Street pocket park proposal is supported by the community and the majority of submissions perceive that the proposal will positively impact the area.			
2.19	Support	Support	Oppose	Support	Oppose	Why is Council planning to reduce car parking spaces and increase cafe spaces on Blues Point Road which will make the car parking situation in peak times worse for McMahons Point residents?	The Masterplan has been amended to avoid parking loss and address community concerns.	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
							Net parking loss now in the overall masterplan is 0.			
							Proposed works in Key zone 2 are supported by the community and the majority of submissions perceive that the proposal will positively impact the area.	N	2.E	
2.20	Oppose	Oppose	Support	Neither support nor oppose	Support	I think the narrowing of the road near St Peters on the corner of Blue St will be a real problem as the traffic will bank up behind cars turning right into Blue St. For all cars heading towards North Sydney CBD there is no right of way to turn right either at Blue St or at Pacific Hwy. This causes major traffic chaos especially at school drop off times and peak hour. Additionally for the pocket park in East Cres St (Zone 3) could it be taken into account that 36 East Cres ST would be in total shade in the winter and therefore request that deciduous trees be consider but not the horrible sapians that cause so much human irritation.	Proposed in-lane bus stops removed from amended Masterplan as result of the community feedback.	Y	1.B	Attachment 2 - Pages 33 to 39.
							East Crescent Street pocket park proposal is supported by the community and the majority of submissions perceive that the proposal will positively impact the area.	N	2.E	Attachment 2 - Pages 28, and 33 to 39.
							The overall proposal and all zones are supported by the majority of the submissions.	N	2.E	
2.21	Support	Support	Support	Support	Neither support nor oppose	Very good plan. Needs an upgrade. Must steer away from real estate agents and other financial businesses in the village which do not attract the normal customer.	Noted	N	2.D	
2.22	Support	Support	Support	Support	Support	Yes, I support the addition of cultural and art pieces to the neighbourhood. It adds to the overall public domain and improves the visual appearance and walkability.	Noted	N	2.D	
2.23	Support	Support	Support	Support	Oppose	Please remove that horrible sculpture in St Peter's Park. Thank you. I'm not the only one who loathes it.	Noted – Sculpture comment	N	2.A	
							The installation of public art in the area is supported by the majority of submissions. Sculpture selection to be confirmed during design development in Consultation with the community. Note added to the Masterplan for clarification	Y	1.E	Attachment 2 - Pages 16, 20, and 24.

“Draft” Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

45

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
2.24	Support	Support	Support	Support	Oppose	<p>The proposal will bring much needed planting verges and tree canopy cover to blues point road which currently has very poor green infrastructure. It will provide a welcome spatial buffer from the road and undoubtedly increase amenity to the cafe outdoor zones and pedestrian areas. While I wholeheartedly welcome the proposal, the masterplan document is very poorly put together (I am a registered architect & urban designer myself, so can speak from this position) and would welcome transparent future tenders to leading local landscape architects to ensure quality in final built delivery. There will surely be a number of concerned residents about the loss of parking spaces, but removal of eight car spaces from the main zone will not have a significant impact. The benefits here certainly outweigh the costs.</p> <p>North Sydney Council commissioned public art tends to be often generic and a not a good use of resources - this is based on recent artworks that have gone up in the area. I do not have confidence in councils art tender process here. Please focus budget on high quality public domain materials, seating, and high-quality native plantings.</p>	<p>The installation of public art in the area is supported by the majority of submissions.</p> <p>Sculpture selection to be confirmed during design development in Consultation with the community.</p> <p>Note added to the Masterplan for clarification</p>	Y	1.E	Attachment 2 - Pages 16, 20, and 24.
2.25	Support	Support	Support	Support	Support		Noted	N	2.D	
2.26	Support	Support	Support	Support	Support	<p>Every bit of public space is valuable in North Sydney as there are so few open spaces available and so many people and different users to cater for. I work in North Sydney and appreciate everything the Council are doing to improve the public domain spaces. Great to have a pocket park and very pleased to see a whole of street approach to this proposal.</p>	Noted	N	2.D	
2.27	Neither support nor oppose	Neither support nor oppose	Neither support nor oppose	Neither support nor oppose	Oppose	<p>The existing ones have blocked views of the bridge, removed outdoor seating, and are generally mediocre at best.</p>	Noted	N	2.E	
2.28	Support	Support	Support	Support	Support	<p>The proposed improvements will significantly improve street appeal, making the location more desirable to live in and visit. This will</p>	<p>The Masterplan has been amended to avoid parking loss</p>	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.

“Draft” Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

46

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
						support local business. However, I am very disappointed that council has done nothing to assist with the severe shortage of parking in the area. Not only that, but parking spaces are being removed! How is council going to rectify this? As a small business owner, my clients already struggle to find parking for longer than an hour so they can attend their appointments with me. We need to extend the time limits for existing street parking to two hours, and to build a council carpark, perhaps down at Blues Point Reserve	and address community concerns. Net parking loss now in the overall masterplan is 0.			
2.29	Support	Support	Support	Support	Support	I believe we should minimize parking availability to allow/ encourage for greater spaces dedicated to pedestrians and visitors, to ensure a safe walk-able precinct. To increase the safety, improve pedestrian lighting and underground streetlight cables. The existing tree currently appear to be in poor condition, suggest replacing them with new tree planting.	Noted	N	2.D	
2.30	Support	Support	Support	Support	Oppose		Noted The installation of public art in the area is supported by the majority of submissions. Sculpture selection to be confirmed during design development in Consultation with the community. Note added to the Masterplan for clarification	N Y	2.D 1.E	Attachment 2 - Pages 16, 20, and 24.
2.31	Oppose	Neither support nor oppose	Oppose	Neither support nor oppose	Oppose	We are the post office on the east side of Blues Point Road. Our major business is for our customers come to collect and post parcels through us. Some of the parcels are heavy and bulky, so the customers have to use their cars. If all the parking spaces along the East side of Blues Point Road are taken away, it will have major impact to our	The Masterplan has been amended to avoid parking loss and address community concerns. Net parking loss now in the overall masterplan is 0.	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

47

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
						business. I would say it will kill our business altogether. That is why I object the proposal to replace the parking spaces by trees and sculptures.				
2.32	Oppose	Oppose	Oppose	Oppose	Neither support nor oppose, As long as it doesn't take up space on the footpath. However, I am not in favour of the road being made narrower to accommodate art spaces.	As a resident for ten years in the area, I am very concerned about the loss of parking spaces. It's already hard to park during peak dining times as it is without losing so many spaces. As a cyclist, I'm very concerned about the narrowing of the roads. There is already limited space to be able to stick to the left and avoid traffic, with the narrowing of the road I have no room to move over to let cars past and thus directly impede traffic, it is unsafe. Looking at this plan there is no mention of any kind of space for cyclists. I'm not opposed to more trees in the area, or the power lines being made underground. however, there is no need to narrow the road or help people cross the road. it is already a very safe area.	The Masterplan has been amended to avoid parking loss and address community concerns. Net parking loss now in the overall masterplan is 0.	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.
							This area is included in Council's North Sydney Integrated Cycling Strategy for future implementation, however dedicated bike lanes are not considered for this area. Cycling Strategy is being implemented progressively as funding becomes available.	N	2.A	
2.33	Support	Support	Support	Support	Support	This whole project is fantastic! My only big concern is any removal of parking. We already have parking issues on Blues Point Rd & East Crescent St, further removal of parking spaces will just cause more stress for residents & local business.	The Masterplan has been amended to avoid parking loss and address community concerns. Net parking loss now in the overall masterplan is 0.	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.
2.34	Support	Oppose	Support	Support	Neither support nor oppose	The in-lane bus stop proposal for zone 1 would dramatically slow the flow of traffic particularly during peak hours - this is a problem for residents as there is only one road in/out of the peninsula. As a pedestrian myself, I think there is adequate footpath space without having to put the bus stop in-lane. Further, the congestion would be unpleasant for air, noise as well as sight - which would outweigh the aesthetic improvements to be made in the proposal.	Proposed in-lane bus stops removed from amended Masterplan as result of the community feedback.	Y	1.B	Attachment 2 - Pages 33 to 39.
2.35	Support	Oppose	Oppose	Support	Neither support nor oppose	Concerned about the reduction of road space and road lanes on Blues Point Road. Parking is often hard to find at present and the proposal appears to reduce it. The reduction	The Masterplan has been amended to avoid parking loss and address community concerns.	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

48

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
						of the number of lanes at key junctions (Blues Point Rd and Blue Street) could also worsen the flow of traffic.	Net parking loss now in the overall masterplan is 0.			
2.36	Neither support nor oppose	Neither support nor oppose	Oppose	Oppose	Oppose	<p>Whilst as a general idea, I support it, it is unnecessary in the McMahons point area and the plan appears to be an entirely unnecessary expense that will not enhance the community but instead will subject it to renovation and further barriers to local businesses</p> <p>Regarding zone 1 - the plans included suggest that the road will be reduced from 4 lane to 2 lane (at traffic light intersection). This is already a traffic gridlock area, with people seeking to turn right (down towards the train station), and removing the 4 lane set up (thereby preventing people going straight rather than being stuck behind persons turning right) is going to significantly aggravate the gridlock and traffic delay in moving through this section. There is also currently little need to expand the footpath area - foot traffic already moves easily down both sides of blues point road - so expanding the footpath at the expense of car lanes will be of little advantage whilst adding significant disadvantage and further delay. At a minimum, thought should be given to including a right arrow at the traffic lights. However that will still cause a backlog of cars waiting behind turning right.</p> <p>Regarding zone 2 - the planting of jacarandas presents a real safety hazard around the pedestrian areas (when the flowers fall and become a slip hazard) which is not sensible in an area with an older population. It also creates problems for the number of al fresco cafes, as well as the risk of the area becoming similar to streets in Kirribilli where people block traffic by standing in the middle of the road for photos. The area already has a positive community feel, and the addition of plants/trees/sculptures is an unnecessary expense to what is already a quite green area. The removal of parking spaces will present real substantial difficulties for local businesses and residents - parking is already at a premium in the area, and there is a real need for car spaces close to the cafes to allow more</p>	<p>Proposed in-lane bus stops removed from amended Masterplan as result of the community feedback.</p> <p>Existing trees will be assessed further before construction works. Trees in good health and shape Trees will be retained.</p> <p>Note added to the Masterplan for clarification</p> <p>The Masterplan has been amended to avoid parking loss and address community concerns.</p> <p>Net parking loss now in the overall masterplan is 0.</p> <p>Increases to the amount of Outdoor Dining areas have been minimised in the amended Masterplan to avoid loss of parking spaces.</p> <p>The inclusion of parking meters is not part of this masterplan.</p> <p>Parking adjustments notes amended in the masterplan.</p> <p>The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street</p> <p>East Crescent Street pocket park proposal is supported by the community and the majority</p>	Y	1.B	Attachment 2 - Pages 33 to 39.
								Y	1.E	Attachment 2 – Page 36
								Y	1.B	Attachment 2 - Pages 28, and 33 to 39.
								Y	1.B	Attachment 2 - Pages 33 to 39.
								Y	1.E	Attachment 2 – Page 28
								Y	1.B	Attachment 2 - Pages 28, and 33 to 39.
								N	2.E	Attachment 2 - Pages 28, and 33 to 39.

“Draft” Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
						<p>elderly visitors to park without a long walk. If that parking also includes metered/paid parking then this will substantially detract from the area and reduce persons attending the area, to the detriment of local businesses and residents. The parking is already time restricted which is a sufficient means of ensuring parking movement - and any addition of metering/paid parking will be seen as simply a revenue exercise by the council and not required by residents. In short, there is nothing in zone 2 that currently requires change and the proposal will add little and at an unnecessary cost. If any change is to be made to footpaths, it should be in a way that increases the amount of space the cafes along blues point road are given for al fresco dining - the area is highly prized for al fresco dining and is a major drawback and should be encouraged.</p> <p>Regarding zone 3 - as with zone 2, it is to be honest an entirely unnecessary development. The "pocket park" is not needed and will not be used - it is out of place and already close to existing parks which people will choose to use instead. The loss of parking will be detrimental to businesses and residents. The planting and sculptures are an unnecessary expense.</p>	<p>of submissions perceive that the proposal will positively impact the area.</p>			
2.37	Support	Support	Neither support nor oppose	Support	Support, Creates interesting street scapes, places for people to slow down and ponder	<p>We support the objectives and majority of changes proposed in the masterplan, however, remain concerned about the parking available in the area. The removal of car parking spaces on Blues Point Road will have a knock-on effect on side streets and availability of car parking already at capacity outside the masterplan zones.</p>	<p>The Masterplan has been amended to avoid parking loss and address community concerns.</p> <p>Net parking loss now in the overall masterplan is 0.</p> <p>The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the</p>	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
							western side of Blues Point Road between Mil Mil Street and Princes Street			
2.38	Oppose	Oppose	Oppose	Support	Oppose,	<p>In the right place eg luna park boardwalk or within a park, they work well. On the street, they just cause disruption to walking along the footpath even if widened.</p> <p>McMahons Point village works well as it is and is already busy enough with all the cafes. Parking is limited so removing more spaces means traffic will be prowling all the quiet side residential streets to find somewhere to park. No matter how good public transport is, people will always drive. Getting through the village for residents will be even slower than currently - only outside trading hours does the possible speed even approach the limit otherwise it is already only 30kph or less due to pedestrians and cars.</p> <p>Jacarandas will be a disaster - think McDougall St Kirribilli during flowering - gridlock with buses and tourists standing in the middle of the street taking photos. Think slip hazard for pedestrians and bicycles with the fallen petals - do you really want a series of lawsuits for broken ankles?</p> <p>Intersection of Blue St and Blues Pt Road / Miller street is difficult enough without removing a lane to allow cars going straight ahead to get round cars turning right. This intersection already needs a right arrow - don't make it even slower especially with SHORE school traffic going up Blue St and cars / buses going down to the station. By all means plants more trees but please don't fix something that's not broken.</p>	<p>The Masterplan has been amended to avoid parking loss and address community concerns.</p> <p>Net parking loss now in the overall masterplan is 0.</p> <p>The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street</p>	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.
							New tree planting species to be confirmed during design development in Consultation with Council's arborists	Y	1.E	Attachment 2 - Pages 16, 20, and 24.
							Note added to the Masterplan for clarification			
							In-lane bus stops removed from amended Masterplan as result of the community feedback.	Y	1.B	
2.39	Support	Support	Support	Support	Support		Noted	N	2.D	
2.40	Support	Support	Support	Support	Support		Noted	N	2.D	
							I am very comfortable with the removal of parking spaces to improve the neighbourhood. Creating a more community feel and space is a great idea that is really important to ensure that the community and local businesses not only survive, but thrive well into the future			

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

51

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
2.41	Support	Support	Support	Support	Support		Noted	N	2.D	
2.42	Oppose	Oppose	Oppose	Support	Oppose	<p>McMahons Point village works well currently but will be spoiled with too many people. Losing parking spaces means more traffic on quiet side streets. Traffic is already very slow so safe and easy to cross the road without making traffic even slower. Blue st corner is very busy with cars turning right from both directions. Put in an arrow but don't make the road narrower as cars need the room to get past turning cars. Park in East Crescent a nice idea although I'm sure there are many more worthy projects in council area. Please leave McMahons Point village alone</p> <p>Sculptures need large spaces to be properly appreciated. Placing them on the footpath just interferes with pedestrian flow and is a potential danger as people step back to look at the sculpture.</p>	Noted	N	2.E	
2.43	Support	Support	Support	Support	Oppose	<p>Removal of the overhead electricity poles/wires is a sound idea and should be continued on the nominated pedestrian links in the Masterplan - such as down East Crescent Street.</p> <p>North Sydney Council has a track record of installing "plonk art" around the municipality. An example of this is the piece installed in St. Peter's Park on Blues Point Road. Not only is it, in my opinion, an eyesore it completely ruins a beautiful little park with lovely views of the harbour. North Sydney Council would do well to look at the public art selection</p>	<p>The installation of public art in the area is supported by the majority of submissions.</p> <p>Sculpture selection to be confirmed during design development in Consultation with the community.</p> <p>Note added to the Masterplan for clarification</p>	Y	1.E	Attachment 2 - Pages 16, 20, and 24.

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
						process of the City of Sydney should they decide to continue commissioning/purchasing public art work into the future.				
2.44	Oppose	Oppose	Oppose	Oppose	Oppose, North Sydney Council papers to have an ill-conceived opinion about 'street art' It should NOT be intrusive, it should be incorporated into the landscape and not sticking up or out and it is entirely unnecessary as it does not assist in the ambience of the site.	McMahons Point is a delightful village, and runs very well - don't try to invent the wheel. PARKING is the biggest issue with everyone, the merchants, the people - walking is fine for a flat suburb but McMahons Point is at the TOP of a steep hill many of the residents have lived here for a long time and find it rather difficult to walk up, and down, to their village so they drive the car. Consider the residents - the shop owners are few....this is a small village and works very well. Make it prettier, fix the paving, organise the outside dining and then stop.	The Masterplan has been amended to avoid parking loss and address community concerns. Net parking loss now in the overall masterplan is 0. The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.
							The installation of public art in the area is supported by the majority of submissions. Sculpture selection to be confirmed during design development in Consultation with the community. Note added to the Masterplan for clarification	Y	1.E	Attachment 2 - Pages 16, 20, and 24.
2.45	Support	Support	Support	Support	Support	This looks very comprehensive. I used to live in McMahons Point and now live in North Sydney. Anything that add more trees, greenery, walkways and places to socialise is a positive for me. I know that we live in a city, and that we use our cars, but beautiful green	Noted	N	2.D	

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

53

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
						spaces are rare to find. Cars will go slower, and it will generally be safer. Although car parking spaces may need to reduce, it will encourage people to either walk, or park slightly further away. I walk down to the point every week, so welcome these plans.				
2.46	Neither support nor oppose	Neither support nor oppose	Oppose	Support	Oppose	<p>I support the removal of overhead wiring but request that all new lighting is shuttered so that it does not shine into terrace house windows.</p> <p>Essentially, the charm of this street is its low key mix of architecture and it should not be dominated by decorative lighting, banners or sculptures. It is already a charming streetscape without these intrusions.</p> <p>It is also essential that carparking is maintained outside the chemist, post office and cafes as these are heavily used throughout the day and often by the older and infirm residents of McMahons Point. The existing thriving village atmosphere is supported by this parking .</p>	<p>Catenary lighting removed from the Masterplan proposal</p> <p>Banner Flags removed from zones 2 and 3 the Masterplan proposal</p> <p>The installation of public art in the area is supported by the majority of submissions.</p> <p>Sculpture selection to be confirmed during design development in Consultation with the community.</p> <p>Note added to the Masterplan for clarification</p> <p>Existing disabled parking and loading bays to remain</p> <p>The Masterplan has been amended to avoid parking loss and address community concerns.</p> <p>Net parking loss now in the overall masterplan is 0.</p> <p>The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point</p>	<p>Y</p> <p>Y</p> <p>Y</p> <p>Y</p> <p>Y</p> <p>Y</p>	<p>1.B</p> <p>1.B</p> <p>1.E</p> <p>1.D</p> <p>1.B</p>	<p>Attachment 2 - Pages 16, 18, 19, 20, 22, 23, 24, 26 and 27</p> <p>Attachment 2 - Pages 20, 22, 23, 24, 26 and 27</p> <p>Attachment 2 - Pages 16, 20, and 24.</p> <p>Attachment 2 - Pages 20</p> <p>Attachment 2 - Pages 28, and 33 to 39.</p>

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
							Road between Mil Mil Street and Princes Street			
2.47	Support	Support	Support	Support	Support	Love the proposal. The benefits far outweigh the minimal reduction in car spots. Not that McMahons Point is noisy, but more trees will also assist with acoustics.	Noted	N	2.D	
2.48	Support	Support	Support	Support	Support, I support the arts but am hesitant as to previous council choice and siting of the unattractive glass sculpture plonked in front of the beautiful harbour view in St Peter's Park. Would like local consultation on mural and sculpture choice. Have a theme.	Don't clutter it up. The best public spaces have less.	The installation of public art in the area is supported by the majority of submissions. Sculpture selection to be confirmed during design development in Consultation with the community. Note added to the Masterplan for clarification	Y	1.E	Attachment 2 - Pages 16, 20, and 24.
2.49	Oppose	Neither support nor oppose	Oppose	Oppose	Oppose	The loss of parking spaces will greatly impact residents that depend on street parking. The fact that council is considering making this even more difficult for those residents is difficult to comprehend. Obviously, any resident that is fortunate enough to have off street parking will support the plans as it will have little negative effect on them. Seriously, its tough enough finding a park near our home without losing more spaces. This is an ageing community and the difficulty of carrying your shopping from parking spot to home is sometimes a challenge. Please consider those who have no choice but to park on the street.	The Masterplan has been amended to avoid parking loss and address community concerns. Net parking loss now in the overall masterplan is 0. The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
2.50	Neither support nor oppose	Oppose	Oppose	Support	Oppose	Blues Point Rd is a living, working community. Having buses block traffic will mean delays to traffic. Reduced car parking exacerbates the parking problems experienced by visitors to restaurants and businesses who pay your rates.	The Masterplan has been amended to avoid parking loss and address community concerns. Net parking loss now in the overall masterplan is 0. The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.
2.51	Support	Support	Support	Support	Support	what a fabulous idea and opportunity. love the design. Lets embrace it and make mcMahons point pedestrian friendly and a real community. Please do not let the obsession with car parking prevent our village becoming people friendly and green. Relax the rules for outdoor dining and bars. Reducing the number of bus routes would be make for a better village. Improved street lighting would also be welcomed.	Noted	N	2.D	
2.52	Support	Support	Support	Support	Support		Noted	N	2.D	
2.53	Support	Support	Support	Support	Support, These could be attractive and interesting but are less important than traffic calming and improving pedestrian amenity and safety.	Thank you for these initiatives, they are all supported and will improve the liveability of the area. Could you please also plan for the replacement of the "globe" lights in the park at the bottom of Blues Point Road with energy-efficient lights which focus downwards rather than upwards? Many thanks and we look forward to these initiatives.	Noted Lighting upgrades in Blues Point Reserve and Henry Lawson reserve are outside the scope of works of this Masterplan.	N	2.D	
2.54	Oppose	Oppose	Oppose	Neither support	Neither support nor oppose		The overall proposal and all zones are supported by the majority of the submissions.	N	2.E	

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
				nor oppose						
2.55	Oppose	Neither support nor oppose	Oppose	Neither support nor oppose	Neither support nor oppose	As a long-time resident, 30 years, I am upset that the residents close and in the village area are not being recognised. Private homes on Blues Point Road and Princes Street are very much compromised by way of increased people, noise and cars in the area	Noted			
2.56	Support	Support	Support	Support	Support, Support all public street art but quite often the pieces are nice but mediocre. Contemporary and striking pieces are talking points and add to the destination. Statues are often more attractive than colourful art as we have seen in the CBD - eg, the boy statue corner Barrack St, Martin Place.	Blues Point village is ideal location for evening alfresco dining. This should be encouraged and taken into account when restructuring the footpath in this strip.	Noted	N	2.D	
2.57	Oppose	Oppose	Oppose	Oppose	Neither support nor oppose	The reduction in parking spaces in a already over crowded area is unjustified. As a resident I am constantly looking for places to park due to the influx of people visiting cafes and restaurants. Meaning family and friends also have difficulty visiting. I have personally had several vehicles damaged or written off while parked on Blues	Noted All McMahons Point businesses and residents were notified about the Masterplan consultation in accordance with the Community Engagement Strategy, 3000 double-sided full colour A5 flyers were distributed to all mailboxes in the suburb.	N	2.E	

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

57

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
						<p>Point Road, due to lack of space and erratic drivers.</p> <p>I fear any narrowing of the road would only enhance this problem.</p> <p>It is already difficult for buses and trucks to easily manoeuvre along the streets.</p> <p>Motorcycle parking is basically non-existent in McMahons Point and would be a great asset to many residents and visitors.</p> <p>Currently motorcycles have to risk parking between cars where they are often toppled over and damaged, a safe area for multiple motorcycles should be considered.</p> <p>Removing powerlines would be a lovely addition to the streetscape and would allow existing trees to flourish without being pruned to accommodate the cables.</p>				
2.58	Support	Support	Oppose	Oppose	Oppose	<p>Not necessary to spend money on art installations. The community won't get any benefit from this spending. We also lose 8+ car spaces for planting and curbs. The pedestrian crossings work effectively already and the council just elevated the one near King George Street last year. I don't agree with the pocket park at East Crescent Street at all. I believe it's unnecessary in both function and spending when we already have so much green space. Every time I have a visitor to the suburb they always comment on how many trees we have, how quiet it is, and how much green space we have access to. McMahons Point is a very special place to live already and that's mainly because of the businesses, the local vibe and the people. It's practical and functional and I don't think the proposed changes will benefit the community in the proposed way.</p>	<p>Noted</p> <p>The overall proposal and all zones are supported by the majority of the submissions.</p>	N	2.E	

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
2.59	Oppose	Oppose	Oppose	Support	Oppose, I don't recognise what the current art in the neighbourhood is. It makes no sense.	Stop taking away from us and start giving back. Remove overgrown trees, repave our roads and pavements. Enforce our one way streets that is the only reason I'm supporting the East Crescent Street Project. Stop the racer cars going up Blues Point road. Start working for us as well as Neutral Bay they have had enough attention.	Noted The overall proposal and all zones are supported by the majority of the submissions.	N	2.E	
2.60	Support	Support	Support	Support	Support, Yes however I have hesitations over the previous sculpture choices in the area. The purple perspex sculpture in St Peters park unfortunately does nothing to enhance the already spectacular view from that park. I hope the choice of sculpture, if chosen for the pocket park will be an enhancement.	I support the proposal overall and, as a resident of East Crescent Street, welcome the many changes proposed. I do have some feedback and some concerns/ suggestions however. 1. Multi function poles. I do not support the concept of the multi function poles with advertising or promotional flags in a predominantly residential area. The multi function poles and flags already in North Sydney are used as promotional tools for the council. This concept is acceptable in a business area but does not provide the desired village atmosphere in a community precinct with small restaurants, shops and homes. If the multi function poles are necessary for lighting (notes on this below also), or hanging baskets of flowers then their use should be specifically restricted. 2. Removal of overhead wires - excellent proposal. I would certainly support this wherever it is proposed. 3. Catenary lighting on multi function poles: The idea of catenary lighting in the village area is nice, however I would prefer it is restricted to celebratory times such as Christmas, not all year round. 4. Jacarandas at King George Street intersection: Jacarandas, although beautiful when in bloom, are a pedestrian hazard. After	For response refer to submission 1.33			

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

59

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
						<p>rain, the blossoms fall and become extremely slippery especially on pedestrian crossing surfaces. Have you considered Cercis canadensis "Forest Pansy" or Magnolia x soulangeana? I think either would be a medium sized tree with beautiful foliage and flowers and would provide a lovely display.</p> <p>5. Removal of parking on Blues Point Road east side: I support this proposal. If the purpose of the upgrade is to prioritise people over vehicles and promote a community/village environment, then removing the pollution from vehicles starting engines alongside diners is positive. It will also make the area far safer. Drivers opening doors onto an already busy, narrow road is a safety hazard for all.</p> <p>6. Sculpture - Pocket Park, East Crescent Street: The pocket park will provide an attractive green space entrance to East Crescent Street. I do have hesitations over the previous sculpture choices in the area however. The purple perspex sculpture in St Peters park unfortunately does nothing to enhance the already spectacular view from that park. I hope the choice of sculpture, if chosen for the pocket park will be an enhancement.</p>				
2.61	Support	Support	Support	Support	Support	The trees will make the street cooler. The removal of cabling will enhance the streetscape.	Noted	N	2.D	
2.62	Support	Support	Neither support nor oppose	Oppose	Oppose,	This charming heritage-style area is unique and should be kept as such. Making greener with native trees, low-lying shrubs & flowers would be lovely. Removing overhead wires & traffic calming important. NO loss of any parking space, creating more would be a bonus. NO banners or flags, as this type of thing would be totally inappropriate for this village. NO Zone 3 pocket park -	Sculpture selection to be confirmed during design development in Consultation with the community.	Y	1.E	Attachment 2 - Pages 16, 20, and 24.
						Would support a small sculpture by local artist if suitable to this charming heritage-style village	Note added to the Masterplan for clarification Traffic calming devices added in line with Council's Blues Point	Y	1.A	Attachment 2 - Pages 33 to 39.

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

60

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
						suggested space totally inappropriate for many reasons	Road, McMahons Point - Proposed Traffic Calming investigations project as resolved by Council's Traffic Committee at its meeting on 5 February 2021 (Final location of these devices is subject to a separate Community consultation).			
							The Masterplan has been amended to avoid parking loss and address community concerns. Net parking loss now in the overall masterplan is 0. The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.
							Catenary lighting removed from the Masterplan proposal	Y	1.B	Attachment 2 - Pages 16, 18, 19, 20, 22, 23, 24, 26 and 27
							East Crescent Street pocket park proposal is supported by the community and the majority of submissions perceive that the proposal will positively impact the area.	N	2.E	Attachment 2 - Pages 28, and 33 to 39.
2.63	Support	Support	Support	Support	Support	I don't support the use of Parking Meters south of Lavender Street	The inclusion of parking meters is not part of this masterplan. Parking adjustments notes amended in the masterplan.	Y	1.E	Attachment 2 – Page 28

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
2.64	Neither support nor oppose	Oppose	Neither support nor oppose	Oppose	Oppose	NO sculptures please - waste of money. And don't reduce parking. It's almost impossible to park already.	The installation of public art in the area is supported by the majority of submissions. Sculpture selection to be confirmed during design development in Consultation with the community. Note added to the Masterplan for clarification	Y	1.E	Attachment 2 - Pages 16, 20, and 24.
							Noted	N	2.E	
							The overall proposal and all zones are supported by the majority of the submissions.			
2.65	Support	Support	Support	Support	Support	I think it's time blues point road was freshened up. Great job. Can't wait	Noted	N	2.D	
2.66	Neither support nor oppose	Support	Oppose	Oppose	Support	I don't like that you are taking away parking considering you want more people to come to the area. I have a business in blues point rd and my clients find it hard enough to get a park as it is!!	The Masterplan has been amended to avoid parking loss and address community concerns. Net parking loss now in the overall masterplan is 0. The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.
2.67	Support	Support	Support	Support	Support		Noted	N	2.D	
2.68	Support	Don't know	Support	Don't know	Don't know		Noted	N	2.E	
2.69	Support	Support	Support	Support	Support		Noted	N	2.D	
2.70	Support	Oppose	Support	Support	Oppose,	We totally accept and welcome the removal of overhead wiring which then makes the	Noted	N	2.E	

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
						In a village atmosphere sculptures are an intrusion in to the otherwise open space.	installation of more wire for catenary or other 'decorative' lighting a contradiction. The hideous black tin cans which masquerade as lights in Elizabeth Plaza are the perfect example of how bad the heavy cables and large lights are. They are visual clutter and unnecessary.	The overall proposal and all zones are supported by the majority of the submissions.		
							Catenary lighting removed from the Masterplan proposal	Y	1.A	Attachment 2 - Pages 16, 18, 19, 20, 22, 23, 24, 26 and 27
						The suggested planting is great but Council must recognise that extra maintenance and cleaning will be necessary: people tend to throw bottles etc in to plant beds. I currently keep 15 Blues Point Road plant beds free of litter. Street cleaning to a higher standard will be required.	The installation of public art in the area is supported by the majority of submissions. Sculpture selection to be confirmed during design development in Consultation with the community. Note added to the Masterplan for clarification	Y	1.E	Attachment 2 - Pages 16, 20, and 24.
2.71	Oppose	Neither support nor oppose	Oppose	Support	Neither support nor oppose, We support street art, sculpture installation and love greenery however not at the expense of parking places which are already oversubscribed.	Blues Point has a lovely vibrant community feel inclusive of local residents and visitors. One of the persisting and pervasive issues around Blues Point is access to parking especially for residents, many of whom park on the street and find it very challenging on weekends and during festive seasons to park their cars. Whilst the ideal world would involve fewer automobiles the current circumstances in Blues Point require access to parking spots and any plans that reduce parking availability are impractical. The restaurants also need their near parks for takeaway customers. Please reconsider and do not remove the 18 car parks already in over demand. Thanks	Noted The overall proposal and all zones are supported by the majority of the submissions. The Masterplan has been amended to avoid parking loss and address community concerns. Net parking loss now in the overall masterplan is 0. The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street	N	2.E	
							The installation of public art in the area is supported by the majority of submissions.	Y	1.E	Attachment 2 - Pages 28, and 33 to 39. Attachment 2 - Pages 16, 20, and 24.

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

63

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
							Sculpture selection to be confirmed during design development in Consultation with the community. Note added to the Masterplan for clarification			
2.72	Oppose	Neither support nor oppose	Oppose	Oppose	Oppose	As a resident the reduction of any kind of parking in the village impacts on the immediate residents of the area who rely on street parking. As it is the council has allowed unlimited parking in most residential streets on weekends meaning you cannot park at the best of times. removing even more parking is just ludicrous. I support the upgrade of paving etc but not at the risk of losing parking spaces. Also - placement of sculptures attracts vandals and the placement of them on footpaths blocks vision of cars attempting to turn corners from side streets-	The Masterplan has been amended to avoid parking loss and address community concerns. Net parking loss now in the overall masterplan is 0. The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.
2.73	Support	Support	Support	Support	Support		Noted	N	2.D	
2.74	Oppose	Oppose	Oppose	Oppose	Neither support nor oppose I support the installation of sculptures as long as they have some relevance to the area and are constructed of Sydney sandstone or other natural materials connected to the	We are categorically opposed to the removal of any car spaces whatsoever in McMahons Point. There is already too much pressure on parking for residents and the small businesses along Blues Point Road depend on these car spaces for the successful running of their businesses. People need to be able to easily park to grab a coffee or visit the post office. Council needs to work with the state government to get approval for residents to park across their own driveways. It is ridiculous that council parking inspectors fine residents for doing this when all the parking spaces are unavailable. This is a particular problem in Princes Street. The proposal to make this problem even worse by taking car	The installation of public art in the area is supported by the majority of submissions. Sculpture selection to be confirmed during design development in Consultation with the community. Note added to the Masterplan for clarification	Y	1.E	Attachment 2 - Pages 16, 20, and 24.
							The Masterplan has been amended to avoid parking loss and address community concerns.	Y	1.B	Attachment 2 - Pages 28, and 33 to 39.

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
					local area. I would be in support of something indigenous but do not want to see any more of the ugly sculptures in bright blue or purple glass that council has recently installed throughout North Sydney. I also strongly oppose any art installation consisting of paper flowers like what was installed a few months ago in North Sydney. Whatever is installed should be appropriate aesthetically for the area and preferably connected somehow to the heritage of the area.	spaces away is poorly thought out and untenable. The proposed planting of new trees and the beautification of Blues Point Road has some merit as long as the trees are natives and jacaranda trees. There must absolutely not be any London Plane trees put in as these are already a problem for this area. There must be no additional trees planted at the expense of existing parking. Parking can only be reduced if residents are allowed to park across their own driveways with a permit displayed. This would immediately free up at least 50 car spaces and allow more room for beautification, trees and sculptures. Something needs to be done about the speeding motorists up and down Blues Point Road particularly along the stretch from Blue Street to East Crescent Street. We are in favour of speed islands making the road similar to what has been done in some streets of Mosman in order to slow the cars down. Something must also be done to prevent cars from doing U-turns at the intersection of Blues Point Road and Princes Street. This is dangerous and an accident waiting to happen. An additional pedestrian crossing at Princes Street needs to be installed or an extension of the island to narrow the distance necessary to cross Blues Point Road. Something also needs to be done about the lack of pedestrian access through the footpath that has been taken over by Delicado restaurant. Pedestrians need to walk out onto Princes Street to even get through and the area looking untidy and messy. In summary. 1) Absolutely no removal of even a single car space in McMahons Point.	Net parking loss now in the overall masterplan is 0. The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street New tree planting species to be confirmed during design development in Consultation with Council's arborists Note added to the Masterplan for clarification			
								Y	1.E	Attachment 2 - Pages 16, 20, and 24.
								Y	1.A	Attachment 2 - Pages 33 to 39.
								N	2.B	

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

65

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
						<p>2) Council needs to obtain agreement with state government to allow resident parking across their own driveways.</p> <p>3) Planting of trees is lovely but must be jacarandas or other natives and must not be London Plane Trees.</p> <p>4) Sculptures must have some connection to the heritage of the area and should preferably be indigenous related. They should be aesthetically appropriate and preferably made of natural Sydney sandstone or glass etc.</p> <p>5) Traffic needs to be slowed right down on Blues Point Road through the addition of islands or sections on either side of the road. (Similar to Mosman)</p> <p>6) Something needs to be done to prevent U-turns at Blues Point Road and Princes Street and this corner needs to be cleaned up with pedestrian access restored.</p> <p>7) Additional pedestrian crossing at Princes Street needs to be included in design.</p>				
2.75	Support	Support	Support	Support	Support	<p>We support the upgrade of McMahons point, especially blues point rd as it will liven the area up and be a great extension of North Sydney's newly upgraded areas. With two major brands moving into North Sydney (Channel 9 and Microsoft) Blues Point road has a perfect opportunity to shine. Wider and less hazardous footpaths would appeal to ferry commuters on their walk up to North Sydney offices as well as older residents who like to shop local. I would like to see well signposted parking and express walkway options in place off the limited parking on Blues point rd. Overhead decorative lighting and artwork would look great in the area and I feel it</p>	Noted	N	2.D	

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

66

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
						reflects the community's personality well. Over all, an upgrade will be a nice lift for the community and just what the doctor ordered when we get through to the other side of the pandemic.				
2.76	Oppose	Oppose	Oppose	Oppose	Oppose	<p>I fully support new planting with improved and expanded footpaths, in principle. I do NOT support the installation of art spaces, sculpture and the installation of flagpoles and banners. These later elements will do nothing but detract from the intrinsic natural and architectural beauty of the Blues Point precinct, as evidenced by some of the other areas of civic 'beautification' that have been recently imposed on our area by the mayor.</p> <p>The proposed plans will have the effect of creating busy and overcrowded visual spaces and further contribute to the feeling that we are living in a Disney Land. Given that we have recently had significant rate increases imposed upon us by the current mayor, I wonder why we are now able to justify the expenditure of these funds. If the business product is of a high quality, people will come, so attracting people to the area begins with improving the product. Banners and sculptures will make no difference. This money would be better spent on improving the amenity of streets in residential areas, particularly in the neglected western part of the municipality where it is left to residents, through the Streets Alive program, to beautify their own streets!</p>	<p>Noted</p> <p>The overall proposal and all zones are supported by the majority of the submissions.</p> <p>The installation of public art in the area is supported by the majority of submissions.</p> <p>Sculpture selection to be confirmed during design development in Consultation with the community.</p> <p>Note added to the Masterplan for clarification</p> <p>Banner Flags removed from zones 2 and 3 the Masterplan proposal</p>	<p>N</p> <p>Y</p> <p>Y</p>	<p>2.E</p> <p>1.E</p> <p>1.B</p>	<p>Attachment 2 - Pages 16, 20, and 24.</p> <p>Attachment 2 - Pages 20, 22, 23, 24, 26 and 27</p>
2.77	Oppose	Oppose	Oppose	Oppose	Oppose	<p>Zone 1</p> <p>As you can see from the artist's sketches, the area south of Blue Street is going to be a worse bottle neck than it already is if an inline bus stop and footpath widening occurs in this zone. This is a high traffic area as people travelling north into North Sydney from Lavander St, Union St and Blues Point Road</p>	<p>Proposed in-lane bus stops removed from amended Masterplan as result of the community feedback.</p> <p>The Masterplan has been amended to avoid parking loss and address community concerns.</p>	<p>Y</p> <p>Y</p>	<p>1.B</p> <p>1.B</p>	<p>Attachment 2 - Pages 33 to 39.</p> <p>Attachment 2 - Pages 28, and 33 to 39.</p>

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

67

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
						<p>are already held up when buses stop and people turn right into Blue Street.</p> <p>Zone 2 McMahons Point is a narrow peninsula with a population of around 2,500 people with the main way in and out of our homes being via Zone 2. To give priority to people over cars in a dead-end road is Dysfunctional.</p> <p>During weekdays, the village area is often a 'ghost town' with the only people utilising the shops residents who are able to Park our cars and support our local businesses such as the Chemist, Bookshop, Post office etc. We utilise the availability of parking on our way to and from home and if the parking is removed our money will be spent elsewhere.</p> <p>On weekends and holiday periods it is almost impossible to find parking. To remove any parking in this area will impact the businesses and Locals if we can't park to shop. If you remove ANY parking in this zone, tourists on will be forced to find parking on local streets and further down Blues Point Road which will dramatically affect residents as the majority of us don't have garages and rely on street parking. There are many elderly people who utilise the village shops using their car as it is too steep to walk up Blues Point Road and buses aren't always an option.</p> <p>Zone 3 The pocket Park at East Crescent street would create more traffic jams and is unnecessary. For one cafe to gain extra footpath seating at the expense of people being able to drive up and the road without being held up is unfair to the traffic and potentially dangerous as it is a narrow section already and trucks, emergency vehicles and buses often drive in the middle of</p>	<p>Net parking loss now in the overall masterplan is 0.</p> <p>The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street</p> <p>East Crescent Street pocket park proposal is supported by the community and the majority of submissions perceive that the proposal will positively impact the area.</p> <p>Catenary lighting removed from the Masterplan proposal</p> <p>Banner Flags removed from zones 2 and 3 the Masterplan proposal</p> <p>Multi-function poles are being proposed in line with the Council's Public Domain Design Style Manual.</p> <p>New tree planting species to be confirmed during design development in Consultation with Council's arborists</p> <p>Note added to the Masterplan for clarification</p>	<p>N</p> <p>Y</p> <p>Y</p> <p>N</p> <p>Y</p>	<p>2.E</p> <p>1.B</p> <p>1.B</p> <p>2.E</p> <p>1.E</p>	<p>Attachment 2 - Pages 28, and 33 to 39.</p> <p>Attachment 2 - Pages 16, 18, 19, 20, 22, 23, 24, 26 and 27</p> <p>Attachment 2 - Pages 20, 22, 23, 24, 26 and 27</p> <p>Attachment 2 - Pages 16, 20, and 24.</p>

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
						<p>the road already! The in lane bus stop at Blues Point Hotel is already annoying as it holds up a significant amount of traffic. If you are unlucky to be a few cars behind a bus when it stops at the Pub, you once again have to stop and wait at the second in lane stop past the pedestrian crossing at French street causing un necessary build up of traffic at the lower end of Blues Point Road. Once again, to remove parking in this area is unacceptable.</p> <p>Lighting/Flag posts.</p> <p>While I do support underground wiring I am extremely concerned the proposed street lighting would shine straight into our homes. We are already affected by street lights and most homes on Blues Point Rod have upstairs bedrooms at the front of their properties.</p> <p>I don't think replacing the lighting posts with ones that fly flags is necessary, they look so ugly, as do the flags.</p> <p>Vegetation</p> <p>Making use of existing footpath area garden beds planted with appropriate flowers and shrubs, not Agapanthus which is a noxious weed would be appreciated.</p> <p>Please don't plant any more Plane Trees - the leaves and pods when they burst cause allergies to so many people and choking on the seed fibres is horrible. Please replace them with other deciduous trees as they die.</p> <p>Summary</p> <p>I have lived on Blues Point Road for almost 30 years, have no off-street parking and need to rely on my car almost every day. Such as</p>				

“Draft” Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
						getting my child to school, sport and activities that are unaccessible by public transport, as well as supporting my elderly parents who live in the country. I usually park in the village center at least once a day as I support the local shops in almost all my purchases! Please take into consideration the Needs of Residents and our local community to not be inconvenienced by the removal of ANY parking, or road space just so tourists have a Gateway to a peninsula that is absolutely beautiful but home to so many who would be negatively impacted by these proposals.				
78	Neither support nor oppose	Neither support nor oppose	Neither support nor oppose	Neither support nor oppose	Oppose, The use of sculptures and other street art including banners reflects the poor taste of the proponents. The art/sculpture is generally ugly and takes up valuable space which is needed for pedestrian movement and vegetated areas. The banners that are proliferating in the Municipality are nothing more than a tasteless nuisance and I suspect they are intended to provide opportunities for yet more	The principle of improving the streetscape to allow better pedestrian access and movement, as well as providing for outdoor facilities such as dining is of considerable merit. There is a tendency with all such things, however, to try and cram more into a space than is warranted, therefore making it extremely cluttered, defeating the intent of encouraging pedestrian movements. Undergrounding power lines, widening footpaths, slowing and discouraging traffic, strategic tree and garden planting would be of benefit to the residents and businesses along the road, but turning it into a spectacle with banners and sculptures would be a waste of the extra money required.	The installation of public art in the area is supported by the majority of submissions. Sculpture selection to be confirmed during design development in Consultation with the community. Note added to the Masterplan for clarification	Y	1.E	Attachment 2 - Pages 16, 20, and 24.
							Banner Flags removed from zones 2 and 3 the Masterplan proposal	Y	1.B	Attachment 2 - Pages 20, 22, 23, 24, 26 and 27

“Draft” Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

70

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
					advertising (and revenue raising). They also get in the way of any extra trees that would be much more useful.					
2.79	Support	Support	Support	Support	Support, Our community values are expressed and demonstrated by our community investment in, and support for, cultural, environmental, and social resilience. Physical expressions of creative interpretations and appreciations of our world around us are a sign of our commitment and engagement with our fellow citizens, and neighbours. Council is our democratic instrument for this important process, and Council is entrusted with the task of eschewing 'populism' and	<p>The Master Plan document is a vision document. It addresses the higher order objectives of improving public domain safety, comfort, and convenience whilst retaining and enhancing the underlying character of this unique locale. Importantly, it directly illustrates practical and holistic solutions to achieving the objectives of Council's (and State) Policies for Climate Action, Active Travel, Greener Places, and Climate change amelioration.</p> <p>The measure of success of this scheme is its ability to significantly reduce the amount of surface area consumed by vehicles (movement & storage), without compromising safe operability, and conversion of that excess space to additional pedestrian and passive recreation space, and increased 'green' landscape zones, and - most importantly - increased canopy tree cover to ameliorate the urban heat island effect. It shifts the balance of land use consumption away from 'vehicles' towards 'people & nature'. It also maintains the 'operability' of the place for vehicles, whilst increasing the safety of such 'operability'.</p> <p>The Draft Blues Point Master Plan is a great starting point. The scheme (like all schemes) will benefit from further detailed design development. Issues such as parking can be resolved (detailed design study can provide opportunity for preserving the parking quantity status quo, or even increasing it).</p>	Noted	N	2.D	

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

71

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
						<p>resisting shallow partisan / self-interest resistance to enlightened progress.</p> <p>The pocket parks and raised thresholds, and in-lane bus stops will all enable improved kerbside parking efficiency by liberating more kerb line for parking.</p> <p>Re-configuring some of the parking on Blues Point Road (south of Blues Point Hotel) , as well as in Princes Street, will also significantly increase opportunities for enhanced parking (and enhanced street tree opportunities, and enhanced traffic calming / speed control).</p> <p>As a local resident for more than thirty years, and as a professional designer of public domain spaces throughout Australia (for more than 45 years), I can recognise in the Draft Blues Point Master Plan the key 'moves' that address all of the desired and stated Policies that Council and State Government are striving to implement. It is a robust 'starting point', and - with further detailed refinement - it will be a great achievement for Council, and a great contribution to Community life and livelihood in Blues Point Road.</p> <p>I commend Council and its Consultants for the high quality of the work done to date, and encourage Council to move swiftly to the next phase - detailed Design Development - to demonstrate to the local Community 'the complex process' of design , and to assuage the many 'misconceptions and concerns' expressed in the consultative forums thus far.</p> <p>Finally, I also commend Council on the 'Zoom' consultative meeting process, particularly the clarity and efficiency of the presentation and the live "Q&A". The Chair (Mayor) and Design Director did a great job and the format was a great improvement on the 'in person' process at Council Chambers and at Precinct Meetings. This Zoom process was informative</p>				

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
						and democratic, whilst reducing the all too often 'partisan' or 'sectional interest' rhetoric of 'in person' gatherings. Thank you				
2.80	Support	Neither support nor oppose	Support	Neither support nor oppose	Provide detail/comment on the reason for you answer	<p>I welcome the upgrade, planting and overall beautification of what is already a special urban village.</p> <p>As a local resident, public art consultant and qualified urban designer I would like to introduce some local knowledge that the Tract consultants would not be aware of in preparing this Masterplan.</p> <p>1. The lived experience of the McMahons Point Village is between Union St and East Crescent st. It does not begin further up at Blue St. There are not three zones, there is one. Particularly between Union St and East Crescent St there are not two zones but a single continuous village 'between the pubs'. There is no logic to the breakup of the main village area into two separate zones. We do not use or perceive our village this way.</p> <p>2. The small defined zone called the village zone by the landscape consultants, excludes 3 restaurants, real estate agent, twos cafés, the community centre, gym, hair dresser, two pubs, florist and the grocery store!</p> <p>3. I strongly recommend that improvements are focussed in the area between Union st and East Crescent which IS the village for locals.</p> <p>4. Catenary lighting and smart poles are a wonderful idea. But suggest focussing all decorative lighting in the actual village area, (not further up near St Peters Church) to enhance the festive atmosphere already</p>	<p>All areas are included in the Masterplan, the key zones were defined to enhance gateway opportunities and, prioritise and stage works.</p> <p>The Masterplan has been amended to avoid parking loss and address community concerns.</p> <p>Net parking loss now in the overall masterplan is 0.</p> <p>The creation of the East Crescent Street Pocket Park requires the removal of two parallel parking spaces, these spaces will be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street</p> <p>The installation of public art in the area is supported by the majority of submissions.</p> <p>Sculpture selection to be confirmed during design development in Consultation with the community.</p> <p>Note added to the Masterplan for clarification</p> <p>Union Street shops area is included in the amended Masterplan.</p>	N	2.D	
								Y	1.B	Attachment 2 - Pages 28, and 33 to 39.
								Y	1.E	Attachment 2 - Pages 16, 20, and 24.
								Y	1.D	Attachment 2 – Page 39

“Draft” Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

73

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						<p>there. Use the lighting to define the village centre.</p> <p>5. Any allocation to public art should not be towards freestanding sculpture. Modest public art expenditures derive better value, and less controversy, by being incorporated into the streetscape functionality. For example, artist designed furnishings or catenary lighting - which would add a distinctive signature to the village.</p> <p>6. The loss of 12 parking places is not welcome, or necessary. Given the already widened pedestrian pathway, which generously accommodates outdoor seating for at least 4 cafes there is no need to remove car spots to create more pedestrianized space. It is my professional opinion that in this instance, giving more space to pedestrians on the east side of Blues Point Road in the heart of the village could actually dilute the modest buzz we experience and enjoy on the street. Urban design is about getting the balance between cars and pedestrians right, and its good now as is.</p> <p>7. The proposal to remove car spaces does affect the ability for quick stops to the post office, dry cleaner, chemist etc.</p> <p>Finally, I will happily give my professional time as a public art consultant to collaborate with Council to refine their public art response to the neighbourhood.</p> <p>Thank you for the opportunity to respond. Kind regards</p>				

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
2.81	Neither support nor oppose	Neither support nor oppose	Neither support nor oppose	Oppose	Oppose, The lack of site specificity and incongruous nature of the masculine and modernist public sculptures North Sydney Council erects are problematic for the location of East Crescent St. Public sculpture and 'place-making' activations should enhance, complement and contribute to the texture and provenance of a precinct. The draft imagery of the 'blue' sculpture depicts yet another nondescript, steel, abstract and modernist monolith that adds nothing to the streetscape in the proposed pocket park. Indeed, it will say and contribute little once in situ.	<p>For the most part the concept of paving, tree planting and new fencing in keeping with North Sydney's Council's current Public Domain Style Manual and Design Codes will be simpatico with the textures and ambience of Blues Point Rd, (from the corner of Blue St right down to the tower). However, the proposed public sculptures, Bunnings style contemporary landscaping in historical locations and street signage disguised in the form of banners on lamp posts will lead to a homogenisation of the Blues Point Village with the North Sydney CBD. As the St Peters Park works have demonstrated.</p> <p>Rather visitors and locals should 'feel' they are entering another zone, time and place once they turn into Blues Point Rd from either Lavender or Blue St (the original North Hampton Estate of William Billy Blue).</p> <p>Successful placemaking is not about conformity. Rather, placemaking is best when it embraces and celebrates what is unique to a precinct or borough. It elevates history and creativity which in turn makes a place interesting and pleasant to be in and visit. There must be room to allow for local history, provenance and flavour that enhances and delights locals and visitors alike rather than slick pavements street furniture and landscaping in the contemporaneous fashion of the day.</p> <p>The artistic history of Lavender Bay and Blues Point is staggering. Putting banners on lamp posts (which opens the door for advertising at later date) and a few hanging baskets is not innovative, visionary or sophisticated placemaking. We can do better. Let's authentically elevate what is wonderful and unique about the Lavender Bay precinct and</p>	<p>The installation of public art in the area is supported by the majority of submissions.</p> <p>Sculpture selection to be confirmed during design development in Consultation with the community.</p> <p>Note added to the Masterplan for clarification</p>	Y	1.E	Attachment 2 - Pages 16, 20, and 24.
							Banner Flags removed from zones 2 and 3 the Masterplan proposal	Y	1.B	Attachment 2 - Pages 20, 22, 23, 24, 26 and 27
							Materials palette is being proposed in line with the Council's Public Domain Design Style Manual.	N	2.E	

"Draft" Masterplan for the Public Domain upgrade of Blues Point Road Summary of submissions received during public exhibition period

75

	Do you support the objectives of the draft Masterplan?	Do you support the proposed upgrade works at Zone 1 - Blue Street Gateway?	Do you support the proposed upgrade works at Zone 2 - Blues Point Road Village	Do you support the proposed upgrade works at Zone 3 - East Crescent Street Pocket Park?	Do you support the creation of public street art spaces and the installation of sculptures?	Comments	Response	Recommend Plan to be amended Y or N	Criteria Code	Plan number
						add value rather than aim to homogenise it to be a mini North Sydney CBD.				



MASTERPLAN FOR THE PUBLIC DOMAIN UPGRADE OF BLUES POINT ROAD-MCMAHONS POINT

APRIL 2021

Tract



1 of 39

INTRODUCTION

Blues Point Road upgrade forms the physical and visual gateway to the suburb of McMahon's Point. This project is an opportunity to create a public realm that is befitting of a precinct that requires updating to ensure its status within the top ten (10) of Liveable Suburbs in Sydney (Domain 2019 Deloitte & Tract).

Blues Point Road has daily visits from those who work in North Sydney's CBD, those who live in the local catchment and visitation by local and international tourists annually. The project will support North Sydney Council's vision of strengthening a unique location into a high quality, safe and equitable public domain.

This master plan will reinforce the pedestrian link between McMahons Point and North Sydney as a destination and a place of living, working and socializing.

The Primary objectives of the Master plan as identified in the project brief :

The public domain upgrades are to incorporate contemporary design ideas for "Place Making" for the current and next generation of people who live, visit, commute and or work in this iconic lower north shore commercial area. The design must reflect innovative and creative use of the public space and streetscape in the area while the finishes and materials to be used are to be in accordance with councils currently (adopted) Public Domain Style Manual and Design Codes.

VISION

We are creating a vision for Blues Point Road to give priority to people over cars. The streets will be green with continuous street tree canopies to encourage walking, cycling and gathering. The Master Plan shows how Blues Point Road will continue to be a benchmark for the operation of a vibrant, functioning community.

Our design response is predicated by the guiding value of

BRINGING PEOPLE TOGETHER

The design emphasizes community health and wellness in enhancing a walkable vibrant thriving community. Blues Point Road will be an opportunity to establish large trees to provide significant canopy cover and a significant green corridor within a slow vehicle speed environment of the highest quality.





PROJECT AREA

The project area extends along Blues Point Road from Blue Street in North Sydney to Warung Street in McMahon's Point. Union Street from Blues Point Road to Chuter Street, Chuter Street to Holt Street and Holt Street to Victoria Street.



St Peters Park sculpture



Looking south towards Lavender Street



Princes Street corner



Blues Point Rd Village looking south



Looking west down Mil Mil Street



Looking south from Parker Street

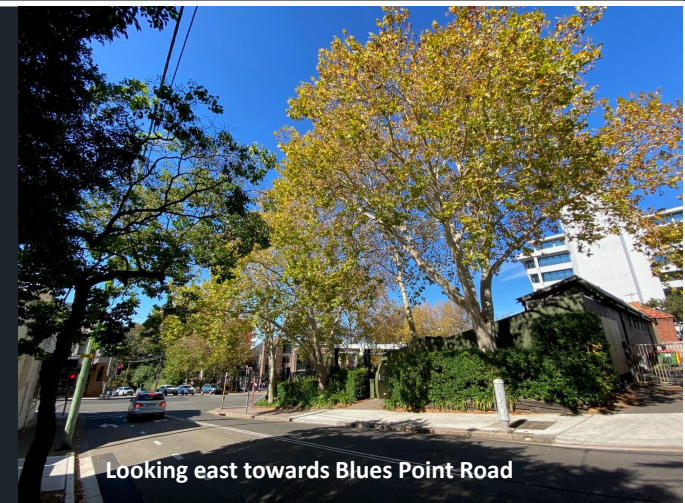
PROJECT AREA –BLUES POINT ROAD FROM BLUE STREET TO WARUNG STREET *Images Tract*



Looking West towards Union Street



Looking east from Union Street



Looking east towards Blues Point Road



Looking down Chuter Street from Union Street



Union Street housing character

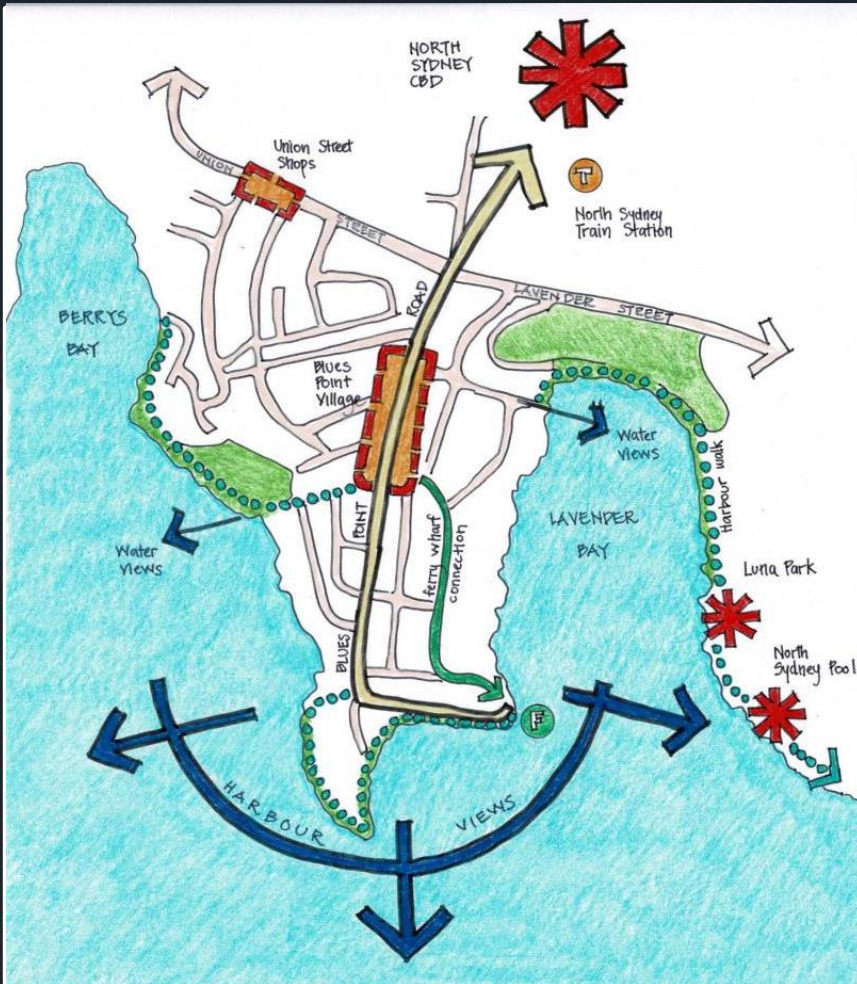


Union Street shops

PROJECT AREA –UNION STREET , CHUTER STREET , HOLT STREET *Images Tract*

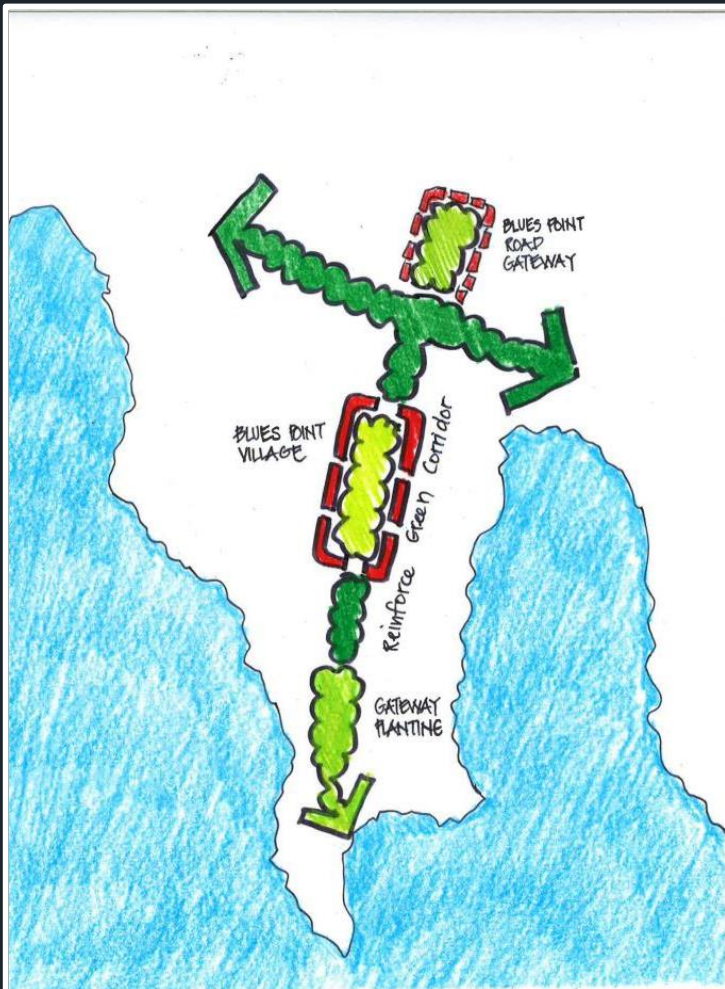


McMAHONS POINT - HISTORY WALK – opportunity to identify key buildings and local history . *Images Tract*



Blues Point Road is a natural thoroughfare along the McMahon's Point ridge line connecting to North Sydney. Peak flows of pedestrians in the morning and evening walk between the Ferry Stop and residential areas to the train station and CBD.

ACCESS AND CIRCULATION Images Google Maps/Tract



Reinforce green linkages for pedestrians to the Harbour from North Sydney and local connections.

OPPORTUNITY – CONNECTED GREEN SPINE *Images Tract*

ACCESS RECOMMENDATIONS

- Incorporate **continuous pedestrian priority zones** at all side street junctions with Blues Point Road which are not currently signalized to remove kerb ramps and promote pedestrian priority and slow vehicle speeds. Locations of raised paving zones:

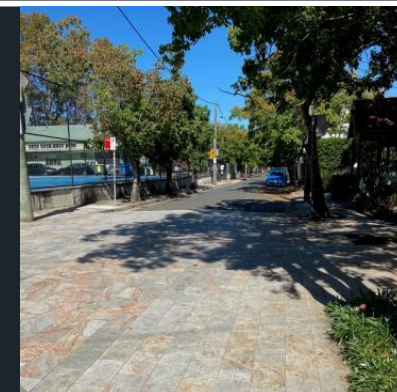
William Street, Victoria Street , Mitchell Street, Princes Street, Mil Mil Street, French Street, McManus Street, Warung Street, Parker Street, East Crescent Street, King George Street.

- **Improve secondary pedestrian crossing points** at Princes Street, Blues Point Hotel to East Crescent Street and McManus to Parker Street by introducing kerb blisters to shorten pedestrian crossing times
- **Upgrade King George Street marked pedestrian crossing** to improve visual contrast. Raise road pavement at crossing by 75mm to suit buses and reduce kerb ramp slope.
- **Implement 40km/h speed limit** .Blues Point Road has been identified as a 40km/h zone in North Sydney Council's *40Km/h &10Km/h Shared Zone Masterplan and Action Plan* (March 2020).

Note: All traffic and access recommendations to be designed in accordance with Austroads Guide to Road Design and TfNSW Technical notes.



French Street, proposed raised paving zone at intersection.



Example of continuous footpath treatment at Edward Street North Sydney



Marked pedestrian crossing at King George Street intersection to be upgraded.



Inbetween Two Worlds, Jason Wing



Artscape



BLUES POINT ROAD LIGHTING STRATEGY

Council identifies Blues Point Road, Union Street and Lavender Street as Priority 2 for the undergrounding of overhead wires. *North Sydney undergrounding Master Plan*

Opportunity to upgrade lighting and introduce feature elements at key zones.



The Otherside of Midnight Anne Ross



Geoffrey Drake Brockman



Tensile



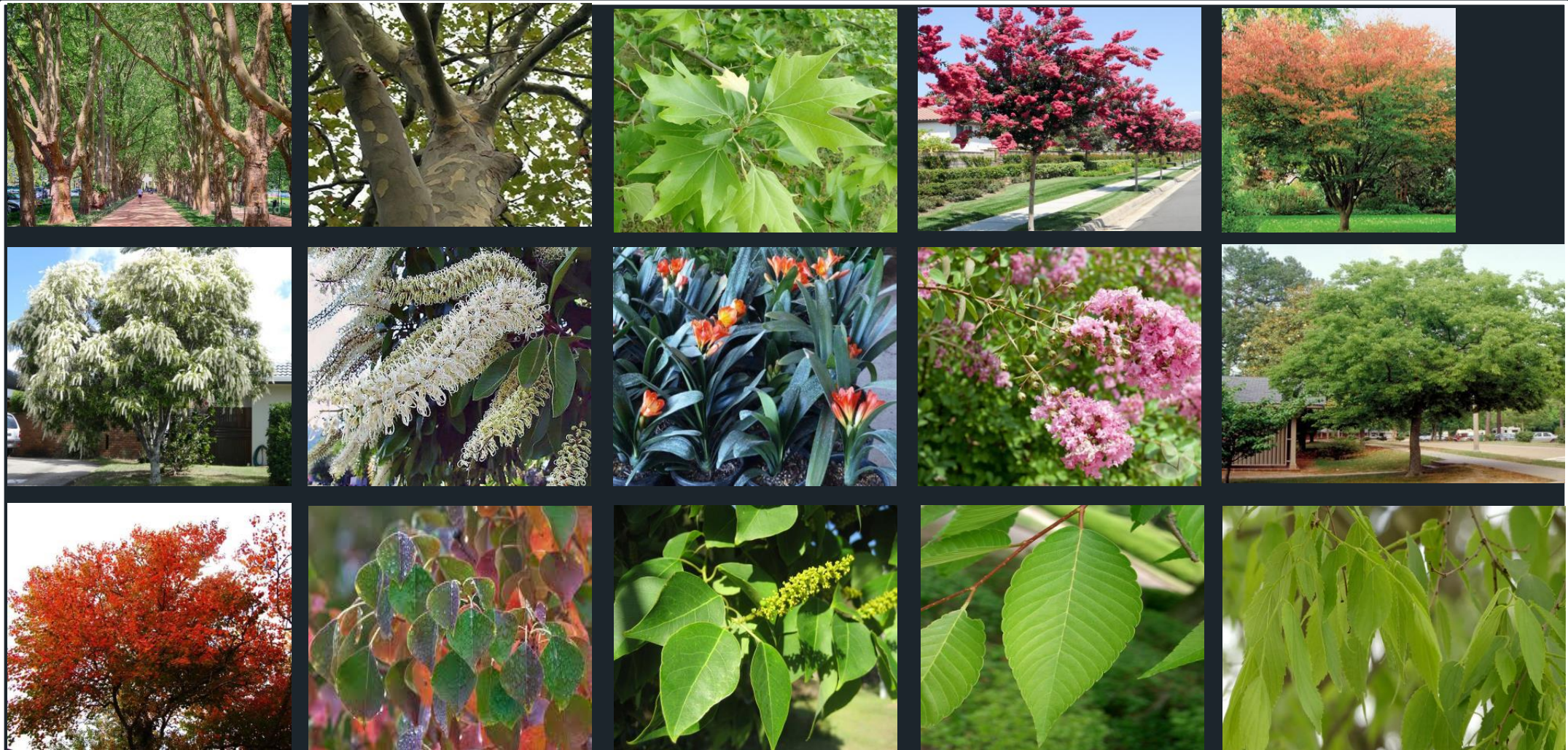
Artscape and Tract



Life Cycle by David Jenz

Public Art trail opportunities

at King George Street and East Crescent Street Pocket Park



Proposed Street Trees- Platanus sp., Lagerstromia sp. Robinia sp. Sapium sp. Zelkova sp., Buckinghamiana sp.,Celtis sp.

New tree species to be confirmed at detailed design stage in conjunction with Council’s arborist with a focus on native species for biodiversity and deciduous trees for amenity where suitable. Continuous canopy cover to be achieved where possible.



**Groundcover planting, seasonal flowers and robust
New species to be confirmed at detailed design stage in conjunction with Council.**

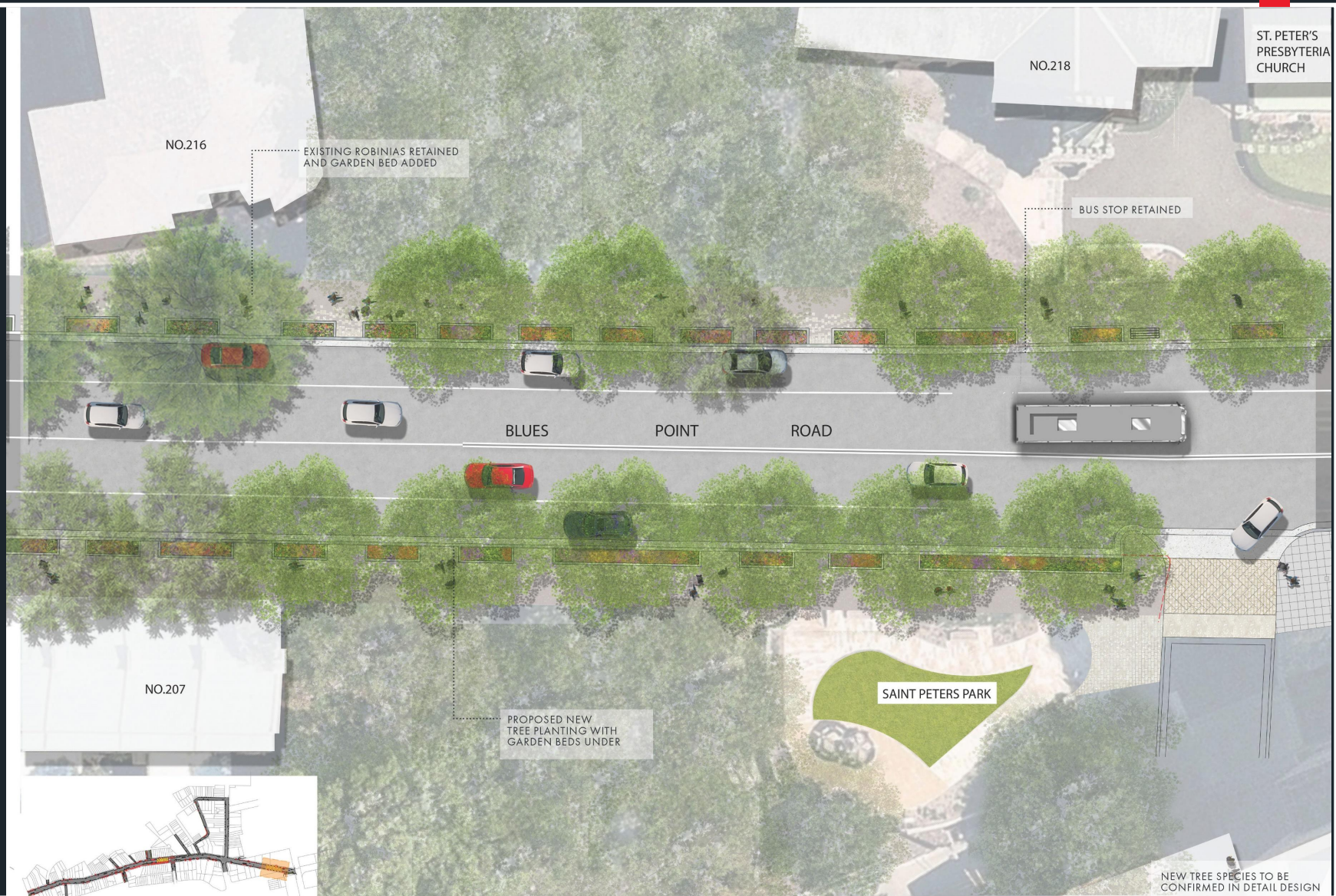
THREE KEY ZONES



KEY ZONE 1 BLUE STREET GATEWAY

Gateway Elements:

- New Lighting in accordance with North Sydney Council's Lighting Strategy. Banners on multi-function poles
- New paving to North Sydney Council's Public Domain Manual.
- Overhead power lines and cables relocated underground.
- New tree planting , species to be confirmed during design Development
- New garden areas at the base of existing and proposed trees





KEY ZONE 1

BLUE STREET ROAD
GATEWAY - EXISTING
CONDITIONS



**KEY ZONE
ZONE 1**

BLUE STREET
GATEWAY,
PROPOSED
SECTION WITH
NEW TREE
PLANTING,
GARDEN BEDS
AND LIGHTING



KEY ZONE 1

BLUE STREET GATEWAY,
LOOKING SOUTH FROM
BLUE STREET



19 of 39

KEY ZONE 2 BLUES POINT ROAD VILLAGE

Elements:

- New Lighting in accordance with North Sydney Council's Lighting Strategy.
- New paving to North Sydney Council's Public Domain Manual.
- Overhead power lines and cables relocated underground.
- New tree planting, species to be confirmed during design development.
- New garden areas at the base of existing and proposed trees.
- King George Street pedestrian crossing upgraded.
- Potential sculpture to be determined during design development stage in conjunction with community



NEW TREE SPECIES TO BE CONFIRMED IN DETAIL DESIGN



KEY ZONE 2

**BLUES POINT ROAD
VILLAGE- EXISTING
CONDITIONS**



EXISTING PAVED FOOTPATH

EXISTING ROAD

EXISTING FOOTPATH

KEY ZONE 2

**BLUES POINT
ROAD VILLAGE-
PROPOSED
SECTION**



KEY ZONE 2

**BLUES POINT VILLAGE
ENTRY AT KING GEORGE
STREET**

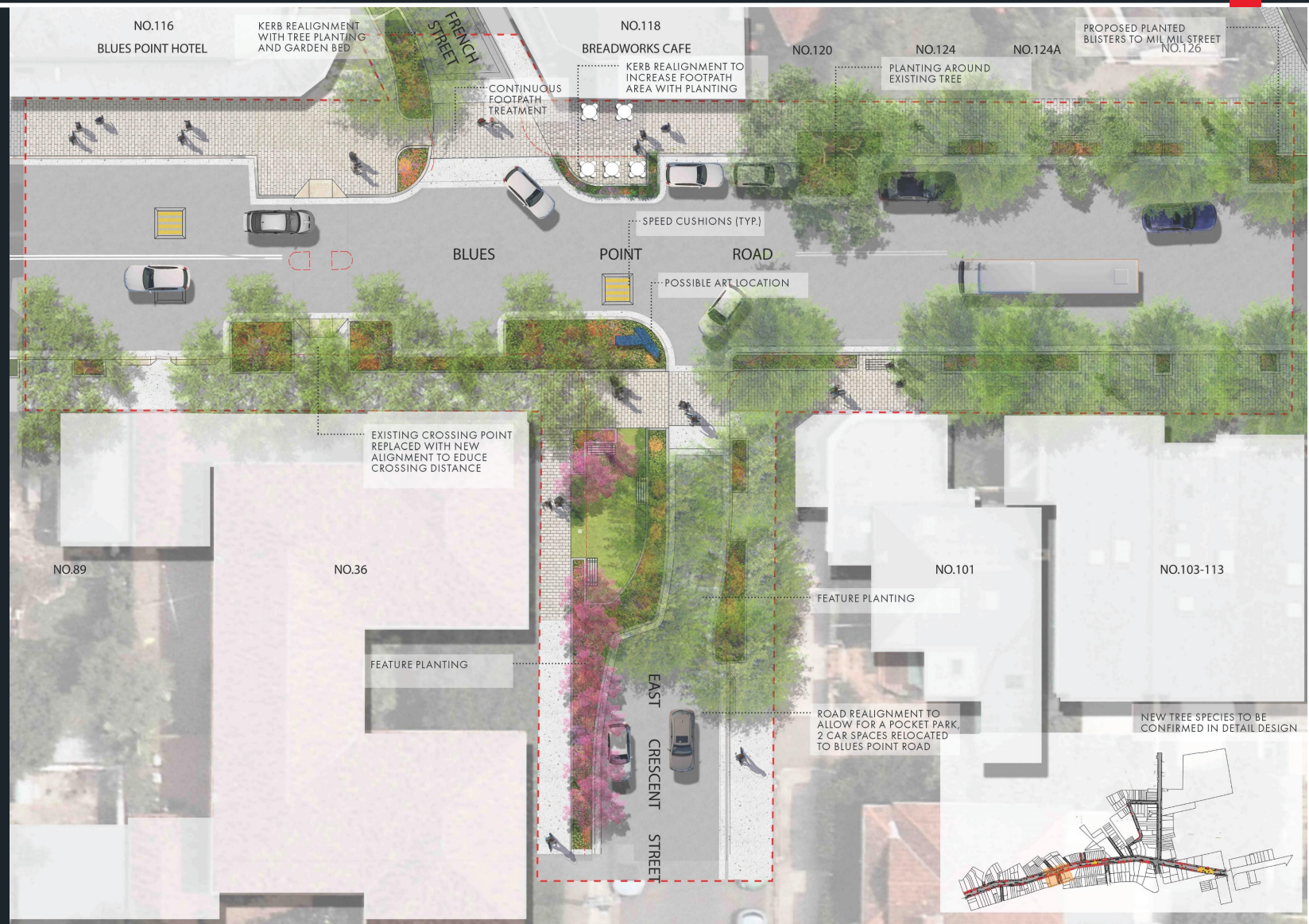


KEY ZONE 3

EAST CRESCENT STREET POCKET PARK

Elements:

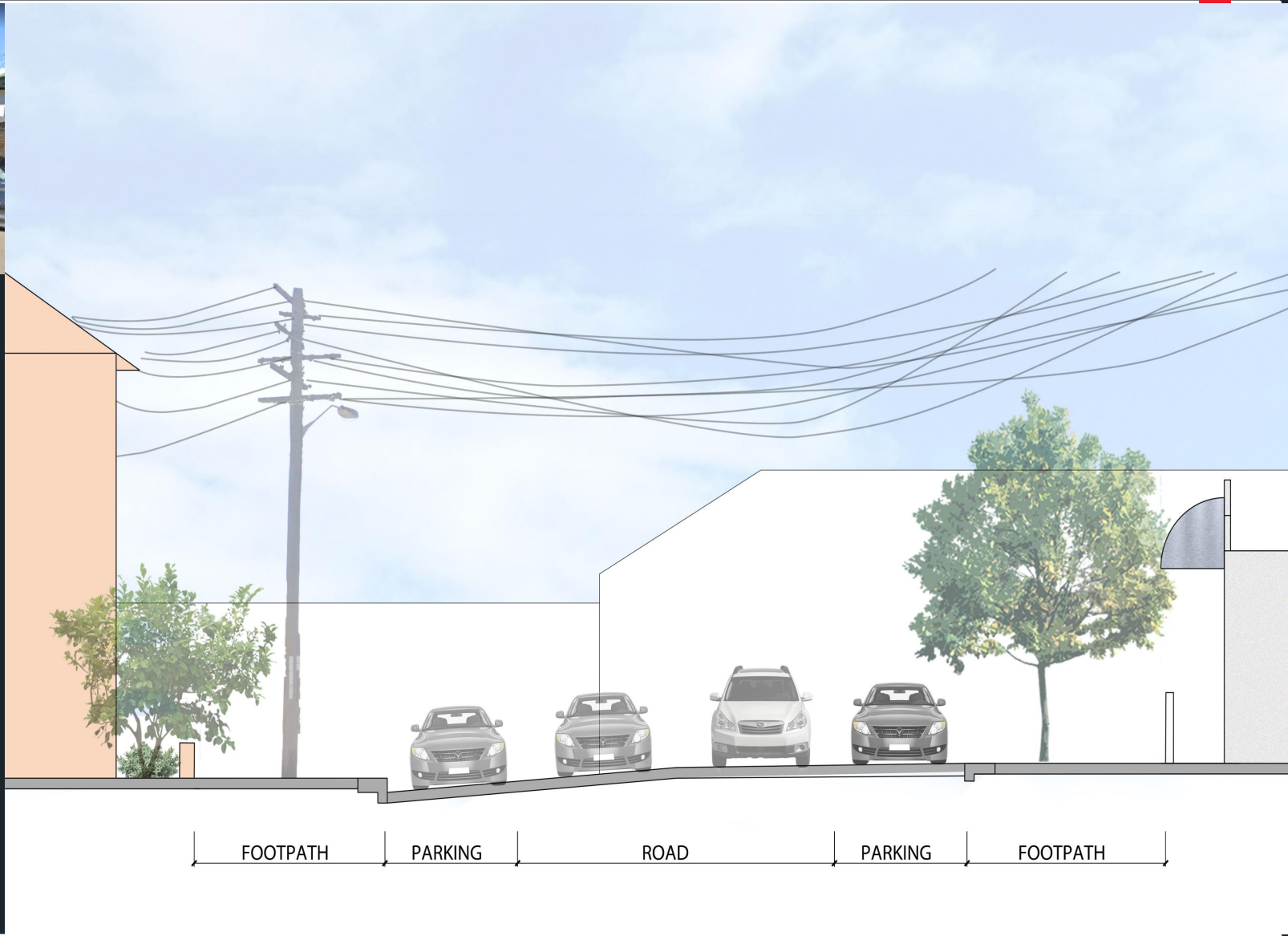
- Continuous pedestrian threshold at street junction.
- Retain single lane one way access to East Crescent Street and replace road pavement with new park
- New lighting, paving and potential sculpture to be determined during design development stage in conjunction with community.
- Improved crossing point from Blues Point Hotel
- Larger outdoor dining area at Breadworks Café
- Continuous pedestrian threshold at French Street
- Overhead wires and cable relocated underground.





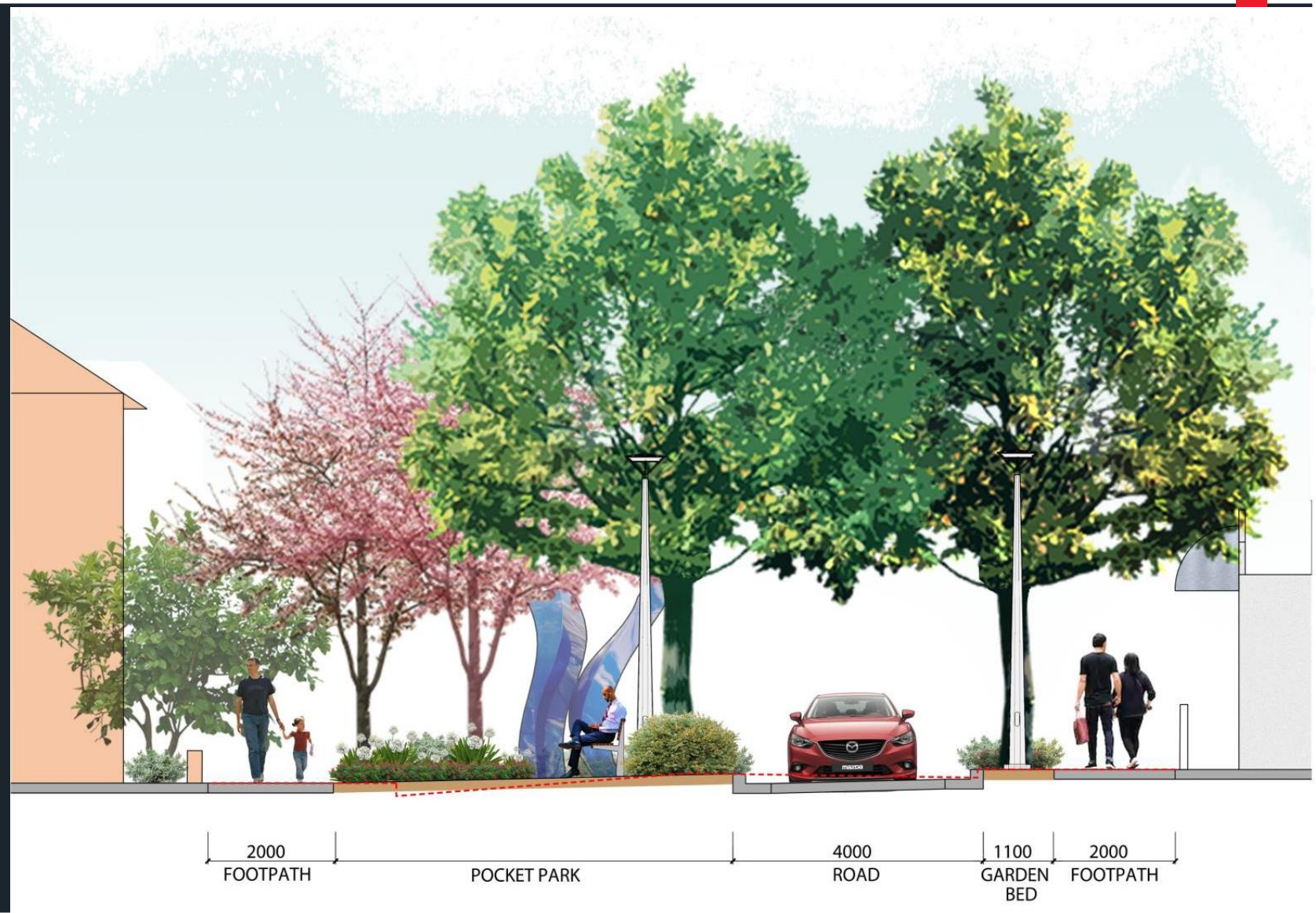
KEY ZONE 3

**EAST CRESCENT STREET
EXISTING CONDITIONS**



ZONE 3

**EAST CRESCENT STREET
POCKET PARK, LOOKING
TOWARDS BLUES POINT
ROAD**



KEY ZONE 3

**EAST CRESCENT STREET
POCKET PARK , LOOKING
FROM BLUES POINT ROAD**



BLUES POINT ROAD MASTERPLAN PARKING ADJUSTMENTS

The Masterplan will not reduce existing parking numbers or functionality along Blues Point Road.

The creation of the East Crescent Street Pocket Park will remove two parallel parking spaces from the each side of the street. These spaces are proposed to be relocated to the western side of Blues Point Road between Mil Mil Street and Princes Street.

Note: All traffic and access recommendations to be designed in accordance with Austroads Guide to Road Design and TfNSW Technical notes.

STAGING PLAN



BLUES POINT ROAD MASTERPLAN DRAINAGE AND STORMWATER OPPORTUNITIES

Existing conditions

Blues Point road falls from Blue Street to the Sydney Harbour. It is centrally crowned and follows the ridge line with kerb and gutters to the eastern and western edges of the road pavement. The road drainage is intermittently collected by side entry and stormwater pits at kerb blister locations that then drain into side streets before being piped into the harbour.

Opportunities

The stormwater along Blues Point Road can be harvested and used as passive irrigation to the proposed tree and garden areas. This can be developed during the design development stage through a series of uphill kerb inlets (in the vertical face of kerbs) connected to subsoil drainage pipes that are looped to irrigate new trees. During storm events, these pipes will fill with rain water and slowly percolate into the soil medium around new trees.

The reduction in paved surfaces within footpath areas through the creation of new garden beds at new tree locations will provide the opportunity for additional permeable surfaces that will allow more rainwater to recharge the ground . New kerb alignments have provided the opportunity to replace road pavement with garden beds that further reduce road pavements.

The park that is being proposed at East Crescent Street will create a considerable area of new permeable surface through the replacement of the road pavement with lawn and planted areas.

The inclusion of water sensitive urban design (WSUD) treatments can be considered at the art installation locations during the Design development stage . The bio-filtration and polishing of stormwater before it transfers into the harbour will benefit water quality.

Castellated kerbs at key locations where there are new garden beds can also be considered in conjunction with the development of the WSUD treatments to allow stormwater to filter into garden/bio filtration beds.

**APPENDIX –CONCEPT MASTER PLAN
Blues Point Road McMahons Point**



LEGEND

- EXISTING TREE TO BE RETAINED
- EXISTING TREE TO BE ASSESSED
- NEW GARDEN BED WITH SANDSTONE EDGE
- CONCRETE PAVING
- CONTINUOUS FOOTPATH TREATMENT AT STREET THRESHOLDS
- VILLAGE PRECINCT PAVING
- NEW STREET FURNITURE
- FEATURE PLANTER POTS
- CAFE SEATING

PROPOSED STREET TREES

COMMON NAME	BOTANICAL NAME
NATIVE TREES, SPECIES SELECTION TO BE CONFIRMED DURING DESIGN DEVELOPMENT IN CONSULTATION WITH COUNCIL ARBORISTS	
LONDON PLANE	<i>Platanus x acerifolia</i>
IVORY CURL TREE	<i>Buckinghamia celsissima</i>
FEATURE TREES, SPECIES SELECTION TO BE CONFIRMED DURING DESIGN DEVELOPMENT IN CONSULTATION WITH COUNCIL ARBORISTS	
GOLDEN ROBINIA	<i>Robinia pseudoacacia</i>
CHINESE TALLOWWOOD	<i>Sapium sebiferum</i>

COMMON NAME	BOTANICAL NAME
CREPE MYRTLE	<i>Lagerstroemia indica</i>
PRUNUS	<i>Prunus cerasifera 'Nigra'</i>
DAWSON RIVER BOTTLEBRUSH OR COASTAL BANKSIA	<i>Callistemon viminalis</i> <i>Banksia integrifolia</i>

NOTE: LOCATION AND SPECIES OF PROPOSED NEW TREES TO BE CONFIRMED AT DETAILED DESIGN STAGE AND IN CONSULTATION WITH COUNCIL ARBORIST.

BLUES POINT ROAD UPGRADE

Features

- Gateway treatment at North Sydney entry to Blues Point Road
- Blues Point Road Village: high-contrast commercial hubs
- Creation of north-facing pocket park at East Crescent Street

Transport

- In-lane bus stops to be considered during design development (subject to STA approval)
- Blisters to street corners where possible to slow speed
- Continuous pedestrian priority at side street junctions

Planting

- Retain existing trees and maximize new tree installation to create continuous canopy
- Garden beds to new trees and upgrade garden beds at the base of existing trees to improve growing conditions and to mitigate expanding tree trunks
- Create garden edge for tree planting along Hall Street. Overhead powerlines retained.

Improving pedestrian circulation

- Existing pedestrian crossing at King George Street intersection to be upgraded with 75mm ramp, remove kerb ramps, improved visual contrast on road pavement and new planting to improve sightlines
- All non-marked pedestrian crossing points improved with new blisters to reduce crossing distance
- New 200mm wide kerb and 400mm gutter
- New sandstone edge to all garden beds

Lighting

- All street lighting to be upgraded to meet Councils Lighting Strategy and Masterplan
- Blues Point Village to have pedestrian scale pole mounted light fittings
- Low voltage lighting in Plant trees outside Commercial road

Paving and furniture

- Paving and furniture to Councils Public Domain Style Manual and Design Codes
- New paving across side street thresholds to prioritize pedestrian precinct and remove kerb ramps

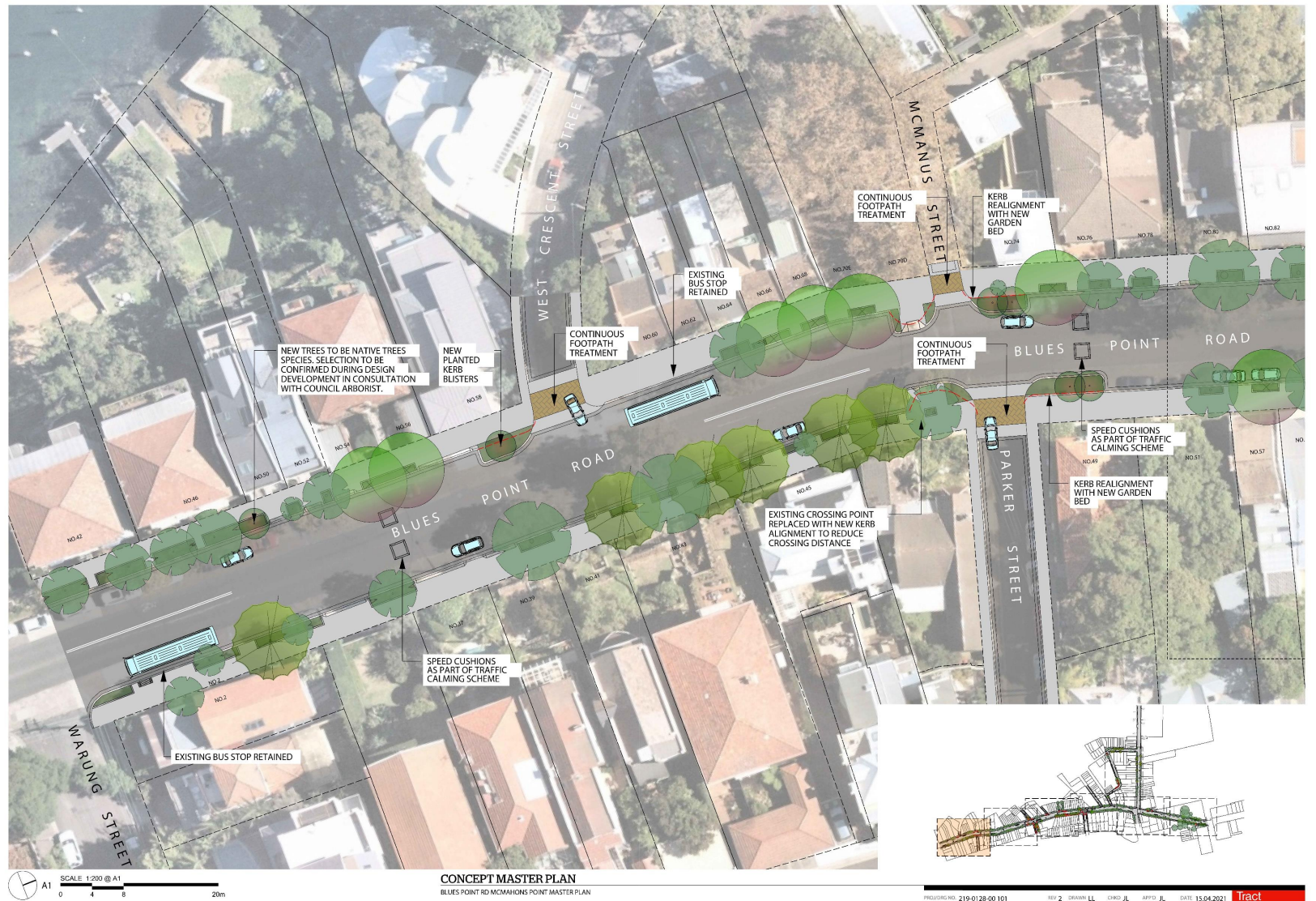
Art

Opportunity for art installations at King George Street intersection and the proposed pocket park of East Crescent Street. Art installations to be determined during design development stage or in conjunction with community.

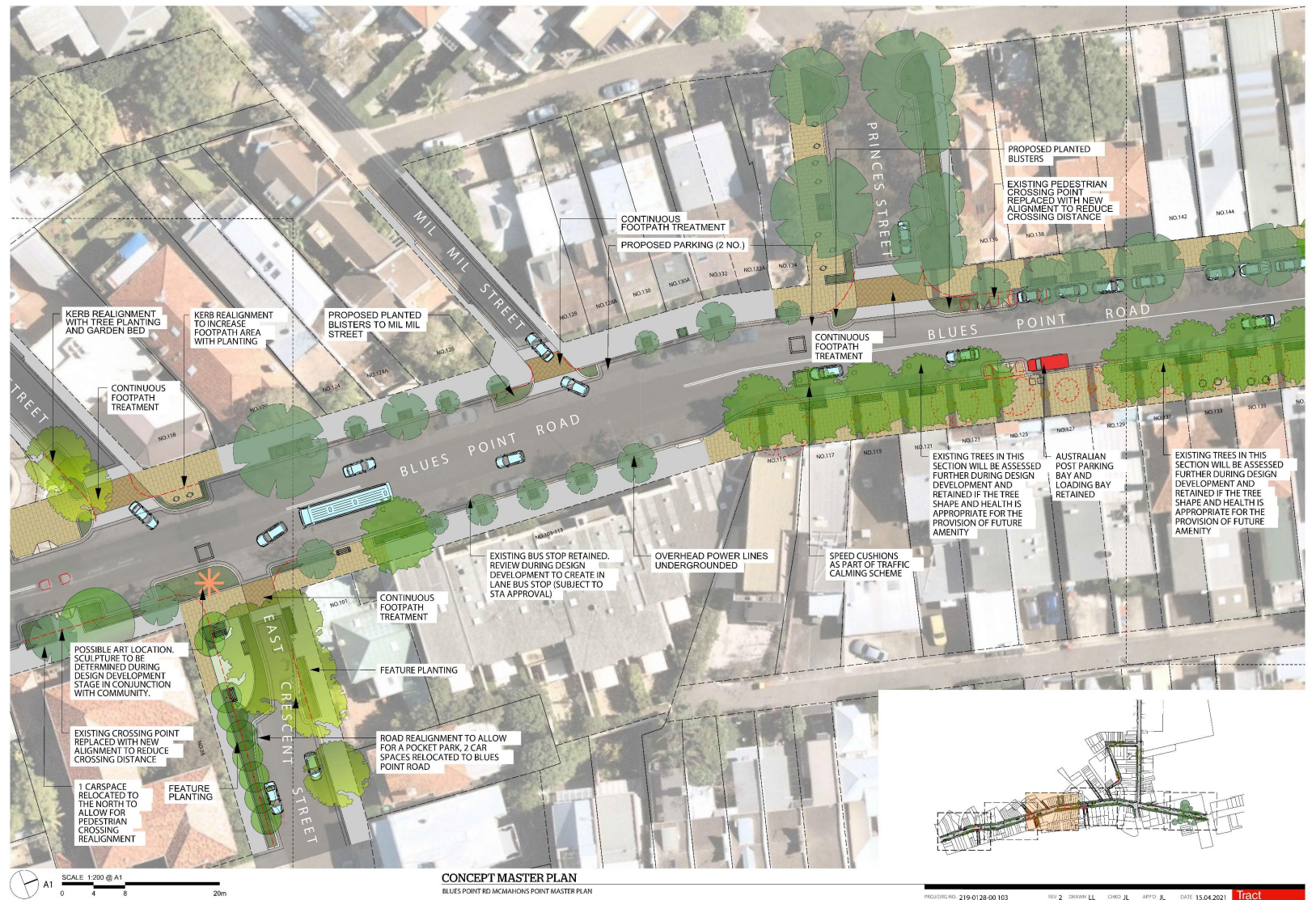
TOTAL PARKING LOSS: 0

CONCEPT MASTER PLAN - LEGEND & KEY PLAN

BLUES POINT RD MCMAHONS POINT MASTER PLAN





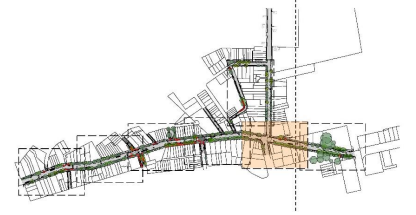






A1 SCALE 1:200 @ A1
 0 4 8 20m

CONCEPT MASTER PLAN
 BLUES POINT RD MCMAHONS POINT MASTER PLAN



PROJECT NO: 219-0128-00 105 REV 2 DRAWN: LL CHECK: JL APP'D: JL DATE 15.04.2021 Tract

